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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	TUESDAY, 4 SEPTEMBER 2018, 4.30 PM
Venue	COMMITTEE ROOM 4 - COUNTY HALL
Membership	Councillor Patel (Chair) Councillors Derbyshire, Philippa Hill-John, Owen Jones, Lancaster, Jackie Parry, Owen, Wong and Wood

*Time
approx.*

1 Apologies for Absence

To receive apologies for absence.

2 Declarations of Interest

To be made at the start of the agenda item in question, in accordance with the Members' Code of Conduct.

3 Minutes (Pages 5 - 10)

To approve as a correct record the minutes of the meeting held on 3 July 2018.

4 Member Briefing: Second Cardiff Local Development Plan Annual Monitoring Report (Pages 11 - 242) 4.40 pm

5 Parking Enforcement Update (Pages 243 - 264) 5.20 pm

6 Environmental Scrutiny Committee - Draft Work Programme 2018/19 (Pages 265 - 282) 6.00 pm

7 Correspondence Update - Verbal Update 6.25 pm

8 Committee Business - Webcasting Verbal Update 6.35 pm

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9 Urgent Items (if any)

10 Way Forward

11 Date of next meeting

2nd October 2018 at 4.30pm

Davina Fiore

Director Governance & Legal Services

Date: Wednesday, 29 August 2018

Contact: Graham Porter, 02920 873401, g.porter@cardiff.gov.uk

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ENVIRONMENTAL SCRUTINY COMMITTEE

3 JULY 2018

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Philippa Hill-John, Lancaster,
Jackie Parry, Owen, Wong and Wood

11 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Owen Jones.

12 : DECLARATIONS OF INTEREST

No declarations of interest were received.

13 : MINUTES

The minutes of the meeting held on 5 June 2018 were approved by the Committee as a correct record and were signed by the Chairperson.

14 : COMMITTEE MEMBERSHIP

The Committee noted that Council on the 21 June 2018 appointed Councillor Bob Derbyshire as a Member of the Committee.

15 : PLANNING, TRANSPORT & ENVIRONMENT DIRECTORATE DELIVERY PLAN 2018/19 AND QUARTER 3 & 4 PERFORMANCE REPORTS 2017/18

The Committee received a report on the Planning, Transport and Environment Directorate Delivery Plan 2018/19. The report provided an opportunity to gain an understanding of the operation of the Planning, Transport and Environment Directorate and its key priorities for this year.

Members were advised that the Council's integrated strategic planning framework sets out the "golden thread" in meeting the Council's four key priorities: Working for Cardiff; Working for Wales; Working for the Future; and Working for Public Services.

The Plan was attached to the report at Appendix 1. The Delivery Plan has the following standardised format:

- Introduction;
- Directorate Profile;
- Directorate Self-Assessment of Performance 2017/18;
- Moving Forward: Context, Opportunities and Challenges;
- Contributing to Cardiff's Well-Being Objectives;
- Delivering Welsh Language Standards;
- Strategic Directorate Priorities.

The Directorate's Self-Assessment of Performance which sets out what the Directorate has done well, what the Directorate could/should have done better and

what opportunities and challenges the Directorate faced. The Moving Forward: Context, Opportunities and Challenges Section sets out issues that the Directorate must take into account in planning future delivery.

The Strategic Directorate Priorities section sets out how each Strategic Directorate priority will be achieved by using each of the following headings:

- Summary of Priorities;
- Key Performance Indicators;
- Risk Management;
- Dependencies;
- Key Actions - Individual Headline Actions with start/end date; responsible officer; key milestones for each quarter in 2018/19; a link to an equality objective.

The Chairperson welcomed Andrew Gregory, Director and Matt Wakelam, Assistant Director to the meeting. The officers were invited to deliver a brief presentation on the Directorate Delivery Plan and the Quarter 3 & 4 Performance Reports 2017/18.

Members were invited to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members asked whether the lack of a bus station was hampering efforts to switch to 50/50 modal shift and whether providing a bus station was still a priority for the City. Officers agreed that it was a hindrance. The City has been seeking to construct a new station for many years. An effectively funded scheme was now at the planning stage and it will be delivered. The City is moving towards the provision of city-wide transport hubs network and work will be completed in a phased programme. The detailed planning application is a major step forward. The bus station will be delivered within two years and the hub network is moving forward with potential interchanges identified in Cardiff West and the University Hospital of Wales.
- Members asked how modal shift was measured and were advised that modal shift is measured through surveys.
- Members noted the new Performance Indicator CL/AIR/001 'The amount of NO₂ measured annually across the City'. Officers commented that there is detailed work ongoing to develop the Clean Air Strategy. Assessment is a dynamic process and there are shifting levels of pollutants in AQMAs and the high risk areas identified by Welsh Government.
- Referring to the City Centre Masterplan proposals – Members asked why there were still question marks over the funding given the lead time for the proposals. Officers were asked to clarify the likely effect on services should funding not become available. Officers stated that City Centre Masterplan has had a number of iterations but it now becoming more defined as a result of work around active travel and the South Wales Metro. Detailed options discussion have been held over the past

12 months. The works to the public realm in Westgate Street are estimated to cost around £5.5 million. A number of key partners can potentially fund the scheme and the authority was currently in the midst of those negotiations. In the medium term period the authority will be required to make significant savings. This needs to be carefully considered. Proposals will only come forward when all options have been considered but cuts to services will be the last resort.

- Members referred to the proposals to increase the redundancy reserve set out in the Cabinet Budget Strategy report. Members asked how automation and digitalisation of services would affect staff numbers and how many jobs would be lost as a result of service changes. Officers stated that workload would be reallocated and/or staff would be deployed to deliver new services. There will be no forced redundancies.
- A Member asked how many vacant houses there were in the City and whether there was a target for the percentage of housing stock set aside to enable elderly residents to stay in their own homes. Officers stated that vacant houses fall within the remit of the Shared Regulatory Service.
- Members considered that the lack of east/west bus routes was having a negative impact on congestion in the city. Members asked whether officers supported the reinstatement of east/west bus routes. Officer considered this to be an important point, insofar that the lack of east/west services impact highest on the most disadvantaged communities. The Council wholeheartedly supports cross-city movements. It is actively seeking the reshaping of the bus network and it is keen to promote east/west connections that mean journeys into the City Centre are no longer required, as the network of transport hubs will provide those links.
- In terms of improving recycling and waste collection performance, Members asked what challenges have arising since the closure of Wedal Road HWRC and how these have been offset. The Cabinet Member stated that Wedal Road closed at the same time the new facility at Lamby Way opened. The new facility offers opportunities to recycle a broader range of materials. The Council has made a commitment to provide a HWRC in the north of the City.
- Officers were asked to provide further details of the baseline for a new KPI for missed collections. Officers stated the rationale for the new missed collections KPI was two-fold: 1. that missed collections are high in number; and 2. to identify areas where repeat problems exist so the service area can monitor, improve and ensure the service is customer focussed. It would also allow Members to know what goes on in their wards.
- Members sought to clarify the cost of providing a HWRC in the North of the City. Officers stated that no figure was available. Strategic Estates have been given a brief and it was anticipated they will return with

options within 6 to 8 weeks.

- Members asked for an update on the Nextbike Scheme. Officers stated that the Nextbike Scheme was progressing extremely well and the operators were pleased that the scheme has been accepted and welcomed in the City. The next phase of the scheme, increasing the number of bikes from 250 to 500, and at more locations, would be rolled out in August. Discussions are being held with the Welsh Government with a view to extending the scheme further.
- A Member asked what additional measures are being considered in order for the authority to achieve the increased Welsh Government target of 64% recycling in the near future. Officers were also asked whether residents in new developments are receiving education or publicity materials setting out the Council's expectations and the need for recycling. Officers stated that the recycling education is moving towards being more citizen focused and the authority will aim to explain more about what happens to the waste we collect. It was also hoped that the 'Cleansing Blitz' programme would also help make a difference by working with citizens in areas where recycling levels are low.
- Referring to the solar farm project, Members asked whether there were any ambitions to generate beyond the projected 6MW of electricity. Officers indicated that, following some discussions with a potential customer, the authority is seeking to extend the solar farm project to generate 7.5MW. The Council is also considering the possibility using the electricity generated to charge its own fleet vehicles. The Cabinet Members stated that the Authority is ambitious and is keen to work with partners looking to exploit clean energy opportunities in the city.
- Members suggested that, upon completion of the solar farm, clean energy targets could be shown on the performance management scorecard in future. Officers welcomed the suggestion and advised that the solar farm was due to be completed at the end of 2019.
- The Committee raised concerns at the levels of sickness absence, which had increased considerably. Members asked what actions and mitigations were being put in place to address this. Officers advised that Sickness Absence Policies and procedures were being rigorously applied. It was recognised that there are underlying productivity and workforce issues that have been identified. Plans are being developed to address these as part of the new street scene service.
- Members were concerned that ambitious budget cuts coupled with rising sickness absence levels will have an impact on the service area. Officers stated that a workforce development plan will look at the demographic of the workforce, the work they do and the types of sickness they are having. There was a need for a greater understanding of why staff sickness levels are increasing so that more can be done to support staff. A plan was being put in place and officers were happy to bring that plan back to the Committee.

- Members suggested that sickness absence levels were much higher in the Summer than in the Winter, and that they would expect the opposite.
- Officers were asked to comment on the budget variance in Waste Services. Member were advised that the Assistant Director Street Scene and colleagues from finance are working on putting zero based accounting systems in place and not allowing variances to drift. More informed information and monitoring is required.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

16 : SECTION 106 LOCAL INFRASTRUCTURE PROPOSAL LISTS - MEMBER BRIEFING NOTE

The Principal Scrutiny Officer presented a Briefing Notice on Section 106 Local Infrastructure Proposals Lists. Members were advised that changes to the S106 process brought about by the CIL Regulations, planning policy guidance / legislation and the recommendations of the Environmental Scrutiny Committee, it was proposed that 'S106 Local Infrastructure Proposal Lists' be prepared.

It is intended that the creation of the Ward-based Lists will provide Councillors with an opportunity to identify local infrastructure proposals (relating to Public Open Spaces, Community Facilities and Local Highway Improvements) in a more strategic manner and as part of a formalised process. These lists can then be taken into consideration by officers when securing S106 obligations as part of live planning applications and will supplement the consideration of other relevant information such as extant plans, programmes and strategies.

As part of the preparation of the Proposal Lists, an officer-facilitated workshop is being arranged with volunteering Councillors. The workshop will provide the opportunity for Councillors to undertake a trial run at completing the Proposal Lists and to share their views on the work that has been completed to date. It is anticipated that the project will be launched in the autumn. As part of the launch, a series of workshop sessions will be provided for Councillors to introduce the Local Infrastructure Proposal Lists and to offer broader guidance and training on the S106 process.

The Directorate are also preparing Ward Action Plans, which look at more day-to-day issues such as fly-tipping / graffiti and which will be provided as part of a coordinated process for Councillor dialogue and engagement.

RESOLVED – That the briefing note be noted.

17 : PUBLIC SPACE PROTECTION ORDERS - DOG CONTROLS - MEMBER BRIEFING NOTE

Members were advised that the Cabinet is due to receive a report on Public Space Protection Orders – Dog Controls on 5 July 2018. PSPO's are available to Local Authorities to deal with specific nuisance problems in particular areas that are having, or are likely to have, a detrimental effect on the quality of life for those who live, work

or play within the locality. An order can prohibit or restrict certain activities and are designed to ensure that the law-abiding majority can use and enjoy public spaces, safe from anti-social behaviour.

RESOLVED – That the briefing note be noted.

18 : ENVIRONMENTAL SCRUTINY COMMITTEE - WORK PROGRAMMING
2018/19 VERBAL UPDATE

The Committee discussed options for the 2018/19 Work Programme. Members were advised that 2771 responses have been received to the litter/flytipping survey. The Principal Scrutiny Officer stated that a number of volunteer groups have responded to the survey and requested that Committee's approval to invite volunteer groups to a workshop. The workshop would set out to establish what the groups see as their challenges and how the Council can assist them meeting their challenges.

The Committee supported the proposal.

19 : DATE OF NEXT MEETING - 4 SEPTEMBER 2018

Members were advised that the next Environment Scrutiny Committee is scheduled for 4 September 2018.

The meeting terminated at 6.05 pm

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

4 SEPTEMBER 2018

**MEMBER BRIEFING: SECOND CARDIFF LOCAL DEVELOPMENT PLAN
ANNUAL MONITORING REPORT**

Reason for the Report

1. To provide a short briefing to Members on the content of a Cabinet report titled 'Second Cardiff Local Development Plan Annual Monitoring Report' that is due to be presented to Cabinet at its meeting on Thursday 20th September 2018. Members are asked to note the content of this item and discuss any future actions relating to this report.
2. A copy of the 'Cardiff Local Development Plan 2006 to 2026 – 2nd Annual Monitoring Report – October 2018' is attached to this report respectively as **Appendices 1**.

Background

3. The Cardiff Local Development Plan 2006 to 2026 (LDP) was formally adopted by the Council on 28th January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR) and submit to Welsh Government by the 31st October each year after Plan adoption.
4. This is the second AMR to be prepared since the adoption of the plan and is based on the period 1st April 2017 to 31st March 2018. The AMR consists of the following sections:
 - Executive Summary;
 - Introduction;
 - Contextual Information – changes to policy framework at a national or local level;
 - LDP Monitoring Process – explains the monitoring process undertaken;

- LDP Monitoring Indicators – reporting on the 107 LDP monitoring indicators which were agreed during the LDP examination process and set out in the Inspectors Report;
 - Sustainability Appraisal Monitoring – reporting on the 28 sustainability monitoring indicators;
 - Conclusions and recommendations – setting out an overall overview of all indicators and Plan performance in the first year following adoption.
5. This is the second year the LDP has been operative and this AMR provides a two year short-term position statement. It also provides a comparison with the baseline data provided by the first AMR published last year.
6. Future monitoring next year in the 3rd AMR will enable trends to be identified and firmer conclusions drawn. It will help inform the extent to which the LDP strategy, objectives and policies are being achieved. Importantly, the findings of this monitoring work over three consecutive years will directly help to inform the LDP review process as the Council is required to undertake a major review of the LDP four years after adoption in 2020.

The AMR Report

7. Overall the findings of the second AMR for year two are generally positive with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out in this report, with **Appendix 1** setting out the data and conclusions in more detail.
8. **Employment** – Land take up and provision of new jobs over the monitoring period has been strong and targets set out in the AMR have been surpassed with planning permission granted for several office schemes at Capital Quarter and Central Square and an additional 6,000 jobs being provided over the monitoring period.
9. **Transportation** – Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last

10 years for both work and shopping, although for leisure and education the trends show a slight decrease.

10. In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced growth in the past year (+5.2%). Train use has very slightly declined over the past year but the 10 year trend shows a significant increase. Walking has slightly decreased over the last year with a fluctuating longer term trend. Bus use has decreased, reflecting a longer term downward trend.
11. At this juncture, in the second year of LDP monitoring, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates.
12. **Housing** – New homes have now started to be completed on many of the LDP Strategic Sites. Furthermore, on the remaining sites ongoing dialogue with Developers demonstrates positive progress, following the master planning and infrastructure plans approach as set out in the LDP. Therefore, overall the plan-led approach is now starting to successfully bring forward the allocated sites to meet housing needs.
13. Specifically, there are new completions on 3 of the Strategic Sites. Approximately 170 completions have been achieved at St Ederyns Village, the North West Cardiff Strategic site has three separate outlets underway with more planned in the near future and works have commenced at Churchlands. In addition, work is set to commence North of Junction 33 shortly and planning applications are expected on the remaining Strategic Sites in the near future.
14. However, the monitoring data shows that completions from Strategic Sites allocated in the LDP have not been coming forward at the rates originally set out by Developers. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed – in part

reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

15. Overall, it is clear that there has been a lag between adoption and delivery. However the evidence summarised above demonstrates that good progress is now being made and importantly adhering to the masterplanning and infrastructure plan approach embedded in the LDP. Future AMR's will capture future delivery but the indications are that delivery will increase significantly in coming years.
16. **Gypsy and Traveller Sites** - work on progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites has been delayed due to the need to undertake additional detailed site investigations. These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and ongoing flood defence works in order to determine options for taking this work forward. This has included ongoing discussions with Welsh Government.
17. **Biodiversity and Built Environment** – policies are shown to be functioning effectively.
18. **Waste** – recycling and other targets are being met.
19. **Minerals** - the city also has a healthy landbank of mineral reserves and policies relating to the protection of mineral reserves and resources are functioning effectively.
20. **Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) to support the policies in the adopted Plan and the Cardiff Infrastructure Plan has been updated. Work on this SPG programme will continue through the next twelve months and will be evidenced in the next AMR.

Conclusions

21. Section 7 of the AMR provides the conclusions and recommendations of this second AMR which sets out short term position statement for year two and provides a

comparison with the baseline data provided by the first AMR published last year. The key conclusion is that while it is difficult to determine definitive trends in policy performance in the second year of reporting, overall progress is being made in delivering the identified targets and monitoring outcomes. There is no evidence through the AMR process to suggest the need for a full or partial review of the LDP at this early stage of plan implementation.

21. It is recommended that this AMR be submitted to the Welsh Government in accord with statutory requirements. Continued monitoring in future AMRs will help to identify any definitive trends in the performance of the Plan's strategy and policy framework.

Next Steps

22. The third AMR in respect of the Cardiff LDP will be presented to Cabinet at the same time next year, with the broad structure of the AMR remaining the same from year to year in order to provide ease of analysis between successive reports. The AMR reports will be used to help inform the review of the LDP which the Council is required to undertake four years after Plan adoption (2020).
23. The AMR will be placed on the Council's website for information.

Way Forward

24. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport has been invited to attend for this item. He will be supported by officers from the Planning, Transport & Environment Directorate.

Legal Implications

22. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement

imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

23. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- i. Note the contents of the report and attached Appendices;
- ii. To consider future actions in relation to future scrutiny of this item.

DAVINA FIORE

Director of Governance & Legal Services

29 August 2018

Cardiff Local Development Plan 2006 - 2026



2nd Annual Monitoring Report

October 2018



Cardiff Local Development Plan 2nd Annual Monitoring Report 2018

**Based on data collected for period
1st April 2017 to 31st March 2018**

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1. Executive Summary

The Cardiff Local Development Plan (LDP) was adopted on 28 January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR).

The AMR provides the basis for monitoring the effectiveness of the LDP and ultimately determines whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that may influence plan implementation or review.

This is the second AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2017 to 31st March 2018. The first AMR was published on 31st October 2017 and provided a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

Key Findings of the Second Annual Monitoring Process 2017-2018

Contextual Information

A summary of the relevant contextual material that has been published since the adoption of the Plan at a national, regional and local level, along with general economic trends is included in Section 3. Overall, none of the changes identified to date suggest the need for an early review of the Plan. The implications of some of the contextual changes will take place over the longer term and subsequent AMRs will continue to provide updates on relevant contextual material and give further consideration to any changes which could affect the Plan's future implementation.

Local Development Plan Monitoring – Policy Analysis

Section 5 assesses how the Plan's strategic policies and associated supporting policies are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of policies during the monitoring period based on the traffic light rating used in the assessment:

Continue Monitoring (Green)	
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

Key Findings

This is the second AMR to be prepared and provides a short term 2 year position statement and provides a comparison with the baseline data provided by the first AMR published last year.

Overall the findings of the second AMR for year 2 are generally positive with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively.

Employment – Land take up and provision of new jobs over the monitoring period has been strong and targets set out in the AMR have been surpassed with planning permission granted for several office schemes at Capital Quarter and Central Square and an additional 6,000 jobs being provided over the monitoring period.

Transportation – Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.

In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced growth in the past year (+5.2%). Train use has very slightly declined over the past year but the 10 year trend shows a significant increase. Walking has slightly decreased over the last year with a fluctuating longer term trend. Bus use has decreased, reflecting a longer term downward trend.

At this juncture, in the second year of LDP monitoring, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates.

Housing – New homes have now started to be completed on many of the LDP Strategic Sites. Furthermore, on the remaining sites ongoing dialogue with Developers demonstrates positive progress, following the master planning and infrastructure plans approach as set out in the LDP. Therefore, overall the plan-led approach is now starting to successfully bring forward the allocated sites to meet housing needs.

Specifically, there are new completions on 3 of the Strategic Sites. Approximately 170 completions have been achieved at St Ederyns Village, the North West Cardiff Strategic site has three separate outlets underway with more planned in the near future and works have commenced at Churchlands. In addition, work is set to commence North of Junction 33 shortly and planning applications are expected on the remaining Strategic Sites in the near future.

However, the monitoring data shows that completions from Strategic Sites allocated in the LDP have not been coming forward at the rates originally set out by Developers. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed – in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Overall, it is clear that there has been a lag between adoption and delivery. However the evidence summarised above demonstrates that good progress is now being made and importantly adhering to the masterplanning and infrastructure plan approach embedded in the LDP. Future AMR's will capture future delivery but the indications are that delivery will increase significantly in coming years.

Gypsy and Traveller Sites - work on progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites has been delayed due to the need to undertake additional detailed site investigations. These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and ongoing flood defence works in order to determine options for taking this work forward. This has included ongoing discussions with Welsh Government.

Biodiversity and Built Environment – policies are shown to be functioning effectively.

Waste – recycling and other targets are being met.

Minerals - the city also has a healthy landbank of mineral reserves and policies relating to the protection of mineral reserves and resources are functioning effectively.

Supplementary Planning Guidance – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) to support the policies in the adopted Plan and the Cardiff Infrastructure Plan has been updated. Work on this SPG programme will continue through the next twelve months and will be evidenced in the next AMR.

Sustainability Appraisal (SA) Monitoring

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a short term position statement on the performance of the Plan against a number of sustainability indicators.

Conclusions

The key conclusion from this second AMR is that while it is difficult to determine definitive trends in policy performance, good progress is generally being made in delivering the identified targets and monitoring outcomes and there is no evidence to suggest the need for a full or partial review of the LDP at this early stage in its implementation.

This is the second year the LDP has been operative and is the second AMR to be prepared following the adoption of the Plan. This AMR provides a short term short term 2 year position statement and provides a comparison with the baseline data provided by the first AMR published last year.

It is recommended that this AMR be submitted to the Welsh Government in accord with statutory requirements. The Council should continue to monitor the LDP through the preparation of successive AMRs. Future monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in

relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.

The Council is required to commence a full review of the LDP every four years. A review of the LDP in advance of the formal review will only take place if the conclusions of the AMR, or other exceptional circumstances, indicate otherwise.

2. Introduction

The Annual Monitoring Report (AMR) process provides the basis for monitoring the effectiveness of the Local Development Plan (LDP) and helps inform whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that might influence the Plan's implementation or review.

Monitoring is a continuous part of the plan making process. It provides the connection between evidence gathering, plan strategy and policy formulation, policy implementation, evaluation and plan review.

Adoption of the Cardiff Local Development Plan

Under the Planning and Compulsory Purchase Act (2004) and associated Regulations, local planning authorities (LPAs) are required to produce a LDP. The Cardiff Local Development Plan was formally adopted by the Council on 28th January 2016. The LDP provides the land use framework which forms the basis on which decisions about future development in the city, including planning applications, are based.

This is the second AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2017 – 31st March 2018.

The Requirement for Monitoring Planning and Compulsory Purchase Act 2004

The Council has a statutory obligation, under section 61 of the 2004 Act, to keep all matters under review that are expected to affect the development of its area. In addition, under section 76 of the Act, the Council has a duty to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh Government at the end of October each year following plan adoption. The preparation of an AMR is therefore an integral part of the statutory development plan process.

In order to monitor LDP performance consistently, plans should be considered against a standard set of monitoring indicators and targets. The Welsh Government has issued regulations and guidance on the required content of AMRs.

Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015

The Town and Country Planning (Local Development Plan) (Wales) Regulations have been amended to simplify certain aspects of the local development plan procedures, however, these do not affect the LDP monitoring process. Under Regulation 37 the

AMR is required to:

- Identify policies that are not being implemented;

And for each policy:

- Identify the reasons why the policy is not being implemented;
- Identify the steps (if any) that are intended to be taken to enable the policy to be implemented;
- Explore whether a revision to the plan to replace or amend the policy is required.

In addition, the AMR is required to monitor identified core indicators by specifying:

- The housing land supply from the current Housing Land Availability Study, and;
- The number (if any) of net additional affordable and general market dwellings built in the LPA area.

These are both for the year of the AMR and for the full period since the LDP was first adopted.

Other Core Output Indicators for LDPs include:

- Total housing units permitted on allocated sites as a % of overall housing provision
- Employment land permitted (ha) on allocated sites as a % of all employment allocations
- Amount of major retail, office and leisure development (sq m) permitted within and outside established town and district centre boundaries
- The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

Local Development Plan Manual (Edition 2, 2015)

The LDP Manual states that aspects that are usefully included in an AMR are:

- Key findings, in the form of a 1-2 page Executive Summary.
- Significant contextual change, i.e. a review of wider strategic issues affecting the local area and the context within which the LDP operates, including the fortunes of any significant local industries, emerging national planning guidance or a significant planning application
- Sustainability monitoring related to the SA Report and integrated assessment process (see section 9.2.2).
- Strategy monitoring, to assess whether the plan is achieving its main objectives, and whether it is “on track” in terms of the level of implementation, e.g. the level of new housing development or take-up of major sites.
- Policy monitoring, to highlight any policies which are not functioning effectively, and to highlight how such issues will be addressed.
- Conclusions and recommendations; e.g. identify any improvements/changes to key parts of the plan which would need to be considered in a future review and possible plan revision. Other appropriate responses may include identifying the need for SPG or further research and evidence gathering.

The Manual states that it is not realistic or necessary for all policies to be monitored - this would lead to an unnecessarily large and complicated document. Some key areas

will need to be included consistently each year and this will be for the Authority to determine based on those elements crucial to delivering the plans strategy.

The Manual states the broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports and build on preceding results. Good use of illustrative material such as charts, graphs and maps will also make the AMR more accessible.

The Manual states that it is important that the AMR has an analytical dimension. There is also merit in incorporating qualitative information from consultation with key stakeholders, for instance, the views of community leaders on their areas, and the plan makers' assessment of trends, conditions and issues driving change.

The Manual states that it is important to consider why information is needed, and to structure the analysis accordingly. The following questions may be relevant:

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

Cardiff LDP Monitoring Framework

A Monitoring Framework is provided in Chapter Six and Appendix 9 of the LDP comprising a series of 5 contextual indicators and 102 core and local indicators, with corresponding targets and triggers for further action, in relation to the Plan's strategic policies. It also indicates the linkages between the Plan objectives, strategic policies and other Plan policies. The indicators were developed in accordance with the above Welsh Government Regulations and guidance on monitoring. The Monitoring Framework forms the basis of the AMR.

Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011)

In addition the LDP and AMR must comply with European Directives and Regulations. The Final Sustainability Appraisal Report, January 2016 identifies a further set of indicators (26) that will be used to monitor progress on sustainability issues. Whilst interlinked, these are set out separately from the LDP Policy Monitoring Framework and have been used in the AMR to measure the environmental, economic and social impacts of the LDP.

The completion of the AMR accords with the requirements for monitoring the sustainability performance of the Plan through the Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011).

AMR Format and Content

The AMR has been designed to be a succinct and easily accessible document that can be used as a convenient point of reference for all strategic policy areas.

The structure of the AMR is as follows:

Section 1 Executive Summary - Provides a succinct written summary of the key monitoring findings.

Section 2 Introduction - Outlines the requirement for, the purpose and structure of the AMR.

Section 3 Contextual Information - Provides a brief overview of the relevant contextual information which, although outside the remit of the Plan, could affect the performance of the LDP policy framework. Policy specific contextual information is provided in the relevant policy analysis section, including changes to policy framework at a national or local level.

Section 4 LDP Monitoring Process - Explains the monitoring process undertaken.

Section 5 LDP Monitoring - Policy Analysis - Reports on the 107 LDP monitoring indicators which were agreed during the LDP examination process and set out in the Inspectors Report.

Section 6 Sustainability Appraisal Monitoring - Provides an assessment of the LDP's performance against the 28 SA monitoring indicators.

Section 7 Conclusions and Recommendations – Sets out an overall overview of all indicators and Plan performance in the first year following adoption.

Publication – The AMR will be published on the Council's website.

Future Monitoring

The broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports. However, given that the monitoring process is dependent upon a wide range of statistical information that is sourced from both the Council and external sources, any changes to these sources could make certain indicators ineffective or out-dated. Accordingly, the monitoring framework may evolve over the Plan period and AMRs will be used as a means of identifying any such inevitable changes to the framework.

The Council is required to commence a full review of the LDP every four years after Plan adoption. A review of the LDP in advance of the formal review will only take place if the conclusions of the AMR or other exceptional circumstances indicate otherwise.

3. Contextual Changes

This section provides a brief summary of the relevant contextual material that has been published during the current monitoring period. This includes national legislation and relevant plans, policies and strategies at the national, regional and local level. Any potential overall implications for the LDP as a whole are outlined where appropriate. General economic trends which have occurred since the LDP's adoption are also set out, together with progress on key supplementary planning guidance.

Contextual information which is specific to a particular LDP policy area is provided in the relevant policy analysis section for ease of reference and is therefore not repeated here.

Legislative Changes

Planning (Wales) Act 2015

The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. It sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives which includes strengthening the plan-led approach to planning. It introduces a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDP). The NDF is a national land use plan which will set out Welsh Government's policies in relation to the development and use of land in Wales. It is anticipated that this will be produced in 2018/9 when it will replace the Wales Spatial Plan. SDPs will address cross-boundary issues at a regional level such as housing, employment and waste and must be in general conformity with the NDF. The Regulations make reference to three strategic planning areas including South East Wales. It is anticipated that Cardiff will be part of this strategic planning area, in alignment with the emerging Cardiff Capital Region City Deal proposals. LDPs will continue to have a fundamental role in the plan-led system. The Act requires LDPs to be in general conformity with the NDF and any SDP which includes all or part of the area of the authority.

The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015

Amendments to The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 were carried out in response to the outcome of the LDP Refinement Exercise and aim to simplify certain aspects of the local development plan process.

The amended Regulations:

- Remove the statutory requirement to advertise consultation stages in the local press;
- Allow local planning authorities to make revisions to the local development plan where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;
- Eliminate the need to call for and consult on alternative sites following the deposit consultation; and

- Make minor and consequential amendments.

The amended LDP Regulations came into force on 28 August 2015 and together with the related policy and guidance in Planning Policy Wales (PPW) and the revised LDP Manual aim to make the LDP process more efficient and effective (i.e. enabling swifter plan preparation and revision without imposing unnecessary prescription). The amended Regulations do not have any implications for the current LDP but will need to be considered in relation to any Plan review and will be given further consideration as necessary.

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1st April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales in relation to a number of well-being goals including improving health, culture, heritage and sustainable resource use. The Act provides the legislative framework for the preparation of Local Well-being Plans which will replace Single Integrated Plans. Given that sustainable development is the core underlying principle of the LDP (and SEA) there are clear associations between the aspirations of both the LDP and Act/Local Well-being Plans. Indeed, it is considered that the LDP evidence base, SEA/SA and AMR will inform the Council's Local Well-being Plan. Moving forward, sustainable development principles will continue to inform any review of the Plan.

Environment (Wales) Act 2016

This Act received Royal Assent in March 2016 and came into force on 21st May 2016 and sits alongside the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015 in promoting sustainable use, management and development of Welsh resources. The Environment (Wales) Act introduces new legislation for the environment and provides an iterative framework which ensures that managing Wales' natural resources sustainably will be a core consideration in decision-making. It requires Natural Resources Wales (NRW) to prepare a State of Natural Resources Report that provides an assessment of natural resources and considers the extent to which they are being sustainably managed. The Act also requires Welsh Government to produce a National Natural Resources Policy that sets out the priorities, risks and opportunities for managing Wales' natural resources sustainably. NRW will also produce a local evidence base (Area Statements) to help implement the priorities, risks and opportunities identified in the National Policy and set out how these will be addressed. Any subsequent implications for the LDP will be given further consideration as necessary.

Historic Environment (Wales) Act 2016

The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings

and Conservation Areas) Act 1990. The Act will give more effective protection to listed buildings and scheduled ancient monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment. While some of the Act's measures came into force in May 2016, the majority will require further secondary legislation or other preparations before they are brought into effect later in 2017 or in 2018. Any implications for the LDP will be given further consideration as necessary.

Public Health (Wales) Act 2017

The Public Health (Wales) Act 2017 received Royal Assent in July 2017. The Act makes changes to the law in Wales to improve health and prevent avoidable health harms. Some of the relevant changes in the Act include the production of a national strategy on preventing and reducing obesity and a requirement to undertake Health Impact Assessment (HIA) on key decisions.

National Planning Policy Amendments

Planning Policy Wales (Edition 8, January 2016)

A revised version of Planning Policy Wales (PPW) was published in January 2016. The main changes contained in Edition 8 relate to the following matters:

Local Development Plans (Chapter 2):

A revised version of Chapter 2 was published on 25 September 2015 following the refinement of the LDP process. It takes account of related amendments to the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, to the guidance in the Local Development Plan Manual (Edition 2, 2015) and to the withdrawal of Local Development Plans Wales: Policy on Preparation of LDPs (2005).

Planning for Sustainability (Chapter 4):

Chapter 4 has been updated to take into account the Well-being of Future Generations (Wales) Act 2015. The amendments insert information on the provisions of the Act, including the seven well-being goals and the sustainable development principle. The description of legislative requirements for sustainable development in the planning system has also been updated. The changes also illustrate how the Welsh Government's planning policy objectives link to the well-being goals. It has also been updated to reflect the Welsh language provisions of the Planning (Wales) Act 2015 which strengthen the consideration given to the Welsh language in the planning system.

Minerals (Chapter 14):

This new Chapter integrates into PPW the Welsh Government's planning policies for minerals development which were previously set out in Minerals Planning Policy Wales (2001). No changes to existing policy have been made as part of this integration exercise and Minerals Planning Policy Wales has been cancelled as a result.

Planning Policy Wales (Edition 9 November 2016)

Edition 9 of *Planning Policy Wales* (PPW) was published in November 2016. This edition of PPW incorporates fully revised chapters on ‘The Historic Environment’ and on ‘Retail and Commercial Development’, along with changes to take account of provisions of the Planning (Wales) Act 2015 and the coming into force of the Well-being of Future Generations (Wales) Act 2015. The main changes to PPW are as follows:

Introduction (Chapter 1)

This has been updated to reflect the introduction of both the ‘Planning Performance Framework’ and the validation appeals policy expectations.

