URBAN INSIGHT

Webinar Series

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Time for Change - The Role of Environmental Psychology in Promoting Sustainable Urban **Environments**

JUNE 24, 2022 2:00 PM - 3:30 PM (CAMBODIA TIME)



Ms. Annalena Becker Dr. Anke Blöbaum Otto-von-Guericke University Magdeburg



Speakers

Otto-von-Guericke University Magdeburg



Dr. Samuel Chng Dr. Puthearath Chan Singapore University of Technology and Design



Korean Foundation for Advanced Studies



Moderator

Dr. Try Thuon Royal University of Phnom Penh



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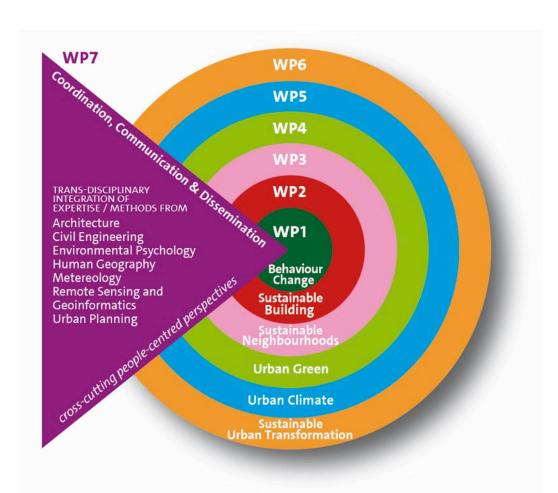


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Enhancing Quality of Life through Sustainable Urban Transformation in Cambodia: Environmental psychological approaches of the Build4People Project

Dr. Anke Blöbaum, Magdeburg University, anke.bloebaum@ovgu.de

Annalena Becker, Magdeburg University, annalena.becker@ovgu.de

CKS-B4P Webinar

"Time for Change – The Role of Environmental Psychology in Promoting Sustainable Urban Environments"

24 June 2022



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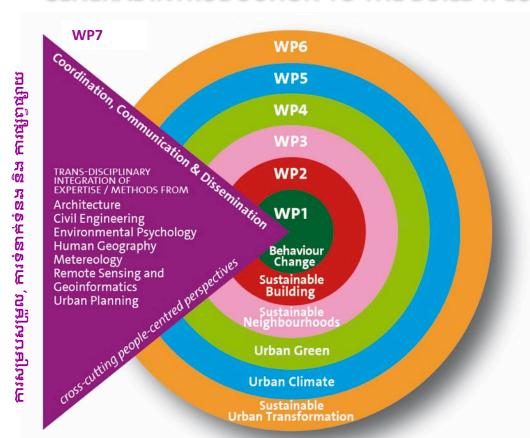
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GENERAL INTRODUCTION TO THE BUILD4PEOPLE PROJECT



Build4People Consortium



Work Package #7 Work Package #6



Local Project Management Partner



Work Package #1



Work Package #2

EBLE MESSERSCHMIDT PARTNER

Architekten und Stadtplaner PartGmbB

Work Package #3



Work Package #4



Work Package #5

Build4People Leader

UH Universität Hamburg DER FORSCHUNG | DER LEHRE | DER BILDUNG

Department of Geography Dr. Michael Waibel

Funding volume during B4P R&D phase

- > 3.17 mill. Euro (total, including own investments)
- > 2.95 mill. Euro (BMBF funding total)
- > 1.40 mill. Euro (funding of Hamburg University)

Research Partners













Implementation Partners

Dissemination Partners













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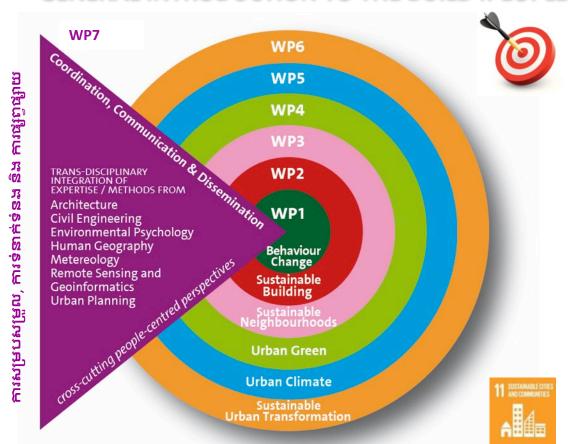
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GENERAL INTRODUCTION TO THE BUILD4PEOPLE PROJECT



Work Packages កញ្ចប់ការដារ

WP1: Behaviour Change ការផ្លាស់ប្អូរឥរិយាបថ



WP4: Urban Green ទីក្រុងបៃតង



WP2: Sustainable Building អគារដែលមាននិរន្ទរភាព



WP5: Urban Climate អាកាសធាតទីក្រង



WP3: Sust. Neighbourhoods សហគមន៍ដែលមានចីរភាព



WP6: Sust. Urb. Transformation ការផ្លាស់បូរទីក្រងដោយនិរន្តរភាព



> The Build4People project follows a people-led, cross-cutting and transdisciplinary approach

