

Grenoble SUMP: a new culture of citizen involvement

Citizen participation

France – Grenoble

→ Context, objectives and target group

Grenoble launched its third PDU (SUMP) in 2009, with the goal of extensive public involvement. The mobility authority developed an innovative process based on cooperation, with a strong emphasis on civil society and citizens.



→ Description of the activities

Citizen involvement in the Grenoble PDU was organised with various schemes that encouraged public participation:

- a citizen workshop, convened at two stages in the process with 42 randomly selected citizens providing their views and analysis on the various options of the plan
- the PDU cafés: 11 workshops decentralised in neighbourhoods and municipalities
- the PDU universities: 3 conferences led by specialists, opened to a large audience
- the PDU forums: large meetings sharing the main consultation outcomes.

In parallel, thematic workshops with institutional partners and associations, and a “wisemen committee” (15 experts) to provide a distanced view of the overall process, were also organised.

→ Communication

Beyond the numerous methods outlined above, communications reached a broader audience through the mobility authority website, poster campaigns and newsletters. The information was also disseminated by a local association.

→ Costs and who paid them

The total costs of the consultation schemes were entirely covered by the local authority. They consisted of:

- €270,000 over a three-year period
- an average of one full-time worker for a three-year period

These costs can be compared to the annual budget of € 150 million for transport and mobility.

→ Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
Involve citizens in the SUMP process	Intensity of use, feedback of citizens	Number of workshops, meetings and conferences organised, Number of citizens involved	<p>6 days of citizen workshops (42 citizens randomly selected)</p> <p>11 PDU cafés (more than 200 inhabitants in total)</p> <p>3 PDU universities (between 100–300 participants each)</p> <p>2 PDU forums (more than 400 participants each)</p> <p>After the PDU experience, the citizen involvement approach is now well integrated by the local authority and is still used in several projects, such as social pricing developed in 2015 with a panel of citizens.</p>
Reach all stakeholders in the SUMP process	Level of cooperation	Number of meetings, Number of partners involved	<p>8 wisemen committees (15 experts)</p> <p>28 thematic workshops (20–40 partners)</p> <p>5 economic actors workshops (around 30 actors)</p> <p>4 seminars on urban logistics (around 100 actors from public and private sectors)</p>

Synergy between the consultation methods and the debates during the two PDU forums enabled:

- the drafting of one shared and coordinated plan, rather than piecing together individual components
- re-thinking local authority practices and the technical process, to better take into account citizen needs (information and communication).

→ Barriers

- political changes, which caused an interruption in the PDU process in 2014
- human and financial investment, which requires a strong commitment from local authority officers and elected representatives

→ Drivers

- strong and constant political support
- transparency on the rules and limits of stakeholder and citizen involvement, which was organised through “mandates” written and given by elected representatives to the different participants of the process

→ Contact information

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→ Details

All documents of the cooperation in the Grenoble PDU are available on their website (<http://www.smtc-grenoble.org/les-objectifs-0>) as well as a presentation in English at a PUMAS conference (<http://www.pumasproject.eu/document/pumas-events/lyon/>). See also the Cerema fact sheet “Involving citizens in the SUMP process – Challenges and recent trends in French PDUs” (<http://www.certu-catalogue.fr/mobility-and-transport-local-practices-sheet-n-3-involving-citizens-in-the-sump-process.html>)



Co-funded by the Intelligent Energy Europe Programme of the European Union

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