Local Development Plans (Chapter 2)

Chapter 2 has been updated to take account of changes in legislation, including provisions of the Planning (Wales) Act 2015. Some procedural elements that are covered in the LDP Manual (Edition 2, 2015) have also been removed.

Making and Enforcing Planning Decision (Chapter 3)

Chapter 3 has been streamlined as a result of the publication of the Development Management Manual. The revised chapter also now includes reference to ‘Developments of National Significance’ following the coming into force of the relevant Regulations related to the Planning (Wales) Act 2015.

Planning for Sustainability (Chapter 4)

Chapter 4 has been updated to include the statutory purpose of the planning system which was introduced by the Planning (Wales) Act 2015. There have also been amendments to take account of the coming into force of the Well-being of Future Generations (Wales) Act 2015 and regarding Design and Access Statements, linked to the Planning (Wales) Act.

The Historic Environment (Chapter 6)

Chapter 6 has been fully revised in conjunction with Cadw following the consultation exercise that took place earlier this year and Royal Assent of the Environment (Wales) Act 2016.

Retail and Commercial Development (Chapter 10)

Chapter 10 has been refreshed to update the Welsh Government’s planning policy for retail and commercial development. The requirement remains to consider retail and commercial centres first and complementary uses, as well as the requirements for retail need and sequential tests and the undertaking of impact assessments where appropriate. The updated Chapter is accompanied by a revised Technical Advice Note 4, *Retail and Commercial Development*.

Technical Advice Notes (TANs)

TAN 12 Design and Guidance on Site Context Analysis was updated in March 2016, TAN4 Retail and Commercial Development in November 2016 and TAN 20 Planning and the Welsh Language in October 2017. In addition a new TAN 24 The Historic Environment was published in October 2017 which replaced previous Welsh Office

Circulars covering this issue. The potential implications of the changes to these TAN's for the LDP are provided in the relevant policy analysis section.

Regional Context

Cardiff Capital Region and City Deal

South-East Wales is identified as a new city-region in Wales, covering Cardiff and South-East Wales Local Authorities. As set out in the report 'Powering the Welsh Economy'¹, the Cardiff Capital Region is intended to encourage the ten local authorities and other key partners in its boundaries to work together and collaborate on projects and plans for the area. A transition board has been established although Progress remains at an early stage and at present the potential consequences for the LDP are not clear. Similarly the Authorities forming the Capital Region are continuing to work on a City Deal bid to fund projects aimed at boosting the competitiveness of the region over the next 20 years. Of note, the City Deal document was signed by the 10 local authority leaders, Secretary of State for Wales, Chief Secretary to the Treasury and First Minister in March 2016. The progress of the Cardiff Capital Region agenda, City Deal Bid and any subsequent implications for the LDP will be given further consideration in subsequent AMRs where appropriate.

Local Context

Capital Ambition Report

This report was issued in July 2017 and sets out the Council's five-year plan for the city. It outlines the Council's vision for Cardiff to become a leading city on the world stage. The plan focuses on four main areas:

- **Working for Cardiff** - Making sure everyone who lives and works here can contribute to, and benefit from, the city's success.
- **Working for Wales** - A successful Wales needs a successful capital city.
- **Working for the future** - Managing the city's growth in a sustainable way.
- **Working for public services** - Making sure public services are delivered efficiently, effectively and sustainably in the face of rising demands and reduced budgets.

Cardiff Community Infrastructure Levy (CIL) Update

Consultation on the CIL Draft Charging Schedule commenced during the current monitoring period. As this matter has now been devolved to Welsh Government the Council is currently awaiting guidance from Welsh Government on this matter before deciding how to proceed with the next steps in the preparation process. This guidance is due to issued by Welsh Government in early 2018 The progress of the CIL and any subsequent implications for the LDP will be given further consideration in successive AMRs where appropriate.

General Economic Trends

Economic Activity

Key economic activity data for Cardiff and Wales from the LDP base date of 2006 to the current monitoring period is shown in the tables below. The data demonstrates that Cardiff has experienced improved economic performance in relation to these indicators with employment, unemployment and earnings indicators all higher than the LDP base date of 2006. However, such changes are not considered to be so significant to have any implications for the LDP. These economic indicators will be considered in subsequent AMRs and any potential implications recorded.

Economically Active – In Employment

	Cardiff	Wales
April 2006 to March 2007	66.7%	69.1%
April 2007 to March 2009	68.9%	69.3%
April 2008 – March 2009	69.5%	68.4%
April 2009 – March 2010	68.15	66.6%
April 2010 – March 2011	64.7%	66.4%
April 2011 – March 2012	65.5%	66.7%
April 2012 – March 2013	65.5%	67.6%
April 2013 – March 2014	69.4%	69.5%
April 2014 – March 2015	65.6%	69.3%
April 2015 – March 2016	69.1%	71.1%
April 2016 to March 2017	69.1%	71.4%
April 2017 to March 2018	72.0%	72.7%

Source: Nomis

Economically Active – Unemployed

	Cardiff	Wales
April 2006 to March 2007	6.2%	5.3%
April 2007 to March 2008	6.1%	5.6%
April 2008 – March 2009	6.9%	6.8%
April 2009 – March 2010	8.7%	8.3%
April 2010 – March 2011	8.9%	8.4%
April 2011 – March 2012	9.1%	8.4%
April 2012 – March 2013	10%	8.3%
April 2013 – March 2014	8.1%	7.4%
April 2014 – March 2015	8.4%	6.8%
April 2015 – March 2016	6.7%	5.4%
April 2016 – March 2017	4.8%	4.4%
April 2017 – March 2018	6.0%	4.9%

Source: Nomis

Gross Weekly Pay Full-Time Workers (Earnings by Residence)

	Cardiff	Wales
April 2006 to March 2007	£442.2	£414.8
April 2007 to March 2009	£453.2	£424.8
April 2008 – March 2009	£483.0	£444.6
April 2009 – March 2010	£499.3	£456.2
April 2010 – March 2011	£498.5	£455.1
April 2011 – March 2012	£495.4	£454.9
April 2012 – March 2013	£503.6	£475.3
April 2013 – March 2014	£496.4	£480.0
April 2014 – March 2015	£519.0	£487.6
April 2015 – March 2016	£534.4	£499.2
April 2016 – March 2017	£538.5	£505.9
April 2016 – March 2017	£534.4	£499.2
April 2017 – March 2018	£538.5	£505.9

Source: Nomis

House Prices

As demonstrated in the table below, Land Registry data indicates that in general average house prices in Cardiff have increased over the current monitoring period. Average prices in 2017 at £223,081 were higher than the 2006 baseline price (£177,469). The data below shows that house prices have risen by 26% during the monitoring period.

Cardiff Average House Prices 2006 to 2017

Time Period	Average House Price
2006	£177,469
2007	£184,136
2008	£174,278
2009	£173,100
2010	£183,498
2011	£181,529
2012	£181,690
2013	£190,048
2014	£195,390
2015	£202,970
2016	£213,714
2017	£223,081

Source: Land Registry

Supplementary Planning Guidance

A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been approved during the current monitoring period. These are:

- Houses in Multiple Occupation
- Waste Collection and Storage Facilities
- Locating Waste Management Facilities
- Planning Obligations
- Tall Buildings
- Residential Design Guide
- Childcare SPG
- Planning for Health and Well-being
- Infill Design Guidance
- Residential Extensions and Alterations Guidance
- Green Infrastructure (including Technical Guidance Notes relating to Open Space, Ecology and Biodiversity, Trees, Soils, Public Rights of Way and River Corridors)
- Safeguarding Business and Industrial Land and Premises
- Food, Drink and Leisure Uses

In addition the following SPG were approved by Council on 19th July, 2018 outside the monitoring period:

- Archaeologically Sensitive Areas
- Managing Transportation Impacts (including Parking Standards)

Work on other SPG is ongoing and progress on these will be reported in the next AMR.

Summary

As detailed above, new legislation and national, regional and local plans, policies and strategies have emerged during the current monitoring period, some of which may have implications for the future implementation of the LDP. However, none of contextual changes identified to date suggest the need for an early review of the Plan. Subsequent AMRs will continue to provide updates on relevant contextual material which could affect the Plan's future implementation.

4. LDP Monitoring Process

How is the LDP Monitored?

Section 5 considers the extent to which the LDP's strategy is being realised with reference to the performance of particular policies against the indicators, targets and triggers contained within the LDP monitoring framework. The structure of the section is as follows:

Strategic objective

This is the starting point for the monitoring process. The AMR replicates each of the 4 overarching LDP objectives set out below from which the LDP policies flow.

- **Objective 1** – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development
- **Objective 2** – To respond to evidenced social needs
- **Objective 3** – To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change
- **Objective 4** – To create sustainable neighbourhoods that form part of a sustainable city

Contextual information

Significant contextual information that has been published since the Plan's adoption is outlined where relevant to a particular strategic policy. This will enable the AMR to determine whether the performance of a policy has been affected by contextual changes. These can include new or amended legislation, national, regional and local plans, policies or strategies as well as external social and economic trends which could affect the delivery of the LDP such as economic conditions. Any such changes lie outside the remit of the LDP.

Indicators

The LDP monitoring framework contains a variety of core and local indicators which will inform policy progress and achievement. The selection of these indicators has been guided by the need to identify output indicators which are able to measure quantifiable physical activities that are directly related to the implementation of LDP policies.

Several of the core indicators are either prescribed by LDP Regulation 37 or recommended by the LDP Manual for their ability to enable an assessment of the implementation of national policy. Further core indicators were identified on the basis of their ability to provide useful information on whether the delivery of the LDP strategy is progressing as anticipated.

The local indicators supplement the core indicators and have been selected based on the availability and quality of data and their relevance to the local area. Some local contextual indicators have also been included which cover key local characteristics against which LDP policies operate.

Targets

The policy indicators are associated with corresponding targets which provide a benchmark for measuring policy implementation. Given the length of the plan period, it is necessary to incorporate 'milestone' targets to determine whether the Plan is progressing towards meeting the overall strategy. The timeframe attributed to such targets primarily relates to the anticipated delivery of development. The Council will investigate any policy that fails to meet its target. The level of consideration given to such policies within the AMR will depend on the reasons identified for the failure and the significance of the policy for the delivery of the overall plan strategy.

Triggers

Trigger levels have also been included for certain targets to more accurately help measure plan performance. They will provide an indication of when policy targets are not being met, or insufficient progress is being made towards meeting them.

Analysis

Having regard to the indicators, relevant targets, triggers and monitoring outcomes, the AMR assesses whether the Plan's policies are being implemented as intended and whether the LDP objectives and strategy are being achieved. This includes the identification and further investigation of any policy that fails to meet its target and/or has reached its trigger point. However, the fact that a policy reaches its trigger level does not automatically imply that the policy is failing. The analysis will consider whether such performance may be due to extraneous circumstances or could be justified in the context of the overall policy framework. In certain instances it has been difficult to identify meaningful trends due to the limited amount of data available and consequently some of the conclusions drawn are preliminary and will need to be verified by a longer period of monitoring. In instances where the Council has been unable to monitor an indicator or where an indicator has been superseded, an explanation will be provided in the relevant policy analysis section.

Recommendations

Taking account of the policy analysis, appropriate recommendations are provided including a statement of any necessary actions required. If policies are found to be failing the AMR will set out clear recommendations on what, if anything, needs to be done to address this.

Overall findings for each strategic objective

Finally, for each strategic objective, an overall statement of performance is provided and a conclusion made on whether that particular objective is being achieved through the combination of policies identified.

Policy Performance Traffic Light Rating

As a visual aid in monitoring the effectiveness of the Plan's strategic policies and to provide a quick reference overview of policy performance a 'traffic light' rating is included for relevant indicators as follows:

Continue Monitoring (Green)	
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

Sustainability Appraisal Monitoring Framework

The Sustainability Appraisal Monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) monitoring objectives. The SA identifies 26 indicators developed to measure the environmental, economic and social impacts of the LDP. This is set out in Section 6 of the AMR.

This section provides a detailed assessment of whether the Plan's strategic policies, and associated supporting policies, are being implemented as intended and whether the LDP objectives and strategy are being achieved. Appropriate recommendations are subsequently provided, together with necessary actions to address any policy implementation issues identified through the monitoring process. Aligned with the LDP, the analysis is set out in strategic policy order.

5. LDP Monitoring Policy Analysis

Contextual Indicators

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/2018
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increase for two or more consecutive years	5.3%	6.0%
Percentage of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales	Next update to Welsh Index planned for 2019
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years.	In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 crimes per thousand residents.
Percentage of adults meeting	The percentage	The percentage of	62% of adults reported being	58% of adults reported being

recommended guidelines for physical activity	of adults meeting recommended guidelines for physical activity increases annually over the Plan period	adults meeting recommended guidelines for physical activity decreases for two of more consecutive years	physically active for more than 150 mins in the previous week 23% of adults reported being physically active for less than 30 mins in the previous week	physically active for more than 150 mins in the previous week 27% of adults reported being physically active for less than 30 mins in the previous week
Waste Reduction Rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	The amount of household waste collected and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes	The amount of household waste collected and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes

Objective 1 – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

Topic Area: Employment Land Permitted on Allocated Sites

Relevant LDP Policies: KP2, KP9, EC1 – EC7

Indicator reference: OB1 EC1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period

Indicator	Target	Trigger		
Core Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.	None	None		
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018			
Total land area of Allocations = 132ha Employment development permitted on allocated sites (April 2016-31 st March 2017) = 11.6ha. This equates to 9%	Total land area of Allocations = 132ha Employment development permitted on allocated sites (April 2017 - 31 st March 2018) = 2.12 ha. This equates to 1.7%			
Analysis				
Please see monitoring table below for a breakdown of employment land permitted during the monitoring period on allocated sites.				
Application No.	Proposal	Address	Site Area (ha)	Status
16/01749/MJR	HYBRID APPLICATION COMPRISING OF FULL DETAILED APPLICATION FOR THE PROPOSED MIXED-USE COMMERCIAL OFFICE BUILDING AT NUMBER 4 CAPITAL QUARTER AND OUTLINE	PLOT 1, J AND L, WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF	0.69	Under Construction (Granted 13/04/2017)

	APPLICATION FOR REMAINING PARTS OF WESTERN COURTYARD AT PLOT J AND L FOR RESIDENTIAL AND ASSOCIATED PUBLIC REALM AND LANDSCAPING			
17/01751/MJR	31,630 SQ M (GIA) / 24,837 SQ M (NIA) OF USE CLASS B1 (OFFICE) FLOORSPACE, OF WHICH UP TO 372 SQ M OF USE CLASS A1/A3 (RETAIL/CAFE) WILL BE PROVIDED AT GROUND FLOOR LEVEL, WITH CAR AND CYCLE PARKING AND PUBLIC REALM WORKS	LAND NORTH OF WOOD STREET, WEST OF HAVELOCK STREET, SOUTH OF PARK STREET AND EAST OF NO.6 PARK STREET. (THE SITE ENCOMPASSES PLOTS 6 (IN PART), 7 AND 8 OF THE CENTRAL SQUARE MASTERPLAN AREA)	0.6	Under Construction (Granted 13/09/2017)
17/02615/MJR	HYBRID APPLICATION COMPRISING OF FULL APPLICATION FOR THE PROPOSED MIXED USE COMMERCIAL BUILDING ON THE SOUTH SITE NO.1 JOHN STREET OUTLINE APPLICATION PROPOSED MIXED USE COMMERCIAL & LEISURE HOTEL FOR THE NORTH SITE NO.2 JOHN STREET. INCLUDING	LAND ON THE NORTH AND SOUTH SIDE OF JOHN STREET, CALLAGHAN SQUARE, BUTETOWN	0.83	Granted 07/02/18 subject to S106

	ASSOCIATED PARKING, PUBLIC REALM AND LANDSCAPE WORKS.			
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The employment land permitted (ha) on allocated sites during the period 1st April 2017 to 31st March 2018 as a percentage of all employment allocations is 1.7%. Please note a significant area of this allocation has an existing development footprint, or has already been developed during the LDP plan period. Furthermore, a significant proportion of mixed use development is expected to come forward, in addition to employment schemes in this zone.

It is also worth noting that although the take up in terms of hectares is lower than the previous 12 months, the schemes permitted are high density, high rise offices which have smaller land requirements.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Land Take Up

Relevant LDP Policies: KP2, KP9, EC1-EC7

Indicator reference: OB1 EC2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Core Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)	Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually	Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
Office Take Up (April 2016 to April 2017) = 9760 sqm Industrial Take up (April 2016 to April 2017) = 12.3 ha	Office Take Up (April 2017 to April 2018) = 14,969 sqm (please see analysis) Industrial Take up (April 2017 to April 2018) = 0.5 ha	
Analysis		
<p>Office Take up is based on completions during the period April 2017 to 31st March 2018. In this period 14,969 sqm of office floorspace was completed, This floorspace was largely attributed to the completion of Capital Quarter, No 3, Tyndall Street, and One Canal Parade, Dumballs Road. Although this falls below the target set, it is important to note that Plot 2 Central Square is nearing completion. This equates to a further 14,550 sqm. If these figures were to be considered this would provide a further 29,519 sqm of office floorspace, which would be in excess of the target.</p> <p>Taking these figures into consideration, Cardiff's Office market is deemed to be strong, and no concerns are raised in relation to this indicator.</p> <p>Industrial Take-up is based on completions during the period April 2017 to 31st March 2018. Although there have been no significant industrial completions within this period, the industrial take up last year well exceeded the upper target. The 0.5 ha completion was the New Lexus showroom and workshops, Hadfield Road, Leckwith. There are also a number of current planning permissions for industrial use, the most significant being 15.4 ha of commercial development (B2 and B8 uses), on land adjacent to Longships Road and Compass Road, Cardiff Bay. Taking these factors into consideration no concerns are raised in relation to this indicator.</p>		

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Loss of Employment Land

Relevant LDP Policies: KP2, EC1 – EC7

Indicator reference: OB1 EC3

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Local Amount of employment land lost to non-employment uses in primary and local employment sites (Policy EC1)	No loss of employment land (Policy EC1) unless in accordance with Policy EC3.	No loss of employment land on EC1 protected sites, except for developments which have been considered a complimentary use under Policy EC2, or which have been considered to satisfy Policy EC3.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complimentary use under Policy EC2, or which satisfied Policy EC3.	No loss of employment land on EC1 protected sites occurred except where the proposal was considered a complimentary use under Policy EC2 or satisfied EC3.	
Analysis		
<p>In relation to complimentary uses, a number of small scale gyms were approved.</p> <p>A dogs rehoming centre was approved at Ocean Park (EC1.1) and this included a substantial office (B1) element.</p> <p>Student accommodation was approved on land at East Bay Close (EC1.22) as assessed against Policy EC3, the site had been marketed since 2009 without success.</p> <p>It is therefore considered that policy EC1 and Policy EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> <p>The Council was also successful at appeal following a refusal to grant planning permission for residential development at Cardiff Gate Business Park.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Employment Provision Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2(A), KP9, EC1 – EC7

Indicator reference: OB1 EC4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target		Trigger	
Local Employment provision of Allocated Sites – (KP2 (A) – Cardiff Central Enterprise Zone)	Employment densities for B1 use at least 14.5 per sqm (gross external value)		No trigger is set at present but will be revised once further details are known	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018		
Office completions – 9760 sqm Offices under construction – 23,380 sqm Offices in pipeline with planning permission – 157,897 sqm		Office completions – 14,969 sqm Offices under construction – 42,652 sqm Offices in pipeline (since April 2017) with planning permission – 13,275 sqm		
Analysis				
<p>Within the Allocated Site (KP2A) the amount of office floorspace completions and office floorspace under construction has increased on the previous year with 14,969 sqm of office floorspace completed and 42,652 sqm of office floorspace currently under construction (April 2017 – 31st March 2018).</p> <p>Since April 2017 a further 13,275 sqm of office floorspace is in the pipeline with planning permission.</p>				
Completions				
Application No.	Proposal	Address	Floorspace (sqm)	Status
15/02766/MJR	6-7 STOREY OFFICE BUILDING, NUMBER 3 CAPITAL QUARTER WITH LOWER GROUND FLOOR PARKING	BLOCK CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF H,	8700 sqm	Complete

15/02956/MNR	DEMOLITION AND NEW BUILD FOUR STOREY OFFICE DEVELOPMENT	14 TRADE STREET, BUTETOWN	626 sqm	Complete
15/03144/MJR	VARIATION OF CONDITIONS 2 (ARCHITECTURAL DETAILING), 3 (HARD AND SOFT LANDSCAPING), 5 (DETAILS OF JUNCTION) AND 18 (APPROVED DRAWINGS), AND REMOVAL OF CONDITION 11 (PUBLIC ART) OF PLANNING APPLICATION 04/00819/C TO ENABLE THE DEVELOPER TO COMMENCE PRELIMINARY WORKS ON SITE WITHOUT DISCHARGING PRE-COMMENCEMENT CONDITIONS. THE APPROVED DESIGN TO BE AMENDED ALSO	FUSION POINT 3, DUMBALLS ROAD, BUTETOWN, CARDIFF	5600 sqm	Complete

Under Construction

Application No.	Proposal	Address	Floorspace (sq m)	Status
16/01749/MJR	HYBRID APPLICATION COMPRISING OF FULL DETAILED APPLICATION FOR THE PROPOSED MIXED-USE COMMERCIAL OFFICE BUILDING AT NUMBER 4 CAPITAL QUARTER AND OUTLINE	PLOT 1, J AND L, WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF	11,022 sqm	Under Construction (Granted 13/04/2017)

	APPLICATION FOR REMAINING PARTS OF WESTERN COURTYARD AT PLOT J AND L FOR RESIDENTIAL AND ASSOCIATED PUBLIC REALM AND LANDSCAPING			
17/01751/MJR	31,630 SQ M (GIA) / 24,837 SQ M (NIA) OF USE CLASS B1 (OFFICE) FLOORSPACE, OF WHICH UP TO 372 SQ M OF USE CLASS A1/A3 (RETAIL/CAFE) WILL BE PROVIDED AT GROUND FLOOR LEVEL, WITH CAR AND CYCLE PARKING AND PUBLIC REALM WORKS	LAND NORTH OF WOOD STREET, WEST OF HAVELOCK STREET, SOUTH OF PARK STREET AND EAST OF NO.6 PARK STREET. (THE SITE ENCOMPASSES PLOTS 6 (IN PART), 7 AND 8 OF THE CENTRAL SQUARE MASTERPLAN AREA)	31,630 sqm	Under Construction (Granted 13/09/2017)

Application No.	Proposal	Address	Floorspace (sqm)	Status
17/02615/MJR	HYBRID APPLICATION COMPRISING OF FULL APPLICATION FOR THE PROPOSED MIXED USE COMMERCIAL BUILDING ON THE SOUTH SITE NO.1 JOHN STREET OUTLINE APPLICATION PROPOSED MIXED USE COMMERCIAL & LEISURE HOTEL FOR THE	LAND ON THE NORTH AND SOUTH SIDE OF JOHN STREET, CALLAGHAN SQUARE, BUTETOWN	13,275 sqm	Not started

	NORTH SITE NO.2 JOHN STREET. INCLUDING ASSOCIATED PARKING, PUBLIC REALM AND LANDSCAPE WORKS.			
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The data above shows Policy KP2(A) is effectively delivering the development of multi storey high density office developments in the Central Enterprise Zone with completions and office floorspace under construction higher than the previous year. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Provision North West Cardiff

Relevant LDP Policies: KP2(C), KP9, EC1 – EC7

Indicator reference: OB1 EC5

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)	15,000sq m (B1 & B1 (b&c)	No trigger was set at present but will be revised once further details are known.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
15,500sq m B1(a), B1(b) & B1(c) included in planning application (ref 14/02733/MJR) approved 20/03/2017	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	
Analysis		
<p>Planning permission 14/02733/MJR granted 20/03/2017 for residential led mixed use development of this strategic sites which includes the target level of B1 floorspace.</p> <p>Although not yet started, the residential development has begun. It is therefore considered that policy KP2 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Employment Provision North of Junction 33

Relevant LDP Policies: KP2 (D&E), KP9, EC1 – EC7

Indicator reference: OB1 EC6

Contextual Changes: There have been no significant contextual change relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)	3 ha by J33 plus 2.5ha flexible local employment space.	No trigger set at present but will be revised once further details are known.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017.	No yet started.	
Analysis		
<p>Planning permission 14/00852/MJR granted 28/02/2017 for the residential led mixed use development of this strategic site which includes the target level of employment floorspace. Development has not yet started.</p> <p>As the site has been granted planning permission it is considered that policy KP2 D&E is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issues.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Employment Provision North East Cardiff

Relevant LDP Policies: KP2 (F), KP9, EC1 – EC7

Indicator reference: OB1 EC7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Employment provision on Allocated Sites – (KP2 F – North East Cardiff)	6.5ha B1 & B1 (b&c) employment space	No trigger is set at present but will be revised once further details are known
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No application submitted to date		No application submitted to date
Analysis		
No application submitted to date. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Employment Provision South of St Mellons Business Park

Relevant LDP Policies: KP2 (H), KP9, EC1 – EC7

Indicator reference: OB1 EC8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Employment provision on Allocated Sites – (KP2H-South of St. Mellons Business Park)	80,000 to 90,000sq m (B1(b)/(c))	No trigger is set at present but will be revised once further details are known.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No application submitted to date		No application submitted to date
Analysis		
<p>No application submitted to date.</p> <p>The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Net Job Creation

Relevant LDP Policies: KP1, KP9, EC1 – EC7

Indicator reference: OB1 EC9

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015).	19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period.	If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive year.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Total jobs in Cardiff - 202,000 in 2015 (latest Nomisweb.co.uk figures, May 2017).		Total jobs in Cardiff – 208,000 in 2016 (latest Nomisweb.co.uk figures, 2016).
Analysis		
<p>The total number of jobs in Cardiff has risen to 208,000 jobs, a rise of 6,000 jobs since the last AMR, and is well above target.</p> <p>It is therefore considered that KP1 is functioning effectively. The Council will continue to monitor this indicator this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action required at present. Continue to monitor.		

Topic Area: Active A1 Retail Units within District and Local Centres

Relevant LDP Policies: R1-R8

Indicator reference: OB1 EC10

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger	
Active A1 (retail) units within District and Local Centres remaining the predominant use.	A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013).	A1 units comprising less than 40% of all units within a centre	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018		
District Centres – Average of 46% active A1 retail units within centres. Local Centres – Average of 47% active A1 retail units within centres.	District Centres – Average of 45% active A1 retail units within centres. Local Centres – Average of 46% active A1 retail units within centres. For an individual breakdown please see the analysis section.		
Analysis			
District Centres			
<i>District Centre</i>	<i>Total No of Units</i>	<i>No active A1 (retail) units</i>	<i>Percentage Active A1 (retail) units</i>
Albany Road/Wellfield Road	199	95	48%
City Road	166	67	40%
Clifton Street	96	53	55%
Cowbridge Road East	190	85	45%
Crwys Road/Woodville Road	133	51	38%
Bute Street/James Street	61	19	31%
Merthyr Road, Whitchurch	96	51	53%
Penarth Road/Clare Road	68	33	49%
St Mellons	20	8	40%
Thornhill	8	5	63%
Whitchurch Road	118	43	36%
		Average	45%

The average percentage of active A1 retail units within District Centres is 46 percent. The majority of District centres well exceed the 40 percent target with the exception of Bute St/James Street, Crwys Road/Woodville Road and Whitchurch Road. It is acknowledged that Bute Street/James Street has historically had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay. Being 9% below the 40% target in terms of active retail units does not raise cause for concern in this instance.

Crwys Road/Woodville Road, and Whitchurch Road centre fall just below the 40% threshold. Any further non-shopping uses within these centres will be scrutinised in light of this evidence, however each case will be assessed on its merits.

Local Centres

Local Centre	Total No of Units	No active A1 (retail) units	Percentage of Active A1 (retail) units
Birchgrove	44	17	39%
Bute Street (Loudoun Square)	12	9	75%
Cathedral Road	28	14	50%
Countisbury Avenue	35	18	52%
Caerau Lane	9	6	67%
Fairwater Green	16	8	50%
Gabalfa Avenue	15	4	27%
Grand Avenue	15	8	53%
High Street, Llandaff	32	11	34%
Maelfa, Llanedeyrn*	N/A*	N/A*	N/A*
Newport Road, Rumney	45	21	47%
Rhiwbina Village	46	26	57%
Salisbury Road	45	15	33%
Splott Road	39	13	33%
Station Road, Llanishen	29	14	48%
Station Road, Llandaff North	32	13	41%
Station Road, Radyr	15	9	60%
Tudor Street	34	15	44%
Willowbrook Drive	5	1	20%
Wilson Road	15	8	53%
		Average	46%

**Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)*

The average percentage of active A1 retail units within Local Centres is 46 percent. The majority of Local centres well exceed the 40 percent target with the exception of High Street, Llandaff, Salisbury Road, and Splott Road. These centres fall just below the 40% threshold. Any further non-shopping uses within these centres will be scrutinised in light of this evidence, however each case will be assessed on its merits.

Splott Road has experienced a high vacancy rate over the last few years and this trend seems set to continue, despite retail policy designation.

Willowbrook Drive and Gabalfa Avenue fall well below the 40% target.

Willowbrook Drive has also failed to attract new A1 occupiers during the plan period, whereby two large retail units have been vacant for over 10 years. These long term vacancies have attracted various forms of anti-social behaviour by way of theft, damage, graffiti, fly-tipping, and vandalism. Gabalfa Avenue did have a higher A1 occupier rate of 33% A1 for last year's AMR and this should be taken into consideration.

Recommendations

No action is required at present. The majority of centres are providing a strong retail function. Carefully scrutinise further applications for change of use of A1 units in the following Local centres Gabalfa Avenue, High Street, Llandaff, Salisbury Road and Splott Road. Continue to monitor.

Topic Area: Protected City Centre Shopping Frontages

Relevant LDP Policies: R2, R3

Indicator reference: OB1 EC11

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
54 (84.4%) of the city centres 64 Protected Shopping Frontages had over 50% Class A1 units in 2016.	In 2018, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	
Analysis		
<ul style="list-style-type: none"> • The Council's City Centre Land Use and Floorspace Survey (LUFS) is published each autumn. • The first Performance AMR survey undertaken in October 2016 identified that 54 (84.4%) out of city centres 64 Protected Shopping Frontages comprised of 50% or more Class A1 units. • It was noted at the time that the 10 Protected Shopping Frontages which were identified as falling below the 50% threshold were weaker frontages that have not historically achieved 50%, but were included as protected frontages in the LDP for their group value within the Central Shopping Area (CSA). • It was therefore recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark. • The August 2018 survey identifies that 53 out of city centres 64 Protected Shopping Frontages comprised of 50% or above Class A1 units. This represents a total of 98.1% when measured against the first AMR target of 54 frontages (100%). 		
Recommendations		
<ul style="list-style-type: none"> • No actions are triggered under the second year of performance monitoring. 		

Topic Area: Vacancy Rates in Central Shopping Area, District and Local Centres

Relevant LDP Policies: KP10, R1-R8

Indicator reference: OB1 EC12

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger	
Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres	Vacancy levels are no higher than the national UK average (12%). Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres)	Vacancy levels rise above national UK average for more than two consecutive years	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018	
<p>District Centres – Average of 6% vacancy rate within centres.</p> <p>Local Centres – Average of 7% vacancy rate within centres.</p> <p>13.9% of the Central Shopping Areas (CSA) ground floor retail units are currently (at October 2016) vacant. This equates to 9.4% of the CSA's ground floor retail floor space (sqm)</p>		<p>District Centres – Average of 7% vacancy rate within centres.</p> <p>Local Centres – Average of 9% vacancy rate within centres.</p> <p>For an individual breakdown please see the analysis section</p> <p>12.2% of the Central Shopping Areas (CSA) ground floor retail units are currently (at August 2018) vacant. This equates to 8% of the CSA's ground floor retail floorspace (sqm).</p>	
Analysis			
District Centres			
<i>District Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Albany Road/Wellfield Road	199	13	7%
City Road	166	19	11%
Clifton Street	96	6	6%
Cowbridge Road East	190	10	5%
Crwys Road/Woodville Road	133	12	9%
Bute Street/James Street	61	8	13%
Merthyr Road, Whitchurch	96	5	5%

Penarth Road/Clare Road	68	6	9%
St Mellons	20	1	5%
Thornhill	8	0	0%
Whitchurch Road	118	7	6%
		Average	7%

All the District centres fall below the 10% vacancy trigger, with the exception of Bute Street/James Street which has a 13% vacancy rate. However, this centre has a reduced the vacancy rate by 3% from last year. City Road, marginally exceeds the target by 1%. Continue to monitor this centre for improvements next year.

Local Centres

Local Centre	Total No of Units	No vacant retail units	Percentage vacant retail units
Birchgrove	44	5	11%
Bute Street (Loudoun Square)	12	0	0%
Cathedral Road	28	1	4%
Countisbury Avenue	35	2	6%
Caerau Lane	9	1	11%
Fairwater Green	8	0	0%
Gabalfa Avenue	15	2	13%
Grand Avenue	15	2	13%
High Street, Llandaff	32	3	9%
Maelfa, Llanedeyrn*	N/A*	N/A*	N/A*
Newport Road, Rumney	45	2	4%
Rhiwbina Village	46	1	2%
Salisbury Road	45	2	4%
Splott Road	39	7	18%
Station Road, Llanishen	29	1	3%
Station Road, Llandaff North	32	0	0%
Station Road, Radyr	15	2	13%
Tudor Street	34	7	21%
Willowbrook Drive	5	2	40%
Wilson Road	15	0	0%
		Average	9%

*Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)

A significant number of Local centres meet or fall below the 9% vacancy trigger, with the exception of Birchgrove, Caerau Lane, Gabalfa Avenue, Grand Avenue, Tudor Street, Splott Road and Willowbrook Drive. It is noted that Caerau Lane only has 1 vacant unit which does not raise cause for concern. Gabalfa Avenue and Grand Avenue are both small centres, and only have 2 vacant units.

Tudor Street, Splott Road and Willowbrook Drive well exceed the 9% trigger. Splott Road has experienced a high vacancy rate over the last few years and this trend seems set to continue, despite retail policy designation.

Willowbrook Drive has also failed to attract new A1 occupiers during the plan period, whereby two large retail units have been vacant for over 10 years. These long term vacancies have attracted various forms of anti-social behaviour by way of theft, damage, graffiti, fly-tipping, and vandalism. Tudor Street has also experienced a small increase in the vacancy rate since last year's monitoring period.

The Council's City Centre Land Use and Floor space Survey (LUFS) is published each autumn.

The August 2018 survey identifies that 12.2% of the Central Shopping Areas (CSA) ground floor retail units are currently (at August 2018) vacant. It should be noted however that this equates to only 8% of the CSA's ground floor retail floor space (sqm).