Research Partners











Implementation Partners

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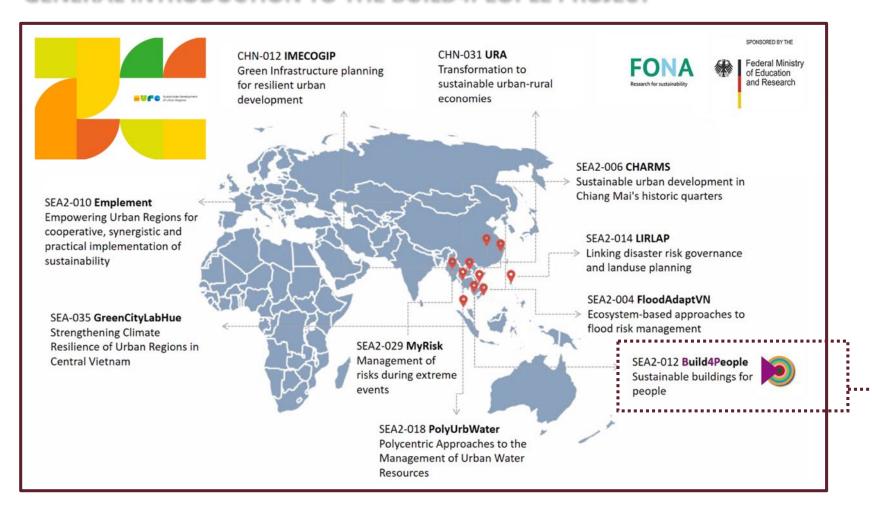


Sustainable Development of Urban Regions



The **Build4People** project based in Phnom Penh is part of a larger long-term funding initiative **SURE**Sustainable Development of Urban Regions, sponsored by **BMBF**

GENERAL INTRODUCTION TO THE BUILD4PEOPLE PROJECT





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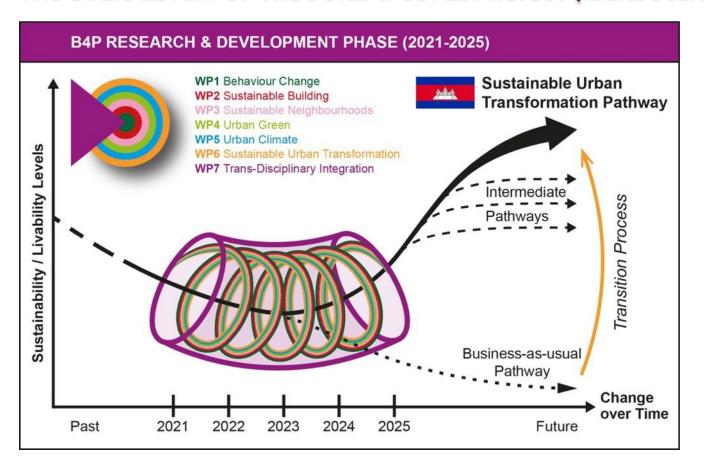
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THE OVERALL AIM OF THE BUILD4PEOPLE PROJECT (IDEAL SCENARIO)



Rationale

Sustainable Urban Transformation is not only a technological challenge but also a social, cultural, economic and political one (Rohracher, 2001; Rink et al., 2018).



WP 1:

Addressing Sustainable Urban Transformation through **Behaviour Change**

Source: Own design.

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Time for Change — The Role of Environmental Psychology in Promoting Sustainable Urban Environments

Dr. Anke Blöbaum & M. Sc. Annalena Becker – WP#1 Behaviour Change



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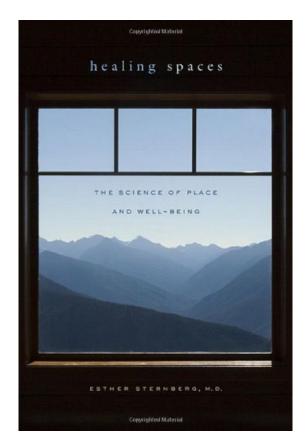
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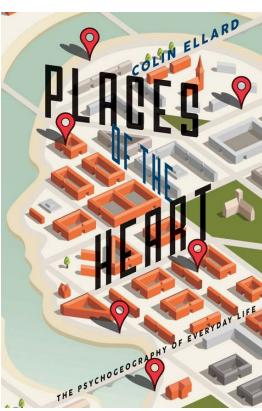


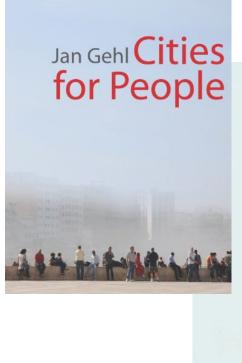


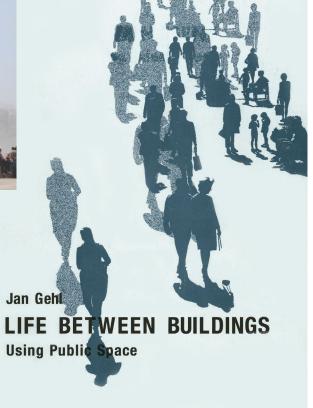












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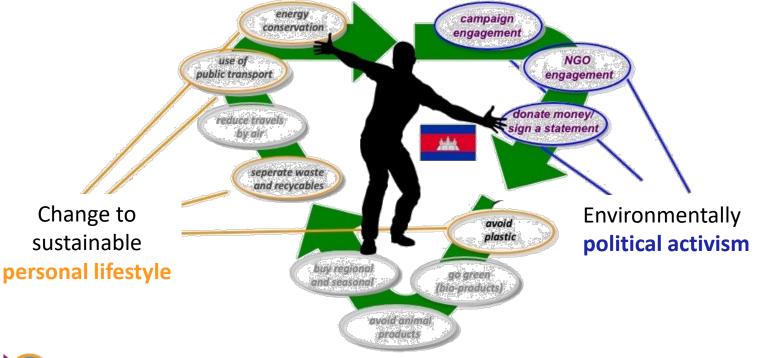




