



DINAS A SIR CAERDYDD  
CITY AND COUNTY OF CARDIFF

**COUNCIL SUMMONS**

THURSDAY, 24 OCTOBER 2019

**GWYS Y CYNGOR**

DYDD IAU, 24 HYDREF 2019,

You are summoned to attend a meeting of the **COUNTY COUNCIL OF THE CITY AND COUNTY OF CARDIFF** which will be held at Council Chamber - County Hall, Atlantic Wharf, Cardiff CF10 4UWD on Thursday, 24 October 2019 at 4.30 pm to transact the business set out in the agenda attached.

**Davina Fiore**  
**Director of Governance & Legal Services**

County Hall  
Cardiff  
CF10 4UW

Friday, 18 October 2019

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Promotion of equality and respect for others | Objectivity and propriety | Selflessness and stewardship  
Integrity | Duty to uphold the law | Accountability and openness

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<i>Item</i>		<i>Approx Time</i>	<i>Max Time Allotted</i>
<b>1</b>	<b>Apologies for Absence</b> <i>To receive apologies for absence.</i>	4.30 pm	5 mins
<b>2</b>	<b>Declarations of Interest</b> <i>To receive declarations of interest (such declarations to be made in accordance with the Members Code of Conduct)</i>		
<b>3</b>	<b>Minutes (Pages 9 - 32)</b> <i>To approve as a correct record the minutes of the meeting held on 12 September 2019.</i>		
<b>4</b>	<b>Whitchurch &amp; Tongwynlais By-Election</b> <i>To report on the outcome of the Whitchurch &amp; Tongwynlais By-Election held on 3 October 2019 and welcome the new elected Member.</i>		
<b>5</b>	<b>Public Questions</b> <i>To receive previously notified questions from Members of the Public.</i>	4.40 pm	5 mins
<b>6</b>	<b>Petitions</b> <i>To receive petitions from Elected Members to Council.</i>	4.45 pm	5 mins
<b>7</b>	<b>Lord Mayor's Announcements</b> <i>To receive the Lord Mayor's announcements including Recognitions and Awards.</i>	4.50 pm	5 mins
<b>8</b>	<b>Notice of Vacancy (Pages 33 - 34)</b> <i>Report of the Chief Executive</i>	4.55 pm	5 mins
<b>9</b>	<b>Polling Station Review (Pages 35 - 100)</b> <i>Report of the Director of Governance and Legal Services</i>	5.00 pm	15 mins
<b>10</b>	<b>Cardiff Local Development Plan Annual Monitoring Report (Pages 101 - 348)</b> <i>Cabinet Proposal</i>	5.15 pm	30 mins

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11	<b>Street Naming Policy (Pages 349 - 444)</b>  <i>Cabinet Proposal</i>	5.45 pm	20 mins
12	<b>Leader and Cabinet Member Statements (Pages 445 - 478)</b>  <i>To receive statements from the Leader and Cabinet Members</i>	6.05 pm	45 mins
<b>Break (6.50 pm)</b>			
<b>Notice of Motion</b>			
13	<b>Motion 1</b>  Proposed by:           Councillor Rhys Taylor  Secoded by:            Councillor Joe Boyle  This Council:  <ol style="list-style-type: none"> <li>1. Welcomes the fact that the current administration declared a climate emergency in March 2019, noting the evidence that shows the impact of human-induced climate change.</li> <li>2. Accepts the findings of the Royal Institution of Chartered Surveyors' 2017 '<i>Whole life carbon assessment for the built environment</i>' professional statement that the energy used in the operation of existing buildings represents the most significant carbon impact from the built environment, contributing 30% of the UK's total emissions in 2017.</li> <li>3. Recognises that, in the words of the UK Green Building Council [UK GBC], 'the UK building industry currently rarely measures or reports on embodied carbon impacts for the maintenance, repair, refurbishment and end-of-life stages of a building's lifecycle.'</li> <li>4. Believes that local authorities have a key role to play in ensuring that major construction projects, in which they have a stake, must account for and offset all carbon impacts emerging from those</li> </ol>	7.05 pm	30 mins

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	<p>projects.</p> <p>5. Refuses, in light of its declared Climate Emergency, to justify, endorse or progress major construction projects that cannot prove they will be net zero carbon in terms of both construction and operational energy use.</p> <p>This Council will therefore:</p> <ul style="list-style-type: none"> <li>• Adopt the UK Green Building Council's <i>Net Zero Carbon Buildings</i> framework definition, in its current and future iterations, appending the framework to the Council's development plan, key policies and planning guidance, as appropriate.</li> <li>• Require all major construction projects to demonstrate achievement of net zero carbon status, through application of the UKGBC <i>Net Zero Carbon Buildings</i> framework, before receiving cabinet approval.</li> <li>• Sign up to the World Green Building Council's <i>Net Zero Carbon Buildings Commitment</i>, which 'challenges signatory companies, cities, states and regions to reach net zero carbon for operational energy in their portfolios by 2030, and to advocate for all buildings to be net zero in operation by 2050.'</li> </ul>		
<p><b>14</b></p>	<p><b>Motion 2</b></p> <p>Proposed by: Councillor John Lancaster</p> <p>Seconded by: Councillor Shaun Jenkins</p> <p>According to Planning Policy Wales Edition 10 (December 2018), the essential difference between a green wedge and a Green Belt is, "...that land within a Green Belt should be protected for a longer period than the relevant current development plan period, whereas green wedge policies should be reviewed as part of the development plan review process."</p> <p>This Council notes:</p> <ul style="list-style-type: none"> <li>• The current Local Development Plan will expire in 2026.</li> </ul>	<p>7.35 pm</p>	<p>30 mins</p>

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	<ul style="list-style-type: none"> <li>• That the green wedge protection to the North of Cardiff, stretching from Creigiau to St Mellons will be reviewed as part of the next LDP.</li> <li>• That the National Development Framework Consultation Draft states:  <i>“The Welsh Government supports the use of green belts in the South East region in managing and planning urban growth. Planning Policy Wales sets out the policy context for them. The Strategic Development Plan must identify a green belt that includes the area to the north of the M4 from the Severn Crossings to North Cardiff.”</i></li> </ul> <p>We therefore call on this Council to work with neighbouring Local Authorities to reaffirm and enhance the protection by designating the current green wedge land as a Green Belt in order to afford greater long term protection to the City region’s green assets.</p>		
<b>15</b>	<b>Oral Questions</b>  <i>To receive oral questions to the Leader, Cabinet Members; Chairs of Committee and/or nominated Members of the Fire Authority.</i>	8.05 pm	60 mins
<b>16</b>	<b>Urgent Business</b>	9.05 pm	
<b>Unopposed Council Business</b>			
<b>17</b>	<b>Cardiff Bus, Appointment of Executive Director</b> <i>(Pages 479 - 484)</i>  <i>Report of Corporate Director, Resources.</i>  <b>Appendix 1 of the report is exempt from publication as it contains exempt information of the description contained in paragraph 12 &amp; 13 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972.</b>	9.05 pm	5 mins
<b>18</b>	<b>Committee Appointments</b> <i>(Pages 485 - 486)</i>  <i>Report of the Director of Governance and Legal Services</i>	9.10 pm	

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<b>19</b>	<b>Appointments of Representatives to Outside Bodies</b> <i>(Pages 487 - 488)</i>  <i>Report of the Director of Governance and Legal Services</i>		
<b>20</b>	<b>Written Questions</b>  <i>In accordance with the Council Procedure Rules, Rule 17(f) Written Questions received for consideration and response will be included as a record in the minutes of the meeting.</i>		

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City Council of the City & County of Cardiff  
12 September 2019

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## THE COUNTY COUNCIL OF THE CITY & COUNTY OF CARDIFF

The County Council of the City & County of Cardiff met at County Hall, Cardiff on 12 September 2019 to transact the business set out in the Council summons dated Friday, 6 September 2019.

Present: County Councillor De'Ath (Lord Mayor)

County Councillors Ahmed, Asghar Ali, Dilwar Ali, Berman, Bowden, Bowen-Thomson, Boyle, Bradbury, Bridgeman, Carter, Cowan, Cunnah, De'Ath, Derbyshire, Driscoll, Ebrahim, Elsmore, Ford, Gibson, Goddard, Goodway, Gordon, Henshaw, Gavin Hill-John, Philippa Hill-John, Hinchey, Hopkins, Hudson, Jacobsen, Jenkins, Jones-Pritchard, Jones, Owen Jones, Joyce, Kelloway, Lancaster, Lay, Lent, Lister, Mackie, McEvoy, McGarry, McKerlich, Merry, Michael, Molik, Morgan, Naughton, Owen, Parkhill, Jackie Parry, Keith Parry, Patel, Dianne Rees, Robson, Sandrey, Sattar, Simmons, Singh, Stubbs, Taylor, Graham Thomas, Huw Thomas, Lynda Thorne, Walker, Weaver, Wild, Williams, Wong and Wood

### 69 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Bale, Burke-Davies and Phillips.

### 70 : DECLARATIONS OF INTEREST

No declarations of interest were received for this meeting.

### 71 : MINUTES

The minutes of the meeting held on 18 July 2019 were approved as a correct record and signed by the Chairperson.

### 72 : PUBLIC QUESTIONS

Public Question – *Yvonne Murphy*

I, along with other members of the arts and cultural sector and wider Cardiff population, are concerned about a potential lack of experience of any selected future private business sector company which may result in the decline of the quality of programming, breadth of offer to audiences and reputation of this prestigious Cardiff theatre.

I would therefore like to ask the Council to outline the process being used to select a new management provider for Cardiff's New Theatre. It is my understanding that in February 2017 Council agreed a 3 stage process to find a new management provider who would pay rent to the Council and that the first stage agreed by Council was to

set up a not for profit Independent Trust. It is also my understanding that this has not happened.

Can Council please confirm if this agreed three stage process is being adhered to, that an independent not for profit trust is being set up and that a rigorous and transparent selection process is taking place?

*Reply – Councillor Bradbury*

First of all, I want to reassure you that this administration remains committed to ensuring the continuation of a vibrant and successful New Theatre for the residents of Cardiff and visitors to the city.

On 15<sup>th</sup> November 2018, the Cabinet considered a report that sought to secure the future of Cardiff's heritage buildings, which included the New Theatre. Officers were authorised to explore the potential to lease the building to a theatre operator without subsidy and to return to a future meeting of the Cabinet for further consideration and a final decision on the outcome of that process.

That process is ongoing and the outcome is scheduled for consideration by the Council's Economy & Culture Scrutiny Committee and by Cabinet in the near future.

Due to the commercial nature of this process, it would not be appropriate for me to pre-empt the outcome.

The previous Cabinet did agree, in February 2017, to explore the potential of a 'not for profit' vehicle, but I can confirm that there has never been any commitment given to setting up a not for profit independent trust or to following a 3-stage process.

A decision will only be made once we are satisfied that we have tested and secured the best solution for the future sustainability of this much valued cultural asset.

*Supplementary Question – Yvonne Murphy*

Thank you for your answer, it doesn't quite answer my question. I have asked if you can give assurances a three-stage process will be adhered to and given the time frame that we have I would like assurance that this decision is not going to be made before the end of 2019 and that the income from the Christmas pantomime which will be in the region of £350/400,000 can be used by the Council to offset the deficit of the current budget and not be given to a private organisation. Obviously the due process of a three-stage process can't be adhered to by the end of 2019, could you confirm that that won't be the case?

*Reply – Councillor Bradbury*

Unfortunately due to the commercial nature of the exercise cannot give full assurance of the one that you are seeking, however I can assure you that is not our intention to look to give money to a theatre operator, quite the opposite. It is about making sure that we have a sustained theatre, about wiping out any subsidy towards the Council whilst also looking to maintain the current theatre programme and as part

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we never went through a 3 stage process, we had three stages in the February 2017 plan about looking at an enhanced in house option which we did do. We did that, the third option was to look at a not-for-profit option which we have deemed it would not would not eliminate the risk to the Council of the New Theatre. All of this is about us sustaining the quality of the New Theatre's offer and ensuring that the New Theatre remains open for many years to come. I'm quite happy to meet with you to discuss it further once we are in a position to open up, to elaborate on some of the discussions that we are having. I'm not in that position now but I am happy to discuss with you or any of the arts community what we're trying to do.

73 : PETITIONS

The following petitions were received:

<b>Councillor</b>	<b>No. of signatures</b>	<b>Request</b>
Councillor Driscoll	256	Calling on the Council to bring forwarded proposals for Gated Lanes at the rear of 1 – 137 (odds) Fairwater Grove West (adjacent to the railway); to include in the Future Programme of Works the gating of the lane between 2 -110 (evens) Fairwater Grove East and 1 – 105 (odds) Fairwater Grove East; and to include in the Future Programme of Works the gating of the lane between 40-132 (evens) Fairwater Grove East that backs onto 17-77 Bishops Walk, up to the rear of 9-11 & 10 Bishops Close (At a position to be agreed with the occupants of homes as frontage are in this late).
Councillor Kelloway	221	Calling on the Council to work with Cardiff Bus to provide a frequent bus service for Cyncoed which is fit for purpose and connects with local shopping centres, post offices, library and the University Hospital for Wales.
Councillor Walker	50	Calling on the Council not to cease their support of the 801 Bus Service which takes children to the Bishop of Llandaff Church in Wales High School.
Councillor Gibson	92	Petitioning the Council to place bollards on the corner of Hillsnook Road with Cowbridge Road West to prevent parking problems which in turn makes the corner dangerous.

#### 74 : LORD MAYOR'S ANNOUNCEMENTS

The Lord Mayor congratulated the Leader and his wife Charlotte on behalf of the Council on the birth of their son Daniel Richard Thomas.

The Lord Mayor congratulated Councillor Rhys Taylor and Guto on their marriage in Chepstow on the 20 July 2019.

The Lord Mayor informed the Council that a sponsor form was being circulated around the chamber for Councillor Stubbs who was running the Cardiff Half Marathon to raise money for the NSPCC.

#### 75 : NOTICE OF VACANCY

The Council was notified of the notice of vacancy for the Office of Councillor in the Electoral Division of Whitchurch & Tongwynlais and the arrangements for an election to fill the vacancy.

RESOLVED – That the Council noted the vacancy for the Office of Councillor in the Electoral Division of Whitchurch & Tongwynlais and the arrangements for an election to fill the vacancy.

#### 76 : AUDIT COMMITTEE ANNUAL REPORT 2018/19

The Chair of the Audit Committee Mr Ian Arundale was pleased to present the Audit Committee Annual Report for 2018/19, which set out an overview of the work carried out by the Committee over the 12 months. The Chair drew attention to areas of the report and views made by the Committee which included:

- Thanked officers and sent best wishes to Christine Salter, who had left the Council after many years of consistent and valued service.
- Areas of concern, were budget management, particularly in schools and social services.
- Financial resilience in general, continued to express concern about significant overspends and unrealised savings targets in the Social Services Directorate.
- School Governance and compliance was an area of concern, where the Audit Committee may have to escalate their involvement.
- Concerns could be seen in internal controls in general and there had been gaps in the areas of waste management and with schools but particularly Traded Services.
- The Audit Committee advised that management must maintain sound systems of internal control and identify weakness areas.
- Cyber security was another area where there was potential areas for development.
- The Audit Committee highlighted the coastal-erosion risk-management programme to mitigate the flood risk from the coastline along Rover Way.
- BREXIT was an area which the Audit Committee was interested in, even though the Committee didn't have a lead to oversee this, Policy Review &

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Performance Scrutiny Committee did, but because the Audit Committee had escalated the issue of BREXIT to a corporate risk, more information is being made available than previously.

- Key observations for 2018/19 was that the Audit Committee had achieved an overview of the Council's priorities, risks and controls through many items received through its work programme. It was the opinion of the Audit Committee on the evidence presented to it during the year in review that the Council does have for the most part sound internal controls and governance arrangements in place and there were development areas that have been identified.

The Lord Mayor invited questions on the annual report and matters were raised and responded to on the following areas:

- School governance and compliance, were the Council doing enough to support schools to carry out duties.
- Waste Management issues and what was being progressed where gaps had been recognised.
- Welcomed the self-evaluation and were all member attending the training and evaluating it.
- Skills amongst School Governors and the sharing of models and policies.

RESOLVED: Subject to an amendment to read" Audit Committee has raised concerns about governance and compliance matters in schools for some time, which are regularly responsible for a greater proportion of audit reports giving concern. This year whilst we have received assurances given through school governance themed audit work, we remain concerned certain schools have not achieved a satisfactory level of stewardship and internal control" That the Audit Committee Annual Report for 2018/19 be noted.

77 : COMPLIANCE REPORTS 2018/19 - STATEMENT OF ACCOUNTS,  
ANNUAL GOVERNANCE STATEMENT AND ANNUAL TREASURY  
MANAGEMENT REPORT.

The Cabinet Member for Finance, Modernisation and Performance, Councillor Weaver proposed the Statement of Accounts and the Annual Treasury Management Report, a statutory report and retrospective look at the financial year accounts for 2018/19.

The Cabinet Member for Finance, Modernisation and Performance thanked the Audit Committee and the Wales Audit Office for their work. There were two matters discussed and corresponded upon with management, firstly impact on the Pension Fund liability in respect to a legal judgement impacting on the National Local Government Pension Scheme after the accounts were prepared and also to seek updates on the continuing discussions with HMRC in relation to Landfill Tax.

The report required Council to approve:

- the audited Statement of Accounts 2018/19 – County Council of the City and County of Cardiff as well as Cardiff Harbour Authority.
- the Statement of Accounts 2018/19 – Cardiff and Vale of Glamorgan Pension Fund
- the Annual governance Statement 2018/19
- to note the Audit reports of the Wales Audit Office on the Statement of Accounts of County Council of the City and County of Cardiff, Cardiff and Vale of Glamorgan Pension Fund, Cardiff Harbour Authority and Cardiff Port Health Authority for the year ending 31 March 2019
- to note the final Letters of Representation for the County Council of the City and County of Cardiff, Cardiff and Vale of Glamorgan Pension Fund and Harbour Authority
- to note that formal documents will be signed at the conclusion of the meeting.

The Leader formally seconded the report and its recommendations and thanked Councillor Weaver, Officers and Staff at the Wales Audit Office.

The Lord Mayor invited debate on the item during which the following comments and observations were made.

Concerns with liability and the rise in debt whilst cash was diminishing.

Concerns around the figure of last year's debt alongside the concerns about the rise in this year's debt with the figure continuing to rise in Cardiff

The Cabinet Member responded to all matters raised and welcomed comments from members. Long term financial challenges with local government being underfunded required a change in direction. The Council borrowed to invest in assets such as school and roads. The Council balanced its budget every year and was very mindful of what was borrowed in order to invest in the provisions required by the people of Cardiff.

RESOLVED: Subject to an amendment which read:

“Audit Committee has raised concerns about governance and compliance matters in schools for some time, which are regularly responsible for a greater proportion of audit reports giving concern. This year whilst we have received assurances given through school governance themed audit work, we remain concerned certain schools have not achieved a satisfactory level of stewardship and internal control”

- That the audited Statement of Accounts 2018/19 – County Council of the City and County of Cardiff as well as Cardiff Harbour Authority were approved.
- The Statement of Accounts 2018/19 – Cardiff and Vale of Glamorgan Pension Fund were approved.
- The Annual Governance Statement 2018/19 were approved

- The Audit reports of the Wales Audit Office on the Statement of Accounts of County Council of the City and County of Cardiff, Cardiff and Vale of Glamorgan Pension Fund, Cardiff Harbour Authority and Cardiff Port Health Authority for the year ending 31 March 2019 be noted.
- The final Letters of Representation for the County Council of the City and County of Cardiff, Cardiff and Vale of Glamorgan Pension Fund and Cardiff Harbour Authority be noted.
- Note that the following documents would be formally signed at the conclusion of the meeting:
  - Statement of Accounts for County Council of the City and County of Cardiff – Lord Mayor and Corporate Director Resources
  - Statement of Accounts for Cardiff and Vale of Glamorgan Pension Fund – Lord Mayor and Corporate Director Resources
  - Statement of Accounts for Cardiff Harbour Authority – Corporate Director Resources
  - Annual Return of Cardiff Port Health Authority – Lord Mayor and Corporate Director Resources
  - Annual Governance Statement – Leader of the Council and Chief Executive
  - Audit Certificate for the County Council of the City and County of Cardiff, Cardiff and Vale of Glamorgan Pension Fund and Cardiff Harbour Authority – Appointed Auditor, Wales Audit Office. To be signed at a later date
  - Letters of Representation for the County Council of the City and County of Cardiff – Corporate Director Resources and Lord Mayor
  - Letter of Representation for Cardiff and Vale of Glamorgan Pension Fund – Corporate Director Resources and Lord Mayor
  - Letters of Representation for Cardiff Harbour Authority – Corporate Director Resources and Lord Mayor.
  - Note the Treasury Management Annual Report for 2018/19 (Appendix 9).

78 : LEADER AND CABINET MEMBER STATEMENTS

1. [Leader's Statement](#)

The Leader responded to questions raised on Brexit update and the EU Settlement Scheme. The Leader advised that he had given a commitment to  
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attend Audit Committee and was happy to attend a future meeting. The EU Settlement Scheme and the number of Cardiff residents effected.

2. [Cabinet Member for Social care, Health & Well-Being Statement](#)

The Cabinet Member responded to questions on the +50 Active Body and Mind Festival and explained that a similar festival had taken place in St Mellons and all wards were being explored for possible venues. It was essential to support voluntary community organisations and more detail would be provided.

3. [Cabinet Member for Strategic Planning & Transport Statement](#)

The Cabinet Member responded to questions on Clean Air Plans, Welsh Governments main response was positive, the plan was accepted, but further information was required. Green Infrastructure, a new duty was being placed on local authorities and a report was being brought back to next Cabinet meeting. Public transport proposals were included in the LDP sites with infrastructure being developed. Peddle power were on board and repairing Nextbikes and a change to technology of the bikes was being proposed. Green roof bus shelters were being considered and 14 bus stops at the new bus station was sufficient.

4. [Cabinet Member for Investment & Development Statement](#)

The Cabinet Member responded to questions on Major Projects in the city including the Indoor Arena meeting the December deadline and the benefits of the arena, along with the Metro Transport project. Callaghan Square would possibly be considered in November. There was currently no data on jobs growth but the information would be provided.

5. [Cabinet Member for Culture & Leisure Statement](#)

The Cabinet Member responded to questions on Parc Cefn Onn. The Council had passed a public space protection order and would monitor the park and its access. Was happy to meet with councillors about the algae in Roath Park Lake. Thanked all those involved with the Homeless World cup and how the tournament had raised awareness of global homelessness.

6. [Deputy Leader and Cabinet Member for Education, Employment & Skills Statement.](#)

The Deputy Leader congratulated all pupils and staff across Cardiff for their exceptional exam results. The School Uniform scheme encouraged selling or donating uniforms and it was vital that this practice was shared. Libraries were also in a position to accept donations.



7. [Cabinet Member for Finance, Modernisation & Performance Statement](#)

The Cabinet Member responded to questions on the Council's support for Pride Cymru. The Cardiff App and how information was being reported. The Council currently hosts WITS but further information was required on specific cases. The CRM system was part of the Digital Change programme going forward. Provision for HRWC across the city. Welsh Government Toolkit for the Blue Badge scheme. How the Council dealt with the Extinction Rebellion protest, in order to keep the city moving.

8. [Cabinet Member for Housing & Communities Statement](#)

The Cabinet Member responded to questions on what was learned from a visit to Glasgow and Helsinki and was happy to provide briefing for all members. In relation to void properties, it was disappointing that an increase was reported and this was discussed at Scrutiny Committee.

9. [Cabinet Member for Clean Streets, Recycling & Environment Statement](#)

The Cabinet Member responded to questions on accidents near Thornhill Cemetery and changes being proposed to make the road area safer. Fly tipping and the surveillance in place to support this. The Registration Trial in three Hub's, would be rolled out to other Hubs. Fly tipping was an issue across the whole of the city and action would be taken if caught.

10. [Cabinet Member for Children & Families Statement](#)

The Cabinet Member responded to questions reporting to CPAC about the management restructure in Children Services including working alongside the trade unions. Area based locality working ensured social working staff were closer to partners. Attended Children & Young People Scrutiny Committee and reported on the restructure.

79 : NOTICE OF MOTION

The Lord Mayor advised that the notice of motion proposed by Councillor Joel Williams and seconded by Councillor Jayne Cowan had been received for consideration and was included on the Summons for the meeting. No amendments had been received.

The Lord Mayor invited Councillor Joel Williams to propose the motion as follows:

Antisemitism is a certain perception of Jews, which may be expressed as hatred towards Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.

The motion was seconded by Councillor Jayne Cowan.

The Lord Mayor invited debate on the motion as proposed.

A recorded vote on this items was requested:

FOR:

COUNTY COUNCILLORS, AHMED, ASGAR ALI, DILWAR ALI, BERMAN, BOWDEN, BOWEN-THOMSON, BOYLE, BRADBURY, BRIDGEMAN, CATER, COWAN, CUNNAH, DERBYSHIRE, DRISCOLL, EBRAHIM, ELSMORE, FORD, GIBSON, GODDARD, GOODWAY, GORDON, HENSHAW, GAVIN HILL-JOHN, PIPPA HILL-JOHN, HINCHEY, HOWELLS, HOPKINS, HUDSON, JACOBSON, JENKINS, KEITH JONES, OWEN JONES, JONES-PRITCHARD, JOYCE, KELLOWAY, LANCASTER, LAY, LENT, LISTER, MACKIE, MCGARRY, MCKERLICH, MERRY, MICHAEL, MOLIK, MORGAN, NAUGHTON, OWEN, PARKHILL, JACKIE PARRY, KEITH PARRY, PATEL, REES, ROBSON, SANDREY, SATTAR, SIMMONS, SINGH, STUBBS, TAYLOR, GRAHAM THOMAS, HUW THOMAS, THORNE, WALKER, WEAVER, WILD, WILLIAMS, WONG AND WOOD.

The Motion was CARRIED unanimously.

## 80 : ORAL QUESTIONS

Question – *Councillor Hudson*

What progress has been made to date on the proposed new bus hub at UHW?

Reply – *Councillor Wild*

I would refer you to the answer provided to your Written Question on this same issue.

Supplementary Question – *Councillor Hudson*

Do you think that the Hub at the UHW will be operational before the City Centre bus station?

Reply – *Councillor Wild*

Given the timescales I wouldn't have thought that was likely, we are working with the UHW to try to get that done as soon as possible but its early stages. It has received planning permission but it's still very early stages and given the building timescales I wouldn't imagine it would be before the bus station.

Question – *Councillor Berman*

Can you outline what potential funding the council has identified or allocated to date towards its proposed new transport plan, including by providing details of any approaches has it made to date to Welsh Government for possible funding?

Reply – *Councillor Wild*

You asked me about funding for our transport vision, a White paper will be published shortly and will have more detail in there about the things that we will bring forward but obviously we're not waiting around as you will have seen in terms of funding that's been allocated and bid for by this Council. Recently we received 11 million from the LTF which is a record figure ever for this Council, including huge amounts for active travel which the Welsh government really backing our proposals there. We've

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also received funding towards a bus station of 15 million in terms of the deal that we've managed to do there and you will see that we have managed to put in an application for clean air fund which is very much to do with transport changes and 15 to 20 million so very much getting on with the job of change in this city.

**Supplementary Question – *Councillor Berman***

Quickly totting up I think what you said you were talking about something like 40 to 45 million altogether but you've talked about or the administration has talked about this transport vision costing about a billion pounds and I have previously raised issues too, so can you reassure us you're not just putting forward a pipe-dream? When do you think you are going to be in a position to tell us that you think you could have the substantial sums that could deliver such a visionary plan to prove to us that this is something that could actually be delivered.

**Reply – *Councillor Wild***

Absolutely, I recognise that and will bring that forward in the White paper very soon and it will outline some of the radical ideas we've got around the transport we are looking to bring. It isn't going to be easy and we know a billion pounds isn't just swirling round but we're going to bring forward those plans very shortly.

**Question – *Councillor Ford***

How many houses will be demolished to re-open the former Llantrisant to Waterhall Junction railway?

What is the council doing to notify people affected?

**Reply – *Councillor Wild***

Thank you Councillor Ford for your question in relation to new metro lines. Transport for Wales are examining a number of possibilities for new rail lines as part of the South Wales Metro including the lines of the north-west which we also desperately want to see. Any proposals that may emerge from them we would seek to fully engage the public.

**Supplementary Question – *Councillor Ford***

With regard to your question have you got a timescale with regards the rail?

**Reply – *Councillor Wild***

I don't have a direct timescale for that but the Well TAG Stage 1 process has started we're pleased to say with our colleagues in RCT and Transport for Wales which is the first thing that needs to happen and that's where you get all the different options appraised. The important thing is that piece of work has started the spending for that work has been put forward so we're on the tracks we don't know the exact timelines in such different bits of it but will try and map that out a bit clearer over the coming months.

**Question – *Councillor Mackie***

Can you clarify when the bus station is likely to be completed?

*Reply – Councillor Goodway*

I can confirm that a contractual agreement to deliver the project was finally reached between Rightacres Property Company Ltd (the developer), Legal & General (the funder) and Welsh Government/Transport for Wales (the operator) in July.

Preparatory works have been ongoing for some week to allow Construction to commence on site next week, beginning with groundworks and sewer diversions. The main contractor will start on site on 2 December 2019.

The construction of the bus station component of the building will be completed by May 2022 with the whole development fully completed and ready for final handover by October 2022.

The bus station fit-out is expected to take approximately 6 months to complete. The Council has recently held discussions with Welsh Government and the developer to explore whether the fit-out of the bus station can begin immediately following completion of the bus station component of the development with a view to enabling the bus station to be operational concurrent with final handover of the whole building. However, I am advised that there are significant contractual issues to be resolved to enable fit-out to commence before practical completion but I am pleased to report all parties are working to try to make this happen.

*Supplementary Question – Councillor Mackie*

With these difficulties to be resolved when do you think these matters might be reasonably resolved?

*Reply – Councillor Goodway*

I think it is important that their resolved before the main contractor gets on site on the 2nd of December and it is my intention to work to that timetable.

*Question – Councillor Owen*

Following a spate of road accidents on Heol y Deri, Rhiwbina, in the early hours of 6<sup>th</sup> July there was another serious traffic accident. What measures have the Council put in place since this accident to help prevent another similar incident?

*Reply – Councillor Wild*

I was very sorry to hear about the incident on Heol y Deri. We've not yet received the formal report of the collision from the police which they do after any of these kind of collisions and really we need to wait see that before we know what, if any changes we would look to make there.

*Supplementary Question – Councillor Owen*

There is indeed a lot of concern in the area about the safety of that road, there have been a number of accidents over the years not just the one I mentioned on 6<sup>th</sup> July, I appreciate you haven't yet received the report. There is a faulty speed sign on Rhiwbina Hill which actually records only half the speed travelled which I know is due to be resolved in a few months' time but I did actually first raise that on 8<sup>th</sup> March so anything you can do to speed that up I would be very very grateful and I look forward to some action in the area thank you.

**Reply – Councillor Wild**

Thank you I'll certainly chase that up in terms of that faulty speed sign.

**Question – Councillor Howells**

What discussions does GLL carry out with Cardiff Council prior to implementing changes to its programmes in our leisure centres and how are these changes communicated to residents and ward members?

**Reply – Councillor Bradbury**

As you may be aware as Chair of the appropriate Scrutiny Committee, we do have robust monitoring and partnership development arrangements in place between the Council and GLL, with regular discussions taking place in relation to all aspects of the contract and service delivery.

The Council's Leisure Client Team meet with GLL representatives on a monthly basis in order to discuss and monitor the contract. Senior management meet quarterly to discuss progress on the Annual Service Plan and the Project Liaison Board also meets quarterly and is attended and Chaired by myself and the Cabinet Member for Finance, as well as senior managers from both parties.

The Council's Scrutiny function, which you play a leading role in, also has a role in reviewing the progress of the partnership. As part of changes made to facility programmes, GLL communicates changes to customers through a range of notices and posters within the facilities, as well as website notices, social media campaigns and directly through the membership.

This is within the contract and I would say that this is similar to the way we dealt with programming when the service was in-house.

**Supplementary Question – Councillor Howells**

You will be aware that GLL has introduced new pool programmes in our leisure centres which came into effect on the 2nd September and this has dramatically reduced the daytime swimming hours in particular at the swimming pool at the Star Hub. Many of the residents I have spoken to who regularly use the pool feel that this is short-sighted and does nothing to encourage local people to use the pool in order to improve their health and fitness. Can I ask whether you were aware of the details of these changes and is there any scope for asking GLL to review this decision to allow more daytime swimming?

**Reply – Councillor Bradbury**

GLL did come forward with an aquatics plan which is aimed to get more children swimming and having more swimming lessons and we were made aware of that. However, as I've said to you privately before and I said to your Ward colleague, Councillor Owen Jones, and other colleagues have raised it within the Star area, I am very happy to look at individual cases. The aquatic plan is not meant to close a pool off for six days if there's no one using it, it's quite the opposite it's meant to be encouraging more use of the pool and particularly younger use of the pool, so I'm happy to discuss those individual instances which I have been made aware of on social media and with yourself and other Councillors within the Star area.

Question – *Councillor Owen Jones*

Can you provide an update on the solar farm?

Reply – *Councillor Michael*

Design and build contracts for the Solar Farm have been signed and the contractor is in the process of addressing pre-commencement planning conditions.

Site mobilisation and early construction works will commence later this month, with the early work focusing on those parts of the site that are not constrained by measures in place to protect overwintering birds.

The Solar Farm is expected to start generating energy in the spring of next year. The scheme forms an important part of our response to climate emergency issues, alongside other major energy schemes including the proposed Heat Network and our Low Emission Transportation strategy.

Supplementary Question – *Councillor Owen Jones*

It's really heartening to hear that it's going to be up and running so soon. I would just try to encourage because renewable energy is going to be such an important aspect of our climate change emergency that we don't rest on our laurels as soon as this is set up and go right that's our bit, I would encourage us already looking at further plans and further plans of how we can keep going on this and keep the momentum going.

Reply – *Councillor Michael*

I agree wholeheartedly with you, can I just take the opportunity to thank the officers concerned, Gareth and his team, for the incredible amount of work they did to bring this to fruition in such a short time. We can now I think once it's actually gets itself embedded in and starts producing, we can start concentrating on the heat network which is another worthwhile scheme which will actually make a huge difference in the carbon emissions produced by this Council.

Question – *Councillor Robson*

In view of the recent incidents affecting two members of my group, can you ensure that every Cardiff Councillor is aware of the security measures which can be taken and offered any security equipment which the Council recommends?

Reply – *Councillor Huw Thomas*

We've touched on this during the debate on the motion clearly but I know that every Member in this Chamber will join me in condemning the recent incidents involving elected colleagues, not just in your party but across the political Chamber. All Councillors have been informed of a member's personal safety security guidance and have been offered the opportunity to discuss any personal safety concerns they may have with the Council's corporate security manager. I understand that to date eight councillors have requested and completed personal safety assessments to determine what proactive measures they could take to maintain their personal safety and to identify any additional support that was needed from the Council.

Councillors have also been advised that the corporate security manager is available to come and collectively brief political group meetings should they think that to be appropriate.

**Supplementary Question – *Councillor Robson***

I'm sure we are going to have the corporate security manager to come to our group meeting and I am working to arrange that. I should also add the incidents referred to are not all religious someone, one group members had instances because he's Conservative, I'm sure other Councillors in different parties have been criticised, more than criticised, had things done unfortunately because of their political beliefs. So really I just wanted to reiterate that taking seriously is as you suggest which is excellent, thanks also to the teams, the security team and Democratic Services who are also taking this seriously. I want to obviously discuss with Group leaders ways forward so that we can try to address this and where we possibly can root it out but also then to ensure that the Council have those strong links with the police who in some cases it might have been excellent but I need to make sure that the police are working across Cardiff and not just dealing with the different incidents of individual Councillors in case there is a pattern across Cardiff so that pattern isn't missed so I welcome the support for that.

**Question – *Councillor Sandrey***

What is the council doing to ensure buses can access the St Edeyrn's housing development?

**Reply – *Councillor Wild***

Thank you for your question about St Edeyrn's and the development of the bus lanes. Like many of the strategic development sites public transport is going to be vital isn't it to making them sustainable, but we're really pleased especially with this development we're seeing first fully funded bus service funded by the developers themselves the X95 operating to St Edeyrn's but also as part of the scheme a bus lane has been provided on the approach to the main site access at the junction with Heol Pontprennau and this enables buses to bypass any queuing traffic on the approach to the junction from within the site.

**Supplementary Question – *Councillor Sandrey***

My question wasn't actually in relation to the bus lanes it's to do with the issue with cars and contractor vehicles blocking access to the estate on a regular basis. I see messages from NAT and Cardiff Bus on social media saying they can't service the estate because they can't get in because of vehicles and that's a big issue in terms of encouraging these new residents to use buses.

**Reply – *Councillor Wild***

Absolutely and with any kind of new development there's problems aren't there as you go along and contractors trying to work and all sorts. I think on this occasion the contractors need to improve where they are leaving some of the vehicles and I understand they've had that message and I'll make sure it continues to go on, please let me know if you think it continues to be a problem for that service.

*Question – Councillor Gordon*

How much support and advice can the planning officers give to Conservation Groups and residents living in the Conservation Areas of the city?

*Reply – Councillor Wild*

Thank you Councillor Gordon for your question to do Conservation areas and what support we can give to Conservation Area groups. Our excellent council officers provide advice on general Conservation Area matters and I know where contact has been made in the past and also recently there's a really excellent relationship of those officers between volunteers and staff. There is also a great deal of information on the website with links to leaflets, appraisals for each different conservation area describing the differences of those and the special settings and any framework to manage change effectively whilst preserving each area's character and appearance. Lots of information there and like say our officers really do a good job and they've got good relationships there.

*Question – Councillor Williams*

What is the Council doing to prevent damp and lack of insulation affecting residents' flats following the removal of the cladding at Lydstep flats?

*Reply – Councillor Thorne*

As Members will be aware, the cladding was removed from Council high-rise blocks in response to safety concerns following the Grenfell Tower tragedy. Options for re-cladding the buildings are currently being explored. We need to give careful consideration to any future cladding systems to ensure the safety of our tenants. We hope that work will start on site to replace the cladding in the summer of 2020.

I appreciate that some tenants have suffered with damp and mould since the cladding was removed. We are putting in place a number of measures to mitigate this issue over the coming winter. Our repairs service will attend properties to remove and treat any mould that does occur. We will also be piloting an internal insulation product to provide some short term protection against damp. Checks of the temporary repairs are being carried out, particularly around the windows, to ensure that these are effective.

Where the tenant has any underlying health condition that may be made worse by the conditions in the blocks, officers are offering to arrange for the tenant to move. Residents will also be given £200 in compensation to ensure that there are able to maintain regular heating within their flats over the winter period.

I appreciate the distress that this is causing to tenants and we will take forward a permanent cladding solution as soon as possible. I can inform you that the Ward Councillors and Tenants are being kept updated on progress and will be consulted before any new cladding system is agreed.

*Supplementary Question – Councillor Williams*

The comprehensive response is reassuring. It's so important that as a Ward Member for Pontprennau and Old St Mellons, I do not represent Llandaff North, but I am a Cardiff Councillor but the safety and security of citizens in our properties is a priority and that extends beyond Pontprennau and Old St Mellons. Can you continue to keep all Councillors updated because this is a concern for a number of families who may in

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fact actually live outside of Llandaff North perhaps in my ward of Pontprennau and Old St Mellons who do want to see some progress on this to reassure their friends and families living at the location thank you.

**Reply – Councillor Thorne**

I am quite happy to keep every Member informed if that's what Members truly wish and I completely agree with you about the safety of all of our tenants and in fact that is the point that these flats didn't contain the same cladding as Grenfell and we actually took the initiative to get it checked so yes we will keep you informed if that is what you wish.

**Question – Councillor Sandrey**

Is the council aware that the Cardiff Met Cyncoed campus is being used by some as an ad hoc park and ride facility for the Llandaff campus?

**Reply – Councillor Wild**

With reference to Cardiff Met Campus been used an ad-hoc Park and Ride at Llandaff campus it's not something we're completely fully aware of or that has caused us major problems and in honesty is really a matter for Cardiff University

**Supplementary Question – Councillor Sandrey**

I do appreciate I just wanted to raise it as an issue because it's something that's been circulated on Facebook people advising each other to park on the Cyncoed campus in order to get the bus to the Llandaff one and obviously that facility isn't designed to be a park and ride and there were concerns that there would then be too much demand for the car parking and that would spill into Cyncoed and Llanedeyrn and I just wanted to make you aware of them.

**Question – Councillor Gordon**

As you know, each Autumn for the last few years, residents in Riverside have cleared the autumn leaf fall from the roadsides and pavements in partnership with the street cleansing teams. It makes a huge difference to our area in terms of safety, avoiding trips and slips on leaves and appearance of the streets. Are the cleansing teams going to be able to help again with weekend collections as in the past few years?

**Reply – Councillor Michael**

Yes, 'The Big Sweep' will be happening where cleansing staff will support resident groups to remove leaf fall across the city. As the usual autumn rugby internationals are not taking place this year, except for the Barbarians game it means we will have more operatives that can actually work with groups. If any member is aware of any resident groups that and to get involved, contact The Love Where You Live Group, contact Officers or contact me and we will get them involved in doing what we always do with the help of the citizens of the City.

