

Introduction: The Common Assessment Framework (CAF) sets out mechanisms to achieve the mission and vision of the CCRCDC programme, in the first instance Metro+. Metro Plus Phase 1 is a programme of 10 accelerated schemes to kick off a wider Metro Plus programme aimed at providing the infrastructure and backbone to deliver regeneration and economic uplift across the Cardiff Capital Region. The vision is that Metro Plus schemes should not be viewed as individual transport schemes but rather a programme of enabling infrastructure to stimulate economic growth and regeneration of the region, supporting the sustainable mobility of people and skills and leveraging wider economic growth. The CAF will be used to assess schemes contribution to the goals of the CCRCDC.

This self-assessment form **MUST** be read and completed alongside the Infrastructure and Investment Fund (IIF) application form. As part of the self-assessment, organisations will be asked to detail against each criteria how their scheme contributes to the City Deal agenda and throughout the entire process. Therefore, this CAF will be treated as a working document throughout the project and beyond to enable monitoring & evaluation.

Question 1: What contribution will the proposed scheme make towards the City Deal KPIs of:

25,000 jobs

£4bn Private Sector Leverage

Uplift in GVA

Question 2: How will the proposed scheme help deliver the vision and objectives of the Economic Growth Plan?

Grand Challenges	Description	Criteria	Sub Criteria	Evidence	How does the scheme contribute? - Applicant to complete	Enablers (Support and Complementary Projects)	Monitoring and Evaluation - Applicant to complete	Policy Documents (UK and WG)
AI & Data Economy								
	Incorporates or enables digital infrastructure - Fibre/5G open fibre to support economic development	Incorporation or ducting or full fibre	Supports AI & Digital	0 = No connectivity 1 = Passive ducting for future 2 = open access fibre		Refer to CCRC Digital & Connectivity Plan Discuss with CCR		Welsh Government Digital Action Plan 2017 - 2020 WBFG 2015 DFID Digital Strategy 2018 to 2020: doing development in a digital world
	Maximise digital data opportunities e.g. SMART road infrastructure, sensors, integrated ticketing, real-time passenger transport information,	Use of SMART technology to maximise benefits for travelling public	Extent to which digital infrastructure is provided to maximise opportunities	0 = No SMART technology 1 = Collection of manual data 2 = Part digital data collection 3 = Fully digitalised data collection		Refer to CCRC Digital & Connectivity Plan GovTech Challenges e.g. Blaenau Gwent Discuss with CCR		Welsh Government Digital Action Plan 2017 - 2020 WBFG 2015 DFID Digital Strategy 2018 to 2020: doing development

	parking availability, charging, lighting etc.							in a digital world
Clean Growth								
	Lack of transport links between key business sectors e.g. access and proximity to provide businesses with better access to markets, staff, services and other key transport modes	Facilitate economic growth and development	Extent to which a sector cluster is provided for - improves access to Enterprise Zones, Ports and Airports	0 = No Enterprise zone, Airport or Port along the proposed corridor 1 = 1 of Enterprise Zone / Airport / Port 2 = 2 of Enterprise Zone / Airport / Port 3 = 3 + Enterprise Zone / Airport / Port		LDPs LTPs SDPs /RTPs (future) CCR Economic Growth Plan		WG Transport Strategy WG National Transport Finance Plan 2017 Wales Economic Action Plan 2017
	Facilitates economic growth and development	Supports unlocking sites for development	Connects key developments to open up access to strategic sites for housing, commercial and mixed use development	0 = No strategic development sites proposed 1 = within 1-3 miles of a strategic development site 2 = within the last mile of a strategic development site (on the basis that active travel is available) 3 = direct access to		CCR Property Strategy final June 2019 LDPs Enterprise Zones		Welsh National Development Framework 2020-2040 (once completed) Wales Economic Action Plan 2017