Talking about Sustainable Behaviours

Intent versus impact oriented strategies (Stern, 2000)





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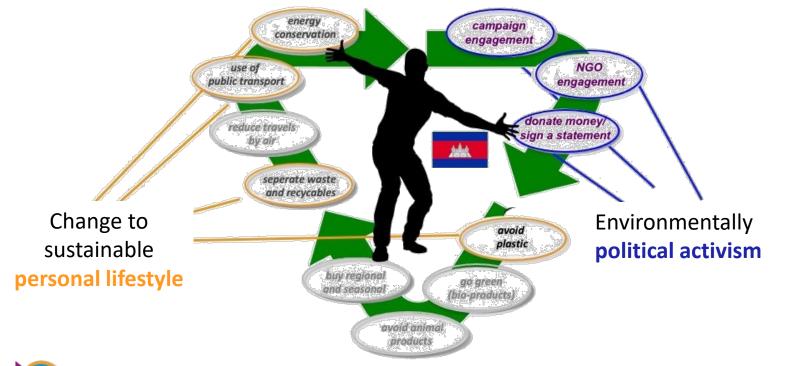




Talking about Sustainable Behaviours

> Intent versus impact oriented strategies (Stern, 2000)

Various facets of intended sustainable behaviour



Worldcafé 2019 What are relevant sustainable behaviours in Phnom Penh?

RUPP Workshop 2019

- ✓ Energy consumption
- Recycling, avoiding plastic
- Pro-environmental mobility behaviour

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Talking about Sustainable Behaviours

Intent versus impact oriented strategies (Stern, 2000)

Various facets of intended sustainable behaviour









How to explain sustainable behaviours?

How to trigger behaviour change?



Value Belief Norm Theory



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Explaining sustainable Behaviours

Value Belief Norm Theory

Explaining sustainable behaviour(s)

Proenvironmental Beliefs personal norms

Behaviour

Biospheric

Values

Altruistic

Egoistic

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Pro-

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Behaviour

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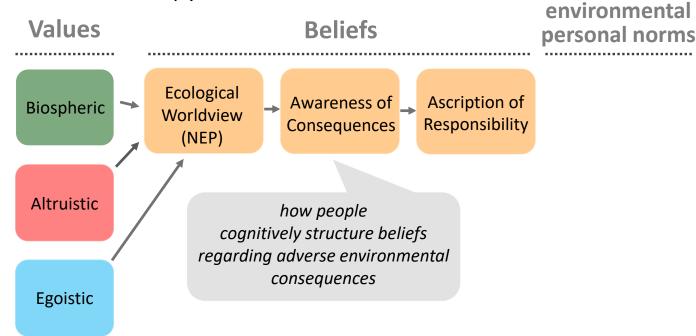




Explaining sustainable Behaviours

Value Belief Norm Theory

Explaining sustainable behaviour(s)



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Behaviour

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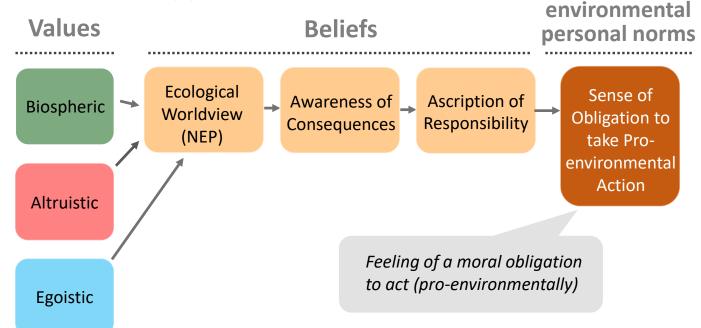




Explaining sustainable Behaviours

Value Belief Norm Theory

Explaining sustainable behaviour(s)



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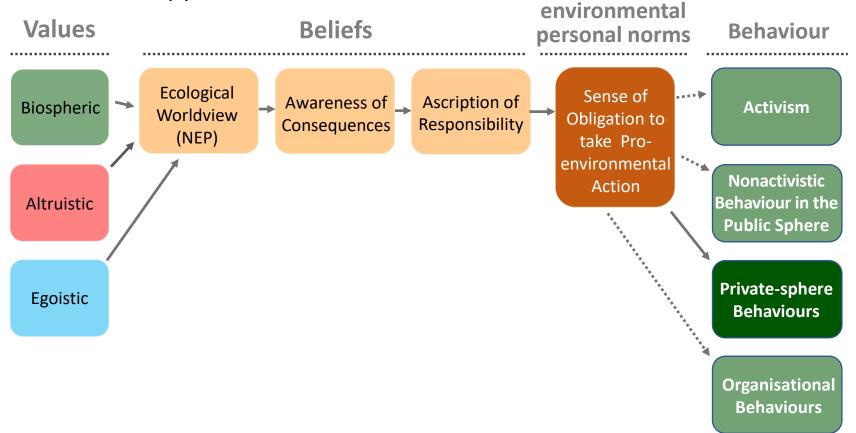