**Supplementary Question – Councillor Gordon**

I just want to just make a request that about 7 streets in Pontcanna and South Riverside are have had lots and lots of debris from trees through the summer and there's been a huge build-up. I did let clean streets know that we needed urgent action to clear the debris that's in the gutters at the moment but I'm afraid to say there's been no action and its unusual, you know usually we get a very good

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response. I let them know in the summer that in these streets lots of cars were away because people had gone away on holiday and there was space to come in and actually clear them but these 7 streets - do you think you could possibly before we start getting residents out using their energy and helping the Council to get the streets clean for their benefits of course as well, could we have a pre clean of these particular 7 streets?

*Reply – Councillor Michael*

If kindly sent me the names of the streets happy to get involved and see what we do.

*Question – Councillor Boyle*

In February, the cabinet member for education asked officers to contact Cardiff Bus regarding my “very sensible suggestion” that a bus service to Cardiff High should run up Cyncoed Road to cater for the large number of pupils who travel to the school from that side of Penylan. Unless, the cabinet member can tell me otherwise, those enquiries appear to have yielded little success thus far.

What steps will the administration now take to support our efforts to see such a service introduced, thereby encouraging active travel, taking cars off the road and reducing levels of congestion around Cardiff High at the start and end of the school day?

*Reply – Councillor Merry*

The provision of such a bus service would be a matter for Cardiff Bus, which – as you know – operates at arms-length from the Council. The Council cannot direct the bus company to provide particular services and it is for the bus company to determine whether or not this change would be commercially viable. I do however understand your concern, I’ve not had an update so far and I have asked for this to be chased as a matter of urgency.

We are of course currently developing a programme for engaging with existing schools to development their Active Travel Plans which will also look at walking cycling and scooting.

*Supplementary Question – Councillor Boyle*

So that first part is useful that Officers haven't yet had a reply but they will seek a reply. I appreciate the difficulty you have in relation with the bus company, the aim of the question really was just simply to identify whether there are any steps the Council can practically take or whether we are left to fight the case locally as best we can, which of course will continue to do but understanding if there is help the Council can provide, would be helpful and encouraging for residents. My suspicion therefore though is that there isn't.

*Reply – Councillor Merry*

I will chase for a response from Cardiff Bus and I will also keep you up to date with any active travel plans.

*Question – Councillor Lister*

Can the Cabinet Member advise how many electric charging points there are in the city for electric and hybrid vehicles?

*Reply – Councillor Michael*

The Council has recently installed 18 'fast' public charge points across 10 locations supported by a grant from the OLEV residential charge point scheme. These charge points are expected to be officially launched later this month.

The Council has recently announced a partnership with Eugenie to install 12 'rapid' charging points at 6 on-street locations in the city. Other charge points are available to the public, which are provided by private suppliers, and these can be found by looking at the ZapMap.

The Council is actively seeking to develop a solution that will provide a wider network in the city, working with industry and partners to procure a charging network that is fit for the future.

*Question – Councillor Cowan*

How much does it cost to fill a standard pothole using:-

- Council Staff
- Agency Staff
- External Company Staff

How many potholes need replacing within 8 weeks of the initial repairs (as a percentage)?

*Reply – Councillor Wild*

The Council does not use external staff to fill potholes and the approximate cost to fill a standard pothole is £15 pounds, £2 of these repairs will need replacing within eight weeks but as you know we now focus a lot more on patching a really prudent way and those who have seen patching undertaken in their wards I think will agree that it gives a really good finish including some excellent patching work on Rhiwbina Hill and Wenaukt Road.

*Supplementary Question – Councillor Cowan*

Can you elaborate a little bit on the £15 does that obviously incur any costs of materials and also officer time which is obviously the bigger cost?

*Reply – Councillor Wild*

I cannot elaborate in particular on the cost I was asked get the cost which I have done if you want more detail about exactly how that's broken down I will endeavour to get that for you Councillor Cowan.

*Question – Councillor Lister*

What work is being done by the Council to develop the School Holiday Enrichment Programme?

*Reply – Councillor Merry*

This year, the 'Food and Fun' School Holiday Enrichment Programme was delivered in 16 schools in Cardiff, details of which were outlined in my earlier statement. A video of this year's programme has been produced, which will be shown at the Cardiff Headteachers Conference on 3<sup>rd</sup> October 2019. The video details the impacts

that the programme has on both children and families, as well as the benefits to the schools involved.

This will help promote SHEP to schools and increase uptake in order to enable us to meet our target of having 20 schools delivering the programme in 2020. We are also exploring how Councillors can contribute to increasing take up of the programme.

We continue to engage with external organisations, agencies and supporters to further build on the relationships that have been developed year-on-year and to enable new enrichment activities and experiences to be developed. And I would like to give my personal thanks to all those organisations who helped out in our schools across the City in the holiday and of course to the staff many of whom are giving up their holiday time to help our children.

*Supplementary Question – Councillor Lister*

As you know I've been visiting schools within Cardiff South with Vaughan Gethin, the Assembly Member, for the last three years and seeing the SHEP Programme in action and I've seen it grow from strength to strength so I would like to join you in thanking all the staff that actually make that happen to make sure that our children do get hot meals and physical activity throughout the summer. As you've already mentioned that be great to see Councillors get more involved so will you just join with me and work with me to encourage other Councillors that are on governing bodies to work with their local schools to actually see if we can expand that programme further.

*Reply – Councillor Merry*

I think they are obviously two roles for us as Councillors here, there are those of us who had a lucky enough to currently have SHEP operating within their wards and there is a role for us in actually encouraging parents to take advantage of the scheme sometimes the most vulnerable families are actually the hardest to reach in terms of schemes like SHEP so there's role for us there and of course we are, or many of us are, governors of local schools. In terms of expanding the scheme we obviously seeking to prioritise those schools with the highest levels of children with free school meals for understandable reasons I hope by the Council.

*Question – Councillor Graham Thomas*

Is the Cabinet Member aware of and in agreement with the various changes to leisure centre facility timetables which further restrict opening times? If these changes are being made for cost saving reasons, this goes against the Welsh Assembly's attempt to get more people active.

*Reply – Councillor Bradbury*

I refer you to the answer I gave to Councillor Howells, the programme is part of the new Aquatics Plan for Cardiff and aligns with our objectives to specifically improve activity levels. It will provide a more focused, session-based programme, which is targeted to improve options for disability, children's, mother & toddler and schools swimming. So therefore it was not driven by cost cutting.

*Supplementary Question – Councillor Graham Thomas*

I appreciate that you've been asked this question once already and I did listen very carefully to your discussion with Councillor Howells the feedback that I am getting from residents which suggests that they need to communicate these changes more

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in advance because I know that a lot of residents have turned up to access their normal swimming times and find all of a sudden they can't get in and they are regular users so just for the sake of missing a week or two they weren't aware that the pool was going to be closed, so perhaps you could pass that on to them. I do fully accept that they must have a certain amount of leeway to run the centres in their own way and to look for efficiencies but can you assure me that these efficiencies will not extend to endlessly cutting back of services such as closing of swimming pools at certain times of the day to save on staff costs obviously that does seem an inefficient use of our Council resources and the objective needs to be to keep our residents young and old as active as possible.

**Reply – Councillor Bradbury**

I can assure you of that because the discussions we've been having with GLL is actually about improving services and catering the service to meet demand. Just to let you know as part of this Aquatics plan I've asked for a bit of information on this because as part of this they have increased swimming teachers' pay by 50%, pools are being paired Eastern/Pentwyn Maindy/Llanishen Western/Fairwater to provide a balanced programme so if one service is on offer in Western they will offer a different service in Fairwater for instance. Schools are directed to specific times as opposed to random requirements, Pentwyn evenings and weekends for casual swimming, plume inflatables are being put in place, holiday and over 8's focus, Llanishen are looking at under-fives and family focus equalities, specific sessions for people with disabilities so this is all part of the plan. In the Star and Maindy we're looking at areas will look an inclusive focus for BME females because it has been requested by Councillor Molik and other Councillors here. Additional swim school spaces between to be identified extended Ladies only swimming sessions I accept it's the communicating this on social media and notice boards doesn't always hit everybody in this coming in on the 1 September has been a bit of a culture change, however I do feel that the plan as a whole will be beneficial but I am always happy as he knows to hear any individual case or feedback that I can give it back to GLL that goes for any Member in this Chamber.

**Question – Councillor Jones-Pritchard**

This Council is rightly proud of developing temporary accommodation through an innovative scheme using shipping containers to provide quality temporary accommodation for homeless families. Yet, the leader of the Labour Party has spoken out against this form of accommodation, criticising, in strong terms, the use of shipping containers for the housing of children. What advice would the cabinet member give their leader on the benefits of this innovative way of providing much needed temporary housing for the homeless?

**Reply – Councillor Thorne**

We would, of course, prefer to provide permanent housing solutions in response to the dire increase in homelessness since the introduction of austerity policies by the UK Government in 2010.

The repurposing of shipping containers for temporary housing provides a quick and cost-effective solution to delivering good quality, new homes to help tackle homelessness in the city. This temporary housing solution is also helping to keep people out of hostels and off the streets.

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They will be a valuable addition to the range of good quality temporary accommodation that is available for homeless families in Cardiff and will provide residents with a comfortable, warm and safe place to live whilst a longer-term housing solution is found. They will also help us to continue our excellent track record of not housing families in bed and breakfast accommodation, a practice that is still common place in some other local authorities.

**Supplementary Question – Councillor Jones-Pritchard**

I think that's excellent advice to give. I think it's an excellent initiative I am pleased to say that you're saying it's temporary accommodation would be moving people into more permanent accommodation as soon as possible one of the principles of the initiative of course is its views on temporary sites so can we have a commitment as well that when this site needs development those units will be moved onto another temporary site and provide equivalents of much needed accommodation.

**Reply – Councillor Thorne**

Absolutely, we are only using meanwhile use sites that are waiting development but I can also add that these new homes achieve the same quality sound building standards as our traditionally constructed homes and both schemes have been through technical approval process by the Welsh Government and through our own building control and planning process and they will actually surpass the Welsh Government's temporary accommodation space standards so they will be excellent and once we've got them completed if any members would like to visit I'd be more than happy to arrange that.

81 : URGENT BUSINESS

None

82 : APPOINTMENT OF LOCAL AUTHORITY SCHOOL GOVERNORS

The Council was requested to approve the recommendations of the Local Authority Governor Panel 10 September 2019.

RESOLVED – That

1. The following appointments be approved to existing vacancies

School	Ward	Start of Vacancy	Appointment Approved
Allensbank Primary School	Gabalfa	09/07/2019 09/07/2019	Nirushan Sudarsan Sergey Popov
Gladstone Primary School	Cathays	08/07/2019	Cllr Norma Mackie
Lakeside Primary School	Cyncoed	10/08/2019	Cllr Robert Hopkins
Llanishen High School	Llanishen	03/07/2019	Ruth Crowder
Mount Stuart Primary	Butetown	24/07/2019	Kerry Wilcox

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School			
Pen-Y-Bryn Primary School	Llanrumney	27/03/2019	David Simpson
Pontprennau Primary School	Pontprennau & Old St Mellons	13/08/2019	Joanne Nicholas
Radnor Primary School	Canton	24/07/2019	Meriel Ansell
Rhydypenau Primary School	Cyncoed	15/05/2019	Cllr Bablin Molik
Trelai Primary School	Caerau	12/09/2018	Lois Robinson
Tremorfa Nursery School	Splott	06/02/2018	Hannah Chivers
Ysgol Glan Ceubal	Llandaff North	26/06/2019	Nicola Stephens
Ysgol Gymraeg Nant Caerau	Caerau	22/03/2019	Rebecca Anderson

2. The following appointments be approved to future Local Authority vacancies

School Name	Ward	Start of Vacancy	Re-appointment Requested
Adamsdown Primary School	Adamsdown	29/10/2019	John Dixon
Albany Primary School	Plasnewydd	23/10/2019	Cllr Mary McGarry
All Saints C.W.Primary School	Pentwyn	23/10/2019	Stephen Hendrickson
Pentyrch Primary School	Pentyrch	23/10/2019	Sarah Maunder
Stacey Primary School x 2 vacancies	Adamsdown	23/09/2019 23/09/2019	John Dixon
Thornhill Primary School	Llanishen	29/10/2019	Mike Imperato

### 83 : COMMITTEE APPOINTMENTS

To receive nominations and make appointments to current committee vacancies as set out in the report and in accordance with the approved allocation of seats and political group wishes

RESOLVED: The Council agreed to appoint to the vacancies on Committee in accordance with the approved allocation of seats and Party Groups wishes as set out on the Amendment Sheet.

Committee	Vacancy	Group	Nomination Received
Appointment Committee	3 Members	1 x Labour 1 x Conservative	Cllr Joel Williams

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		1 x Lib Dem	
Corporate Parenting Advisory Committee	2 vacancies	1 x Conservative 1 x Lib Dem	Cllr Robert Hopkins
Local Authority Governor Panel	1 vacancy	1 x Lib Dem	Cllr Robert Hopkins

84 : APPOINTMENTS OF REPRESENTATIVES TO OUTSIDE BODIES

To receive nominations and make appointments of Council representatives to statutory and non-statutory outside bodies.

RESOLVED: The Council approved appointments as set out on the amendment sheet to the following bodies.

Committee	No vacancies	Nomination
Cardiff & Vale of Glamorgan Community Health Council	1 vacancy	Councillor Goddard.

85 : WRITTEN QUESTIONS

In accordance with the Council Procedure Rule 17 (f) [Written Questions](#) received for consideration and response had been published.



**CYNGOR CAERDYDD  
CARDIFF COUNCIL****COUNCIL:****24 OCTOBER 2019**

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**REPORT OF THE CHIEF EXECUTIVE**

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**NOTICE OF VACANCY****Reason for this Report**

1. To report to Council the vacancy in the Office of Councillor in the Electoral Division of Llanishen.

**Issues**

2. The Council is required to give public notice of the vacancy in the Office of Councillor that has arisen following the resignation of Councillor Phil Bale on 9 October 2019.
3. An election to fill the vacancy must be held in accordance with the provisions of the Local Government Act 1972 within 35 days following the receipt of written notice from two local government electors for the area, on a date fixed by the Returning Officer.
4. The required Public Notice of Vacancy for the Electoral Division of Llanishen was published on Thursday, 10 October, 2019 and a valid election request submitted to the proper officer on Friday, 11 October, 2019.
5. A Notice of Election was published on Thursday, 17 October, 2019, and, if contested, a poll will take place on Thursday, 21 November 2019.

**Legal Implications**

6. The relevant legal requirements are set out in the body of the report. The election must be conducted in accordance with the requirements of the Local Government Act 1972 and the Representation of the People Act 1983 (and all other relevant electoral law). Detailed legal advice will be available to those officers making arrangements for the election.

**Financial Implications**

7. Any costs arising from the election will need to be found from within the existing budgetary resources of the Council.

## **RECOMMENDATION**

It is recommended that the Council notes the Vacancy in the Office of Councillor for the Electoral Division of Llanishen and arrangements made for an election to fill the vacancy.

**Paul Orders**  
**Chief Executive**  
18 October 2019

## **Background Papers**

Published Notice of Vacancy in Office of Councillor

**CYNGOR CAERDYDD  
CARDIFF COUNCIL****COUNCIL:****24 OCTOBER 2019**

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**REPORT OF THE DIRECTOR OF GOVERNANCE AND LEGAL SERVICES****REVIEW OF POLLING DISTRICTS, PLACES AND STATIONS**

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**Reason for this Report**

1. The Representation of the People Act 1983 requires local authorities to conduct a review of parliamentary polling districts, places and stations at least every five years.

**Issues**

2. The current review must be completed by 31 January 2020, but for practical purposes, the review has been designed so that it is completed for implementation on 1 December 2019, to coincide with the publication of the new register of electors.
3. The principal reason for conducting a review is to ensure that polling is accessible for all electors and the Council must:
  - seek to ensure that electors have such reasonable facilities for voting as are practicable in the circumstances, and
  - seek to ensure that so far as is reasonable and practicable, polling places are accessible to all electors including those who are disabled.
4. It is the responsibility of local authorities to divide their areas into polling districts for the purpose of Parliamentary elections, and to designate a polling place within each district. Local government polling districts are based on these Parliamentary polling districts. Cardiff comprises 29 Electoral Divisions, each of which is divided into a number of polling districts. There are currently 204 polling districts in Cardiff.
5. A polling place is the area or building within which a polling station must be selected by the Returning Officer. If no polling place is designated, the law provides that the polling district is to be taken as the polling place.

6. For UK parliamentary elections, the powers and duties of the Returning Officer are discharged by the designated 'Acting Returning Officer'. In Cardiff, the Acting Returning Officer is the Electoral Registration Officer appointed by the Council (Mr. Paul Orders).
7. The choice of fully accessible buildings for use as polling stations is limited, and they are not always located in an area which is convenient for electors. Electoral Services staff, on behalf of the (Acting) Returning Officer, undertake a continuous assessment of the premises used as polling stations, in order to seek alternative more suitable solutions where necessary. Furthermore, the review has sought to minimise disruption to schools and to find a permanent polling place to cease the use of hiring portacabins where ever practicable.
8. Prior to any elections the (Acting) Returning Officer will advise political parties of the actual polling stations to be used, and in making that decision will consider any comments made as part of this review.

### **Consultation**

9. A public notice was published and included on the Council's website. All ward members, AMs, MPs, MEPs, Community Council clerks, Disability Forum, 50+ Forum and Cardiff Citizens Panel members as well as the South Wales Police and Crime Commissioner and the (Acting) Returning Officer for the Vale of Glamorgan, due to the Cardiff South and Penarth parliamentary cross boundary arrangement, have been consulted.
10. Comments received as part of the review are set out in Appendix B and recommended polling arrangement adjustments are summarised in Paragraph 11 below. These are available for public inspection at the Electoral Services Office at County Hall.

### **Responses and Proposals**

11. The review has identified a number of responses where practical alternative arrangements are required or improved arrangements can be recommended to current polling arrangements. These include:
  - a. **Caerau** - Response received from an Elected Member suggesting a possible alternative location (RAFA Club, Riverside Terrace) be considered as an alternative to the current Millbank Primary School polling station location (Polling District TH).

The (Acting) Returning Officer is supportive of the suggested alternative polling location which would remove the requirement to utilise a local school and is located within a short distance of the current polling station venue for the benefit of local electors.

- b. **Creigiau and St Fagans** - Response received from the (Acting) Returning Officer recommending that due to the small number of properties (60 properties) within Polling District 28B and the significant logistical siting difficulties, the Portacabin at Capel Llaniltern be removed and electors be re-allocated to Polling District 28A – Creigiau Church Hall, Cardiff Road, Pentyrch. Contact would be made with all electors in the polling district explaining the alteration and location of the new polling station as well as allowing the opportunity to apply for a postal or proxy vote arrangement if attending the new polling station in person was unsuitable.
- c. **Gabalfa** - Response received from an Elected Member requesting that all consideration be given to the continued use of Mynachdy Welfare Institute, as a Polling Station within Polling District GA.

Due to the uncertainty over the availability of the above polling station the (Acting) Returning Officer currently has no option but to advise the use of a temporary mobile unit for polling purposes. However, such arrangements will be kept under review until further information is available on the long term future of the Institute.

- d. **Llandaff North** - Response received from Headteacher, Gabalfa Primary School highlighting that Gabalfa Primary School and Ysgol Glan Ceubal (Polling District JD) had moved into new shared accommodation in September 2019 and the design of the new building made it very difficult to continue to utilise the building for polling purposes. As a solution, a school governor has proposed that the (Acting) Returning Officer utilise Emmanuel Baptist Church, Gabalfa Avenue, CF14 2SH.

The (Acting) Returning Officer is supportive of the suggested alternative polling location which would remove the requirement to utilise a local school and would offer a suitable polling location.

- e. **Llanrumney** - Response received from a local resident who commented that the polling station located in Bryn Hafod Primary School was an inconvenience to the school and would prefer an alternative location be utilised.

The (Acting) Returning Officer is supportive of the suggestion and has been able to identify an alternative polling station location at Llanrumney Hall, Ball Road, CF3 4JJ which would reduce the pressure on the requirement for two polling stations to be located in Bryn Hafod Primary School and provide a more convenient site for electors residing in Polling District PA.

- f. **Penylan** – Response received from the (Acting) Returning Officer who recommended a suitable alternative venue to utilising St. David's RC College (Theatre Block) Ty Gwyn Road, Penylan (Polling Districts FA and FB). The location at Birchwood House, Birchwood Lane within

Cardiff University was sited more centrally within the polling district with good access and parking availability.

A further response was also received from an Elected Member in relation to Howardian Primary School, Hammond Way (Polling District FF) who highlighted the lack of parking facilities for disabled people and those with mobility problems and requested further discussions to be undertaken with the school to assist with improving accessibility to the polling station.

The (Acting) Returning Officer is supportive of the current polling district arrangement, but will undertake further discussions with the relevant Headteacher to see if additional measures can be put into place to improve accessibility arrangements.

- g. **Pontprennau and Old St. Mellons** – Response received from the (Acting) Returning Officer recommending that the current Polling District 29C be kept under close review and consideration in due course be given to whether an additional Polling District be created to support residential development in the area.
- h. **Trowbridge** – Response received from the (Acting) Returning Officer who highlighted that due to the significant logistical difficulties in siting the portacabin and concerns of safeguarding issues due its location outside Oakfield Primary School, Ferntree Drive (Polling District SE, SJ) it is recommended to utilise the Community Hall – St. Mellons Hub, Crickhowell Road as an alternative location for polling districts SA, SE, SI and SJ. This would offer electors improved facilities in a very large purpose built community building and remove the requirement to cause disruption to a local school.
- i. **Whitchurch and Tongwynlais** – Response received from the (Acting) Returning Officer recommending that due to significant logistical difficulties in siting the current portacabin at St. Margaret's Road (Heol-Y-Forlan End) an alternative venue location within the electoral division be considered. The (Acting) Returning Officer considers that utilising the current polling station site located at Church Hall, Kelston Road for polling districts MD and ME an opportunity exists to improve, particularly for elderly and disabled electors, general access, seating and toilet facilities while moving away from a temporary use building awkwardly located in a side street location. Consideration will also be given to the possibility of further reducing the use of portacabins within the ward as part of any future review process.

## Legal Implications

12. The Council is required (under section 18C Representation of the People Act 1983 ('the Act'), inserted by the Electoral Registration and Administration Act 2013) to undertake a review of all the polling districts and polling places in its area. The review must be conducted in accordance with the parameters and procedure set out in the Act and regulations issued under it (the Review of Polling Districts and Polling Places (Parliamentary Elections) Regulations 2006).

The law requires that:

- a) each community in Wales is to be a separate polling district, unless special circumstances apply;
- b) the council must designate a polling place for each polling district, unless the size or other circumstances of a polling district are such that the situation of the polling stations does not materially affect the convenience of the electors;
- c) the polling place must be an area in the district, unless special circumstances make it desirable to designate an area wholly or partly outside the district (for example, if no accessible polling place can be identified in the district); and
- d) the polling place must be small enough to indicate to electors in different parts of the district how they will be able to reach the polling station.

As part of the review, the Council must:

- seek to ensure that all electors in a constituency in the local authority area have such reasonable facilities for voting as are practicable in the circumstances; and
- seek to ensure that so far as is reasonable and practicable every polling place for which it is responsible is accessible to electors who are disabled

The statutory procedure for the review requires the Council to:

- publish a notice of the holding of a review;
- consult the (Acting) Returning Officer for every parliamentary constituency which is wholly or partly in its area;
- publish all representations made by an (Acting) Returning Officer within 30 days of receipt by posting a copy of them at the local authority's office and in at least one conspicuous place in their area and, if the authority maintains a website, by placing a copy on the authority's website;
- seek representations from such persons as it thinks have particular expertise in relation to access to premises or facilities for persons who have different forms of disability. Such persons must have an opportunity to make representations and to comment on the representations made by the (Acting) Returning Officer(s); and
- on completion of a review, give reasons for its decisions and publish:
  - a. all correspondence sent to an (Acting) Returning Officer in connection with the review;

- b. all correspondence sent to any person whom the authority thinks has particular expertise in relation to access to premises or facilities for persons who have different forms of disability;
- c. all representations made by any person in connection with the review;
- d. the minutes of any meeting held by the council to consider any revision to the designation of polling districts or polling places within its area as a result of the review;
- e. details of the designation of polling districts and polling places within the local authority area as a result of the review; and
- f. details of the places where the results of the review have been published.

The review of polling districts and polling places is a Council function (pursuant to the Local Authorities (Executive Arrangements)(Functions and Responsibilities)(Wales) Regulations 2007, which may be determined by full Council, having regard to the legal requirements set out above.

### Financial Implications

- 13. The proposed changes to the polling arrangements involve a reduction in the requirement for two portable temporary hire units and their logistical siting, delivery and collection costs.
- 14. The associated savings per temporary hire unit are summarised below, based on the 2019 European Parliamentary Election costs.

Portacabin Unit Hire Charge incl. Insurance (per unit)	£1,000.00
Delivery Set up and Removal of Units (per unit)	£1,000.00
Conveyancing of election equipment (per unit)	£60.00
Electricity supply to portacabin (per unit)	£30.00
<b>Total Cost (per unit)</b>	<b>£2,090.00</b>

- 15. The proposal involves greater utilisation of permanent polling stations, to accommodate the reduction in temporary hire units, within existing permanent polling station hire costs.
- 16. The saving to the Council relates to Local Government Elections and by-elections, with the costs of running an electoral event met by the relevant democratic body.

### RECOMMENDATION

- 17. That the Council:
  - a. Approves the amalgamation of polling district 28B with 28A as noted in paragraph 11(b).
  - b. Notes that the Electoral Registration Officer will implement any consequential changes to the register of electors.



- c. Designates each polling place as within the general vicinity of each location utilised for polling station purposes;
- d. Makes no other changes to the polling districts.
- e. Notes the Returning Officer shall confirm the polling stations within each district prior to elections, having regard to the proposals set out in paragraph 11 above and any other relevant factors pertaining at that time.

**Davina Fiore**  
**Director of Governance and Legal Services**  
**October 2019**

Appendix A: Summary of Alterations to Polling Districts, Places and Stations

Appendix B: Consultation Responses received as part of the Polling Districts, Places and Stations Review.

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## Appendix A Review of Polling Districts, Places and Stations Summary of Alterations

ADAMSDOWN		
Polling Districts	Polling Places	Polling Stations
AA	AA	No change
AB	AB	No change
AC	AC	No change
AD	AD	No change
AE	AD	No change

BUTETOWN		
Polling Districts	Polling Places	Polling Stations
NA	NA	No change
NB	NB	No change
NC	NC	No change

CAERAU		
Polling Districts	Polling Places	Polling Stations
TA	TA	No change
TB	TB	No change
TC	TC	No change
TD	TD	No change
TE	TE	No change
TF	TE	No change
TG	TG	No change
TH	TH	Alteration to RAFA Club, Riverside Terrace.

CANTON		
Polling Districts	Polling Places	Polling Stations
UA	UA	No change
UB	UB	No change
UC	UF	No change
UD	UA	No change
UE	UE	No change
UF	UF	No change
UG	UG	No change
UH	UH	No change

Review of Polling Districts, Places and Stations

<b>CATHAYS</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
BA	BB	No change
BB	BB	No change
BC	BC	No change
BD	BD	No change
BE	BE	No change
BF	BF	No change
BG	BG	No change
BH	BH	No change

<b>CREIGIAU &amp; ST FAGANS</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
28A	28A	No change
28B	28B	Merge with Polling District 28A
28C	28C	No change
28D	28D	No change
28F	28C	No change

<b>CYNCOED</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
CA	CA	No change
CB	CB	No change
CC	CG	No change
CD	CB	No change
CE	CE	No change
CF	CF	No change
CG	CG	No change
CH	CH	No change

<b>ELY</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
VA	VA	No change
VB	VB	No change
VC	VC	No change
VD	VD	No change
VE	VG	No change
VF	VF	No change
VG	VE	No change
VH	VH	No change
VI	VF	No change

Review of Polling Districts, Places and Stations

FAIRWATER		
Polling Districts	Polling Places	Polling Stations
WA	WE	No change
WB	WB	No change
WC	WD	No change
WD	WD	No change
WE	WE	No change
WF	WF	No change

GABALFA		
Polling Districts	Polling Places	Polling Stations
GA	GA	Portacabin required
GB	GB	No change
GC	GC	No change
GD	GE	No change
GE	GE	No change

GRANGETOWN		
Polling Districts	Polling Places	Polling Stations
OA	OA	No change
OB	OB	No change
OC	OA	No change
OD	OD	No change
OE	OE	No change
OF	OF	No change
OG	OG	No change
OH	OG	No change
OI	OI	No change

HEATH		
Polling Districts	Polling Places	Polling Stations
HA	HA	No change
HB	HB	No change
HC	HC	No change
HD	HD	No change
HE	HE	No change
HF	HF	No change
HG	HG	No change

LISVANE		
Polling Districts	Polling Places	Polling Stations
IA	IA	No change
IB	IA	No change

Review of Polling Districts, Places and Stations

<b>LLANDAFF</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
XA	XF	No change
XB	XB	No change
XC	XC	No change
XD	XC	No change
XE	XE	No change
XF	XF	No change

<b>LLANDAFF NORTH</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
JA	JB	No change
JB	JB	No change
JC	JC	No change
JD	JD	Alteration to Emanuel Baptist Church, Gabalfa Avenue
JE	JE	No change

<b>LLANISHEN</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
KA	KA	No change
KB	KB	No change
KC	KC	No change
KD	KD	No change
KE	KE	No change
KF	KF	No change
KG	KA	No change
KH	KH	No change
KI	KI	No change
KJ	KJ	No change
KK	KC	No change

<b>LLANRUMNEY</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
PA	PD	Llanrumney Hall, Ball Road
PB	PB	No change
PC	PC	No change
PD	PD	No change
PE	PE	No change
PF	PF	No change
PG	PH	No change
PH	PH	No change
PI	PI	No change

Review of Polling Districts, Places and Stations

<b>PENTWYN</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
DA	DB	No change
DB	DB	No change
DC	DD	No change
DD	DD	No change
DE	DI	No change
DF	DF	No change
DG	DG	No change
DH	DH	No change
DI	DI	No change

<b>PENTYRCH</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
27A	27A	No change
27B	27B	No change

<b>PENYLAN</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
FA	FB	Alteration to Birchwood House, Conference Centre, Birchwood Lane
FB	FB	Alteration to Birchwood House, Conference Centre, Birchwood Lane
FC	FC	No change
FD	FD	No change
FE	FE	No change
FF	FF	No change - Discuss better access arrangements with school
FG	FG	No change
FH	FD	No change
FI	FI	No change

<b>PLASNEWYDD</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
EA	EA	No change
EB	EE	No change
EC	EC	No change
ED	ED	No change
EE	EE	No change
EF	ED	No change
EG	EE	No change

<b>PONTPRENNAU &amp; OLD ST MELLONS</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
29A	29A	No change
29B	29B	No change
29C	29C	No change – continue to monitor residential development in 29C
29D	29D	No change

Review of Polling Districts, Places and Stations

<b>RADYR &amp; MORGANSTOWN</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
YA	YA	No change
YB	YB	No change
YC	YC	No change
YD	YD	No change

<b>RHIWBINA</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
LA	LD	No change
LB	LB	No change
LC	LC	No change
LD	LD	No change
LE	LE	No change
LF	LE	No change.
LG	LG	No change

<b>RIVERSIDE</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
ZA	ZA	No change
ZB	ZB	No change
ZC	ZC	No change
ZD	ZD	No change
ZE	ZE	No change
ZF	ZF	No change
ZG	ZG	No change
ZH	ZH	No change

<b>RUMNEY</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
QA	QB	No change
QB	QB	No change
QC	QC	No change
QD	QD	No change
QE	QE	No change
QF	QD	No change
QG	QG	No change
QH	QG	No change
QI	QI	No change
QJ	QB	No change
QK	QG	No change - PARLIAMENTARY BOUNDARY ONLY Duncan Close (26 properties)



Review of Polling Districts, Places and Stations

<b>SPLOTT</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
RA	RA	No change
RB	RB	No change
RC	RC	No change
RD	RD	No change
RE	RE	No change
RF	RF	No change
RG	RG	No change
RH	RH	No change

<b>TROWBRIDGE</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
SA	SA	No change
SB	SC	No change
SC	SC	No change
SD	SD	No change
SE	SE	Alteration to Community Hall – St. Mellons Hub
SF	QE	No change
SG	SG	No change
SH	SH	No change
SI	SA	No change
SJ	SE	Alteration to Community Hall – St. Mellons Hub PARLIAMENTARY BOUNDARY ONLY Kenneth Treasure Court, Bethania Row, properties at Cummings Farm, Coldon, Dene Kamp, Dunley House, Newhaven, The Cottage, Tyn y Gollen and Tyn y Gollen, Newport Road (42 properties )

<b>WHITCHURCH &amp; TONGWYNLAIS</b>		
<b>Polling Districts</b>	<b>Polling Places</b>	<b>Polling Stations</b>
MA	MA	No change
MB	MB	No change
MC	MA	No change
MD	MD	No change
ME	ME	Alteration to Church Hall, Kelston Road
MF	MF	No change
MG	MG	No change
MH	MH	No change
MI	MI	No change
MJ	MJ	No change
MK	MK	No change
ML	ML	No change

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## Appendix B – Consultation Responses received as part of the Polling Districts, Places and Stations Review

### ELECTORAL DIVISION: ADAMSDOWN

<b>Comment Record: PR-CDF-1</b>
<b>Electoral Division: ADAMSDOWN</b>
<b>Polling District(s): AD and AE - Rubicon, Nora Street, Adamsdown, Cardiff, CF24 1ND</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent stated that the polling station location was a large space but felt the environment to be a little flat and 'lacking energy'
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-2</b>
<b>Electoral Division: ADAMSDOWN</b>
<b>Polling District(s): AC - Stacey Primary School, Stacey Road, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent stated that the polling station location was of sufficient size with on-street parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-3</b>
<b>Electoral Division: ADAMSDOWN</b>
<b>Polling District(s): AA - AE (Various)</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that Stacey Primary School, Stacey Road and the Rubicon, Nora Street, were appropriate venues for polling stations. With regard to Tredegarville Primary the respondent felt that it was a reasonable distance from residential properties and commented that if possible any alternative sites nearer to the West End of Adamsdown be considered (no suggested sites were provided).
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangements. While efforts are continually made to scout alternative 'non education' premises for potential polling station locations this is not always possible in certain areas and, at present the Returning Officer is not aware of any other venues which could potentially offer the same type of facilities and access as currently available at Tredegarville Primary School. However, this will be kept under review.

**ELECTORAL DIVISION: BUTETOWN**

<b>Comment Record: PR-CDF-4</b>
<b>Electoral Division: BUTETOWN</b>
<b>Polling District(s): NB – Portacabin in County Hall, Car Park Bay 1, Atlantic Wharf</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The Respondent noted that the mobile polling station located at County Hall Reception, Atlantic Wharf, during peak periods may require electors to queue outside which on cold and rainy days may be unpleasant for more elderly or disabled electors due to potentially slippery entrance surfaces.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. However, discussions will be undertaken with Facilities Management staff to see whether alternative arrangements could possibly be put into place to utilise the main entrance area of County Hall.

<b>Comment Record: PR-CDF-5</b>
<b>Electoral Division: BUTETOWN</b>
<b>Polling District(s): NB – Portacabin in County Hall, Car Park Bay 1, Atlantic Wharf,</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The Respondent noted that a portacabin is sited at County Hall, however felt that returning to utilising the main entrance of County Hall would provide better accessibility arrangements for disabled and elderly electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. However, discussions will be undertaken with Facilities Management staff to see whether alternative arrangements could possibly be put into place to utilise the main entrance area of County Hall.

<b>Comment Record: PR-CDF-6</b>
<b>Electoral Division: BUTETOWN</b>
<b>Polling District(s): NC – Mountstuart Primary School (The Nursery), Stuart Street Entrance</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that the polling station was some distance from residents living in Adventurers Quay and Celestia residential developments. In addition, it was felt that better signage could be utilised to direct electors to the polling station.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. The distance from the current polling station to Adventurers Quay is 0.8miles on good paved pathways. In addition, the Returning Officer is not aware of any other suitable venue with similar facilities within the Polling District. However, this will be kept under review.

<b>Comment Record: PR-CDF-7</b>
<b>Electoral Division: BUTETOWN</b>
<b>Polling District(s): NC – Mountstuart Primary School (The Nursery), Stuart Street Entrance</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that the current polling station had good access arrangements, was in a central location for the urban South Docks area with parking available nearby.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-8</b>
<b>Electoral Division: BUTETOWN</b>
<b>Polling District(s): NC – Mountstuart Primary School (The Nursery), Stuart Street Entrance</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt the venue was a good location but suggested that a sign be placed at the entrance to the School to assist electors in locating the car parking area.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement and noted the respondent's comment with regard to signage.

**ELECTORAL DIVISION: CAERAU**

<b>Comment Record: PR-CDF-9</b>
<b>Electoral Division: CAERAU</b>
<b>Polling District(s): TC – Ysgol Gymraeg Nant Caerau, Caerau Lane/Heol y Gaer, Caerau</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent noted that there was no off-street parking for electors attending to vote at the school. It was felt that this could cause congestion and potential hazards to drivers.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. However, if an alternative viable venue does become available the Returning Officer will give it full consideration. Due to the nature of this urban residential area the Returning Officer is aware of the limited parking in and around the school and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. In addition, wherever possible the Returning Officer would encourage electors to walk, cycle or use public transport to attend their local polling station and to also consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of home is also available to all electors.

<b>Comment Record: PR-CDF-10</b>
<b>Electoral Division: CAERAU</b>
<b>Polling District(s): TH – Millbank Primary School, Clarke Street</b>
<b>Respondee: Elected Member</b>
<b>Summary of Response:</b> The respondent requested a possible alternative location (RAFA Club, Riverside Terrace) be considered as an alternative to the current Millbank Primary School polling station location.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the alternative polling district arrangement. The venue suggestion has been duly evaluated and is suitable as a future alternative polling venue. It would also prevent the need to have to continue to utilise Millbank Primary School.

<b>Comment Record: PR-CDF-11 - PR-CDF-12</b>
<b>Electoral Division: CAERAU</b>
<b>Polling District(s): TH – Millbank Primary School, Clarke Street</b>
<b>Respondee: Two Local Residents (separate responses)</b>
<b>Summary of Response:</b> The respondents felt that it was not acceptable to close a school for polling purposes preventing children from a day's education to enable electors to vote. In addition, they felt that the use of the school caused disruption for parents who work and are required to take a day's leave.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of putting in place an alternative polling district arrangement at the RAFA Club, Riverside Terrace. The venue suggestion has been duly evaluated and is suitable as a future alternative polling venue. It would also prevent the need to have to continue to utilise Millbank Primary School.

<b>Comment Record: PR-CDF-13</b>
<b>Electoral Division: CAERAU</b>
<b>Polling District(s): TG</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent suggested that Caerau Library had adequate access for polling purposes.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement which is currently located at Ely and Community Hub, Cowbridge Road West which provides all necessary facilities for polling purposes.

**ELECTORAL DIVISION: CANTON**

<b>Comment Record: PDR-CDF-14</b>
<b>Electoral Division: CANTON</b>
<b>Polling District(s): UA – Victoria Park Pavilion</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that they enjoyed walking across their local park to vote in the stated polling station, which they find to be accessible with a pleasant environment.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.
<b>Comment Record: PDR-CDF-15</b>
<b>Electoral Division: CANTON</b>
<b>Polling District(s): UB – Landsdowne Primary School, Surrey Street entrance only</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that the polling station was most suitable for electors to access on foot and had good access arrangements for disabled and elderly electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.
<b>Comment Record: PDR-CDF-16</b>
<b>Electoral Division: CANTON</b>
<b>Polling District(s): UC – Canton Uniting Church Hall, Theobald Road/Cowbridge Road East</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that the stated polling station had suitable parking and access arrangements for disabled and elderly electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.



<b>Comment Record: PDR-CDF-17 - PDR-CDF-18 - PDR-CDF-19</b>
<b>Electoral Division: CANTON</b>
<b>Polling District(s): UE – Llanover Hall (Front Foyer), Romilly Road, Canton</b>
<b>Respondee: Local Residents (Three Separate Responses)</b>
<b>Summary of Response:</b> The respondents all commented on the good location of the stated polling station with off-street parking available and good access for disabled and elderly electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: CATHAYS**

<b>Comment Record: PDR-CDF-20</b>
<b>Electoral Division: CATHAYS</b>
<b>Polling District(s): BA-BB Cardiff Muslim Primary School (Old St. Monica's School) Merthyr Street</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station was in a good central location and offered parking for disabled electors along with toilet facilities.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-21</b>
<b>Electoral Division: CATHAYS</b>
<b>Polling District(s): BE – Cathays Methodist Church Foyer, Crywys Road/Fanny Street</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent suggested that Cathays Library be considered a potential alternative secular venue to the current polling arrangement.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement which has proved successful as a polling venue. However, the alternative venue suggestion is duly noted.

**ELECTORAL DIVISION: CREIGIAU AND ST. FAGANS**

<b>Comment Record: PDR-CDF-22</b>
<b>Electoral Division: CREIGIAU AND ST. FAGANS</b>
<b>Polling District(s): 28A – Creigiau Church Hall, Cardiff Road, Pentyrch</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that the stated polling station was in easy walking distance, with adequate parking and suitable access arrangements for disabled and elderly electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-23</b>
<b>Electoral Division: CREIGIAU AND ST. FAGANS</b>
<b>Polling District(s): 28B – Portacabin, Tai Penylan, Star Lane, Capel Llaniltern</b>
<b>Respondee: Acting Returning Officer</b>
<b>Summary of Response:</b> The respondent recommends that due to the small number of properties (60 properties) within the polling district the portacabin at Capel Llaniltern be removed and electors re-allocated to Polling District 28A – Creigiau Church Hall, Cardiff Road, Pentyrch. Contact would be made with all electors in the polling district explaining the alteration and allowing the opportunity to apply for a postal or proxy arrangement voting from the comfort of home if attending the new polling station in person was unsuitable.
<b>Acting Returning Officer Comment:</b> The Returning Officer believes there is an opportunity to utilise a permanent venue with good accessibility and facilities for electors improving on the current portable unit situated in an awkward location with limited access for elderly and disabled electors and unpopular with nearby residents. In addition, due to the small number of electors within the polling district the cost of placing a portable unit for so few electors remains significant and it is felt that better arrangements could be put in place by utilising Creigiau Church Hall.

