



## Society vs the Individual

How can we work together to enable behaviour change?

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**COCE 2017** 

<u>www.claircity.eu</u>

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### Why is air pollution a problem?



### IT'S YOUR HEALTH

BREATHING POLLUTED AIR RAISES THE CHANCES OF HEART ATTACKS, STROKES, AND LUNG CANCER. IT MAKES RESPIRATORY CONDITIONS LIKE ASTHMA OR BRONCHITIS WORSE.





### DIESEL VS PETROL

DIESEL CARS CAUSE MORE AIR POLLUTION THAN PETROL CARS, BUT HAVE LOWER CARBON EMISSIONS.





# 5 DEATHS A WEEK IN BRISTOL

MORE THAN 5 DEATHS A WEEK IN BRISTOL ARE LINKED TO AIR POLLUTION

### 1 IN 8 DEATHS

Air pollution is linked to one in every

premature deaths wide.





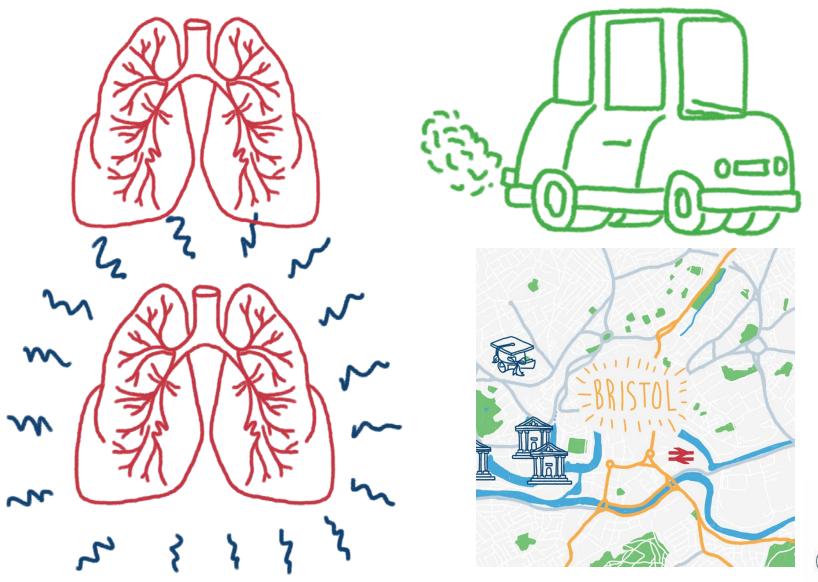
### Why haven't we fixed this already?

- Air pollution often dealt with as a separate problem
- Not adequately linked with other issues such as climate change, transport, health, energy consumption, home heating etc.
- A lot of policy has emphasised risks of climate change and tackled these using technological solutions at the expense of air pollution
- But air pollution is killing people here and now where 'behaviour change' has been tried this mainly focusses on people as 'individuals'





### Differences between health and environment behaviour change







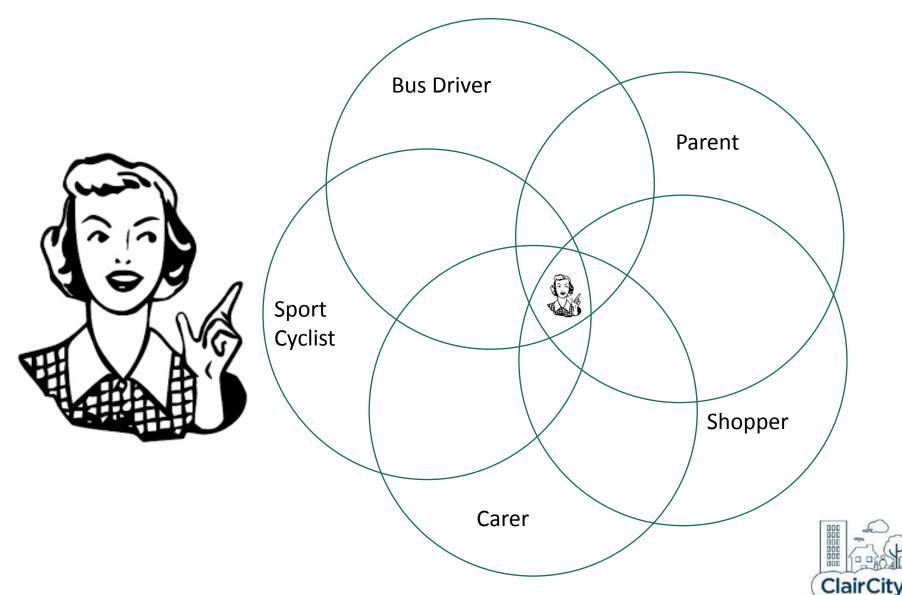
### What does an 'Individual' look like?