The first survey in 2016 identified vacancy rates of 13.5%. This year (2018) has seen a 1.3% improvement with the number of vacant units reduced to 12.2%, which is consistent with the national average. We will need to monitor the survey results over the next few years to check if this improvement is a result of long-term occupiers or whether the 2018 survey has coincided with an increased number of units being occupied on short-term tenancies.

Monitoring over future years will evidence if these trends continue.

Recommendations

No action is required at present. Vacancy rates are predominantly below the required threshold. Continue to monitor.

Monitoring over future years will evidence if these trends continue.

Topic Area: Retail Development Outside Designated Centres

Relevant LDP Policies: KP10, R1, R2, R3, R4, R5, R6, R7 & R8

Indicator reference: OB1 EC13

Contextual Changes: There have been no significant contextual changes relating to this policy are during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of Retail Developments permitted outside of the central Shopping Area and District Centres not in accordance with Policy R6 and as assessment of need and strict application of the sequential test.	No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test).	1 or more retail development permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R6 and as assessment of need and strict application of the sequential test.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
27 applications approved for retail development outside the Central Shopping Area and District Centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstances did not require them.	17 applications approved for retail development outside the Central Shopping Area and District Centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 14 were not accompanied by an assessment as specific circumstances did not require them.	
Analysis		
<p>During the monitoring period 17 applications were approved for development within the A Use Class or as part of mixed use development including A Use Class outside the Central Shopping Area and District Centres. Of these, 14 did not submit as assessment of need or demonstrated that they satisfied the sequential test as specific circumstance did not require them. The reasons for this are outlined below:-</p> <p>1 application was part of the village centre in an allocated strategic site and considered policy compliant with Policy R6 and R7.</p> <p>In all other cases the retail floorspace was small scale (less than 200sq m) and well below the TAN4 threshold of 2,500sq m. 2 applications were considered complementary uses as part of mixed use development and/or in a business/industrial</p>		

area. The remaining 11 applications were for changes of use of existing commercial premises.

It is therefore considered that Policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action required at present. Continue to monitor.

Topic Area: Achievement of 50:50 Modal Split

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC14

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

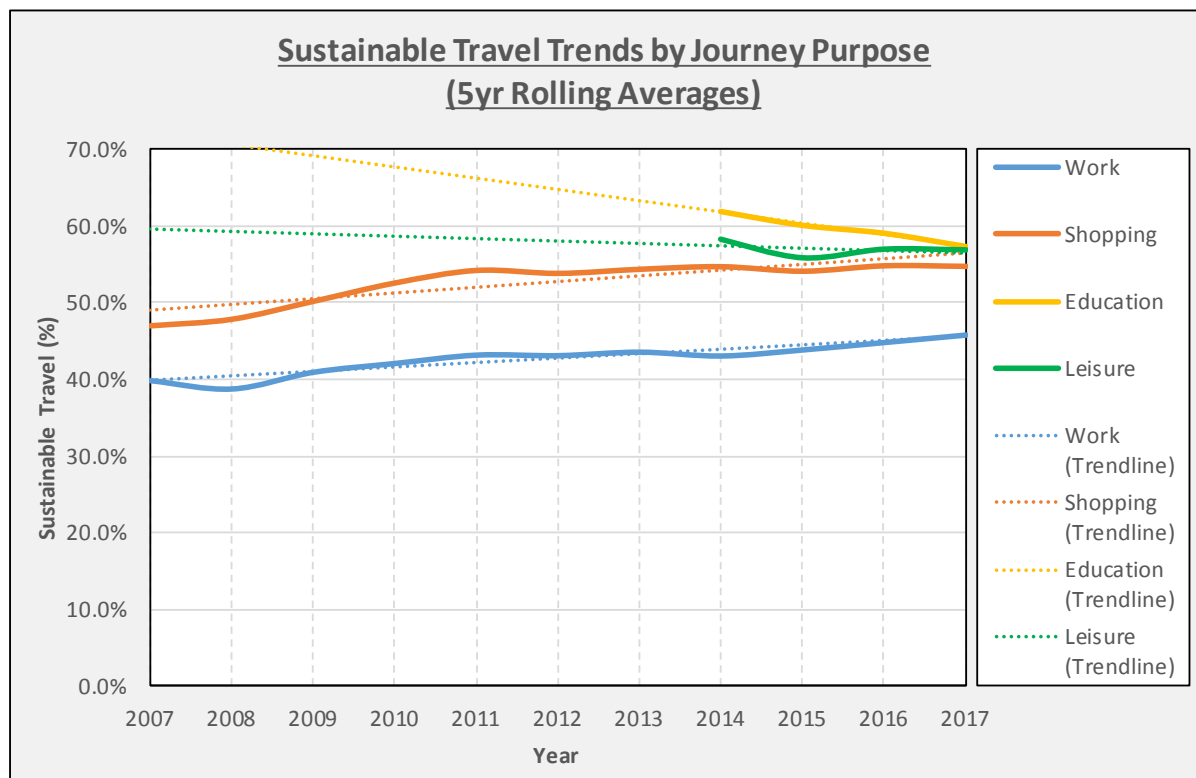
Indicator	Target	Trigger
Local Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose: 1) Work = 45.2% (2014) 2) Education = 57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)	Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	
1) Work: 2014 = 45.2% 2015 = 45.0% (-0.2%) 2016 = 48.1% (+3.1%) 2) Education: 2014 = 57.8% 2015 = 50.4% (-7.4%) 2016 = 59.6% (+9.2%) 3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (-1.1%) 2016 = 67.9% (+1.9%) 4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (-1.9%) 2016 = 45.6% (+4.3%) 5) Leisure: 2014 = 58.0% 2015 = 54.8% (-3.2%) 2016 = 60.2% (+5.4%)	1) Work: 2016 = 48.1% 2017 = 48.4% (+0.3%) 2) Education: 2016 = 59.6% 2017 = 55.9% (-3.7%) 3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (-3.2%) 4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (-6.8%) 5) Leisure: 2016 = 60.2% 2017 = 56.4% (-3.8%)	

Analysis

The target 1% increase in sustainable travel, has failed to be achieved for all journey purposes, albeit that a small increase has been achieved for journeys to Work.

However, results are shown to vary by year, as demonstrated by the general decrease in sustainable travel between 2014 and 2015, and yet increases between 2015 and 2016.

In order to better understand the overall trend in sustainable travel, the historic 5yr rolling average for each journey purpose has been plotted below –



The above demonstrates that overall the trend for travelling sustainably for both Work and Shopping trips is increasing, while Leisure has seen a slight decrease overall, only Education is shown to be subject to a marked decrease.

It should be noted that the vast majority of respondents to the Ask Cardiff Survey on which the above results are based, are adults aged over 24 (96% in 2017), with only 4% (2017) aged between 16-24, and none under 16. Therefore to clarify, travel to Education journeys in this instance will refer to a combination of university and college levels students, those in adult education, and parents/guardians escorting children to school.

However, results of the annual 'Cardiff Schools Hands-up Survey' show that for school travel specifically, the proportion of pupils travelling by sustainable modes has actually increased from 63% in 2016 to 65% in 2017.

The choice to travel sustainably is subject to a number of variables, many of which are externalities outside of the Council's direct influence. Nevertheless, examples of factors which may impact on mode-choice are – fuel prices, bus/rail fares, inflation, level of bus service provision, population trends, congestion effects in terms of bus journey times/reliability, parking availability/charges, changes in travel patterns (e.g. the rise in internet shopping), weather conditions, public health trends, infrastructure improvements etc.

Recommendations

No action is required at present. Continue to monitor. If however a target 1% increase is also failed to be achieved for the following year, then this shall trigger the need for more in-depth analysis to be undertaken.

Topic Area: Percentage of People Walking

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC15

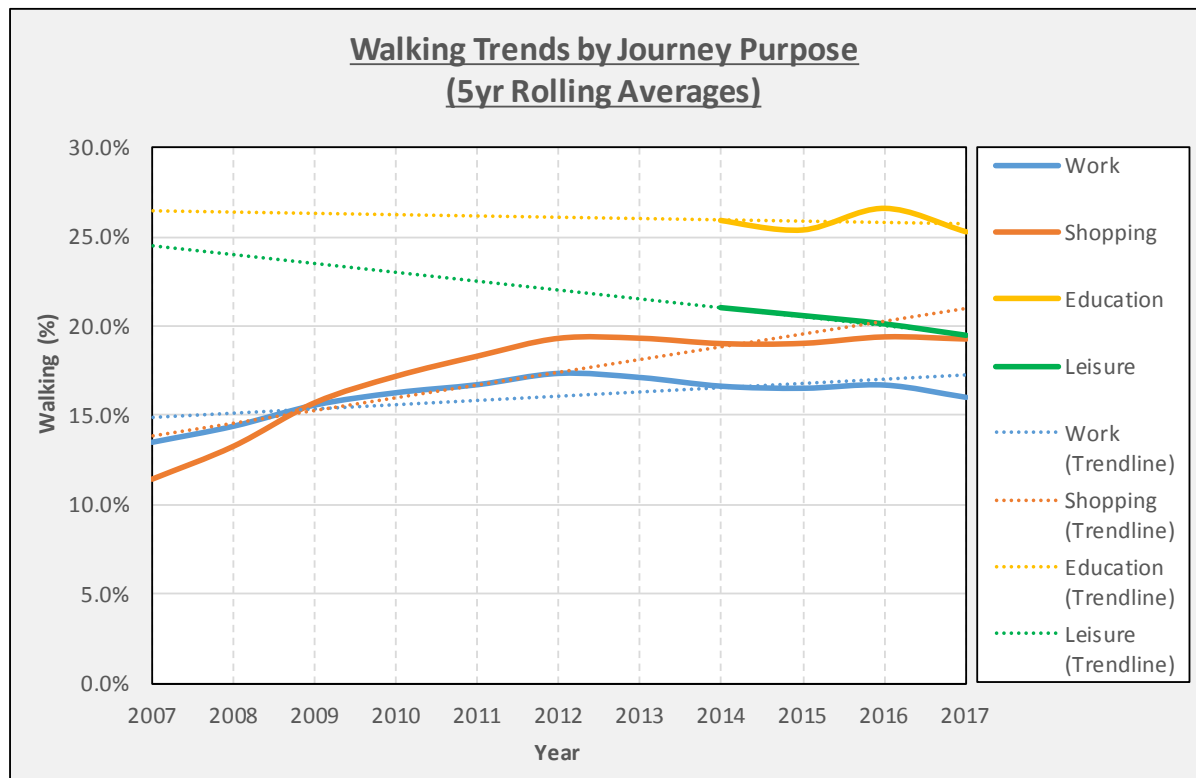
Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Local Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
	Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018
	<p>1) Work: 2014 = 15.9% 2015 = 16.6% (↑) 2016 = 17.9% (↑)</p> <p>2) Education: 2014 = 24.1% 2015 = 22.6% (↓) 2016 = 27.6% (↑)</p> <p>3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) 2016 = 18.4% (↑)</p> <p>4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) 2016 = 23.5% (↑)</p> <p>5) Leisure: 2014 = 19.0% 2015 = 18.9% (↓) 2016 = 21.8% (↑)</p>	<p>1) Work: 2016 = 17.9% 2017 = 14.0% (↓)</p> <p>2) Education: 2016 = 27.6% 2017 = 23.3% (↓)</p> <p>3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓)</p> <p>4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓)</p> <p>5) Leisure: 2016 = 21.8% 2017 = 17.8% (↓)</p>

Analysis

The target increase in walking, has failed to be achieved for all journey purposes. However, results are shown to vary by year, as demonstrated by the general decrease in walking between 2014 and 2015, and yet increases between 2015 and 2016.

Therefore, in order to better understand the overall trend in walking, the historic 5yr rolling average for each journey purpose has been plotted below –



The above demonstrates that overall the trend for walking to Work and to Shopping is increasing. However it is also evident that there is a clear decline in the proportion walking to Leisure, together with a slight decrease overall in the proportion walking to Education.

The marked decrease in Leisure walking, is replicated by the automatic count of the number of annual pedestrians crossing the Pont y Werin bridge, which has decrease by 1.4% between 2016 and 2017 (from 349,989 to 344,955).

Meanwhile, as with sustainable travel overall, results of the annual 'Cardiff Schools Hands-up Survey' show that for school travel specifically, the proportion of pupils walking to school has increased from 44% in 2016 to 50% in 2017, suggesting that the overall decrease in walking for journeys to Education may be attributable to changes in travel behaviour amongst university level and college students.

Some of the potential reasons for the apparent decline in walking is discussed in OB1 EC14 previous. However, weather conditions in particular have a notable impact on the choice to walk, with temperatures around the time of the Ask Cardiff Survey having

been warmer in 2016 than these were in 2017 (16.5°C compared with 15.0°C). Also, there is a general trend of people increasingly travelling further, with the propensity being that these trips are more likely to be made by other modes.

To illustrate the above point, the average distance travelled to work by Cardiff residents, increased by 12% between the 2001 and 2011 Census (i.e. from 11.3km to 12.7 km). Meanwhile according to the 'Cardiff Travel Behaviour Research Baseline Report (September 2013)', the average distance of walking trips is 1.1 km, with 63% of these being less than 1 km, and 95% being less than 3 km. Therefore, it is evident that if people are travelling further, then the likelihood will be that they will increasingly choose to travel by a mode other than walking.

Of note, respondents to the 2017 Ask Cardiff Survey, when questioned how safe they felt when walking in Cardiff, only 51% stated that they felt 'Safe', which could be another factor which has adversely impacted on the number of walking trips.

Similarly, also in the 2017 Ask Cardiff Survey, 36% of respondents stated that they would like to see improvements to 'pedestrian crossing facilities and walking routes', which represents an increase from the 29% the previous year.

Recommendations

No action is required at present. Continue to monitor. If however the target increase is also failed to be achieved for the following year, then this shall trigger the need for more in-depth analysis to be undertaken.

Topic Area: Percentage of People Cycling

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC16

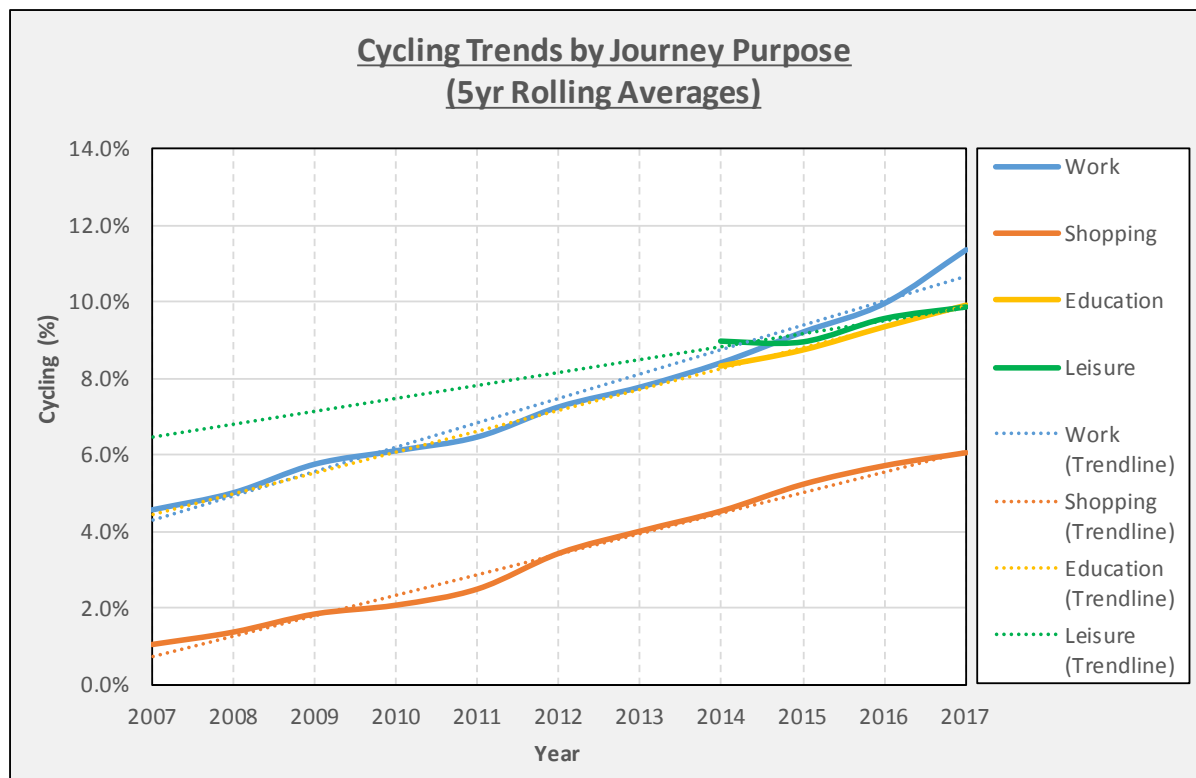
Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Local Percentage of people cycling (all journeys)	An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
1) Work: 2014 = 10.6% 2015 = 10.0% (↓) 2016 = 11.3% (↑) 2) Education: 2014 = 9.5% 2015 = 8.9% (↓) 2016 = 9.6% (↑) 3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% () 2016 = 6.6% (↑) 4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) 2016 = 6.0% (↑) 5) Leisure: 2014 = 10.1% 2015 = 9.6% (↓) 2016 = 10.0% (↑)		1) Work: 2016 = 11.3% 2017 = 16.5% (↑) 2) Education: 2016 = 9.6% 2017 = 12.8% (↑) 3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) 4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) 5) Leisure: 2016 = 10.0% 2017 = 10.8% (↑)

Analysis

The above demonstrates significant growth in the proportion cycling for each of the journey purposes.

However, given that result can be variable year-on-year as discuss previously, the overall trend in cycling is presented by the historic 5yr rolling average for each journey purpose as plotted below –



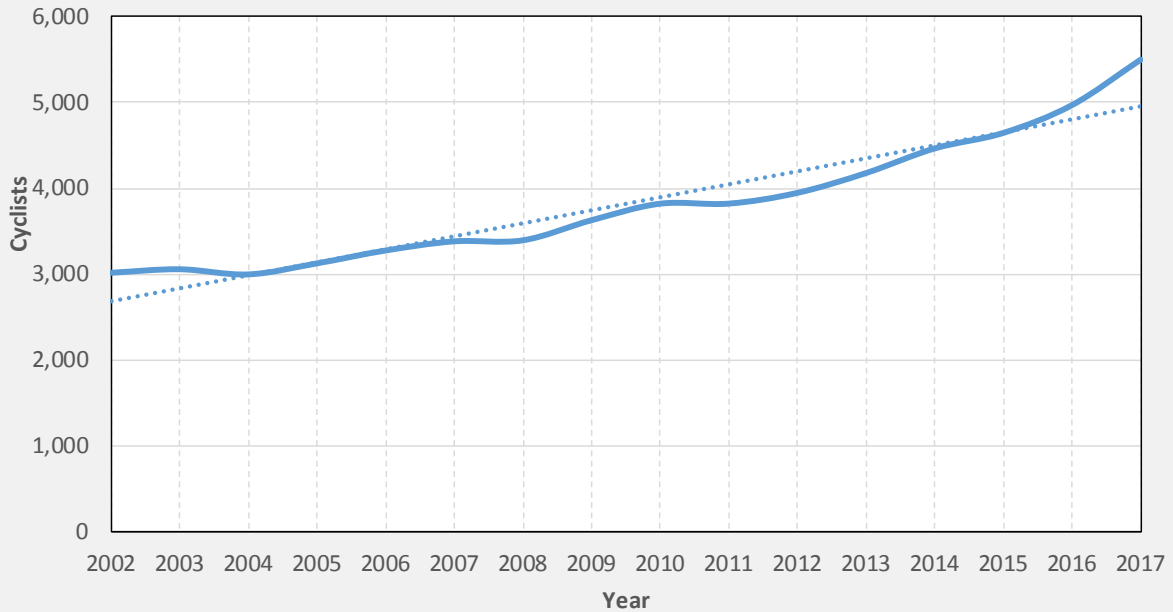
The above confirms an overall trend of increasing numbers cycling for all the journey purposes, with cycling to Work in particular having experienced significant growth in the past year (+5.2% mode-shift). Similarly, cycling to Education has also seen a significant growth in the past year (+3.2% mode-shift).

The rising trend for cycling to Education is also reflected in the results of the annual 'Cardiff Schools Hands-up Survey', whereby it is shown that the proportion of pupils cycling to school has increased from 3.9% in 2016 to 4.6% in 2017.

As further evidence of the increases in levels of cycle use, the 5yr rolling average trends for daily number of cyclists crossing the City Centre cordon (12hr 2-way), based on Council classified counts) are provided below.

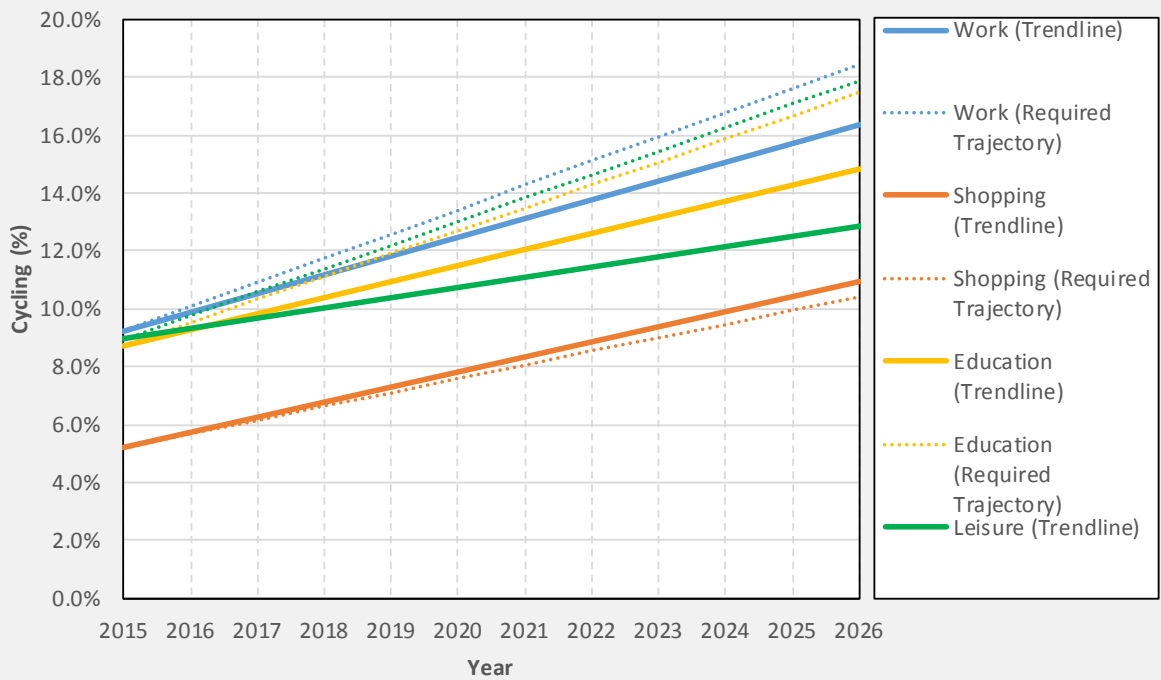
This demonstrates that between 2002 and 2017, the number of cyclists in the City Centre has increased by around 82%, which corresponds to an average relative increase of around 6% per annum.

12hr 2-Way City Centre Cycling Trends (5yr Rolling Averages)



The results also show that Cardiff is on target to achieve its ambitious aspiration to double the numbers cycling for Shopping journeys, but that further efforts will be required in order to meet the target for the other journey purposes, as shown below -

Progress Against Target to Double Cycling by 2026



Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Travelling by Bus

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC17

Contextual Changes: The previous Cardiff Bus Station closed in August 2015, and is to be replaced as part of a new Integrated Transport Hub, with Transport for Wales responsible for its delivery and ultimate operation as part of the Metro. There have been ongoing reductions in bus subsidies, leading to a decline in service frequency on some services, in particular a reduction in service provision during evenings and on Sundays. Cardiff Bus increased its fares from October 2017 for the first time since 2015, citing the reason for this being 'increased congestion' and 'rising running costs'. There has been increased competition from other operators, also with the expansion of cross-city services such as the introduction of services X8 and X45 in March 2017. Further contextual changes are discussed in OB1 EC21.

Indicator	Target	Trigger
Local Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2 (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
	Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018
	1) Work: 2014 = 11.1% 2015 = 10.7% (↓) 2016 = 10.0% (↓)	1) Work: 2016 = 10.0% 2017 = 9.7% (↓)
	2) Education: 2014 = 13.0% 2015 = 11.6% (↓) 2016 = 12.8% (↑)	2) Education: 2016 = 12.8% 2017 = 10.7% (↓)
	3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () 2016 = 26.7% (↓)	3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓)
	4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓)	4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓)
		5) Leisure: 2016 = 10.5%

2016 = 8.9% (↑)

2017 = 10.3% (↓)

5) Leisure:

2014 = 11.2%

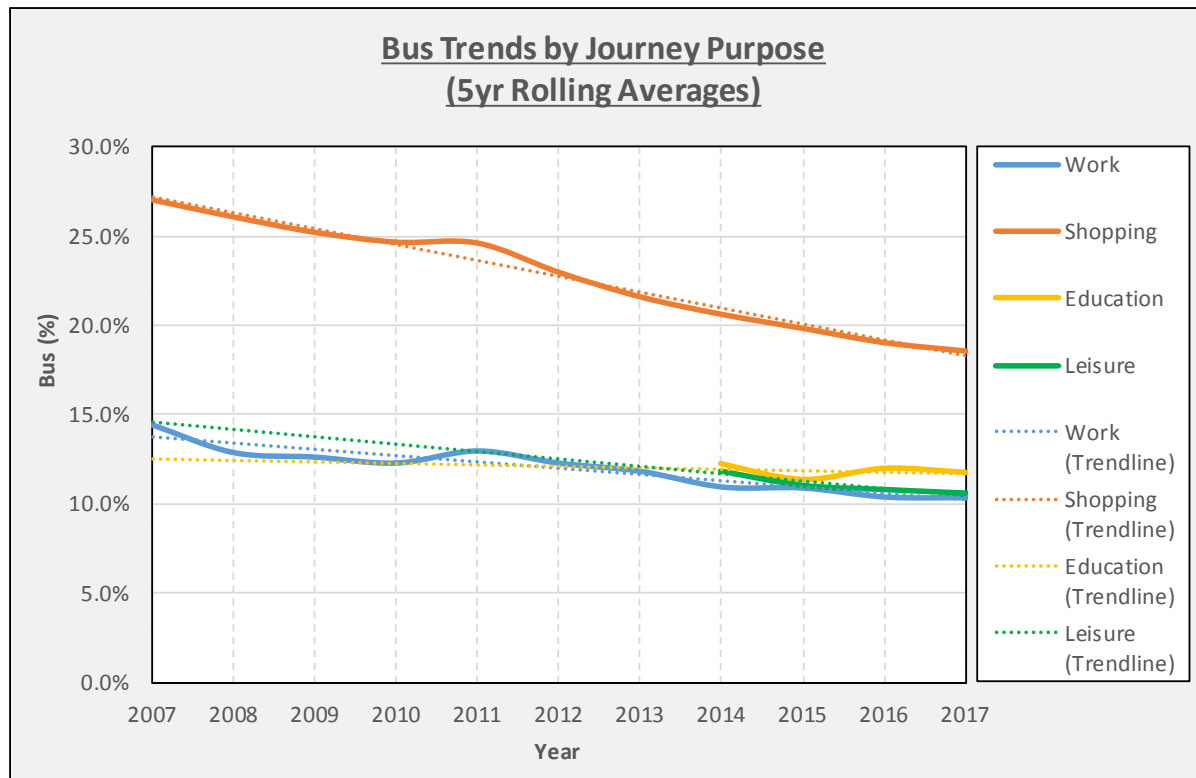
2015 = 10.8% (↓)

2016 = 10.5% (↓)

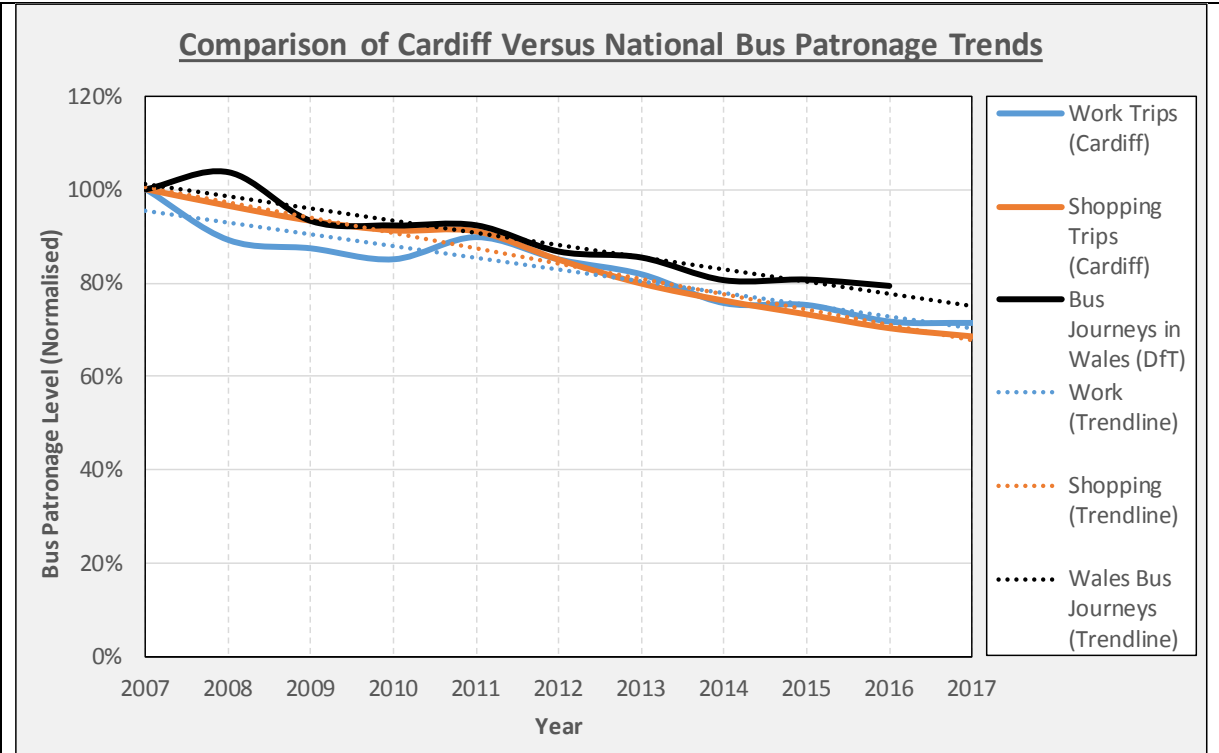
Analysis

The above demonstrates the failure to achieve an increase in the proportion of bus use for all journey purposes, with journeys to Work, Shopping (City Centre) and Leisure in particular, having shown a decrease in two consecutive years as per the monitoring trigger.

The above decline in bus use for each journey purpose, is evident when looking at the overall trend as per the historic 5yr rolling averages plotted below –



Nevertheless, this decline is not specific to Cardiff, and is symptomatic of a nationwide decline in bus use, as evident when comparing the above data for Cardiff, with that for the number of journeys in Wales, which shows a remarkably similar pattern of decline.



Some of the key factors in influencing the choice to travel by bus are – frequency, journey times and reliability (as discussed in OB1 EC19-20) particularly in the face of increasing congestion, and fares when compared with fuel prices.

Because of having met the trigger this year, further consideration is required as to why this may be, therefore...

Of note, Cardiff Bus increased its fares from October 2017 for the first time since 2015, citing the reason for this being ‘increased congestion’ in the City, together with ‘rising running costs’.

This in combination with the lack of a replacement central bus station, may have had a significant detrimental impact on the numbers travelling by bus.

Of further note, when comparing the responses received between 2017 and 2016 with regards what improvements residents would like to see to buses in Cardiff, there appears to be an increased dissatisfaction and a growing desire to make improvements, as evident below –

Respondents very/fairly satisfied:	2016	2017	Change
Provision of Real-Time Information	50%	39%	-11%
Bus Service Reliability	55%	44%	-11%
Condition of Bus Stops/Shelters	56%	48%	-8%
Bus Service Frequency	57%	49%	-8%
Provision of PT Information	55%	43%	-12%
Bus Service Overall	57%	45%	-12%

Improvements residents would like to see:	2016	2017
Improved bus service frequency and reliability	32%	48%
Reduced congestion	51%	64%
Enforcement of traffic using bus lanes illegally	21%	28%
Integrated ticketing	40%	54%
Improved City Centre transport interchange	49%	57%

The above results also mask a stark difference in views between users and non-users, with typically around a 60% level of satisfaction amongst users, compared with only 30% amongst non-users. The 2017 results comparing both are provided below –

Respondents very/fairly satisfied:	Users	Non-users	Overall
Provision of Real-Time Information	68%	29%	39%
Bus Service Reliability	54%	27%	44%
Condition of Bus Stops/Shelters	63%	29%	48%
Bus Service Frequency	56%	35%	49%
Provision of PT Information	55%	27%	43%
Bus Service Overall	59%	24%	45%

This large disparity in level of satisfaction, suggests the negative perception amongst non-users as being a major barrier to encouraging mode-shift to bus amongst this group, and highlights the need for significant future investment in bus improvements.

Comparing relative satisfaction between the users of the main bus operators in Cardiff, as reported in the 'Bus Passenger Survey 2018' by Passenger Focus, we have the following –

Satisfaction by Operator:	Value for Money	Punctuality	Journey Times	Overall
Cardiff Bus	65%	76%	85%	89%
New Adventure	-	79%	93%	89%
Newport Bus	68%	72%	79%	87%
Stagecoach	62%	73%	86%	90%

The above demonstrates that user satisfaction is fairly high with New Adventure Travel in particular, which may be as a result of their recent expansion of services across Cardiff in the last year.

Recommendations

Continue to monitor, with the expectation that when the Integrated Transport Hub has been completed, and with investment as part of the Metro and through developer contributions, that the decline in bus use may be able to begun to be reversed.