Explaining sustainable Behaviours

Value Belief Norm Theory

Explaining sustainable behaviour(s)



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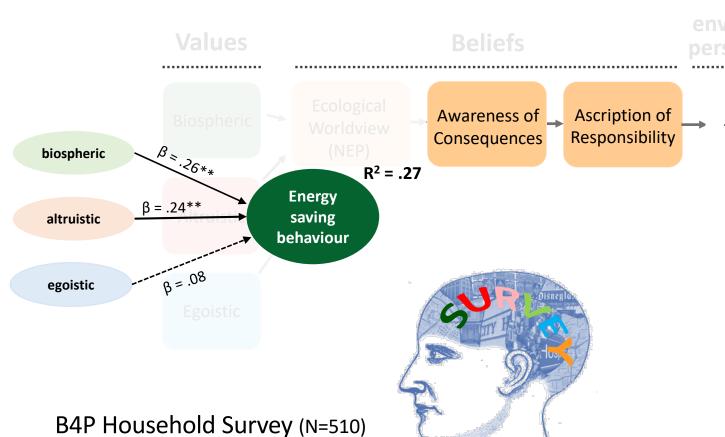








Preliminary results



Environmental problem awareness:

The causal relationship between individual behaviour and **global environmental problems** is underestimated by the citizens of PP

→ stronger focus on local problems like air pollution and the lack of waste management







Organisationa Behaviours

Source: Stern et al. (1999)

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Behaviour Change Science Workshop at Royal University of Phnom Penh, March 2022











Time for change!

Source: Build4People



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Behaviour Change

Waste Management

- Clear instructions on waste management and recycling
- Provision of more bins in public spaces
- Implementation of an APP:
- → report spaces where waste collection and bins are needed
- Implementation of a waste management fee:
- → the more waste you produce, the more you pay



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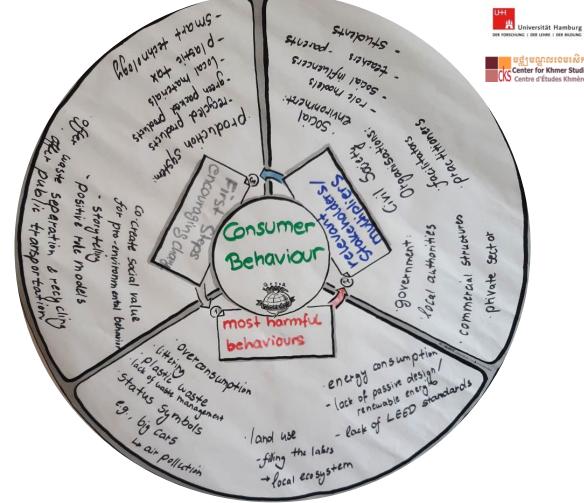


Consumption Behaviour

ការផ្លាស់ប្តូរឥរិយាបថ

Behaviour Change

- Offer waste separation and recycling options
- Offer public transportation options
- Implement regulative guidelines that strengthen production systems with recycling, less packaging, local materials



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Implementation Partners















URBAN INSIGHT

Webinar Series

Time for Change - The Role of Environmental Psychology in Promoting Sustainable Urban **Environments**

JUNE 24, 2022 2:00 PM - 3:30 PM (CAMBODIA TIME)



Ms. Annalena Becker Dr. Anke Blöbaum Otto-von-Guericke University Magdeburg



Speakers

Otto-von-Guericke University Magdeburg



Dr. Samuel Chng Dr. Puthearath Chan Singapore University of Technology and Design



Dr. Try Thuon Royal University of Korean Foundation for Advanced Phnom Penh Studies

Moderator









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Time for Change – The Role of Environmental Psychology in Promoting Sustainable Urban Environments Webinar

Dr. Samuel Chng

Urban Psychology Lab, Lee Kuan Yew Centre for Innovative Cities Singapore University of Technology and Design



Psychological Theories Applied to Mobility



Psychological Theories

Development of an integrative conceptual overview of potentially modifiable antecedents that could inform future intervention design and further theoretical testing.

