

Quality of Life and Transport

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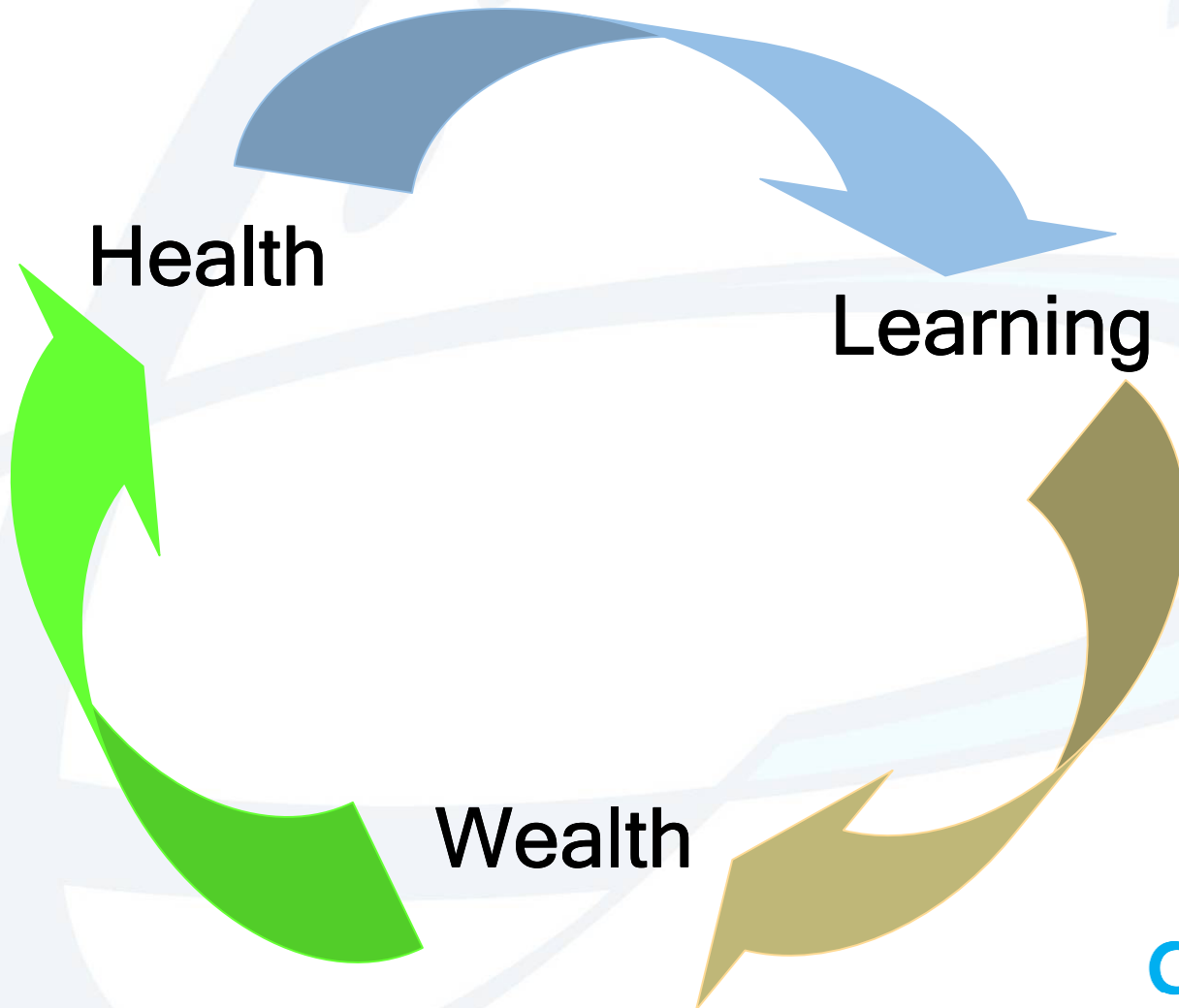


Agenda

- Quality of Life
- Standard of Living
- Transport Impacts
- The Built Environment
- The future - *One Small Step*

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Quality of Life - the essentials



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Quality of Life - physical context

QoL has three aspects-

- Objective conditions (housing quality, employment opportunities etc.)
- How these conditions are -
 - Experienced (satisfactory or otherwise)
 - Interpreted (with hope or despair)
 - Rationalised (responsible for or others to blame)
- Control (belief that personal and political action is effective)

Quality of Life - emotional context

Quality of Life is about

- a feeling of
 - well being
 - security
 - competence
 - optimism
 - freedom . . .
- an absence of
 - stress
 - fear
 - restrictions. . .
- an acceptance of and sharing in the common good

Standard of Living \neq Quality of Life

Standard of Living

- Is a measure of
 - status
 - wealth
 - possessions
 - Independence
 - power . . .
- Is judged by the satisfaction of individual needs not the common good
- Aspirations can be in conflict with the common good

The Transport Problem

- Increasing Traffic congestion
- Increasing journey times
- Increasing distances to work
- Increasing urban sprawl
- Reduced accessibility