Topic Area: Percentage of People Travelling by Train

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

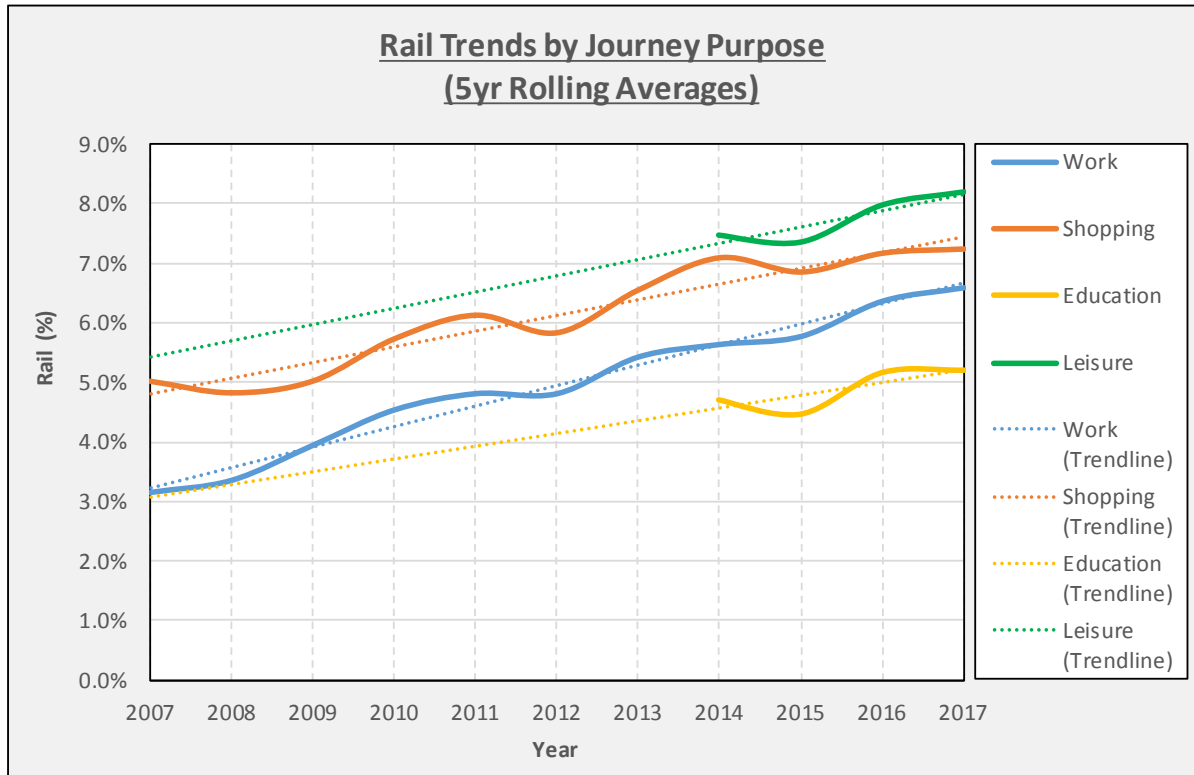
Indicator reference: OB1 EC18

Contextual Changes: A contract to operate the Wales and Borders franchise and to progress the Metro between 2018 and 2033, was awarded by Transport for Wales to partnership KeolisAmey in May 2017, although responsibilities for this will not be transferred over from Arriva Trains Wales until the 14th of October 2018.

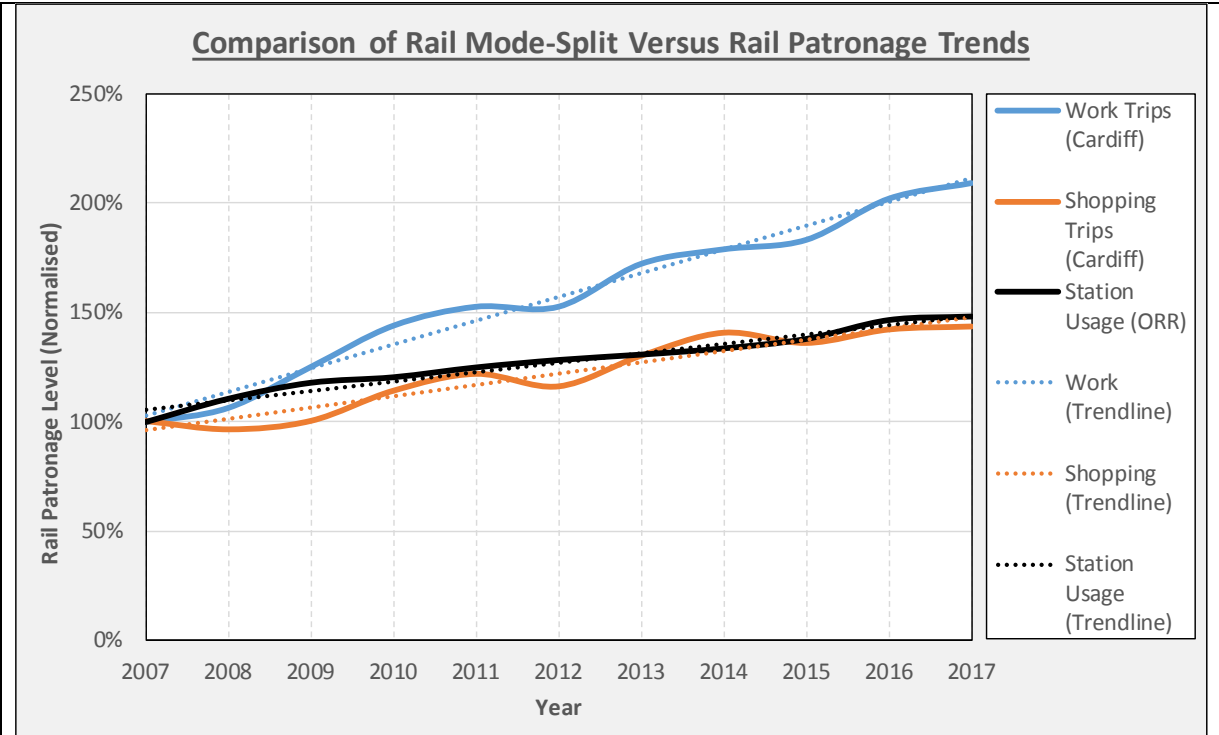
Indicator	Target	Trigger
Local Percentage of people travelling by train (all journeys)	An annual increase of journeys made by train for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	
1) Work: 2014 = 5.8% 2015 = 6.0% (↑) 2016 = 7.6% (↑) 2) Education: 2014 = 5.2% 2015 = 4.8% (↓) 2016 = 5.6% (↑) 3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) 2016 = 11.3% (↑) 4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) 2016 = 4.4% (↑) 5) Leisure: 2014 = 8.7% 2015 = 7.5% (↓) 2016 = 8.8% (↑)	1) Work: 2016 = 7.6% 2017 = 6.8% (↓) 2) Education: 2016 = 5.6% 2017 = 5.2% (↓) 3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) 4) Shopping (Other): 2016 = 4.4% 2017 = 2.7% (↓) 5) Leisure: 2016 = 8.8% 2017 = 8.3% (↓)	

Analysis

While the above demonstrates a decline from last year in the proportion of rail travel for each of the journey purposes; looking at the overall trend in rail as presented by the historic 5yr rolling averages below, it is evident that the general trajectory for rail is upwards for all journeys –



Setting the above trends in context with station usage in Cardiff as reported each year by the ORR, as given below; it can be seen that the trend in Shopping trips closely tracks that of the overall growth in station patronage (having increased by around 50% between 2007 and 2017), while Work trips appear to have increased at a far higher rate (more than doubled since 2007) –



As with travel by bus, there is an increasing desire for improvements to be made to rail, as evident in the results of the Ask Cardiff Survey below –

Improvements residents would like to see:	2016	2017
Improved local train services	32%	47%
Improved national train services	25%	33%

Looking further at public perceptions of rail travel, the ‘National Rail Passenger Survey 2018’ (Passenger Focus) enables the following comparison of user satisfaction for the rail operators in Cardiff to be made –

Satisfaction by Operator:	Value for Money	Punctual/Reliability	Level of Crowding	Stations	Delays	Overall
Arriva TW	2016 = 57% 2017 = 55%	2016 = 81% 2017 = 80%	2016 = 72% 2017 = 70%	2016 = 76% 2017 = 74%	2016 = 38% 2017 = 34%	2016 = 84% 2017 = 82%
Cross Country	2016 = 55% 2017 = 50%	2016 = 86% 2017 = 83%	2016 = 72% 2017 = 67%	2016 = 89% 2017 = 86%	2016 = 60% 2017 = 45%	2016 = 88% 2017 = 86%
Great Western	2016 = 53% 2017 = 50%	2016 = 76% 2017 = 70%	2016 = 71% 2017 = 72%	2016 = 83% 2017 = 81%	2016 = 46% 2017 = 44%	2016 = 81% 2017 = 81%

The above shows a general decline in user satisfaction over the last year, with satisfaction levels being particularly low with regard to value for money and how well companies deal with delays.

Also of note, the ability of Cardiff residents to use the trains on the Valley Lines is limited by those travelling into Cardiff from the region, as inbound trains typically arrive

at Cardiff's outlying stations already standing room only during the morning peak period.

For example, seated capacity compared with level of utilisation was surveyed in November 2017, and is presented for each of Cardiff's outlying stations for the 2hr AM Peak (07:30-09:30) travelling inbound, below –

Station:	Total Seated Capacity	Total Patronage on Arrival	Capacity Utilisation
Radyr (Merthyr Line)	2,160	2,245	104%
Lisvane & Thornhill (Rhymney Line)	1,514	1,566	103%
Grangetown (Vale of Glamorgan Line)	1,182	1,281	108%

The expectation being that additional capacity will begin to become available as part of the new Wales and Borders franchise and under proposals for the Metro.

Recommendations

No action is required at present. Continue to monitor. If however the target increase is also failed to be achieved for the following year, then this shall trigger the need for more in-depth analysis to be undertaken.

Topic Area: Improvement in Journey Times by Bus

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC19

Contextual Changes: The Council currently do not have access to bus monitoring data held by Cardiff Bus, and are therefore not able to determine bus journey times and reliability directly. Therefore, the level of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will once again be used as a proxy, until such time that the required monitoring tools become available. Further contextual changes relating to bus use are defined in OB1 EC17.

Indicator	Target	Trigger
Local Improvement in journey times by bus	An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey): 2015 = 59.8% 2016 = 62.6% Change = +2.7%	Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey): 2016 = 62.6% 2016 = 52.1% Change = -10.5%	
Analysis		
There has been a large decrease in satisfaction over the last year, not only with regards bus journey times, but more generally with bus services overall. The results and potential reasons for which are provided for OB1 EC17.		
A breakdown of the satisfaction in bus journey times is given below –		
	2016	2017
Very Satisfied	557	439
Fairly Satisfied	1,661	1,711
All Respondents	3,545	4,129
TOTAL Satisfied	2,218	2,150
TOTAL Satisfied (%)	62.6%	52.1%
		Change
		-10.5%

From the 'Bus Passenger Survey 2018' (Passenger Focus), the proportion of bus journeys in Wales affected by various factors, and the extent this varies between operators, is provided below –

Factor:	Journeys Affected
Congestion	13% - 27%
Passengers Boarding	10% - 16%
Road Works	11% - 16%
Waiting at Stops	3% - 5%
Poor Weather	4% - 6%
Driving Too Slowly	4%

As can be seen above, the most significant factor, and likely reason for the decline in bus journey time satisfaction is increased congestion on Cardiff's network.

In exploring this further, annual measures of congestion in Cardiff are provided by INRX with their 'Traffic Scorecard', and by TomTom with their 'Traffic Index'.

While the results from these are very different, nevertheless these demonstrate that congestion in Cardiff has increased between 2016 and 2017, with congestion claimed to add an additional 27% time to journeys overall in 2017, compared with 26% in 2016 (TomTom Traffic Index); and the average hours spent in congestion in 2017 also having increased from the year before (INRX Traffic Scorecard).

The current level of congestion in Cardiff according to these is as follows –

- Cardiff UK Congestion Ranking = 33rd of 111 (INRX) / 15th of 25 (TomTom)
- Cardiff EU Congestion Ranking = 221st of 748 (INRX)
- Cardiff Global Congestion Ranking = 347th of 1,360 (INRX)
- Minutes spent Each Day in Congestion = 31 (TomTom)
- Hours spent Each Year in Congestion = 119 (TomTom)
- Peak Hours spent in Congestion Each Year = 23 (INRX)
- Peak Time spent in Congestion = 14% (INRX) / 51% (TomTom)
- Off-Peak Time spent in Congestion = 8% (INRX)
- Time Overall spent in Congestion = 10% (INRX) / 27% (TomTom)

The TomTom Traffic Index also highlights key corridors which are the most congested in Cardiff. Those of most concern with regards to bus journey times/reliability are as follows –

- A470 Northern Avenue and North Road
- A4161 Newport Road
- A4119 Cardiff Road and Cathedral Road
- A48 Eastern Avenue and Western Avenue
- A469 Caerphilly Road

Whilst various bus priority has been provided along each of these corridors in recent years (further detail provided in OB1 EC22), it is clear that additional priority is

required for these and for other key bus corridors across Cardiff, such that buses can bypass queuing traffic, which in turn should encourage modal-shift towards increasing bus use.

Recommendations

No action is required at present. Continue to monitor. If however the target 1% increase is also failed to be achieved for the following year, then this shall trigger the need for more in-depth analysis to be undertaken.

Topic Area: Improvement in Bus Journey Time Reliability

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC20

Contextual Changes: The Council currently do not have access to bus monitoring data held by Cardiff Bus, and are therefore not able to determine bus journey times and reliability directly. Therefore, the level of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will once again be used as a proxy, until such time that the required monitoring tools become available. Further contextual changes relating to bus use are defined in OB1 EC17 and EC21.

Indicator	Target	Trigger
Local Improvement in bus journey time reliability	An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey): 2015 = 50.4% 2016 = 55.2% Change = +4.8%		Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey): 2016 = 55.2% 2017 = 43.9% Change = -11.3%
Analysis		
There has been a large decrease in satisfaction over the last year, not only with regards bus journey time reliability, but more generally with bus services overall. The results and potential reasons for which are provided for OB1 EC17.		
A breakdown of the satisfaction in bus journey times is given below –		
	2016	2017
Very Satisfied	412	306
Fairly Satisfied	1,544	1,506
All Respondents	3,545	4,128
TOTAL Satisfied	1,956	1,812
TOTAL Satisfied (%)	55.2%	43.9%
		Change
		-11.3%

The reason for the above decline is likely to be as a result of decreasing bus journey time reliability due to increased congestion on Cardiff's network, as demonstrated in the discussion for OB1 EC19.

Similarly, the solution is to provide additional priority (e.g. bus lanes, bus gates, signal priority etc.) for buses across Cardiff, such that these can bypass queuing traffic, and thereby encourage modal-shift towards increasing bus use.

Recommendations

No action is required at present. Continue to monitor. If however the target 1% increase is also failed to be achieved for the following year, then this shall trigger the need for more in-depth analysis to be undertaken.

Topic Area: Delivery of Regional Transport Hub

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC21

Contextual Changes: Demolition of the previous bus station began on the 1st of August 2015, followed by redevelopment of Central Square by developer Rightacres. Planning approval for the new Integrated Transport Hub was granted in March 2017, with completion anticipated in December 2017. However, delivery of the hub has been subject to a number of key funding challenges since then, as set out in the Report to Cabinet on 27/07/17 – Agenda Item 10 “Funding the New Bus Transport Interchange”. However, responsibility for delivery and ultimate operation of the new hub has now been transferred to Transport for Wales (TfW), as being part of the Metro Delivery Partnership (MDP).

Indicator	Target	Trigger
Local Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Progress behind schedule, due to funding difficulties		Progress behind schedule; responsibility for delivery and operation now with TfW as part of the Metro; completion now anticipated 2020/2021.
Analysis		
<p>The new Integrated Transport Hub/Interchange forms part of the wider Central Square redevelopment, which includes the new BBC Cymru Wales HQ (1,200 staff), which is currently in the process of being fitted out.</p> <p>Responsibility for delivery and operation of the new hub now falls with Transport for Wales (TfW), to be progressed as part of the Metro Delivery Partnership (MDP), with completion currently anticipated for 2020/2021.</p> <p>The current proposal for the new hub include – 14 bus stands based on a drive-in-reverse-out (DIRO) arrangement; a 1,200 sqm. ground-floor concourse comprising of 6 retail units and public toilets; and above the interchange – 10,318 sqm. of office space, 305 residential apartments, 249 private car parking spaces, and 144 bicycle parking spaces.</p>		

Funding allocated for the above elements is as follows – bus station = £20 million, residential apartments = £60 million, and office space = £20 million.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Delivery of Sustainable Transportation Infrastructure

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC22

Contextual Changes: Lack of available funding and engagement by developers in general, continue to be significant constraints to the delivery of LTP schemes, and in securing the sustainable infrastructure necessary to support modal shift and the delivery of the Master-planning principles set out in the LDP.

Indicator	Target	Trigger		
Local Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift	To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP	Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12		
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018		
Schemes Completed = 3 (9%) Schemes On-Going = 15 (47%) Schemes On-hold = 14 (44%) TOTAL Schemes = 32		Schemes Completed = 9 (17%) Schemes On-Going = 27 (52%) Schemes On-hold = 16 (31%) TOTAL Schemes = 52		
Analysis				
Not all schemes have been able to be delivered within the timeframes originally set out, due to a lack of funding and resources, together with shifting priorities.				
Nevertheless, good progress has continued to be made, with an additional 6 schemes having been delivered since reporting the 1 st AMR.				
Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015-2018, are summarised below:				
Timeframe	Type	Scheme	Completed?	Commentary
2015-2016	Strategic Highway	Eastern Bay Link - Phase 1: A4232 Queensgate to Ocean Way	YES	Opened on 15/06/17 as 'Ffordd Ewart Parkinson'. 1-Year post scheme monitoring currently under review
2015-2016	Cycle Networks / Active Travel	North Cardiff Community Route (NCCR) - Phase 4	On-hold	Route is identified as a secondary Integrated Network Map route

2015-2016	Cycle Networks / Active Travel	Strategic Cycle Network Route 1 - Heath Halt Road	On-going	To be provided as part of the North-South Superhighway; concept designs completed
2015-2016	Cycle Networks / Active Travel	Strategic Cycle Network Route 1 - King George V Drive East	On-going	To be provided as part of the North-South Superhighway; concept designs completed
2015-2016	Cycle Networks / Active Travel	Strategic Cycle Network Route 5 (Penarth Road Corridor) - Phase 2	YES	Scheme completed in 2015
2015-2016	Cycle Networks / Active Travel	Strategic Cycle Network Route 50 (Wood St-Leckwith Rd)	YES	Scheme completed in 2015
2015-2016	Cycle Networks / Active Travel	Strategic Cycle Network Route 6 - Cowbridge Rd East/West	On-going	Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; WCAT design on-going
2015-2016	Cycle Networks / Active Travel	WNP Llanrumney, St Mellos and Ely & Caerau - Phase 1	YES	Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017; Phase 3 completed in 2017/2018
2015-2016	Rail Improvements	Access Improvements to Danescourt, Waun-Gron Park & Fairwater Stations	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2015-2016	Rapid Bus Corridors	A469 Phase 1: St Georges Road to Birchgrove Road	On-hold	Subject to funding
2015-2016	Rapid Bus Corridors	A470 Phase 1: Coryton to Gabalfa	On-hold	Subject to funding
2015-2017	Multi-Modal	Newport Road / West Grove Junction Improvements	YES	Phase 1: East Grove/Howard Place = completed 05/05/16; Phase 2a: West Grove/The Parade = completed 25/08/16; Phase 2b: Newport Road/West Grove = completed 14/03/17; Phase 3: Newport Road/Fitzalan Road = completed 22/11/17
2015-	Rail Improvements	Electrification of South Wales Mainline	On-going	Bridge works completed - Beresford Road (July 2016-February 2017); Splott Road (February 2017-February 2018); Mardy Road (March 2017-April 2018). Expected to be delivered in 2019
2015-	Rail Improvements	Electrification of Valleys Lines	On-going	Responsibility for delivery transferred to TfW as part of the Metro

2015-	Rail Improvements	Other CCC-Led Station Improvements as specified in the LDP Infrastructure Plan	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2015-	Transport Hubs	Park & Ride North of M4 J33	On-going	1,000-space P&R to be delivered as part of SSD; timeline to be agreed
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 (Newport-Cardiff) - Phase 1	On-going	Segregated cycle route on Newport Rd to be provided as part of East-West Superhighway - Newport Road concept completed; Greenway Rd identified as secondary Integrated Network Map route
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 34 - Bute Dock Footway Shared Use	On-hold	Route is identified as a secondary Integrated Network Map route scheme 119
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 34 - Bute East Dock-Hemingway Rd	On-hold	Route is identified as a secondary Integrated Network Map route scheme 120
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 34 - Connection to Route 3	On-hold	Route is identified as a secondary Integrated Network Map route
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 34 - Sanquahar/Windsor Rd	On-hold	New crossing has been implemented; route is identified as a secondary Integrated Network Map route
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 34 - Tyndall St/Schooner Way)	On-hold	Route is identified as a secondary Integrated Network Map route scheme 138a
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 50 (Leckwith) - Phase 2	On-hold	Route is identified as a secondary Integrated Network Map route
2016-2017	Cycle Networks / Active Travel	Strategic Cycle Network Route 6 - Ely Bridge Roundabout	On-going	Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; WCAT design on-going
2016-2017	Cycle Networks / Active Travel	WNP Splott, Grangetown and Llandaff North - Phase 1	On-hold	WNP superseded by Integrated Network Map; SRiC has been implemented in area.
2016-2017	Rail Improvements	Access Improvements to Radyr, Ty-Glas & Birchgrove Stations	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2016-2017	Rapid Bus Corridors	A469 Phase 2: Birchgrove Road	YES	Delivered in 2016/2017

		to Maes-y-Coed Road		
2016-	Rail Improvements	WG Metro Station Improvements: Llandaf Station	YES	Works completed in 2017
2016-	Rail Improvements	WG Metro Station Improvements: Radyr Station	YES	Works completed in 2017
2016-	Rapid Bus Corridors	A469 Phase 3 (previous Phase 2): North of Maes-y-Coed Road	On-hold	Consultation complete; awaiting funding
2016-	Rapid Bus Corridors	A470 Phase 2: Gabalfa/Heath Hospital to City Centre	On-going	Reviewing in light of City Centre improvements
2016-	Rapid Bus Corridors	City Centre Improvements: Bus Lanes, Bus Gates & Bus Priority	On-going	Central Square: concept designs complete, consultation on-going; Westgate Street: Stage 1 WelTAG & concept designs complete; Station Terrace: Stage 1 WelTAG & concept designs complete
2016-	Rapid Bus Corridors	Part-time Bus Lanes on Strategic Routes	On-hold	Has not yet been required but may be needed where there is conflict with parking requirements
2016-	Multi-Modal	City Centre Improvements: Junction Improvements	On-going	Central Square: concept designs complete, consultation on-going; Westgate Street: Stage 1 WelTAG & concept designs complete; Station Terrace: Stage 1 WelTAG & concept designs complete
2017-2018	Rail Improvements	Access Improvements to Heath High Level, Rhiwbina, Coryton & Whitchurch Stations	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 (Newport-Cardiff) - Phase 2	On-going	Scheme has been superseded by Cycle Superhighway scheme. Initial concept designs complete
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 6 - Grand Avenue	On-going	Currently under investigation
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 6 - Cowbridge Rd West/Vincent Rd	On-going	Concept designs currently being progressed
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 80 - Excelsior Road, Taff Trail	On-going	Initial concept designs have been progressed, further design work required

2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 9 - North Road between Gabalfa & St Georges Rd	YES	Scheme completed
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 9 - Pantbach Road	On-hold	No progress to-date
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 9 - Footbridge over Western Av with Gabalfa Int.	On-hold	No progress to-date
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 - Newport Road/Rover Way	On-going	Scheme has been superseded by Cycle Superhighway scheme. Initial concept designs complete
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 - Newport Road, East of Rover Way	On-going	Scheme has been superseded by Cycle Superhighway scheme. Initial concept designs complete
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 - Newport Road, near 'Carpet Right'	On-going	Scheme has been superseded by Cycle Superhighway scheme. Initial concept designs complete
2017-2018	Cycle Networks / Active Travel	Strategic Cycle Network Route 3 - Newport Road Bus Stop, o's No. 302	On-going	Scheme has been superseded by Cycle Superhighway scheme. Initial concept designs complete
2017-2018	Multi-Modal	New Road Bus Lane & Cycle Improvements	On-hold	No progress to-date
2017-2018	Rapid Bus Corridors	A48 Eastern Avenue Bus Lane Improvements	On-hold	Subject to funding
2017-2018	Rapid Bus Corridors	Cardiff Bay Barrage Link	On-going	Structural surveys completed; shortly to go out to consultation (Vale of Glamorgan Council)
2017-2018	Cycle Networks / Active Travel	WNP Llanishen & Pentwyn - Phase 1 + Llanrumney - Phase 2	On-going	WNP superseded by Integrated Network Map; viewing in light of NE Cardiff development
2017-	Rapid Bus Corridors	North East Corridor Bus Lane & Priority Improvements	On-going	Options identified
2017-	Rapid Bus Corridors	A4119 Llantrisant Road North West Corridor Phase 2	On-going	Phase 2A completed in 2017; Phase 2B completed in June 2018; Phase 2C shortly to go out to consultation

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Central Shopping Area Protect Frontages SPG

Relevant LDP Policies: R3

Indicator reference: OB1 EC23

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018.		Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.
Analysis		
At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Shop Fronts and Signs Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB1 EC24

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Shop Fronts and Signs Guidance SPG is due to be issued for public consultation in November 2017.	A draft of the Shop Fronts and Signs SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation	
Analysis		
<p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of July 2017.</p> <p>However, progress on the document has been delayed due to the extensive additional technical work and internal consultation which has been required in preparing the guidance, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is now at an advanced stage and is being reviewed/finalised internally prior to be issued for public consultation. An update on this will be provided in 3rd AMR in 2019.</p>		
Recommendations		
Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2019.		

Topic Area: Protection of Employment Land and Premises SPG

Relevant LDP Policies: EC1, EC3

Indicator reference: OB1 EC25

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Protection of Employment Land and Premises for Business and Industry and Warehousing SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Protection of Employment Land and Premises for Business and Industry and Warehousing SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	
Analysis		
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Objective 2 – To respond to evidenced social needs

Topic Area: Housing Land Supply

Relevant LDP Policies: KP1

Indicator reference: OB2 SO1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
CORE The housing land supply taken from the current Housing Land Availability Study (TAN1)	A minimum 5 year supply of land for residential development is maintained throughout the Plan period.	Less than a 5 year supply of residential land is recorded for any year.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The housing land supply taken from the current Joint Housing Land Availability Study (1 st April 2017) is 3.6 years.	The housing land supply taken from the current Joint Housing Land Availability Study (1 st April 2018) is 3.5 years.	
Analysis		
<p><u>TAN1/Residual Methodology</u></p> <p>It is important to stress that the Council believes that in reality more land is potentially available for development than the figure derived through the rigid residual methodology prescribed in TAN1 which is solely based on the LDP housing figure as opposed to taking account of past build rates. In this respect, it should be noted that the current land bank (sites over 10 units) is 24,936 dwellings which compares to 10,839 dwellings which meet the requirements of the JHLAS reporting process. Much land, while physically available in Cardiff is not eligible for inclusion in the 5-year calculation. This includes sites subject to the signing of a s106 agreement¹ (214 units) or sites with consent categorised as constrained in the C3/C4 categories (13,883 units). These categories are not eligible to be counted in the JHLAS, but could add considerably (around 4.2 years' worth of land) to the official 3.5 year supply.</p> <p>While no longer permitted, TAN1 previously allowed comparison of the current land supply with past building rates. The past build rate methodology was introduced in 1992 by PPG3 (Wales) to address instances where the residual calculation does not accurately reflect supply. Comparison with both the previous 10-year past building rate and 5-year building rate provide land supply figures for Cardiff of 14.5 years and</p>		

¹ Where a Section 106 agreement remains unsigned for more than one year after the date of the resolution to grant planning permission

15.9 years, respectively. Whilst it is accepted that these build periods may reflect the effects of recession it nevertheless offers a useful perspective.

Students

Historically, private student accommodation was eligible for inclusion in Cardiff's 5-year land supply. This was established practice since students living in private student accommodation are included in the dwelling requirement which underlies the development plan. This form of accommodation also reduces pressure on the traditional private rented sector thereby contributing to overall stock. Revised TAN1 guidance (January 2015) introduced a condition that only dwellings within the C3 Use Class Order definition can be counted towards the supply. This restricts student accommodation from the JHLAS which is considered *Sui Generis* rather than C3. This sector has provided an important source of accommodation in Cardiff over the past 15 years and has more recently experienced a boom. To provide an indication of scale, approximately 480 student units were eligible to be included in Cardiff's 5-year supply in the 2014 JHLAS. Between 1st April 2014 and 1st April 2016 a further 1,699 additional units (2,975 bed spaces) were approved. Typically, these schemes have been built readily without experiencing the delays affecting traditional residential schemes. Current evidence shows the further strength of the student accommodation market in Cardiff.

Revised TAN1 came into effect after Cardiff's LDP had been submitted for Examination and this change of Policy had not been anticipated since it did not form part of the consultation proposals. As such, household projections within the adopted LDP, and the subsequent dwelling requirement (41,415) take into account the requirements of students living in private accommodation but new student accommodation cannot technically contribute to the supply. This issue was acknowledged by Inspectors during the LDP Examination, reported in paragraphs 4.18 & 4.19 of the Inspectors' Report. Future work will be required to address this matter of reconciling student demand and supply ahead of the Plan review process.

Short-term Delays on Strategic Sites

For the current JHLAS period (2019-2023) completion forecasts amounted to a combined contribution of 7,835 units on strategic sites. A further 4,026 units were anticipated to be completed prior to the Study, between 2015 and 2018. During this year's JHLAS process the Council has received revised forecasts for each strategic site representing a total contribution of 6,235 contribution over the period 2019-2023, resulting in a loss 1,600 units from the anticipated 5-year supply equivalent to approximately 0.5 years supply. Similarly, only 326 completions have taken place to date on strategic sites, a shortfall of 3,700 from anticipated completions over the period, representing 1.1 years. Under the residual method, any shortfall in anticipated completions is factored in to the calculation (residual requirement) thereby making it more difficult to achieve a 5-year supply.

Reasons for delays vary from site to site, but in general start dates have slipped post adoption. The Council considers that these delays are therefore at least partly responsible for the lack of a 5-year housing land supply in Cardiff, and that in reality Cardiff is not faced with a supply issue, but a delivery challenge where the development sector is not delivering the rates previously anticipated.

National Perspective

It should be noted that the lack of a 5-year supply in Cardiff is no exception when considered within the context of Wales as a whole; many LPAs have experienced similar land supply situations, post LDP adoption. In 2013, 2014 and 2015 respectively, 18 (72%) Welsh LPAs had less than 5-years' housing land supply. The situation has not improved over time, with 19 LPAs recording a sub 5-year land supply in 2016. Average land supply across Wales also fell during this period, from 4.3 years in 2013 to 2.5 years by 2016. The widespread difficulty in demonstrating a 5-year housing land supply across Welsh LPAs is recognised by Welsh Government who have conducted research into the issues surrounding delivery. While viability appears to be a key underlying factor throughout much of Wales, other primary factors are evident in Cardiff, as described above.

Conclusion

This Council has identified several underlying reasons which it believes may be significant in considering the latest housing land availability figure set out in the 2018 JHLAS. The Council consider these technical factors distort the reality of a much healthier supply of housing land which exists in practice with a key challenge being the ability of the housing sector to effectively deliver build rates promoted during the LDP examination process. Notwithstanding the recent disapplication of paragraph 6.2 of TAN1 these factors should be taken into account where attributing weight to the 5-year supply figure for the purpose of determining planning applications.

It is considered that the Council is being proactive in following the enabling approach set out by Welsh Government, and positive dialogue is taking place with the development sector to achieve mutual objectives of delivering a plan-led approach. Continuous review of new evidence through the AMR process will help to ensure the land supply situation remains closely monitored.

Recommendations

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising successfully with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is considered that this proactive and enabling approach will secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.

Topic Area: Number of General market Dwellings Built

Relevant LDP Policies: KP1

Indicator reference: OB2 SO2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
CORE The number of net general market dwellings built	Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The total number of general market dwellings built during 2014/15 was 377.		The total number of general market dwellings built during 2016/7 was 547.
The total number of general market dwellings built during 2015/16 was 489.		The total number of general market dwellings built during 2017/18 was 636.
The combined total of general market dwellings built by 1st April 2016 was 866.		The combined total of general market dwellings built by 1 st April 2018 was 1,183.
Analysis		
<p>This is now the second year the LDP has been operative and this is the second AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2017.</p> <p>There has been an increase in the number of general market dwellings when compared to the 2 year cumulative figure from 2016. The target was for 4,096 general market dwellings to be built by 1st April 2018 and just over half of this target was achieved at 2,049 dwellings having been constructed.</p>		

It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the required number of general market dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some ‘delivery lag’ following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of addition windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR’s will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Number of Affordable Dwellings Built

Relevant LDP Policies: KP1, KP2, KP4, KP13, H3

Indicator reference: OB2 S03

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>CORE The number of net additional affordable dwellings built (TAN2)</p>	<p>Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>The total number of affordable dwellings provided during 2014/15 was 105.</p>	<p>The total number of affordable dwellings provided during 2016/17 was 230.</p>	
<p>The total number of affordable dwellings provided during 2015/16 was 244.</p>	<p>The total number of affordable dwellings provided during 2017/18 was 194.</p>	
<p>The combined total of affordable dwellings provided by 1st April 2016 was 349.</p>	<p>The combined total of affordable dwellings provided by 1st April 2018 was 424.</p>	
<p>Analysis</p>		
<p>This is now the second year the LDP has been operative and this is the second AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2017.</p>		

There has been an increase in the number of affordable dwellings when compared to the 2 year cumulative figure from 2016. The target was for 1,207 affordable dwellings to be built by 1st April 2018 and over half of this target was achieved with 773 dwellings having been constructed.