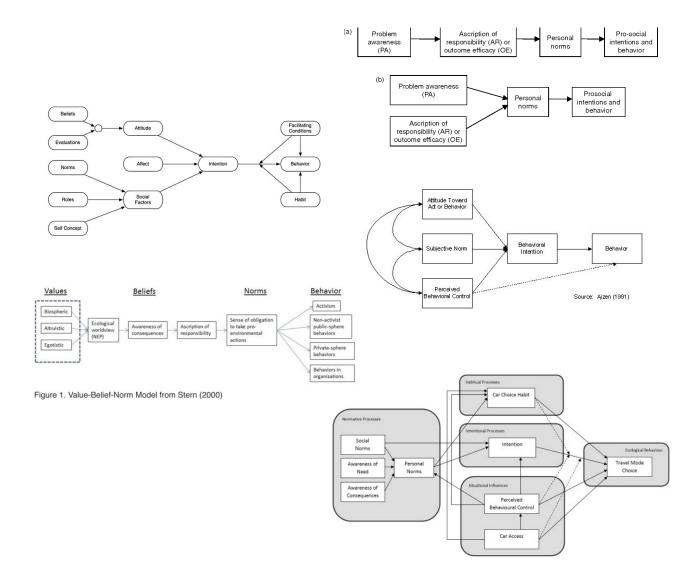
Table 2.1.

Theories identified in the review and the number of articles reporting them

Theory	First author theorist (date)	Articles reporting theory included in review ^a
Theory of Planned Behaviour	Ajzen (1991)	14 (19) ^b
Norm Activation Model	Schwartz (1977)	8
Model of determinants of script-based driving choice	Gärling (2001)	3
Value Belief Norm Theory	Stern (1999)	3
Theory of Interpersonal Behaviour	Triandis (1977)	3
Comprehensive Action Determination Model	Klöckner (2010)	2
Stage Model of Self-regulated Behavioural Change	Bamberg (2013b)	2
Model of Action Phases	Heckhausen (1987)	1
Model of Material Possession	Dittmar (1992)	1
Normative Decision-making Model	Schwartz (1981)	1
Prospect Theory	Kahneman (1979)	1
Selection, Optimism and Compensation Model	Baltes (1990)	1
Theory of Cognitive Dissonance	Festinger (1957)	1
Theory of Cognitive Evaluation	Deci (1975)	1
Value Attitude Behaviour Hierarchical Model	Homer (1988)	1

Note: ^aArticles could have reported one or more theories

^bNumber in brackets represent the unadjusted frequency for articles in which the same first author has published more than one article applying the same theory to the same data set. Detailed information of the studies can be found in Table 2.A.1.



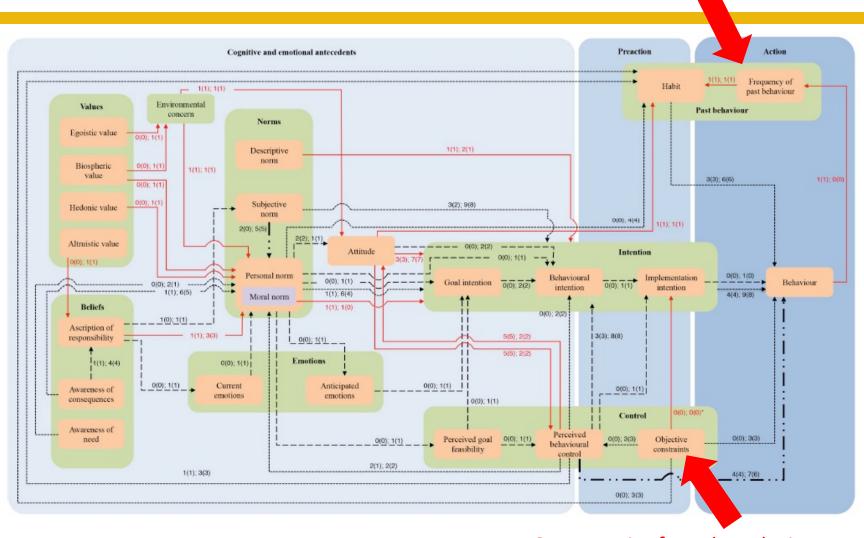


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Psychological Theories

Defining appropriate process and outcome measures in predictive and – importantly – intervention studies.

Systematic application of psychological theory and robust methods can help us understand why people will/will not make sustainable mobility decisions



Opportunity for urban design and planning to intervene



Mobility in Singapore



Singapore's Mobility Environment

Public transport-centric city

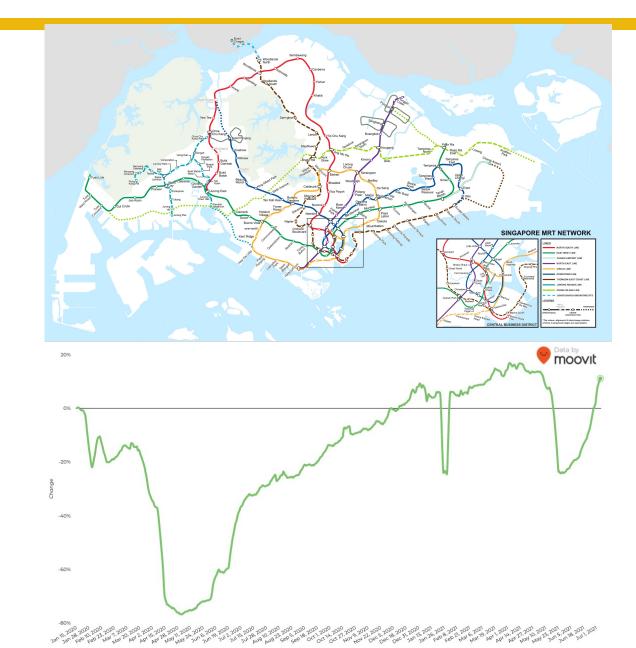
Mass Rapid Transit, Light Rapid Transit, Bus

