

WHAT IS PIMMS?

- Partner
- Initiatives for the development of
- Mobility
- Management
- Services



PIMMS EVOLUTION

PIMMS: 2004-7

8 partners (EU15); bilateral Study Visits



PIMMS TRANSFER: 2008-11

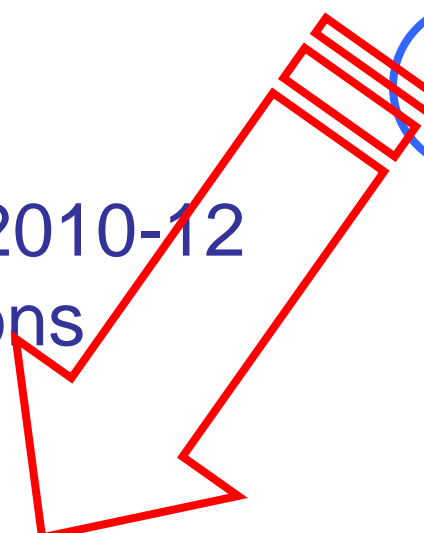
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deepen and widen 14 “Regions”: 7 Initiation,
7 Progression



PIMMS CAPITAL: 2010-12
regionalise 12 regions

2/5



The PIMMS Transfer Methodology

Seeing is believing

Key decision-makers

Critical Success Factors

tight-loose structure

Own-language working



PIMMS / CAPITAL



WHAT IS CAPITALISATION

- Transfer of “previously identified good practices” into mainstream Structural Funds programmes
- Must be measurable:
 - Investment
 - Competitiveness → Convergence
- Target is the Regional Operational Programme: policy impact – **getting something done**
- Project output: a **Regional Action Plan** for each region

PIMMS CAPITAL is a Fast Track Network

European Commission provides label and supports implementation

(Assessment questions - available on the RfEC website)



