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Book review

Quality of Life and Daily Travel, by Margareta Friman, Dick Ettema, Lars E. Olsson. (Eds.). 2018. Cham, Switzerland: Springer International Publishing AG. £89.99 (hardback); £79.99 (paperback). ISBN. 978-3-319-76622-5. Ebook ISBN 978-3-319-76623-2

Over several decades the importance of subjective well being has been realised in politics and policymaking studies. In transport studies, significant research efforts have been devoted in recent decades to explore the interplay between personal well-being in family life, work-life and leisure, and travel behaviour in daily travel and this edited volume serves as a supporting evidence.

The book is arranged into four parts, drawing on the elements of travel, satisfaction and well-being. In Part 1, chapter1 (p.3) provides the background on the relationship between quality of life and daily travel. Here the authors demonstrate how the multi-faceted subjective measures of well-being in daily activity increase the individuals quality of life.

After the introduction chapter, Part 2 (Chapter 2 to 4) conceptualises the hedonic (short-term) and eudaimonic (long-term) feelings during travel. Chapter 2 explores how people experience during travel-related activities and how such feelings influence their well-being. The theoretical constructs of travel-related attitudes are elaborated, and the emotional responses of travel are measured in chapter 3. The interrelationship between accessibility, mobility, social exclusion and well-being are conceptualised in chapter 4.

Following the conceptual analysis, part 3 presents the case-studies on various elements of travel satisfaction in Europe, Australia, Canada, United States and United Kingdom: exploring the link between commuting and mood (chapter 5), evaluating travel satisfaction using smartphone applications (chapter 7 and 12), identifying the mood differences in various activities and leisure trips (chapter 6 and 8), exploring the association between stress, commute mode and life satisfaction (chapter 9 and 10), studying the impact of travel on health and well being for children and older people (chapter 11 and 13).

As stated, travel is valued as an essential daily activity which increases individuals' subjective well-being, rather than as a means to end. Measuring subjective well-being in daily travel poses significant challenges. These challenges include: (1) the limited data availability and the lack of conceptual framework constrains the applicability of methodology in measuring subjective well-being, and (2), the interpretation of the subjective measures in daily travel is likely to vary among cultural backgrounds, social context and expertise. To facilitate the effort to overcome these challenges, this edited collection serves as a rich resource.

The term ‘quality of life’ differs across individual, community and societal level. Individual responses are not only subjected to validity, repeatability and sensitivity to change of existing methods but also highly depends on their experience and understanding of the context. In particular, the hedonic and eudaimonic feelings during travel are subjected to individuals self-appraisal based on their travel experiences and available modes. Such self-report measures are prone to response bias when applied within restricted settings. In that case, the reliability and validity of the measures are at stake. For instance, the analysis of various emotions by travel mode (chapter 2) shows that car passengers feel the highest positive emotions, whereas public transit users feel strong negative emotions. In another instance, the analysis of the self-reported stress level of commuters reveals that car commuters possess higher stress than active travellers.

The authors emphasise on people's emotions (positive or negative) during out-of-home activities is possibly true but not always linked to travel. Additionally, the primary research challenge lies in the policy planning that aims to improve the quality of travel over the long term where the causal relationship between SWB and daily travel hedonic (short-term) and eudaimonic (long-term) feelings during travel.

In the final section of this book (Part 4), the two broader themes: travel and well-being are brought together for future prospects raises more questions than it answers. Individuals mode choices are subjected to variation from time to time, with or without travel-based interventions. Other factors: career demands, family bonding, personal health, work, leisure and family could have a legitimate *role* in an individual's *decision* making. As such, the ideas imposed on how the individual accounts for a travel mode change (slow travel) and how such change is connected to their well-being is subject to debate.

Understanding the link between the quality of life and daily travel is not always as simple as it might seem. In that aspect, this book provides comprehensive and practical coverage on the connection between the two through conceptualisations and case-study applications. Overall, the book makes an impressive and valuable contribution to travel behaviour research and offers an outstanding addition to the limited literature on life satisfaction, well-being and travel. This book is an appropriate and useful purchase for any library needing to have broader coverage on travel and quality of life, as it is eminently suitable for students, researchers, policymakers, practitioners from a wide range of backgrounds including traffic and transportation, cultural geography, well-being and quality-of-life research.

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