**ELECTORAL DIVISION: CYNCOED**

<b>Comment Record: PDR-CDF-24</b>
<b>Electoral Division: CYNCOED</b>
<b>Polling District(s): CB – The Café, The Promenade, Roath Park Lake</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent highlighted the need to ensure that the Park Gates remain open for any polls held during the Winter months. In addition it was queried whether an alternative council owned venue was available to utilise within the polling district.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangement and following discussions with colleagues in the Estates Department is not aware of any other suitable alternative council owned venues which could be used for polling purposes within the polling district.

<b>Comment Record: PDR-CDF-25</b>
<b>Electoral Division: CYNCOED</b>
<b>Polling District(s): CB – The Café, The Promenade, Roath Park Lake</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station offered a pleasant environment offering suitable parking and good access arrangements.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-26</b>
<b>Electoral Division: CYNCOED</b>
<b>Polling District(s): CF – Portacabin at junction with Gwern Rhyddi Road and Hampton Crescent East</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response</b> The respondent commented that there was very little on-street parking near the stated polling station.
<b>Acting Returning Officer Comment:</b> The Returning Officer agrees with the respondent's comments that such units are not ideal. Unfortunately, while efforts are continually made to scout alternative permanent premises for potential polling station locations this is not always possible and, at present, the Returning Officer is not aware of any other venues which could potentially be used. As such, temporary polling units in some areas have to be utilised to ensure polling can take place until such time as improved permanent arrangements can be put into place.

<b>Comment Record: PDR-CDF-27</b>
<b>Electoral Division: CYNCOED</b>
<b>Polling District(s): CF – Portacabin at junction with Gwern Rhyddi Road and Hampton Crescent East</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station offered reasonable access arrangements,
<b>Acting Returning Officer Comment:</b> The Returning Officer disagreed with the respondent's comment and is of the opinion that such units are not ideal. Unfortunately, while efforts are continually made to scout alternative permanent premises for potential polling station locations this is not always possible and, at present, the Returning Officer is not aware of any other venues which could potentially be used. As such, temporary polling units in some areas have to be utilised to ensure polling can take place until such time as improved permanent arrangements can be put into place.

**ELECTORAL DIVISION: ELY**

<b>Comment Record: PDR-CDF-28</b>
<b>Electoral Division: ELY</b>
<b>Polling District(s): VA – Bethel Presbyterian Church, Michaelston Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station did not offer much off-street parking and advised that due to its location was more advisable to attend vote by foot.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. However, if an alternative viable venue does becomes available the Returning Officer will give it full consideration. Due to the nature of this urban residential area the Returning Officer is aware of the relatively limited parking and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. In addition, wherever possible the Returning Officer would encourage electors to walk, cycle or use public transport to attend their local polling station or alternatively consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of home is also available to all electors.

**ELECTORAL DIVISION: FAIRWATER**

<b>Comment Record: PDR-CDF-29</b>
<b>Electoral Division: FAIRWATER</b>
<b>Polling District(s): WA – Christchurch Fairwater, Pwllmelin Road, Fairwater</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station offered good access arrangements with parking also available.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-30</b>
<b>Electoral Division: FAIRWATER</b>
<b>Polling District(s): WA – Christchurch Fairwater, Pwllmelin Road, Fairwater</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station was in a cul-de-sac location with limited parking and uneven pavements.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. However, if an alternative viable venue does become available the Returning Officer will give it full consideration. Due to the nature of this urban residential area the Returning Officer is aware of the relatively limited parking and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. In addition, wherever possible the Returning Officer would encourage electors to walk, cycle or use public transport to attend their local polling station or alternatively consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of home is also available to all electors. The Returning Officer has no responsibility for the maintenance of pavements and footpaths and advises local residents to report such issues via the Council's corporate website 'Report It' function.

<b>Comment Record: PDR-CDF-31</b>
<b>Electoral Division: FAIRWATER</b>
<b>Polling District(s): WC – St. Peters Church Hall, St. Fagans Road, Fairwater</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that suitable parking is available at the stated polling station.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: GABALFA**

<b>Comment Record: PR-CDF-32</b>
<b>Electoral Division: GABALFA</b>
<b>Polling District(s): GA – Mynachdy Welfare Institute, Mynachdy Road, Cardiff</b>
<b>Respondee: Elected Member</b>
<b>Summary of Response:</b> The respondent requested that all consideration be given to the continued use of Mynachdy Welfare Institute, as a Polling Station within the GA polling district.
<b>Acting Returning Officer Comment:</b> The Returning Officer agrees with the comment of the respondent. However, due to the uncertainty over the availability of the above stated polling station the Returning Officer currently has no other option but to advise the use of a temporary mobile unit for polling purposes for the time being. Such arrangements will be kept under review until further information is available on the medium to long term viability of the Mynachdy Welfare Institute.



**ELECTORAL DIVISION: GRANGETOWN**

<b>Comment Record: PDR-CDF-33</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OB – The Old Nursery Unit, Ninian Park Primary School, (Old Ysgol Tan Yr Eos), Virgil Street</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent requested that the above stated polling station no longer be utilised for polling purposes. In addition, the respondent suggested utilising the disused portacabins located on the site immediately next door to the school recently vacated by Ysgol Hamadryad.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. While efforts are continually made to scout alternative 'non education' premises for potential polling station locations this is not always possible in certain areas. The Returning Officer has evaluated the alternative venue suggestion provided and can confirm that the disused portacabins have now been removed.

<b>Comment Record: PDR-CDF-34</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OD – Bayden Scout Hall, Ferry Road, Grangetown</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that suitable parking was available at the above stated polling station.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-35</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OD – Bayden Scout Hall, Ferry Road, Grangetown</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that suitable parking was available at the above polling station, but suggested the installation of a pedestrian crossing would be of assistance to electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement and pointed out that pedestrian 'island' crossing areas are available at the top and bottom of Ferry Road.

<b>Comment Record: PDR-CDF-36</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OF – Channel View Centre, Jim Driscoll Way, Grangetown</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that they were supportive of the current location of the polling station and found voting there 'easy'.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-37</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OG-OH – St. Dyfrigs and St. Samsons, Church Hall, Dinas Place, Grangetown</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent stated that the current location has good access arrangements and commented that having a consistent location for polling was important to local electors in the area.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-38</b>
<b>Electoral Division: GRANGETOWN</b>
<b>Polling District(s): OI – The Salvation Army Citadel, 234 Corporation Road, Grangetown</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that above stated polling station is suitable in all respects.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: HEATH**

<b>Comment Record: PDR-CDF-39</b>
<b>Electoral Division: HEATH</b>
<b>Polling District(s): HC – St. Andrews Methodist Church Hall (Tower Entrance) Coronation Road / Caerphilly Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the stated polling station was in a central location with good access for disabled electors but parking for electors could be difficult at peak times of the day.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. Due to the nature of this urban residential area the Returning Officer is aware of the limited parking in and around the Church Hall and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. In addition, wherever possible the Returning Officer would encourage electors to walk, cycle or use public transport to attend their polling station or alternatively consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of home is also available to all electors.

<b>Comment Record: PDR-CDF-40</b>
<b>Electoral Division: HEATH</b>
<b>Polling District(s): HD - The Pavilion, Llwynfedw Gardens, Heath</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the above stated polling station had good access arrangements and suitable parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-41</b>
<b>Electoral Division: HEATH</b>
<b>Polling District(s): HD - The Pavilion, Llwynfedw Gardens, Heath</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the above stated polling station was of a good standard and had been utilised for many years.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-42</b>
<b>Electoral Division: HEATH</b>
<b>Polling District(s): HF – Ton-Yr-Ywen Primary School</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent suggested the use of Maes-Y-Coed Community Centre as an alternative to Ton-Yr-Ywen Primary School.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. The alternative venue suggested has previously been evaluated and while the venue itself is suitable the location remains problematic as it is on the edge of the polling district area and a significant distance from the majority of electors living within the area.

<b>Comment Record: PDR-CDF-43</b>
<b>Electoral Division: HEATH</b>
<b>Polling District(s): HF – Ton-Yr-Ywen Primary School</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the above stated polling station was a suitable venue but noted that school chose to close on polling days causing disruption for parents sometimes at short notice.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement as no suitable alternative venue currently exists within the polling district area. In relation to any school utilised for polling purposes it is the decision of the relevant Headteacher in consultation with School Governors as to whether the buildings will close or remain open during the hours of poll, based on appropriate health and safety considerations of all school pupils. It is also worth noting that where the scheduled date of poll is known well in advance it will be possible for the school to schedule a non-contact or training INSET day to coincide with the date of poll.

**ELECTORAL DIVISION: LISVANE**

<b>Comment Record: PR-CDF-44</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall , Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Clerk to Lisvane Community Council</b>
<b>Summary of Response:</b> Members of Lisvane Community Council outlined their support for the current polling arrangements. The Council felt that the current polling stations were in a central and convenient location for all residents with adequate parking and good disability access
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-45</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall, Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> A local resident commented that the polling station located at Lisvane Memorial Hall was very satisfactory located at a central location within the community.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-46</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall, Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good parking and access arrangements.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-47</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall, Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good parking and access arrangements, but also commented that with an increase in residential housing consideration in due course needed to be given to a further polling station being created within the community.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but will continue to monitor the electorate within the area.

<b>Comment Record: PDR-CDF-48</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall, Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good parking and access arrangements centrally located in the polling district.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-49</b>
<b>Electoral Division: LISVANE</b>
<b>Polling District(s): IA-IB – The Memorial Hall, Heol y Delyn, Lisvane, Cardiff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had perfectly adequate good parking and was content with the access arrangements.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: LLANDAFF**

<b>Comment Record: PDR-CDF-50</b>
<b>Electoral Division: LLANDAFF</b>
<b>Polling District(s): XA-XF – St. John’s Church Hall, Rachel Close, Danescourt</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was an ideal location with adequate parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-51</b>
<b>Electoral Division: LLANDAFF</b>
<b>Polling District(s): XA-XF – St. John’s Church Hall, Rachel Close, Danescourt</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was a suitable location with ample parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-52</b>
<b>Electoral Division: LLANDAFF</b>
<b>Polling District(s): XA-XF – St. John’s Church Hall, Rachel Close, Danescourt</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was ideal in the centre of the electoral division, flat access and good parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.



<b>Comment Record: PDR-CDF-53</b>
<b>Electoral Division: LLANDAFF</b>
<b>Polling District(s): XE – Llandaff Parish Hall, High Street/Chapel Street, Llandaff</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station was satisfactory with easy parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: LLANDAFF NORTH**

<b>Comment Record: PDR-CDF-54</b>
<b>Electoral Division: LLANDAFF NORTH</b>
<b>Polling District(s): JA-JB – Llandaff North Community Centre, Hawthorn Road East</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location has all relative amenities to make polling straightforward for electors including parking facilities and disabled access.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-55</b>
<b>Electoral Division: LLANDAFF NORTH</b>
<b>Polling District(s): JC - Hall at the Rear of All Saints Church, All Saints Church, Gabalfa Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was suitable and easy to walk to within the polling district.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-56</b>
<b>Electoral Division: LLANDAFF NORTH</b>
<b>Polling District(s): JD - Gabalfa Primary School, Colwill Road, Gabalfa</b>
<b>Respondee: Headteacher – Gabalfa Primary School</b>
<b>Summary of Response:</b> The respondent highlighted that Gabalfa Primary School and Ysgol Glan Ceubal had moved into new shared accommodation in September and the design of the new building made it very difficult to continue to utilise the building for polling purposes. As a solution, a school governor has proposed that the Returning Officer utilise Emmanuel Baptist Church, Gabalfa Avenue, CF14 2SH.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the alternative polling district arrangement. The venue suggestion has been duly evaluated and is suitable as a future alternative polling venue. It would also prevent the need to have to continue to utilise Gabalfa Primary School / Ysgol Glan Ceubal .

**ELECTORAL DIVISION: LLANISHEN**

<b>Comment Record: PDR-CDF-57</b>
<b>Electoral Division: LLANISHEN</b>
<b>Polling District(s): KA and KG – Thornhill Centre, Excalibur Drive, Thornhill</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location offered parking, disabled access, toilet facilities and spare seating.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-58</b>
<b>Electoral Division: LLANISHEN</b>
<b>Polling District(s): KC – KG Thornhill Primary School, Heol Hir / Hillcrest Close, Thornhill</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that there was ample parking at the polling station location.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-59</b>
<b>Electoral Division: LLANISHEN</b>
<b>Polling District(s): KC – KG Thornhill Primary School, Heol Hir / Hillcrest Close, Thornhill</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was in a good location with parking availability.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PDR-CDF-60</b>
<b>Electoral Division: LLANISHEN</b>
<b>Polling District(s): KF – Community Suite, Llanishen Leisure Centre, Ty Glas Road</b>
<b>Respondee: Local Resident</b>
<p><b>Summary of Response:</b> The respondent commented that the polling station location offered parking but felt it was a longer distance to attend the polling station if attending by foot.</p>
<p><b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. In addition, the Returning Officer is not aware of any other suitable venue with similar facilities within the Polling District.</p>

<b>Comment Record: PR-CDF-61</b>
<b>Electoral Division: LLANISHEN</b>
<b>Polling District(s): KA-KK - (Various)</b>
<b>Respondee: Elected Member</b>
<p><b>Summary of Response:</b> The respondent suggested that the Llanishen Scouts Hall, Court Field or the Methodist Church, Melbourne Road be considered as alternative venues for The Court School, Station Road, Llanishen. With regard to the Community Suite, Llanishen Leisure Centre, Ty Glas Road, Llanishen, Cardiff this was considered a good location, but the facilities are likely to need upgrading. A possible alternative polling station location at Llanishen RFC Clubhouse which has recently been refurbished was suggested. In addition, the respondent also outlined his objection to schools being used, if they have to close on election day.</p>
<p><b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangements and no immediate alteration is deemed necessary. However, the alternative venue suggestions have been duly noted and further consideration will be undertaken to assess whether they are viable as alternative polling station location options.</p> <p>In relation to any school utilised for polling purposes it is the decision of the relevant Headteacher in consultation with School Governors as to whether the buildings will close or remain open during the hours of poll, based on appropriate health and safety considerations of all school pupils. It is also worth noting that where the scheduled date of poll is known well in advance it will be possible for the school to schedule a non-contact or training INSET day to coincide with the date of poll.</p>

**ELECTORAL DIVISION: LLANRUMNEY**

<b>Comment Record: PR-CDF-62</b>
<b>Electoral Division: LLANRUMNEY</b>
<b>Polling District(s): PA – Bryn Hafod Primary School</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent felt that utilising the polling station location inconvenienced the school and would prefer an alternative location be utilised.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of an alternative polling arrangement and a suitable venue suggestion has been located for Polling District PA. Llanrumney Hall has been evaluated and meets all requirements for polling purposes. However, it is important to note that electors in Polling District PD would still need to attend Bryn Hafod Primary School. In relation to any school utilised for polling purposes it is the decision of the relevant Headteacher in consultation with School Governors as to whether the buildings will close or remain open during the hours of poll, based on appropriate health and safety considerations of all school pupils. It is also worth noting that where the scheduled date of poll is known well in advance it will be possible for the school to schedule a non-contact or training INSET day to coincide with the date of poll.

**ELECTORAL DIVISION: PENTWYN**

<b>Comment Record: PR-CDF-63</b>
<b>Electoral Division: PENTWYN</b>
<b>Polling District(s): DC – DD Springwood Primary School, Pennsylvania, Llanedeyrn</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good access, parking and was within easy walking distance.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-64</b>
<b>Electoral Division: PENTWYN</b>
<b>Polling District(s): DC – DD Springwood Primary School, Pennsylvania, Llanedeyrn</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling location was perfectly suited for the requirement of polling.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: PENTYRCH**

<b>Comment Record: PR-CDF-65</b>
<b>Electoral Division: PENTYRCH</b>
<b>Polling District(s): 27B – Pentyrch Village Hall</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling location offered parking and good access.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-66</b>
<b>Electoral Division: PENTYRCH</b>
<b>Polling District(s): 27B – Pentyrch Village Hall</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling location was excellent and offered good parking arrangements for electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: PENYLAN**

<b>Comment Record: PR-CDF-67</b>
<b>Electoral Division: PENYLAN</b>
<b>Polling District(s): FA – St David’s RC College (Theatre Block) Ty Gwyn Road, Penylan</b>
<b>Respondee: Acting Returning Officer</b>
<b>Summary of Response:</b> The respondent commented that an alternative venue had been located as an alternative to utilising St. David’s RC College (Theatre Block) Ty Gwyn Road, Penylan for Polling District (FA and FB). The new location at Birchwood House Conference Centre was sited more centrally within the polling district with good access and parking arrangements which may prove more convenient to local electors.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the polling district alteration for the improved convenience of local electors.

<b>Comment Record: PR-CDF-68</b>
<b>Electoral Division: PENYLAN</b>
<b>Polling District(s): FF – Howardian Primary School, Hammond Way</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location offered good access to electors but noted that there was not sufficient parking in the area.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement, but will undertake further discussion with the relevant Headteacher to see if additional measures can be put into place to improve accessibility arrangements.



<b>Comment Record: PR-CDF-69</b>
<b>Electoral Division: PENYLAN</b>
<b>Polling District(s): FF – Howardian Primary School, Hammond Way</b>
<b>Respondee: Elected Member</b>
<b>Summary of Response:</b> The respondent highlighted the lack of parking facilities, particularly for disabled people and those with mobility problems and requested further discussions to be undertaken with the School Headteacher and Governing Body to assist with improving accessibility to the polling station.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement, but will undertake further discussions with the relevant Headteacher to see if additional measures can be put into place to improve accessibility arrangements.

<b>Comment Record: PR-CDF-70</b>
<b>Electoral Division: PENYLAN</b>
<b>Polling District(s): FG – Roath Church House, Waterloo Road, Roath</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the current polling station location only has on-street parking available. An alternative venue was suggested at St. Peter’s Rugby Club
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement and no immediate alteration is deemed necessary. However, the alternative venue suggestion has been duly noted and consideration will be undertaken to assess whether the stated venue is viable as an alternative polling station location if necessary.

<b>Comment Record: PR-CDF-71</b>
<b>Electoral Division: PENYLAN</b>
<b>Polling District(s): FI – St. Edwards Church Hall, Westville Road/Blenheim Road, Roath</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the access arrangements for disabled electors was restrictive.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but will continue to assess if any additional access support can be put in place at the polling station.

**ELECTORAL DIVISION: PLASNEWYDD**

<b>Comment Record: PR-CDF-72</b>
<b>Electoral Division: PLASNEWYDD</b>
<b>Polling District(s): EB-EE-EG – Mackintosh Community Centre, Keppoch Street, Roath</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was convenient and accessible.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-73</b>
<b>Electoral Division: PLASNEWYDD</b>
<b>Polling District(s): ED-EF 22<sup>nd</sup> Scout Hall, Cottrell Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station has limited parking but due to its location was within good walking distance of local residential housing.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling station under review to utilise alternative venues as and when they become available.

<b>Comment Record: PR-CDF-74</b>
<b>Electoral Division: PLASNEWYDD</b>
<b>Polling District(s): ED-EF 22<sup>nd</sup> Scout Hall, Cottrell Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had disabled access, but little parking available. However, noted that the venue was within five minutes of several bus services.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling station under review to utilise alternative venues as and when they become available.

**Comment Record: PR-CDF-75**

**Electoral Division: PLASNEWYDD**

**Polling District(s): EA-EG (Various)**

**Respondee: Local Resident**

**Summary of Response:** The respondent commented that parking and accessibility was problematic at The Scout Hall and the Mackintosh Community Centre.

**Acting Returning Officer Comment:** The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling stations under review to utilise alternative venues as and when they become available. Due to the nature of the urban residential area the Returning Officer is aware of the limited parking in and around certain local polling stations and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. Where possible parking is made available to electors however in certain location even this is problematic. Wherever possible the Returning Officer would encourage electors to walk or utilise public transport to attend their polling station or alternatively consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of your own home is also available to all electors.

**ELECTORAL DIVISION: PONTPRENNAU AND OLD ST. MELLONS**

<b>Comment Record: PR-CDF-76</b>
<b>Electoral Division: PONTPRENNAU AND OLD ST. MELLONS</b>
<b>Polling District(s): 29C – Hall at rear of Caersalem Baptist Church, Caersalem Baptist Church, Eurwg Crescent, Old St. Mellons</b>
<b>Respondee: Acting Returning Officer</b>
<b>Summary of Response:</b> The respondent recommended that the current polling district be kept under review and consideration in due course be given to whether an additional Polling District be created to support residential development in the area.
<b>Acting Returning Officer Comment:</b> The Returning Officer will continue to monitor the current Polling District arrangements for 29C as residential development growth continues within the area.

<b>Comment Record: PR-CDF-77</b>
<b>Electoral Division: PONTPRENNAU AND OLD ST. MELLONS</b>
<b>Polling District(s): 29D – Portacabin in Car Park, Aldi Supermarket, Pentwyn</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was suitable although felt that access for disabled electors could be limited.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but will continue to assess if any additional access support can be put in place at the polling station. Efforts to move away from the use of portacabins and utilise permanent full accessible buildings will also continued to be pursued wherever possible.

**Comment Record: PR-CDF-78**

**Electoral Division: PONTPRENNAU AND OLD ST. MELLONS**

**Polling District(s): 29D – Portacabin in Car Park, Aldi Supermarket, Pentwyn**

**Respondee: Local Resident**

**Summary of Response:** The respondent commented that the polling station location was suitable and easily locatable although felt that access for disabled electors could be limited.

**Acting Returning Officer Comment:** The Returning Officer is supportive of the current polling district arrangement but will continue to assess what additional access support can be put in place at the polling station. Efforts to move away from the use of portacabins and utilise permanent full accessible buildings will also continue to be pursued wherever possible.

**ELECTORAL DIVISION: RADYR AND MORGANSTOWN**

<b>Comment Record: PR-CDF-79</b>
<b>Electoral Division: RADYR AND MORGANSTOWN</b>
<b>Polling District(s): YC – Old Church Rooms, Park Road, Radyr</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was a good location with easy access.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-80</b>
<b>Electoral Division: RADYR AND MORGANSTOWN</b>
<b>Polling District(s): YD – Radyr Methodist Church Hall, Windsor Road, Radyr</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was in a good location visible for those passing on their way to and from work with suitable parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**ELECTORAL DIVISION: RHIWBINA**

<b>Comment Record: PR-CDF-81</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LA - LD – Church of Jesus Christ of Latter Day Saints, Entrance at junction of Heol Y Deri and Heol Llanishen Fach</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good access, parking and located well for the area it serves.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-82</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LE – LF Canolfan Beulah (Church Community Centre), Beulah Crossroads, Rhiwbina</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was prominent and accessible.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-83</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LE – LF Canolfan Beulah (Church Community Centre), Beulah Crossroads, Rhiwbina</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location should not be located in a religious building.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement which has been utilised successfully for many years.

<b>Comment Record: PR-CDF-84</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LE – LF Canolfan Beulah (Church Community Centre), Beulah Crossroads, Rhiwbina</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that polling station location offered disabled access, on street parking and was within walking distance of polling district.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-85</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LC – Rhiwbina Memorial Hall</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had generally good access arrangements.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-86</b>
<b>Electoral Division: RHIWBINA</b>
<b>Polling District(s): LG – Bethany Baptist Church Hall, Heol Uchaf, Rhiwbina</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good access arrangements with parking available in the church grounds.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.



**ELECTORAL DIVISION: RIVERSIDE**

<b>Comment Record: PR-CDF-87</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZA – St Catherine’s Church Hall, Kings Road, Pontcanna</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station had limited parking but felt that electors living in the locality should walk or utilise public transport to attend the polling station in urban areas.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-88</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZB – Main Hall Conway Road, Methodist Church Hall, Romilly Crescent Entrance, Canton</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good access and was easily locatable within the polling district. The respondent also commented that parking was limited but felt electors where possible should walk or utilise public transport.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-89</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZB – Main Hall Conway Road, Methodist Church Hall, Romilly Crescent Entrance, Canton</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had limited access for disabled electors in terms of parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling station under review to utilise alternative venues as and when they become available.

<b>Comment Record: PR-CDF-90</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZB – Main Hall Conway Road, Methodist Church Hall, Romilly Crescent Entrance, Canton</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was suitable but int terms of location may not be central to the whole polling district area.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling station under review to utilise alternative venues as and when they become available.

<b>Comment Record: PR-CDF-91</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZC – Severn Primary School, Severn Road, Canton</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was convenient, accessible with parking nearby. However, the respondent queried whether an alternative venue might be available to prevent inconvenience to parents when utilising a school for polling purposes.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. In addition, the Returning Officer is not aware of any other suitable venue with similar facilities within the Polling District.  In relation to any school utilised for polling purposes it is the decision of the relevant Headteacher in consultation with School Governors as to whether the buildings will close or remain open during the hours of poll, based on appropriate health and safety considerations of all school pupils. It is also worth noting that where the scheduled date of poll is known well in advance it will be possible for the school to schedule a non-contact or training INSET day to coincide with the date of poll.

<b>Comment Record: PR-CDF-92</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): UB – Severn Primary School, Severn Road, Canton</b>
<b>Respondee: School Employee</b>
<b>Summary of Response:</b> The respondent requested that consideration be given to utilising the Adult Centre within Severn Primary school located upstairs due to the installation of a lift which would help in continuing to facilitate classes within the school on polling day.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. The alternative venue suggestion of the Adult Centre is not viable over potential concerns that in the event that the lift malfunctioned or was out of order on polling day access to the polling station would be completely inaccessible for disabled electors.

<b>Comment Record: PR-CDF-93</b>
<b>Electoral Division: RIVERSIDE</b>
<b>Polling District(s): ZH – South Riverside Community Development Centre, Brunel Street</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location could be limited for disabled electors with only on-street parking available.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but will continue to assess if any additional access support can be put in place at the polling station.

**ELECTORAL DIVISION: RUMNEY**

<b>Comment Record: PR-CDF-94</b>
<b>Electoral Division: RUMNEY</b>
<b>Polling District(s): QA-QB-QJ – St. Augustine’s Church Hall, Whitehall Parade, Rumney</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was utilised for three separate polling stations which caused some confusion. In addition, the respondent felt that the walking distance to the station for some electors was some distance uphill.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current arrangements for the polling district. In addition, the Returning Officer is not aware of any other suitable available venues which could offer similar facilities within the Polling District.

<b>Comment Record: PR-CF-95</b>
<b>Electoral Division: RUMNEY</b>
<b>Polling District(s): QE - Rumney War Memorial Hall, Wentloog Road, Rumney</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was an ideal location with good access in the centre of the village with plenty of street parking available.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-96</b>
<b>Electoral Division: RUMNEY</b>
<b>Polling District(s): QD - QF Rumney Partnership Hub, Llanstephen Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was a good venue with plenty of parking and good access.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-97</b>
<b>Electoral Division: RUMNEY</b>
<b>Polling District(s): QD - QF Rumney Partnership Hub, Llanstephen Road</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had good access and parking.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

## ELECTORAL DIVISION: SPLOTT

<b>Comment Record: PR-CDF-98</b>
<b>Electoral Division: SPLOTT</b>
<b>Polling District(s): RC - Oasis Baptist Church, Splott Road (Habershon St. Entrance) (Burnaby St. Entrance) Splott</b>
<b>Respondee: Elected Member</b>
<b>Summary of Response:</b> The respondent commented that additional signage to direct electors to the entrance to the Polling Station should be considered.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement but will look to see what additional signage can be provided to assist in the direction of electors on polling days.

<b>Comment Record: PR-CDF-99</b>
<b>Electoral Division: SPLOTT</b>
<b>Polling District(s): RC - Oasis Baptist Church, Splott Road (Habershon St. Entrance) (Burnaby St. Entrance) Splott</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that within the current electoral division area there are a number of polling stations within easy walking distance and as such questioned if any stations could be amalgamated.
<b>Acting Returning Officer Comment:</b> consideration has to be made to ensure that the ratio of electors allocated to each station does not look to exceed a standard ratio (i.e. 2,500 electors per polling station). This prevents station over-crowding or the build up of large queues at peak periods on polling days. On that basis the Returning Officer is supportive of the current polling district arrangement.

<b>Comment Record: PR-CDF-100</b>
<b>Electoral Division: SPLOTT</b>
<b>Polling District(s): RD - Moorland Community Centre, Moorland Road, Splott</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was very convenient with street parking available.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement.

**Comment Record: PR-CDF-101**

**Electoral Division: SPLOTT**

**Polling District(s): RG - Tremorfa Community Centre, Tweedsmuir Road, Splott**

**Respondee: Local Resident**

**Summary of Response:** The respondent commented that the polling station location was convenient and central to Tremorfa with some limited parking. The respondent also commented that the Star Hub be considered as an alternative location.

**Acting Returning Officer Comment:** The Returning Officer is supportive of the current polling district arrangement but continues to keep all polling station under review to utilise alternative venues as and when they become available. Currently the Star Hub is unavailable for hire for polling purposes.



**ELECTORAL DIVISION: TROWBRIDGE**

<b>Comment Record: PR-CDF-102</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): SE – Portacabin (outside Oakfield Primary School) Ferntree Drive</b>
<b>Respondee: Acting Returning Officer</b>
<b>Summary of Response:</b> The respondent commented that due to the significant logistical difficulties in ensuring the siting of the portacabin unit in Oakfield Primary School, Ferntree Drive. The alternative suggestion of utilising the Community Hall, St. Mellons Hub which has ample space and good facilities to accommodate the addition polling station for Polling District SE.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the new alteration to the polling station arrangement.

**ELECTORAL DIVISION: WHITCHURCH AND TONGWYNLAIS**

<b>Comment Record: PR-CDF-103</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): MB – Portacabin, Westbourne Road Shops, Whitchurch</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the availability of parking in the vicinity of the polling station location was difficult.
<b>Acting Returning Officer Comment:</b> The Returning Officer agrees that such units are not ideal. Unfortunately, while efforts are continually made to scout alternative permanent premises for potential polling station locations this is not always possible and, at present, the Returning Officer is not aware of any other venues which could potentially be used. As such, temporary polling units in some areas have to be utilised to ensure reasonable polling facilities are in place until such time as improved permanent arrangements become available.

<b>Comment Record: PR-CDF-104</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): MD – The Church Hall, Kelston Road, Whitchurch</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location had limited parking in the vicinity of the current venue.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the current polling district arrangement. Due to the nature of the urban residential area the Returning Officer is aware of the limited parking in and around the school and advises all electors to park safely and to ensure they do not cause any obstruction to traffic. In addition, wherever possible the Returning Officer would encourage electors to walk, cycle or take public transport to their polling station or alternatively consider scheduling the time they vote to a less busy period of the day. All polling stations are open from 7am – 10pm. The option to set up a postal vote arrangement to vote from the comfort of home is also available to all electors.

<b>Comment Record: PR-CDF-105</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): ME – Portacabin, St. Margaret’s Road (Heol-Y-Forlan End), Whitchurch</b>
<b>Respondee: Acting Returning Officer</b>
<b>Summary of Response:</b> The respondent has commented that the use of the Church Hall, Kelston Road be utilised as an alternative venue location to remove the requirement to utilise a portacabin unit.
<b>Acting Returning Officer Comment:</b> The Returning Officer believes there is an opportunity to utilise a permanent venue with good accessibility and facilities for electors improving on the current portable unit sited in an awkward location with limited access for elderly and disabled electors.

<b>Comment Record: PR-CDF-106 and PDR-CDF-107</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): MF – Whitchurch Primary School, The Old Nursery, Erw Las, Whitchurch</b>
<b>Respondee: Local Residents</b>
<b>Summary of Response:</b> The respondents commented that the polling station location was sited in a good accessible venue, with street parking available and also easy to reach by foot in polling district area.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the new alteration to the polling station arrangement.

<b>Comment Record: PR-CDF-108 - PR-CDF-109</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): MK – Whitchurch Community Centre, Ty’n Pwll Road, Whitchurch</b>
<b>Respondee: Local Residents (Two Separate Responses)</b>
<b>Summary of Response:</b> The respondents commented that the polling station location was a suitable location with parking available.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the new alteration to the polling station arrangement.

<b>Comment Record: PR-CDF-110</b>
<b>Electoral Division: WHITCHURCH AND TONGWYNLAIS</b>
<b>Polling District(s): MJ – The Village Hall, Merthyr Road, Tongwynlais</b>
<b>Respondee: Local Resident</b>
<b>Summary of Response:</b> The respondent commented that the polling station location was convenient and located with a good central location within the village.
<b>Acting Returning Officer Comment:</b> The Returning Officer is supportive of the new alteration to the polling station arrangement.

**CARDIFF COUNCIL  
CYNGOR CAERDYDD**



**COUNCIL: 24 OCTOBER 2019**

**CABINET PROPOSAL**

**THIRD CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING REPORT**

**Reason for this Report**

1. To outline the purpose of the Local Development Plan (LDP) Annual Monitoring Report (AMR) process and to seek the endorsement of the third Cardiff LDP AMR for submission to the Welsh Government by 31<sup>st</sup> October 2019.

**Background**

2. The Cardiff Local Development Plan (2006 to 2026) was formally adopted by the Council on 28<sup>th</sup> 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 31<sup>st</sup> October each year after Plan adoption.
3. This is the third AMR to be prepared since the adoption of the plan and is based on the period 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019. 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 two years following adoption.
4. This is the third year the LDP has been operative and this AMR provides a 3 year position statement and provides a comparison with the baseline data provided by the first and second AMR's published in October 2017

and 2018. Importantly, the findings of this monitoring work over 3 consecutive years will help to inform the LDP review process as the Council is required to undertake a full review of the LDP 4 years after adoption in 2020.

### **The AMR Report**

5. Overall the findings of the third AMR for year 3 are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.
6. **Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.
7. **Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.
  - 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
  - 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
  - 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.
8. Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.
9. The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

10. However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 7 years of the Plan period will increase significantly.
11. **Affordable Housing** - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.
12. Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 7 years of the Plan period will increase significantly.
13. **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.
14. There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). 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 substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.
15. At this juncture, 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. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased

frequency of public transport services and provision of bus passes to new residents.

16. **Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.
17. **Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.
18. **Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

## Conclusions

19. Section 7 of the AMR provides the conclusions and recommendations of this third AMR which provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018. The key conclusions in the third year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes with the identified lag in housing delivery now showing strong signs of enhanced completions.
20. 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

21. It is a requirement that AMRs must be submitted every year to Welsh Government until any Replacement/Revised LDPs are adopted. Therefore the fourth 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. This AMR, along with the previous AMRs, will help inform the Full Review of the LDP which will be considered in the near future in accordance with legislative requirements.
22. The AMR will be placed on the Council's website for information.



## **Scrutiny Consideration**

23. The Environment Scrutiny Committee considered this report on 17 September 2019. The letter from the Chair is attached at Appendix 2.

## **Reason for the Recommendation**

24. To comply with provisions in the Planning Compulsory Purchase Act (2004) and Welsh Government guidance which require the Council to produce an AMR for submission to the Welsh Government at the end of October each year following adoption.

## **Legal Implications**

25. The annual monitoring of the LDP is part of the wider statutory LDP process. Section 76 of the Planning and Compulsory Purchase Act 2004 requires authorities to prepare an Annual Monitoring Report covering the preceding financial year from 1 April to 31 March. It must be submitted to the Welsh Government by 31 October each year and published on the authorities' website, in accordance with Regulation 37 of the Town and Country Planning (Local Development Plan)(Wales) Regulations 2005 (as amended). Those regulations and the LDP Manual Edition 2 August 2015 specify what the AMR is required to include. The AMR and associated documents have been prepared in accordance with the body of the report.
26. The decision about these recommendations has to be made in the context of the Council's public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.
27. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
28. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2019-22 <http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf> When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the

well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

29. The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- Look to the long term
- Focus on prevention by understanding the root causes of problems
- Deliver an integrated approach to achieving the 7 national well-being goals
- Work in collaboration with others to find shared sustainable solutions
- Involve people from all sections of the community in the decisions which affect them.
- The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

30. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh Language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well Being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

### **Financial Implications**

31. There are no direct financial implications arising from this report with the preparation of the LDP AMR being completed using existing resources.

### **Human Resources Implications**

32. There are no HR implications for this report.

### **CABINET PROPOSAL**

Council is recommended to endorse the third AMR for submission to the Welsh Government by 31<sup>st</sup> October 2019.

**THE CABINET**  
**10 October 2019**

The following Appendix is attached:

Appendix 1 - Cardiff LDP 3<sup>rd</sup> Annual Monitoring Report, October 2019  
Appendix 2 – Letter from Chair of Environment Scrutiny Committee

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# Cardiff LDP 3rd Annual Monitoring Report

October 2019



# **Cardiff Local Development Plan 3<sup>rd</sup> Annual Monitoring Report 2019**

**Based on data collected for period  
1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019**

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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 third AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019. The first and second AMRs was published on 31<sup>st</sup> October 2017 and 31<sup>st</sup> October 2018 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 Third Annual Monitoring Process 2018-2019**

#### **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. 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:



<b>Continue Monitoring (Green)</b>	
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
<b>Training Required (Blue)</b>	
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
<b>Supplementary Planning Guidance Required (Purple)</b>	
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
<b>Further Research (Yellow)</b>	
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
<b>Policy Review (Orange)</b>	
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.	
<b>Plan Review (Red)</b>	
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 third AMR to be prepared and provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Overall the findings of the third AMR for year 3 are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented

effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

**Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.

**Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.

- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
- 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
- 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.

Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 7 years of the Plan period will increase significantly.

**Affordable Housing** - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the

strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 7 years of the Plan period will increase significantly.

**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.

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). 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 substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.

At this juncture, 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. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.

**Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.

**Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

**Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

### **Sustainability Appraisal (SA) Monitoring**

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

### **Conclusions**

The 3<sup>rd</sup> AMR provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018. The key conclusions in the third year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes with the identified lag in housing delivery now showing strong signs of enhanced completions.

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.

## **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 28<sup>th</sup> 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 third AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2018 – 31<sup>st</sup> March 2019.

### **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 1<sup>st</sup> 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 21<sup>st</sup> 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 10, December 2018)**

Since the LDP was adopted in January 2016 Welsh Government have issued a completely revised version of Planning Policy Wales (Edition 10) in December 2018. This has been re-drafted so that the seven well-being goals and five ways of working of the Well Being of Future Generations Act 2015 is fully integrated into policy. It also puts the concept of placemaking into the heart of national planning policy in order to ensure that planning decisions consider all aspects of well-being and deliver new development which is sustainable and provides for the needs of all people.

#### **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'<sup>1</sup>, 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 be 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 2008	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%
April 2018 to March 2019	79.0%	76.7%

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%
April 2018 – March 2019	4.6%	4.5%

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
April 2018 – March 2019	£536.7	£518.6

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 2018

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
2018	£234,095

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
- Archaeologically Sensitive Areas
- Managing Transportation Impacts (including Parking Standards)
- Flat Conversions
- Student Accommodation

In addition the following SPG were approved by Council on 20<sup>th</sup> June, 2019 outside the monitoring period:

- Shop Fronts and Signs Guidance

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. 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:

<b>Continue Monitoring (Green)</b>	
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
<b>Training Required (Blue)</b>	
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
<b>Supplementary Planning Guidance Required (Purple)</b>	
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
<b>Further Research (Yellow)</b>	
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
<b>Policy Review (Orange)</b>	
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.	
<b>Plan Review (Red)</b>	
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	Result 2018/2019
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increase for two or more consecutive years	5.3%	6.0%	4.6%
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	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	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	In the quarter Ending December 2018, crime rates were down in Cardiff compared with the corresponding quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per thousand residents to 27.72

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/2018	Result 2018/2019
			crimes per thousand residents.	crimes per thousand residents.	crimes per thousand residents.
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two of more consecutive years	62% of adults reported being 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	58% of adults reported being 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	56% of adults reported being physically active for more than 150 mins in the previous week  31% 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	The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 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
<b>Core</b> Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.	None	None
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
Total land area of Allocations = 132ha  Employment development permitted on allocated sites (April 2016 - 31 <sup>st</sup> March 2017) = 11.6ha. This equates to 9%	Total land area of Allocations = 132ha  Employment development permitted on allocated sites (April 2017 – 31 <sup>st</sup> March 2018) = 2.12ha. This equates to 1.7%	Total land area of Allocations = 132ha  Employment development permitted on allocated sites (April 2018 – 31 <sup>st</sup> March 2019) = 3.16ha. This equates to 2.4%

**Analysis**

The monitoring table below provides a breakdown of employment land permitted during the monitoring period on allocated sites.

