

Involving politicians and stakeholders in the SUMP process

Institutional cooperation

Finland – Hyvinkää

→ Context, objectives and target group

In 2014 the city of Hyvinkää launched the process of developing its first SUMP. One of the main objectives was to involve politicians and different stakeholders in the SUMP process using various participation methods. Involving politicians and stakeholders is a relevant component in the SUMP process, and the Hyvinkää example provides practical ideas on how to manage institutional cooperation in the process.



→ Description of the activities

To ensure institutional cooperation from the beginning, the SUMP process was overseen by a steering group and executed by a project group. Both groups included a wide range of institutions. The steering group included members such as city directors, politicians, and external experts including representatives of the Ministry of Environment, Fit for Life Program, Helsinki Regional Transport and the Finnish Transport Agency. The project group included representatives from Traffic Planning, Sports, Health and Environmental Services. To boost the level of cooperation, two larger workshops were organised, targeting city officials from various departments, politicians and other stakeholders. These workshops started off about SUMP work in general and its application in the Hyvinkää context, followed by a focus on future scenarios including changing mobility patterns. This led to discussions in smaller groups on questions like “What factors will affect travel in 2030?”, “In what directions can different factors develop?”, “What is the vision for mobility in Hyvinkää and what challenges or opportunities will we have when trying to achieve the vision?” The workshops resulted in a sheet of visions and ideas from the point of view of walking, cycling, public transport, car usage, changing from one mode to another, new technology, city life, local structure and services, and improvement of sustainable urban mobility. The workshops achieved their aim of giving stakeholders a platform to express their opinion and vision about mobility in Hyvinkää.

→ Communication

A blog (<http://liikkuvahyvinkaa.blogspot.fi>) was created to share information openly to citizens prior the workshops and afterwards. There were e-mails sent to all members of the city council and the city board.

→ Costs and who paid them

The cost of the workshop was around € 1,000.

→ Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
To have a great number of different city officials, politicians and stakeholders to attend and to discuss matters. Objective partially accomplished.	Number of city officials and politicians attending	Number of city officials and politicians invited; number of workshop participants	The workshop was divided in to two groups: one in the afternoon and one in the evening. Almost all the politicians attended the evening group and almost all the city officials attended the afternoon group. The participating politicians were actively engaged during the workshops. As the project period was short there was no change of mayor during implementation. The next elections will be 2017.
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→ Barriers

The SUMP process showed that the most difficult barrier to overcome is the actual involvement of politicians: to have people gain interest, attend workshops or meetings, understand the idea of the SUMP and embrace the idea or criticize it with grounds. Once people have come together and discussed matters, they seem more open towards the subject. Only 20 out of 78 invited politicians participated in the workshops. The reasons may range from giving the matter little importance to not fully understanding or appreciating the benefits of SUMP. There may also be some sort of fear of early involvement in the process, which runs counter to the usual way of doing things: city officials build and prepare the case, and then the city board or council decides on the matter.

→ Drivers

Also several drivers of success have been found, for example extensive institutional cooperation, public participation, leadership, professionalism from institutions, key individuals and consultants, and coordination with increased public transport provision.

→ Contact information

Marjukka Aronen
The city of Hyvinkää
marjukka.aronen@hyvinkaa.fi

→ Details

<http://liikkuvahyvinkaa.blogspot.fi/>
Project report (will be published later)



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