				strategic development site				
	The extent to which there is the potential to incorporate or enable renewable infrastructure	To support the development and address the climate change emergency by promoting the use of renewables	Solar / Battery / Wind / Hydro / Electric (including two way battery storage / battery energy release infrastructure and renewable battery storage opportunities)	0 = Renewable energy generation not considered or included 1 = Assessment of one type of energy generation included 2 = Assessment / proposal & provision of one type of energy generation included 3 = Provision of more than one type of energy generation included				
	To support clean development and address the Climate Change Emergency	Promotes the use of renewables. Consideration of carbon neutral energy supply.	0 = no prospect of any renewables in the future 1 potential to provide 2 ASK CENEX	0 = Renewable energy generation not considered or included 1 = Assessment of one type of energy generation included 2 = Assessment / proposal & provision of one type of energy				The extent to which there is the potential to incorporate or enable renewable infrastructure

				generation included 3 = Provision of more than one type of energy generation included				
Future of Mobility								
	Balance short term needs with the need to safeguard the ability to also meet long term requirements. Do potential immediate solutions impact or constrain other potential long term future developments or solutions?	Supports existing affordable solutions whilst not impinging on long term solutions	Long term - provide resilience	Subjective as solutions are not yet known. E.g. Impact on mainline to be considered - if the mainline service timetable allows for 2 new stations, it needs to be acknowledged a solution promoting a station has an impact on other proposed schemes / affordable short term bus solutions could benefit long term BRT / Tram / Rail solutions subject to Growth / Affordability / Legislation. However 0 = No		RTP Metro Phase 3 CCR Property Strategy final June 2019		Welsh National Development Framework 2020-2040 (once completed) National Transport Finance Plan 2017 Climate Change Strategy for Wales 2017 One Wales: One Planet May 2009

				<p>consideration for long term alternatives</p> <p>1 = Long term alternatives considered but not taken into account</p> <p>2 = Long term alternatives considered and not prejudiced</p>				
	<p>The extent to which car dependency will be reduced by ease of access to alternative modes and therefore congestion and air quality will be improved</p>	<p>To support sustainable development and addresses the climate change emergency</p>	<p>Achieves a major modal shift to reduce car dependency</p>	<p>GIS Data - population within 0-1km and 1-2km of a passenger transport option.</p> <p>0 = 75%+ of the population along the corridor within 1km of an existing passenger transport option</p> <p>1 = 60%+ of the population along the corridor within 2km of an existing passenger transport option</p> <p>2 = 40% of the population within 2km of an existing passenger transport option</p> <p>3 = <20% of the</p>		<p>Metro</p> <p>Metro Plus</p> <p>LTPs</p> <p>Active Travel Board</p>		<p>Active Travel (Wales) Act 2013</p> <p>Improving Public Transport (White Paper) 2018 and any future outcomes</p>

				population along the corridor within 2 km of an existing passenger transport option				
	The extent to which congestion is reduced resulting in improved air quality (also improve health and wellbeing and potentially employment productive change)	To support sustainable development and addresses the climate change emergency	Reduces road congestion	Top 20 by impact factor from INRIX Jan-Apr 19 = no. of occurrences X average max duration x average max length 0 = No impact 1 = Low 2 = Med 3 = High				Welsh National Development Framework 2020-2040 (once completed) Climate Change Strategy for Wales 2017 One Wales: One Planet May 2009
	Provision of Low Emission Vehicles (LEV) Infrastructure to drive take up where market failure is occurring to assist WG with the Climate Change Emergency	Promotion of LEV infrastructure for public and passenger transport use i.e. bus / taxi / freight.	Incorporation of LEV infrastructure, active or passive, into all Metro+ Sites (supplied by green energy supply as minimum and / or renewables)	0 = No provision 1 = Passive provision only 2 = Minimal recommendations from Cenex LEV Strategy Report 3 = > Cenex recommendations		Cenex Reports Climate Change Emergency TfW Metro Utility Companies		Welsh National Development Framework 2020-2040 (once completed) Climate Change Strategy for Wales 2017 One Wales: One Planet May 2009