Application No.	Proposal	Address	Site Area (ha)	Status
18/00735/MJR	Full application for Full planning application for: an office building providing business (Use Class B1) floorspace, with ancillary gym (Use Class D2),	Land at Brains Brewery and adjoining land to the south of Cardiff Central Station	2.02	Not started (Granted 11.07.18)

	Marketplace/retail (Use Class A1) and food and drink (Use Class A3) uses; a Multi-Storey Car Park (Sui Generis) with ancillary retail (Use Class A1); and public realm, access, drainage and other infrastructure works required for the delivery of Central Quay (Phase 1)			
18/01705/MJR	Erection of a Transport Interchange with an associated concourse and ancillary retail/commercial units (Use Classes A1/A2/A3), 305 residential apartments (Use Class C3), 10,318 sq m (GIA) office floorspace (Use Class B1), a 249-space car park and a cycle hub, public realm and related infrastructure and engineering works	Site of Former Marland House and NCP Car Park, Central Square,	1.14ha	No started (Granted 07.11.18 subject to S106)

The employment land permitted (ha) on allocated sites during the period 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019 as a percentage of all employment allocations is 2.4%, slightly higher than the previous 12 months. Please note a significant area of this allocation has an existing development footprint, or has already been developed during the LDP plan period.

It is also worth noting that although the take up in terms of hectares would appear low, 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
<b>Core</b> 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.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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  Industrial Take up (April 2017 to April 2018) = 0.5 ha	Office Take Up (April 2018 to April 2019) = 39,726 sqm  Industrial Take up (April 2018 to April 2019) = 1.6 ha
<b>Analysis</b>		
<p>Office Take up is based on completions during the period April 2018 to 31<sup>st</sup> March 2019. In this period 39,726 sqm of office floorspace was completed, This floorspace was attributed to the completion of the Office and Media Centre development, at land to the north of Cardiff Central Railway Station. This is slightly above the target set. It is important to note office development at No 4 Capital Quarter is also nearing completion which comprises 11,022 sqm of office floorspace.</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 2018 to 31<sup>st</sup> March 2019. Although falling short of the annual target there have been a number of significant industrial completions, which included a 0.9 ha development for B8 self storage at 234 Penarth Road, and 0.6 ha for a new brewery production facility/head office at Pacific Business Park, Splott.</p>		



There are also a number of current planning permissions for industrial use. The most significant developments in the pipeline being 15.4 ha of commercial development (B2 and B8 uses), on land adjacent to Longships Road and Compass Road, Cardiff Bay, and a proposed development to take up 16.5 ha of land for a Biomass Power plant, with industrial accommodation (B8 use class). Taking these factors into consideration no concerns are raised in relation to this indicator.

### **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
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.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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 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 occurred on EC1 protected sites except where the proposal was considered a complimentary use under Policy EC2, or which satisfied policy EC3.
<b>Analysis</b>		
<p>In relation to complimentary uses, a day nursery, a number of small scale A3 retail units and gyms were approved. A veterinary hospital was approved at Avenue Industrial Park (EC1.14) and this included a B1 element. An inflatable park was approved at Jubilee Trading Estate, East Tyndall Street as assessed against Policy EC3 has been marketed for B use class employment 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 issues.</p>		
<b>Recommendations</b>		
No action is required as 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		
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019		
Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline with planning permission – 157,897sq m	Office completions – 14,969sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2017) with planning permission – 13,275sq m	Office completions – 39,726 sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2018) with planning permission – 49,328sq m.		
<b>Analysis</b>				
<p>Within the Allocated Site (KP2A) the amount of office floorspace completions has increased on the previous year with 39,726sq m of office floorspace completed. Office floorspace currently under construction are the same schemes which were under construction in the last monitoring report.</p> <p>Since April 2018 a further 49,328sq m of office floorspace is in the pipeline with planning permission.</p> <p>Please see monitoring table below for a breakdown of employment land permitted during the monitoring period on allocated sites.</p>				
<b>Completions</b>				
Application No.	Proposal	Address	Floorspace	Status
14/02405/MJR	DEMOLITION OF MARLAND	LAND TO THE NORTH OF	14,500	Complete

	HOUSE. MEDIA CENTRE, GROUND FLOOR RETAIL, OFFICES 14,500SQ M B1 OFFICES AND MEDIA CENTRE 25,225SQ M.	CARDIFF CENTRAL STATION		
<b>Under Construction</b>				
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 APPLICATION FOR REMAINING PARTS OF WESTERN COURTYARD AT PLOT J AND L FOR RESIDENTIAL AND ASSOCIATED PUBLIC REALM AND LANDSCAPING	PLOT 1, J AND L, WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF	11,022 sqm	Under Construction (Granted 13/04/2017)
17/01751/MJR	31,630 sq m (GIA) 24,837sq m (GIA) OF USE CLASS B1 OFFICES OF WHICH UP TO 372 SQ M OF USE CLASS A1/A3 (RETAIL/CAFÉ) WILL BE PROVIDED AT GROUND FLOOR LEVEL WITH CAR AND	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	31,630SQ M	Under Construction (Granted 13/09/2017)

	CYCLE PARKING AND PUBLIC REALM WORKS	CENTRAL SQUARE MASTERPLAN AREA)		
<b>Not Started</b>				
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 ASSOCIATED PARKING, PUBLIC REALM AND LANDSCAPE WORKS.	LAND ON THE NORTH AND SOUTH SIDE OF JOHN STREET, CALLAGHAN SQUARE, BUTETOWN	13,275 sqm	Not started
18/00735/MJR	11 STOREY BUILDING WITH 25,725 SQ M PRIMARILY FOR OFFICE USE WITH GYM (D2), MARKET PLACE/RETAIL AT GROUND FLOOR	LAND AT BRAINS BREWERY AND ADJACENT TO SOUTH OF CARDIFF CENTRAL STATION	25,735 sq m	Not started
18/01705/MJR	TRANSPORT INTERCHANGE, ANCILLARY RETAIL/COMMERCIAL UNITS, RESIDENTIAL, 10,318SQ M OFFICE FLOORSPACE	SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK	10,318 sq m	Not started

The data above shows Policy KP2(A) is effectively delivering the development of the multi storey high density office development in the Central Enterprise Zone with completions higher than the previous year, Pipeline applications are also 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)	15,000sq m (B1 & B1(b&c))	No trigger is set at present but will be revised once further details are known.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup></b> <b>March 2019</b>
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.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.
<b>Analysis</b>		
<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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
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.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017.	Not started.	No started.
<b>Analysis</b>		
<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&amp;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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
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.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
No application submitted to date	No application submitted to date	No application submitted to date
<b>Analysis</b>		
No application submitted to date.  The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
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.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup></b> <b>March 2019</b>
No application submitted to date	No application submitted to date	No application submitted to date
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
No action is required at present.		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
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.	19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
Total jobs in Cardiff – 204,000 in 2015 (latest Nomisweb.co.uk figures 2015).	Total jobs in Cardiff – 208,000 in 2016 (latest Nomisweb.co.uk figures (2016).	Total jobs in Cardiff – 214,000 in 2017 (latest Nomisweb.co.uk figures, 2017).
<b>Analysis</b>		
<p>The total number of jobs in Cardiff has risen to 214,000 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 to determine the effectiveness of the policy framework relating to this issue.</p>		
<b>Recommendations</b>		
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.	
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	
District Centres – Average of 46% active 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.	District Centres – Average of 44% active A1 retail units within centres.  Local Centres – Average of 44% active A1 retail units within centres.  For an individual breakdown see analysis section.	
<b>Analysis</b>			
<b>District Centres</b>			
<b>District Centre</b>	<b>Total No of Units</b>	<b>No active A1 (retail) units</b>	<b>Percentage Active A1 (retail) units</b>
Albany Road/Wellfield Road	199	95	48%
City Road	175	68	39%
Clifton Street	101	53	52%
Cowbridge Road East	191	86	45%
Crwys Road/Woodville Road	132	52	39%
Bute Street/James Street	63	17	27%
Merthyr Road, Whitchurch	94	50	53%
Penarth Road/Clare Road	68	33	48%
St Mellons	21	9	43%
Thornhill	7	4	57%

Whitchurch Road	122	45	37%
		<b>Average</b>	<b>44%</b>

The average percentage of active A1 retail units within District Centres is 46%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, Crwys Road/Woodville Road, Whitchurch Road and City 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.

Crwys Road/Woodville Road, Whitchurch Road and City Road fall just below the 40% threshold. City Road has a number of student accommodation schemes currently taking place which when complete will provide ground floor retail units.

### Local Centres

<b>Local Centre</b>	<b>Total No of Units</b>	<b>No active A1 (retail) units</b>	<b>Percentage of Active A1 (retail) units</b>
Birchgrove	48	22	46%
Bute Street (Loudoun Square)	12	9	75%
Cathedral Road	27	13	48%
Countisbury Avenue	35	17	47%
Caerau Lane	9	5	56%
Fairwater Green	16	8	50%
Gabalfa Avenue	15	5	33%
Grand Avenue	20	6	30%
High Street, Llandaff	34	12	35%
Maelfa, Llanedeyrn*	N/A*	N/A*	N/A*
Newport Road, Rumney	45	20	44%
Rhiwbina Village	48	25	52%
Salisbury Road	45	16	36%
Splott Road	38	14	37%
Station Road, Llanishen	28	13	46%
Station Road, Llandaff North	32	14	44%
Station Road, Radyr	14	7	50%
Tudor Street	35	15	43%
Willowbrook Drive	5	1	20%
Wilson Road	15	8	53%
		<b>Average</b>	<b>44%</b>

\*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 44%. The majority of Local Centres exceed the 40% target with the exception of Gabalfa Avenue, Grand Avenue, High Street Llandaff, Salisbury Road, Splott Road and

Willowbrook Drive. Grand Avenue has experienced the most significant percentage decline down from 53% to 30%, however, this was the result of previous D1 units omitted in error from the Local Centre boundary in the previous AMR.

Willowbrook Drive retail units are currently being fitted out to accommodate What Stores which will significantly lift the percentage score for this centre.

It is also significant to note, that despite remaining below the 40% threshold, since the last AMR, Gabalfa Avenue has experienced a 6% rise in active A1 retail units; High Street Llandaff has experienced a 1% rise; Salisbury Road a 3% rise and Splott Road a 4% rise in active A1 retail units.

### **Recommendations**

No action is required at present. The majority of centres are providing a strong retail function and those centres which fall below the 40% threshold have all experienced % increases in active A1 retail units since the last AMR, demonstrating a positive upward trend in A1 occupancy rates. 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
54 of the city centres 64 Protected Shopping Frontages had over 50% Class A1 units in 2016/17.	In 2017/18, 53 of the city centres 64 Protected Shopping Frontages had 50% or more Class A1 units.	In 2018/19, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.
<b>Analysis</b>		
<ul style="list-style-type: none"> <li>• The Council's City Centre Land Use and Floor Space survey (LUFS) is undertaken each autumn.</li> <li>• The first Performance AMR survey undertaken in October 2016 identified that 54 out of city centres 64 Protected Shopping Frontages comprised of 50% or more Class A1 units.</li> <li>• 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).</li> <li>• It was therefore recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark.</li> <li>• The 2018/19 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%).</li> </ul>		
<b>Recommendations</b>		
No actions are triggered.		

## 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 level are no higher than the national UK average (10%, March 2019).	Vacancy levels rise above national UK average for more than two consecutive years.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
District Centres – Average of 6% vacancy rate within centres.  Local Centres – Average of 7% vacancy rate within centres.  Central Shopping Area – vacancy rate of 13.9%.	District Centres – Average of 7% vacancy rate within centres.  Local Centres – Average of 9% vacancy rate within centres.  Central Shopping Area – vacancy rate of 12.2%.	District Centres – Average of 10% vacancy rate within centres.  Local Centres – Average of 8% vacancy rate within centres  Central Shopping Area – vacancy rate of 10.7%.

For an individual breakdown see analysis section.

<b>Analysis</b>			
<b>District Centres</b>			
<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	15	7%
City Road	175	23	13%
Clifton Street	101	10	10%
Cowbridge Road East	191	8	4%
Crwys Road/Woodville Road	132	8	6%
Bute Street/James Street	63	15	24%
Merthyr Road, Whitchurch	94	8	8%
Penarth Road/Clare Road	68	7	10%



St Mellons	21	4	19%
Thornhill	7	0	0%
Whitchurch Road	122	9	7%
		<b>Average</b>	<b>10%</b>

3 of the District Centres are above the 10% vacancy trigger; City Road (13% vacancy), Bute Street/James Street (24% vacancy) and St Mellons (19% vacancy). City Road is currently experiencing a number of redevelopment schemes for student accommodation. The frontage of numbers 191 – 209 City Road is particularly affected and accounts for the higher than average vacancy at present. On completion the schemes will be providing ground floor retail units which have the potential to significantly reduce the vacancy rate. Similarly Bute/Street James Street District Centre had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay and Mermaid Quay is undergoing a programme of modernisation.

With regard to St. Mellons, there have been 2 recent applications relating to vacant units which once implemented have the potential to reduce vacancy rates.

Continue to monitor these centres for improvement next year.

### Local Centres

<i>Local Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Birchgrove	48	2	4%
Bute Street (Loudoun Square)	12	0	0%
Cathedral Road	27	2	7%
Countisbury Avenue	35	2	6%
Caerau Lane	9	2	22%
Fairwater Green	16	0	0%
Gabalfa Avenue	15	2	13%
Grand Avenue	20	2	10%
High Street, Llandaff	34	2	6%
Maelfa, Llanedeyrn*	N/A*	N/A*	N/A*
Newport Road, Rumney	45	4	9%
Rhiwbina Village	48	1	2%
Salisbury Road	45	0	0%
Splott Road	38	3	8%
Station Road, Llanishen	28	0	0%
Station Road, Llandaff North	32	2	6%
Station Road, Radyr	14	1	7%
Tudor Street	35	6	17%
Willowbrook Drive	5	2	40%
Wilson Road	15	0	0%

		<b>Average</b>	<b>8%</b>
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*\*Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)*

A significant number of the Local Centres meet or fall below the 9% vacancy trigger, with the exception of Caerau Lane, Gabalfa Avenue, Grand Avenue, Tudor Street and Willowbrook Drive. It is noted that Caerau Lane, Gabalfa Avenue and Grand Avenue are small centres and only have 2 vacant units each.

Tudor Street remains higher than the trigger of 9% with a vacancy rate of 17% but this represents a 4% reduction in the vacancy rate since the previous AMR.

Willowbrook Drive has the highest vacancy rate (40%) , however this is a small centre and concerns 1 unit which is soon to be occupied by What Stores which will result in this centre being fully occupied.

Improvement have also been seen in Birchgrove Local Centre where the vacancy rate has fallen from 11% to 4%; High Street, Llandaff a 3% drop in the vacancy rate and; Splott which has experienced a 10% fall in the vacancy rate.

**Central Shopping Area (CSA)**

The 2018/19 City Centre Land Use and Floor Space survey (LUFS) identifies a retail vacancy rate of 10.7% within the Central Shopping Area (CSA). This represents a 1.5% improvement over the previous year and is in line with national trends (of 12.2% in 2018 to 10% in 2019).

It is noted that at the time of monitoring, some of the vacancies are units that are undergoing refurbishment / changing occupiers, whilst others form part of longer term regeneration projects.

**Recommendations**

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

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
LOCAL Number of retail developments permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an 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 the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
27 applications approved for retail development outside designated centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstance did not require them.	17 applications approved for retail development outside designated 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.	25 applications approved for retail development outside designated centres. None of the applications were accompanied by an assessment of need and the sequential test as specific circumstance did not require them.
<b>Analysis</b>		
<p>25 applications for development within Use Class A were permitted outside designated centres. None of the proposals submitted an assessment of need nor demonstrated that they satisfied the sequential test as specific circumstances did not require them for the following reasons:</p> <ul style="list-style-type: none"> <li>- In all case the floorspace was below the TAN 4 threshold or;</li> <li>- The retail floorspace formed part of a mixed use scheme e.g as part of a hotel extension, large scale office schemes and student accommodation or;</li> </ul>		

- The retail floorspace was considered complementary/ancillary in business/industrial areas or;
- The retail floorspace consisted of POD units on out of centre retail parks which were considered complementary/ancillary to the retail park and not considered retail destinations in their own right such that they would negatively impact designated centres or;
- The retail floorspace related to the change of use of premises already in commercial use and/ or in smaller shopping parades.

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
<b>Local</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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%	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%	1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3%  2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1%  3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6%  4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%  5) Leisure: 2017 = 56.4% 2018 = 58.8% (↑) +2.5%

2016 = 60.2% (↑) +5.4%

## Analysis

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift).

However, as can be seen from the outturn from last year, result can vary year-on-year, therefore in order to better understand the overall trend in sustainable travel, the historic 5yr rolling average for each journey purpose has been plotted in figure 1.14.1 below –

**Figure: 1.14.1**

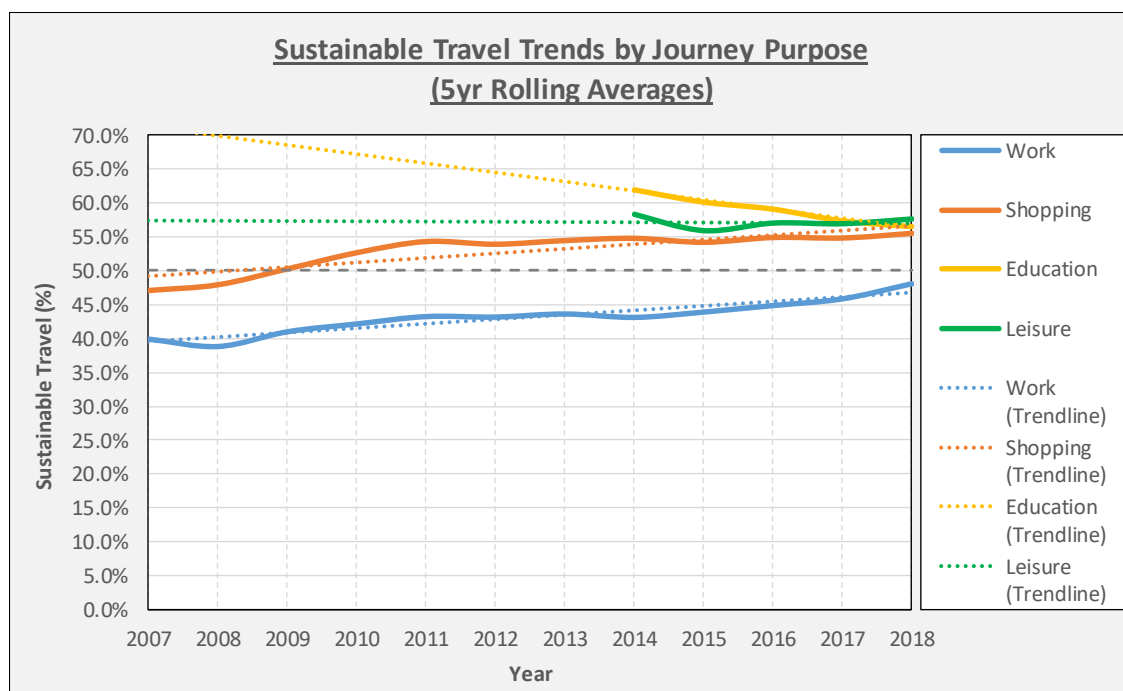


Figure 1.14.1 above demonstrates that for each of the journey purposes except for Work (commuting), the target 50:50 modal split is already being met.

Nevertheless while the overall trend for travelling sustainably for both Work and Shopping trips is increasing, Leisure has remained largely unchanged, while Education has seen a significant decrease.

Travel by mode for Leisure and Education has only been surveyed since 2014 onwards, therefore there may be insufficient data in order to reliably indicate the historic trend for these journey purposes.

It is worth being mindful that the choice to travel sustainably is subject to a number of variables, many of which are externalities outside of the Council's direct influence. Examples of factors which may impact on mode-choice include but are not limited to – 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.

## 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
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3%	1) Work: 2016 = 17.9% 2017 = 14.0% (↓) -3.9%	1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0%
2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0%	2) Education: 2016 = 27.6% 2017 = 23.3% (↓) -4.3%	2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3%
3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9%	3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) -2.3%	3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8%
4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3%	4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) -3.6%	4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2%
5) Leisure: 2014 = 19.0% 2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9%	5) Leisure: 2016 = 21.8% 2017 = 17.8% (↓) -4.0%	5) Leisure: 2017 = 17.8% 2018 = 18.0% (↑) +0.2%



## Analysis

The target increase for the proportion of journeys made on foot has been achieved for each of the journey purposes.

However, results are shown to vary-on-year, as demonstrated by the general decrease in walking between 2016/2017 and 2017/2018. Therefore, in order to better understand the overall trend in walking, the historic 5yr rolling average for each journey purpose has been plotted in figure 1.15.1 below –

**Figure 1.15.1**

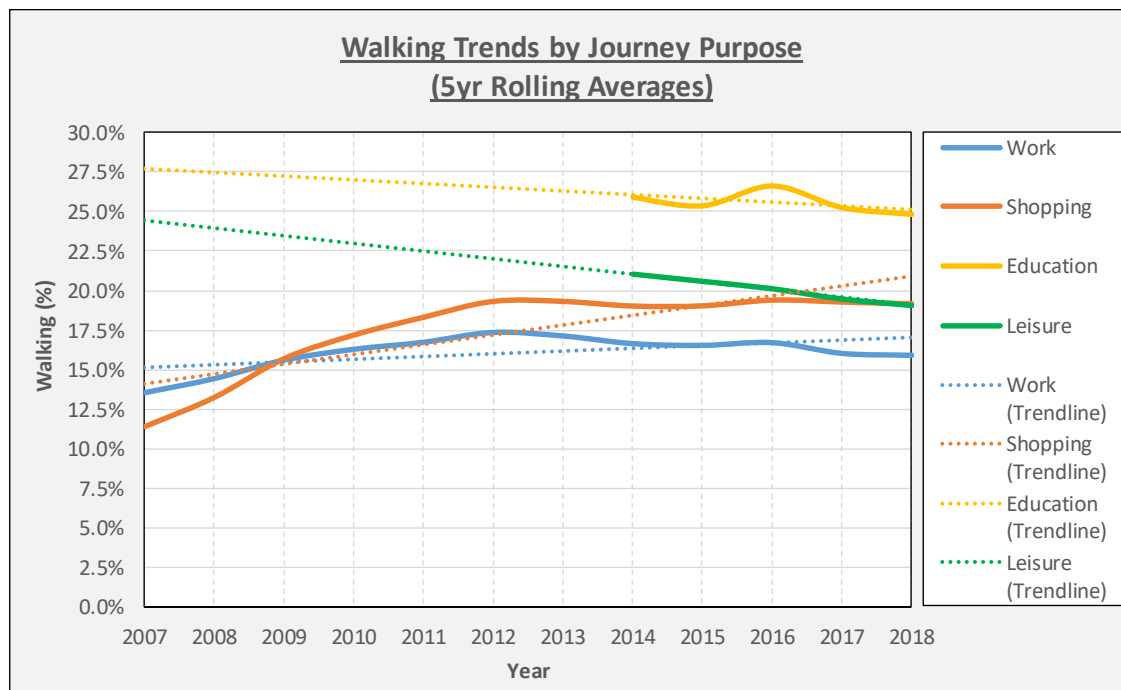


Figure 1.15.1 above demonstrates that while the overall trend for walking to Work and to Shopping is increasing, there is a decline in the proportion walking to Leisure and to Education.

However, travel by mode for Leisure and Education has only been surveyed since 2014 onwards, and as such there may be insufficient data in order to reliably indicate the historic trend for these journey purposes.

As an example of the change in levels of walking overall, the automatic count of the number of annual pedestrians crossing the Pont y Werin bridge has shown a marked increase of 14% between 2017 and 2018 (from 345,000 to 391,700).

Some of the key factors influencing the choice to walk as with sustainable travel in general, have been discussed in OB1 EC14 (Achievement of Modal Split). Nevertheless, amongst the most significant factors for walking are weather conditions and the distance travelled. For example, the weather in 2018 was generally warmer than in 2017, with average temperatures in July/August being 18°C in 2018 compared

with 16.5°C in 2017. This will likely have had a positive impact on the levels of walking for this year.

**Recommendations**

No action is required at present. Continue to monitor.

## Topic Area: Percentage of People Cycling

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

Indicator reference: OB1 EC16

**Contextual Changes:** Cardiff launched its successful Nextbike cycle hire scheme in May of 2018; currently comprising of 73 docking stations catering for around 500 bicycles; with around 50,000 registered users, representing on average nearly 10,000 journeys each week. Over the next year additional docking stations will be provided catering for around 1,000 bicycles. The first phase of Cycleway construction began at Senghennydd Road in March 2019, as part of route C1 (City Centre-Heath-NE Cardiff), with completion of this phase of works expected by the end of September 2019.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3%	1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2%	1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7%
2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7%	2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2%	2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2%
3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% ( ) +0% 2016 = 6.6% (↑) +0.7%	3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2%	3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4%
4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) -0.4%	4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) +0.6%	4) Shopping (Other): 2017 = 6.6% 2018 = 9.7% (↑) +3.1%

2016 = 6.0% (↑) +0.7%		
5) Leisure: 2014 = 10.1% 2015 = 9.6% (↓) -0.5% 2016 = 10.0% (↑) +0.4%	5) Leisure: 2016 = 10.0% 2017 = 10.8% (↑) +0.8%	5) Leisure: 2017 = 10.8% 2018 = 13.9% (↑) +3.1%

### Analysis

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

However, given that result can be variable year-on-year as discussed previously, the overall trend in cycling is presented by the historic 5yr rolling average for each journey purpose as plotted in figure 1.16.1 below –

**Figure 1.16.1**

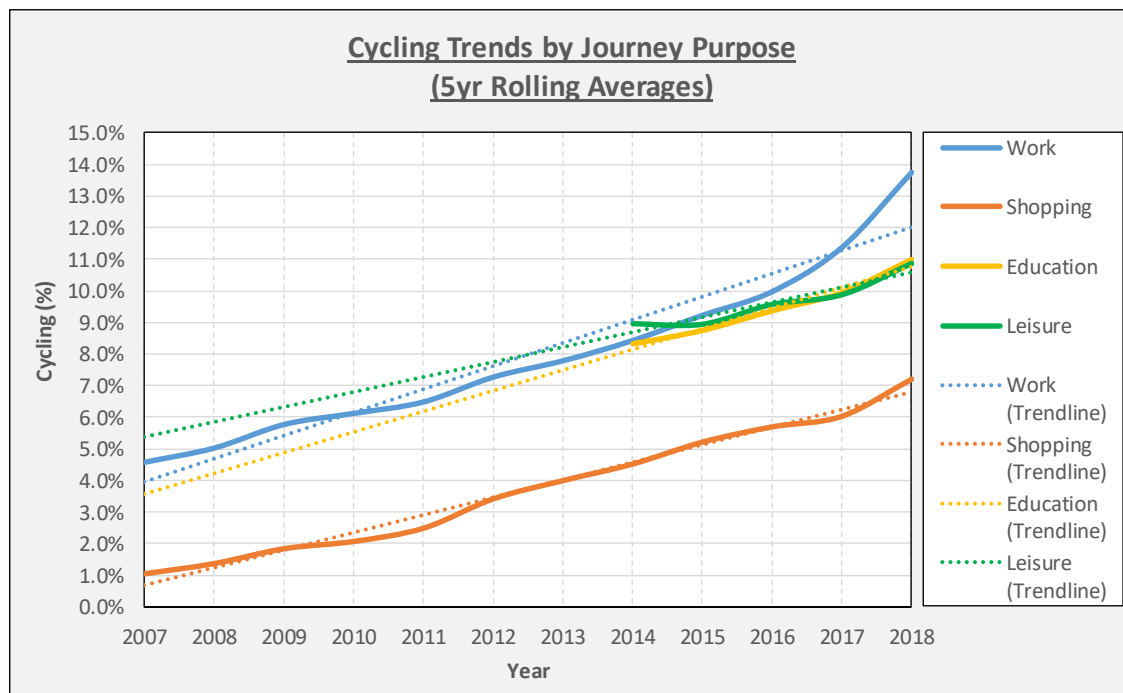


Figure 1.16.1 above confirms an overall trend of increasing numbers cycling for all journey purposes, with a marked level of growth for journeys to Work in particular.

In no small part this substantial growth in the level of cycling has been fuelled by the introduction of Cardiff’s hugely successful Nextbike cycle hire scheme in May of 2018, as illustrated in the table on figure 1.16.2 below –

**Figure 1.16.2**

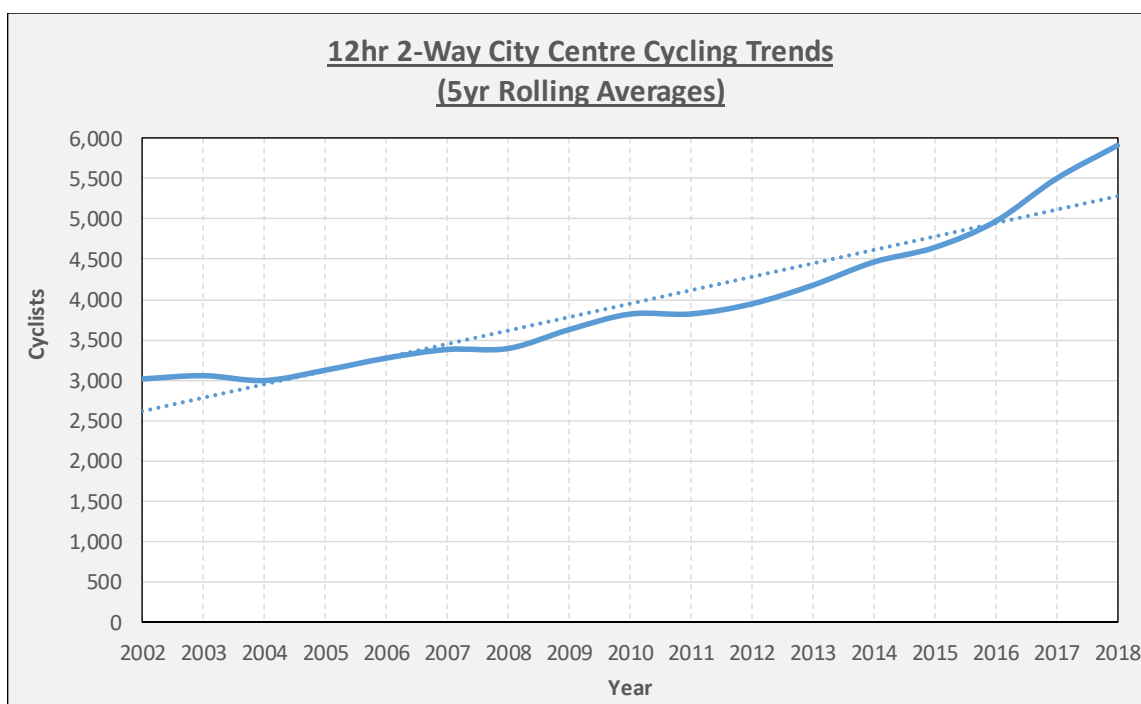
	<b>June 2018</b> (250 Nextbikes)	<b>May 2019</b> (500 Nextbikes)	<b>Change</b>
Monthly Rentals	21,148	48,854	+131%
Average Daily Rentals	705	1,576	+124%
Average Weekly Rentals	4,935	11,032	+124%
Total Rentals to-date	29,497	404,910	+375,413
Total Customers to-date	11,585	51,679	+393,325

Figure 1.16.2 above increases are also echoed in other data sources, with the proportion of pupils cycling to school based on the ‘Cardiff Schools Hands-up Survey’, having increased from 0.8% in 2007 to 4.2% in 2018, a mode-shift of 3.3% over this period (or relative increase of 300%).

Meanwhile, the automatic count of the number of annual cyclists crossing the Pont y Werin bridge has increased by a substantial 26% between 2017 and 2018 alone (from 180,600 to 228,200).

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 in figure 1.16.3 below –

**Figure 1.16.3**



In considering Cardiff’s aspiration to double the levels of cycling between 2015 and 2026 (Draft Cycling Strategy) –

**Figure 1.16.4**

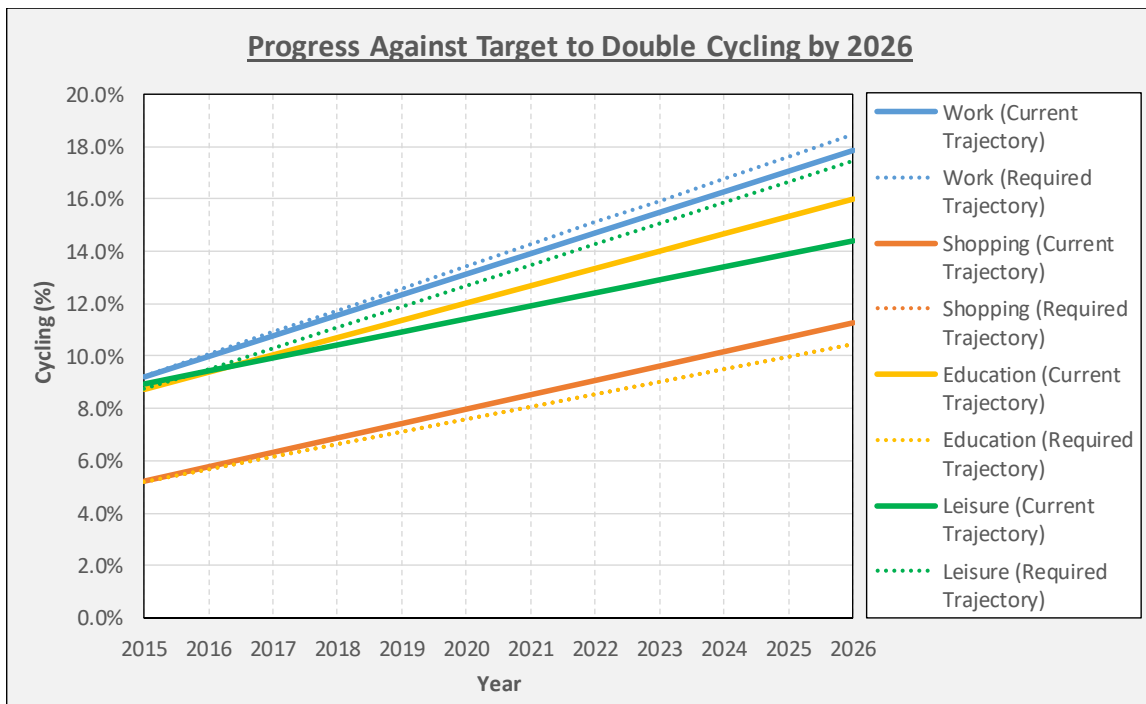


Figure 1.16.4 above demonstrates that Cardiff is on-track to achieve its aspiration for Education and Shopping trips, and close to also doing so for journeys to Work. While the current trajectory is below that of required for Leisure trips, nevertheless this continues to make good progress and shows significant year-on-year increases, with a 3.1% increase (mode-shift) from 2017.

**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:** Cardiff's previous bus station closed in August of 2015, and is to be replaced by the new Transport Interchange, currently anticipated to be completed in 2023. Because of Cardiff Bus' ongoing financial concerns, some services were withdrawn (e.g. 12, 54 and X91). The Council has stepped in to financially support the retention of these services via a tendering process. A number of other remaining services have been rerouted as a result (e.g. 28/28A/28B and 52); together with a decline in service frequency/provision on some services, in particular during evenings and on Sundays (e.g. 17/18, 27, 44/45, 57/58 and 64/65). Cardiff Bus also increased its fares from February 2019.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9%
2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2%	2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1%	2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2%
3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% ( ) +0% 2016 = 26.7% (↓) -2.7%	3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4%	3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8%
4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) -0.2%	4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) -1.7%	4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) -0.1%

2016 = 8.9% (↑) +0.5%

5) Leisure:  
 2014 = 11.2%  
 2015 = 10.8% (↓) -0.4%  
 2016 = 10.5% (↓) -0.3%

5) Leisure:  
 2016 = 10.5%  
 2017 = 10.3% (↓) -0.2%

5) Leisure:  
 2017 = 10.3%  
 2018 = 10.1% (↓) -0.2%

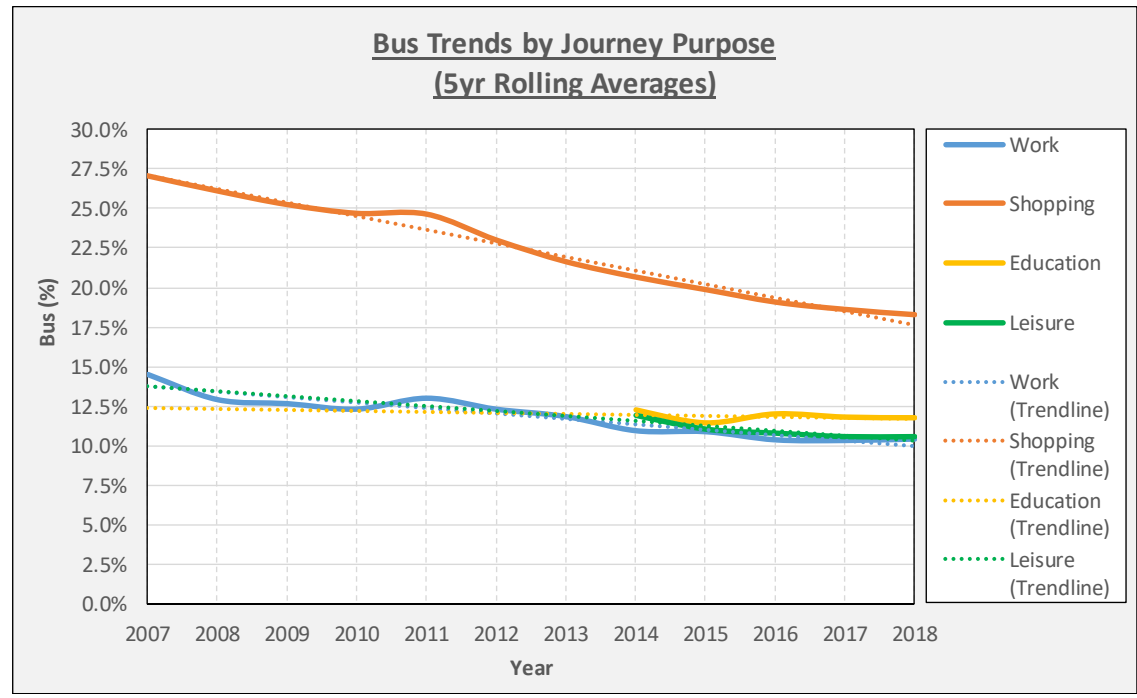
**Analysis**

The above demonstrates a failure to achieve the target increase for all journey purposes with the exception of Work, which has increased by 0.9% from 2017.

Moreover, because the targets were also failed to have been achieved in the previous year, the trigger (a failure to achieve an increase for two or more consecutive years) has now been activated, which as a result will require further analysis in preparation for monitoring for next year, as detailed in the recommendations below.

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 in figure 1.17.1 below

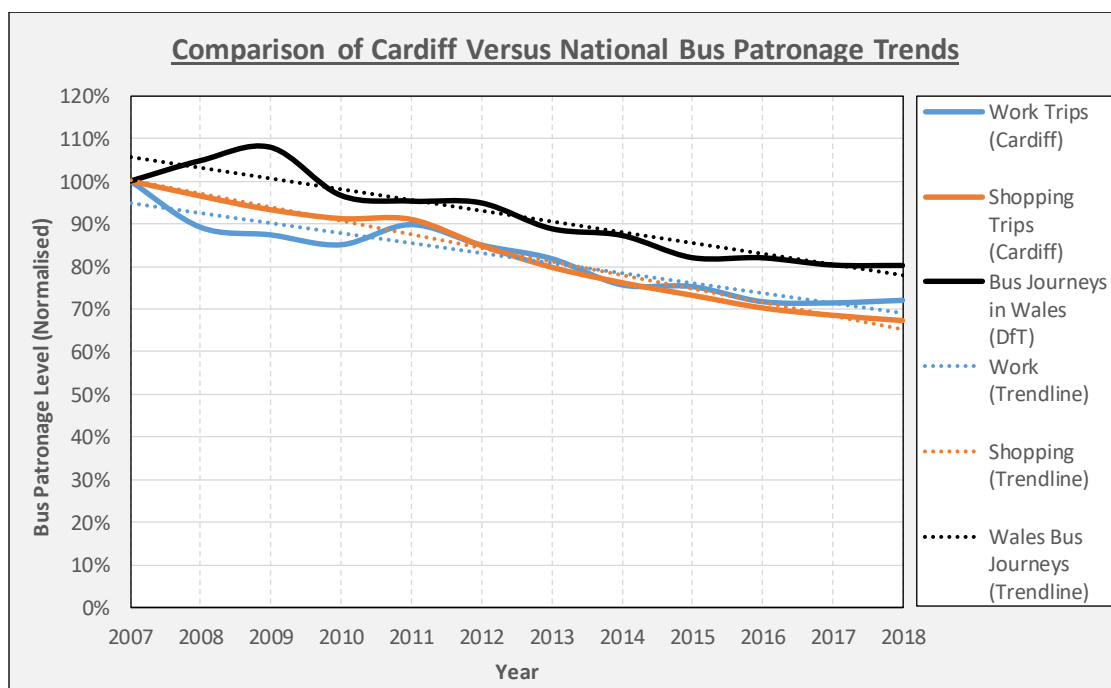
**Figure 1.17.1**



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 (as illustrated in figure 11.17.2), which shows a similar pattern of decline.