### Who are people?





### Individuals

## People/Citizens



#### **Oxford English Dictionary**

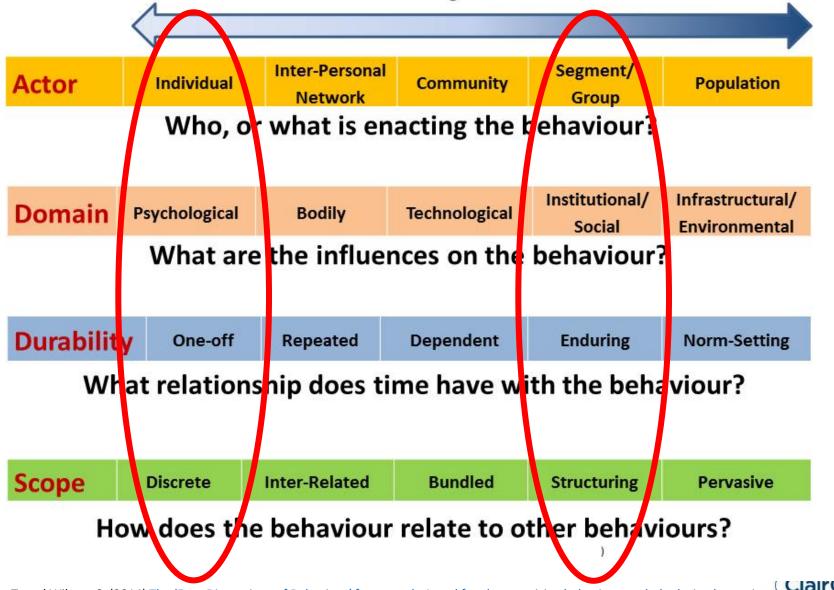
**Individual** = A single human being, as distinct from a particular group, or from society in general.

**Citizen** = *An inhabitant of a city or town*; esp. one possessing civic rights and privileges and responsibilities





### 4 Dimensions of Behaviour



Chatterton, T. and Wilson, C. (2014) The 'Four Dimensions of Behaviour' framework: A tool for characterising behaviours to help design better interventions. Transportation Planning and Technology, 37 (1). pp. 38-61. ISSN 0308-1060