Walk Cycle Ride SG is the vision for an inclusive city with a transport system

Affordable rides: the government subsidises public transport cost

Current peak hour mode share: 67% (target increase to 75% by 2030)

Very costly private car ownership



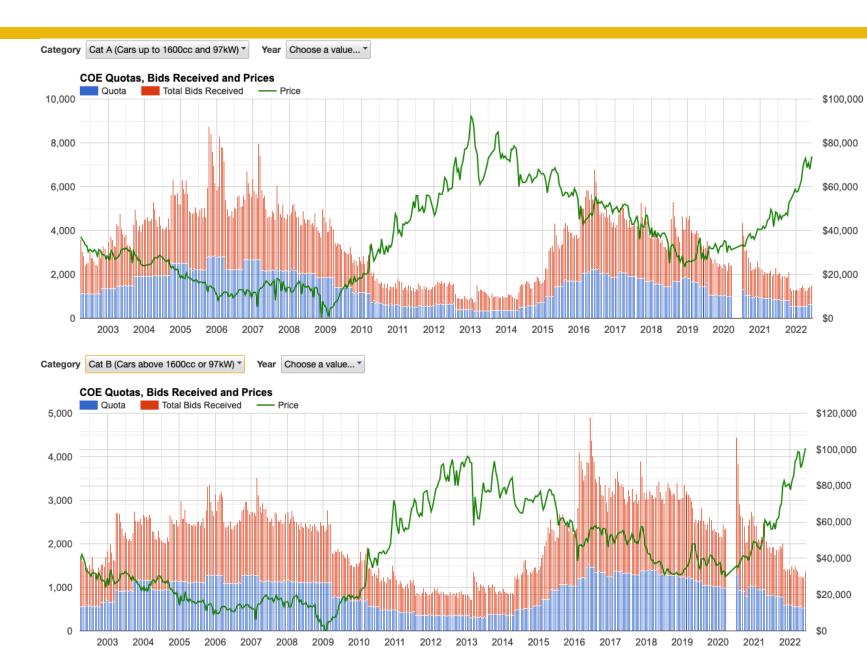


Singapore's Mobility Environment

0% vehicle population growth

Very costly private car ownership with taxes and quota licensing

Reducing parking provision in new developments





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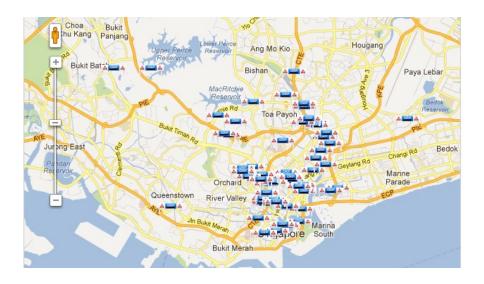
Singapore's Mobility Environment

0% vehicle population growth

Very costly private car ownership with taxes and quota licensing

Reducing parking provision in new developments

Road pricing (congestion charging) for demand management



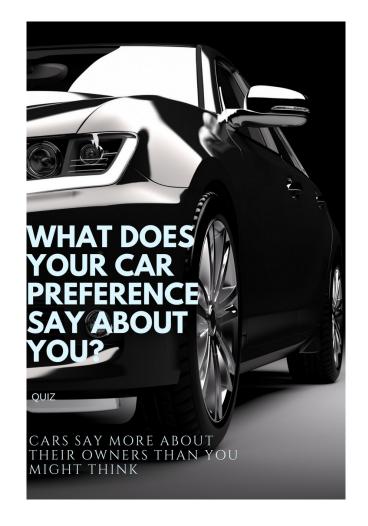


Singapore's Mobility Environment Shapes Behaviours

This has resulted in private vehicle ownership taking on symbolic meaning

Private vehicles are an extension of one's identity, a measure of wealth and social standing

The use of public transport, though still the dominant mode choice, is significantly less likely when one can drive and have ready access to a vehicle



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How Else to Change Mobility Behaviours?

Today's situation: Despite increasing cost of private vehicle ownership, demand has reached new heights. Public transport mode share is peaking.

Tomorrow's predicament: What more can we do to be car-lite? What more can we do to change mobility behaviours?

How Else to Change Mobility Behaviours?

Car-lite precincts in designated regions

Car-free town – Tengah Park District

Introducing Autonomous Vehicles to enhance public transport connectivity and accessibility

Encouraging adoption of electric vehicles and accelerating electrification of vehicle fleets

Urban design and planning ambitions are present, but it remains to be seen if it is enough for the next behaviour change. Thoughts?









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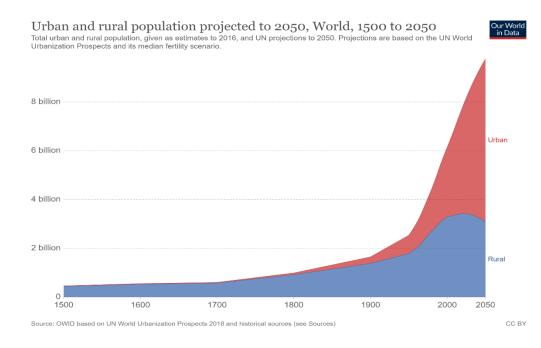
"Influence of Urban Child-Friendly Initiative on Environmental Behavior"

Puthearath Chan, Ph.D.