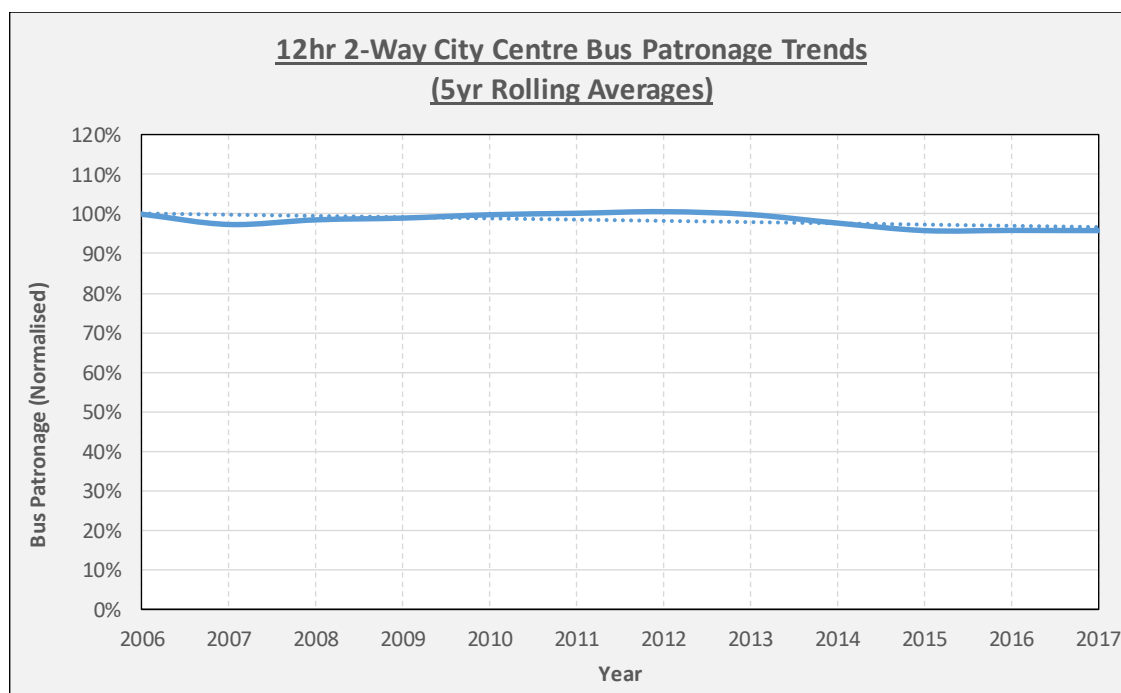
**Figure 1.17.2**



In response to the above, Welsh Government instructed Transport for Wales (TfW) in a letter of remit dated 30/04/2019 (<https://gov.wales/sites/default/files/publications/2019-05/remit-letter-1-april-2019-to-31-march-2020.pdf>) to undertake a 2019/2020 all-Wales pilot study working in partnership with local authorities and with bus operators, in considering how the declining national trends can be reversed. Examples of the options likely to be considered are integrated ticketing, bus priority, service and frequency enhancements etc.

While overall the numbers travelling by bus have decreased significantly over a number of years, the bus patronage within the City Centre at least has remained fairly stable over this time, as shown in figure 1.17.3 below –

**Figure 1.17.3**



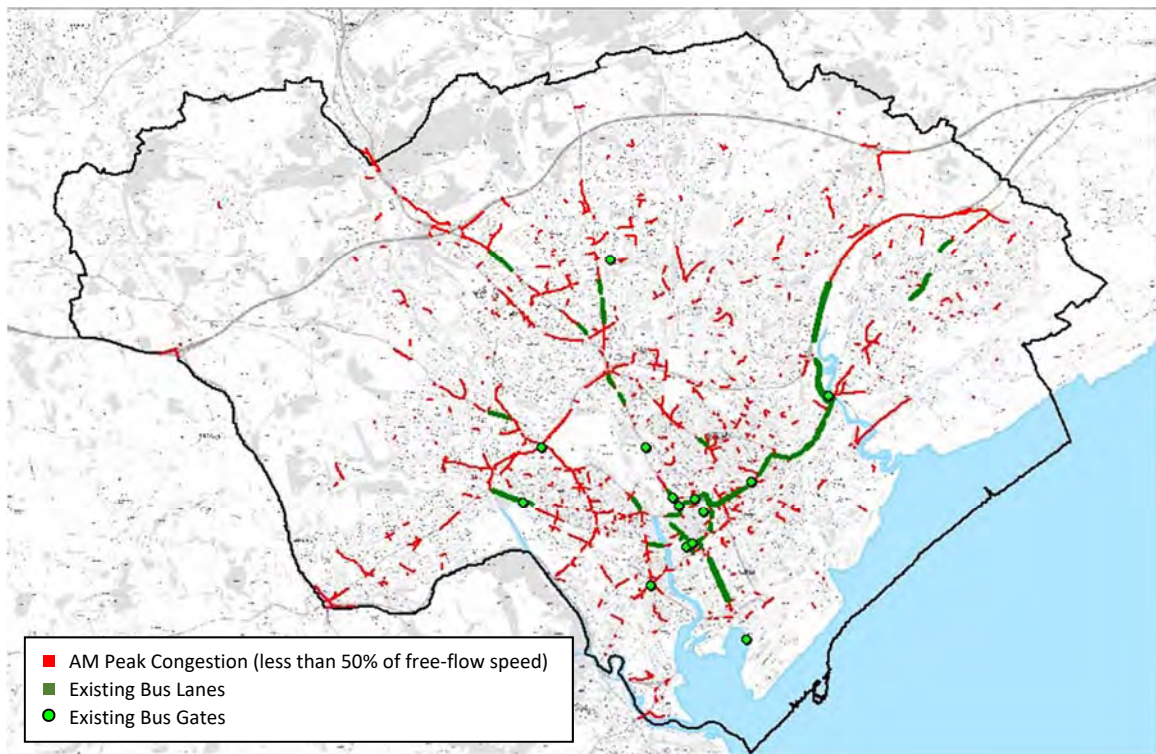
As mentioned above, because of having met the trigger this year, further more detailed consideration is now required in order to determine the underlying causes, and to identify the necessary corrective actions as appropriate, in conjunction with the methodology defined within the Transport Monitoring Framework.

Specific actions to be followed are detailed within the Recommendations below. Nevertheless, initial consideration of the factors which may have potentially contributed to the decline in bus use is provided below.

Some of the key factors 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.

The congestion on the network during peak periods poses significant challenges to the operation of reliable and attractive bus services, as illustrated in figure 1.17.4 below

**Figure 1.17.4**

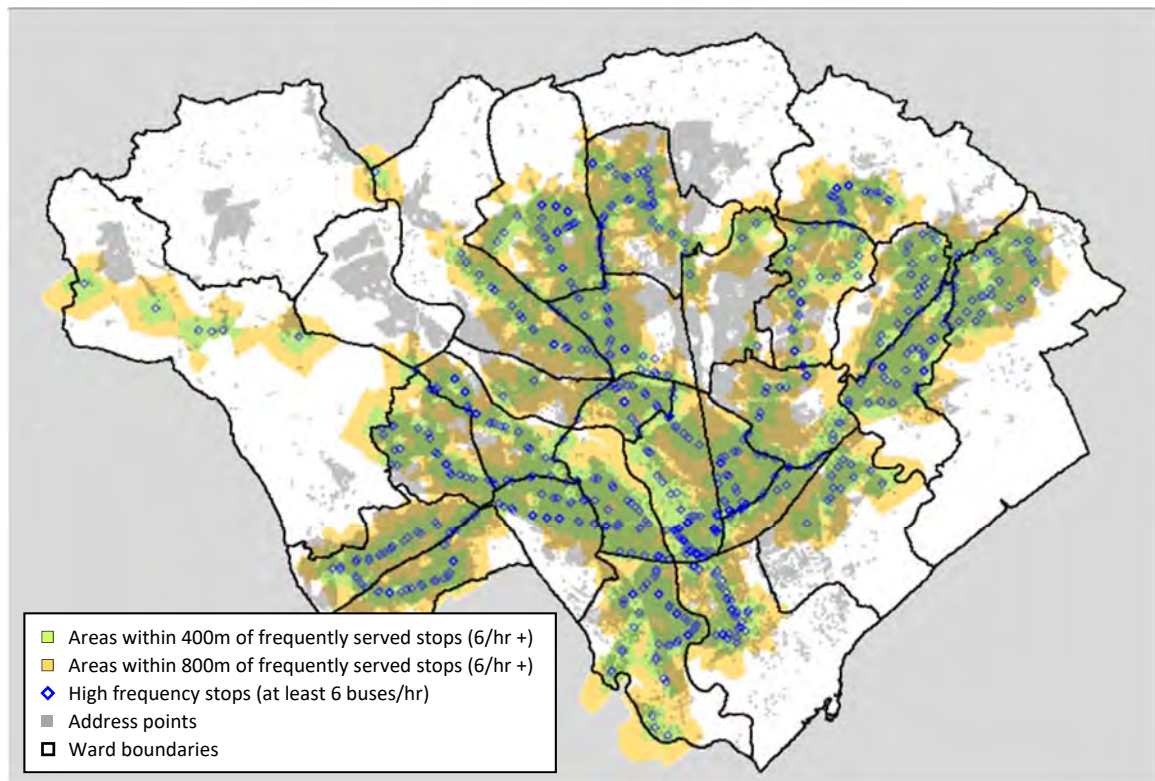


Of note, the TomTom Traffic Index indicates that the level of congestion in Cardiff has increased by 1% from 27% in 2017 to 28% by 2018, also indicating that up to 57% of time spent during the peaks is attributable to congestion. Where there is a lack of priority, buses will inevitably be caught up within this, leading to increased journey times and decreased reliability.

In recognition of this, the Council is currently considering a future strategy of 'Smart Corridors' with bus priority, providing improved management of queueing on the network, while maximising the effectiveness of existing and future bus priority.

Also a key consideration in deciding on whether or not to use the bus, is physical accessibility. The overall the level of accessibility to bus stops with high service frequency (at least 6 services per hour) within Cardiff is generally fairly good, as shown in figure 1.17.5 below –

**Figure 1.17.5**



The assessment of accessibility does not account for where users wish to travel to. Most services travel into the City Centre rather than cross-city.

The above also illustrates that while overall the level of provision within Cardiff is fairly good, there are notable exceptions where accessibility is poor and/or there is a lack of frequent bus services provided.

In particular the following areas are poorly served - Creigiau, St. Fagans, Pentyrch, Gwaelod-y-Garth, Radyr, Lisvane and Cyncoed; with sections of Whitchurch/Tongwynlais, Heath and Splott also evident; which correlate with low levels of bus use in these areas according to the 2011 Census; i.e. Radyr (2%), Lisvane (2%), Pentyrch (3%), Creigiau/St Fagans (4%) and Cyncoed (6%); compared with the 11% average for Cardiff overall.

Meanwhile the level of service provision is comparatively high in areas such as Ely, Llanrumney, Caerau and Pentwyn; which correlates with high levels of bus use as a result; with 22%, 19%, 18% and 17%, respectively, travelling to work by bus (according to the 2011 Census).

Furthermore, the increased congestion as discussed above, the lack of a replacement central bus station, increasing fares, and changes in bus services; will have all impacted on peoples' choice to travel by bus.

It should also be noted that there is a high proportion of concessionary travel in Wales, with 45% compared with only 22% in England and 35% in Scotland. Therefore, the overall number of fare-paying customers using bus services currently are masked

within the figures provided previously due to the high proportion of concessionary bus pass holders.

A further important consideration is public perception of and levels of satisfaction towards bus services.

When asked whether they had changed their use of certain modes in the past year, respondents to the 2018 Ask Cardiff Survey indicated that 10% had used buses more, while 11% had used buses less, resulting in a net decline in use of 1% over the last year.

When comparing the responses received between 2016 and 2018 in relation to opinions on bus services, there appears to be decreasing levels of satisfaction as evident in the table in figure 1.17.6 below –

**Figure 1.17.6**

<b>Respondents very/fairly satisfied:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Journey Times	63%	52% (↓)	45% (↓)
Public Transport Information	55%	43% (↓)	42% (↓)
Service Frequency	57%	49% (↓)	44% (↓)
Journey Time Reliability	55%	44% (↓)	40% (↓)
Condition of Bus Stops/Shelters	56%	48% (↓)	42% (↓)
Provision of Real-Time Information	50%	39% (↓)	37% (↓)
Provision of Printed Timetable	49%	42% (↓)	37% (↓)
Local Bus Services Overall	57%	45% (↓)	41% (↓)
Buses Overall	64%	53% (↓)	52% (↓)

However, the above results also mask a stark difference in views between users and non-users, with typically around a 50% level of satisfaction amongst users, compared with around 20% amongst non-users. The 2018 results comparing both are provided in the table in figure 1.17.7 below –

**Figure 1.17.7**

<b>Respondents very/fairly satisfied:</b>	<b>Users</b>	<b>Non-users</b>	<b>Overall</b>
Journey Times	55%	21%	45%
Public Transport Information	49%	23%	42%
Service Frequency	53%	21%	44%
Journey Time Reliability	47%	20%	40%
Condition of Bus Stops/Shelters	46%	26%	42%
Provision of Real-Time Information	39%	25%	37%
Provision of Printed Timetable	42%	22%	37%
Local Bus Services Overall	49%	18%	41%

Furthermore, the following table (figure 1.17.8) reports what improvements the public would like to see, and demonstrates that many of the priorities relate to improvements in public transport –

**Figure 1.17.9**

<b>Improvements residents would like to see:</b>	<b>Desirable</b>	<b>A Priority</b>
Reduced congestion	52%	23%
Integrated ticketing	45%	12%
Improved bus service frequency and reliability	42%	14%
More cross-city bus services	41%	12%
More bus lanes	36%	7%
Extended hours of bus operation	36%	9%
Better travel information	33%	5%
Provision of more direct bus services	30%	6%
More Park & Ride sites	21%	6%

The following table (figure 1.17.10) compares relative satisfaction between the users of the main bus operators in Cardiff, as reported in the 'Bus Passenger Survey 2018' by Passenger Focus –

**Figure 1.17.10**

<b>Satisfaction by operator:</b>	<b>Value</b>	<b>Punctuality</b>	<b>Journey Time</b>	<b>Overall</b>
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 very good levels of satisfaction overall, but does highlight some apparent concerns over whether or not services offer value for money.

### **Recommendations**

In response to the trigger having been activated, the following investigations will need to be undertaken in conjunction with the methodology as specified within the Transport Monitoring Framework; and in accordance with commitments made as part of the LDP Examination process –

- Accessibility Mapping
- Corridor Investigation
- Assessment of Journey Costs

Whereby the following surveys will also be undertaken –

- Junction Turning Movement / Classified Link Counts
- Bus Patronage Surveys
- Bus Journey Time / Reliability Surveys (use of VIX operator data if available)

## Topic Area: Percentage of People Travelling by Train

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

Indicator reference: OB1 EC18

**Contextual Changes:** The £5bn 15-year contract to operate the Wales and Borders franchise and to progress the South Wales Metro between 2018 and 2033, was awarded by Transport for Wales to partnership KeolisAmey in May of 2017; the responsibilities for which were transferred over from Arriva Trains Wales to the new operator 'TfW Rail' on the 14th of October 2018. TfW currently have on order a large number of replacement trains, but until such time as these become operational, existing trains are currently undergoing rebranding and refurbishment; which at times have drawn criticism over up to a quarter of the fleet being out of service at any one time due to refurbishment in combination with the need for repair.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6%  2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8%  3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2%  4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) -0.8%	1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8%  2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4%  3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3%  4) Shopping (Other): 2016 = 4.4% 2017 = 2.7% (↓) -1.7%	1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4%  2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5%  3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2%  4) Shopping (Other): 2017 = 2.7% 2018 = 3.2% (↑) +0.5%

2016 = 4.4% (↑) +1.4%

5) Leisure:  
 2014 = 8.7%  
 2015 = 7.5% (↓) -0.8%  
 2016 = 8.8% (↑) +1.3%

5) Leisure:  
 2016 = 8.8%  
 2017 = 8.3% (↓) -0.5%

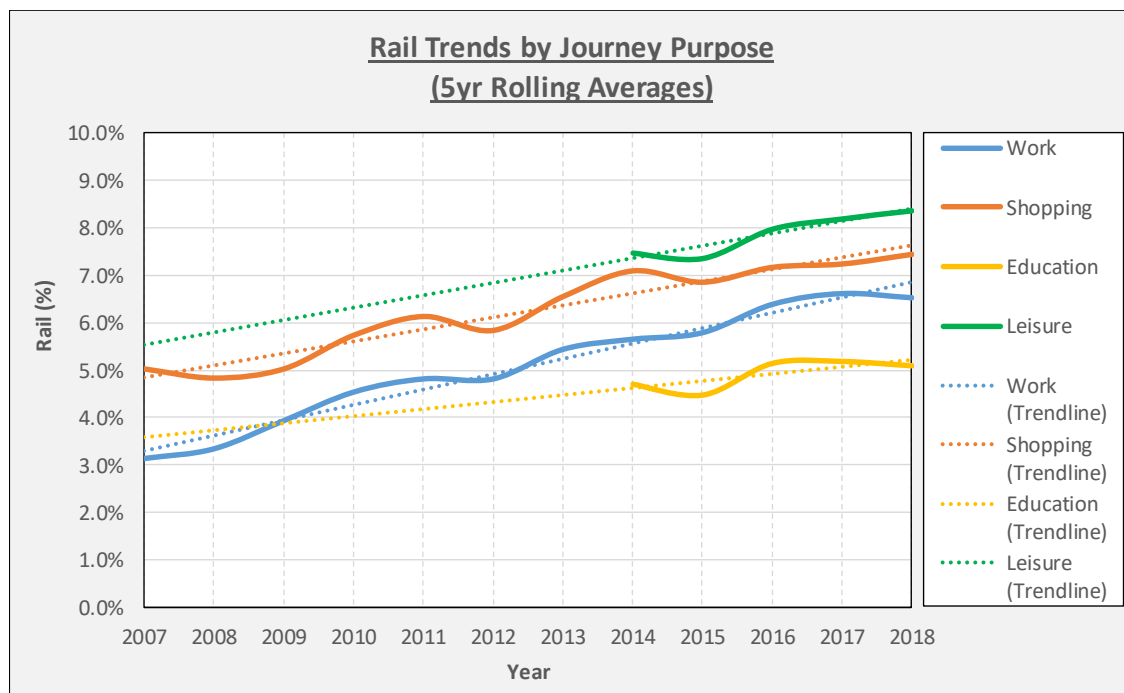
5) Leisure:  
 2017 = 8.3%  
 2018 = 8.5% (↑) +0.3%

**Analysis**

While the proportion travelling by rail for Shopping and Leisure journeys has increased from last year, the above also demonstrates a decline in the proportion for journeys to Work and Education for two consecutive years, thereby activating the trigger for this.

Nevertheless, 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 actually upwards for all journeys, as provided in figure 1.18.1 below –

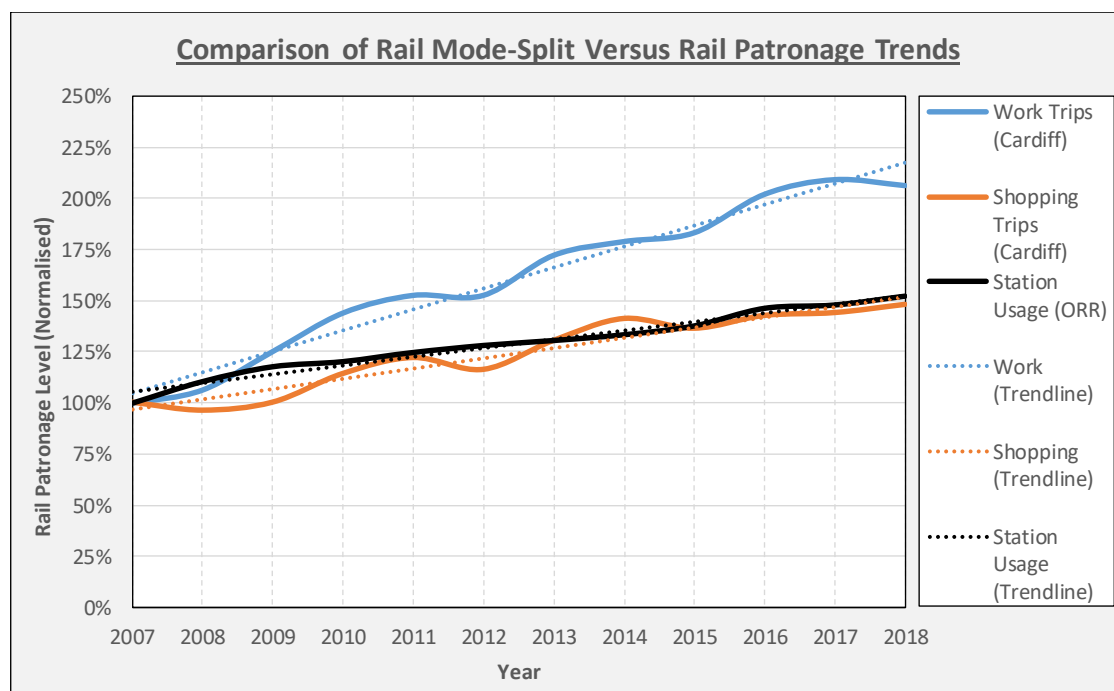
**Figure 1.18.1**



Setting the trends in figure 1.18.1 in context with station usage in Cardiff as reported each year by the ORR, it can be seen that the trend in Shopping trips closely tracks that of the overall growth in station patronage, while Work trips appear to have increased at a far higher rate, having more than doubled since 2007, as shown in figure 1.18.2 below –



**Figure 1.18.2**



In considering public perception towards rail services as shown in the results of the 2018 Ask Cardiff Survey in figure 1.18.3 below, it is evident that there is a general desire for improvement to be made to local train services and for the introduction of integrated ticketing –

**Figure 1.18.3**

<b>Improvements residents would like to see:</b>	<b>Desirable</b>	<b>A Priority</b>
Integrated ticketing	45%	12%
Improved local train services	41%	14%
Better travel information	33%	5%
Improved national train services	30%	4%
More Park & Ride sites	21%	6%

When asked whether they had changed their use of certain modes in the past year, respondents to the above survey indicated that 7% had used rail more, while 9% had used rail less, resulting in a net decline in use of 2% over the last year.

However, Cardiff residents account for only around 30% of all rail journeys within Cardiff, the remainder having originated from outside (2011 Census – Method of Travel to Work by OD). Therefore any decline in rail use amongst Cardiff residents does not necessarily equate to a decrease in overall rail use within Cardiff.

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.

It should be noted that the timeframe of the majority of the above analysis has largely coincided with the transitional period in the transfer of the Wales and Borders Rail Franchise, between the previous operator Arriva Trains Wales (ATW) and that of the new operator TfW Rail as part of the Metro, and as such the interpretation of any results need to be treated with an element of caution.

Nevertheless, looking further at public perceptions of rail travel, the 'National Rail Passenger Survey 2019' (Passenger Focus) enables the following comparison of user satisfaction for the rail operators in Cardiff to be made (figure 1.18.4) –

**Figure 1.18.4**

<b>Satisfaction by operator:</b>	<b>Train Condition</b>	<b>Punctuality/ Reliability</b>	<b>Level of Crowding</b>	<b>Overall</b>
TfW Rail (previously ATW)	18/19 = 64% 19/20 = 65%	18/19 = 80% 19/20 = 80%	18/19 = 70% 19/20 = 71%	18/19 = 82% 19/20 = 82%
Cross-Country	18/19 = 78% 19/20 = 78%	18/19 = 83% 19/20 = 86%	18/19 = 67% 19/20 = 63%	18/19 = 86% 19/20 = 86%
Great Western Railway	18/19 = 77% 19/20 = 83%	18/19 = 70% 19/20 = 79%	18/19 = 72% 19/20 = 74%	18/19 = 81% 19/20 = 87%

The above shows that satisfaction levels over the last year have generally remained broadly the same, with the exception of Great Western which has seen significant increases in levels of satisfaction across all domains.

As with the proportion of travel by bus (OB1 EC17), because of having met the trigger this year for two of the five monitored journey purposes by rail; further more detailed consideration will now be required in order to determine the underlying causes, and to identify the necessary corrective actions as appropriate, in conjunction with the methodology defined within the Transport Monitoring Framework; as specified in the Recommendations below.

### **Recommendations**

In response to the trigger having been activated, the following investigations will need to be undertaken in conjunction with the methodology as specified within the Transport Monitoring Framework; and in accordance with commitments made as part of the LDP Examination process –

- Accessibility Mapping
- Corridor Investigation
- Assessment of Journey Costs

Whereby the following surveys will also be undertaken –

- Rail Patronage Surveys
- Rail Journey Time / Reliability Surveys

## 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 operators, 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, EC20 and EC21.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey):  2015 = 59.8% 2016 = 62.6% (↑) +2.7%	Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey):  2016 = 62.6% 2017 = 52.1% (↓) -10.5%	Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey):  2017 = 52.1% 2018 = 54.7% (↑) +2.6%
<b>Analysis</b>		
<p>There has been a 2.6% improvement in the level of satisfaction over the past year with regard bus journeys.</p> <p>However, the current level of satisfaction is lower than that from 2015, while there was a 10.5% decline between 2016 and 2017, suggesting that the trend overall is of the level of satisfaction declining; although to what extent this relates directly to a decline in actual journey times is uncertain.</p>		
<b>Recommendations</b>		
No action is required at present. Continue to monitor.		

## Topic Area: Improvement in Bus Journey Time Reliability

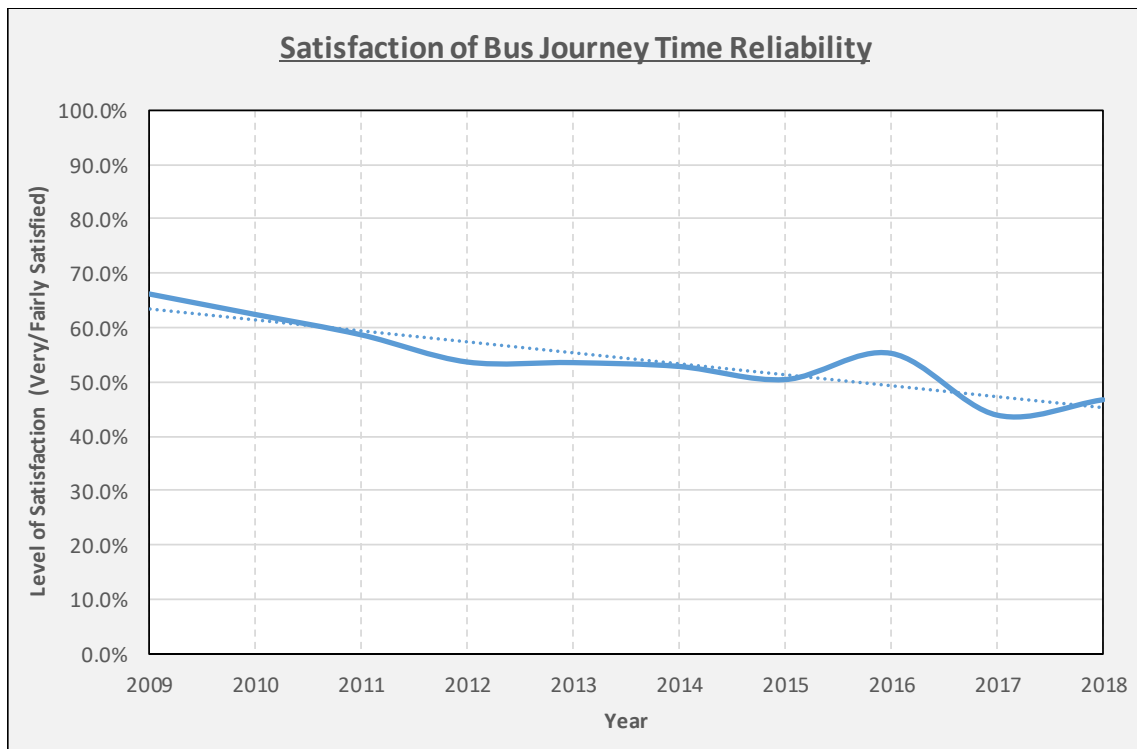
Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC20

**Contextual Changes:** The Council currently do not have access to bus monitoring data held by operators, 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, EC19 and EC21.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey):  2015 = 50.4% 2016 = 55.2% (↑) +4.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey):  2016 = 55.2% 2017 = 43.9% (↓) -11.3%	Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey):  2017 = 43.9% 2018 = 46.7% (↑) +2.8%
<b>Analysis</b>		
<p>There has been a 2.8% improvement in the level of satisfaction over the past year with regard bus journey time reliability.</p> <p>However, in considering the general trend as shown in figure 1.20.1 below, it is evident that overall there has been a decline in the level of satisfaction over time, not least marked by the considerable 11% decline between 2016 and 2017; although to what extent this relates directly to a decline in actual reliability is uncertain.</p>		

**Figure 1.20.1**



**Recommendations**

No action is required at present. Continue to monitor.

## Topic Area: Delivery of Regional Transport Hub

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC21

**Contextual Changes:** Demolition of Cardiff's 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 (now known simply as the 'Transport Interchange') was granted in March of 2017, to be built on vacant land formerly occupied by Marland House and Wood Street car park, with completion initially anticipated in December 2017. However, since this time the nature of the development has evolved significantly, with responsibility for delivery now a joint venture between Welsh Government in partnership with developer Rightacres and Legal & General, while the ultimate responsibility for operation of the new interchange having been transferred to Transport for Wales (TfW), a not-for-profit/arms-length transport company set up by Welsh Government.

Indicator	Target	Trigger
<b>Local</b> Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
Redevelopment of Central Square ongoing. Planning approval for the new hub granted March 2017	The council is committed to the delivery of the new hub, working in partnership with Welsh Government/TfW, Network Rail and developer Right Acres, as part of the Metro Delivery Partnership (MDP).	The Council is committed to facilitate delivery of the Transport Interchange, together with its ancillary uses and associated infrastructure. Completion of the interchange is currently anticipated to be 2023, although the bus station itself may become operational prior to this in 2021/2022.
<b>Analysis</b>		
The new Transport Hub/Interchange forms part of the wider Central Square redevelopment, which includes the new BBC Cymru Wales HQ catering for 1,200 staff, which is currently in the process of being fitted out, with staff anticipated to be relocated here from their existing site in Llandaff around October 2019.		

Responsibility for delivery of the new interchange now lies with Welsh Government in partnership with developer Rightacres and Legal & General, while the responsibility for the ultimate operation of the interchange rests with Transport for Wales (TfW).

The latest application for the interchange (ref: 18/01705/MJR) was considered at planning committee on 7<sup>th</sup> of November 2018, whereby a resolution to approve was given. However a decision notice to grant the application has not yet been issued, as a S106 agreement is yet to be completed, with complex negotiations to secure private sector investment still on-going.

The current proposal for the new interchange are as follows –

- 14 bus stands based on a drive-in-reverse-out (DIRO) arrangement;
- A ground floor concourse comprising 5 commercial retail units and public conveniences;
- A 6-storey office block, located above the interchange;
- Around 300 private residential apartments (PRS) to rent arranged over 22-storeys;
- A 249 space car park split over 5 levels, with 225 of these allocated to the BBC, and the remaining 24 for the office development;
- 50 cycle parking spaces provided for the offices, with 160 spaces provided for the PRS apartments, and the provision of 216 spaces for general public use (of these comprising 36 Nextbike spaces, and 60 spaces on-street);
- Significant public realm and highway improvement works.

### **Recommendations**

No action is required at present. Continue to monitor.

## Topic Area: Delivery of Sustainable Transportation Infrastructure

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC22

**Contextual Changes:** Lack of available funding and suitable developer contributions, 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. Since being originally defined within the LTP, previously named strategic cycle route and walkable network programme (WNP) schemes, have since been superseded and as a result reclassified below according to the Cardiff Integrated Network Map (INM), or as part of one of Cardiff's five proposed Cycleways.

Indicator	Target	Trigger
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
ALL Schemes:  Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32	ALL Schemes:  Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52	ALL Schemes:  Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60  Multi-Modal & Transport Hubs Schemes:  Completed = 1 (17%) On-going = 5 (83%) On-hold = 0 (0%) TOTAL = 6  Cycle Network & Active Travel Schemes:  Completed = 5 (15%)



		<p>On-going = 17 (52%) On-hold = 11 (33%) TOTAL = 33</p> <p>Rapid Bus Corridor Schemes:</p> <p>Completed = 2 (15%) On-going = 6 (46%) On-hold = 5 (38%) TOTAL = 13</p> <p>Rail Improvement Schemes:</p> <p>Completed = 4 (50%) On-going = 4 (50%) On-hold = 0 (0%) TOTAL = 8</p>
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## 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 3 schemes having been delivered since reporting the 2nd AMR, together with a higher proportion of schemes whose status is on-going/completed.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015-2019, are summarised below: -

### Multi-Modal & Transport Hubs Schemes:

Timeframe	Scheme	Completed?	Commentary
2015-2017	Strategic Junction Improvements - Newport Road / West Grove [LDP]	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
2015-2017	Strategic Cycle & Bus Improvements - Route 6 - Cowbridge Rd East/West & Ely	On-going	Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; now being progressed as part of C5 feasibility

	Bridge Roundabout		
2015-2021	Eastern Corridor Improvements [LDP]	On-going	Eastern Bay Link between Queensgate & Ocean Way opened on 15/06/17 as 'A4232 Ffordd Ewart Parkinson' with 1-year post-scheme assessment undertaken; Dedicated north-south running lane provided at the Adshel Roundabout in 2018; Eastern Corridor Study to be undertaken in 2019
2015-2026	Strategic Park & Ride - North of M4 J33 [LDP]	On-going	1,000-space P&R to be delivered as part of SSD; timeline to be agreed
2016-2021	City Centre Improvements - Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP]	On-going	Central Square: detailed design on-going, public consultation scheduled Autumn 2019, construction scheduled to start Jan 2020; Westgate Street (WGS): detailed design on-going, bus gate to be installed as part of Central Square scheme; Station Terrace (CCE): WelTAG Stage 2, design on-going, consultation planned for early 2020 with construction to start Spring/Summer 2020; Castle Street (CCN): Air Quality compliance target set, design tested to meet target, consultation Autumn 2019, construction scheduled to start Feb 2019 (subject to funding); Grangetown-Riverside Study: feasibility work started (due for completion Aug 2019), design work to be completed Nov 2019 for first installations in 2020-2021
2017-2022	UHW Hub	On-going	Planning approval received, designs completed

#### Cycle Network & Active Travel Schemes:

Timeframe	Scheme	Completed?	Commentary
2015-2016	INM Pedestrian Improvements (previously WNP) -	YES	Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017;

	Llanrumney, St Mellos and Ely & Caerau (Phase 1)		Phase 3 completed in 2017/2018
2015-2016	INM Strategic Cycle Improvements - Route 5 - Penarth Road Corridor - Phase 2	YES	Scheme completed in 2015
2015-2016	INM Strategic Cycle Improvements - Route 50 - Wood St-Leckwith Rd	YES	Scheme completed in 2015
2015-2016	INM Strategic Cycle Improvements [146] - North Cardiff Community Route (NCCR) - Phase 4	On-hold	No progress to-date
2016-2017	INM Pedestrian Improvements (previously WNP) - Splott (Phase 1), Grangetown & Llandaff North	On-going	Splott SRIC schemes implemented; Grangetown schemes identified & funded for delivery in 2019/2020; some SRIC improvements implemented in Llandaff North
2016-2017	INM Strategic Cycle Improvements [119] - Route 34 - Bute Dock Footway Shared Use	On-hold	Not currently being progressed
2016-2017	INM Strategic Cycle Improvements [120] - Route 34 - Bute East Dock-Hemingway Rd	On-hold	Not currently being progressed
2016-2017	INM Strategic Cycle Improvements [121] - Route 34 - Sanquahar/Windso r Rd	On-going	New crossing has been implemented; upgrades to cycle track being progress as part of C3
2017-2018	INM Pedestrian Improvements (previously WNP) -	On-going	Being viewed in light of NE Cardiff development

	Llanishen & Pentwyn (Phase 1)		
2017-2018	INM Pedestrian Improvements (previously WNP) - Llanrumney (Phase 2)	On-going	Being considered as part of Eastern Corridor Study
2017-2018	INM Strategic Cycle Improvements [135] - Route 9 - Pantbach Road	On-hold	No progress to-date
2017-2018	INM Strategic Cycle Improvements [26] - Route 6 - Cowbridge Rd West/Vincent Rd	On-going	Being progressed as part of C5 feasibility
2017-2018	INM Strategic Cycle Improvements [27] - Route 6 - Grand Avenue	On-going	Being progressed as part of C5 feasibility
2017-2018	INM Strategic Cycle Improvements [45A] - Route 9 - North Road between Gabalfa & St Georges Rd	YES	Scheme completed
2017-2018	INM Strategic Cycle Improvements [96B] - Route 9 - Footbridge over Western Av with Gabalfa Int.	On-hold	No progress to-date
2017-2018	INM Strategic Cycle Improvements [96C] - Route 80 - Excelsior Road, Taff Trail	On-going	Design & assessment as part of North Road Phase 2
2018-2019	City Centre Cycle Improvements - Adam Street Near Railway Bridge	On-hold	Not currently being progressed
2018-2019	City Centre Cycle Improvements -	On-going	To be considered as part of C3

	Adam Street Near USW		
2018-2019	City Centre Cycle Improvements - Churchill Way/Bridge Street	On-going	Being progressed as part of City Centre 'East' (CCE) Improvements
2018-2019	City Centre Cycle Improvements - Custom House Street Near Hope Street	On-hold	Not currently being progressed
2018-2019	City Centre Cycle Improvements - Mill Lane Contraflow	On-hold	Not currently being progressed
2018-2019	City Centre Cycle Improvements - North Road/Boulevard De Nantes to Castle Street	On-going	Being progressed as part of City Centre 'North' (CCN) Improvements
2018-2019	City Centre Pedestrian & Cycle Improvements - Mill Street/Tredegar Street	On-hold	Not currently being progressed
2018-2019	INM Pedestrian Improvements (previously WNP) - St Mellons, Ely, Caerau & Splott (Phase 2)	YES	WNP/SRIC schemes completed
2018-2019	INM Strategic Cycle Improvements - Route 35 - Central Link/Adam Street	On-hold	Not currently being progressed
2018-2019	INM Strategic Cycle Improvements - Route 50 - Plaza at Cardiff Central Rail Station	On-going	Being progressed as part of Central Square & City Centre 'West' (CCW) Improvements
2018-2019	INM Strategic Cycle Improvements - Route 6 - Castle Street	On-going	Being progressed as part of City Centre 'North' (CCN) Improvements

2018-2019	INM Strategic Cycle Improvements [21A] - Route 5 - Penarth Rd Between Bridge & Tresillian Way	On-hold	No progress to-date
2018-2021	Cardiff Cycleways C1 - Phase 1 - City Centre to UHW Heath (inc. Route 1)	On-going	Senghennydd Road - Under construction, completion expected September 2019
2018-2021	Cardiff Cycleways C2 - City Centre to St Mellons Business Park (inc. Route 3)	On-going	Design & assessment underway
2018-2021	Cardiff Cycleways C3 - City Centre to Cardiff Bay (inc. Route 34)	On-going	Design & assessment underway
2018-2021	Cardiff Cycleways C4 - City Centre to Llandaff, Danescourt & NW Cardiff	On-going	Feasibility underway
2018-2021	Cardiff Cycleways C5 - City Centre to Riverside, Ely & Caerau (inc. Route 6/50)	On-going	Feasibility underway

#### Rapid Bus Corridor Schemes:

Timeframe	Scheme	Completed?	Commentary
2015-2016	North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP]	On-hold	Subject to funding
2015-2016	North East Bus Corridor - A470 – Keysham Road to Birchgrove Road	YES	Delivered Q4 2016-2017
2015-2016	North East Bus Corridor - A470 – Caedelyn Road to Ty'n-y-Parc Road	On-going	Construction anticipated on-site in 2020/2021

2016-2017	North East Bus Corridor - A469 Phase 2 - Birchgrove Road to Maes-y-Coed Road	YES	Delivered in 2016/2017
2016-2022	North East Bus Corridor - A469 Phase 3 - North of Maes-y-Coed Road [LDP]	On-going	Concept designs under consideration
2016-2022	North East Bus Corridor - A470 - Gabalfa/Heath Hospital to City Centre [LDP]	On-hold	Not currently actively under consideration
2016-2026	Part-time Bus Lanes on Strategic Routes [LDP]	On-hold	Has not yet been required but may be needed where there is conflict with parking requirements
2017-2018	Eastern Bus Corridor - A48 Eastern Avenue Bus Lane Improvements Between Pentwyn Int. & Pontprennau Int. [LDP]	On-hold	Not currently actively under consideration
2017-2020	North West Bus Corridor - A4119 Llantrisant Road - Phase 2 [LDP]	On-going	Phase 2A completed in 2017; Phase 2B & 2C completed in June 2018; Phase 2D (Pen-Hill) anticipated on-site in Q4 2019/2020
2017-2021	Cardiff West/Waun Gron Interchange	On-going	Awaiting Planning Application
2017-2021	Southern Bus Corridor - Cardiff Bay Barrage Link (Vale of Glamorgan) [LDP]	On-going	Structural surveys completed; consultation completed; WelTag Stage 2 begun on Penarth Hedlands Link inc. 500 space P&R site
2017-2026	North East Bus Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP]	On-going	Options identified, awaiting planning application
2018-2023	North West Bus Corridor - A4119 Capel Llanilltern	On-hold	Not currently actively under consideration

**Rail Improvement Schemes:**

<b>Timeframe</b>	<b>Scheme</b>	<b>Completed?</b>	<b>Commentary</b>
2015-2017	New Platform & Building Entrance at Cardiff Central Station (Network Rail) [LDP]	YES	Opened in January 2017
2015-2017	New Platform & Building Entrance at Cardiff Queen Street Station (Network Rail) [LDP]	YES	Works completed in 2015
2015-2019	Rail Station Access, Signage & Information Improvements (TfW) [LDP]	On-going	Responsibility for delivery with TfW as part of the Metro
2016-2017	Metro Station Improvements Plan (MSIP) - Llandaf Station (TfW) [LDP]	YES	Works completed in 2017
2016-2017	Metro Station Improvements Plan (MSIP) - Radyr Station (TfW) [LDP]	YES	Works completed in 2017
2016-2020	Electrification of South Wales Great Western Mainline (TfW) [LDP]	On-going	All associated bridge works completed between 2016-2018. Installation of overhead line equipment to begin shortly. Anticipated delivery in December 2019, with 1st electric services expected in January 2020
2016-2024	Electrification of Core Valleys Lines (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2018-2033	Metro Rail Strategy Delivery Programme [LDP]	On-going	Discussions on programme currently taking place with TfW

**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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018.	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).
<b>Analysis</b>		
<p>The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The results of this year's survey has shown that the number of frontages with 50% or more Class A1 uses remains strong at 98.1%, when measured against this indicator.</p> <p>Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in additional to further guidance that has been provided through the adopted Food, Drink and Leisure Uses SPG, it is not considered necessary to produce supplementary planning guidance relating specifically to Protected Shopping Frontages at this time.</p> <p>This position will be reviewed annually to monitor if any significant contextual changes occur in the future.</p>		
<b>Recommendations</b>		
<ul style="list-style-type: none"> <li>To not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time.</li> <li>To monitor Performance AMR 'OB1 EC11', to identify any significant contextual changes to Central Shopping Area Protected Shopping Frontages during the monitoring period.</li> </ul>		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b>  Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.
<b>Analysis</b>		
Following public consultation in November / December 2018, the final draft of the Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.		
<b>Recommendations</b>		
No action required.		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Protection of Employment Land for Business and Industry SPG was approved in November 2017
<b>Analysis</b>		
The SPG was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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
<b>CORE</b> 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.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>		<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>
The housing land supply taken from the current Joint Housing Land Availability Study (1 <sup>st</sup> April 2017) is 3.6 years.	The housing land supply taken from the current Joint Housing Land Availability Study (1 <sup>st</sup> April 2018) is 3.5 years.	1 <sup>st</sup> April 2019 Joint Housing Land availability Study currently in preparation
<b>Analysis</b>		
<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 agreement<sup>1</sup> (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</p>		

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

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 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 1<sup>st</sup> April 2014 and 1<sup>st</sup> 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
<b>CORE</b> 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.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The total number of general market dwellings built during 2014/15 was 377.  The total number of general market dwellings built during 2015/16 was 489.  The combined total of general market dwellings built by 1st April 2016 was 866.	The total number of general market dwellings built during 2016/7 was 547.  The total number of general market dwellings built during 2017/18 was 636.  The combined total of general market dwellings built by 1 <sup>st</sup> April 2018 was 1,183.	The total number of general market dwellings built between 1 <sup>st</sup> April 2018 and 31 <sup>st</sup> March 2019 was 1,135.  The cumulative total number of general market dwellings built to date is therefore 3,184.
<b>Analysis</b>		
<p>This is the third year that the LDP has been operative and this is the third 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>The total cumulative target to 2018 (2016 – 2,495 + 2018 – 4,096) was 6,591 general market dwellings to be built by 1<sup>st</sup> April 2018. To date, 3,184 general market dwellings have 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 SO3

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

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<p><b>CORE</b> 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><b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>The total number of affordable dwellings provided during 2014/15 was 105.</p> <p>The total number of affordable dwellings provided during 2015/16 was 244.</p> <p>The combined total of affordable dwellings provided by 1st April 2016 was 349.</p>	<p>The total number of affordable dwellings provided during 2016/17 was 230.</p> <p>The total number of affordable dwellings provided during 2017/18 was 194.</p> <p>The combined total of affordable dwellings provided by 1<sup>st</sup> April 2018 was 424.</p>	<p>The total number of affordable dwellings provided during 2018/19 was 309.</p> <p>The total number of affordable dwellings built to date was therefore 1,082.</p>

## **Analysis**

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.