It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the required number of general market dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some 'delivery lag' following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of addition windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Annual Dwellings Completions

Relevant LDP Policies: KP1

Indicator reference: OB2 S04

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
CORE Annual dwelling completions (all dwellings)	Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The total number of all dwellings provided during 2014/15 was 482.		The total number of all dwellings provided during 2016/17 was 777
The total number of all dwellings provided during 2015/16 was 733.		The total number of all dwellings provided during 2017/18 was 830
The combined total by 1st April 2016 was 1,215.		The combined total by 1 st April 2018 was 1,607.
Analysis		
<p>This is now the second year the LDP has been operative and this is the second AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2017.</p> <p>There has been an increase in the total number of dwellings when compared to the 2 year cumulative figure from 2016. The target was for 5,503 affordable dwellings to be built by 1st April 2018 and over half of this target was achieved with 2,822 dwellings having been constructed.</p> <p>It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a</p>		

number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the total required number of dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some 'delivery lag' following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of additional windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Number of Windfall Units Completed

Relevant LDP Policies: KP1

Indicator reference: OB2 S05

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
CORE Number of windfall units completed per annum on all sites	Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The total number of windfall contributions during 2016/17 was 449 dwellings.	The total number of windfall contributions during 2017/18 was 401 dwellings.	
Analysis		
During the monitoring period for 1 st April 2017 to 31 st March 2018, there were 401 dwellings completed which were considered ‘windfall’ sites as they were over 10 dwellings, were not the result of a change of use and did not form part of an LDP allocated site. The 401 completed windfall units fall outside the 10% buffer set out in the trigger. However, as this trigger is for 2 consecutive years it will be monitored again next year to establish whether there appears to be a trend.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Settlement Boundaries

Relevant LDP Policies: KP3(B, EN1

Indicator reference: OB2 SO6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Core Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies.	Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	
Analysis		
During the 2 nd monitoring period no applications were permitted outside the settlement boundary that did not satisfy policy. During the monitoring period four application for residential development were approved two the principal of development had been established through a previous consent or an LDP allocation and the remaining two were considered to be policy compliant and related to conversions within a residential curtilage. Given this it is considered that Policy KP3(B) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.		
Recommendations		
No action is required at present. Continue to monitor		

Topic Area: Gypsy and Traveller Accommodation Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation		Site is no longer categorised within Flood Risk Zone C2
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	
Analysis		
<p>This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches.</p>		
<p>The status of the site in terms of flood risk remains unchanged and the site is still lies within Flood Risk Zone C2 in the latest Development Advice Maps produced by Welsh Government and Natural Resources Wales.</p>		
<p>A feasibility Study has been undertaken by the Council to investigate options to improve flood defences along the Rover Way Foreshore and River Rhymney. This Study recommends design options for improving the flood defences along this stretch of the coastline and has been submitted to Welsh Government for grant funding to implement the recommended works.</p>		
<p>Welsh Government have now approved the funding and the Council is due to go out to Tender shortly for the works to be implemented. It is anticipated the flood defence works will be completed in early 2020.</p>		

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Permanent Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation</p>	<ol style="list-style-type: none"> 1. Agree project management arrangements including reporting structure and representatives – July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 4. Undertake a site search and assessment and secure approval of findings – July 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) 	<p>Failure to achieve these targets</p>

	for identified site(s) required to meet long term need for 65 pitches by May 2021	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
<p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	

Analysis

The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.

Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and ongoing flood defence works in order to determine options for taking this work forward. This has included ongoing discussions with Welsh Government.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Transit Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO9

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation</p>	<ol style="list-style-type: none"> 1. Agree project management arrangements including reporting structure and representatives – July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 4. Undertake a site search and assessment and secure approval of findings – July 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) 	<p>Failure to achieve these targets</p>

	for identified site(s) required to meet long term need for 65 pitches by May 2021	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
<p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>		<p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>

Analysis

The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.

Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and ongoing flood defence works in order to determine options for taking this work forward. This has included ongoing discussions with Welsh Government.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO10

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Total number of Gypsy and Traveller pitches for residential accommodation	Ensure the existing supply of pitches is maintained (Should existing pitches be no longer available alternative pitches will be sought)	Any net loss of existing Gypsy and Traveller pitch provision
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period		There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period
Analysis		
The latest Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government in November 2016 states that there are 80 pitches on two local authority owned sites at Shirenewton (59 pitches) and Rover Way (21 pitches). In addition there are four authorised private sites with a total of 22 pitches giving a total of 92 pitches for the County as a whole. There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Dwelling Completions on Strategic Site A Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2

Indicator reference: OB2 SO11

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone</p>	<p>2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site A.</p>	<p>As at 1st April 2018 there had been no completions on Strategic Housing Site A.</p>	
<p>Analysis</p>		
<p>As at 1st April 2018, there had been no residential completions on Strategic Site A and so the target of 485 dwellings by 2018 has not been met. There are two existing residential planning permissions on this site, representing a total of 2,259 dwellings (i.e. above the allocated figure of 2,150). These are summarised below:</p> <ul style="list-style-type: none"> • 14/00430 – Hybrid application granted 15/08/2014 comprising: Full consent for 690 dwellings and Outline consent for 1,460 dwellings 		

- 17/00159 – Planning committee (21/06/2017) resolved to grant Full planning consent for a mixed-use development comprising 109 no. 1 and 2 bedroom apartments

There are no new updates with regard to this site compared to the 2016/17 AMR. Whilst it is accepted that there has been some slippage on this site, at this stage it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site B Gas Works, Ferry Road

Relevant LDP Policies: KP2

Indicator reference: OB2 SO12

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.</p>	<p>500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>In line with the target for this indicator, as at 1st April 2017, there had been no completions on Strategic Site B.</p>	<p>As at 1st April 2018 there had been no completions on Strategic Housing Site B.</p>	
<p>Analysis</p>		
<p>The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work is scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>		

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site C North West Cardiff

Relevant LDP Policies: KP2

Indicator reference: OB2 SO13

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site C – North West Cardiff</p>	<p>5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.</p> <p>Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site C.</p>	<p>As at 1st April 2018 there had been 39 completions on Strategic Housing Site C.</p>	
<p>Analysis</p>		
<p>As at 1st April 2018 there have been 39 completions on Strategic Housing Site C with 46 under construction whilst there is also a large amount of ground preparatory works being undertaken across the area. Whilst the target of 759 by 2018 has not been met, the initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP. Planning permissions have now either been consented, or received for in</p>		

excess of 7,000 units (summarised below), and as of summer 2018 construction work has commenced on site.

- **Plasdwr (Redrow)** 14/02733 Outline planning granted 20/03/2017 up to 5,970 residential units.
- **Land North and South of Llantrisant Road (Redrow)** 14/02157 Outline granted 09/08/2016 for 630 units and 16/02016 Reserved Matters granted 23/12/2016 for Phase 1A (126 units). 32 dwellings were under construction as at 1st March 2018 whilst 35 dwellings had been completed.
- **Land South of Pentrebane Road (Redrow)** 14/02188 Outline granted 13/12/2016 290 units (30% Affordable) and 17/00414 Reserved Matters (received for 120 units). 14 dwellings were under construction as at 1st March 2018 whilst 4 dwellings had been completed.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site D North of Junction 33

Relevant LDP Policies: KP2

Indicator reference: OB2 SO14

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110 2018: 240 2020: 300 2022: 400 2024: 450 2026: 500	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
As at 1 st April 2017 there had been no completions on Strategic Housing Site D.		As at 1 st April 2018 there had been no completions on Strategic Housing Site D.
Analysis		
As at 1 st April 2018 there had been no completions on this strategic site and so the delivery target of 350 units by 2018, as originally anticipated has not been met.		
As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. There has however been significant progress since adoption, with Planning Committee recently (08/02/2017) resolving to grant outline permission for 1,500 units subject to		

the signing of a section 106 agreement. A Reserved Matters application was submitted to the Council in January 2018 for 405 dwellings and is currently being considered subject to Conditions on the original Outline permission being met.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site E South of Creigiau

Relevant LDP Policies: KP2

Indicator reference: OB2 SO15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
As at 1st April 2017 there had been no completions on Strategic Housing Site E.		As at 1 st April 2018 there had been no completions on Strategic Housing Site E.
Analysis		
As at 1st April 2018 there have been no completions at Strategic Site E and so the delivery target of 450 units by 2018, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future. At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Dwelling Completions on Strategic Site F North East Cardiff

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 SO16

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site F – North East Cardiff</p>	<p>4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site F.</p>	<p>As at 1st April 2018 there had been no completions on Strategic Housing Site F</p>	
<p>Analysis</p>		
<p>While the delivery target of 1,377 units by 2018, as originally anticipated, has not been met, as at 1st April 2016, there were 49 completions on Strategic Housing Site F, situated at Land off Cefn Mabley Road, Lisvane. This parcel of land, totalling 51 houses had been completed by 1st April 2017.</p>		

As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Notably, it is understood that the primary developer had not secured full land ownership by April 2017 (but at the time of writing, it has now been confirmed that land ownership is in place so this should promptly trigger the planning application process.

In terms of the planning status of the site, there are two extant outline consents for part of the site, known as Churchlands (1,000 units and 1,200 units respectively) while during the recent (2017) JHLAS, the agent confirmed that contracts have exchanged between landowners and developers are keen to progress the development of the North East Cardiff. An outline application for the bulk of the land and a full planning application for a part of the site are anticipated shortly, which should accelerate delivery now the land issues have been resolved. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site G East of Pontprennau Link Road

Relevant LDP Policies: KP2

Indicator reference: OB2 SO17

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road</p>	<p>1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140 2018: 375 2020: 285 2022: 270 2024: 200 2026: 30</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site G.</p>	<p>As at 1st April 2018 there had been 174 completions on Strategic Housing Site G.</p>	
<p>Analysis</p>		
<p>As at 1st April 2018 there were 174 completions at Strategic Site G and so the delivery target of 515 units by 2018, as originally anticipated has not been met. However, as at 1st April 2018 construction was well underway with a further 83 under construction both on Land at Church Road (Bellway) and St Edeyrns Village (Persimmons). Despite a slight lag in the initial start date of construction, the rates of annual delivery remain broadly aligned to those in the LDP. The Council will continue to monitor the delivery of this site through annual monitoring.</p>		
<p>Recommendations</p>		
<p>No action is required at present. Continue to monitor.</p>		

Topic Area: Affordable Dwelling Completions on Strategic Site A Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 SO18

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Annual affordable dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	430 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 47 2018: 50 2020: 81 2022: 80 2024: 80 2026: 92	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site A	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site A.	
Analysis		
<p>The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period.</p> <p>As at 1st April 2018, there had been no residential completions on Strategic Site A and so the target of 97 affordable units by 2018 as originally anticipated has not been met. There are however now two extant residential planning permissions on this site, representing a total of 2,259 dwellings (i.e. above the allocated figure of 2,150 dwellings). These are summarised below:</p> <ul style="list-style-type: none"> • 14/00430 Hybrid application granted 15/08/2014 comprising: Full consent 		

for 690 dwellings and Outline consent for 1,460 dwellings

- 17/00159: Planning Committee (21/06/2017) resolved to grant Full planning consent for a mixed-use development comprising 109 no. 1 and 2 bedroom apartments

Whilst it is accepted that there has been some slippage on this application, at this stage it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site B Gas Works, Ferry Road

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 SO19

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site B.	
Analysis		
<p>The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work is scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Affordable Dwelling Completions on Strategic Site C North West Cardiff

Relevant LDP Policies: KP2

Indicator reference: OB2 SO20

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff</p>	<p>1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>As at 1st April 2017 there had been no Affordable completions on Strategic Housing Site C.</p>		<p>As at 1st April 2018 there had been no affordable completions on Strategic Housing Site C.</p>
<p>Analysis</p>		
<p>As at 1st April 2018 there had been no affordable completions on Strategic Housing Site C and so the target of 228 affordable units by 2018, as originally anticipated has not been met. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.</p>		

Despite this initial delay, much progress has been made since the adoption of the LDP. Planning permissions have now either been consented, or received for in excess of 7,000 units (summarised below), and as of summer 2017 construction work has commenced on site.

- **Plasdwr (Redrow)** 14/02733 Outline planning granted 20/03/2017 up to 5,970 residential units.
- **Land North and South of Llantrisant Road (Redrow)** 14/02157 Outline granted 09/08/2016 for 630 units and 16/02016 Reserved Matters granted 23/12/2016 for Phase 1A (126 units). 32 dwellings were under construction as at 1st March 2018 whilst 35 dwellings had been completed.
- **Land South of Pentrebane Road (Redrow)** 14/02188 Outline granted 13/12/2016 290 units (30% Affordable) and 17/00414 Reserved Matters (received for 120 units). 14 dwellings were under construction as at 1st March 2018 whilst 4 dwellings had been completed.

At the latest JHLAS meeting (June 2017) developers confirmed that despite the delay, delivery rates on Strategic Site C will ramp up to remain broadly aligned with the rates agreed in the LDP. Completion rates of 400+ unit's p.a. are anticipated by 2020 and 530+ unit's p.a. by 2022. Accordingly, at this stage it is envisaged that the delivery of 5,000 units at Strategic Site C will not slip beyond the beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site D North of Junction 33

Relevant LDP Policies: KP2

Indicator reference: OB2 SO21

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33</p>	<p>603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site D.</p>		<p>As at 1st April 2018 there had been 0 affordable completions on Strategic Site D.</p>
<p>Analysis</p>		
<p>As at 1st April 2018 there had been no affordable completions on this strategic site and so the delivery target of 200 affordable units by 2018, as originally anticipated has not been met.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP.</p> <p>There has however been significant progress since adoption, with Planning Committee recently (08/02/2017) resolving to grant outline permission for 1,500 units subject to the signing of a section 106 agreement. A Reserved Matters application was submitted to the Council in January 2018 for 405 dwellings and is</p>		

currently being considered subject to Conditions on the original Outline permission being met.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site E South of Creigiau

Relevant LDP Policies: KP2

Indicator reference: OB2 SO22

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau</p>	<p>195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site E.</p>		<p>As at 1st April 2018 there had been no completions on Strategic Housing Site E.</p>
<p>Analysis</p>		
<p>The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period. As at 1st April 2018 there have been no completions at Strategic Site E and so the delivery target of 450 units by 2018, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future.</p> <p>At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site.</p>		
<p>Recommendations</p>		
<p>No action is required at present. Continue to monitor.</p>		

Topic Area: Affordable Dwelling Completions on Strategic Site F North East Cardiff

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 SO23

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)</p>	<p>1,350 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016 : 54 2018: 359 2020: 242 2022: 242 2024: 243</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site F.</p>		<p>As at 1st April 2018 there had been no completions on Strategic Housing Site F.</p>
<p>Analysis</p>		
<p>While the delivery target of 413 affordable units by 2018, as originally anticipated, has not been met, as at 1st April 2016, there were 49 completions on Strategic Housing Site F, situated at Land off Cefn Mabley Road, Lisvane. This parcel of land, totalling 51 houses had been completed by 1st April 2017.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Notably, it is understood that the primary developer had not secured full land</p>		

ownership by April 2017 (but at the time of writing, it has now been confirmed that land ownership is in place so this should promptly trigger the planning application process.

In terms of the planning status of the site, there are two extant outline consents for part of the site, known as Churchlands (1,000 units and 1,200 units respectively) while during the recent (2017) JHLAS, the agent confirmed that contracts have exchanged between landowners and developers are keen to progress the development of the North East Cardiff. An outline application for the bulk of the land and a full planning application for a part of the site are anticipated shortly, which should accelerate delivery now the land issues have been resolved.

The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site G East of Pontprennau Link Road

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 SO24

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Total annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road</p>	<p>390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>As at 1st April 2017 there had been no affordable completions on Strategic Housing Site G.</p>		<p>As at 1st April 2018 there had been 39 affordable housing completions on Strategic Housing Site G.</p>
<p>Analysis</p>		
<p>As at 1st April 2018 there were 39 affordable housing completions at Strategic Site G and so the delivery target of 155 affordable units by 2018, as originally anticipated has not been met. However, as at 1st April 2018 construction was well underway with a further 83 under construction both on Land at Church Road (Bellway) and St Edeyrns Village (Persimmons). Despite a slight lag in the initial start date of construction, the rates of annual delivery remain broadly aligned to those in the LDP.</p> <p>The Council will continue to monitor the delivery of this site through annual monitoring.</p>		

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas	Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Data not available for 2016/17.		Data not available for 2017/18.
Analysis		
It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence over.		
Recommendations		
As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports.		

Topic Area: Flexibility Allowance

Relevant LDP Policies: KP1

Indicator reference: OB2 SO26

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Need for release of additional housing land identified in the flexibility allowance	To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.	Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04 for the first 2 year period to 1 st April 2016.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	
Analysis		
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Affordable Housing SPG

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO27

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Affordable Housing SPG		Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Analysis		
Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Houses in Multiple Occupation SPG

Relevant LDP Policies: H5

Indicator reference: OB2 SO28

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	
Analysis		
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required		

Topic Area: Planning Obligations SPG

Relevant LDP Policies: KP7

Indicator reference: OB2 SO29

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Planning Obligations SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	
Analysis		
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required		

Topic Area: Community Facilities and Residential Development
SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO30

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Analysis		
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Childcare Facilities SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO31

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Childcare Facilities SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Childcare Facilities SPG was approved in November 2017	
Analysis		
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Planning for Health and Wellbeing SPG

Relevant LDP Policies: C6

Indicator reference: OB2 SO32

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Local Health SPG		Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Planning for Health and Wellbeing SPG issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	
Analysis		
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Gypsy and Traveller Sites SPG

Relevant LDP Policies: H8

Indicator reference: OB2 SO33

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Gypsy and Traveller Sites SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	
Analysis		
At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.		
Recommendations		
No action is required at present. Continue to monitor.		

Objective 3 – To deliver economic and social needs in a co-ordinated way that respects Cardiff’s environment and responds to the challenges of climate change

Topic Area: Flood Risk

Relevant LDP Policies: KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

Indicator reference: OB3 EN1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests</p>	<p>No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests</p>	<p>1 application permitted for development in any 1 year that does not meet TAN 15 tests</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests</p>	<p>2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests</p>	
<p>Analysis</p>		
<p>During the 2nd monitoring period 48 applications for highly vulnerable development were permitted in Zone C1 and 2 of these were permitted that did not meet all TAN15 tests.</p> <p>Both these applications related to the conversion and extension of existing properties in the Canton area of the city to flats and Natural Resources Wales had objected stating the depth of flooding at ground floor level would be greater than 600 metres and therefore did not meet the tolerable limits set out in TAN15 (Section A1.14). In determining these applications the Council considered that it would be unreasonable to refuse planning permission on this issue as the properties were already in residential use and surrounded by other residential properties with the same finished floor level. In addition it was noted that each flat unit has access to a first floor refuge and in both cases the applicant was made aware of the risk of flooding at the premises.</p> <p>Given this it is considered these two applications raise particular issues that need separate consideration and are not related to the performance of Policy EN14 which is functioning effectively as evidenced by the fact that flood risk has been considered</p>		

as a key consideration in all the applications submitted for highly vulnerable development in Zone C1.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Flood Risk

Relevant LDP Policies: KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

Indicator reference: OB3 EN2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas	No permissions granted for highly vulnerable development within C2 floodplain area	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications permitted in C2 floodplain Areas.		No applications permitted in C2 floodplain Areas.
Analysis		
During the 2 nd monitoring period no applications for highly vulnerable development were permitted in Zone C2 without flood mitigation measures which were confirmed as appropriate through advice provided by NRW. Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.		
Recommendations		
No action is required at present. Continue to monitor		

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN3

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Percentage of water bodies of good status	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of permissions granted where there is a known risk of deterioration in status	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN5

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of permissions incorporating measures designed to improve water quality where appropriate	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Water Quality and Quantity

Relevant LDP Policies: KP18, EN11 & EN14

Indicator reference: OB3 EN6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision	No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	
Analysis		
No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Green Wedge

Relevant LDP Policies: KP3(A): Green Wedge, EN1: Countryside Protection

Indicator reference: OB3 EN7

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies.	No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications permitted in the Green Wedge that do not satisfy policy.		No applications permitted in the Green Wedge that do not satisfy policy.
Analysis		
<p>During the 2nd monitoring period no applications for inappropriate development were permitted. Of the ten relevant applications approved during the monitoring period of these applications six applications were considered to be policy compliant and not impact on the openness and four the principal of development had been established through a previous consent or LDP allocation. Given this it is considered that Policy KP3(A) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to the issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Special Landscape Areas

Relevant LDP Policies: EN3: Landscape

Indicator reference: OB3 EN8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Core The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications permitted within a Special Landscape Area that does not satisfy policy.	No applications permitted within a Special Landscape Area that does not satisfy policy	
Analysis		
During the 2 nd monitoring period fifteen relevant applications were approved on land within a Special Landscape Area. Of these applications all were considered to be policy compliant/compliant subject to conditions/recommendations. In addition in three cases the principle of development on the site had already been established through an earlier application/non-strategic allocation. Given this it is considered that the policy framework relating to this issue is functioning effectively and the Council will continue to monitor this indicator to determine the effectiveness of this policy framework.		
Recommendations		
No action is required at present. Continue to monitor		

Topic Area: Ancient Semi-Natural Woodland

Relevant LDP Policies: EN8: Trees, Woodlands and Hedgerows

Indicator reference: OB3 EN9

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Ancient Semi-Natural Woodland	No inappropriate developments granted planning permission contrary to Policy EN8.	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.		No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.
Analysis		
During the monitoring period six relevant applications were permitted on areas of ancient semi natural woodland and were considered to be policy compliant/ compliant subject to conditions recommendations placed on the approval.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: SSSI's and SINCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL The number of planning permissions granted on SSSI or SINCI designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINCI that does not satisfy LDP policies	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy	
Analysis		
During the 2 nd monitoring period eighteen relevant applications were permitted on SSSI or SINCI designated areas. It is considered that these permissions were policy compliant/compliant subject to conditions /recommendations placed on the application.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Core Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.	No applications were permitted on Natura 2000 sites that do not comply with policy.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites.	
Analysis		
During the 2 nd monitoring period there were no relevant applications on Natura 2000 sites.		
Recommendations		
No action is required at present. Continue to monitor		

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	1 application permitted contrary to the advice of NRW or the authority's ecologist
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	
Analysis		
During the monitoring period of the relevant applications approved it is considered that no applications were approved contrary to the advice of NRW or the authority's Ecologist. Approved applications were policy compliant/policy compliant subject to conditions/recommendations placed on the permission.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Open Space Provision

Relevant LDP Policies: KP16, KP18, C5

Indicator reference: OB3 EN13

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C5	2.43 Ha functional open space per 1,000 population	Less than 2.43 Ha functional open space per 1,000 population
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population.		Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.07 of open space per 1,000 population.
Analysis		
<p>The latest survey of open space shows that the baseline figure for the second Annual Monitoring Report is 1.16 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.18 ha in the first Annual Monitoring Report. This figure increases if you include educational playing fields to 1.89 functional open space per 1,000 population in Cardiff and if you include all types of open space (functional amenity open space) the equivalent figure is 8.07 ha of open space per 1,000 population, well in excess of the indicator target and a rise of 9% when compared to 2016/17.</p> <p>Although there has been a very marginal decrease in the figure since the first Annual Monitoring Report significant additional functional open space will be provided in conjunction with the large strategic housing sites which are at the very early stages of development or are yet to commence. Once significant progress has been made on these sites it is anticipated that the amount of functional open space per 1,000 population will increase over and above the baseline figure identified above.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Air Quality

Relevant LDP Policies: EN13

Indicator reference: OB3 EN14

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	
Analysis		
<p>There are currently four established AQMAs within Cardiff:</p> <ol style="list-style-type: none"> 1. Cardiff City Centre- declared 1st April 2013 2. Llandaff- declared 1st April 2013 3. Stephenson Court- declared 1st December 2010 4. Ely Bridge- declared 1st Feb 2007 <p>Each of these AQMAs was declared as a result of road-traffic derived Nitrogen Dioxide. There is one action plan in place for Ely Bridge AQMA and interim Action Plans have prepared for Cardiff City Centre, Llandaff and Stephenson Court AQMAs.</p> <p>These recommend that further monitoring is undertaken and set out measures to improve air quality in these areas. Such measures include Environmental Health Officers working closely with Planning Officers to advise on any development with the potential for detrimental impacts on air quality, requesting Air Quality Assessments and applying conditions where necessary and working to reduce traffic and emissions through implementation of the Transport and Clean Air Green Paper.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Open Space SPG

Relevant LDP Policies: C4, C5

Indicator reference: OB3 EN15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Open Space SPG		Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Green Infrastructure SPG, incorporating guidance on open space was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017		The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017
Analysis		
The Open Space SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Public Rights of Way and Development SPG

Relevant LDP Policies: T1

Indicator reference: OB3 EN16

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Green Infrastructure SPG, incorporating guidance on public rights of way was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	
Analysis		
The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Trees and Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	
Analysis		
The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Biodiversity SPG

Relevant LDP Policies: EN5, EN6, EN7

Indicator reference: OB3 EN18

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Green Infrastructure SPG, incorporating guidance on biodiversity was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	
Analysis		
The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Flooding SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN19

Contextual Changes: The requirements of the SPG have changed significantly from those originally foreseen, giving rise to the need for extensive additional technical work resulting from the forthcoming implementation of schedule 3 of the Flood Water and Management Act 2010 which will make sustainable drainage mandatory for certain types of development.

Indicator	Target	Trigger
LOCAL Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Flooding SPG is due to be issued for public consultation in March 2018.	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	
Analysis		
<p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.</p> <p>However, progress on the document has been delayed due to the extensive additional technical work which has been required in preparing the guidance due to the forthcoming implementation of schedule 3 of the Flood Water and Management Act 2010 (due to commence on the 7th January 2019) which will make sustainable drainage mandatory for certain types of development, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is ongoing prior to it being reviewed and finalised internally and issued for public consultation. An update on this will be provided in 3rd AMR in 2019.</p>		
Recommendations		
Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2019.		

Topic Area: Natural Heritage Network SPG

Relevant LDP Policies: KP16, EN3 - EN8

Indicator reference: OB3 EN20

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Green Infrastructure SPG, incorporating guidance on the natural heritage network was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	
Analysis		
The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Archaeologically Sensitive Areas SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN21

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Archaeologically Sensitive Areas SPG is due to be issued for public consultation in March 2018.		Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.
Analysis		
The SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Objective 4 – To create sustainable neighbourhoods that form part of a sustainable city

Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL The number and capacity of renewable energy developments permitted	An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No notable renewable energy schemes were permitted during the monitoring period.	5 planning applications were granted during the year which incorporated solar energy amounting to 0.05MW in total	
Analysis		
<p>In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW). Planning permission was also granted just outside the monitoring period in June 2018 for a biomass plant at Rover Way (9.5MW). Also during the year 5 applications were granted planning permission which incorporated Solar energy amounting to 0.05MW in total.</p> <p>It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from 'permitted development' rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy</p>		

developments is not possible and certain developments will not be captured by this monitoring indicator.

Recommendations

No action required at present. Continue to monitor.

Topic Area: Waste Management Capacity

Relevant LDP Policies: KP12, W1

Indicator reference: OB4 SN2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity	Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)	No trigger
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	
Analysis		
<p>TAN21 and its associated regional monitoring reports are used to monitor whether each region has enough capacity to manage its waste arisings and anticipate when additional regional capacity will be needed. Cardiff is part of the South East Wales Region. The latest regional monitoring report available is the 'Waste Planning Monitoring Report: South East Wales' published in April 2016. This concluded that there is no further need for landfill capacity within the South East Wales region and that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in over-provision.</p> <p>Waste developments of significance within the monitoring period are as follows:</p> <ul style="list-style-type: none"> • A replacement HWRC was opened at Lamby Way in July 2017; • An application to vary a condition at Viridor's Energy Recovery Facility to increase throughput to 425,000t per annum was approved in July 2017; • An application to modify the s106 agreement at Viridor's Energy Recovery Facility so that it could accept waste from outside South East Wales was approved in July 2017; <p>Therefore, it is considered that policies KP12 and W1 are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		

No action required at present. Continue to monitor.

Topic Area: Household Waste Recycling

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN3

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Amount of household waste recycled	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5%		The amount of household waste recycled in 2016/17 was 58.1% and amount sent to landfill was 1.6%
Analysis		
<p>Latest figures produced by Welsh Government show that the household recycling rate in 2016/17 was 58.1% which met the target set out above. This rate continues a general upward trend over the last few years as rates in 2014/15 were 53.4%, 2013/14 were 49.7% and in 2016/17 were 58.2%. Only 1.6% of household waste was sent to landfill in 2016/17 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.</p> <p>Therefore, it is considered that policies KP12, W1 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Applications received for waste management uses on B2 sites	Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	
Analysis		
<p>During the monitoring period, no applications for waste management uses on B2 land were refused.</p> <p>Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Landbank of Crushed Rock Reserves

Relevant LDP Policies: KP11

Indicator reference: OB4 SN5

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	
Analysis		
<p>The most recent published data on the landbank is the SWRAWP Annual Report 2016, published in March 2018. This states that Cardiff has a landbank of 26 years based on a 3 year average of sales (2014-2016) and 34 years based on a 10 year average of sales (2007-2016). Data for the Annual Report 2017 is currently being collated. The Council cannot publish information on rates of sales in relation to reserves in an uncollated format due to the need to protect the commercial confidentiality of operators.</p> <p>Given that there would be a landbank in excess of 10 years at the end of the plan period in 2026, it is considered that mineral policies are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Sand Wharf Protection Areas

Relevant LDP Policies: KP11, M6

Indicator reference: OB4 SN6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Amount of development within Sand Wharf Protection Area	No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
No applications permitted within the Sand Wharf Protection Area		No applications permitted within the Sand Wharf Protection Area
Analysis		
During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator reference: OB4 SN7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Amount of development permitted within a mineral safeguarding area	No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy 7 of the Plan	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	
Analysis		
<p>During the monitoring period 4 applications located within the limestone safeguarding area were approved:</p> <ul style="list-style-type: none"> • One application was to change the use of existing open land to incorporate it into the private gardens of the adjacent recently constructed houses. The houses were approved in 2015, prior to the adoption of the LDP, and the application relates to an area of open land in front of them. As the houses are now sited between the land in question and the majority of the safeguarded resource, it is not considered that the proposal would cause any additional sterilisation of the resource; • One application was for the alteration of an approved house type and a conservatory. The site falls within housing site H1.5 so is land allocated for housing use. The development would not cause any additional sterilisation of the resource; • One application was for a telecommunications base station, which would not permanently sterilise the land; • One application was for the provision of play equipment on an area of open space, which would not permanently sterilise the land. <p>It is, therefore, considered that policy M7 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		

Recommendations
No action is required at present. Continue to monitor.

Topic Area: Mineral Permissions

Relevant LDP Policies: M2

Indicator reference: OB4 SN8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2	0 Planning permissions permitted	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications permitted for extraction of aggregate mineral not in line with Policy M2	No applications permitted for extraction of aggregate mineral not in line with Policy M2	
Analysis		
During the monitoring period no applications for mineral extraction were permitted.		
Recommendations		
No action required at present. Continue to monitor.		

Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to Policy M4	1 planning permission permitted	1 application permitted for development in any one year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	
Analysis		
<p>During the monitoring period only one application was approved for development within a buffer zone:</p> <ul style="list-style-type: none"> An application to increase the number of children cared for at a nursery located within the buffer zone surrounding Taffs Well Quarry. As the nursery is an existing 'sensitive development' within the buffer zone, it is not considered that an increase in the number of children cared for would have an additional impact upon the buffer zone. <p>Therefore, no applications for inappropriate development were permitted within the Minerals Buffer Zones. It is, therefore, considered that policy M4 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Prohibition Orders on dormant Mineral Sites

Relevant LDP Policies: M3

Indicator reference: OB4 SN10

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of prohibition orders issued on dormant sites	Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3	No prohibition orders served in the monitoring period. Work has continued in securing the closure of southern and western parts of Creigiau Quarry in line with M3	
Analysis		
<p>The Council has not served any prohibition orders within the monitoring period.</p> <p>Work is continuing in securing the relinquishment of southern and western parts of Creigiau Quarry as part of planning application 15/01953/MJR for an extension to the south east of the current quarry area. The s106 agreement is yet to be finalised.</p> <p>It is considered that further research and investigation into the appropriateness of serving prohibition orders be carried out. The Council will continue to monitor the progress of the application at Creigiau Quarry.</p>		
Recommendations		
Further research on prohibition orders is required. Continue to monitor.		

Topic Area: Historic Environment

Relevant LDP Policies: KP 17: Built Heritage, EN9: Conservation of the Historic Environment

Indicator reference: OB4 SN11

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	
Analysis		
During the monitoring period 103 relevant applications were received on historic environment assets. Of these applications all were considered to be policy compliant/policy compliant subject to conditions/recommendations placed on the permission. No applications were permitted with an outstanding objection from statutory heritage advisors.		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Delivery of Strategic Site Infrastructure

Relevant LDP Policies: KP2(A-H), KP4 and KP6

Indicator reference: OB4 SN12

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL</p> <p>Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements.</p>	<p>Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).</p>	<p>1 (or more) key principles not delivered.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>	<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>	
<p>As of June 2017, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2(A-H). To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.</p>	<p>As of Spring 2018, outline planning permission has been granted at Strategic Sites:</p> <p>C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been granted at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p>	

	<p>C: North West Cardiff G: East of Pontprennau Link Road.</p> <p>The S106 Agreements for each of the Strategic Sites links to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of infrastructure provision is monitored as schemes progress and is summarised in Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018).</p>
Analysis	
<p>The LDP Strategic Sites are at their early stages of development (submission of planning applications / granting of planning permissions etc), with initial phases now being constructed at sites C (North West Cardiff) and G (East of Pontprennau Link Road).</p> <p>At this stage, it is only possible to monitor Strategic Site infrastructure provision through the details set out in the S106 Agreements associated with the granting of planning permissions.</p> <p>Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018) provides a summary of the S106 Agreements associated with each Strategic Site (or parts thereof) and identifies those S106 items (financial payments or in-kind provision) that are projected to be triggered (either in whole or in part) during 2018.</p>	
Recommendations	
<ul style="list-style-type: none"> • Continue to monitor the delivery of Strategic Site infrastructure provision through annual updates of the Cardiff Infrastructure Plan. • No actions are triggered under the second year of performance monitoring. 	

Topic Area: Cardiff Infrastructure Plan

Relevant LDP Policies: KP6

Indicator reference: OB4 SN13

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.</p>	<p>Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.</p>	<p>Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>The current (2016) version of the Cardiff Infrastructure Plan was published in September. The 2017 version is currently being prepared in advance of completion later in 2017.</p>		<p>The 2018 update of the Cardiff Infrastructure Plan (Edition 2*) has recently been completed and is due to be published in the autumn. [*Edition 2 identifies that this is the 2nd year of the Performance AMR].</p>
<p>Analysis</p>		
<ul style="list-style-type: none"> • A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis. • The 2018 update of the Cardiff Infrastructure Plan (Edition 2) has recently been completed and is due to be published in the autumn. • Appendix 2 of the Infrastructure Plan provides a summary of the S106 agreements associated with each Strategic Site (or parts thereof) and identifies those S106 items (financial payments or in-kind provision) that are projected to be triggered (either in whole or in part) during 2018. 		
<p>Recommendations</p>		
<ul style="list-style-type: none"> • No actions are triggered under the second year of performance monitoring. 		