Laureate, Korea Foundation for Advanced Studies (CHEY) Lecturer, Faculty of Engineering, Paragon International University

Introduction

The world is rapidly urbanizing. Currently, more than half of its population lives in urban areas. As projected by the United Nations, 68% of the world population is expected to live in urban areas by 2050, with close to 90% of this increase taking place in Africa and Asia.



- Particularly, the urban population in the Southeast Asian region, as projected by the Martin Prosperity Institute, is expected to grow from 280 million in 2017 to 373 million in 2030.
- In this rapidly urbanizing trend, 60% of the world's children population is also expected to live in cities by the year 2025. Therefore, promoting sustainable urban environments is significant to improve the quality of life for people, particularly children, across the world, this is also true for Southeast Asian countries, including Cambodia.

Children "Indicator Species"

"Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people."

— Enrique Peñalosa, Mayor of Bogotá





"The lesson that city dwellers have to take responsibility for what goes on in the city is taught again and again to children on sidewalks which enjoy a local public life."

Jane Jacobs, 1961

UN SDG 11 (Global Goal)



	Target		Indicator	
11.1	Ensuring adequate and affordable housing for all by 2030	1	Proportion of urban population living in slums and poor/informal settlements	
11.2	Providing safe and affordable transport systems for all by 2030	2	Proportion of population convenient access to public transport for everyone in the city	
11.3	Enhancing inclusive urbanization and	3	Ratio of land consumption to population growth	
	participatory human settlement planning by 2030	4	Proportion of cities with participation structure of civil society in urban planning	
11.4	Strengthening efforts to protect cultural and natural heritages	5	Total expenditure spent on protection and conservation of cultural and natural heritages	
11.5	Reducing the number of people affected	6	Number of people affected by disasters	
	by disasters with a focus on protecting the poor by 2030	7	Direct economic loss in relation to global GDP, damage to critical infrastructure	
11.6	Reducing the environmental impact by	8	Proportion of solid waste regularly collected	
	paying attention to air quality and waste management by 2030	9	Annual mean levels of fine particulate matter (e.g. PM2.5 and PM10) in cities	
11.7	Providing universal access to urban	10	Average share of open space for all	
11.7	green and public spaces by 2030	11	Rate of persons victim of physical harassment	
11.a	Supporting positive links between urban, peri-urban, and rural areas	12	Proportion of population living in cities that integrate population projections and resource needs	
11.b	Increasing the number of cities	13	No. of countries adopted disaster risk reduction strategy	
	adopting integrated policies and plans towards inclusion by 2020	14	Proportion of local governments that adopt/implement local disaster risk reduction strategies	
11.c	Supporting least developed countries in constructing resilient buildings	15	Proportion of financial support to the least developed countries for buildings utilizing local materials	

More detail: Chan 2020. https://doi.org/10.3390/data5030079

Provide universal access to **safe, inclusive and accessible, green and public spaces**, particularly for women and **children**, older persons, and persons with disabilities.

Cambodian Context

Cambodia

Urban

Sustainability

Indicator

Framework

(Surveyed with

Experts Using

Simple Delphi &

Complex AHP

Methods)

Development and Management of Sustainable Cities



Demographic; Employment; Housing; Transport; Safety; Water Use; Waste Management; Air Quality and Energy; Urban Space and Tourism



Demographic

- Population density
- Population growth rate
 - · Household income

Employment

- Labor force participation rate
 - Unemployment rate
 - New jobs creation

Housing

- Slum & poor settlement rate
- Low-income housing projects
- Quality residential buildings

Transport

- Public transport sharing rate
- Sidewalk improvement
 - Public parking lots
- Traffic congestion reduction

Safety

- Crime prevention measures
 - Construction safety
 - Disaster prevention
 - Insurance systems

Water Use

- Potable water supply ratio
- Water consumption rate
- Water reservoir conservation

Waste Management

- Solid waste collection
- Wastewater treatment
- Waste reduction measures

Air Quality and Energy

- Fine dust level
- Urban forest ratio
- Energy consumption rate
- Renewable energy shared rate

Urban Space and Tourism

- Urban park ratio
- Biodiversity gardens
- Heritage conservation
- Tourism growth rate
 - Playgrounds

Child-Friendly Initiative



Urban green-public spaces ↔ child-friendly city/community (CFC) initiative CFC initiative → environmental attitude → environmental behavior







Child-Friendly Initiative



How to build a child-friendly city/community?

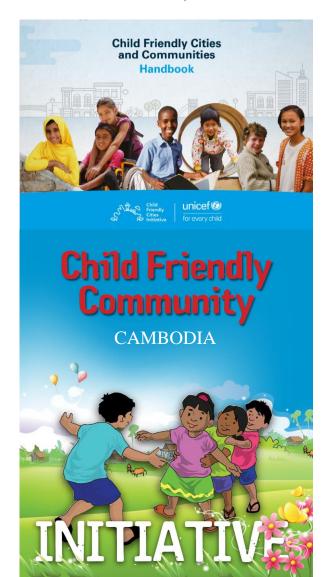
"By listening to children." UNICEF-CFC, 2017.