The total cumulative target to 2018 (2016 - 735 plus 2018 – 1,207) was 1,942 affordable dwellings to be built by 1<sup>st</sup> April 2018. To date, 1,082 affordable dwellings have 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 SO4

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

Indicator	Target	Trigger
<b>CORE</b> 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.
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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 built by 1 <sup>st</sup> April 2019 was 1,444.
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 total number of all dwellings built to date is 4,266.
The combined total by 1 <sup>st</sup> April 2016 was 1,215.	The combined total by 1 <sup>st</sup> April 2018 was 1,607.	
<b>Analysis</b>		
<p>This is now the third year the LDP has been operative and this is the third 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 2018.</p> <p>The total cumulative target to 2018 (2016 – 3,230 plus 2018 – 5,503) was 8,533 dwellings to be built by 1<sup>st</sup> April 2018 and to date 4,266 dwellings have 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 liase 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 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
<b>CORE</b> 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.
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
The total number of windfall contributions during 2016/17 was 449 dwellings.	The total number of windfall contributions during 2017/18 was 401 dwellings.	The total number of windfall contributions during 2018/19 was 737 dwellings.
<b>Analysis</b>		
During the monitoring period for 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019, there were 737 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 737 completed windfall units fall outside the 10% buffer set out in the trigger. Although 737 is greater than the 10%, it is not considered to raise any concerns in terms of delivery the LDP strategy		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Core</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.
<b>Analysis</b>		
<p>During the 3rd monitoring period no applications were permitted outside the settlement boundary that did not satisfy policy. During the monitoring period four applications for residential development were approved of these two the principal of development had been established through a previous consent and the remaining two were considered to be policy compliant and related to conversions/development 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.</p>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps
<b>Analysis</b>		
<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>		

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 2022.

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

	required to meet long term need for 65 pitches by May 2021	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
<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</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>	<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>

<p>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>		
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**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 options in terms of 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"> <li>1. Agree project management arrangements including reporting structure and representatives – July 2015</li> <li>2. Agree methodology for undertaking site search and assessment – December 2015</li> <li>3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016</li> <li>4. Undertake a site search and assessment and secure approval of findings – July 2016</li> <li>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</li> <li>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s)</li> </ol>	<p>Failure to achieve these targets</p>

	required to meet long term need for 65 pitches by May 2021	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
<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</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>	<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>

throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward

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.

The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.

**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 options in terms of 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
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> April 2018 to 31 <sup>st</sup> March 2019
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	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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 S011

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></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>As at 1st April 2019 there were 102 completions on Strategic Housing Site A.</p>

## Analysis

As at 1<sup>st</sup> April 2019, there were 102 completions on Strategic Site A so the target of 485 dwellings by 2018 has not been met. There are a number of existing residential planning permissions on this site and these are summarised below:

- 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)
- 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)
- 17/01672 – Crawshay Court, Curran Road (140 apartments with permission but not started)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission but not started)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission but not started).

Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes and with 102 completions by 1<sup>st</sup> April 2019, 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 S012

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>In line with the target for this indicator, as at 1<sup>st</sup> April 2017, there had been no completions on Strategic Site B.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site B.</p>	<p>As at 1<sup>st</sup> April 2019 there had been no completions on Strategic Housing Site B.</p>
<p><b>Analysis</b></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>		

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.

**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 S013

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site C.</p>	<p>As at 1<sup>st</sup> April 2018 there had been 39 completions on Strategic Housing Site C.</p>	<p>As at 1<sup>st</sup> April 2019 there had been 128 completions on Strategic Housing Site C.</p>

**Analysis**

Between 31<sup>st</sup> March 2018 and 1<sup>st</sup> April 2019, there were 128 completions on Strategic Site C, bringing the combined total number of completions on the site to date to 167. Whilst this is still short of the cumulative target of 759 by 2018, it is considered that significant progress has been made on this site with numerous planning applications granted (including for Reserved Matters) and approximately 70 dwellings under construction as at 1<sup>st</sup> April 2019.

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.

**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 S014

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site D – North of Junction 33</p>	<p>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</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site D.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site D.</p>	<p>As at 1<sup>st</sup> April 2019 there had been no completions on Strategic Housing Site D.</p>



**Analysis**

As at 1st April 2019 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, an Outline planning application was granted for up to 1,500 dwellings (14/00852) and a Reserved Matters application was approved for 374 dwellings (18/00696).

**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 S015

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site E – South of Creigiau</p>	<p>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</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site E.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site E.</p>	<p>As at 1<sup>st</sup> April 2019 there had been no completions on Strategic Housing Site E.</p>
<p><b>Analysis</b></p>		
<p>As at 1<sup>st</sup> 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.</p>		
<p><b>Recommendations</b></p>		
<p>No action is required at present. Continue to monitor.</p>		

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S016

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site F.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site F</p>	<p>As at 1<sup>st</sup> April 2019 there had been no completions on Strategic Housing Site F.</p>

## Analysis

While the delivery target of 1,377 units by 2018, as originally anticipated, has not been met, to date, 51 dwellings have been completed at Land off Cefn Mabley Road. There are a number of consented and live applications on the site which are summarised below:

- 14/02891 (Outline Application) for up to 1,000 dwellings
- 18/00012 (Reserved Matters) Phase 1A Plas Ty Draw for 45 dwellings – with planning permission and currently under construction
- 18/02906 (Reserved Matters) Phase 1B for 26 dwellings currently being considered.
- 19/01113 (Reserved Matters) Phase 3 Parish Reach for 271 dwellings currently being considered.

It is clear that progress is gradually being made with reserved matters being approved and a number of dwellings on Phase A1 nearing completion. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be approved.

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. 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 S017

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site G.</p>	<p>As at 1<sup>st</sup> April 2018 there had been 174 completions on Strategic Housing Site G.</p>	<p>As at 1<sup>st</sup> April 2019 there were 337 completions on Strategic Housing Site G.</p>
<p><b>Analysis</b></p>		
<p>In total 511 dwellings have been completed on Strategic Housing Site G to date, which is just below the target of 515 by 1<sup>st</sup> April 2018. Although the target has just been missed, there is considerable progress on this site with approximately 180 further dwellings under construction as at 1<sup>st</sup> April 2019. There are a number of</p>		

planning applications which have been consented to date and are summarised below:

- 13/00578 (Outline application) for up to 1020 dwellings
- 14/02556 (Reserved Matters) granted planning permission for 452 dwellings.
- 17/00488 (Reserved Matters) granted planning permission for 130 dwellings.
- 17/01787 (Reserved Matters) granted planning permission for 244 dwellings.

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.

**Recommendations**

No action is required at present. Continue to monitor.

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S018

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone</p>	<p>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 intensions: 2016: 47 2018: 50 2020: 81 2022: 80 2024: 80 2026: 92</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no affordable completions on Strategic Housing Site A</p>	<p>As at 1<sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site A.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site A.</p>
<p><b>Analysis</b></p>		
<p>The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period.</p>		

As at 1<sup>st</sup> April 2019, there were none affordable completions on Strategic Site A so the target of 485 dwellings by 2018 has not been met. There are a number of existing residential planning permissions on this site and these are summarised below:

- 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)
- 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)
- 17/01672 – Crawshay Court, Curran Road (140 apartments with permission but not started)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission but not started)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission but not started).

Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes, 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 S019

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road</p>	<p>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</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>
<p><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>In line with the target for this indicator, as at 1<sup>st</sup> April 2017, there had been no completions on Strategic Site B.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site B.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site A.</p>
<p><b>Analysis</b></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 was 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>		

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.

**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, KP13

**Indicator reference:** OB2 S020

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no Affordable completions on Strategic Housing Site C.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site C.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site C.</p>

## **Analysis**

As at 1st April 2019 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.

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 construction is well underway on the site as at 1<sup>st</sup> April 2019.

It is considered 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, KP13

**Indicator reference:** OB2 S021

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no Affordable completions on Strategic Housing Site D.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site D.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site D.</p>

**Analysis**

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.

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, an Outline planning application was granted for up to 1,500 dwellings (14/00852) and a Reserved Matters application was approved for 374 dwellings (18/00696).

**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, KP13

**Indicator reference:** OB2 S022

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1st April 2017 there had been no completions on Strategic Housing Site E.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site E.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site E.</p>
<p><b>Analysis</b></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 2019 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>		

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: Affordable Dwelling Completions on Strategic Site F North East Cardiff**

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S023

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no completions on Strategic Housing Site F.</p>	<p>As at 1<sup>st</sup> April 2018 there had been no completions on Strategic Housing Site F.</p>	<p>As at 1<sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site F.</p>

**Analysis**

As with several strategic sites, the initial lag in completed dwellings 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.

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 S024

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

Indicator	Target	Trigger
<p><b>LOCAL</b> 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><b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b></p>	<p><b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b></p>	<p><b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b></p>
<p>As at 1<sup>st</sup> April 2017 there had been no affordable completions on Strategic Housing Site G.</p>	<p>As at 1<sup>st</sup> April 2018 there had been 39 affordable housing completions on Strategic Housing Site G.</p>	<p>As at 1<sup>st</sup> April 2019 there were 94 affordable completions on Strategic Housing Site F.</p>

**Analysis**

To date there have been 133 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, construction across various phases of the site is well underway and 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 progress at North East Cardiff and will endeavour to process any forthcoming

**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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
Data not available for 2016/17.	Data not available for 2017/18.	Data not available for 2018/19.
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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 <sup>st</sup> April 2016.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Affordable Housing SPG		Failure to adopt SPG within 6 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017
<b>Analysis</b>		
Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017
<b>Analysis</b>		
The SPG was approved by Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Planning Obligations SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017
<b>Analysis</b>		
The SPG was approved by Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	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
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Childcare Facilities SPG was approved in November 2017
<b>Analysis</b>		
The SPG was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Local</b> Health SPG		Failure to adopt SPG within 18 months of Plan adoption
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	The Planning for Health and Wellbeing SPG was approved in November 2017
<b>Analysis</b>		
The SPG was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Gypsy and Traveller Sites SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Core</b> Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests	No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests
<b>Analysis</b>		
<p>During the 3<sup>rd</sup> monitoring period 30 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 and adjoining properties in the Riverside 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 proposed flats would be maisonette units with no bedrooms at ground floor, and occupants would be able to seek refuge at first floor level during a flood event. Furthermore, there would be no increase in the potential total number of occupants as the proposed number of bedrooms would be the same as the total amount of bedrooms in the existing dwelling.</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 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Core</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.
<b>Analysis</b>		
During the 2 <sup>nd</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
<b>Analysis</b>		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
<b>Analysis</b>		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
<b>Analysis</b>		
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	No planning consents issued where there is an outstanding objection from the water supplier
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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.	No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.
<b>Analysis</b>		
During the 3 <sup>rd</sup> monitoring period no applications for inappropriate development were permitted. It is considered that all the relevant applications approved during the monitoring period were either considered to be policy compliant and not impact on the openness of the Green Wedge or the principal of development had been established through a previous consent. 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.		
<b>Recommendations</b>		
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
<b>Core</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	No applications permitted within a Special Landscape Area that does not satisfy policy
<b>Analysis</b>		
During the 3 <sup>rd</sup> monitoring period ten 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 or the principle of development had previously been established. 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Ancient Semi-Natural Woodland	No inappropriate developments granted planning permission contrary to Policy EN8.	1 application permitted for development in any 1 year
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.
<b>Analysis</b>		
During the 3 <sup>rd</sup> monitoring period two 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> The number of planning permissions granted on SSSI or SINC designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies	1 application permitted for development in any 1 year
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy
<b>Analysis</b>		
During the 3 <sup>rd</sup> monitoring period no applications were permitted on SSSI or SINC designated areas that were not policy compliant/compliant subject to conditions /recommendations placed on the application.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Core</b> 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.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites.	No applications were permitted on Natura 2000 sites.
<b>Analysis</b>		
During the 3 <sup>rd</sup> monitoring period there were no relevant applications on Natura 2000 sites.		
<b>Recommendations</b>		
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
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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.	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff.  For all types of open space the equivalent figure is 8.10 of open space per 1,000 population.
<b>Analysis</b>		
<p>The latest survey of open space shows that the baseline figure for the Third Annual Monitoring Report is 1.15 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 1.86 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 8.10 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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period
<b>Analysis</b>		
<p>There are currently four established AQMAs within Cardiff:</p> <ol style="list-style-type: none"> <li>1. Cardiff City Centre- declared 1st April 2013</li> <li>2. Llandaff- declared 1st April 2013</li> <li>3. Stephenson Court- declared 1<sup>st</sup> December 2010</li> <li>4. Ely Bridge- declared 1st Feb 2007</li> </ol> <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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Open Space SPG		Failure to adopt SPG within 6 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017
<b>Analysis</b>		
The Open Space SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017
<b>Analysis</b>		
The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Trees and Development SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017
<b>Analysis</b>		
The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017
<b>Analysis</b>		
The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation
<b>Analysis</b>		
<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 implementation of schedule 3 of the Flood Water and Management Act 2010 (commenced on the 7th January 2019) which made 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 4<sup>th</sup> AMR in 2019.</p>		
<b>Recommendations</b>		
No action is required.		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017
<b>Analysis</b>		
The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.
<b>Analysis</b>		
The SPG was approved by Council on 19 <sup>th</sup> 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.		
<b>Recommendations</b>		
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
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> April 2018 to 31 <sup>st</sup> March 2019
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	1 planning application was granted for a 9.5 MW biomass plant at Rover Way and 9 planning applications were granted during the year which incorporated solar energy amounting to 0.52 MW in total
<b>Analysis</b>		
<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 in June 2018 for a biomass plant at Rover Way (9.5MW) and just outside the current monitoring period in May 2019 for a 8.7 MW Solar Farm on the former Lamby Way tip. Also during the year 9 applications were granted planning permission which incorporated Solar energy amounting to 0.52 MW in total.</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 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity
<b>Analysis</b>		
<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 that were granted permission within the monitoring period are as follows:</p> <ul style="list-style-type: none"> <li>• A metals recycling facility at Tremorfa Industrial Estate;</li> <li>• A hazardous waste transfer facility at Lamby Way Industrial Estate.</li> </ul> <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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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%	The amount of household waste recycled in 2016/17 was 58.3% and amount sent to landfill was 1%
<b>Analysis</b>		
<p>Latest figures produced by Welsh Government show that the household recycling rate in 2017/18 was 58.3% which met the target set out above. This rate continues a general upward trend over the last few years as rates in 2013/14 were 49.7%. Only 1% of household waste was sent to landfill in 2017/18 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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused
<b>Analysis</b>		
<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>		
<b>Recommendations</b>		
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
<b>LOCAL</b> Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period
<b>Analysis</b>		
<p>The most recent published data on the landbank is the SWRAWP Annual Report 2017, published in January 2019. This states that Cardiff has a landbank of 25 years based on a 3 year average of sales (2015-2017) and 32 years based on a 10 year average of sales (2008-2017). Data for the Annual Report 2018 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>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area
<b>Analysis</b>		
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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7
<b>Analysis</b>		
<p>During the monitoring period 3 applications located within the limestone safeguarding area were approved:</p> <ul style="list-style-type: none"> <li>• An application to extend a changing rooms and sports pavilion, installation of a footpath, exercise stations, MUGA and play area. This would not be considered permanently sterilising development;</li> <li>• An application for ground works in order to create a new grassed public open space. This would not be considered permanently sterilising development;</li> <li>• An application to renew a previous planning permission to convert two barns – one to residential and one to stables. The two buildings which would be converted fall outside of the safeguarding area, but parts of the curtilage surrounding the proposed stables are within it. Given that the principle of the development had been established through a previous consent and that the residential use would be outside of the safeguarding area, it is not considered that this would sterilise the limestone safeguarding area.</li> </ul> <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>		
<b>Recommendations</b>		
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
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications permitted for extraction of aggregate not in line with Policy M2	No applications permitted for extraction of aggregate not in line with Policy M2	No applications permitted for extraction of aggregate not in line with Policy M2
<b>Analysis</b>		
<p>Planning application no. 15/01953/MJR for an extension to the south east of Creigiau Quarry was approved in December 2018. The extension area is identified as a 'preferred area' of resource suitable for the future working of limestone under Policy M1 of the LDP. The application also made provision for the relinquishment of reserves in the more environmentally sensitive southern and western parts of the existing quarry in line with Policy M3 of the LDP. Therefore, it is considered that the application was permitted in accordance with the aims of Policy M2.</p> <p>No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.</p>		
<b>Recommendations</b>		
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
<b>LOCAL</b> 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 on year
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones
<b>Analysis</b>		
<p>During the monitoring period five applications were approved for development within a buffer zone:</p> <ul style="list-style-type: none"> <li>• An application to extend a changing rooms and sports pavilion, installation of a footpath, exercise stations, MUGA and play area. This would not be considered permanently sterilising development;</li> <li>• Change of use of an industrial unit from B8 to a D1 veterinary clinic. This would occupy an existing commercial building within the buffer zone and would not be considered a 'sensitive development';</li> <li>• An application to increase the number of children cared for at an existing nursery within the Buffer Zone. As the nursery is an existing 'sensitive development' within the buffer zone, it is not considered that an increase in the number of children would have an additional impact upon the buffer zone;</li> </ul>		

- Change of use of an industrial unit from D2 to a gym. This would occupy an existing commercial unit within the buffer zone and would not be considered a 'sensitive development';
- An application to erect four trade counter units and two A1/A3 units within an existing industrial estate. Only part of the site falls within the buffer zone. The proposed buildings would occupy existing allocated industrial land and the proposed uses would not be considered 'sensitive development'.

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.

### **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.

<b>_Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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 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.
<b>Analysis</b>		
<p>The Council has not served any prohibition orders within the monitoring period.</p> <p>Planning application 15/01953/MJR for an extension to the south east area of Creigiau Quarry was granted permission in December 2018. The proposal included the relinquishment of southern and western parts of the quarry in line with policy M3 'Quarry Closures and Extension Limits'.</p> <p>Further research and investigation into the appropriateness of serving prohibition orders should be carried out. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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.	No developments have been permitted with an outstanding objection from statutory heritage advisors.
<b>Analysis</b>		
During the monitoring period all the relevant applications received on historic environment assets 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b>  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.	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).	1 (or more) key principles not delivered.
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
2017: Outline 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 are linked to infrastructure provision identified through policies KP2(A-H).  To date, construction work has only commenced at	2018: Outline planning permission has been granted at Strategic Sites:  C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)  Full and/or Reserved Matters have been granted at sites:  A: Central Enterprise Zone C: North West Cardiff (x3)	2019: Outline planning permission has been granted at Strategic Sites:  C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)  Full and/or Reserved Matters have been granted at sites:  A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff

<p>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>G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff G: East of Pontprennau Link Road.</p> <p>The S106 Agreements for each of the Strategic Sites are linked 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>	<p>G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is now being monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>
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### Analysis

The LDP Strategic Sites are at their early stages of development, with initial phases being constructed at sites A (Central Enterprise Zone), C (North West Cardiff), F (North East Cardiff) and G (East of Pontprennau Link Road).

In order to monitor ongoing progress at each of the strategic sites in terms of planning consents, development activity and infrastructure provision, a series of bespoke monitoring documents have been produced. These documents form part of the wider Cardiff Infrastructure Plan and will be regularly updated to track progress on each of the sites. They are available to view on the Planning pages of the Council's website at [www.cardiff.gov.uk/planning](http://www.cardiff.gov.uk/planning) > [Major Development Activity Monitoring](#).

### Recommendations

- Continue to monitor the delivery of Strategic Site infrastructure provision through regular updates of the 'Strategic Site Monitoring Documents'.
- No actions are triggered under the third 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<p><b>LOCAL</b></p> <p>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><b>Performance 1<sup>st</sup> AMR</b> 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</p>	<p><b>Performance 2<sup>nd</sup> AMR</b> 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</p>	<p><b>Performance 3<sup>rd</sup> AMR</b> 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</p>
<p>The 2016 version of the Cardiff Infrastructure Plan was published in September. The 2017 version is being prepared in advance of completion later in the year.</p>	<p>The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be published in the autumn.</p>	<p>The 2019 update of the Infrastructure Plan is being undertaken. As part of this update, a series of new Strategic Site Monitoring Documents have been produced, which have been published on the Council's website.</p>
<p><b>Analysis</b></p> <ul style="list-style-type: none"> <li>• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis.</li> <li>• As part of the 2019 review/update, a series of bespoke 'Strategic Site Monitoring Documents' have been produced to monitor ongoing progress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. These documents have recently been published on the Council's website.</li> </ul>		
<p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• No actions are triggered under the third year of performance monitoring.</li> </ul>		

## 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
<b>Local</b> 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
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
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 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.
<b>Analysis</b>		
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.  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.		
<b>Recommendations</b>		
No action required.		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Locating Waste Management Facilities SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017
<b>Analysis</b>		
The SPG was approved by Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Infill Sites Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March</b> <b>2019</b>
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	The Infill Sites Design Guidance SPG was approved in November 2017
<b>Analysis</b>		
The Infill Sites Design Guidance SPG was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Tall Buildings SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>
The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017
<b>Analysis</b>		
The SPG was approved by Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Householder Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017
<b>Analysis</b>		
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 <sup>th</sup> 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.		
<b>Recommendations</b>		
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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Public Art SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance 2<sup>nd</sup> AMR</b> 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance 3<sup>rd</sup> AMR</b> 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019
The Public Art SPG is due to be issued for public consultation in March 2018.	The draft Public Art SPG is currently in preparation prior to being reviewed and finalised internally before being issued for public consultation.	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).
<b>Analysis</b>		
<p>Having reviewed the previous public art SPG, it is considered that through the related policies in the Local Development Plan and other existing (Cardiff Public Art Strategy) and recently produced (Public Art Protocol) public art guidance, there is not a need to produce an updated public art SPG at this time.</p> <p>This position will be reviewed annually to monitor if any significant contextual changes occur in the future.</p>		
<b>Recommendations</b>		
<ul style="list-style-type: none"> <li>• Not to progress a Public Art SPG at this time.</li> <li>• To continue to monitor public art to identify any significant contextual changes during the monitoring period.</li> </ul>		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The SPG was approved in November 2017
<b>Analysis</b>		
The SPG was approved by Council on 30 <sup>th</sup> 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.		
<b>Recommendations</b>		
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

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016
<b>Analysis</b>		
The SPG was approved by Council on 20 <sup>th</sup> 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.		
<b>Recommendations</b>		
No action is required		

## **Topic Area: 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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The Flat Conversions SPG was approved in March 2019
<b>Analysis</b>		
The SPG was approved by Council on 28 <sup>th</sup> March 2019 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.		
<b>Recommendations</b>		
No action is required		

## **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.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> Renewable Energy Assessments SPG		Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>
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	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation
<b>Analysis</b>		
<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 4<sup>th</sup> AMR in 2020.</p>		
<b>Recommendations</b>		
<p>Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2020.</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 third SA monitoring to be undertaken since the adoption of the LDP and it provides a comparison with the baseline data outlined in the 2017 and 2018 AMRs. Where applicable the direction of change compared to the first and second 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)	1,082 (↑)	From 2014/15 to 2018/19 a total of 1,082 affordable dwellings were completed leaving a residue of 5,564 dwellings to be completed over the remaining 7 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 <sup>3</sup>	Exceedance's of the 40µgm <sup>3</sup> 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 <sup>3</sup> 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 (↑) +1.7% 2017 = 2,920 (↓) -1.9% 2018 = 2,999 (↑) +2.7%	<p>According to DfT published road traffic statistics data, there has been a significant 2.7% increase in the volume of road traffic between 2017 and 2018, from 2,920 to 2,999 million vehicle-km.</p> <p>Examining the longer term trends as presented in figure SA4.1.1 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 –</p> <p><b>Figure SA4.1.1</b></p> <table border="1"> <caption>Cardiff Traffic Volume Trends (Estimated from Graph)</caption> <thead> <tr> <th>Year</th> <th>Absolute Values (million vehicle-km)</th> <th>Rolling Averages (million vehicle-km)</th> </tr> </thead> <tbody> <tr><td>1993</td><td>2,450</td><td>2,450</td></tr> <tr><td>1994</td><td>2,500</td><td>2,500</td></tr> <tr><td>1995</td><td>2,550</td><td>2,550</td></tr> <tr><td>1996</td><td>2,600</td><td>2,600</td></tr> <tr><td>1997</td><td>2,650</td><td>2,650</td></tr> <tr><td>1998</td><td>2,700</td><td>2,700</td></tr> <tr><td>1999</td><td>2,750</td><td>2,750</td></tr> <tr><td>2000</td><td>2,700</td><td>2,700</td></tr> <tr><td>2001</td><td>2,750</td><td>2,750</td></tr> <tr><td>2002</td><td>2,800</td><td>2,800</td></tr> <tr><td>2003</td><td>2,850</td><td>2,850</td></tr> <tr><td>2004</td><td>2,900</td><td>2,900</td></tr> <tr><td>2005</td><td>2,850</td><td>2,850</td></tr> <tr><td>2006</td><td>2,900</td><td>2,900</td></tr> <tr><td>2007</td><td>2,950</td><td>2,950</td></tr> <tr><td>2008</td><td>2,900</td><td>2,900</td></tr> <tr><td>2009</td><td>2,850</td><td>2,850</td></tr> <tr><td>2010</td><td>2,800</td><td>2,800</td></tr> <tr><td>2011</td><td>2,850</td><td>2,850</td></tr> <tr><td>2012</td><td>2,800</td><td>2,800</td></tr> <tr><td>2013</td><td>2,850</td><td>2,850</td></tr> <tr><td>2014</td><td>2,900</td><td>2,900</td></tr> <tr><td>2015</td><td>2,950</td><td>2,950</td></tr> <tr><td>2016</td><td>2,900</td><td>2,900</td></tr> <tr><td>2017</td><td>2,920</td><td>2,920</td></tr> <tr><td>2018</td><td>2,999</td><td>2,999</td></tr> </tbody> </table>	Year	Absolute Values (million vehicle-km)	Rolling Averages (million vehicle-km)	1993	2,450	2,450	1994	2,500	2,500	1995	2,550	2,550	1996	2,600	2,600	1997	2,650	2,650	1998	2,700	2,700	1999	2,750	2,750	2000	2,700	2,700	2001	2,750	2,750	2002	2,800	2,800	2003	2,850	2,850	2004	2,900	2,900	2005	2,850	2,850	2006	2,900	2,900	2007	2,950	2,950	2008	2,900	2,900	2009	2,850	2,850	2010	2,800	2,800	2011	2,850	2,850	2012	2,800	2,800	2013	2,850	2,850	2014	2,900	2,900	2015	2,950	2,950	2016	2,900	2,900	2017	2,920	2,920	2018	2,999	2,999
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				<p>However, since 2012 traffic volume has been increasing, and has now returned to almost the level of the historic high experienced in 2014.</p> <p>In setting the above in context with the other UK Core Cities, as presented in the table in figure SA4.1.2 below; while Birmingham, Leeds and Glasgow may have far higher volumes of traffic flow than Cardiff, nevertheless it is evident that Cardiff has experienced the highest level of recent growth of any of these –</p> <p><b>Figure SA4.1.2</b></p> <table border="1"> <thead> <tr> <th>Core City:</th> <th>2017</th> <th>2018</th> <th>Change (Rank)</th> </tr> </thead> <tbody> <tr> <td>Birmingham</td> <td>5,826</td> <td>5,850</td> <td>0.4% (5<sup>th</sup>)</td> </tr> <tr> <td>Bristol</td> <td>2,356</td> <td>2,323</td> <td>-1.4% (10<sup>th</sup>)</td> </tr> <tr> <td>Cardiff</td> <td>2,920</td> <td>2,999</td> <td>2.7% (1<sup>st</sup>)</td> </tr> <tr> <td>Glasgow</td> <td>3,632</td> <td>3,615</td> <td>-0.5% (7<sup>th</sup>)</td> </tr> <tr> <td>Leeds</td> <td>6,736</td> <td>6,719</td> <td>-0.3% (6<sup>th</sup>)</td> </tr> <tr> <td>Liverpool</td> <td>2,205</td> <td>2,175</td> <td>-1.4% (9<sup>th</sup>)</td> </tr> <tr> <td>Manchester</td> <td>2,694</td> <td>2,662</td> <td>-1.2% (8<sup>th</sup>)</td> </tr> <tr> <td>Newcastle</td> <td>1,750</td> <td>1,784</td> <td>1.9% (2<sup>nd</sup>)</td> </tr> <tr> <td>Nottingham</td> <td>1,534</td> <td>1,559</td> <td>1.6% (3<sup>rd</sup>)</td> </tr> <tr> <td>Sheffield</td> <td>2,664</td> <td>2,705</td> <td>1.5% (4<sup>th</sup>)</td> </tr> </tbody> </table> <p>In considering the effect of the above increase in traffic upon Cardiff's network, according to TomTom's Traffic Index; congestion in the city has increased by 1% in the past year, with</p>	Core City:	2017	2018	Change (Rank)	Birmingham	5,826	5,850	0.4% (5 <sup>th</sup> )	Bristol	2,356	2,323	-1.4% (10 <sup>th</sup> )	Cardiff	2,920	2,999	2.7% (1 <sup>st</sup> )	Glasgow	3,632	3,615	-0.5% (7 <sup>th</sup> )	Leeds	6,736	6,719	-0.3% (6 <sup>th</sup> )	Liverpool	2,205	2,175	-1.4% (9 <sup>th</sup> )	Manchester	2,694	2,662	-1.2% (8 <sup>th</sup> )	Newcastle	1,750	1,784	1.9% (2 <sup>nd</sup> )	Nottingham	1,534	1,559	1.6% (3 <sup>rd</sup> )	Sheffield	2,664	2,705	1.5% (4 <sup>th</sup> )
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SA objective	Indicator	Target	Data	Commentary																																												
				<p>a total of 28% of total travel time now accounted for by congestion, and up to 57% during peak times specifically, in recognition that increased traffic congestion results in increased emissions and reduced air quality.</p> <p>Meanwhile, in comparing Cardiff with the other regional authorities as shown in the table in figure SA4.1.3 below, it can be seen that only Torfaen has experienced a higher level of traffic growth than Cardiff –</p> <p><b>Figure SA4.1.3</b></p> <table border="1"> <thead> <tr> <th>Regional Authority:</th> <th>2017</th> <th>2018</th> <th>Change (Rank)</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>411</td> <td>409</td> <td>-0.5% (10<sup>th</sup>)</td> </tr> <tr> <td>Bridgend</td> <td>1,383</td> <td>1,407</td> <td>1.7% (3<sup>rd</sup>)</td> </tr> <tr> <td>Caerphilly</td> <td>1,146</td> <td>1,148</td> <td>0.2% (8<sup>th</sup>)</td> </tr> <tr> <td>Cardiff</td> <td>2,920</td> <td>2,999</td> <td>2.7% (2<sup>nd</sup>)</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>406</td> <td>413</td> <td>1.7% (4<sup>th</sup>)</td> </tr> <tr> <td>Monmouthshire</td> <td>1,466</td> <td>1,483</td> <td>1.2% (6<sup>th</sup>)</td> </tr> <tr> <td>Newport</td> <td>1,949</td> <td>1,946</td> <td>-0.2% (9<sup>th</sup>)</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>2,113</td> <td>2,148</td> <td>1.7% (5<sup>th</sup>)</td> </tr> <tr> <td>Torfaen</td> <td>615</td> <td>641</td> <td>4.2% (1<sup>st</sup>)</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>1,042</td> <td>1,051</td> <td>0.9% (7<sup>th</sup>)</td> </tr> </tbody> </table>	Regional Authority:	2017	2018	Change (Rank)	Blaenau Gwent	411	409	-0.5% (10 <sup>th</sup> )	Bridgend	1,383	1,407	1.7% (3 <sup>rd</sup> )	Caerphilly	1,146	1,148	0.2% (8 <sup>th</sup> )	Cardiff	2,920	2,999	2.7% (2 <sup>nd</sup> )	Merthyr Tydfil	406	413	1.7% (4 <sup>th</sup> )	Monmouthshire	1,466	1,483	1.2% (6 <sup>th</sup> )	Newport	1,949	1,946	-0.2% (9 <sup>th</sup> )	Rhondda Cynon Taf	2,113	2,148	1.7% (5 <sup>th</sup> )	Torfaen	615	641	4.2% (1 <sup>st</sup> )	Vale of Glamorgan	1,042	1,051	0.9% (7 <sup>th</sup> )
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	% of people walking, cycling, travelling by bus and train for	n/a	Work – Walking: 2016 = 17.9%	Historic trends for walking, cycling, bus, and train for the main journey purposes are provided in figures SA4.2.1-4 below, based on results of the Ask Cardiff Survey –																																												

SA objective	Indicator	Target	Data	Commentary
	each journey purpose		2017 = 14.0% (↓) -3.9% 2018 = 15.0% (↑) +1% Cycling: 2016 = 11.3% 2017 = 16.5% (↑) +5.2% 2018 = 20.3% (↑) +3.8% Bus: 2016 = 10.0% 2017 = 9.7% (↓) - 0.3% 2018 = 10.6% (↑) +0.9% Train: 2016 = 7.6% 2017 = 6.8% (↓) - 0.8% 2018 = 6.4% (↓) - 0.4% Education – Walking: 2016 = 27.6% 2017 = 23.3% (↓) -4.3%	<p><b>Figure SA4.2.1</b></p> <p><b>Figure SA4.2.2</b></p>

SA objective	Indicator	Target	Data	Commentary
			2018 = 26.6% (↑) +3.3% Cycling: 2016 = 9.6% 2017 = 12.8% (↑) +3.2% 2018 = 14.0% (↑) +1.2% Bus: 2016 = 12.8% 2017 = 10.7% (↓) -2.1% 2018 = 10.5% (↓) -0.2% Train: 2016 = 5.6% 2017 = 5.2% (↓) - 0.4% 2018 = 4.7% (↓) - 0.5% Shopping (City Centre) – Walking: 2016 = 18.4% 2017 = 16.1% (↓) -2.3% 2018 = 16.9% (↑) +0.8%	<p><b>Figure SA4.2.3</b></p> <p><b>Figure SA4.2.4</b></p>

SA objective	Indicator	Target	Data	Commentary
			Cycling: 2016 = 6.6% 2017 = 7.8% (↑) +1.2% 2018 = 12.2% (↑) +4.4% Bus: 2016 = 26.7% 2017 = 25.3% (↓) -1.4% 2018 = 23.5% (↓) -1.8% Train: 2016 = 11.3% 2017 = 11.0% (↓) -0.3% 2018 = 11.3% (↑) +0.3% Shopping (Other) – Walking: 2016 = 23.5% 2017 = 19.9% (↓) -3.6% 2018 = 21.1% (↑) +1.2% Cycling: 2016 = 6.0%	<p>As discussed for OB1 EC17-18, there has been a continued decline in Bus use across all journey purposes, and a small decline in the proportion of journeys to Work and Education made by Train, albeit that the trend for rail overall has been increasing.</p> <p>Meanwhile, having previously dipped, the proportion of those Walking has recently increased, while Cycling continues to experience significant year-on-year growth.</p> <p>In consideration of the sustainable modes used the most for each journey purpose; Cycling is most prominent for journeys to Work, while Bus is the most utilised for City Centre Shopping. Meanwhile Walking represents the largest majority of sustainable journeys for Shopping Elsewhere, for Education and for Leisure.</p>

SA objective	Indicator	Target	Data	Commentary
			2017 = 6.6% (↑) +0.6% 2018 = 9.7% (↑) +3.1% Bus: 2016 = 8.9% 2017 = 7.2% (↓) - 1.7% 2018 = 7.1% (↓) - 0.1% Train: 2016 = 4.4% 2017 = 2.7% (↓) - 1.7% 2018 = 3.2% (↑) +0.5% Leisure – Walking: 2016 = 21.8% 2017 = 17.8% (↓) -4.0% 2018 = 18.0% (↑) +0.2% Cycling: 2016 = 10.0% 2017 = 10.8% (↑) +0.8%	

SA objective	Indicator	Target	Data	Commentary
			2018 = 13.9% (↑) +3.1% Bus: 2016 = 10.5% 2017 = 10.3% (↓) -0.2% 2018 = 10.1% (↓) -0.2% Train: 2016 = 8.8% 2017 = 8.3% (↓) - 0.5% 2018 = 8.5% (↑) +0.2%	
	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 (↑) +6% 2017 = 139,600 ( ) +0% 2018 = 157,400 (↑) +12%  Residents Commuting Out of Cardiff: 2015 = 34,000	<p>According to data from the Annual Population Survey as published by Welsh Government, there are currently 255,700 people working in Cardiff, representing a substantial 12% increase from the 228,400 of the previous year.</p> <p>Of this total, around 157,400 are resident in Cardiff (with a similar 12% increase between 2017 and 2018), with the remaining 98,300 having travelled in from outside (all modes), compared with 88,800 the previous year, i.e. an increase of 11%.</p> <p>Meanwhile, around 30,300 residents currently commute outside of the authority, this represents a 7% decrease from 32,600 recorded in 2017.</p>

