

TITLE OF THE PEER REVIEW

A Policy Learning Platform peer review

DATE of the peer review

Final Report

1. Brief presentation of the beneficiary and its motivation to host a peer review

This information is mainly taken from the background paper and the application for the peer review

The Regional Council of La Reunion is a public body which has several competences in economy, training, culture but also in regional planning and mobility. The reasons for the application for the peer review were on the one hand, the improvement of daily and overland mobility implying many institutional structures in an insular context. On the other hand, the objective of the peer review was the optimisation of inclusive and participatory process leading to concrete mobility policies.

2. Specification of the policy challenge encountered

This information is mainly taken from the background paper and the application for the peer review. The “thematic blocks”, i.e. the guiding questions of the peer review should also be mentioned.

Reunion island is facing severe geographical constraints with direct impacts on mobility policies: only 40% of the island can be developed and is constructible. Most daily journeys are made by car (65%) along the coast (90%) and on the slopes, and there is a lack of public transport and dedicated infrastructure. The island is also facing a strong demographic growth with almost 900 000 inhabitants for a surface of 2512 square kilometer. The need to develop alternatives to private car is steadily increasing, road transports accounting for 35% of CO2 emissions, bus modal share representing only 7% of journeys.

The organisation of public transport in La Reunion includes many institutional partners and needs to be better organised and coordinated. Indeed, there are 6 transports networks on the island leading by the Regional Council (interurban) and 5 intercommunal structures (urban). A structure was created in 2013 to help developing this coordination: the Syndicat Mixte des Transports de La Reunion (SMTR), but the structure doesn't work in an optimal way.

In 2023, the regional authorities organised the Etats Généraux des Mobilités with the methodological support of the Commission Nationale du Débat Public (CNDP), in order to understand mobility expectations of the population, receive their proposals (creation of a citizens'assembly) and see how to set mobility policies in Reunion island (involving regional and local authorities responsible for mobility).

The challenge is to improve mobility policies and projects on the territory by integrating proposals from a citizens'assembly.

3. Participants

List of participants in the peer review:

- *Members of the beneficiary organisation*
Cédric Maulavé, Mobility and Infrastructure Department of Regional Council of La Reunion
Isabelle Morel, Mobility Department of Regional Council of La Reunion

Nelly Lauret, Mobility and Infrastructure Department of Regional Council of La Reunion
Sabine Maillot-Faubourg, Participatory Process of Regional Council of La Reunion

- *Local stakeholders involved*

Cédric Lotz, TCO, West Intercommunal Structure

Omar Issop, Director of the Syndicat Mixte des Transports de La Réunion (SMTR)

Caroline Martin, Urbanism Agency of La Reunion, Agorah

Renée Aupetit, Commission Nationale du Débat Public

- *Peers*

Carlos Carrillo, Head of External Relations, TITSA Interurban Transport of Tenerife, ES

Claudio Mantero, Head of Research and Planning Department, Horarios de Funchal, Madeira, PT

Dr. Ioannis Politis, Head of Transportation Engineering Laboratory, Aristotle University of Thessaloniki, GR

Dr. Raffaele Cattani, Unit of Regional Public Transport, Liguria Region, IT

Jeffrey Matthijs, Director, autodelen.net, BE

Miguel Quinto, Director of Energy Efficiency, Regional Directorate for Energy, Government of the Azores, PT

- *Interreg Europe team*

Astrid Severin, Thematic Expert, Greener Europe, Policy Learning Platform

Diane Bulon, Policy Officer, Interreg Europe

Katharina Krell, Thematic Expert, Greener Europe, Policy Learning Platform

Lotte Van Meijel, Web Expert, Policy Learning Platform

Magda Anagnostou, Policy Learning Platform Coordinator, Interreg Europe

Valentine Dufaye, Event Expert, Policy Learning Platform

Patricia Di Biase, Interreg Europe National Contact Point

4. Policy Recommendations

Description of the policy recommendations, with reference to good practices and other information mentioned during the peer review. This section can also include a brief analysis of the feasibility of each recommendation in time (e.g. categorisation of the recommendations into short-term, medium-term, long-term implementation potential).

During the peer review, several recommendations were addressed:

1. Governance with an umbrella authority (cooperation and coordination amongst the 6 PT network operators (E.g. Institute for Transport (Madeira) with funding capacities and skilled staff with public mission / E.g. Agency in Liguria to coordinate mobility with funding capacity

A holistic mobility planning for the island

2. Sustainable mobility:

mobility data,

assess the need for heavy infrastructure investments

separate bus lanes on most critical routes

improvement of PT capacity and frequency at peak hours for high-demand roads

improvement of quality of service, timetables, network coherence, coverage, vehicles, development of MaaS platform,

development of active mobility (cycling and walking),

better intermodal connections

shared (electric)-mobility (car-sharing for example to reduce cars in the public space) (for example, the model of “Autodelen” and the electric part with the question of energy in Azores Islands).

communication

solutions for tourism and special events (special mobility planning required)

3. Participatory process

Transparency

Continuity of the participatory process (communication lines remain open)

Engagement plan for the uptake-planning

Cooperation amongst all responsible player for mobility is required to follow-up on the EGM and to transform the transport system of the island

From input to vision to projects:

Citizens'proposals need to be treated with caution, a long-term vision e.g. for 2050 should emerge from the EGM, derive a strategic plan based on the vision, consider what is feasible regarding funding, create scenarios for planning, each new measure have its own project

4. Possible calendar of implementation

This section helps the beneficiary to start working concretely on the implementation of the recommendations, by reflecting on the possible time frame and resources to be dedicated for such actions. A Gantt chart can be proposed, or any other easy to use format to visualise and plan a calendar of activities. The information provided here is never binding.

The question of the governance is one of the most important point during the EGM. The idea is for now, not to create a new structure but to give more “power” to the existing structure, the SMTR, and to integrate a citizens'committee. This question will be discussed during the year 2024.

The question of sustainable mobility, through a mobility planning, is also essential. Concerning the mobility planning, this point will be achieved with the current revision of the “Schéma d'aménagement regional”(SAR) (regional development scheme) integrating mobility, probably combined with a more operational mobility scheme (regional transport plan). The revision of the SAR already started and will go on in 2024. The operational mobility scheme will also depend on the results of the EGM.

Concerning mobility data and the improvement of PT capacity and frequency as well as quality of service, this will be possible, if the SMTR is reinforced as described above. Concerning transport infrastructures and improving shared-mobility as well as active mobility, these modes will continue to be developed (different projects and studies are in progress).

Concerning the participatory process, communication lanes will be maintained, since the creation of a citizens'committee, part of the SMTR, will be discussed in 2024.

5. Conclusions

In this section, very brief considerations on the peer reviewed recently experienced can be indicated, including possible desired follow up activities to stay in contact with the peers or with the Policy Learning Platform (if deemed relevant).

The Peer Review was a rich experience since it allowed to have experiences from experts who have similarities with La Reunion (insularity, population and geography). As a matter of fact, the Peer Review allowed to have a view of mobility projects of each participant facing the same geographical obstacles as La Reunion. Recommendations in governance, sustainable mobility and participatory process were particularly interesting to see how they can be applied and improved in La Reunion. As the present Peer Review covered large thematic, more specific transport issues could be addressed for a future Peer Review.

Saint-Denis, 11/12/2023