

Stakeholder and Citizen Participation in the Aberdeen SUMP

Citizen participation

UK – Aberdeen

→ Context, objectives and target group

Rather than starting with a pre-conceived idea, the aim was to start fresh with a 'blank slate' and be fully open to public input and give the public ownership of the SUMP. The city council wanted views on problems, potential solutions, what worked well and good examples from other cities to learn from.



→ Description of the activities

- On-street surveys (via interview) were undertaken, stopping people at random in the street in five locations across the city on Wednesdays and Saturdays.
- The on-line survey (via questionnaire) ran for one month and was promoted via websites, press release, and posters in libraries and community centres.
- Four stakeholder workshops were held at the end of October 2012. Three of these were for organisations with an interest in the city centre. The other was for relevant Council officers.

→ Citizens were reached through

- City Council (www.aberdeencity.gov.uk) and Nestrans (www.nestrans.org.uk) websites
- press releases
- Facebook and Twitter
- posters at libraries and community centres
- City Council Intranet to reach Council staff

→ Costs and who paid them

Contractors carried out the on-street survey (costing £ 16,000 in total for this and a pedestrian movement survey). Most activities utilised existing City Council staff time rather than incurring additional costs. The four workshops cost only £ 50 in total for refreshments and materials. Council venues were used.

→ Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
Obtain citizen input on the proposed SUMP development, via on-street and online surveys	Attain more than 200 responses for each (at least 400 total)	Number of hard copy surveys completed	Number of on-street (300) and online (489) surveys completed

There has been one fundamental change. Around the time that the SUMP consultation was ending, the political administration decided to develop a City Centre Masterplan. It was then necessary to develop the final SUMP in tandem with the City Centre Masterplan to have a much more robust and effective approach to the city centre. The expanded scope required further public consultation but building on the outcomes of citizen participation in the SUMP.

→ Barriers

- the difficulty of reaching people without computer access, which was overcome via making hard copies of questionnaires available and having posters in libraries and community centres
- reliance on Council staff time was partially overcome by contracting out some work (see Costs)

→ Drivers

- the opportunity to remove HGV (heavy goods vehicle) traffic from the city centre via a ring road
- very high car use and ownership, yet 30 % of households don't have access to a car
- the need to ensure that walking, cycling and public transport work at their best
- the need to manage air quality in the city centre and beyond
- to help facilitate the City Centre development framework (improving linkages and the public realm)

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