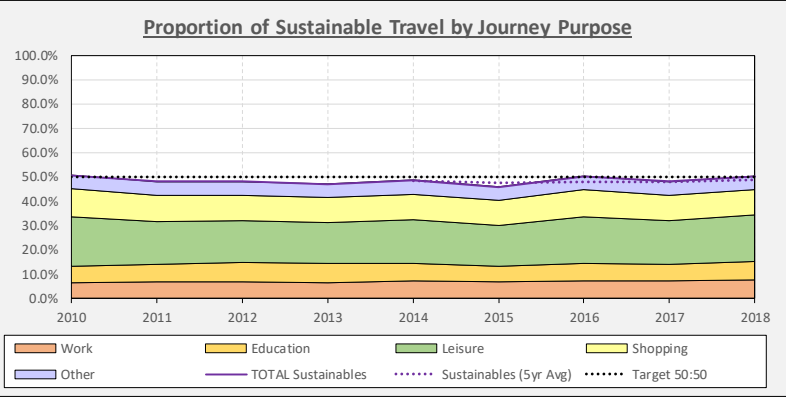


SA objective	Indicator	Target	Data	Commentary																																																				
			2016 = 27,700 (↓) -19% 2017 = 32,600 (↑) +18% 2018 = 30,300 (↓) -7%	The number and proportion of those travelling into Cardiff to work, by origin, is provided in the table in figure SA4.3.1 below –  <b>Figure SA4.3.1</b>																																																				
			Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (↑) +6% 2017 = 88,800 (↓) -1% 2018 = 98,300 (↑) +11%	<table border="1"> <thead> <tr> <th>Origin:</th> <th>2017</th> <th>2018</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>1,100 (0.5%)</td> <td>1,900 (1%)</td> <td>+73% (↑)</td> </tr> <tr> <td>Bridgend</td> <td>7,100 (3%)</td> <td>8,200 (3%)</td> <td>+15% (↑)</td> </tr> <tr> <td>Caerphilly</td> <td>11,600 (5%)</td> <td>16,400 (6%)</td> <td>+41% (↑)</td> </tr> <tr> <td>Cardiff (Internal)</td> <td>139,600 (61%)</td> <td>157,400 (62%)</td> <td>+13% (↑)</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>2,900 (1%)</td> <td>2,900 (1%)</td> <td>0% ( )</td> </tr> <tr> <td>Monmouthshire</td> <td>2,800 (1%)</td> <td>2,100 (1%)</td> <td>-25% (↓)</td> </tr> <tr> <td>Newport</td> <td>7,200 (3%)</td> <td>8,400 (3%)</td> <td>+17% (↑)</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>18,900 (8%)</td> <td>22,000 (9%)</td> <td>+16% (↑)</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>21,600 (10%)</td> <td>22,200 (9%)</td> <td>+3% (↑)</td> </tr> <tr> <td>Torfaen</td> <td>3,500 (2%)</td> <td>2,900 (1%)</td> <td>-17% (↓)</td> </tr> <tr> <td><b>TOTAL From Region (excl. Cardiff)</b></td> <td><b>76,700 (34%)</b></td> <td><b>87,000 (34%)</b></td> <td><b>+13% (↑)</b></td> </tr> <tr> <td><b>TOTAL From Outside Region</b></td> <td><b>12,100 (5%)</b></td> <td><b>11,300 (4%)</b></td> <td><b>-7% (↓)</b></td> </tr> </tbody> </table>	Origin:	2017	2018	Change	Blaenau Gwent	1,100 (0.5%)	1,900 (1%)	+73% (↑)	Bridgend	7,100 (3%)	8,200 (3%)	+15% (↑)	Caerphilly	11,600 (5%)	16,400 (6%)	+41% (↑)	Cardiff (Internal)	139,600 (61%)	157,400 (62%)	+13% (↑)	Merthyr Tydfil	2,900 (1%)	2,900 (1%)	0% ( )	Monmouthshire	2,800 (1%)	2,100 (1%)	-25% (↓)	Newport	7,200 (3%)	8,400 (3%)	+17% (↑)	Rhondda Cynon Taf	18,900 (8%)	22,000 (9%)	+16% (↑)	Vale of Glamorgan	21,600 (10%)	22,200 (9%)	+3% (↑)	Torfaen	3,500 (2%)	2,900 (1%)	-17% (↓)	<b>TOTAL From Region (excl. Cardiff)</b>	<b>76,700 (34%)</b>	<b>87,000 (34%)</b>	<b>+13% (↑)</b>	<b>TOTAL From Outside Region</b>	<b>12,100 (5%)</b>	<b>11,300 (4%)</b>	<b>-7% (↓)</b>
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			Total Working in Cardiff: 2015 = 215,400 2016 = 229,200 (↑) +6% 2017 = 228,400 ( ) +0% 2018 = 255,700 (↑) +12%																																																					

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				<table border="1"> <tr> <td>TOTAL Commuting In</td> <td>88,800 (39%)</td> <td>98,300 (38%)</td> <td>+11% (↑)</td> </tr> <tr> <td>TOTAL Working in Cardiff</td> <td>228,400 (100%)</td> <td>255,700 (100%)</td> <td>+12% (↑)</td> </tr> </table> <p>As can be seen from figure SA4.3.1 above, in total there are now 87,000 (34%) travelling into Cardiff from elsewhere in the Southeast Wales region, representing a substantial 13% increase from last year.</p> <p>The most significant flows from the region (in ranked order) are from the following – Vale of Glamorgan (22,000 or 9%), Rhondda Cynon Taf (22,000 or 9%), Caerphilly (16,400 or 6%), Newport (8,400 or 3%), and Bridgend (8,200 or 3%).</p> <p>While the volume has increased significantly from - Blaenau Gwent (+73%), Caerphilly (+41%), Newport (+17%), Rhondda Cynon Taf (16%), and Bridgend (15%); meanwhile the volume has decreased from - Monmouthshire (-25%) and Torfaen (-17%).</p>	TOTAL Commuting In	88,800 (39%)	98,300 (38%)	+11% (↑)	TOTAL Working in Cardiff	228,400 (100%)	255,700 (100%)	+12% (↑)
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TOTAL Working in Cardiff	228,400 (100%)	255,700 (100%)	+12% (↑)									
	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	Absolute Values: 2015 = 46.0% 2016 = 50.3% (↑) +4.3% 2017 = 48.1% (↓) -2.2%	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.  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								

SA objective	Indicator	Target	Data	Commentary
			<p>2018 = 50.4% (↑) +2.3%</p> <p>5yr Rolling</p> <p>Averages:</p> <p>2015 = 47.6%</p> <p>2016 = 48.0% (↑) + 0.4%</p> <p>2017 = 48.0% ( ) +0%</p> <p>2018 = 48.7% (↑) +0.7%</p>	<p>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 2018, 50.4% of all journeys are now being made by sustainable modes, a 2.3% increase from 2017.</p> <p>While the 50% mode-split target may appear to have already been met in terms of the absolute value, nevertheless the 5yr rolling average indicates that Cardiff still has some way to go in achieving this, with 48.7% of all journeys being made by sustainable modes.</p> <p>It should be noted that significant efforts shall be required in order to achieve and maintain the 50:50 by 2026, in the face of the increased pressure from a 12% rise in population projected between 2016 and 2026, and with a corresponding growth in the number of trips; as increasing the numbers of people travelling sustainably may not in itself be enough if car use rises disproportionately to this.</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 in figure SA4.4.1 below –</p>

SA objective	Indicator	Target	Data	Commentary																																																																						
				<p><b>Figure SA4.4.1</b></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> <tr> <td>2018</td> <td>7.9%</td> <td>7.5%</td> <td>18.9%</td> <td>10.7%</td> <td>6%</td> <td>50.4%</td> </tr> </tbody> </table> <p>The above illustrates a general increase in the total sustainable travel across all journey purposes, and is illustrated graphically in the stacked chart in figure SA4.4.2 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%	2018	7.9%	7.5%	18.9%	10.7%	6%	50.4%
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				<p data-bbox="1225 272 1451 308"><b>Figure SA4.4.2</b></p>  <p data-bbox="1225 756 2134 871">Figure SA4.4.2 above demonstrates that the largest proportion of sustainable journeys is for Leisure (18.9%), followed by Shopping (10.7%), Work (7.9%), Education (7.5%) and 'Other' (6%).</p> <p data-bbox="1225 896 2134 1050">Currently only 'Other' trips (comprising 'Business', 'Other Escorting' and 'Personal') are failing to achieve the 50% sustainable target, at only 25%. This is in spite of 'Other' trips accounting for a significant 21% of the overall demand.</p> <p data-bbox="1225 1075 2134 1273">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>

SA objective	Indicator	Target	Data	Commentary
				Hence the peaks should be the main period targeted for interventions, in particular during the AM, where the dominant flow is inbound towards the centre 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> <p>18/01705/ MJR – Cardiff Transport Interchange (now being delivered by TfW)</p> <p>SSC. NW Cardiff:</p>	<p>Construction works are on-going and initial occupation underway at SSF. Churchlands in NE Cardiff ('Plas Ty Draw' in Lisvane), SSC. Plasdŵr in NW Cardiff ('Goitre Fach', 'Parc Plymouth' north of Llantrisant Road, and 'Cae St Fagans' south of Pentreban Road). However, apart from construction of the new signalised junction arrangement with associated bus lane nearing completion at Pentwyn Road/Ty-Draw Road, otherwise no significant infrastructure is in place as of yet in relation to these.</p> <p>Meanwhile, construction and occupation of SSG. St Edeyrns ('St Edeyrns Village') is at a more advanced stage, with the following infrastructure currently having been delivered –</p> <ul style="list-style-type: none"> <li>• New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontprennau Roundabout;</li> <li>• The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontprennau Roundabout;</li> <li>• Access road built to 'spine road' standard, including provision for a future outbound bus lane leading to the Heol Pontprennau Roundabout;</li> <li>• 40mph speed limit imposed on the A4232 Pentwyn Link;</li> <li>• Temporary bus turning circle and new bus stops operational, in use by service X59 (CGBP).</li> </ul>

SA objective	Indicator	Target	Data	Commentary
			14/02157/ MJR – Land North & South of Llantrisant Road £605,000	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 –
			14/02733/ MJR – Plasdŵr £26.03 million	<b>SSA. Cardiff Central Enterprise Zone</b>  18/01705/MJR - Transport Interchange: <ul style="list-style-type: none"> <li>• Integrated Transport Hub, based on 14 bus stands with DIDO arrangement (subject to imminent signing off S106)</li> <li>• 50x office cycle parking spaces; 160x apartment cycle parking spaces; and a total of 216x public cycling parking spaces, including 36x Nextbike spaces and 60x spaces on-street (subject to imminent signing off S106)</li> </ul>
			16/00106/ MJR - Goitre Fach Farm £1.29 million	<b>SSC. NW Cardiff</b>
			14/02188/ MJR - South of Pentrebane £1.33 million	14/02157/MJR - Land North & South of Llantrisant Road: <ul style="list-style-type: none"> <li>• Cycle parking, including at Radyr Station</li> <li>• 3x new priority access junctions on Newport Road, with footways, cycleways &amp; crossing facilities</li> <li>• New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops</li> <li>• New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus</li> </ul>
			SSD. North of J33:	

SA objective	Indicator	Target	Data	Commentary
			14/00852/D CO – North of J33 £2.25 million  SSF. NE Cardiff:	lane on southern arm, and associated footways & cycleways <ul style="list-style-type: none"> <li>• New raised roundabout with zebra crossing on Llantrisant Road</li> <li>• 2x new Toucan crossing facilities</li> <li>• Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul>
			14/02891/ MJR – Churchlands £1.6-1.7 million  SSG. St Edeyrns:	14/02733/MJR - Plasdŵr: <ul style="list-style-type: none"> <li>• New traffic control junction at Llantrisant Road/Crofft-yGenau, with Toucan facilities on all arms (J1)</li> <li>• New tabled zebra crossing on Rhydlafer Drive, with footway widening &amp; shared use</li> <li>• Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road</li> <li>• Spine-road treatment on Crofft-y-Genau Road</li> <li>• New traffic control access junction on Llantrisant Road, with cycle feeder lanes &amp; dropped kerbs (J2)</li> <li>• Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2</li> <li>• New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks &amp; cycle feeder lanes (J3)</li> <li>• New northbound bus lane at the southern arm to J3</li> </ul>
			13/00578/D CO – St Edeyrns £2.79 million	



SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use &amp; raised tables (J4-6)</li> <li>• New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes &amp; Toucan crossings on all arms (J11)</li> <li>• New segregated cycling facility between Amethyst Road and J11</li> <li>• 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities &amp; dropped kerbs (J12-13)</li> <li>• Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12</li> <li>• Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist &amp; pedestrian access to St Brides Road (J14)</li> <li>• Stopping up of Pentrebane Road, with provision of shared use link</li> <li>• ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road</li> <li>• 2x new priority access junctions on Crofft-y-Genau Road, with associated ANPR traffic gate &amp; access flared for bus movements (J15-16)</li> <li>• Bridge Road 270m southbound bus lane, shared cycle footway &amp; signalised junction with Llantrisant Road</li> <li>• Cardiff Road/Fairwater Road upgrade of traffic signals</li> <li>• Cardiff Road cycling &amp; bus stop improvements between Ely Road and Fairwater Road</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Provision of segregated off-road cycleway on disused rail line</li> <li>• 90m Southbound bus lane on Fairwater Road approach to St Fagans Road</li> <li>• Heol Isaf pedestrian &amp; cycle improvements</li> <li>• Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road</li> <li>• 300m eastbound bus lane &amp; shared cycle footway on southern side of St Fagans Road</li> <li>• St Fagans Road safety improvements</li> <li>• 100m westbound bus lane on Waun-Gron Road</li> <li>• A48 Western Avenue/Waun-Gron Road junction improvements</li> <li>• Amethyst Road cycle street between Plasmawr Road and Keyston Road</li> <li>• Cardiff Road northbound bus lane improvements at Western Avenue junction</li> <li>• East-West cycle primary route, Llandaff</li> <li>• New traffic control junction at Llantrisant Road/Danescourt Road East</li> <li>• New traffic control junction at Llantrisant Road/Danescourt Road West</li> <li>• Llantrisant Road shared cycleway footway between Danescourt Road East/West</li> <li>• Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur</li> <li>• Pwllmelin Road and Fairwater Road traffic calming &amp; cycling improvements</li> <li>• Radyr Court Road traffic calming of cycle route</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Radyr Court Road pedestrian &amp; cycling safety and access improvements, with zebra crossing on Bridge Road</li> <li>• Radyr Court Road upgrade of cycle link to Llantrisant Road</li> <li>• Western Avenue to Ely Roundabout southbound traffic pre-signals</li> <li>• Western Avenue/Ely Road (East) junction Toucan crossing</li> <li>• Western Avenue to Waun-Gron Road shared cycle footway on west side</li> <li>• Cardiff Road/Palace Road junction, pedestrian &amp; traffic calming improvements</li> <li>• Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road &amp; Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park &amp; Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff)</li> </ul> <p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> <li>• Cycle parking</li> <li>• New traffic signal access junction at Llantrisant Road with Toucan &amp; Puffin crossing facilities</li> <li>• Realignment of segregated cycleway on Llantrisant Road</li> <li>• New public transport, pedestrian &amp; cycle facilities along Llantrisant Road</li> <li>• New raised crossing facility on Llantrisant Road</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway</li> <li>• Bus contribution to Llantrisant Road (subject to occupation)</li> <li>• Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p>14/02188/MJR - South of Pentrebane:</p> <ul style="list-style-type: none"> <li>• New Pentrebane Road priority access junction to accommodate safe &amp; convenient 2-way bus movement, with associated footway &amp; cycle provision</li> <li>• Provision of bus stop &amp; bus turning circle, with 3m wide segregated cycleways, 2m wide footways &amp; 6.1m carriageways to promote sustainable travel</li> <li>• Secure cycle parking, including covered cycle parking at Fairwater Station &amp; at key bus stops</li> <li>• Improvements to Llantrisant Road &amp; Pentrebane Road as part of the North West Corridor programme</li> <li>• Bus contribution (in accordance with trigger points &amp; instalments)</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p><b>SSD. North of J33</b></p> <p>14/00852/DCO - North of J33:</p>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• 1,000 space Park &amp; Ride facility, with 3/4 (750 spaces) accessed from J33 &amp; 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces</li> <li>• Bus gate between the M4 and Llantrisant Road</li> <li>• The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between 07:00-19:00, utilising £2.25 million bus service contribution</li> <li>• New junctions on Llantrisant Road, including crossing facilities, associated cycle &amp; footway provision, and bus lanes</li> <li>• On-site public transport infrastructure, bus &amp; cycle lanes</li> </ul> <p><b>SSF. NE Cardiff</b></p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> <li>• Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive</li> <li>• New signaled junction on Pentwyn Drive</li> <li>• New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close</li> <li>• New cycle route (2) to be provided along Cyncoed Road</li> <li>• Bus improvements on A48 Eastern Avenue (between Pentwyn &amp; Pontprennau) &amp; A4232 Pentwyn Link (northbound to J33)</li> <li>• Provision of bus services linking to Heath Hospital</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Provision of bus service linking to City Centre via Cardiff East Park &amp; Ride</li> <li>• Phase 2 bus priority infrastructure</li> <li>• Phase 3 bus priority infrastructure</li> </ul> <p><b>S.S.G. St Edeyrns</b></p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> <li>• Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway</li> <li>• Cycle parking spaces</li> <li>• Investigation &amp; provision of a northbound bus lane on A4232</li> <li>• Bus service extension from the development to City Centre serving Church Road and St Mellons Road</li> <li>• Investigation &amp; provision of bus service extension on A48 from A4232</li> <li>• A scheme to demonstrate effective operation of Heol Pontpennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian &amp; cyclist provision</li> <li>• Spine-road treatment on access road, including the provision of bus lane</li> <li>• Widening of existing footways linking the Toucan crossing and Heol Pontpennau signalised crossing</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road</li> <li>• Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph</li> <li>• Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends</li> <li>• Provision of a new bridge across the River Rumney for pedestrians &amp; cyclists to St Mellons</li> </ul>
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	0	2	<p>Two applications were granted for highly vulnerable development in C1 flood risk areas that did not meet all TAN15 tests.</p> <p>Both these applications related to the conversion and extension of existing and adjoining properties in the Riverside 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 proposed flats would be maisonette units with no bedrooms at ground floor, and occupants would be able to seek refuge at first floor level during a flood event. Furthermore, there would be no increase in the potential total number of occupants as the proposed number of</p>

SA objective	Indicator	Target	Data	Commentary
				<p>bedrooms would be the same as the total amount of bedrooms in the existing dwelling.</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 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 sustainable and diversified economy	Net job creation over the remaining Plan period	40,000 net additional jobs over plan period, 20,900 between 2006 and 2015	24,000 since 2009 (↑)	Total jobs in Cardiff - 2014,000 in 2016 (latest Nomisweb.co.uk figures, May 2017). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents an 24,000 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 2019, 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 commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as



SA objective	Indicator	Target	Data	Commentary																																																															
				schemes progress over the coming years.																																																															
	% of journeys made by walking/cycling	Increase	<p>Work: 2015 = 26.6% 2016 = 29.2% (↑) +2.6% 2017 = 30.6% (↑) +1.4% 2018 = 35.3% (↑) +4.7%</p> <p>Education: 2015 = 31.5% 2016 = 37.2% (↑) +5.7% 2017 = 36.1% (↓) -1.1% 2018 = 40.6% (↑) +4.5%</p> <p>Shopping (City Centre): 2015 = 22.4% 2016 = 25.0% (↑) +2.6% 2017 = 23.9% (↓) -1.1% 2018 = 29.2% (↑) +5.3%</p> <p>Shopping (Other):</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 in figure SA4.5.1 below –</p> <p><b>Figure SA4.5.1</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Journey Purpose</th> <th colspan="2">Walking</th> <th colspan="2">Cycling</th> <th colspan="3">Walking &amp; Cycling</th> </tr> <tr> <th>2017</th> <th>2018</th> <th>2017</th> <th>2018</th> <th>2017</th> <th>2018</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Work</td> <td>14%</td> <td>15%</td> <td>17%</td> <td>20%</td> <td>31%</td> <td>35%</td> <td>+4.7%</td> </tr> <tr> <td>Education</td> <td>23%</td> <td>27%</td> <td>13%</td> <td>14%</td> <td>36%</td> <td>41%</td> <td>+4.5%</td> </tr> <tr> <td>Shopping (CC)</td> <td>16%</td> <td>17%</td> <td>8%</td> <td>12%</td> <td>24%</td> <td>29%</td> <td>+5.3%</td> </tr> <tr> <td>Shopping (Other)</td> <td>20%</td> <td>21%</td> <td>7%</td> <td>10%</td> <td>26%</td> <td>31%</td> <td>+4.3%</td> </tr> <tr> <td>Leisure</td> <td>18%</td> <td>18%</td> <td>11%</td> <td>14%</td> <td>29%</td> <td>32%</td> <td>+3.3%</td> </tr> <tr> <td>ALL Journeys</td> <td>18%</td> <td>19%</td> <td>9%</td> <td>11%</td> <td>27%</td> <td>30%</td> <td>+3.2%</td> </tr> </tbody> </table> <p>The above demonstrates a general increase in the proportion of journeys being made by walking and cycling, both individually and combined, and across each of the journey purposes; the increase ranging between 3.3% and 4.7%.</p> <p>The possible reasons for the above changes in walking and cycling are provided for OB1 EC14 and OB1 EC15, respectively.</p>	Journey Purpose	Walking		Cycling		Walking & Cycling			2017	2018	2017	2018	2017	2018	Change	Work	14%	15%	17%	20%	31%	35%	+4.7%	Education	23%	27%	13%	14%	36%	41%	+4.5%	Shopping (CC)	16%	17%	8%	12%	24%	29%	+5.3%	Shopping (Other)	20%	21%	7%	10%	26%	31%	+4.3%	Leisure	18%	18%	11%	14%	29%	32%	+3.3%	ALL Journeys	18%	19%	9%	11%	27%	30%	+3.2%
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SA objective	Indicator	Target	Data	Commentary
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	Percentage of population in the 100 most deprived wards	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 deprived wards in Wales for physical environment.

SA objective	Indicator	Target	Data	Commentary
	in Wales in the 10% most 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	1.15 ha per 1,000 population (↓)	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.10 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"> <li>• St Fagans Lowlands and the Ely Valley</li> <li>• Garth Hill and Pentyrch Ridges</li> <li>• Fforest Fawr and Caerphilly Ridge</li> <li>• Wentloog Levels</li> <li>• Flat Holm</li> </ul>
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	60%	57.8% (↓)	For the year 2018/19 57.8% of housing was on previously developed land.
	Average density of new development		146.6 dwellings per hectare (↑)	For 2018/19 the average density of new housing development in Cardiff was 146.6 dwellings per hectare.
	Area of contaminated land cleared up	>0	N/A	Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report.

SA objective	Indicator	Target	Data	Commentary
10. Respond to demographic changes in a sustainable way	Total population	n/a	364,268 (↑)	The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 364,268 in 2018.
	No. homes in Cardiff	45,400 net additional homes by 2026	16,521 completed 2006 to 2019 (↑)	Since the base date of the Plan in 2006 16,521 dwellings have been completed leaving 24,894 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	-2.3% (↑)	The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes.

## 7. Conclusions

This is the third AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for 2017 and 2018 AMRs. The key conclusion is that good progress is being made in delivering the identified targets/ monitoring outcomes and policies.

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. This section outlines the changes which have occurred over the last twelve to the national planning policy framework set out in the Planning Policy Wales (PPW, Edition 10, December 2018), which in turn responds to Well-being of Future Generations Act 2015. This signals a fresh way of addressing the key strategic issues in preparing an LDP.

### **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.

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:

<b>Continue Monitoring (Green)</b>	<b>81</b>
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
<b>Training Required (Blue)</b>	<b>0</b>
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
<b>Supplementary Planning Guidance Required (Purple)</b>	<b>0</b>
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
<b>Further Research (Yellow)</b>	<b>26</b>
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
<b>Policy Review (Orange)</b>	<b>0</b>
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.	
<b>Plan Review (Red)</b>	<b>0</b>
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 third AMR to be prepared and provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Overall the findings of the third AMR for year 3 are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

**Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.

**Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.

- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
- 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
- 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.

Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 7 years of the Plan period will increase significantly.

**Affordable Housing** - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 7 years of the Plan period will increase significantly.

**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.

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). 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 substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.

At this juncture, 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. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.



**Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.

**Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

**Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

### **Sustainability Appraisal (SA) Monitoring**

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

### **Conclusions:**

1. Submit the 2019 third AMR to the Welsh Government by 31 October 2019 in accord with statutory requirements. Publish the AMR on the Council's website.
2. 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.
3. Prepare the 2020 fourth AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2020.

## 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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Ref: RDB/RP/CW/17.09.2019

26 September 2019

Councillor Caro Wild,  
Cabinet Member for Strategic Planning & Transport,  
County Hall,  
Atlantic Wharf,  
Cardiff CF10 4UW.



Dear Councillor Wild,

**Environmental Scrutiny Committee – 17<sup>th</sup> September 2019**

On behalf of the Environmental Scrutiny Committee I would like to thank you and the officers for attending the Committee meeting on Tuesday 17<sup>th</sup> September 2019 to discuss the item on the 'Third Cardiff Local Development Plan Annual Monitoring Report'. The comments and observations made by Members on the areas relevant to your portfolio of responsibility are set out in this letter.

- **New Jobs** - During the meeting I commented on the 20,900 new jobs that have been created in Cardiff during the period of the current Local Development Plan, and asked for clarification on the type of positions created and where these have been sited geographically. An officer explained that the employment information used in the Annual Monitoring Report had been drawn from wider national statistics, and that the Planning Service didn't currently hold employment data in that level of detail. He suggested that Economic Development might hold information that might answer my question. I would be grateful if you could liaise with Economic Development to see if they hold details on the type and location of the 20,900 new jobs created during the Local Development Plan, and if the information exists to share this with the Committee.
- **Physical Activity** – This Committee is concerned that measures contained within the Annual Monitoring Report suggest that in the last three years the level of physical activity has declined. For example, in 2016/17 23% of adults reported being physically active for less than 30

minutes in the previous week; this increased to 31% in 2018/19. Members asked what the point of the Local Development Plan was if people aren't getting healthier, and would like you to explain how the Local Development Plan can be used to reverse this trend.

- **Affordable Housing** – The Annual Monitoring Report explains that 40% of the housing completions set out against the Local Development Plan have been achieved, while only 25% of the affordable housing allocation has been completed – this appears to have created a 15% lag between the two targets. Members were concerned by this, particularly as 75% of the affordable housing target now needs to be delivered in less than seven years. To counter this, Members would like some assurance that progress will be made in the next few years to significantly increase the number of affordable properties provided in Cardiff. It would also be appreciated if you could provide the Committee with a breakdown of the different types of affordable housing that have been delivered within the current plan, along with the types of delivery model used, for example, social rented housing; affordable rented housing; shared ownership; help to buy and shared equity.
- **Education Travel** – The Annual Monitoring Report shows a gradual decline in the number of sustainable travel journeys for education, stating that trips for '*education has seen a significant decrease*'. This is supported by Figure: 1.14.1 on page 49 of the Annual Monitoring Report which presents a steady decline in this area. Members believe that this is a concern since school traffic is significantly adding to congestion in Cardiff at the beginning and end of every school day. Members would like to understand what the Council proposes to do to reverse this trend and increase the number of sustainable journeys to and from school.
- **Student Accommodation** – During the meeting there was some debate around planning decisions for student accommodation in the city. Some Members questioned the temporary change of use planning status that had been applied for and granted on some student developments in



Cardiff – this meant that, on a temporary basis, the accommodation could now be occupied by other residents, i.e. not students. They were concerned that a precedent had been set, meaning that other developers could follow suit should their developments fail to attract sufficient numbers of students. Members felt that this presented risks in terms of building standards and receipt of planning obligation monies. The Committee went on to question the level of demand for student accommodation in Cardiff, particularly as the Annual Monitoring Report states '*current evidence shows the further strength of the student accommodation market in Cardiff*'. A Member cited a recent Savills report which provided an opposite view. I would be grateful if you could provide a copy of the evidence used to support the claim that '*current evidence shows the further strength of the student accommodation market in Cardiff*'.

- **Congestion** – The Committee welcome the positive cycling results that are included in the Annual Monitoring Report, however, they are concerned that congestion levels continue to increase across the city (for example, from 27% in 2017 to 28% by 2018). They believe that reducing congestion levels in Cardiff should be one of the fundamental principles of the Local Development Plan, and they will monitor the progress made in this area closely. They hope that the Transport White Paper that is due to be published shortly will shed a light upon what can be done to reduce congestion in Cardiff.
  
- **Bus Station & Wanugron Road Transport Interchange** – At the meeting I asked for confirmation on:
  - When work would start on the new Bus station;
  - When the new Bus Station would be completed (including full fit out);
  - When work would start on Wanugron Road Transport Interchange;
  - When Wanugron Road Transport Interchange would be completed (including full fit out).

I was referred to the answer provided at the last Full Council meeting for the new Bus Station and given a brief response for the Waungron Road Transport Interchange. It would be appreciated if you could confirm the current position on the new Bus Station and the Waungron Road Transport Interchange when replying to this letter.

- **Bus Rapid Transit Routes** - At the meeting I expressed my concern at the lack of progress around the delivery of the Bus Rapid Transit Routes that have been included in the Local Development Plan. I would be grateful if you could provide the Committee with a detailed update on these proposed schemes, along with an estimate as to when these will be delivered.
- **Modal Split Target** – The Annual Monitoring Report repeatedly makes reference to a 50:50 modal split target that has been set for 2026. This created a little confusion for some Members who thought that the Council was actually looking to achieve a 60:40 modal split by 2026. I would be grateful if you could explain the current modal split target for 2026, and confirm if this has been changed from 60:40 target in recent years.
- **Travellers Site Update** – The Committee asked about the progress that had been made in identifying a new Travellers site in Cardiff. Members were told that discussions were ongoing around the location of a potential new site, and that as the content of the discussions were confidential it would not be possible to disclose any information at a public meeting. Members understand this position and ask that you provide the Committee with:
  - A confidential update on the progress that has been made since the review of the Second Cardiff Local Development Plan Annual Monitoring Report (4<sup>th</sup> September 2018);
  - Confidential updates on any future progress relevant to the development of a new Traveller site.

I would be grateful if you would consider the above comments and provide a response to the content of this letter.

Regards,

Handwritten signature of Ramesh Patel in black ink.

Councillor Ramesh Patel  
Chairperson Environmental Scrutiny Committee

Cc:

- Andrew Gregory - Director of Planning, Transport & Environment
- James Clemence – Head of Planning
- Stuart Williams – Group Leader, Planning Policy
- Davina Fiore - Director of Governance & Legal Services
- Members of Cardiff's Environmental Scrutiny Committee

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**CARDIFF COUNCIL  
CYNGOR CAERDYDD**



**COUNCIL: 24 OCTOBER 2019**

**CABINET PROPOSAL**

**STREET NAMING POLICY**

**Reason for this Report**

1. To recommend the Street Naming Policy to Council for approval. Cardiff Council ("the Council") has statutory responsibilities and powers, within the context of adoptive legislation, for the naming of streets, alteration of street names and indication of street names. The Council also has additional discretionary powers to provide a number or name to a property.
2. Street naming and numbering has a number of important functions, for example, wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly.
3. Street naming is also a key element of place-making, and it is important in the context of the Council's commitments to the Well-being of Future Generations (Wales) Act 2015, Welsh Language Standards and Historic Environment (Wales) Act 2016. Ensuring that the naming of new streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked, will help to deliver on the national well-being goal, 'A Wales of vibrant culture and thriving Welsh Language'.

**Background**

4. The Council's current approach relating to street naming in the city centre, core routes into the city centre and the Cardiff Bay area, is that street naming is bilingual with both Welsh and English on street name plates. There is a historical precedent for this approach and the guiding principle is that these streets are shared public spaces, as opposed to the city's more residential streets. This maintains consistency with other shared public spaces under the Council's control such as parks and public buildings and allows residents to navigate the capital's busiest streets in the language of their choice. Outside of this area, existing street names are not bilingual and the Council had previously not established a policy for naming streets. The new policy aims to bring together the approaches.
5. This Street Naming Policy has been developed to provide advice and guidance to developers and existing property owners, setting out how the

Council controls the naming and numbering of streets and properties under the provisions of the Public Health Act 1925 – Sections 17 to 19.

6. The Council has a commitment to ensure that it works towards parity between the number of Welsh street names and English street names across the city. Monitoring of street names will be carried out.
7. In line with the Council's commitment to the Welsh Language Standards, there are important Welsh language considerations in relation to new street names. The policy set out in the document is that for new street names, a Welsh name should be adopted which is "consistent with the local heritage and history of the area". In exceptional circumstances, the use of street names in other languages may be considered "where a street name would clearly reflect and be congruent with specific local historical, cultural and linguistic associations and considerations and following consultation with the Street Names Panel and local communities/stakeholders".
8. The policy does not apply to existing streets, apart from those considered 'bilingual' by the Council, as outlined in point 4. The naming panel will consider and review bilingual names as appropriate. With the exception of these streets, existing street names will remain in the 'known' existing language to mitigate potential confusion (e.g. English only or Welsh only). This removes the need for English to Welsh and Welsh to English translations for street names. The only potential exceptions to this policy may be arterial routes into the city centre and the Cardiff Bay area which have historically had Welsh names which are not currently represented on street name signs (for example, City Road/Heol y Plwca).
9. The Council has statutory responsibilities and powers to maintain accurate and updated lists of the names of towns, villages, communities and wards as well as new developments. The policy also sets out the corporate requirements around the Corporate Address Gazetteer, which is the primary address register used in the delivery of Council services.
10. Guidance for developers is provided in the policy, which sets out the process which should be followed in naming and numbering new developments, including consultation with the Bilingual Cardiff Welsh Place/Street Names Panel. The naming panel provides expertise to facilitate, advise and suggest options for all naming matters concerning new developments. The policy also outlines the protocols which should be followed in numbering new developments, renaming/renumbering existing properties/streets and activating new addresses.
11. On receipt of applications for street naming, following advisory input from the Street Names Panel, consultation will be carried out with the cabinet member whose portfolio this falls under and Royal Mail, plus all ward members and community councils, where appropriate. Any decisions in respect of street naming applications shall be made in line with the Council's Scheme of Delegations. In the event of concerns being raised regarding an application for a proposed street name, the officer with delegated authority will work with the relevant parties and cabinet

member to identify a suitable alternative. If it is not possible to reach an agreement, the decision may be referred to Cabinet.

## **Issues**

12. Public consultation has been carried out on the policy. The Council's commitments under the Well-Being of Future Generations (Wales) Act 2015 require that the sustainable development principle is applied to all of the Council's activities through the five ways of working, which emphasises the need for Collaboration and Involvement in developing and appraising proposals and policies. Consultation with stakeholders and the public was undertaken using, for example, online communication and contact through key services such as libraries and hubs, as well as direct contact with key stakeholder groups.
13. The public consultation received 2,248 responses. Key results include:
  - Three in five (60.8%) respondents agreed with the proposal to ensure the Council works towards parity between the number of Welsh street names and English street names across the City. Almost a quarter (23.6%) disagreed with the proposal.
  - An overwhelming majority of respondents (93.8%) agreed that preference is given to naming schemes and streets with an historical and local context.
  - A number of respondents provided suggestions for involving local communities in the street naming process.
  - Three in five (61.5%) respondents thought the proposed street naming policy would have a positive effect on the Welsh language. This included 25.3% who felt it would have a very positive effect. Three in ten (30.1%) felt the policy would have no effect at all.
14. The full consultation report is attached in Appendix 1. Changes to the policy as a result of the consultation are outlined in Appendix 2.
15. Provision is made in the policy for local discretion in identifying street names. Cardiff has a significant historical background and therefore to ensure preservation of this heritage, preference will be given to naming schemes with an historical and local context. The Council has a naming panel with external expertise to facilitate, advise and suggest options for all naming matters concerning new developments.

## **Local Member consultation**

16. Consultation with local members was held in advance of the public consultation. Two email responses were received from local members, which are included in the consultation report (Appendix 1).

## **Reason for Recommendations**

17. To ensure that the allocation of new or amended street and property names and/or numbers are logical and applied in a consistent manner. This will facilitate the effective delivery of services from both a public and private sector perspective, particularly ensuring that the emergency services can locate any address they may be required to attend.
18. In the context of the Council's commitments to the Well-being of Future Generations Act and Welsh Language Standards, ensuring that the naming of new streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked, will help to deliver on the national well-being goal, 'A Wales of vibrant culture and thriving Welsh Language'.

## **Financial Implications**

19. There are no financial implications arising from implementing the recommendations of this report. Any administrative costs arising from the street naming policy will be funded from existing resources.

## **Legal Implications**

20. The Council has a number of statutory responsibilities and powers with respect to naming streets, as set out in the report. The report recommends the approval of a Street Naming Policy ("the Policy") which seeks to give guidance on the process.

The Council has powers to name streets (and number properties located thereon). Some of these powers are contained in the following provisions:

- a) Towns Improvement Clauses Act 1847 (sections 64 and 65) (for numbering of properties and Street naming).
- b) Public Health Act 1925 (sections 17 to 19) (for notification of Street Names and name plates).
- c) Section 21 of the Public Health Act Amendment Act 1907 (for alteration of names of Streets).

With respect to any decision, the Council should ensure it is in accordance with its governance procedures. In doing so, the Council must also be mindful of the following requirements:

### **Equality Duty.**

The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and



civil partnership • Sexual orientation • Religion or belief – including lack of belief.

Consideration has been given to the requirements to carry out Equality Impact Assessments ('EIA') and an EIA is attached as appendix 4 to this report so that the decision maker may understand the potential impacts of the proposals in terms of equality. This assists the decision maker to ensure that it is making proportionate and rational decisions having due regard to the public sector equality duty.

Where a decision is likely to result in a detrimental impact on any group sharing a Protected Characteristic, consideration must be given to possible ways to mitigate the harm. If the harm cannot be avoided, the decision maker must balance the detrimental impact against the strength of the legitimate public need to pursue the recommended approach. The decision maker must be satisfied that having regard to all the relevant circumstances and the PSED, the proposals can be justified, and that all reasonable efforts have been made to mitigate the harm.

It is noted that Equality Impact Assessments (which include consideration of views and information obtained through consultation) is attached as appendix 4 to this report. The decision maker must consider and have due regard to the Equality Impact Assessment prior to making the decisions recommended in the report.

#### Well Being of Future Generations (Wales) Act 2015 - Standard legal imps

The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.

In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2019-22. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- Look to the long term
- Focus on prevention by understanding the root causes of problems
- Deliver an integrated approach to achieving the 7 national well-being goals
- Work in collaboration with others to find shared sustainable solutions
- Involve people from all sections of the community in the decisions which affect them

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

### General

The decision maker should also have regard to, when making its decision, to the Council's wider obligations under the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

The report also sets out the consultation has been undertaken with the public. Any consultation must be adequate and fair. The carrying out of consultation gives rise to a legitimate expectation that the outcome of the consultation should be considered as part of the decision making process.

### **HR Implications**

21. There are no HR implications for this report.

### **CABINET PROPOSAL**

Council is recommended to adopt the Street Naming policy

### **THE CABINET**

18 October 2019

*The following appendices are attached:*

- Appendix 1 Street Naming Policy Consultation Report
- Appendix 2 Street Naming Policy –post-consultation changes.
- Appendix 3 Draft Street Naming Policy
- Appendix 4 Equality Impact Assessment

# Street Naming Policy Consultation

Consultation on a new Street Naming Policy for  
Cardiff Council

July 2019



Gweithio dros Gaerdydd, gweithio gyda'n gilydd  
Working for Cardiff, working together

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#gweithiogydangilydd  
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# Street Naming Policy

## Consultation on a new Street Naming Policy for Cardiff Council

### Background

Street naming and numbering has a number of important functions, for example, wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. Under law, the Council has statutory responsibilities and powers to give names and numbers to streets and properties and display street names.

Street naming is also a key element of place-making, and it is important in the context of the Council's commitments to the Well-being of Future Generations Act, Welsh Language Standards and Historic Environment (Wales) Act 2016.

The aim of the Council's Street Naming Policy is to provide advice and guidance to developers and existing property owners. The responses to this survey will help the Council to understand whether the policy clearly sets out the processes for developing naming/renaming streets, what opportunities there are for communities to be involved and the impacts of the policy on the Welsh Language.

### Methodology

- The electronic survey was available to complete online from Monday 28th January to Monday 11<sup>th</sup> March 2019.
- Links to the survey were available via Cardiff council's dedicated web pages [www.cardiff.gov.uk/haveyoursay](http://www.cardiff.gov.uk/haveyoursay).
- The survey was advertised via a banner on the council's website homepage which had 53,189 visits during the consultation period.
- The survey was promoted as a 'Quick Link' on the council's Intranet pages.
- An email was sent out Via 'Staff Information' which goes to 8,182 email addresses across the council.
- A communication campaign was conducted via social media. Cardiff Council's Twitter and Facebook accounts have a combined audience of 89,000 followers (78k Twitter, 11k Facebook).
- Promotional Posters were displayed across the council's 19 city-wide Hubs and Libraries.
- A direct link to the survey was emailed to approximately 5,000 members of the Citizens Panel (more information can be found in Appendix A)

## Respondents

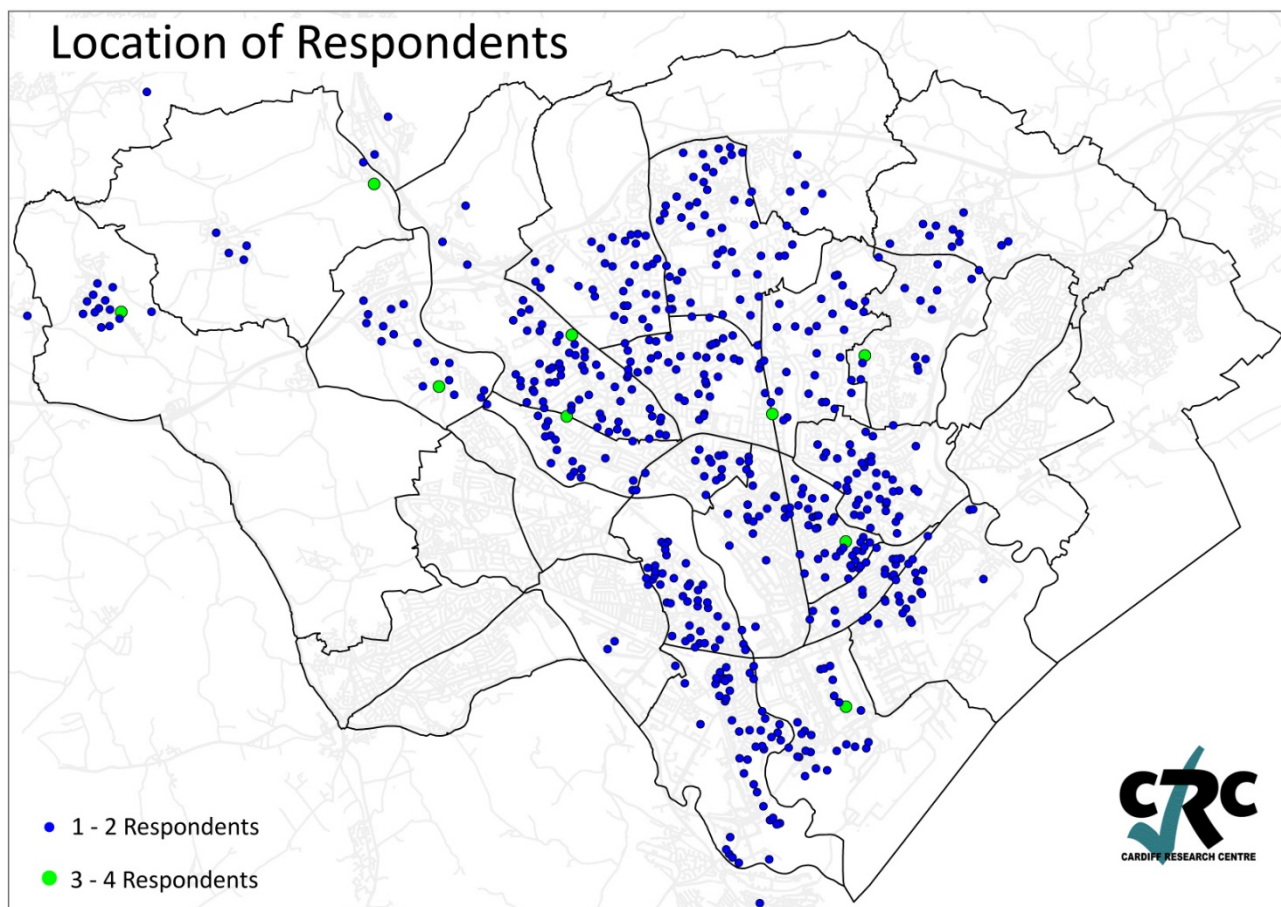
There were 2,248 responses received over the consultation period. In addition, there were also two emails received from Local Councillors (see appendix B) and three from local residents (see appendix C).