Topic Area: Managing Transportation Impacts SPG

Relevant LDP Policies: T5

Indicator reference: OB4 SN14

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
Local Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	To deliver the SPG	Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
In 2016-2017, the Draft SPG was in the process of being finalised in preparation for consultation. Progress on the document having been delayed due to extensive additional technical work required in preparing the guidance, in combination with limitations of workloads and staffing capacity.	Consultation on the SPG was undertaken between November and December 2017. The SPG was subsequently adopted, having been approved by Council on the 19 th of July 2018.	
Analysis		
<p>The Council recommended to approve the 'Managing Transport Impacts SPG' (which incorporates the Design and Parking Guidance) on July 19th 2018. This document will now be considered in the determination of all subsequent planning applications.</p> <p>A commitment has been made to Council, to review the newly adopted SPG on at least a biennial basis, with the SPG serving as a 'live' working document, to be amended in response to changing approaches within Transport Policy.</p>		
Recommendations		
No action is required at present. Continue to monitor.		

Topic Area: Waste Management Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Locating Waste Management Facilities SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Locating Waste Management Facilities SPG was approved in January 2017		The Locating Waste Management Facilities SPG was approved in January 2017
Analysis		
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Infill Sites Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN16

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Infill Sites Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Infill Sites Design Guidance SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017		The Infill Sites Design Guidance SPG was approved in November 2017
Analysis		
The Infill Sites Design Guidance SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required		

Topic Area: Tall Buildings SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN17

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Tall Buildings SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018
The Tall Buildings SPG was approved in January 2017		The Tall Buildings SPG was approved in January 2017
Analysis		
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required.		

Topic Area: Householder Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN18

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Householder Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	
Analysis		
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required		

Topic Area: Public Art SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN19

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
<p>LOCAL Public Art SPG</p>		<p>Failure to adopt SPG within 18 months of adoption of the Plan</p>
<p>Performance 1st AMR 1st April 2016 to 31st March 2017</p>		<p>Performance 2nd AMR 1st April 2017 to 31st March 2018</p>
<p>The Public Art SPG is due to be issued for public consultation in March 2018.</p>		<p>The draft Public Art SPG is currently in preparation prior to being reviewed and finalised internally and issued for public consultation.</p>
<p>Analysis</p>		
<p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of July 2017.</p> <p>However, progress on the document has been delayed due to limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is now at an advanced stage and is being reviewed/finalised internally prior to be issued for public consultation. An update on this will be provided in 3rd AMR in 2019.</p>		
<p>Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2018.</p>		

Topic Area: Food, Drink and Leisure Uses SPG

Relevant LDP Policies: R8

Indicator reference: OB4 SN20

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017.	The SPG was approved in November 2017	
Analysis		
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action required		

Topic Area: Waste Collection and Storage Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN21

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	
Analysis		
The SPG was approved by Council on 20 th October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.		
Recommendations		
No action is required		

Topic Area: Design Guidance and Standards for Flat Conversions SPG

Relevant LDP Policies: H5

Indicator reference: OB4 SN22

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Design Guidance and Standards for Flat Conversions SPG is due to be issued for public consultation in March 2018	A draft of the Design Guidance and Standards for Flat Conversions SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation	
Analysis		
<p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.</p> <p>However, progress on the document has been delayed due to the extensive additional technical work and internal consultation which has been required in preparing the guidance, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is now at an advanced stage and is being reviewed/finalised internally prior to be issued for public consultation. An update on this will be provided in 3rd AMR in 2019.</p>		
Recommendations		
Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2019.		

Topic Area: Renewable Energy Assessments SPG

Relevant LDP Policies: EN12

Indicator reference: OB4 SN23

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

Indicator	Target	Trigger
LOCAL Renewable Energy Assessments SPG		Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	
The Renewable Energy Assessments SPG is due to be issued for public consultation in March 2018	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	
Analysis		
<p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.</p> <p>However, progress on the document has been delayed due to the technical nature of the document and the need to assess the implications of new renewable technologies and evolving national guidance on renewables, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is ongoing prior to it being reviewed and finalised internally and issued for public consultation. An update on this will be provided in 3rd AMR in 2019.</p>		
Recommendations		
<p>Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2019.</p>		

6. Sustainability Appraisal Monitoring

Methodology

The Sustainability Appraisal monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) Monitoring Objectives. The data collated includes a mix of qualitative and quantitative data with a commentary in the latter column to describe the progress and provide a recommendation.

Indicators may have been amended where there is a data gap to allow for similar information to be collated, the text is italicised to identify indicators where a change has been made. There is also overlap with some LDP indicators, these indicators are marked in bold and coloured green for clarity. This is intended to provide an indication of how the LDP monitoring and SA monitoring are interlinked. A brief commentary is provided although reference should be made to Section 5 LDP Policy Analysis for additional information.

There are a number of SA indicators where information is not published annually, for example those based on the census. The purpose of the monitoring framework is to review changes on an annual basis, as a consequence these are not necessarily going to be useful moving forward in terms of future monitoring. They have however been retained in order to provide a baseline, further work will be undertaken in time for the next AMR to determine whether alternative sources of information are available.

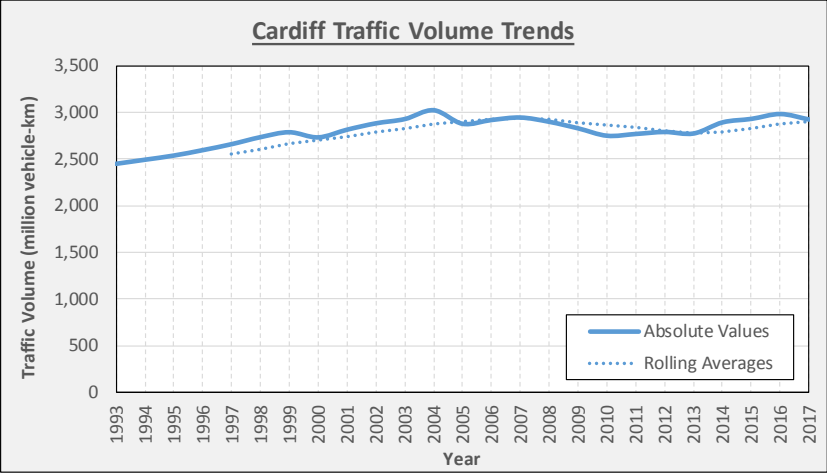
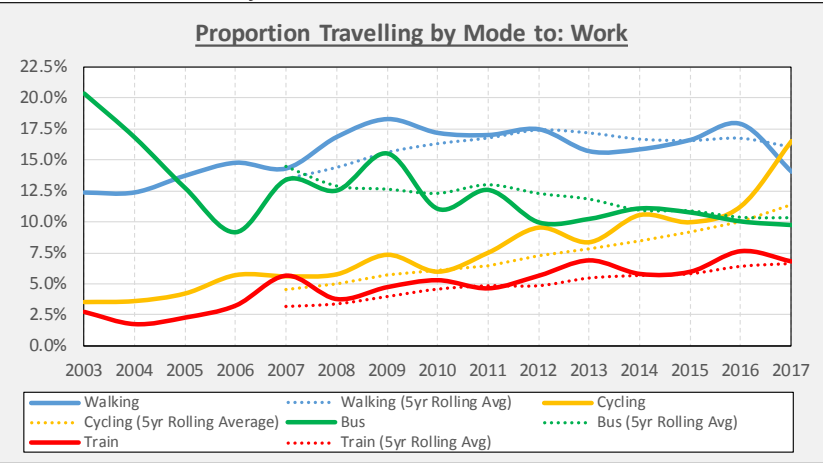
The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring does not include targets as such, unlike the LDP monitoring, it would therefore prove difficult to interpret the commentary into a traffic light rating. This is the second SA monitoring to be undertaken since the adoption of the LDP and it provides a short term position statement. Where applicable the direction of change compared to the first SA monitoring is included adjacent the data for this monitoring period. This will be utilised to assess the LDPs progression towards meeting the identified sustainable development indicators.

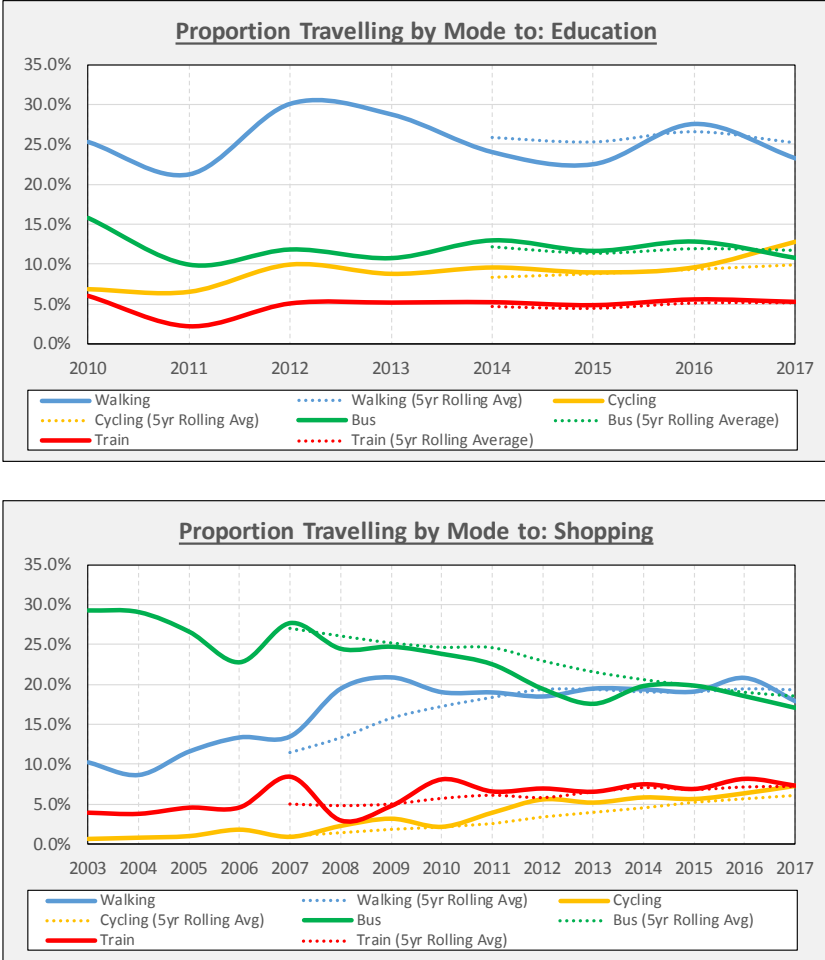
Information contained in the SA monitoring framework in the main relates to a wide range of data produced internally, by various departments of the Council and externally from other organisations. Where data has been sourced externally, a footnote is provided to ensure the data source is easily identifiable.

SA objective	Indicator	Target	Data	Commentary
1. Help deliver equality of opportunity and access for all	The percentage of population in the 100 most deprived wards in Wales	Reduction	12% is the 2015 baseline	The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales
	The number of net additional affordable dwellings built	6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision)	773 (↑)	From 2014/15 to 2017/18 a total of 773 affordable dwellings were completed leaving a residue of 5.873 dwellings to be completed over the remaining 8 years to 2026.
	Total number of Gypsy and Traveller pitches for residential accommodation	Net increase	No increase	Work ongoing to identify new site for Gypsy and Traveller pitches.

SA objective	Indicator	Target	Data	Commentary
2. Maintain and improve air quality	NO2 levels	40µgm ³	Exceedance's of the 40µgm ³ within the declared AQMAs	The 2015 nitrogen dioxide Council monitoring data shows a number of sites representative of relevant exposure with exceedances of the 40µgm ³ annual mean objective. These sites are predominantly contained within the declared AQMAs. However, there are two monitoring locations (Station Terrace & Ocean Way) which are not located within AQMAs, but it should be noted that annual exceedances are not out of character for these sites and are in locations not representative of relevant exposure.
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs and SINCs, ancient woodland)	No loss of area	No loss of area	It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission
	Condition of SSSIs	No reduction in condition	No reduction in condition	It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.

SA objective	Indicator	Target	Data	Commentary
	Extent of Local Biodiversity Action Plan priority habitats	No reduction in extent		Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	Traffic volumes (vehicle-km)	n/a	2015 = 2,927 2016 = 2,978 2017 = 2,920 Change (16/17) = -1.9% (↓)	<p>According to DfT published road traffic statistics data, traffic volumes in Cardiff have increased by a significant 2.2% from 2,927 to 2,991 million vehicle-km between 2015 and 2016, respectively. This level of growth is consistent with the average for the region, for GB and for Wales as a whole, and comparable to that for many local authorities.</p> <p>Examining the longer term trends as presented below, it is clear that historically traffic volumes have been increasing, but that these dipped between around 2008 and 2012, likely due to the economic downturn, and have since returned to their previous levels –</p>

SA objective	Indicator	Target	Data	Commentary
				 <p>Cardiff Traffic Volume Trends</p> <p>Traffic Volume (million vehicle-km)</p> <p>Year</p> <p>Legend: Absolute Values, Rolling Averages</p>
	<p>% of people walking, cycling, travelling by bus and train for each journey purpose</p>	<p>n/a</p>	<p>Work –</p> <p>Walking: 2016 = 17.9% 2017 = 14.9% (↓)</p> <p>Cycling: 2016 = 11.3% 2017 = 16.5% (↑)</p> <p>Bus: 2016 = 10.0% 2017 = 9.7% (↓)</p>	<p>Historic trends for walking, cycling, bus, and train for the main journey purposes are provided below, based on results of the Ask Cardiff Survey –</p>  <p>Proportion Travelling by Mode to Work</p> <p>2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017</p> <p>Legend: Walking, Walking (5yr Rolling Avg), Cycling, Cycling (5yr Rolling Average), Bus, Bus (5yr Rolling Avg), Train, Train (5yr Rolling Avg)</p>

SA objective	Indicator	Target	Data	Commentary
			<p>Train: 2016 = 7.6% 2017 = 6.8% (↓)</p> <p>Education – Walking: 2016 = 27.6% 2017 = 23.3% (↓)</p> <p>Cycling: 2016 = 9.6% 2017 = 12.8% (↑)</p> <p>Bus: 2016 = 12.8% 2017 = 10.7% (↓)</p> <p>Train: 2016 = 5.6% 2017 = 5.2% (↓)</p> <p>Shopping (City Centre) –</p>	 <p>Proportion Travelling by Mode to: Education</p> <p>Proportion Travelling by Mode to: Shopping</p>

SA objective	Indicator	Target	Data	Commentary
			<p>Walking: 2016 = 18.4% 2017 = 16.1% (↓)</p> <p>Cycling: 2016 = 6.6% 2017 = 7.8% (↑)</p> <p>Bus: 2016 = 26.7% 2017 = 25.3% (↓)</p> <p>Train: 2016 = 11.3% 2017 = 11.0% (↓)</p> <p>Shopping (Other) –</p> <p>Walking: 2016 = 23.5% 2017 = 19.9% (↓)</p> <p>Cycling: 2016 =</p>	<div data-bbox="1234 277 2056 735"> <p>The chart shows the proportion of leisure travel by mode from 2010 to 2017. Walking (solid blue line) starts at ~21% in 2010, peaks at ~24% in 2011, and ends at ~18% in 2017. Cycling (solid yellow line) starts at ~10%, dips to ~6% in 2011, and rises to ~10% in 2017. Bus (solid green line) starts at ~15% and ends at ~10%. Train (solid red line) starts at ~8% and ends at ~8%. Dotted lines represent 5-year rolling averages for each mode.</p> </div> <p>As discussed for OB1 EC15-EC18, there has been a decrease in the proportion walking, travelling by bus and by train, across all of the journey purposes over the last year.</p> <p>The only exception being the strong growth exhibited in the proportion cycling for each of the journey purposes.</p> <p>Whilst historically walking has been the dominant sustainable mode for each of the journey purposes (with the exception of City Centre Shopping which is dominated by bus, at 25.3%), in 2017 surprisingly cycling has exceeded walking as the most popular sustainable mode for commuting journeys (at 16.5%).</p>

SA objective	Indicator	Target	Data	Commentary
			6.0% 2017 = 6.6% (↑) Bus: 2016 = 8.9% 2017 = 7.2% (↓) Train: 2016 = 4.4% 2017 = 2.7% (↓) Leisure – Walking: 2016 = 21.8% 2017 = 17.8% (↓) Cycling: 2016 = 10.0% 2017 = 10.8% (↑) Bus: 2016 = 10.5% 2017 = 10.3% (↓)	

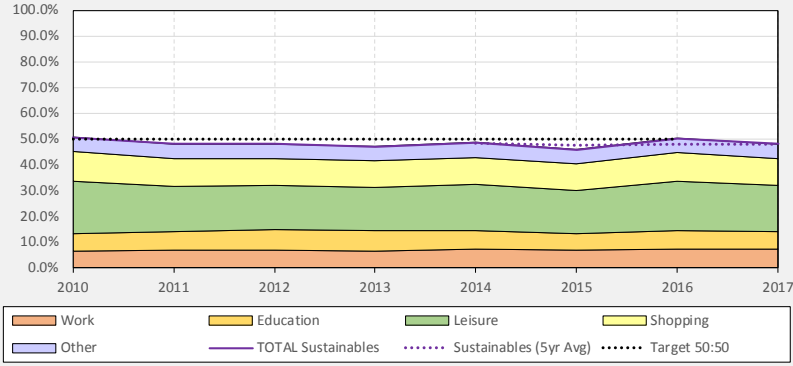
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	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 2017 = 139,600 Change (16/17) = 0% Residents Commuting Out of Cardiff: 2015 = 34,000 2016 = 27,700 2017 = 32,600 Change (16/17) = +18% (↑) Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700	<p>According to data from the Annual Population Survey as published by the Welsh Government, there are currently 228,400 people working in Cardiff, with no significant change from the previous year.</p> <p>Of this total, around 139,600 are resident in Cardiff (again similar to that for 2016), with the remaining 88,800 having travelled in from outside (all modes), compared with 89,700 the previous year.</p> <p>Meanwhile, around 32,600 residents currently commute outside of the authority, which represents a large increase of 18% from the 27,700 in 2016.</p> <p>The number and proportion of those travelling into Cardiff to work by origin, is provided in the table below –</p> <table border="1"> <thead> <tr> <th>Origin:</th> <th>2016</th> <th>2017</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>1,100 (0.5%)</td> <td>1,100 (0.5%)</td> <td>0%</td> </tr> <tr> <td>Bridgend</td> <td>7,700 (3%)</td> <td>7,100 (3%)</td> <td>-8%</td> </tr> <tr> <td>Caerphilly</td> <td>14,300 (6%)</td> <td>11,600 (5%)</td> <td>-19%</td> </tr> </tbody> </table>	Origin:	2016	2017	Change	Blaenau Gwent	1,100 (0.5%)	1,100 (0.5%)	0%	Bridgend	7,700 (3%)	7,100 (3%)	-8%	Caerphilly	14,300 (6%)	11,600 (5%)	-19%
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			2017 = 88,800 Change (16/17) = -1% (↓) Total Working in Cardiff: 2015 = 215,400 2016 = 229,200 2017 = 228,400 Change (16/17) = 0%	<table border="1"> <tr> <td>Cardiff (Internal)</td> <td>139,500 (61%)</td> <td>139,600 (61%)</td> <td>0%</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>2,700 (1%)</td> <td>2,900 (1%)</td> <td>+7%</td> </tr> <tr> <td>Monmouthshire</td> <td>2,300 (1%)</td> <td>2,800 (1%)</td> <td>+22%</td> </tr> <tr> <td>Newport</td> <td>8,100 (4%)</td> <td>7,200 (3%)</td> <td>-11%</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>22,000 (10%)</td> <td>18,900 (8%)</td> <td>-14%</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>20,100 (9%)</td> <td>21,600 (10%)</td> <td>+7%</td> </tr> <tr> <td>Torfaen</td> <td>3,500 (2%)</td> <td>3,500 (2%)</td> <td>0%</td> </tr> <tr> <td>TOTAL From Region (excl. Cardiff)</td> <td>81,800 (36%)</td> <td>76,700 (34%)</td> <td>-6%</td> </tr> <tr> <td>TOTAL From Outside Region</td> <td>7,900 (3%)</td> <td>12,100 (5%)</td> <td>+53%</td> </tr> <tr> <td>TOTAL Commuting In</td> <td>89,700 (39%)</td> <td>88,800 (39%)</td> <td>-1%</td> </tr> <tr> <td>TOTAL Working in Cardiff</td> <td>229,200 (100%)</td> <td>228,400 (100%)</td> <td>0%</td> </tr> </table> <p>As can be seen from the above, in total there are currently 76,700 (34%) travelling into Cardiff from the Southeast Wales region, with this number having decreased by 6% from last year.</p> <p>The most significant flows from the region are from – The Vale of Glamorgan (21,600 or 10%), Rhondda Cynon Taf (18,900 or 8%), Caerphilly (11,600 or 5%), Newport (7,200 or 3%), and</p>	Cardiff (Internal)	139,500 (61%)	139,600 (61%)	0%	Merthyr Tydfil	2,700 (1%)	2,900 (1%)	+7%	Monmouthshire	2,300 (1%)	2,800 (1%)	+22%	Newport	8,100 (4%)	7,200 (3%)	-11%	Rhondda Cynon Taf	22,000 (10%)	18,900 (8%)	-14%	Vale of Glamorgan	20,100 (9%)	21,600 (10%)	+7%	Torfaen	3,500 (2%)	3,500 (2%)	0%	TOTAL From Region (excl. Cardiff)	81,800 (36%)	76,700 (34%)	-6%	TOTAL From Outside Region	7,900 (3%)	12,100 (5%)	+53%	TOTAL Commuting In	89,700 (39%)	88,800 (39%)	-1%	TOTAL Working in Cardiff	229,200 (100%)	228,400 (100%)	0%
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				<p>Bridgend (7,100 or 3%).</p> <p>While the volume has increased significantly from – Monmouthshire (+22%), Vale of Glamorgan (+7%), and Merthyr Tydfil (+7%); meanwhile the volume has decreased from – Caerphilly (-19%), Rhondda Cynon Taf (-14%), Newport (-11%), and Bridgend (-8%).</p> <p>Of particular note, the proportion commuting into Cardiff from outside the region has grown considerably by 53% between 2016 and 2017, with most of this increase having come from outside of Wales, as illustrated below –</p> <table border="1"> <thead> <tr> <th>Outside Origin:</th> <th colspan="2">2016</th> <th colspan="2">2017</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Swansea</td> <td>2,300</td> <td>29%</td> <td>2,500</td> <td>21%</td> <td>+9%</td> </tr> <tr> <td>Neath Port Talbot</td> <td>1,700</td> <td>22%</td> <td>2,500</td> <td>21%</td> <td>+47%</td> </tr> <tr> <td>Wales (Other)</td> <td>1,500</td> <td>19%</td> <td>2,000</td> <td>17%</td> <td>+33%</td> </tr> <tr> <td>Outside Wales</td> <td>2,400</td> <td>30%</td> <td>5,100</td> <td>42%</td> <td>+113%</td> </tr> <tr> <td>TOTAL</td> <td>7,900</td> <td>100%</td> <td>12,100</td> <td>100%</td> <td>+53%</td> </tr> </tbody> </table> <p>The marked increase from outside of Wales (113% from 2,400 in 2016 to 5,100 in 2017), may be due to the announcement of the abolishment of the M4 Tolls expected by the end of 2018, together with faster rising house prices in the West of England, and the expectation for quicker journeys by rail as a result of mainline electrification expected in 2019.</p> <p>With the number working in Cardiff having remained fairly consistent between 2016 and 2017, likewise the number of residents working in Cardiff; it is evident that the decrease in</p>	Outside Origin:	2016		2017		Change	Swansea	2,300	29%	2,500	21%	+9%	Neath Port Talbot	1,700	22%	2,500	21%	+47%	Wales (Other)	1,500	19%	2,000	17%	+33%	Outside Wales	2,400	30%	5,100	42%	+113%	TOTAL	7,900	100%	12,100	100%	+53%
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				travel from the region has been counteracted by a similar increase from elsewhere in Wales and from England.
	Modal split	'At least 50% of all trips on Cardiff's transport network. made by sustainable modes by the end of the Plan period in 2026'	<p>Absolute Values: 2015 = 46.0% 2016 = 50.3% 2017 = 48.1% (↓)</p> <p>5yr Rolling Averages: 2015 = 47.6% 2016 = 48.0% 2017 = 48.0% ()</p>	<p>Travel by mode is recorded each year in the Ask Cardiff Survey for the following journey purposes – Work, Education, Shopping (City Centre), Shopping (Other), and Leisure.</p> <p>However this does not take into account business-related journeys, escort journeys which are not education based, or journeys for personal business. Therefore, in order to account for these unobserved journey purposes, it is necessary to infill with data from the National Travel Survey (NTS), as published annually by the DfT in Table NTS0409.</p> <p>This same NTS dataset is also used to relatively proportion each journey purpose such as to arrive at a single figure for use of sustainable modes for all journeys.</p> <p>The resulting figures show that as of 2017, 48% of all journeys are being made by sustainable modes, a 2% decrease from the 50% in 2016.</p> <p>This demonstrates the challenge ahead in trying to achieve and maintain the 50:50 by 2026, as increasing the numbers of people travelling sustainably may not in itself be enough if car use rises disproportionately to this.</p> <p>The reality is that significant efforts shall be required in order to achieve the 50% mode-split, in the face of the increased pressure from a 12% rise in population projected between</p>

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				<p>2016 and 2026, and with a corresponding growth in the number of trips.</p> <p>A breakdown of the proportions of total trips which travel sustainably by each journey purpose, based on the methodology described previous, is provided in the table below –</p> <table border="1"> <thead> <tr> <th></th> <th>Work</th> <th>Education</th> <th>Leisure</th> <th>Shopping</th> <th>Other</th> <th>All Journeys</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>6.4%</td> <td>6.9%</td> <td>20.2%</td> <td>11.5%</td> <td>6%</td> <td>50.7%</td> </tr> <tr> <td>2011</td> <td>6.8%</td> <td>7.4%</td> <td>17.5%</td> <td>10.7%</td> <td>6%</td> <td>48.2%</td> </tr> <tr> <td>2012</td> <td>6.7%</td> <td>8.0%</td> <td>17.3%</td> <td>10.4%</td> <td>6%</td> <td>48.0%</td> </tr> <tr> <td>2013</td> <td>6.7%</td> <td>7.8%</td> <td>16.8%</td> <td>10.2%</td> <td>6%</td> <td>47.0%</td> </tr> <tr> <td>2014</td> <td>7.3%</td> <td>7.1%</td> <td>18.1%</td> <td>10.5%</td> <td>6%</td> <td>48.6%</td> </tr> <tr> <td>2015</td> <td>7.0%</td> <td>6.1%</td> <td>16.8%</td> <td>10.6%</td> <td>5%</td> <td>46.0%</td> </tr> <tr> <td>2016</td> <td>7.3%</td> <td>7.3%</td> <td>19.2%</td> <td>11.1%</td> <td>5%</td> <td>50.3%</td> </tr> <tr> <td>2017</td> <td>7.2%</td> <td>7.0%</td> <td>17.9%</td> <td>10.3%</td> <td>6%</td> <td>48.1%</td> </tr> </tbody> </table> <p>The above illustrates a general decrease in the total sustainable travel across all journey purposes, and is illustrated graphically in the stacked chart below –</p>		Work	Education	Leisure	Shopping	Other	All Journeys	2010	6.4%	6.9%	20.2%	11.5%	6%	50.7%	2011	6.8%	7.4%	17.5%	10.7%	6%	48.2%	2012	6.7%	8.0%	17.3%	10.4%	6%	48.0%	2013	6.7%	7.8%	16.8%	10.2%	6%	47.0%	2014	7.3%	7.1%	18.1%	10.5%	6%	48.6%	2015	7.0%	6.1%	16.8%	10.6%	5%	46.0%	2016	7.3%	7.3%	19.2%	11.1%	5%	50.3%	2017	7.2%	7.0%	17.9%	10.3%	6%	48.1%
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				<p data-bbox="1384 288 1906 312" style="text-align: center;">Proportion of Sustainable Travel by Journey Purpose</p>  <p data-bbox="1234 735 2139 954">The above demonstrates that the largest proportion of sustainable journeys is for Leisure (17.9%). Currently both Work and 'Other' trips are failing to achieve the 50% sustainable target, at 48% and 27%, respectively. This is in spite of Work-related trips making up 15% of the overall demand, and 'Other' trips accounting for a further 22% (37% if both are combined).</p> <p data-bbox="1234 999 2139 1066">This demonstrated the importance of these journey purposes towards achieving the 50:50 modal split for all journeys by 2026.</p> <p data-bbox="1234 1110 2139 1289">It should also be noted that the above figures relate to the average across the day. However levels of sustainable travel varies during the day, yet the greatest pressures are known to occur during commuter peak periods, when a higher proportion of movements are made by car.</p> <p data-bbox="1234 1334 2139 1364">Hence the peaks should be the main period targeted for</p>

SA objective	Indicator	Target	Data	Commentary
				interventions, in particular during the AM, where the dominant flow is inbound towards the center of Cardiff.
	Delivery of transport infrastructure as part of key strategic sites	As per the LDP and site masterplans	<p>S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows –</p> <p>SSA. Cardiff Central Enterprise Zone:</p> <ul style="list-style-type: none"> • 18/01705/MJR Cardiff Integrated Transport Hub (now being delivered by TfW) <p>SSC. NW Cardiff:</p> <ul style="list-style-type: none"> • 14/02157/MJR - 	<p>Construction works are on-going at SSF. Churchlands in NE Cardiff and SSC. Plasdŵr in NW Cardiff, with initial occupation of the site at North of Llantrisant Road off Clos Parc Radyr ('Parc Plymouth'). However, no significant infrastructure is in place as of yet in relation to these.</p> <p>Meanwhile, construction and occupation of SSG. St Edeyrns 'Village' is at a more advanced stage, with the following infrastructure currently having been delivered –</p> <ul style="list-style-type: none"> • New toucan crossing facilities at north and south of A4232 Pentwyn Link/Heol Pontprennau roundabout (2017) • Free bus passes issued to new residents • Access road built to 'spine road' standard, including with provision of a bus lane out • 40mph speed limit imposed on the A4232 Pentwyn Link <p>In total, the following sustainable infrastructure and initiatives have been agreed to be delivered as part of the S106 agreements for the key strategic sites. These will help to reduce greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes –</p> <p>SSA. Cardiff Central Enterprise Zone</p>

SA objective	Indicator	Target	Data	Commentary
			<p>Land North & South of Llantrisant Road £605,000</p> <ul style="list-style-type: none"> • 14/02733/MJR – Plasdwr £26.03 million • 16/00106/MJR - Goitre Fach Farm £1.29 million • 14/02188/MJR - South of Pentreban e £1.33 million <p>SSD. North of</p>	<p>18/01705/MJR - Cardiff Integrated Transport Hub:</p> <ul style="list-style-type: none"> • Integrated Transport Hub, based on 14 bus stands with DIDO arrangement • 144-space Bicycle Parking Facility <p>SSC. NW Cardiff</p> <p>14/02157/MJR - Land North & South of Llantrisant Road:</p> <ul style="list-style-type: none"> • Cycle parking, including at Radyr Station • 3x new priority access junctions on Newport Road, with footways, cycleways & crossing facilities • New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops • New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways & cycleways • New raised roundabout with zebra crossing on Llantrisant Road • 2x new Toucan crossing facilities • Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>14/02733/MJR - Plasdwr:</p>

SA objective	Indicator	Target	Data	Commentary
			<p>J33:</p> <ul style="list-style-type: none"> 14/00852/DCO – North of J33 £2.30 million <p>SSF. NE Cardiff:</p> <ul style="list-style-type: none"> 14/02891/MJR - Churchlands £1.6-1.7 million <p>SSG. St Edeyrns:</p> <ul style="list-style-type: none"> 13/00578/DCO - St Edeyrns £2.79 million 	<ul style="list-style-type: none"> New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1) New tabled zebra crossing on Rhydlafor Drive, with footway widening & shared use Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road Spine-road treatment on Crofft-y-Genau Road New traffic control access junction on Llantrisant Road, with cycle feeder lanes & dropped kerbs (J2) Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2 New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks & cycle feeder lanes (J3) New northbound bus lane at the southern arm to J3 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use & raised tables (J4-6) New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes & Toucan crossings on all arms (J11) New segregated cycling facility between Amethyst Road and J11 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities & dropped kerbs (J12-13) Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist & pedestrian access to St Brides Road (J14) • Stopping up of Pentrebane Road, with provision of shared use link • ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road • 2x new priority access junctions on Crofft-y-Genau Road , with associated ANPR traffic gate & access flared for bus movements (J15-16) • Bridge Road 270m southbound bus lane, shared cycle footway & signalised junction with Llantrisant Road • Cardiff Road/Fairwater Road upgrade of traffic signals • Cardiff Road cycling & bus stop improvements between Ely Road and Fairwater Road • Provision of segregated off-road cycleway on disused rail line • 90m Southbound bus lane on Fairwater Road approach to St Fagans Road • Heol Isaf pedestrian & cycle improvements • Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road • 300m eastbound bus lane & shared cycle footway on southern side of St Fagans Road • St Fagans Road safety improvements • 100m westbound bus lane on Waun-Gron Road • A48 Western Avenue/Waun-Gron Road junction improvements

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				<ul style="list-style-type: none"> • Amethyst Road cycle street between Plasmawr Road and Keyston Road • Cardiff Road northbound bus lane improvements at Western Avenue junction • East-West cycle primary route, Llandaff • New traffic control junction at Llantrisant Road/Danescourt Road East • New traffic control junction at Llantrisant Road/Danescourt Road West • Llantrisant Road shared cycleway footway between Danescourt Road East/West • Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur • Pwllmelin Road and Fairwater Road traffic calming & cycling improvements • Radyr Court Road traffic calming of cycle route • Radyr Court Road pedestrian & cycling safety and access improvements, with zebra crossing on Bridge Road • Radyr Court Road upgrade of cycle link to Llantrisant Road • Western Avenue to Ely Roundabout southbound traffic pre-signals • Western Avenue/Ely Road (East) junction Toucan crossing • Western Avenue to Waun-Gron Road shared cycle footway on west side • Cardiff Road/Palace Road junction, pedestrian & traffic calming improvements

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road & Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park & Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff) <p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> • Cycle parking • New traffic signal access junction at Llantrisant Road with Toucan & Puffin crossing facilities • Realignment of segregated cycleway on Llantrisant Road • New public transport, pedestrian & cycle facilities along Llantrisant Road • New raised crossing facility on Llantrisant Road • New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway • Bus contribution to Llantrisant Road (subject to occupation) • Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>14/02188/MJR - South of Pentrebane:</p>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • New Pentrebane Road priority access junction to accommodate safe & convenient 2-way bus movement, with associated footway & cycle provision • Provision of bus stop & bus turning circle, with 3m wide segregated cycleways, 2m wide footways & 6.1m carriageways to promote sustainable travel • Secure cycle parking, including covered cycle parking at Fairwater Station & at key bus stops • Improvements to Llantrisant Road & Pentrebane Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & installments) • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>SSD. North of J33</p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> • 1,000 space Park & Ride facility, with 3/4 accessed from J33 & 1/4 accessed from A4119 (subject to imminent signing of S106) • New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes (subject to imminent signing of S106) • On-site public transport infrastructure, bus & cycle lanes (subject to imminent signing off S106) • Financial contribution to new and enhanced bus services (subject to imminent signing off S106)

SA objective	Indicator	Target	Data	Commentary
				<p>SSF. NE Cardiff</p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> • Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive • New signalized junction on Pentwyn Drive • New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close • New cycle route (2) to be provided along Cyncoed Road • Bus improvements on A48 Eastern Avenue (between Pentwyn & Pontprennau) & A4232 Pentwyn Link (northbound to J33) • Provision of bus services linking to Heath Hospital • Provision of bus service linking to City Centre via Cardiff East Park & Ride • Phase 2 bus priority infrastructure • Phase 3 bus priority infrastructure <p>SSG. St Edeyrns</p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> • Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • Cycle parking spaces • Investigation & provision of a northbound bus lane on A4232 • Bus service extension from the development to City Centre serving Church Road and St Mellons Road • Investigation & provision of bus service extension on A48 from A4232 • A scheme to demonstrate effective operation of Heol Pontpennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian & cyclist provision • Spine-road treatment on access road, including the provision of bus lane • Widening of existing footways linking the Toucan crossing and Heol Pontpennau signalised crossing • Scheme to provide shared path south of Heol Pontpennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road • Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons
	Permissions granted for highly	0	2	Two applications were granted for highly vulnerable development in C1 flood risk areas that did not meet all TAN15 tests.