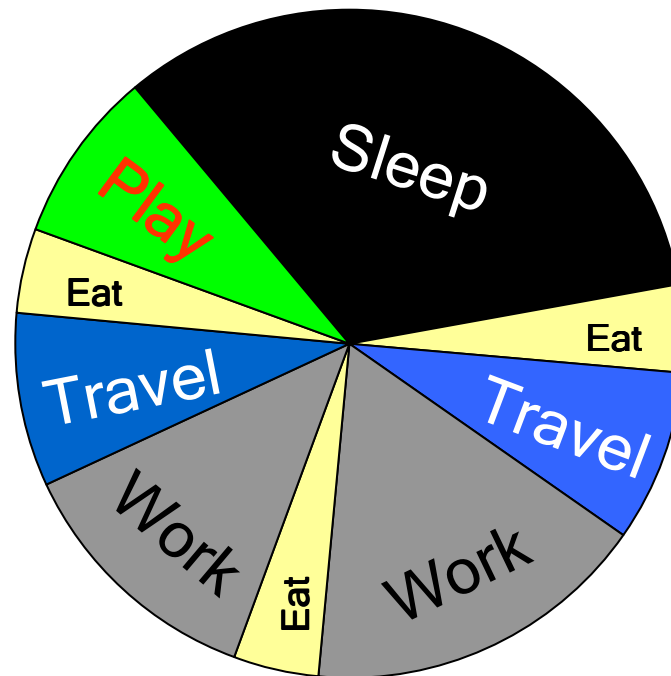
These are now big Quality of Life issues

Contributory Factors

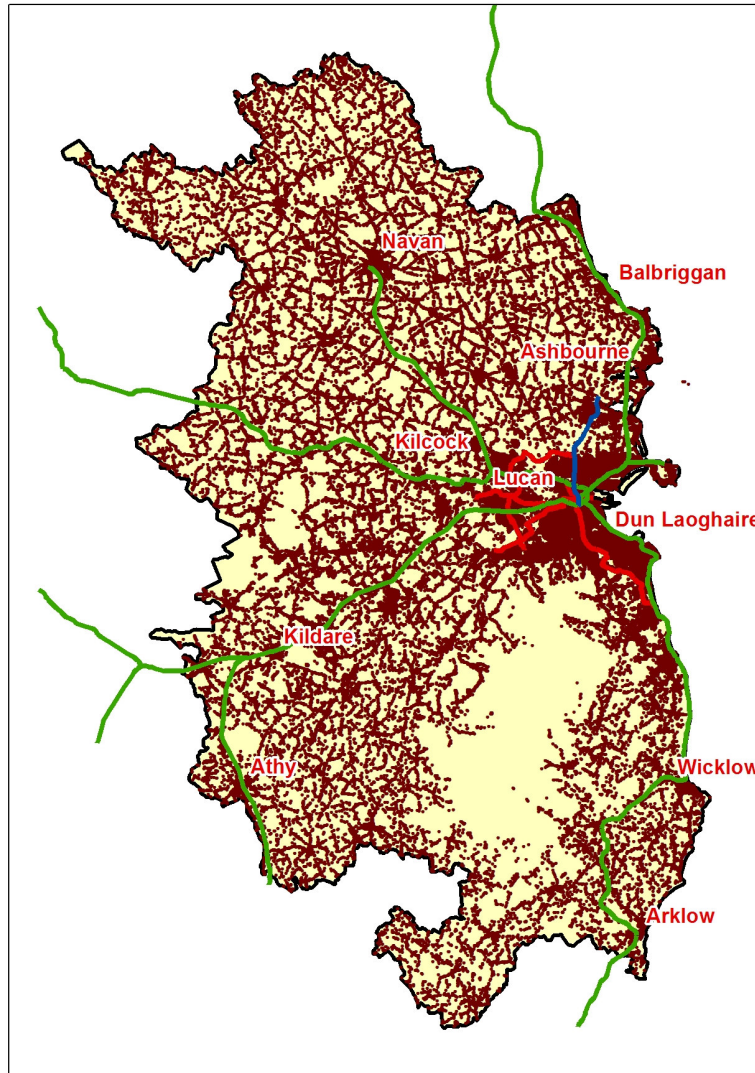
- Increased prosperity
- Population growth and dispersal
- Increased employment & reduction in unemployment
- Increased participation in the workforce
- Public transport deficit
- Increased land and house prices

A 24-hour Perspective

Where is the time to appreciate and improve our Quality of Life?



The Spatial Perspective



What has happened

Where do we experience QoL?

- **At home, at work or both?**
 - Inside the home we have control
 - At work we may have little control
- **How “wide” is the home?**
 - Is it just inside the four walls?
 - Or does it extend into the surrounding environment?

The Built Environment

- Have we any influence on the shape of our living space?
- Who is responsible?
 - Government or Local Authority?
 - Developers, Architects, Engineers, Financiers?
 - Are we ultimately responsible?
- When we intervene is it for
 - Ourselves - when we perceive ourselves to be victims?
 - The common good - for a long-term undetermined benefit?

Transport and the Environment

- ‘Good intentions’ of the past have let the car dominate
- Many of our urban streets are no longer places to stroll along and enjoy
- Greenhouse Gas emissions from transport are increasing
- The current rate of energy consumption is ultimately unsustainable
- Can we do anything about this state of affairs?

One Small Step (www.onesmallstep.ie)

- Are we prepared to take responsibility for the impact we make on the world?
- A decision to walk, cycle or take public transport, one day per week, instead of travelling by car would reduce car traffic every day by 200,000
- Business 'Mobility Management Plans' are making a difference
- The 'Green Schools Travel' programme is proving very successful

Medium and Longer-term Initiatives

- *Transport 21* (based on the DTO Strategy ‘*A Platform for Change*’) is a quantum leap forward
- Rail based public transport is the only long-term mass-transit solution
- Firm control of the use of the road network will become inevitable
- A commitment to reduce our individual impacts on the environment will ultimately improve our Quality of Life

New Transportation Strategy for the GDA

- New Strategy 2010 - 2030
- Major public consultation process
- *Transport 21* and other commitments will be incorporated
- Full Strategic Environmental Assessment (SEA) will be carried out
- Important that strategy is adopted by Government

New Transportation Strategy for the GDA cont'd

- All transport and land-use agencies will be involved
- Dept of Transport and the Marine is a key stakeholder
- Strategy will inform *Transport 21* and its successor



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