								Cenex Reports Urban Foresight Report
	Transit Orientated Development	Embrace the Metro as a backbone to connecting CCR and shaping places on its network	Connectivity and accessibility of Schemes and facilities for; buses, cars, active travel, car clubs, bike scheme	0 = No access to passenger transport or economic development sites 1 = Passenger transport < hourly service 2 = > 2 PT services per hour 3 = Full TOD		Metro Metro Plus CCR Property Strategy final June 2019 Digital Connectivity Plan		Welsh National Development Framework 2020-2040 (once completed) Climate Change Strategy for Wales 2017 One Wales: One Planet May 2009 Welsh Government Digital Action Plan 2017-20
	Provides opportunities to unlock and improve access for tourism and leisure activities e.g. to the Valleys Regional Parks / Coastal beaches	To connect and promote access to culture and tourism	Achieves improved access to tourist sites, cultural attractions and leisure sites	Leisure and tourism attractions including visitor attractions 0 = no attractions 1 = 1-2 attractions within proposed area 2 = 3-4 attractions within the proposed area				

				3 = 5 or more attractions				
	Connecting different passenger transport modes to maximise attractiveness to the traveller	Reliable and frequent passenger transport services e.g. regular buses linked to trains arrival/depart ure times etc. Taxi's, car clubs, building confidence in the public transport network	To connect services and make them more appealing to the user	0 = No intermodal connections 1 = Connection between modes within 30-60 mins waiting time 2 = Connection between modes within 10-30 mins waiting time 3 = Connection between modes within 10 mins waiting time				
	Engagement with the bus companies and taxi operators to ensure infrastructure meets their current and future needs	Infrastructure provided to enable an efficient and reliable bus network and Community Transport and Taxi provision	To enable the provider to deliver services fit for the traveller					Infrastructure Fit for the Future Utilities networks e.g. LEV

	<p>The extent to which walking and cycling can be promoted on the network - may not be physical infrastructure, just encouragement to walk to the station</p>	<p>To support sustainable development and addresses the climate change emergency</p>	<p>Provides for or supports active travel opportunities</p>	<p>0 > 50% Of stations on the corridor supported by active travel network 1 between 25% and 49% of stations on the corridor supported by active travel network 2 between 10% and 24% of stations on the corridor supported by active travel network 3 <10% of stations on the corridor supported by active travel network</p>				
	<p>Enables a reduction of noise through modal shift of road user vehicles</p>	<p>Support sustainable development and addresses the climate change emergency</p>	<p>Achieves noise reduction</p>	<p>Environmental noise mapping in Db and Noise Action Plan Area. 0 No noise action plan priority area 1 One noise CHECK NOISE ACTION PLAN</p>				

Ageing society

LA/CCRC									
	Accommodating an ageing population	To connect and help build inclusive communities through access to employment, education and health	Access for all in rural areas to promote social inclusion	Travel time to key settlements overlain with 64+ age demographic data between 9am and 11am - identify isolated areas. 0 = no problem 1 = 1 or more areas of medium density outside 30 mins 2 = 1 area of high and 1 or more areas of medium density outside 30 mins 3 = multiple areas of high density outside 30 mins					

Question 3: How has the scheme been designed to ensure it can maximise Economic Inclusion within the Region?

	Is there a need to improve access to employment as it is holding back the development or wellbeing of an area	To connect and help build inclusive communities through access to employment, education and health	Improves access to employment	Public transport (bus & rail) travel times to key locations. Key settlement isochromes 7-9am - 0 = 90% within 30 min travel time 1=75%-90% of are of proposal outside of 30 mins travel time 2= 50%-75% of the proposal site outside 30 mins travel time 3= less than 50% of corridor outside of 30 mins travel time				
	Is there a need to improve access to employment as it is holding back the development or wellbeing of an area	To connect and help build inclusive communities through access to employment, education and health	Improves access in areas in high unemployment	0 = 0% proportion of resident population age 16 - 64 claiming job seekers allowance by ward area in SE Wales 1 - 0-1% 2 = 1-2% 3 = 2-3%				