SA objective	Indicator	Target	Data	Commentary
	vulnerable development in C1 and C2 flood risk areas			<p>Both these applications related to the conversion and extension of existing properties in the Canton area of the city to flats and Natural Resources Wales had objected stating the depth of flooding at ground floor level would be greater than 600 metres and therefore did not meet the tolerable limits set out in TAN15 (Section A1.14). In determining these applications the Council considered that it would be unreasonable to refuse planning permission on this issue as the properties were already in residential use and surrounded by other residential properties with the same finished floor level. In addition it was noted that each flat unit has access to a first floor refuge and in both cases the applicant was made aware of the risk of flooding at the premises.</p> <p>Given this it is considered these two applications raise particular issues that need separate consideration and are not related to the performance of the LDP which is functioning effectively as evidenced by the fact that flood risk has been considered as a key consideration in all the applications submitted for highly vulnerable development in Zone C1.</p>
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	No reduction	No reduction	There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a	Net job creation over the	40,000 net additional jobs	18,000 since 2009 (↑)	Total jobs in Cardiff - 208,000 in 2016 (latest Nomisweb.co.uk figures, May 2017). This compares to an equivalent figure from

SA objective	Indicator	Target	Data	Commentary																																																						
sustainable and diversified economy	remaining Plan period	over plan period, 20,900 between 2006 and 2015		2009 of 190,000 jobs in Cardiff which represents an 18,000 increase in jobs over that period.																																																						
7. Improve health and well-being	Delivery of community infrastructure as part of key development sites			As of August 2018, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of Junction 33), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has only commenced at Sites C, F and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.																																																						
	% of journeys made by walking/cycling	Increase	<p>Work: 2015 = 26.6% 2016 = 29.2% 2017 = 30.6% Change (16/17) = +1.4% (↑)</p> <p>Education: 2015 = 31.5% 2016 = 37.2% 2017 = 36.1% Change (16/17) = -1.1% (↓)</p> <p>Shopping (City Centre): 2015 = 22.4%</p>	<p>The proportion of journeys made by active travel modes (i.e. walking and cycling) for each journey purpose is presented in the table below –</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Walking</th> <th colspan="2">Cycling</th> <th colspan="3">Walking & Cycling</th> </tr> <tr> <th>2016</th> <th>2017</th> <th>2016</th> <th>2017</th> <th>2016</th> <th>2017</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Work</td> <td>18%</td> <td>14%</td> <td>11%</td> <td>17%</td> <td>29%</td> <td>31%</td> <td>+1.4%</td> </tr> <tr> <td>Education</td> <td>28%</td> <td>23%</td> <td>10%</td> <td>13%</td> <td>37%</td> <td>36%</td> <td>-1%</td> </tr> <tr> <td>Shopping (City Centre)</td> <td>18%</td> <td>16%</td> <td>7%</td> <td>8%</td> <td>25%</td> <td>24%</td> <td>-1%</td> </tr> <tr> <td>Shopping (Other)</td> <td>24%</td> <td>20%</td> <td>6%</td> <td>7%</td> <td>30%</td> <td>27%</td> <td>-3%</td> </tr> <tr> <td>Leisure</td> <td>22%</td> <td>18%</td> <td>10%</td> <td>11%</td> <td>32%</td> <td>29%</td> <td>-3%</td> </tr> </tbody> </table>		Walking		Cycling		Walking & Cycling			2016	2017	2016	2017	2016	2017	Change	Work	18%	14%	11%	17%	29%	31%	+1.4%	Education	28%	23%	10%	13%	37%	36%	-1%	Shopping (City Centre)	18%	16%	7%	8%	25%	24%	-1%	Shopping (Other)	24%	20%	6%	7%	30%	27%	-3%	Leisure	22%	18%	10%	11%	32%	29%
	Walking		Cycling			Walking & Cycling																																																				
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			2016 = 25.0% 2017 = 23.9% Change (16/17) = -1.1% (↓) Shopping (Other): 2015 = 27.5% 2016 = 29.5% 2017 = 26.5% Change (16/17) = -3.0% (↓) Leisure: 2015 = 28.5% 2016 = 31.8% 2017 = 28.6% Change (16/17) = -3.2% (↓) All Journeys: 2015 = 35.3% 2016 = 39.5% 2017 = 39.4% Change (16/17) = -0.1% (↓)	<table border="1"> <tr> <td>ALL Journeys</td> <td>28%</td> <td>28%</td> <td>11%</td> <td>12%</td> <td>40%</td> <td>39%</td> <td>-0.1%</td> </tr> </table> <p>The above demonstrates that with the exception of journeys to Work which has seen a 1.4% rise since 2016, that there has been a general decline in the proportion of active travel for all the other journey purposes.</p> <p>Although cycling has seen considerable growth over this period, this increase has been counteracted by an even greater decrease in the proportion walking. This suggests that much of the increase in the numbers cycling may have come from short distance trips of those whom previously walked, rather than due to a significant mode-shift from car.</p> <p>The possible reasons for the above changes in walking and cycling are provided for OB1 EC14 and OB1 EC15, respectively.</p>	ALL Journeys	28%	28%	11%	12%	40%	39%	-0.1%
ALL Journeys	28%	28%	11%	12%	40%	39%	-0.1%					
	Percentage of population in	Reduction	28%	The latest Welsh Index of Multiple Deprivation data from 2015 shows that 28% of the population of Cardiff is in the 100 most								

SA objective	Indicator	Target	Data	Commentary
	the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment			deprived wards in Wales for physical environment.
8. Protect and enhance the landscape	Achievement of functional open space requirements	2.43ha per 1,000 population	1.16ha per 1,000 population (↓)	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.07 ha of open space per 1,000 population.
	Special Landscape Areas	Five SLAs designated by plan adoption	Five SLAs designated	Five SLAs have been designated at: <ul style="list-style-type: none"> • St Fagans Lowlands and the Ely Valley • Garth Hill and Pentyrch Ridges • Fforest Fawr and Caerphilly Ridge • Wentloog Levels • Flat Holm
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	60%	58.8% (↓)	For the year 2017/18 58.8% of housing was on previously developed land.
	Average density of new development		130.4 dwellings per hectare (↑)	For 2017/18 the average density of new housing development in Cardiff was 130.4 dwellings per hectare.
	Area of	>0	N/A	Presently no data is available to monitor this indicator. Will

SA objective	Indicator	Target	Data	Commentary
	contaminated land cleared up			re-assess position in next monitoring report.
10. Respond to demographic changes in a sustainable way	Total population	n/a	362,756 (↑)	The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 362,756 in 2017.
	No. homes in Cardiff	45,400 net additional homes by 2026	15,077 completed 2006 to 2018 (↑)	Since the base date of the Plan in 2006 15,077 dwellings have been completed leaving 26,338 to be completed.
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	-0.3% (↑)	The amount of household waste collected and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes.

7. Conclusions

This is the first AMR to be prepared since the adoption of the Cardiff LDP and provides a short term position statement on the initial impacts of the LDP. The key conclusion is that while it is difficult to determine definitive trends in policy performance, good progress is being made in delivering the identified targets/ monitoring outcomes and policies and there is no evidence to suggest the need for a full or partial review of the LDP at this early stage in its implementation. The findings of this report provide for future comparative analysis in successive AMRs and the monitoring of the policy framework over a longer period will enable trends to be identified and firmer conclusions drawn.

Welsh Government procedural guidance 'Local Development Plans Wales (Edition 2 2015), (para 4.3) sets out seven questions that the AMR should address. The issues included in these questions have been considered throughout the AMR as part of the analysis of the monitoring data.

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

This section concludes the findings of the monitoring process and directly responds to the LDPW questions, ensuring that the procedural guidance is fully addressed.

What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?

Section 3 contains contextual information outlining the changes to national planning policy guidance and technical advice which have taken place over the monitoring period. Whilst these changes will need to be incorporated into any future review of LDP policies they are not considered to be of a scale that requires reconsideration of the Plan strategy or individual policies at this time.

How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?

The evidence collected through the AMR process indicates that progress is being made with the implementation of the spatial strategy and it remains sound at this time. It is, however, difficult to determine definitive trends at this stage as this is the first monitoring period.

Section 5 provides a detailed assessment of how the Plan's strategic policies, and associated supporting policies, are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's

progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of the Plan's policies during the monitoring period based on the traffic light rating used in the assessment:

Continue Monitoring (Green)	72
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	0
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	0
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	30
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	0
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	0
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

What sites have been developed or delayed in relation to the plan's expectations on location and timing?

The analysis demonstrates that there are no policy indicator targets / monitoring outcomes which are causing concerns over policy implementation (red traffic light rating). There are, however, a number which are not currently being achieved but with no corresponding concerns over policy implementation (yellow traffic light rating). Further investigation has determined that there are justified reasons for the performance recorded and this is not representative of any fundamental issues with the implementation of the policy framework or strategy at this time. The most significant findings in relation to these are set out in the key findings below.

Key Findings

This is the second AMR to be prepared and provides a short term 2 year position statement and provides a comparison with the baseline data provided by the first AMR published last year.

Overall the findings of the second AMR for year 2 are generally positive with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively.

Employment – Land take up and provision of new jobs over the monitoring period has been strong and targets set out in the AMR have been surpassed with planning permission granted for several office schemes at Capital Quarter and Central Square and an additional 6,000 jobs being provided over the monitoring period.

Transportation – Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.

In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced growth in the past year (+5.2%). Train use has very slightly declined over the past year but the 10 year trend shows a significant increase. Walking has slightly decreased over the last year with a fluctuating longer term trend. Bus use has decreased, reflecting a longer term downward trend.

At this juncture, in the second year of LDP monitoring, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates.

Housing – New homes have now started to be completed on many of the LDP Strategic Sites. Furthermore, on the remaining sites ongoing dialogue with Developers demonstrates positive progress, following the master planning and infrastructure plans

approach as set out in the LDP. Therefore, overall the plan-led approach is now starting to successfully bring forward the allocated sites to meet housing needs.

Specifically, there are new completions on 3 of the Strategic Sites. Approximately 170 completions have been achieved at St Ederyns Village, the North West Cardiff Strategic site has three separate outlets underway with more planned in the near future and works have commenced at Churchlands. In addition, work is set to commence North of Junction 33 shortly and planning applications are expected on the remaining Strategic Sites in the near future.

However, the monitoring data shows that completions from Strategic Sites allocated in the LDP have not been coming forward at the rates originally set out by Developers. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed – in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Overall, it is clear that there has been a lag between adoption and delivery. However the evidence summarised above demonstrates that good progress is now being made and importantly adhering to the masterplanning and infrastructure plan approach embedded in the LDP. Future AMR's will capture future delivery but the indications are that delivery will increase significantly in coming years.

Gypsy and Traveller Sites - work on progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites has been delayed due to the need to undertake additional detailed site investigations. These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and ongoing flood defence works in order to determine options for taking this work forward. This has included ongoing discussions with Welsh Government.

Biodiversity and Built Environment – policies are shown to be functioning effectively.

Waste – recycling and other targets are being met.

Minerals - the city also has a healthy landbank of mineral reserves and policies relating to the protection of mineral reserves and resources are functioning effectively.

Supplementary Planning Guidance – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) to support the policies in the adopted Plan and the Cardiff Infrastructure Plan has been updated. Work on this SPG programme will continue through the next twelve months and will be evidenced in the next AMR.

What has been the effectiveness of delivering policies and in discouraging inappropriate development?

The policies have been very effective in discouraging inappropriate development and the Council does not consider that any aspects of the Plan need adjusting or replacing at this time.

Conclusions:

1. No action is required at present in terms of a full or partial plan review.
2. Submit the 2018 second AMR to the Welsh Government by 31 October 2018 in accord with statutory requirements. Publish the AMR on the Council's website.
3. Continue to monitor the Plan through the preparation of successive AMRs. Close monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.
4. Prepare the 2019 third AMR, report to Cabinet and submit to the Welsh Government by the required deadline, 31 October 2019.

Appendix 1: Table setting out summary of findings

Objective 1 –To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

4 SEPTEMBER 2018

PARKING ENFORCEMENT UPDATE

Reason for the Report

1. To provide Members with an update on the Council approach to parking enforcement with particular reference to:
 - The recent proposal of a 'Residents Parking Scheme – Virtual Permit';
 - How civil parking enforcement resources are currently being targeted;
 - The financial implications of parking enforcement and the wider Parking Revenue Account;
 - The consistency of standards applied within parking enforcement and the level of flexibility allowed to Civil Parking Enforcement Officers when making decisions.

Background

2. In 2010 Cardiff Council took on the responsibility for enforcing a range of parking contraventions. This has helped contribute towards the transportation policy objectives by addressing illegal parking which causes unnecessary congestion and traffic delays. In 2013, new legislation was made available in Wales to allow local authorities to enforce bus lanes, yellow box junctions and a range of other moving traffic contraventions.
3. In 2014, The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 was passed and came into force on 25th March 2014. These regulations enable the Council to assume responsibility for enforcement of bus lane and some moving traffic offences, pursuant to Part 6 of the Traffic Management Act 2004. By having access to these powers, Cardiff Council now has

a full suite of legal powers to control parking and travel along the highway. This gives the Council maximum control in terms of deploying its enforcement resource in support of its transportation policies, with the intention of assisting the movement of public transport and generally keeping traffic moving.

4. Illegal parking can create problems with the operation of the highway network including impacting on the ability of public transport to run smoothly and for people to be able to use 'active modes' such as walking and cycling safely and confidently. It affects the safety of other road users, and causes a nuisance for local residents and businesses. Illegal parking can affect the enjoyment and facility of local areas and detract from them as good places to live and work.
5. Enforcement is therefore needed to ensure compliance with regulations in order to keep the highway network and public transport working, tackle dangers to other road users from illegal parking and ensure parking bays are used for parking and not for other purposes, for example, for illegal trading.
6. The Council accepts parking on the highway in accordance with two fundamental considerations:
 - That safety is not compromised; and,
 - That traffic flow is not impeded.
7. The Traffic Management Act imposes a duty on the Council as highway authority to ensure the smooth flow of traffic. Whilst roads may appear capable of accommodating parking, the Council may deem this does not facilitate meeting the requirements of the Act and therefore may find it necessary to restrict parking. The following policies and operational criteria guide the day-to-day management of parking space. These policies should be read in conjunction with the Council's:
 - Local Development Plan;
 - Supplementary Planning Guidance (Managing Transport Impacts - Incorporating Parking Standards and Guidance on Travel Plans);
 - Local Transport Plan; and,
 - Parking Strategy.

8. The objectives of the Council's Parking Policies align with Cardiff Council's Local Transport Plan objectives, as follows:
- **Environment** - Parking will be provided and managed to minimise the negative impacts of travel and parking on the built and natural environment.
 - **Economy** - To contribute to an efficient economy, to support sustainable economic growth in appropriate locations and promote the vitality, attractiveness and viability of the City Centre, district and local centres.
 - **Safety & Security** - Parking will be provided and managed to promote safety and security for all travellers.
 - **Accessibility** - Parking will be provided and managed to promote accessibility for people and goods, particularly, by sustainable modes of transport. Particular attention will be paid to improving accessibility for people with mobility problems.
 - **Integration** - To integrate parking with all forms of transport, network management and land use planning, leading to a better, more efficient and sustainable transport system.

Way Forward

9. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport has been invited to attend for this item. He will be supported by officers from the Planning, Transport & Environment Directorate.

Legal Implications

10. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural

requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

11. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

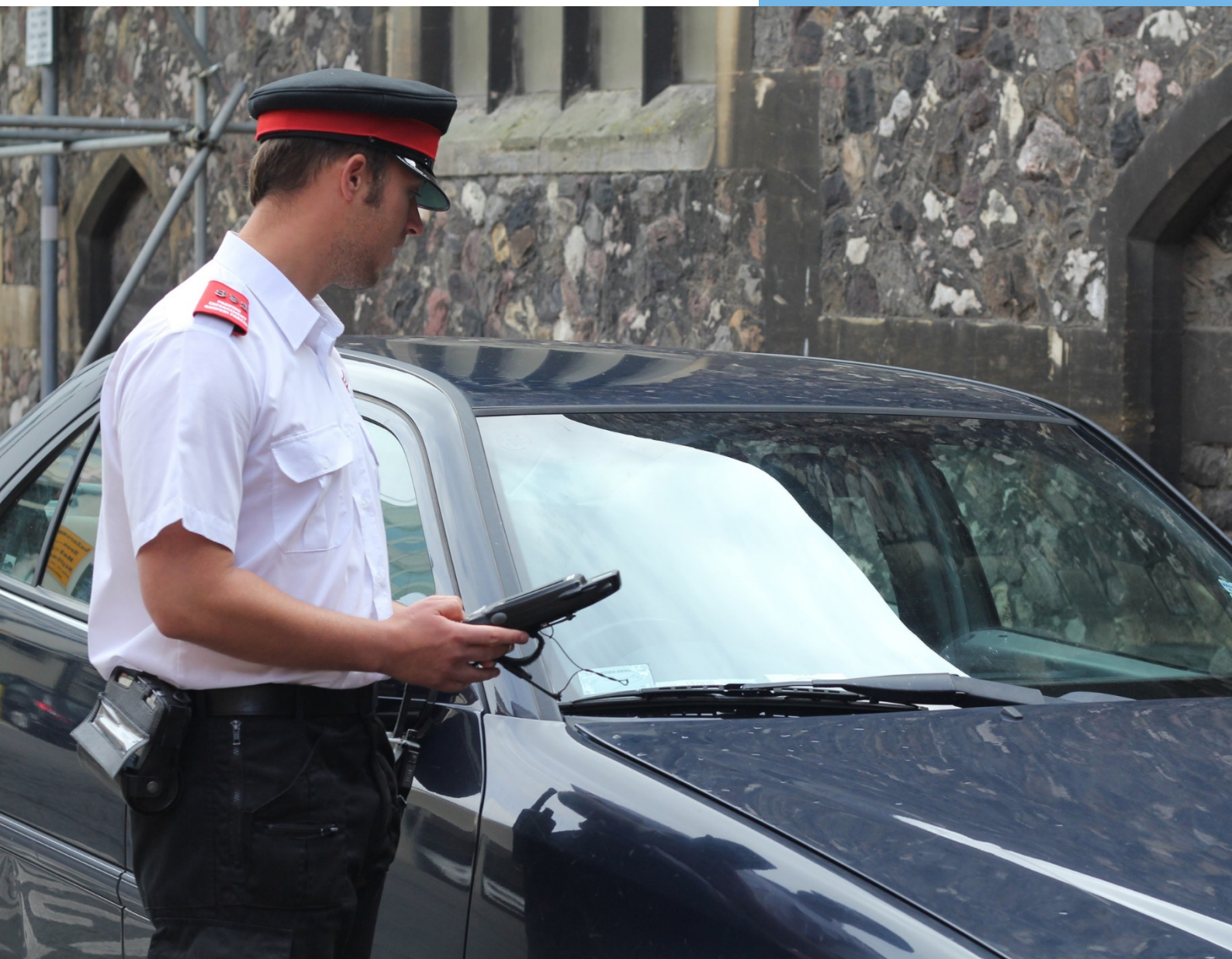
The Committee is recommended to:

- i. Note the contents of the report; and,
- ii. To consider future actions in relation to future scrutiny of this item.

DAVINA FIORE
Director of Governance & Legal Services
29 August 2018

2017/18

Cardiff Council Annual Parking and Traffic Enforcement Report



1	Introduction and context
2	Overview
	The purpose of parking regulations and why they are enforced
	The purpose of this document
	Parking in Cardiff
	Residents' parking
	Disabled Parking
	Motorcycle parking
	Car clubs
	Cycle parking
	Parking enforcement
	Suspensions
	The appeals process
3	What's new
	Changes to parking arrangements
	Reviewing parking charges
	Parking Appeals
	Permit appeals procedure
	Pay-by-Phone
	Helping you park
	Electric vehicles
4	Future plans
	Procurement and contracts
5	Statistics, financial information, reviews and monitoring
	Financial statistics
	<i>Parking income and expenditure</i>
	<i>Application of surplus</i>
	Penalty charges
	Payment of PCNs
	PCN recovery rate
	Performance statistics
	Annual statistics on civil enforcement officers' safety

1. INTRODUCTION AND CONTEXT

In the summer of 2010, Cardiff Council took on the responsibility for enforcing a range of parking contraventions. This is contributing towards the transportation policy objectives by addressing illegal parking which causes unnecessary congestion and traffic delays. In 2013, new legislation was made available in Wales to allow local authorities to enforce bus lanes, yellow box junctions and a range of other moving traffic contraventions.

In 2014, The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 was passed and came into force on 25th March 2014. These regulations enable the Council to assume responsibility for enforcement of bus lane and some moving traffic offences, pursuant to Part 6 of the Traffic Management Act 2004.

By having access to these powers, Cardiff Council now has a full suite of legal powers to control parking and travel along the highway. This gives the Council maximum control in terms of deploying its enforcement resource in support of its transportation policies, with the intention of assisting the movement of public transport and generally keeping traffic moving.

2. OVERVIEW

This annual report sets out the important facts and figures relating to Cardiff Council's parking and enforcement activity.

Illegal parking can create problems with the operation of the highway network including impacting on the ability of public transport to run smoothly and for people to be able to use 'active modes' such as walking and cycling safely and confidently. It affects the safety of other road users, and causes a nuisance for local residents and businesses. Illegal parking can affect the enjoyment and facility of local areas and detract from them as good places to live and work.

Enforcement is therefore needed to ensure compliance with regulations in order to keep the highway network and public transport working, tackle dangers to other road users from illegal parking and ensure parking bays are used for parking and not for other purposes e.g. for illegal trading.

The Council accepts parking on the highway in accordance with two fundamental considerations:

- That safety is not compromised; and
- That traffic flow¹ is not impeded.

The Traffic Management Act² imposes a duty on the Council as highway authority to ensure the smooth flow of traffic. Whilst roads may appear capable of accommodating parking, the Council may deem this does not facilitate meeting the requirements of the Act and therefore may find it necessary to restrict parking. The following policies and operational criteria guide the day-to-day management of parking space. These policies should be read in conjunction with the Council's

¹ Traffic flow refers to all modes of transport, whether motorised, non-motorised or pedestrian

² 2004

- Local Development Plan,
- Supplementary Planning Guidance (Managing Transport Impacts - Incorporating Parking Standards and Guidance on Travel Plans),
- Local Transport Plan and
- Parking Strategy

The objectives of the Council's Parking Policies align with Cardiff Council's Local Transport Plan objectives, as follows:

- **Environment** - Parking will be provided and managed to minimise the negative impacts of travel and parking on the built and natural environment.
- **Economy** - To contribute to an efficient economy, to support sustainable economic growth in appropriate locations and promote the vitality, attractiveness and viability of the City Centre, district and local centres
- **Safety and Security** - Parking will be provided and managed to promote safety and security for all travellers.
- **Accessibility** - Parking will be provided and managed to promote accessibility for people and goods, particularly, by sustainable modes of transport. Particular attention will be paid to improving accessibility for people with mobility problems.
- **Integration** - To integrate parking with all forms of transport, network management and land use planning, leading to a better, more efficient and sustainable transport system.

More Information:

Cardiff Parking Strategy: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/parking/Parking-Strategy/Pages/default.aspx>

Local Transport Plan: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-projects/Documents/FINALLTP.pdf>

PARKING IN CARDIFF

Cardiff has a wide variety of neighbourhoods each with their own characteristics. Individual parking issues stem from their location, mix of land uses, and transport facilities.

Cardiff Council operates a number of different types of parking across the city including on street and off street resources. This includes over

- 2,000 spaces in off-street car parks,
- 2,500 on-street pay and display spaces, and
- around 1,000 spaces at its Cardiff East Park and Ride facility.

In common with other towns and cities, parking is provided for by a combination of Council operated facilities and those operated by private companies.

Cardiff Council Parking Pages: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/parking/Pages/default.aspx>

RESIDENTS' PARKING

Parking in residential areas is managed by the Council's resident parking scheme and its accompanying policies. Resident only parking schemes tend to be concentrated in streets with terraced housing closest to the city centre.

The Council's current Residents Parking policy sets out clear qualification criteria used in determining whether or not to introduce or change residents parking schemes in an area. The current policy was developed following a review of the previous resident parking policy in Cardiff undertaken in 2011.

A number of residential areas close to district shopping centres and the city centre have residents permit schemes in place as a means of minimising problems that parking by commuters and shoppers can cause for local residents. The criteria for these areas may be adjusted in the future in response to changes in parking pressures arising from new development or changes in traffic flows and travel patterns.

It is recognised that any intervention regarding parking can potentially impact upon adjacent streets. For this reason, in determining each application for a residents parking scheme, a careful consideration is needed of evidence from survey data and feedback from public consultation.

Residents only parking systems operate on streets where there is a high demand for on-street parking spaces, both from residents and other users e.g. commuters and shoppers. The system operates every day, 8.00am to 10.00pm.

DISABLED PARKING

Single disabled person's parking bays are implemented for Blue Badge holders, outside their homes where:

- (i) no off-street parking is available within the applicant's premises, whether or not it is in use;
- (ii) on-street parking is so heavy there is no parking space available within 25m of the applicant's address.

More Information: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Blue-badge-parking/Pages/default.aspx>

MOTORCYCLE PARKING

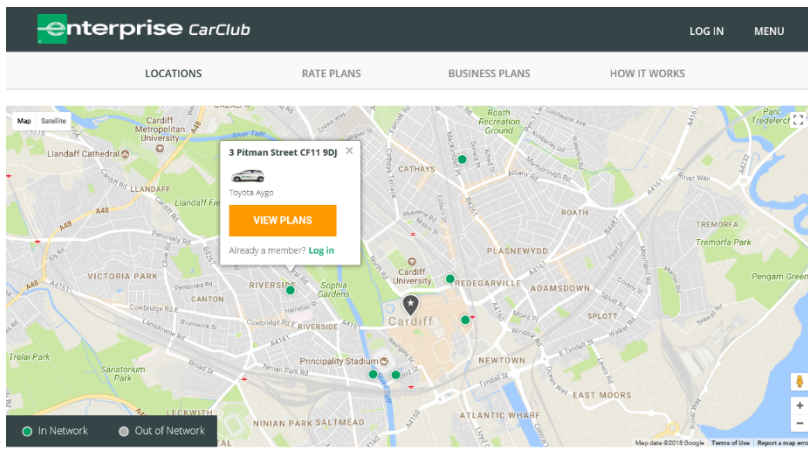
Motorcycles are not able to make legal use of cycle facilities, but can currently be parked free of charge in:

- normal pay-and-display spaces on-street (subject to the maximum stay time permitted in the long or short stay spaces)
- Council pay-and-display car parks at Castle Mews, North Road, and High Street Llandaff, and
- secure motorcycle bays in the Gray Street car park in Riverside.

Experimental access to bus lanes was trialled during 2015 and will continue for the foreseeable future.

More Information: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/parking/Motorcycle-parking/Pages/Motorcycle-Parking.aspx>

CAR CLUBS



A Car Club was installed in Cardiff as part of the Sustainable Travel City Project in 2010. Car Clubs enable people to make use of a vehicle when they need to rather than maintaining a personal vehicle. Car Club vehicles are parked in dedicated bays on-street thereby removing the need to search for a parking space. Short and long term hire options are available.

Cardiff Council is committed to encouraging the developments of car clubs, both on-street and in new developments. In this way the numbers of vehicles seeking to park in already oversubscribed areas can be reduced. There is also evidence to suggest that car club members make more use of public transport, walking and cycling than people who own their vehicle.

More Information:

<https://www.enterprisecarclub.co.uk/gb/en/programs/regions/wales/cardiff.html>

<https://www.carplus.org.uk/>

CYCLE PARKING

Cycling is a key mode of transport for short local trips and is also frequently used for multimodal trips,



especially train. Secure, high standard cycle parking is vital to encouraging more people to use a bike for all or part of their trip. Cardiff Council also has a programme to install additional cycle stands across the city and has standards for installation of cycle parking for new development. This is complemented by a scheme to provide organisations with free cycle stands for employee and visitor use.

Cardiff Council is committed to improving the environment for active modes through interventions to enhance the safety and attractiveness of walking and cycling in the city. To this end it is planning the installation of a new cycle hub as part of the redevelopment of Central Square to include a new transport interchange for the city.

In March 2018 the first 50 bikes of a new on street cycle hire scheme for the city were launched ahead of the wider roll-out to a 500 bike scheme during the summer of 2018.

The scheme is operated by nextbike (UK) Ltd, working in partnership with Pedal Power and was funded by a capital grant of £800,000 from the Welsh Government. The scheme's local sponsor is Cardiff University whose student population can benefit from hire stations at key university campuses across the city, as well as access to the wider network.



More Information:

<http://www.keepingcardiffmoving.co.uk/cycle>

<https://www.nextbike.co.uk/en/cardiff/>

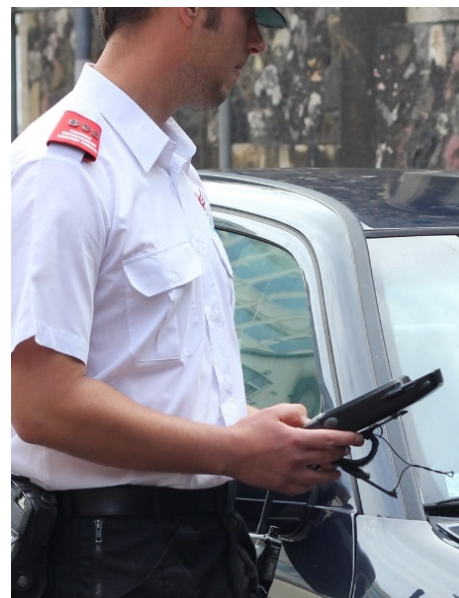
PARKING AND TRAFFIC ENFORCEMENT

Cardiff Council's mobile teams of Civil Enforcement Officers (CEOs) provide a responsive service to deal with parking problems on the highway or Council-owned land. The role of CEO is a key one in ensuring that the city remains accessible, and that parking on the city's streets is undertaken both legally and safely. CEOs also have a unique advantage in being 'on-street' and can therefore be important ambassadors for the delivery of efficient parking in the city, working alongside technology to deliver a high quality parking service for both residents and people who visit the city.

The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 was passed and came into force on 25th March 2013. These regulations enable the Council to assume responsibility for enforcement of bus lane and some moving traffic offences (MTOs), pursuant to Part 6 of the Traffic Management Act 2004. The Traffic Management Act 2004 indicates the range of road signs which will be enforceable under this new legislation.

These include enforcement of:

- Directed and prohibited movements
- Pedestrian precincts
- Bus and Cycle provisions and
- Yellow Box Junctions.



These powers particularly assist:

- Enforcement of Bus Lanes - preventing the blocking of bus lanes.
- Enforcement of Yellow Box Junctions - reducing illegal queuing across the boxes, particularly during peak hours, preventing congestion and delay to all vehicles.
- Enforcement of turning movement bans - enhancing public safety, by preventing conflict with pedestrian crossing movements, and by reducing the use of weak bridges by lorries ignoring weight restrictions.

More detail on the Civil Parking Enforcement scheme and the charges that apply to parking offences can be found via the Council's Website or by visiting:

<https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/parking/Pages/default.aspx>

CAMERA CAR

In 2016 Cardiff Council introduced an additional tool to its suite of civil enforcement tools through the rollout of camera car technology.

This scheme provides two vehicles which use number plate recognition technology enabling the council to send parking tickets directly to a driver's home.



Cars are fitted with rooftop CCTV and Automatic Number Plate Recognition technology and operate 7 days a week between 7am and 10pm. Specific emphasis is placed on illegal parking around schools in order to improve road safety and change driving habits in Cardiff.

Motorists observed by the camera car parking on zig-zag areas near schools, using bus lanes illegally or caught stationary in restricted areas were issued with warning notices for the first two weeks of the scheme to enable motorists to get used to the new technology's presence. Fixed Penalty Charges are now issued to offenders.

BUS LANE CAMERAS



Photo: Wales Online

Bus lane enforcement cameras were originally introduced to the city in 2014 and installed in seven locations. These cameras are designed to remind motorists that bus lanes should be used only by permitted vehicles. This ensures that bus services run efficiently and on time, offering an attractive alternative to travelling by car.

Cameras (6) will also be installed at additional locations around the authority over the next year.

BANNED TURNS AND YELLOW BOX JUNCTIONS

Additional cameras have been installed in the city centre enforcing banned turns to help promote safety for vulnerable road users in particular and aid in preventing accidents resulting from motorists ignoring those banned movements. These cameras along with additional yellow box cameras that have been installed will enable the city to keep moving efficiently. Further cameras enforcing banned cameras and yellow boxes are soon to be deployed in Heath, Canton, Caerau and Adamsdown wards



Photo: Wales Online

CIVIL ENFORCEMENT OFFICERS' SAFETY



Cardiff Council views the safety of its Civil Enforcement Team as a priority. To this end, and in line with many other authorities Cardiff has introduced body cameras as part of the technology to support Civil Enforcement Officers in their duties.