**21 networks:
11 INTERREG IVC
10 URBACT II**

= Accelerate the transfer of good ideas

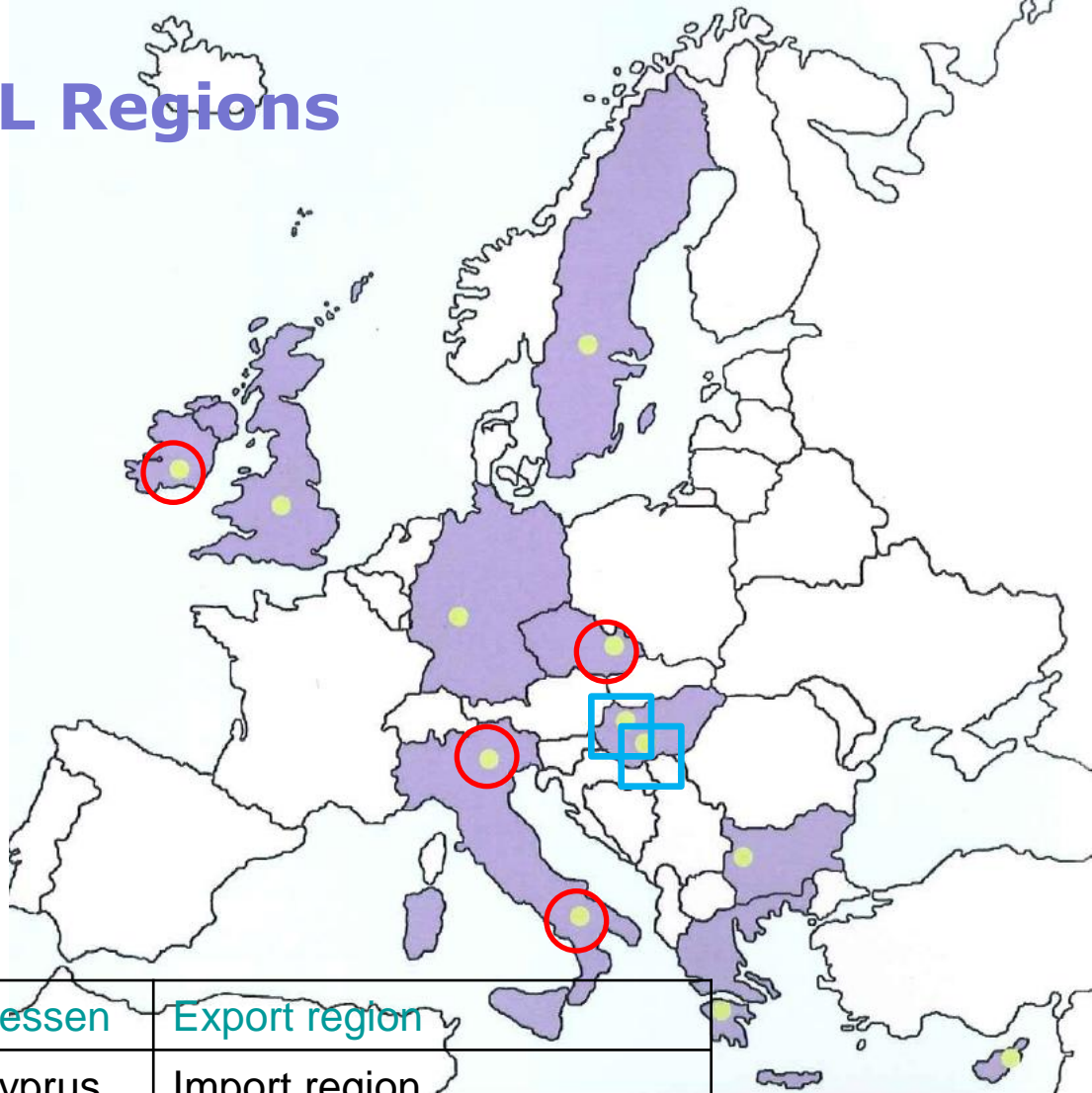


The PIMMS CAPITAL Regions



Managing Authority
Intermediate Body

Hessen	DE
Basilicata	IT
Veneto	IT
Southern & Eastern	IE
Moravia-Silesia	CZ
Central Transdanubia	HU
West Transdanubia	HU
West Midlands	UK
Western Greece	EL
Stockholm	SE
Cyprus	CY
Sofia	BG



Hessen	Export region
Cyprus	Import region
IE	Competitiveness region
CZ	Convergence region

The PIMMS CAPITAL Project Structure

Oct-10 to Dec-10	Plan visits, delegations	stakeholders!
Jan-11 to Jun-11	Export Visits	SEE/SELECT
Jul-11 to Dec-11	Import Workshops	ADAPT
Jan-12 to Jun-12	Regional Action Plans	ADOPT
Mar-12 to May-12	Regional Conferences	DISCUSS
Sep-12	Final Conference	

The PIMMS CAPITAL Good Practices# 1

- it's **GOOD** practices not **best** practices; ie what's available to share between the partners
- Long-list of 81, iteratively reduced to 14 during bid preparation
- Being imported a total of 36 times via the project
- Each import will be personalised (regionalised) to match the importer's realities

The PIMMS CAPITAL Good Practices#2

CENTRO UK	Integrated Transport Strategy	5
Limerick IE	Bus Priority Corridors, Cycle lanes, Park & Ride	4
Frankfurt DE	Mobility Management and Mobility Centres	4
Stockholm SE	Regional mobility management and spatial planning	3
Worcestershire UK	Worcester Sustainable Travel Demonstration Town	3
Frankfurt DE	Promotion of public transport	3
Frankfurt DE	Traffic and Mobility Planning	3
Moravia-Silesia CZ	Integrated Public Transport System	2
Limerick IE	Computer Aided Central Traffic Monitoring System	2
Stockholm SE	Policy – Regional Platform on MM	2
Treviso IT	Safe roads	2
Treviso, Venice IT	Integrated fares, automatic ticketing etc	2
Frankfurt DE	Aktionsprogram “effizient mobil”	1
West Pannon HU	Regional Operational Programme	1

Larnaca in PIMMS Capital

- Import Two Good Practices
 - Limerick IE
 - Bus Priority Corridors, Cycle lanes, Park & Ride
 - *Computer Aided Central Traffic Monitoring System*
 - Frankfurt DE
 - Mobility Management and Mobility Centres
 - *Traffic and Mobility Planning*

Larnaca in PIMMS Capital

- Export Visits
 - Limerick IE May 2011
 - Frankfurt June 2011
 - Frankfurt September 2011
- Import Workshop
 - Larnaca January 2012
- Regional Conference
 - Larnaca September 2012

Larnaca in PIMMS Capital

- Regional Action Plan
 - Three Good Practices
 - Walking and Cycling Strategic Plan
 - Mobility Centre in the city centre
 - Urban Traffic Control System

Regional Action Plan signed by Managing Authority in September 2012 (for consideration and potential use)

Good Practice 1

Walking and Cycling Strategic Plan

- Larnaca 's Advantages
 - Relatively flat Topography
 - Small area
 - Weather
- Create walking pathways and cycling routes into the existing road network
 - Create more travel choices
 - Educate citizens in new travel habits
 - Reduce traffic congestion
- Implementation
 - Bicycle network around the city (Salt lake area)
 - Pedestrianisation of parts of the city centre

Good Practice 2

Mobility Centers in the City Centre

- Create Mobility Centers in City Centre (2)
 - Reference point for citizens and visitors
 - Promotion of Multimodal traveling
 - Provide information about public transport (Tickets, bus stations, timetables, inter city connections, parking, bicycle renting etc)
 - Provide information and tickets about cultural events, tourist's attractions, maps, forms etc
- Implementation
 - Locations established detail design pending
 - Powered by solar or wave energy

Good Practice 3

Urban Traffic Control System

- Implement an Adaptive Traffic Control System
 - Optimize traffic flow
 - Adjust traffic signals, pedestrian crossings and car parks based on measured traffic conditions
 - Maximization of road network efficiency
 - Minimization of traffic congestion
- Implementation
 - Locations established detail design pending
 - Powered by solar or wave energy

HERE'S TO THE FUTURE: CHEERS!