	<p>Is there a need to improve access to education as it is holding back the development or wellbeing of an area</p>	<p>To connect and help build inclusive communities through access to employment, education and health</p>	<p>Improves access to education</p>	<p>Majority of proposed area existing public transport travel time to post 16 education establishments (FE Colleges) 7-9am. 0=<30 mins 1 = 30-45mins 2 = 45-60 mins 3 = >60 mins or no establishments available</p>				
	<p>Is there a need to improve access to health as it is holding back the development or wellbeing of an area</p>	<p>To connect and help build inclusive communities through access to employment, education and health</p>	<p>Provides access for all - improves access to health and wellbeing</p>	<p>Existing public transport travel time to hospital establishments (excluding specialist only, has to have outpatients) 9am - 11am. 0 = 90% within <30 mins 1 = 75%-90% within 30 mins 2 = 50%-75% within 30 mins 3 >50% within 30 mins or no establishments available</p>				

	Accommodating under 25s	To connect and help build inclusive communities through access to employment, education and health	Access for all in rural areas to promote social inclusion	Travel time to key settlements overlain with under 25 age demographic data between 9am and 11am - identify isolated areas. 0 = no problem 1 = 1 or more areas of medium density outside 30 mins 2 = 1 area of high and 1 or more areas of medium density outside 30 mins 3 = multiple areas of high density outside 30 mins				
	Reducing journey time to connect to new labour markets and education centres. Could include Bristol as a labour market coming into Wales	Facilitate economic growth and development	Widening access to skilled and new labour markets	Strategic site data as receptor overlain with travel time data. 0 =<15mins 1 = <30mins 2= > 30 mins 3 = no establishments available				

	Percentage spend with businesses in the region including new start Businesses, spend with social enterprise sector	Skills for data capture/management	Widening access to skilled and new labour markets	0 = 0% - 49% , 1 = 50% - 69%, 2 = 70% - 84%, 85% - 100%				
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	<p>Include in Procurement request proposals from tenderers for delivery of minimum requirements (to be exceeded) including how they will be delivered and measured. This could include apprenticeships, graduates, trainees, difficult to reach work groups, number of days of work experience, higher level skills, consideration of Fair Employment measurement and upskilling and re-training. For</p>	<p>Skills at the design and delivery (procurement) phase</p>	<p>Widening access to skilled and new labour markets</p>	<p>0 = No training opportunities included in the estimated number of jobs created 1= Estimates of the number of job opportunities and training opportunities provided, 2 = Estimates of the number of job opportunities and training opportunities based upon engagement with Public Sector Board representatives and evidence of how such targets contribute to local goals, 3 = Estimates of the number of job opportunities and training opportunities based upon engagement with Public Sector Board</p>		<p>Stats on job creation, training and skills</p>		
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	<p>example, a typical benchmark requirement is 52 weeks of apprenticeship per million spent although important to note that some projects have exceeded by 30 weeks (particularly in construction). Measurement could include mid-term and end of project skills/benefits evaluation reports on outcomes achieved.</p>			<p>representatives means of capturing and measuring the outputs including how they contribute towards local PSB goals</p>				
	<p>Engage training providers and partners to support on delivery of skills needs and identify</p>	<p>Local provision of skills (Universities, HE, ETC) and links to local business</p>	<p>Widening access to skilled and new labour markets</p>	<p>0 = No demonstrable engagement, 1 = links with training providers, 2 = Engage with the Regional Skills Partnership and</p>				

	any gaps in training in the region			training providers 3 = Process to engage with providers and recording and escalate gaps in training to the Regional Skills Partnership.				
	Businesses that succeed Transport Engineering	Opportunity for upskilling the installation of LEV + renewables sector						

Question 4: How does your scheme fit with the WCFG goals and the 5 ways of working?

Well-being Goals	Description	5 Ways of Working
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	Long Term - The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	Prevention - How acting to prevent problems occurring or getting worse may help public bodies meet their objectives.
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	Integration - Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).	Collaboration - Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.
A Wales of Cohesive Communities	Attractive, viable, safe and well-connected communities	Involvement - The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves
A Wales of Vibrant Culture and thriving Welsh Language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation	
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being	