From July 2016 Civil Enforcement Officers (CEO) were equipped with body cameras through a £34k investment by the City of Cardiff Council. Cameras are mounted on a clip attached to the CEO's

uniform and capture a 130° angle with both video and sound recorded in high definition and the recording can be viewed by an individual on a front facing screen at the time of the incident.

The technology is seen as an independent witness to incidents, and cameras are only used if a CEO believes they are being threatened or there is potential for conflict. CEOs are trained to advise members of the public when the equipment is activated.

Cardiff Council aims to strike the correct balance between protecting people's privacy and protecting CEO health and safety whilst gathering essential evidence that can be used if an incident escalates.

Data collected can be accessed only through specific computer software and is held in accordance with the provisions of the Data Protection Act.

THE APPEALS PROCESS

Parking fines can be appealed within 28 days of the date the ticket was issued and can be challenged for the following reasons:

- The alleged parking offence did not happen
- The vehicle was never owned by the appellant; had stopped being the owner of the vehicle before the alleged parking offence; or that they became the owner of the vehicle after the date of the alleged parking offence
- The vehicle was parked by someone else without the permission of the owner (e.g. if it was stolen)
- The vehicle was being driven by someone else under a hire arrangement (this is for use by car hire companies only)
- The penalty exceeded the amount applicable for the offence type quoted
- The Council has not followed the correct procedure
- The parking limit where the alleged parking offence took place was not valid

Cardiff Council also considers other mitigating circumstances on a case by case basis.

More Information: <https://www.councilparking.org/cardiff/eng/pages/home.aspx>

3. TECHNOLOGY

Over time, and as a result of changes in demand the Council has to review arrangements for the management of parking. This means the Council can ensure that parking is effectively managed to benefit the people who live and work in the city by promoting a strong economy and maintaining a better environment.

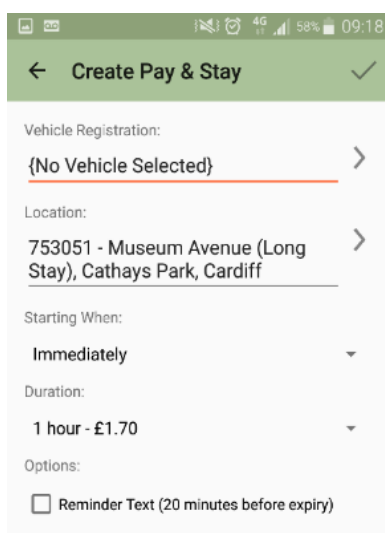
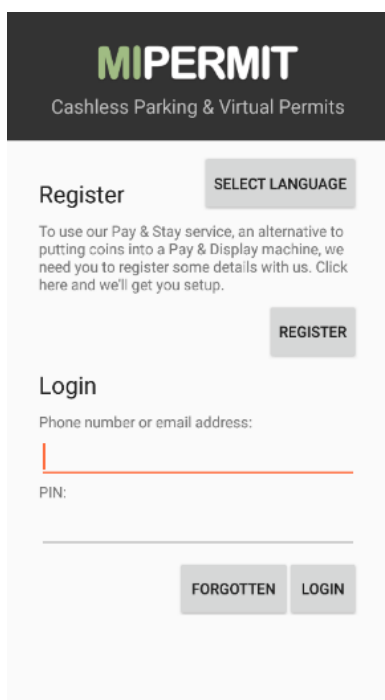
PAY AND DISPLAY MACHINES

Work is well underway to replace the increasingly outdated stock of current 'chip and pin' card payment facilities to contactless 'wave and pay' facilities. This has enabled faster payment without the need for a mobile connection to be made with a bank at the point of sale. This technology will serve to improve reliability of payment and improve the customer experience, and reduces the risk of theft from machines.

It is anticipated that P&D machines will continue to accept cash and cards in the current way as well as offering customers contactless options. The new machines will be supported by developments in pay by phone technology.

PAY BY PHONE/APP

Cashless payment methods include payment by mobile phone which is being used more as mobile phone technology develops and smart phones become more widely available.



Benefits include removing the need to carry change to pay for parking for on-street parking, and over time the risk of theft from Pay and Display machines around the city will reduce. Cardiff has seen a 39% reduction in cash payments since the introduction of MiPermit in Cardiff.

The technology can also provide for the issue of reminder messages by text to advise of an approaching end of period and to extend parking time remotely up to the maximum permitted.

The bilingual MiPermit App provides people driving into Cardiff with the option to find out the parking tariff in advance, pay before they park, and extend a parking session without having to return to their car.

The app can be download via a smart phone (apple and android) or by using the online portal at www.wanttopark.com/cardiff.

For new customers this service is available by texting the word PARK and the vehicle registration details to 61600. The company calls the customer back for location and payment details. The system also allows people to sign up to a text service - which will provide a notification when their parking provision is due to end.

More Information: <https://secure.mipermit.com/cardiff/application/home.aspx>

SENSOR PARKING SCHEME

The Council is committed to using innovative technology to deliver service improvements to the management of parking in the city, and to implement a system that will has wide application across a number of functions. (E.g. data collection to facilitate transportation monitoring and planning etc.). The Council’s parking sensor solution uses sensors embedded in the carriageway that register vehicle movements and communicate with a back office centre in real time.

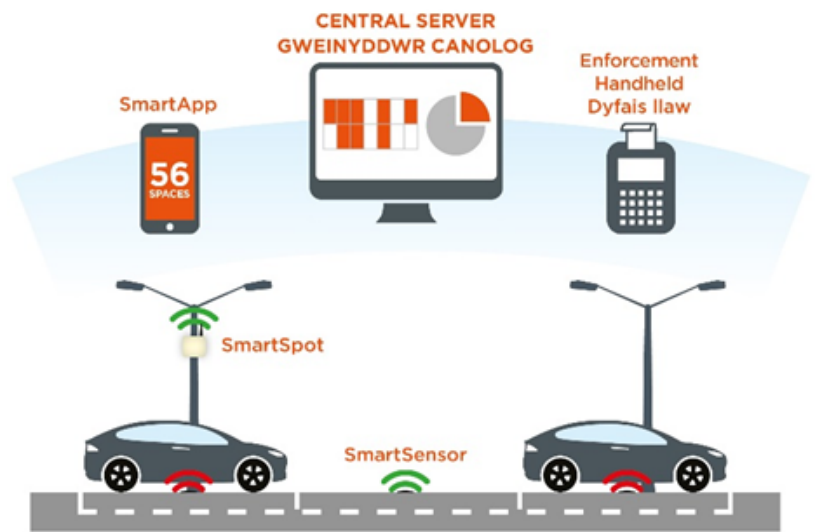


Illustration: Smart Parking Ltd

The sensor parking technology also provides customer access to a free mobile application (app) via iPhone or Android devices for customers to view a current picture of

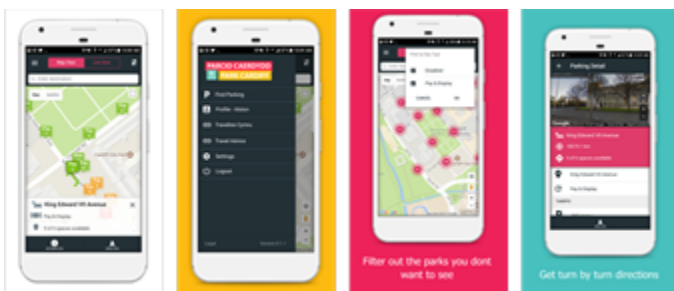


Illustration: Smart Parking Ltd.

parking spaces. The system allows Cardiff Council to collate real time data on occupancy levels in adjacent off-street parking facilities, and in the future will allow the Council to refine parking prices to ensure more efficient use of resources.

The system will have the ability to coordinate with CEO handheld devices, cashless payment facilities, and on-street

payment machines. This enables Cardiff Council to deploy a fully integrated parking space occupancy, revenue and enforcement system and will allow data led direction of Parking Enforcement activity, and direct CEO resources to areas needing the most support. This will assist in improving the efficiency of the CPE system, and promote better turnover of parking in the city, benefitting the local economy.

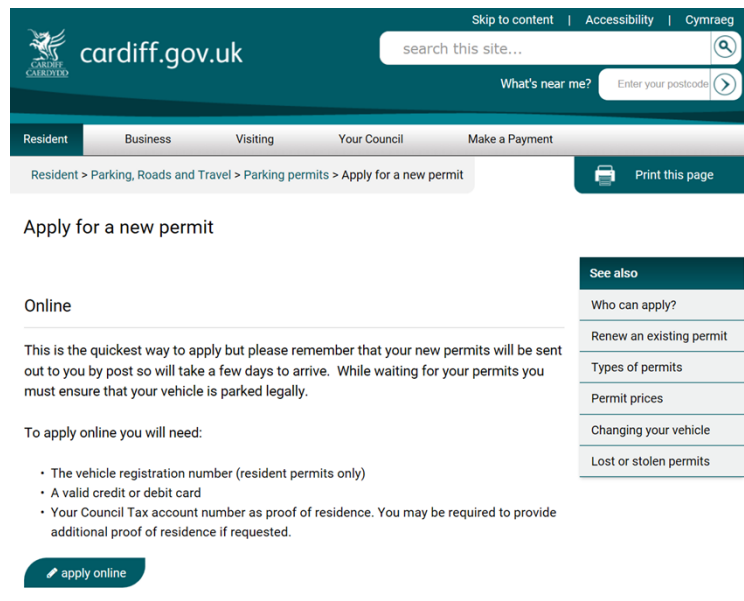
More Information: <http://www.keepingcardiffmoving.co.uk/car/parking-sensors/>

ONLINE PERMITS

Resident parking permits can now be applied for online via the Council's website. To purchase a resident or visitor parking permit an applicant must provide:

- The vehicle registration number (resident permits only)
- A valid credit or debit card
- A Council Tax account number - required as proof of residence.
- Additional proof of residence may need to be provided if requested

Residents can still apply for permits by post.



The screenshot shows the Cardiff Council website interface. At the top, there is a search bar and navigation links for 'Skip to content', 'Accessibility', and 'Cymraeg'. The main navigation menu includes 'Resident', 'Business', 'Visiting', 'Your Council', and 'Make a Payment'. The breadcrumb trail indicates the path: 'Resident > Parking, Roads and Travel > Parking permits > Apply for a new permit'. A 'Print this page' button is visible in the top right corner. The main heading is 'Apply for a new permit'. Below this, there is an 'Online' section with the text: 'This is the quickest way to apply but please remember that your new permits will be sent out to you by post so will take a few days to arrive. While waiting for your permits you must ensure that your vehicle is parked legally.' A sub-heading 'To apply online you will need:' is followed by a list of requirements: 'The vehicle registration number (resident permits only)', 'A valid credit or debit card', and 'Your Council Tax account number as proof of residence. You may be required to provide additional proof of residence if requested.' At the bottom of the page, there is a blue button labeled 'apply online'. On the right side, there is a 'See also' sidebar with links to 'Who can apply?', 'Renew an existing permit', 'Types of permits', 'Permit prices', 'Changing your vehicle', and 'Lost or stolen permits'.

More Information: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Parking-permits/Pages/Parking%20permits.aspx>

4. FUTURE PLANS

E-PERMITS

Work has begun to scope the feasibility of replacing paper parking permits with a new E-Permit system. This would see motorists register their vehicles for a virtual permit rather than having to display a physical permit in their vehicles. This would bring benefits to permit holders in that, unlike a paper permit, an E-Permit cannot be lost, stolen or simply forgotten. This technology would allow Cardiff Council to more efficiently manage the permit system, particularly in resident parking areas, and facilitate changes of address or vehicle more easily than is currently the case.

Special attention is being paid to how the current visitor permit could be integrated into the E-permit system whilst ensuring that it is simple to use and accessible for all residents.

Enforcement would be undertaken through the use of the Council's Camera Car Fleet, which would use the ANPR technology installed to alert enforcement teams when an unregistered vehicle is parked in permit holder areas. This would mean that enforcement would be quicker and more efficient. It is anticipated that this would assist in maintaining the benefits of the Council's resident parking scheme and discourage drivers from parking in bays reserved for residents. This work is in early development and in due course more information will be provided.

EXPANSION OF ENFORCEMENT CAPABILITY

Cardiff Council will continue to explore potential further expansion of enforcement capability to help address key problem areas in the city. These include the additional enforcement capability for banned turning movements and bus lanes. Cardiff Council will also explore other technology as it becomes available.

5. STATISTICS, FINANCIAL INFORMATION, REVIEWS AND MONITORING

INTRODUCTION

Cardiff Council recognises the importance of ensuring that income from charges associated with traffic enforcement is used appropriately. There are three main sources of income which are set out below.

- a) **Income from Parking Charges** - consists of Pay & Display income from on and off street parking and residential schemes.
- b) **Income from Civil Parking Enforcement (CPE)** - reflects income from parking violation.
- c) **Income from Moving Traffic Offences (MTOs)** - reflects enforcement of bus lanes, yellow box junctions and turning movement bans.

Civil Enforcement is a ring fenced account and any income generated is used to fund related operational cost of parking & enforcement. Any additional surplus or deficit generate by the account is transferred to the Parking Reserve and can only be used for specific purposes such as supporting public transport services, off-street parking and highway improvements in accordance with Section 55 of the Road Traffic Regulations Act 1984, as per The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013.

The Parking Reserve has supported a number of improvements including:

- Surface Car Park Upgrades, including Pay & Display facilities
- Installation of Disabled Bays
- Work required for the implementation of Moving Traffic Offences
- Work on new 20 mph limit areas in the City of Cardiff Council
- School keep-clear zones and safe access to schools
- Highway improvements including bus corridors
- Operation Red Mana Partnership with South Wales (Removal of Off Road Bikes from public land. 9 Operations, 24 bikes confiscated to date)
- Environmental Enforcement improvements
- Cycling Partnerships

FINANCIAL STATISTICS

The following represents an overview of the financial statistics in relation to parking and moving traffic enforcement in Cardiff.

Enforcement income and expenditure:

Civil Enforcement Account					
Financial Year	2013-14	2014-15	2015-16	2016-17	2017-18
	£000's	£000's	£000's	£000's	£000's
Parking Account Balance as at 1st April	(681)	(121)	(69)	(371)	(351)
Income					
On Street Car Parking	(4,029)	(3,917)	(4,128)	(4,362)	(4,575)
Off Street Car Parking	(230)	(667)	(1,000)	(1,042)	(1,087)
Residents Parking Permits	(142)	(254)	(309)	(330)	(346)
Parking Penalty Charge Notices	(2,150)	(2,077)	(2,085)	(2,019)	(1,973)
Moving Traffic Offences	0	(848)	(2,840)	(3,360)	(3,992)
Other	(48)	(54)			(55)
Total Income	(6,599)	(7,817)	(10,362)	(11,113)	(12,028)
Expenditure					
Operational Costs & Parking Account	713	1,087	1,246	1,037	698
Enforcement Service including TRO	3,009	2,856	4,159	4,607	5,276
Total Expenditure	3,722	3,943	5,405	5,644	5,974
CPE Operating Annual (Surplus)/Deficit	(2,877)	(3,874)	(4,957)	(5,469)	(6,054)
Contribution towards schemes as per Section 55 of the Road Traffic Regulation Act *	3,437	3,926	4,655	5,489	5,704
Contribution to Parking Account (Surplus)/Deficit per Annum	560	52	(302)	20	(350)
Contribution as per section 55 of the Road Traffic Regulation Act funding;					
<ul style="list-style-type: none"> - provision or operation of public passenger transport services; - highway or road improvement projects in the local authority's area; - environmental improvement in the local authority's area. 					

PENALTY CHARGES NOTICES- 2017/18 DATA (AS AT APRIL 2018)

Parking Enforcement Statistics (PCN's)		%
Issued	59,668	
Appeals received	12,604	21%
successful	6,985	12%
unsuccessful	4,857	8%
Cancelled	8,438	14%
Paid at discount	33,131	56%
Paid at full	6,484	11%
Paid at surcharge	1,533	3%
Total paid to date	41,148	69%
Total Outstanding at year end	10,082	17%

Moving Traffic Offence Statistics		%
Issued	144,578	
Appeals received	18,535	13%
successful	9,269	6%
unsuccessful	4,834	3%
Cancelled	26,782	19%
Paid at discount	87,152	60%
Paid at full	2,259	2%
paid at surcharge	4,692	3%
Total paid to date	94,103	65%
Total Outstanding at year end	23,693	16%

Moving Traffic Offence Location Breakdown	
Crwys Road	1,413
Custom House Street, City Centre - (2 Cameras)	15,982
Duke Street, City Centre	2,700
Kingsway, City Centre	17,163
Newport Road, Adamsdown - (3 Cameras)	11,779
Park Place, City Centre	6,712
Newport Road, Penylan	12,365
Churchill Way, City Centre	506
Llantrisant Road, Llandaff	1,788
North Road, City Centre	5,835
Southern Way, Rumney	2,521
Caerphilly Road, Birchgrove	1,927
Annual Total	80,691

Banned Turn Location Breakdown	
Birchgrove Road J/W Manor Way	971
Churchill Way/North Edward St	1,098
Crystal Glenn J/W Heathwood Rd, Heath	2,717
Hayes Bridge Road, City Centre	6,599
North Road J/W College Road	4,859
Westgate Street, City Centre	9,751
Amroth Road, Cowbridge Road West	494
Colum Road, Corbett Road	91
Ffordd Ty Unnos, Caerphilly Road	305
Newport Road, Wordsworth Avenue	7,476
Newport Road, New Road	2,253
Piercefield Place/Newport Road	1,447
St Mart Street/Mill Lane	4,801
Malverne Drive - No Entry	3,972
Paget Street - No Entry	502
Annual Total	47,336

Yellow Box Junction Location Breakdown	
Adam Street/Central Link	398
Bute Street/Customhouse Street/Hayes	2,092
Caerphilly Road/Rhydhelig Avenue	2,450
David Street/Bridge Street/Charles Street	222
Dumfries Place/Newport Road	1,801
Leckwith Road/Cardiff International Sports Centre	1,202
Annual Total	8,165

Camera Car total	
Cardiff Various	8,386
Annual Total	8,386

Permit and Disabled Badge Statistics	
Number of Resident Permits issued	19,321
Number of Disabled Badges issued	6,644

FREEDOM OF INFORMATION AND OPEN DATA

City of Cardiff Council is committed to publishing increasing amounts of its data. This promotes openness and transparency and allows others to re-use this data in new and imaginative ways.

City of Cardiff Council has adopted the UK government's approach that data should be published to a minimum of 3 stars. This means our data is easily accessible and available to re-use as required (subject to terms outlined in the Open Government Licence). The Council is working hard to ensure all our published datasets meet this standard.

The following link provides additional information that may be useful and links to data about parking, moving traffic enforcement and financial information.

More Information: https://foi.cardiff.gov.uk/eng/Pages/OpenData_All.aspx

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

4 SEPTEMBER 2018

**ENVIRONMENTAL SCRUTINY COMMITTEE – DRAFT WORK PROGRAMME
2018/19**

Background

1. The Constitution states that each Scrutiny Committee will set their own work programme. This is undertaken at the beginning of a municipal year and updated as the work progresses. The work programme needs to be carefully constructed so that the time available to the Committee is used most effectively.
2. The Environmental Scrutiny Committee's Terms of Reference provide the Committee with the responsibility for the scrutiny of a number of specific service areas. A copy of the terms of reference has been attached to this document as **Appendix 1**. This will remind Members of the scope of ideas that could be considered.
3. The Committee is responsible for the scrutiny of a number of policies and strategies that affect the sustainability and environment of Cardiff. It can also undertake investigations into any of these areas.
4. The construction of a work programme involves obtaining information from a range of sources, these include:
 - Information from the relevant Directorate;
 - Relevant extracts from the current Corporate Plan;
 - Suggestions and ideas put forward by the previous Environmental Scrutiny Committee;
 - Member suggestions and observations;

- Citizen and third party comments and observations;
 - Performance information.
5. The topics gathered from the sources identified above were recorded in a document titled 'Environmental Scrutiny Committee – Potential Work Programme Items 2018/19'. This document was provided to Members who were then asked to provide a list of their scrutiny priorities for the 2018/19 municipal year. A copy of the document titled 'Environmental Scrutiny Committee – Potential Work Programme Items 2018/19' is attached to this report as **Appendix 2**.
 6. Once the Member priorities were submitted the Principal Scrutiny Officer then met with the Chair of the Committee to review the requests and then place them into a draft work programme structure; a copy of the 'Environmental Scrutiny Committee – Draft Work Programme 2018/19' has been attached to this report as **Appendix 3**.
 7. It is important to note at this point that the 'Environmental Scrutiny Committee – Draft Work Programme 2018/19' only nominates items for September, October, November and December 2018 – this is a contrast to work programmes published in previous years which set out a schedule of work for a 12 month period. In an effort to create a more relevant and reactive work programme the Chair of the Committee has decided to publish a four month rolling programme and update the document on a monthly basis using an 'Environmental Scrutiny Committee – Work Programme Review'.
 8. In setting their work programme, Members have been mindful of Wales Audit Office advice for scrutiny committees to aim to achieve committee meetings that last no longer than three hours, whilst maintaining robust and appropriate levels of scrutiny across the terms of reference, by ensuring agendas are of a manageable size and that work occurs outside committee meetings. Members agreed in principle with this approach and agreed to aim to achieve this, with the option to adjourn a committee meeting if more time is required than originally anticipated.

Way Forward

9. Members should consider the 'Environmental Scrutiny Committee – Draft Work Programme 2018/19' (**Appendix 3**) and decide if they are happy to formally adopt it as the Environmental Scrutiny Committee Work Programme for 2018/19.

Legal Implications

10. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

11. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- i. Consider the contents of this report; and,
- ii. Agree a way forward for the work programme.

DAVINA FIORE

Director of Governance & Legal Services

29 August 2018

Environmental Scrutiny Committee – Terms of Reference

The role of this Committee is to scrutinise, measure and actively promote improvement in the Council's performance in the provision of services and compliance with Council policies, aims and objectives in the area of environmental sustainability including:

- Strategic Planning Policy
- Sustainability Policy
- Environmental Health Policy
- Public Protection Policy
- Licensing Policy
- Waste Management
- Strategic Waste Projects
- Street Cleansing
- Cycling and Walking
- Streetscape
- Strategic Transportation Partnership
- Transport Policy and Development
- Intelligent Transport Solutions
- Public Transport
- Parking Management

To assess the impact of partnerships with and resources and services provided by external organisations including the Welsh Government, joint local government services, Welsh Government Sponsored Public Bodies and quasi-departmental nongovernmental bodies on the effectiveness of Council service delivery.

To report to an appropriate Cabinet or Council meeting on its findings and to make recommendations on measures which may enhance Council performance and service delivery in this area.

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Environmental Scrutiny Committee – Potential Work Programme Items 2018/19

Transport

- Bus Provision for the Local Development Plan Strategic Sites
- Development of Cardiff's Future Transport Interchanges
- Transportation to Support Cardiff as an Events City
- Transport for Wales – South Wales Metro Update
- Bus & Train Integration in Cardiff
- A Review of Cardiff Park & Ride Facilities
- Delivering Modal Shift – Encouraging Carless Travel
- Cardiff's Cycling Strategy
- Delivery of the Central Transport Interchange & Cycle Hub Development
- South East Transport Corridor – Business Case Progress Update
- Progress Update - Bus Priority on Key Radial Routes
- Taff Trail – Delivery of the Rolling Programme of Improvement Measures
- The Bay Loop – Development of Programme for the Phased Implementation of Improvements for Walking & Cycling
- Engage with City Deal partnership in relation to funding and delivery of key infrastructure projects
- Feasibility for Bus Link Between Penarth & Cardiff Bay via the Barrage
- Nextbike – Post Launch Update
- Active Travel Plans for Cardiff Schools
- Delivery of Cardiff's Active Travel Agenda
- 20mph Speed Limit Areas – Cardiff Wide Roll Out Update
- Improving Cardiff's Cycling & Walking Network
- Cardiff's Transport & Clean Air Vision
- Cardiff Bus - Public Ownership & Enhanced Public Bus Transport Infrastructure
- Mellons Business Park & Train Station
- Impact of M4 Tolls Removal on Cardiff
- Penarth Headland Link Project
- Cardiff Cycling Strategy
- Investigating Impact of Free Bus Travel Policy on Public Transport Usage & Congestion in Cardiff

Energy Schemes

- Cardiff's Strategic Sites – Sustainable Energy Initiatives
- Lamby Way Solar Farm – Member Update
- Cardiff's District Heat Network – Member Update
- Development of Cardiff's Electric Vehicles Strategy
- Energy Retrofit Programmes for Council's Operational Estate

Neighbourhood Services (including Parking Management)

- Volunteer Contribution - Keeping Cardiff Tidy
- Reducing Litter – Better Engagement with Secondary Schools
- Reducing Litter – Balancing Education & Enforcement
- Litter & Fly Tipping in Cardiff
- Benchmarking Street Scene Services to Establish Relative Performance & Improvement Opportunities
- Total Street Scene Delivery Plan
- Parking Provision Review Undertake - Protecting Local Residents from Long Stay Commuter Parking & Support Local Neighbourhoods
- Cardiff's Annual Parking Report – Including Enforcement Activity, Parking Strategy & Pavement Parking
- Smart City Approaches to Managing City Infrastructures - Using New Technology & Predictive Software to Support Intelligent Network Management
- Streetscene – Managing Telephone Poles & Wires in Residential Areas
- LED Residential Street Lighting & SMART City Aspects
- Improving Cardiff's Highway Asset
- Highway Asset Management Plan Review
- Stray Horses
- Highways Resurfacing Programme

Planning

- Cardiff's Planning Service – Added Value & Making Better Places
- Cardiff's Strategic Sites – Planning to Provide Key Services
- Paving Report - Section 106 Local Infrastructure Proposal Lists

- Cardiff Local Development Plan Annual Monitoring Report 2018
- A Review of Cardiff's Planning Policy Framework
- Cardiff Local Planning Authority – Planning Annual Performance Report 2018
- Development of a New Spatial Masterplan for High Quality Shared Space - Pedestrians, Cyclists & Vehicles in City Centre and Key Neighbourhoods
- Second Cardiff Local Development Plan Annual Monitoring Report

Shared Regulatory Service

- Cardiff's Clean Air Strategy
- Shared Regulatory Service Annual Report 2018/19 & Business Plan 2019/20
- Cabinet Response to Improving Cardiff's Air Quality
- Cardiff Clean Air Zone – Scoping Exercise
- Shared Regulatory Service – Public Protection & Business Monitoring
- Enhancing Cardiff's Taxi Standards
- Food Hygiene

Waste Management

- Recycling & Waste Management Strategy – 2018 to 2021
- Waste Management - Regional Working Opportunities
- Challenges Facing Cardiff in the Recycling Market
- Cardiff's Waste Collection System Compared to the Welsh Government Blueprint
- Closed Loop Recycling in Cardiff
- Commercial Waste – Member Update
- Long Term Regional Partnership Recycling Infrastructure Arrangements
- Future Household Waste Recycling Centre Options
- Increasing Cardiff's Recycling Performance
- Growing Recycling & Reuse in the Community
- Waste Collection Productivity (suggested that this could potentially be transferred to PRAP or undertaken as a joint scrutiny with PRAP)
- Single Use Plastic Policy
- New HWRC Business Plan

Bereavement & Registration Services

- Bereavement & Registration Services – Infrastructure Review
- Bereavement & Registration Services – Customer Services Strategy
- Development of the Funeral Poverty Strategy
- Bereavement & Registration Service – Member Update
- Burial Space Provision for an Increasing Population

Other

- Planning, Transport & Environment Directorate – Sickness Review
- Cardiff Dogs Home - Sustainable Service for the Kennelling & Re-Homing of Stray Dogs
- Cardiff Food Strategy
- Planning, Transport & Environment Directorate – Volunteer Participation
- Planning, Transport & Environment – Improving Digitalisation
- Planning, Transport & Environment – Improving Commercialisation
- Public Conveniences Strategy & Implementation
- Planning, Transport & Environment Directorate - Integration of Waste, Neighbourhood Services & Highways
- Planning, Transport & Environment Directorate - Commercial & Collaboration Strategy
- Protecting Cardiff's Heritage Buildings & Monuments

Mandatory Items

- Draft Budget Proposals 2019/20
- Planning, Transport & Environment Directorate – Quarterly Performance
- Planning, Transport & Environment Directorate – Directorate Delivery Plan 2019/20

ENVIRONMENTAL SCRUTINY COMMITTEE - DRAFT FORWARD WORK PROGRAMME

04 September 2018 – 04 December 2018

If you would like to share your experiences or views regarding the items being considered please contact Scrutiny.viewpoints@Cardiff.gov.uk

Meeting Dates	Title and Description of Report	Invitees & Consultees	Directorate Contact Officer
(a)	(b)	(c)	(d)
04 Sep 18	<p>Member Briefing: Second Cardiff Local Development Plan – Annual Monitoring Report 2018</p> <p>Committee to review the content of the Second Cardiff local Development Plan Annual Monitoring Report 2018 to assess the progress achieved to date in delivering the aims and objectives of Cardiff’s Local Development plan.</p> <p>It is planned that this meeting will be webcast.</p>	<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate
04 Sep 18	<p>Parking Enforcement Update</p> <p>To receive an update on the Council’s approach to parking enforcement, with particular reference to:</p>	<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport &

	<ul style="list-style-type: none"> ▪ The recent proposal of a 'Residents Parking Scheme – Virtual Permit'; ▪ How civil parking enforcement resources are currently being targeted; ▪ The financial implications of parking enforcement and the wider Parking Revenue Account; ▪ The consistency of standards applied within parking enforcement and the level of flexibility allowed to Civil Parking Enforcement Officers when making decisions. <p>It is planned that this meeting will be webcast.</p>	<ul style="list-style-type: none"> • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	Environment Directorate
04 Sep 18	<p>Environmental Scrutiny Committee – Draft Work Programme 2018/19</p> <p>An item to review the proposals contained within the Environmental Scrutiny Committee – Draft Work Programme 2018/19 and agree a way forward to formally adopt a Work Programme for the same period.</p> <p>It is planned that this meeting will be webcast.</p>	<ul style="list-style-type: none"> • Members of Cardiff's Environmental Scrutiny Committee 	<ul style="list-style-type: none"> • Richard Bowen – Principal Scrutiny Officer, Scrutiny Services
02 Oct 18	<p>LED Residential Street Lighting & SMART City Aspects</p> <p>To review the content of the report titled 'LED Residential Street Lighting & SMART City Aspects' due to be received at the Cabinet meeting on the 11th October 2018.</p>	<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport &

		<ul style="list-style-type: none"> • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<p>Environment Directorate</p>
<p>02 Oct 18</p>	<p>Planning, Transport & Environment Directorate – Budget Briefing</p> <p>To receive a budget briefing for the Planning, Transport & Environment Directorate and consider:</p> <ul style="list-style-type: none"> ▪ The approach being taken to identify budget savings for 2019/20; ▪ The scale of the proposed budget savings for 2019/20 and future years; ▪ To consider the impact that this might have on service delivery; ▪ To assess how the Directorate is performing against its allocated budget and review progress against the savings agreed during the 2018/19 budget setting process; ▪ To consider any financial pressures currently facing the Directorate. 	<ul style="list-style-type: none"> • Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate

<p>02 Oct 18</p>	<p>Member Briefing Note: Road Naming Policy</p> <p>To provide a short briefing on the report titled Road Naming Policy that is due to be received at the Cabinet meeting on the 11th October 2018.</p>	<ul style="list-style-type: none"> • None – this is a Member briefing note. 	<ul style="list-style-type: none"> • Richard Bowen – Principal Scrutiny Officer, Scrutiny Services
<p>06 Nov 18</p>	<p>Cardiff Cycling Strategy Update</p> <p>To receive an update on the development of Cardiff's Cycling Strategy and consider the progress made since last receiving a paper on the item in January 2017.</p>	<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate
<p>06 Nov 18</p>	<p>Air Quality & Transport White Paper</p> <p>An item to consider the content of the 'Air Quality & Transport White Paper' and assess the impact that this might have in addressing the air quality, transport and health challenges facing the city.</p>	<ul style="list-style-type: none"> • Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate

		<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Councillor Susan Elsmore, Cabinet Member for Social Care, Health & Well-being • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	
<p>06 Nov 18</p>	<p>Waste Management Strategy Update</p> <p>An item to receive an update on the progress being made in developing the new Waste Management Strategy. This should make specific reference to:</p> <ul style="list-style-type: none"> ▪ New glass collection proposals; ▪ Development of the Council’s Single Use Plastic Policy; ▪ The latest phase of the wheelie bin roll out programme. 	<ul style="list-style-type: none"> • Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment • Representatives from the Planning Service – Planning, 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate

		<p>Transport & Environment Directorate</p>	
<p>06 Nov 18</p>	<p>Cabinet Response to Environmental Scrutiny Committee Report Titled 'Improving Cardiff's Air Quality'</p> <p>An item to receive the Cabinet response to the Environmental Scrutiny Committee task & finish report titled 'Improving Cardiff's Air Quality' that was presented to Cabinet in September 2018.</p>	<ul style="list-style-type: none"> • Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Councillor Susan Elsmore, Cabinet Member for Social Care, Health & Well-being • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate

<p>04 Dec 18</p>	<p>Planning, Transport & Environment Directorate – Quarter 1 & 2 Performance Reports 2018/19</p> <p>An item to review the Quarter 1 & 2 Performance Reports 2018/19 for the Planning, Transport & Environment Directorate. In particular the item will consider progress against key performance indicators; the challenges facing service areas and the achievements made in the period.</p>	<ul style="list-style-type: none"> • Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Representatives from the Planning Service – Planning, Transport & Environment Directorate 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate
<p>04 Dec 18</p>	<p>Cardiff Local Planning Authority – Planning Annual Performance Report 2018</p> <p>An item to receive the report titled ‘Cardiff Local Planning Authority – Planning Annual Performance Report 2018’. This will provide the Committee with the opportunity to assess the progress made by Cardiff’s Planning Service in the last 12 months.</p>	<ul style="list-style-type: none"> • Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport • Councillor Keith Jones, Chair of 	<ul style="list-style-type: none"> • Caroline Stokes - Customer & Business Support Officer, Planning, Transport & Environment Directorate

		<p>Cardiff's Planning Committee</p> <ul style="list-style-type: none">• Representatives from the Planning Service – Planning, Transport & Environment Directorate	
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