Child-Friendly Initiative



Since urban children's populations have been rapidly increasing, the UNICEF has developed a framework for action to build child-friendly cities and communities.

This framework outlines the steps to build a governance system committed to realizing the rights of children and translated implementation processes in relation to the United Nations Convention on the Rights of the Child.

Likewise, Cambodia developed a national childfriendly community framework aimed to further improve conducive environments for children where their rights are recognized and supported.

This framework highlights that all communities must be encouraged to promote child-friendliness, as most of the population in communities are children (Plan International, 2012).

Child-Friendly Initiative

By reflecting 10 CFC initiatives from 10 countries, Chan (2021) concluded that international CFC building blocks are working well with high human-development or developed countries. For example, Japan CFC initiative has well adapted the following building blocks: child-friendly legal framework and independent advocacy for children.

However, these building blocks have not worked well with low human-development or developing countries due to the contexts and structures of the cities and communities not being ready to adapt.

For example, Bangladesh's CFC initiative involved and selected several NGOs to run the learning centers for children to provide urban children with informal education, and this was recognized as independent advocacy for children.

Nigeria's CFC initiative is first committed to building the government official capacity on the CFC concept by organizing a number of workshops seeking to improve living quality of poor urban children and advancing institutional capacity and connections between urban communities for raising awareness.

Therefore, developing countries need to develop a national CFC framework to adapt with their city and community contexts and structures.

Child-Friendly Initiative





Dimensions	Description		
Children's health	Child health is significant and depends heavily on efficient health services, sufficient intake of nutritious diets, and potable water, including sanitation facilities. The parents, community, and service providers ensure provision of these for healthy growth.		
Children's protection	Children are well protected and safe from all forms of violence, negligence, exploitation, and discrimination, even in the times of emergency. Services on prevention, recovery, and reintegration are available and accessible.		
Children's education	Children are fully supported and encouraged by parents, teachers, families, caregivers, and concerned authorities at all levels to access quality education services and leisure activities within a safe, healthy, and child-friendly environment.		
Children's participation	Children have access to commune information (plans and budget) and a complaint mechanism. They are given opportunities to participate in decision-making at home, communities, school, and government institutions at all levels that affect them. They can enjoy freedom of expression and act as active citizens.		

Smile Village Community (Phnom Penh, Cambodia)

Smile Village is a community village widely known as Smile Village community, located in Phum Kom Reang, Prey Veng commune, Donkor, Phnom Penh, Cambodia. When seeing the word "Smile", we feel the friendliness of this community.







Smile Village Community (Phnom Penh, Cambodia)

Smile Village community development initiative started by the three-way partnership of STEP (Solutions To End Poverty), PSE (Pour un Sourire d'Enfant), and HfH (Habitat For Humanity-Cambodia) in 2012 and later included other relevant key partners.

The STEP organization is committed to improving household quality and **income**, while the PSE organization provides supports to improve child **education** in the community, such as childcare services and children's education.

With its mission to improve the livelihood of the underprivileged families, this community development initiative created three sectoral programs:

- (1) environment and shelter (houses and communal facilities)
- (2) livelihood and enterprise (income and sustainability, including enterprises within Smile Village, facilitating employment, and micro-businesses)
- (3) community and education (community living and training, including children enrolled in PSE school, childcare, community health, and youth programs).

Smile Village Community (Phnom Penh, Cambodia)

Greeneries, vegetable gardening, widely open and communal spaces, and accessibilities in the community provide very good conditions for children's health, play/happiness, and development. Good interaction between parents and relevant stakeholders in the community protect the children from all forms of violence.

The community has a playground for its children located in the center of the community. The children were involved in the development of the playground during all stages, including planning, design, and construction processes. As a result, the playground is significantly fit for children and found to be quite popular, especially during holidays and weekends. More importantly, the playground is not only the place where children come to play but is also where parents come to chit-chat with each other.







Smile Village Community (Phnom Penh, Cambodia)

Childcare services and child education programs are very important for the children in the community. The programs cater to children from two to six years old and they have an afterschool care service from seven to twelve years old.

PSE plays an important role in supporting childcare services and educational programs. Therefore, the children in this community are well cared for and educated through the PSE programs.



CFC Contributions

Strongest Factors Influencing Environmental Behaviors (in Developing Countries):

The strongest direct paths to environmental behavior stem from income (Kalantari et al. 2007) while the education has a direct influence on environmental attitude and an indirect influence on environmental behavior. (Kalantari et al. 2007; Kim et al. 1991)

Table 8: Direct and indirect impacts of the independent variables on Environmental behavior

Variables	Direct	Indirect	Total
	impact	Impacts	
	impacts		
Education	-	0.055	0.055
Age	0.07	0.006	0.076
Income	0.20	-	0.200
Environmental legislation	-	0.022	0.022
Environmental attitudes	0.09	0.021	0.111
Feeling of stress	-	0.044	0.044
Problem-based knowledge	-	0.011	0.011
Preparedness to act	0.11	-	0.110

(Kalantari et al. 2007)



THANKS FOR YOUR ATTENTION

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