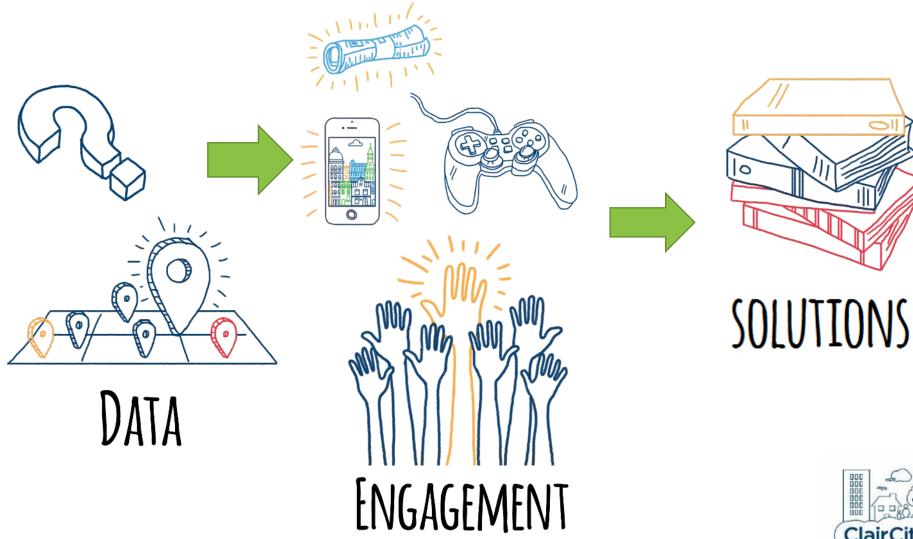


# So what does this look like in ClairCity?





### ClairCity process





#### ClairCity: breaking the traditional dichotomy

Policy Cultural **NGOs** Land-Use Clubs, Conventions & Zoning Societies Other Businesses Material **Employers** Service **Expectations** Infrastructure **Providers** Friends **Families** Objects and Skills and Equipment 'Know-How' Households Individuals

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#### What would help people to cycle in my city?



# Individuals-People

- Buy a bike
- Learn to ride or feel confident
- Find a route and cycle to work
- Encourage others to cycle



Organisations

#### Provide showers & changing rooms

- Cycle storage in accessible places
- Casual dress codes
- Senior leaders promote cycling
- Improve virtual meeting tech to avoid journeys
- Pay double mileage for people who cycle to meetings
- Give directions for cyclists as well as drivers for visitors to the site
- Reduce car parking/ increase charges



### Council

- Build and maintain good cycle paths
- Provide training and advice for cycling
- Cycle signposts
- Limit cars to routes
- Subsidise purchase of bikes/ cycle equipment (e.g. helmets, lights)
- Allow bikes to access areas e.g. to take on public transport
- Cycle lanes in pedestrianised areas
- City bike schemes



# Sovernment

- Fund cycle routes and networks
- Tax incentives to support people buying bikes; organisations to build infrastructure
- Invest in research looking at new technologies (eg electric bikes/cars)
- National targets for car use reduction



# Change the behaviour of the behaviour changers!



ClairCity meeting of regional Mayors, Aveiro



Public engagement in Bristol

Working with decision-makers. Involving citizens, but not (directly) asking them to change.



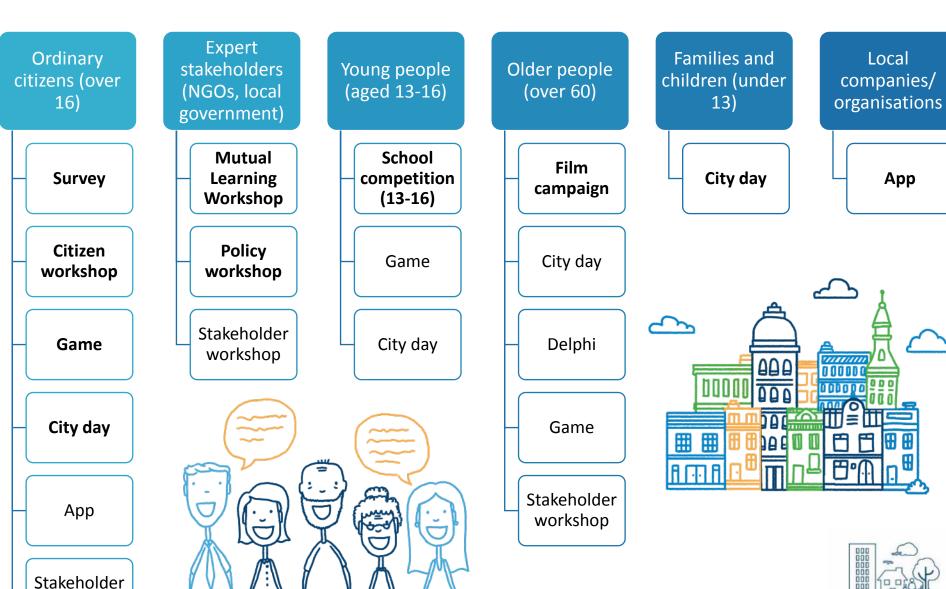
# People are at the centre of ClairCity





workshop

#### Who are ClairCity audiences?



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### **Events and news**



- Community groups not just environmental ones (e.g. transgender, health groups, WI)
- Street surveys in 4 different neighbourhoods
- Festivals and community events in poorer areas as well as city centre
- Local newspaper and radio
- Social media









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