During the consultation period a letter/petition was also received (see appendix D) regarding new developments, Streets in the City Centre and Restoring Welsh Language names to streets that already exist that have monolingual English names. Several copies of the letter were sent to the Council with a combined total of 120 unique signatories although 41 of these were from individuals residing outside of the Local Authority, from as far afield as Glasgow. A slightly amended version of the letter with additional comments included was also sent by one individual (see appendix E).

In addition, a letter regarding the consultation was received from the Welsh Language Commissioner (See Appendix F).

Cardiff has an estimated population of 362,800 and 98,300 people commuting into the City to work each day. The place of residence of respondents (who provided a valid postcode) from across Cardiff can be seen in the map below:

Map 1

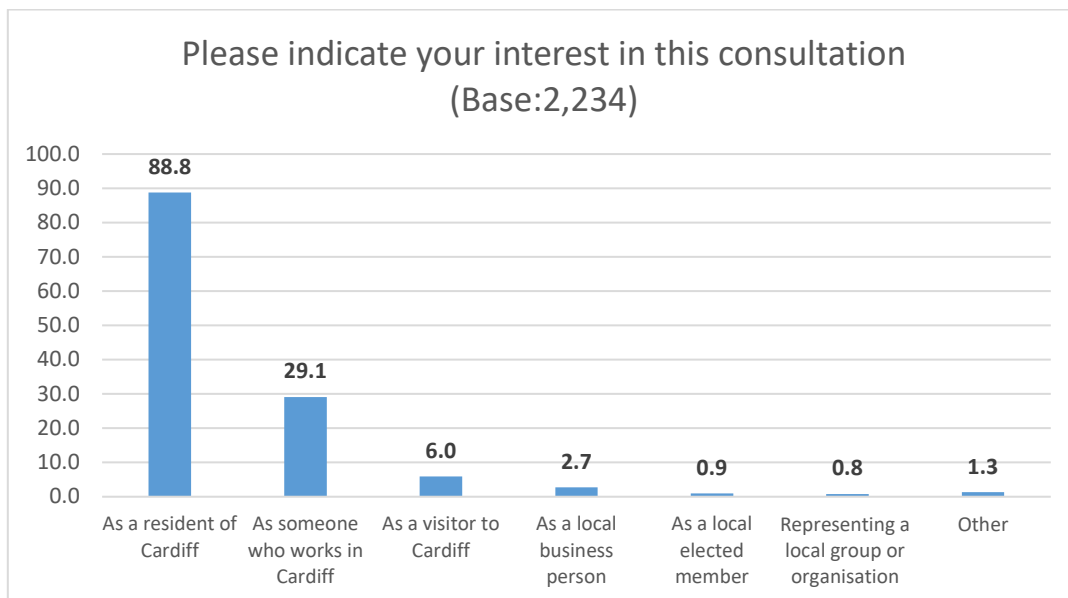


As can be seen in the 'About You' section of the report, the Welsh language skills of those participating in the survey are much higher than for the Cardiff population as a whole, suggesting that a disproportionate number of Welsh speakers have completed the survey. This is especially true for those residing outside of Cardiff. In addition, ethnic minorities and those age under 35 and 75+ were underrepresented by the survey, whereas those aged 35-74 were overrepresented.

## Results

### 1. Please indicate your interest in this consultation:

Almost nine in ten (88.8%) respondents reside within the Local Authority, a further three in ten (29.1%) work in Cardiff. 95.5% of respondents who answered the question lived and / or worked in Cardiff.



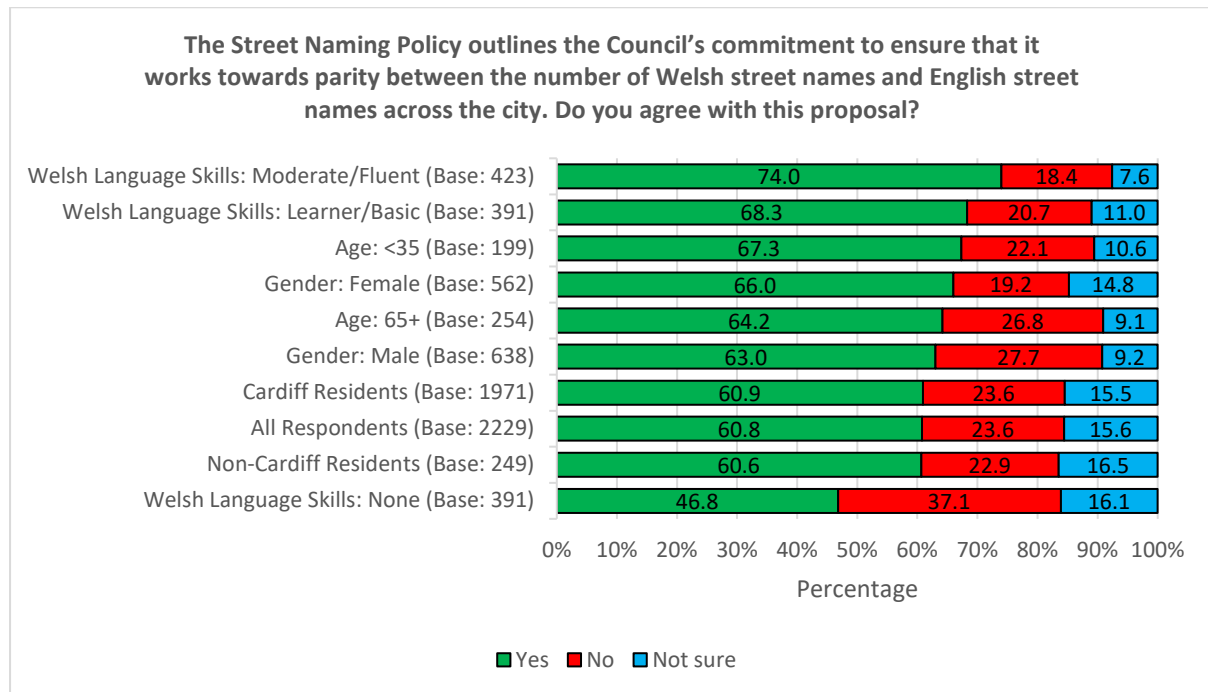
*NB. Percentages do not sum to 100% because respondents could select more than one option*

### 2. The Street Naming Policy outlines the Council's commitment to ensure that it works towards parity between the number of Welsh street names and English street names across the city. Do you agree with this proposal?

Three in five (60.8%) respondents agreed with the proposal to ensure the Council works towards parity between the number of Welsh street names and English street names across the City. In contrast, almost a quarter (23.6%) disagreed with the proposal.

	No.	%
Yes	1,355	60.8
No	527	23.6
Not sure	347	15.6
Total	2,229	100.0

Agreement with the proposal was highest amongst those with Moderate/Fluent Welsh Language Skills (74.0%), followed by those with Learner/Basic Welsh Language Skills (68.3%). In contrast, less than a half (46.8%) of respondents with no Welsh Language Skills agreed with the proposals. In fact, almost two-fifths (37.1%) of this group disagreed with the proposal, as did over a quarter of males (27.7%) and those aged 65+ (26.8%).



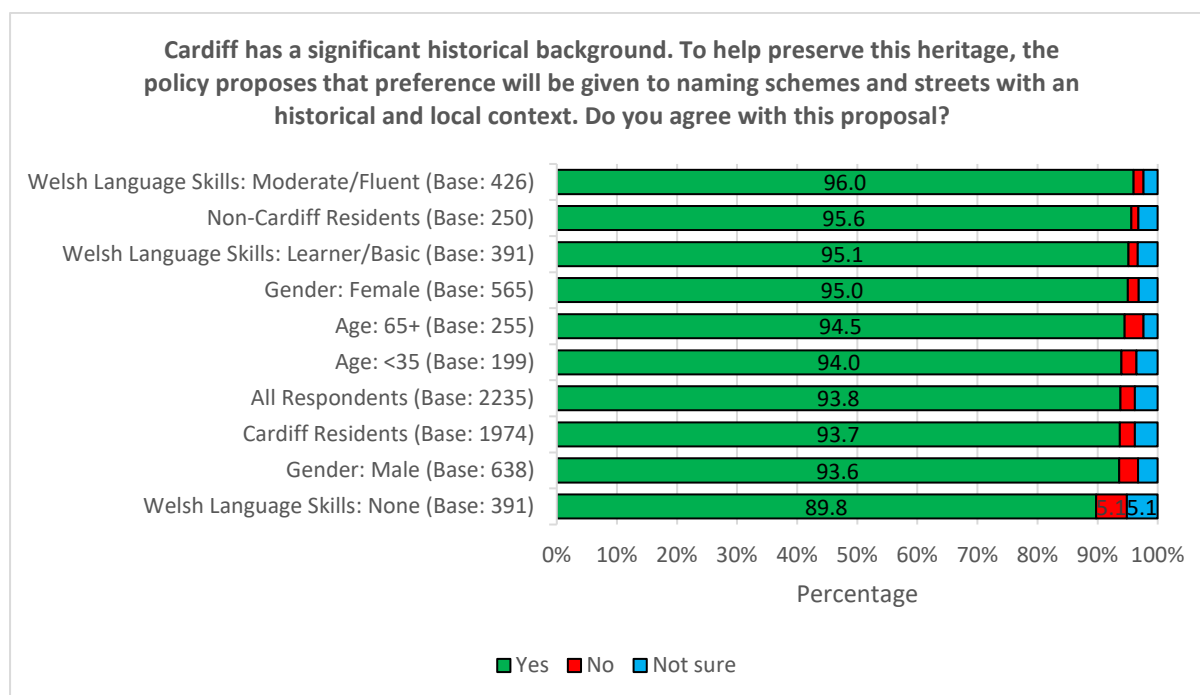
**3. Cardiff has a significant historical background. To help preserve this heritage, the policy proposes that preference will be given to naming schemes and streets with an historical and local context. Do you agree with this proposal?**

The overwhelming majority of respondents (93.8%) agreed that preference is given to naming schemes and streets with an historical and local context.

	No.	%
Yes	2,097	93.8
No	53	2.4
Not sure	85	3.8
<b>Total</b>	<b>2,235</b>	<b>100.0</b>



Again, agreement was greatest by those with Moderate/ Fluent Welsh Language Skills (96.0%), and lowest for those with no Welsh Language Skills although this was still as high as 89.8%.



**4. Cardiff Council has a naming panel which advises on naming in new developments. The panel includes Council officers and representatives from organisations who can advise on history and language when names are being identified. Community involvement may also be valuable in identifying names which reflect historical and local context. Are there any local community groups/organisations that you think should be involved in the naming process?**

Over a third (34.6%) of respondents to this question felt that Heritage/History groups should be involved in the naming process, this was followed by local community organisations/affected residents (31.4%) and Welsh Language groups (20.0%).

Theme	No. of comments	%
Heritage / History	152	34.6
Local Community Orgs / Affected residents	138	31.4
Welsh Language	88	20.0
Educational	84	19.1
Age Related	57	13.0
Religious	30	6.8
Menter Caerdydd	26	5.9
Tourism Based	15	3.4
Civic Society	18	4.1
BAME Community Environmental	14	3.2
Politicians	10	2.3
Any	8	1.8

Arts Based	3	0.7
LGBT Community	3	0.7
Heath	2	0.5
Rotary	2	0.5
Misc.	55	12.5
Total Respondents	439	-

*NB. Percentages do not sum to 100% because answers could fall into more than one category*

Respondents were then asked to leave their details if they'd like to be involved in local street naming, these details have been forwarded to the relevant Council department.

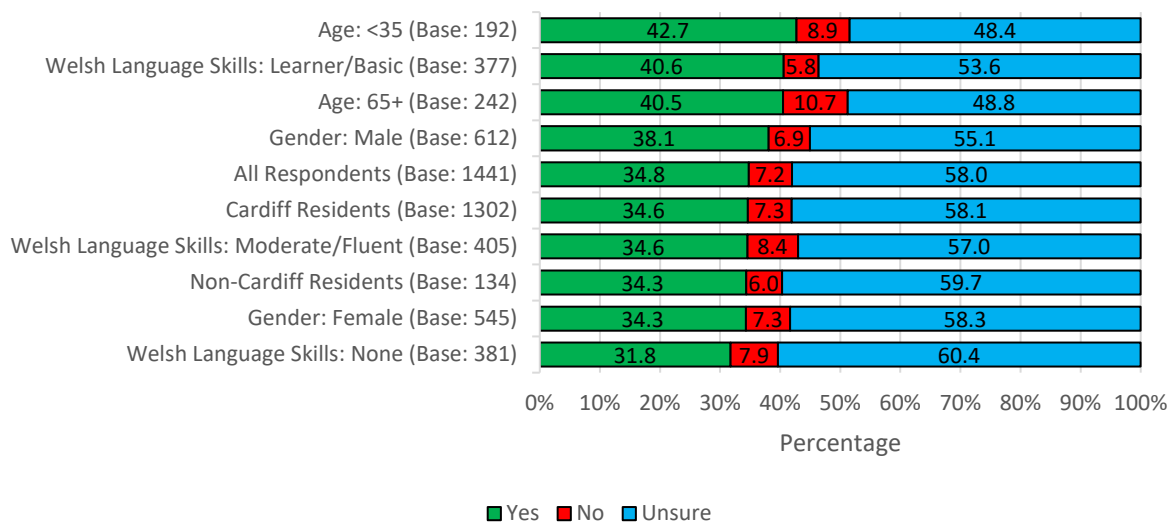
**5. The Street Naming Policy sets out a number of protocols for naming and numbering new development schemes and re-naming and re-numbering existing developments. Do the protocols clearly explain the processes which should be followed?**

Almost three-fifths (58.0%) were unsure whether the protocols clearly explain the process which should be followed, while a third (34.8%) felt that they are clearly explained.

	No.	%
Yes	501	34.8
No	104	7.2
Not sure	836	58.0
Total	1,441	100.0

Over two-fifths of responses from those aged under 35 (42.7%), with learner / basic Welsh Language skills (40.6%) and those aged 65+ (40.5%) felt that the protocols clearly explain the process which should be followed. However, one in ten (10.7%) of those aged 65+ felt that the protocol did not clearly explain the process.

The Street Naming Policy sets out a number of protocols for naming and numbering new development schemes and re-naming and re-numbering existing developments.  
Do the protocols clearly explain the processes which should be followed?



**6. The Street Naming Policy identifies a number of partners and operational stakeholders (such as the emergency services and utilities companies) who will be notified on completion of an application for Street Naming and Numbering. Are there any other partners who should be included in this list?**

One in four (23.5%) respondents to this question felt that local residents/businesses/general public should be notified on completion of an application for street naming and numbering. This was followed by delivery companies (18.1%) and Sat Nav systems (14.9%).

Theme	No. of comments	% of comments
Local Residents / Businesses / General Public	52	23.5
Delivery Companies	40	18.1
Sat Nav Systems	33	14.9
Community Councils / Groups	28	12.7
Nursing Homes / Care Workers / GP's / Hospitals / NHS	20	9.0
Educational Services	14	6.3
Post Office	12	5.4
Transport Companies (Bus / Taxi's Bikes etc.)	12	5.4
Local Councillor's and MP's	7	3.2
Historical Groups	7	3.2
Council Departments	6	2.7
Hub / Library Services	5	2.3
Other	22	10.0
Misc.	20	9.0
<b>Total Respondents</b>	<b>221</b>	<b>-</b>

*NB. Percentages do not sum to 100% because answers could fall into more than one category*

## 7. Any other comments on the Street Naming Policy?

Respondents were asked to leave any other comments they had regarding the Street Naming Policy. The themes covered, along with a sample of the comments, can be seen below:

<i>*In total 436 valid comments were received which comprised of 335 English comments and 101 Welsh comments</i>			
Theme	No. of comments	% of comments	Example Comments
Should reflect local heritage/relevant to location/community	105	24.1	<ul style="list-style-type: none"> <li>I think it's a brilliant idea to bring history and Welsh culture in the streets of Cardiff.</li> <li>We should honour Cardiff born sportsmen such as Billy Boston, Clive Sullivan and Joe Erskine. Also, commemorate black and other ethnic sectors of the community who have contributed so much to Cardiff's history</li> <li>Naming should reflect the historical heritage of the area, or persons relating to that area. Not just Welsh language to fit in with current political goals.</li> <li>I feel strongly that place names in English or Welsh should reflect the history and heritage of the area.</li> <li>Take a worldly approach reflecting Cardiff's long international background.</li> <li>We must not lose our heritage - as a tourist guide the names of Streets and Places are very important for me to tell the whole story of Cardiff.</li> <li>It is crucial that street names reflect local history and are in Welsh.</li> </ul>
Street Names Should be Welsh Only / Welsh Given Priority	79	18.1	<ul style="list-style-type: none"> <li>There should be only Welsh Street names.</li> <li>There should be a strong bias and presumption towards Welsh street names, going as far as requiring all new streets, or newly renamed streets, to be given Welsh names.</li> <li>All streets should be in Welsh, we are the capital city and this would be an example to other cities/towns and will help the Welsh language thrive.</li> <li>I think Welsh names should be used as it gives Wales a unique identity. If possible names relevant to the development or area.</li> </ul>

			<ul style="list-style-type: none"> <li>• Ideally, all NEW street names should be in Welsh so as to give Cardiff an identity that is different from cities in England.</li> <li>• This is a wonderful opportunity to strengthen the Welsh-language identity of the capital city of Wales, so although 'parity between Welsh-language and English-language names' sounds fair it doesn't take into account the imbalance in the existing names. We have far too many meaningless English-language street names in 'modern' developments.</li> </ul>
Ability to use/pronounce/understand the Welsh Language	41	9.4	<ul style="list-style-type: none"> <li>• There are enough unpronounceable Welsh street names in Cardiff. I do not want to see any more.</li> <li>• In new housing developments make sure the names can be pronounced and within the city names that visitors can understand.</li> <li>• There is no point in trying to promote the Welsh language through street names that few people can pronounce or spell.</li> <li>• To please be aware that although Welsh should be protected, naming streets that no-one can pronounce or understand outside of Wales is no help to anyone in a UK wide community/economy.</li> </ul>
More Details Required	31	7.1	<ul style="list-style-type: none"> <li>• Will this be renaming existing street names, if so why?</li> <li>• Haven't seen it.</li> <li>• It is unclear who actually initiates new street naming - Council or developer. This should be made clear.</li> </ul>
Street Names Should be English Only / English Given Priority	30	6.9	<ul style="list-style-type: none"> <li>• The Welsh language variants should be removed from all street names and signs. The language has been dead for hundreds of years and is no longer used by anyone. Our national language in Wales is English and all signs should be in only English to avoid confusion, and to help prevent wasted taxpayer money on translations for something that is totally superfluous.</li> <li>• Although I understand the implications with the Welsh language I think English should</li> </ul>

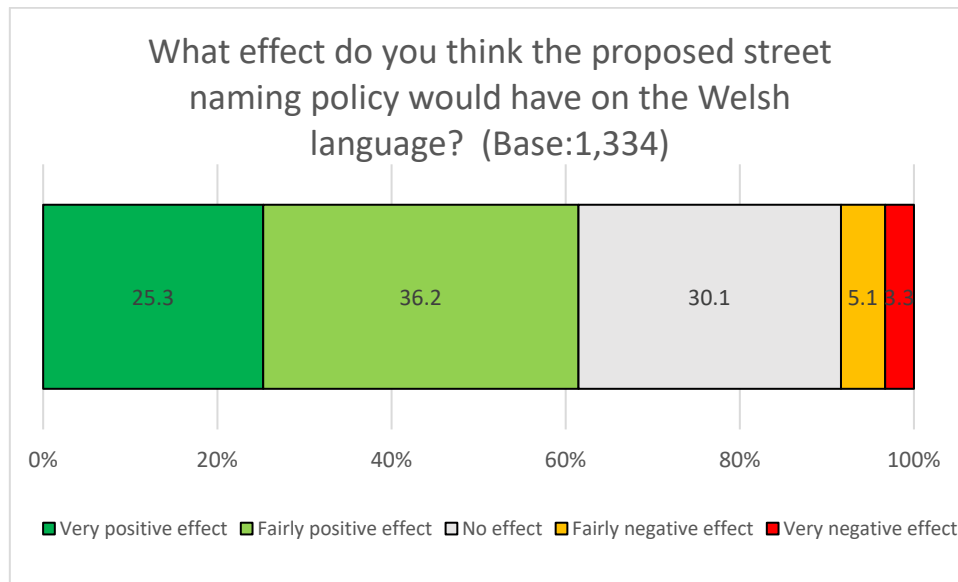
			<p>always be given priority. I have witnessed first-hand with road signs near accidents because of the Welsh priority. At The pub on the corner of Newport rd. Beresford rd. road signs were in Welsh first and lorry drivers got confused and caused near crashes</p> <ul style="list-style-type: none"> <li>• I strongly disagree that we should be using any Welsh in our street names. Cardiff is an English speaking city and anyone coming from other parts of Wales can speak and read English well enough. It is disgraceful that Welsh is being forced onto our city when no-one uses it or needs to use it to get by.</li> </ul>
Against Welsh Language Street Naming	28	6.4	<ul style="list-style-type: none"> <li>• I do not agree that there should be more Welsh language street names.</li> <li>• Do not believe in naming streets in Welsh for the sake of it.</li> <li>• Crazy over complicated process/system. Ridiculous bias to Welsh in a city where majority do not speak Welsh, only done because it is politically correct to do so.</li> </ul>
In Favour of the Street Naming Policy	24	5.5	<ul style="list-style-type: none"> <li>• Welcome the progressive policy.</li> <li>• It's brilliant to see the Council's commitment to adopt Welsh language street names for new streets.</li> <li>• Great to see the capital taking such a strong and positive attitude especially considering the horrendous names on a number of estates that have been in the news!</li> </ul>
Involve local communities/history groups/young people in decision making	20	4.6	<ul style="list-style-type: none"> <li>• More community involvement.</li> <li>• Cardiff Young people should have a say and be involved in this.</li> </ul>
Naming should be split 50/50	14	3.2	<ul style="list-style-type: none"> <li>• It should be 50% of English and Welsh names from now on. Not looking at existing names but looking forward to the future.</li> <li>• Any new names should reflect the Welsh heritage of the Capital - and be bilingual.</li> </ul>

Waste of money /time	12	2.8	<ul style="list-style-type: none"> <li>• Please do not waste rate payers' money changing existing signs into bilingual signs.</li> <li>• Why are we wasting time on this? Use the money to fix pot holes. Name new streets something in Welsh in all the many developments that are being erected around Cardiff. My god, there are homeless people on the streets of Cardiff and you guys are wasting time naming streets.</li> </ul>
Clear / Good street signs are important	11	2.5	<ul style="list-style-type: none"> <li>• Street names should be easy to read, say and spell.</li> <li>• Signage should be well positioned, plentiful and unobscured.</li> </ul>
Names should not reference Royals / Politicians	11	2.5	<ul style="list-style-type: none"> <li>• Please do not use councillor's names as street names.</li> <li>• Serving Councillors, AM's, MP's and Lord's names should be excluded alongside living stars of film, TV, Radio and stage, no matter their contribution.</li> </ul>
Local Councillor's / Community Councillor's / MP's need to be consulted	4	0.9	<ul style="list-style-type: none"> <li>• Local Members must be consulted.</li> </ul>
Misc. / Other	62	14.2	<ul style="list-style-type: none"> <li>• Ban the word "chase" in street names.</li> <li>• I'd like to have a street named.</li> <li>• Keep Fanny Street!</li> <li>• Yellow signs are erected for new developments on the highway, but are often not removed after the development is complete.</li> <li>• A good idea would be to prevent new developers pretending that they are in an area when in fact they are not.</li> </ul>

*NB. Percentages do not sum to 100% because answers could fall into more than one category*

## 8. What effect do you think the proposed street naming policy would have on the Welsh language?

Three in five (61.5%) respondents thought the proposed street naming policy would have a positive effect on the Welsh language. This included 25.3% who felt it would have a very positive effect. Three in ten (30.1%) felt the policy would have no effect at all.

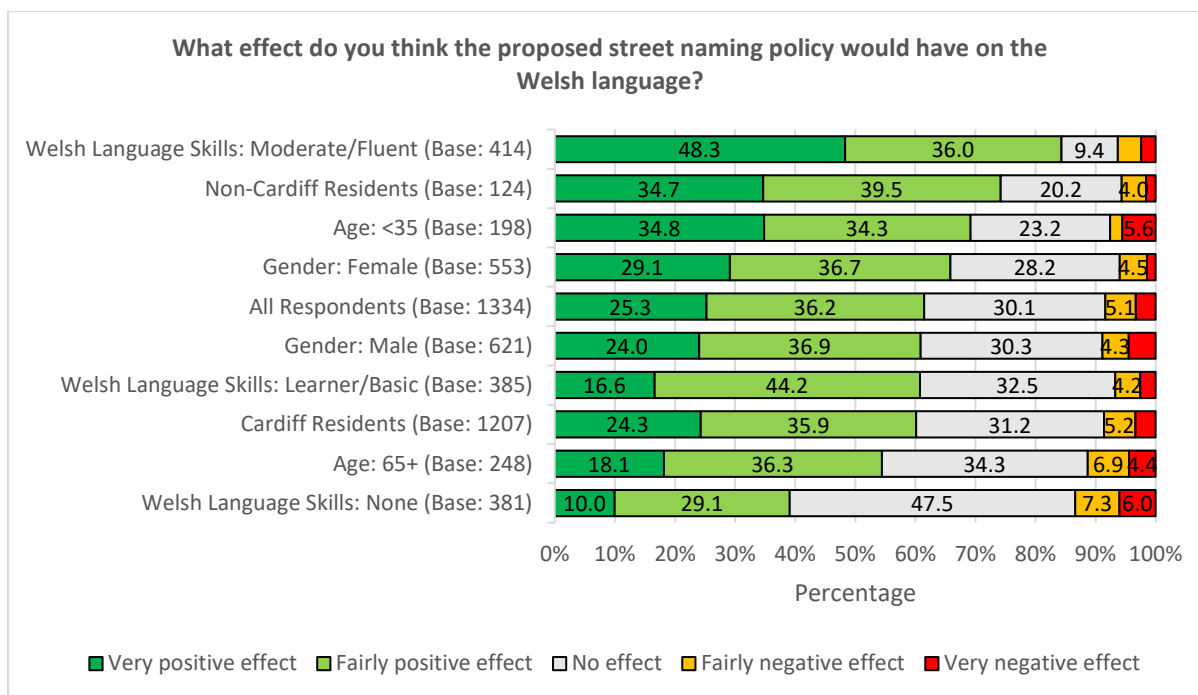


However, when broken down by sub-group, it can be seen that there was a large disparity in the opinions of respondents, in particular when analysed by Welsh Language ability.

Over four-fifths (84.3%) of respondents with Moderate/Fluent Welsh Language Skills felt that the proposed street naming policy would have a positive effect on the Welsh Language, including 48.3% that claimed it would have a very positive effect. However, this fell to three-fifths (60.8%) for those with Learner/Basic skills and to just two-fifths (39.1%) for those with no Welsh Language Skills. In addition, almost half (47.5%) of those with no skills thought it would have no effect.

Meanwhile, whereas three-quarters (74.2%) of non-Cardiff residents felt the proposal would have a positive effect, this figure drops to three-fifths (60.2%) for those residing in Cardiff.





### 9. How could positive effects be increased, or negative effects be mitigated?

Respondents were asked to identify how positive effects could be increased, or negative effects be mitigated. The themes covered, along with a sample of the comments, can be seen below:

*In total 571 valid comments were received which comprised of 442 English comments and 129 Welsh comments			
Theme	No. of comments	% of comments	Example Comments
Priority for Welsh street names	158	27.7	<ul style="list-style-type: none"> <li>You could have a policy not for parity with English street names but for Welsh street names to become the majority, the norm; this is Wales after all - not to mention Wales' capital city.</li> <li>There should be a requirement for all new streets, or newly renamed streets to be given Welsh names.</li> <li>Wherever possible new developments should have Welsh language names rather than names decided by house builders.</li> <li>Increase welsh names or welsh translations of street names for a more positive effect, always try to offer welsh alternatives to existing names in order to encourage use of language.</li> <li>Welsh street names only. We're in Wales.</li> </ul>

			<ul style="list-style-type: none"> <li>• Give priority to use of Welsh language. This is Wales and further development of the Welsh language must be encouraged.</li> <li>• As much as possible our Welsh language and Cardiff multi-cultural heritage should be reflected in street names over English.</li> </ul>
Ability to use/pronounce/understand the Welsh Language	122	21.4	<ul style="list-style-type: none"> <li>• Support for those who don't know how to say the names in Welsh.</li> <li>• By teaching people how to pronounce the Welsh names properly</li> <li>• A clue to how we Welsh non-speakers should understand or vocalise the Welsh name....It might help to educate us.</li> <li>• Choose names that are easy to pronounce to non-first language speakers</li> <li>• People with issues about the use of Welsh, may not understand the translation and local context.</li> <li>• Pick Welsh names that are fairly easy to pronounce</li> <li>• New home owners provided with letter/form on how to pronounce the Welsh name, why it was chosen and what it means.</li> </ul>
Should reflect local heritage/relevant to location/community	109	19.1	<ul style="list-style-type: none"> <li>• Should be more reflective of welsh culture and history rather than Welsh Language.</li> <li>• Ensure local they reflect the make up at that time of the local community.</li> <li>• Use words and names with positive connotations, or that highlights people who has had a positive impact in the local community.</li> <li>• The street name needs to reflect the local heritage/location. In some cases it will have a positive effect, other times not so much.</li> <li>• Street name boards to include a few words describing person or historic locality behind the street name.</li> <li>• Create a document/map giving historical/linguistic reasons behind Welsh names.</li> </ul>
Must be Bilingual	61	10.7	<ul style="list-style-type: none"> <li>• Bi-lingual to be the priority, not half and half English versus Welsh. The languages should</li> </ul>

			<p>not be pitted against one another that is a legacy of the past. Bi-lingual signage is best for the use of both languages, doesn't discriminate between the two, and is also beneficial to Cardiff as a city seeking to be a cultural centre that attracts tourism from outside Wales and the UK. Bi-lingual signage assists visitors who may only speak English in addition to their first language, while also allowing them so see the Welsh form of the places they are visiting.</p> <ul style="list-style-type: none"> <li>• I don't believe that the majority of residents would welcome welsh only signage. As they don't speak the language it will make navigating new estates etc. more difficult that necessary and therefore appear negative. Bi-lingual signage would make it easier for visitors and non welsh speakers to navigate while still providing a sense of place</li> <li>• All signs are bilingual. Welsh place names are well thought out and link to the history of the area.</li> <li>• Where possible at least one street sign should have the English translation included below. This will have a (small but positive) effect in broadening the knowledge and meaning of Welsh words.</li> </ul>
Priority for English Street names	43	7.5	<ul style="list-style-type: none"> <li>• Positive effects would be increased by the total removal of the Welsh Language on signs. Negative effects could be mitigated by making sure if it has to be on there it is in braille only.</li> <li>• Name streets in the language spoken by the vast/huge majority of people in Wales "English"</li> <li>• Stick to English names.</li> <li>• The point is, street names in welsh are pointless. Those promoting the constant use of it , constantly exaggerate the numbers who can speak it. People would be wandering the streets wondering what street they were on. But of course, as long as Plaid Cymru are happy, that's all that matters.</li> </ul>

Publicise info/translation/relevance and history of name	31	5.4	<ul style="list-style-type: none"> <li>• A plaque near a street sign the historical significance if any, especially in the city centre and tourist areas.</li> <li>• Information for residents, local schools, businesses etc. on the history of the street name.</li> <li>• Page on the council website with new street names reason behind then and how to say them phonetically if welsh names.</li> </ul>
Involve local communities/history groups/young people in decision making	28	4.9	<ul style="list-style-type: none"> <li>• By taking local opinion into account as per the policy and not enforcing Welsh street names where local opinion is strongly against doing so.</li> <li>• Involve Welsh Medium Schools within naming processes.</li> <li>• People need to be happy, ask some of the general public for ideas, especially young people, they are the future &amp; they may come up with some good ones!</li> </ul>
Language priority on bilingual signs	23	4.0	<ul style="list-style-type: none"> <li>• English name on top - welsh bottom. This is ideal for visitors to our city.</li> <li>• There is no consistency - some places Welsh first/above and English below. Drive round a corner - it's the opposite. As a driver - your eye goes to the place where you think the words/spelling in the language you prefer is. So for instance the last street sign - ahh English first, so when I get nearer the next sign it's not above it, as a driver concentrating on the road ahead, behind, either side and hazards (children), then the concentration of looking/reading a sign - if it's even legible - causes chaos and possible slowing of traffic or hindering others, a higher chance of accidents.</li> <li>• Making sure that the Welsh name is clearly marked on top of the English name.</li> </ul>
Do not force Welsh on people	22	3.9	<ul style="list-style-type: none"> <li>• By not trying to force people to use Welsh, when the vast majority do not do so.</li> <li>• There are very few Welsh speakers in Cardiff and many anti Welsh language Welsh people.</li> </ul>

			<p>Forcing Welsh language names on people will not help this.</p> <ul style="list-style-type: none"> <li>• Stop trying to force the language on people who couldn't care less.</li> </ul>
Equal 50/50	20	3.5	<ul style="list-style-type: none"> <li>• 50/50 for new names.</li> <li>• As a long as there is a 50/50 split I think "no effect" is the best outcome.</li> </ul>
Not bilingual	12	2.1	<ul style="list-style-type: none"> <li>• Each street should only have one language to name it e.g. not a Welsh and an English version for the same street as has the potential for confusion. There are exceptions of course, - Queen Street in Cathays and other major streets could be named bilingually but I think the default option for most streets should be that they are named in one language or another only.</li> <li>• Welsh street names should be in Welsh only and English street names should be in English only. Having bilingual signs makes it harder to read and causes confusion when looking for a street with an English name.</li> </ul>
Waste of money /time	11	1.9	<ul style="list-style-type: none"> <li>• Just stop wasting money and time and don't do it. No one cares about welsh street names, hardly anyone cares about the welsh language, it's just a policy driven agenda for a few. The majority of people couldn't care less whether the street name is in English or welsh and actually find welsh street names harder to remember which is logical because it's hardly anyone in Cardiff's first language.</li> <li>• Street names should not be a tool for the Welsh language. Cardiff is predominantly English speaking or Ethnic. Money is being wasted by having dual language on signs.</li> </ul>

Negative effect on other languages/cultures	7	1.2	<ul style="list-style-type: none"> <li>• Why does there need to be a positive effect? More people in Cardiff speak Somali than Welsh. What about the negative effect on other languages and cultures? I.e. Butetown has a long history with Somali immigrants, will their heritage be included in then naming process? In re to place making.. again does the gentrification of the Cardiff Bay area not negatively effect and impact those communities who have lived there?</li> <li>• Non Welsh speakers will feel not included.</li> </ul>
Misc.	64	11.2	<ul style="list-style-type: none"> <li>• Please take extra care to make sure the names work perfectly in Welsh, it is a national embarrassment that so many signs in an official language of Wales are often misspelled, poorly translated or sometimes pure nonsense!</li> <li>• Careful planning</li> <li>• Replacing street names signs which are damaged or even just cleaning them. No sign can be recognised clearly.</li> <li>• A vote?</li> </ul>

*NB. Percentages do not sum to 100% because answers could fall into more than one category*

**10. Please explain how you believe the proposed policy could be amended to increase positive effects on the use of the Welsh language?**

Respondents were asked to suggest amendments to the proposed policy in order to increase positive effects on the use of the Welsh language. The themes covered, along with a sample of the comments, can be seen below:

<i>*In total 486 valid comments were received which comprised of 382 English comments and 104? Welsh comments</i>			
Theme	No. of comments	% of comments	Example Comments
Street Names Should be Welsh Only / Welsh Given Priority	83	17.1	<ul style="list-style-type: none"> <li>• All street names should be in Welsh.</li> <li>• Ensure that all NEW street names in Cardiff are in Welsh to create a new and fresh identity that is different from cities in England.</li> <li>• No more English names.</li> <li>• Use more welsh names rather than English.</li> <li>• Only welsh language street names for new streets.</li> </ul>
Reflecting local heritage/relevant to location/community	67	13.8	<ul style="list-style-type: none"> <li>• Using words that have historical context to teach people heritage or maybe relate geographically to the location.</li> <li>• I agree that street names should reflect the area or adopt old street names that were once in place, close to the development and that Welsh names should be prioritised.</li> <li>• I believe street naming should be related to local historical and cultural context not to pay lip service to the Welsh language.</li> <li>• More welsh names connected to history. Rhiwbina is the clear example of this. Places connected to the industrial past and historical past.</li> <li>• Historical or community context for name choice information given.</li> </ul>

Waste of money / time / not important	56	11.5	<ul style="list-style-type: none"> <li>• The Welsh language is being thrust on the people of Wales at huge cost. There are far more worthy causes to spend valuable resources than the Welsh language. A language should survive on its own merits and if it doesn't then that should be accepted.</li> <li>• There is no benefit to increasing the use of Welsh language - just creates more complexity and bureaucracy which creates more government waste in an already stretched system.</li> <li>• Spend the money on disadvantaged populations in the city and just name new streets as they come up.</li> <li>• Just forget it and leave it for Welsh speaking areas.</li> <li>• Most people only speak English even those that speak a bit of Welsh speak English do why go to the extra cost.</li> </ul>
The policy would reinforce the welsh language	47	9.7	<ul style="list-style-type: none"> <li>• The greater use of Welsh names would promote a stronger national identity and allow Welsh language to flourish and recognition of Welsh iconic figures.</li> <li>• Identifying the Welsh Language with the places we live.</li> <li>• By keeping Welsh language alive in naming more streets in Welsh and keeping past history in street naming.</li> <li>• To use a cliché: it will raise the profile of the Welsh language in the capital city and help ensure that everyone understands that the Welsh language has a continuous history in the city.</li> </ul>



Would encourage / help people to learn the language	43	8.8	<ul style="list-style-type: none"> <li>• If all street names were Welsh, it would make people more aware of Welsh... and perhaps spur them into learning it.</li> <li>• As people will know the translation of a street name and it is also educational for children or adults learning Welsh.</li> <li>• If school pupils and students that opt to study Welsh are given preference in terms of the naming of streets, this could serve as a motivation to increase engagement with the Welsh language.</li> <li>• Seeing street names means that learners have more exposure to Welsh.</li> </ul>
Ability to use/pronounce/understand the Welsh Language	34	7.0	<ul style="list-style-type: none"> <li>• Help with the pronunciation (maybe as smaller wording underneath in brackets).</li> <li>• Pronouncing welsh words, place names and historical figures.</li> <li>• Ensure that place names are chosen based on the region's history and wherever possible that English names can be translated into Welsh and vice versa.</li> </ul>
Bilingual Signage	29	6.0	<ul style="list-style-type: none"> <li>• Full bi-lingual signage.</li> <li>• Dual Signage, Bilingual Information</li> </ul>
Involve local communities/history groups/young people in decision making	27	5.6	<ul style="list-style-type: none"> <li>• Ask people who live in the areas their preference and include them in the decision making process rather than informing them of what is going to happen.</li> <li>• Ask the school children as they are the future but include all schools not just welsh medium. Also, you should liaise with the elderly - they have a lot to input.</li> </ul>

Stop forcing the welsh language on people	24	4.9	<ul style="list-style-type: none"> <li>• Forcing Welsh upon people does not win hearts and minds.</li> <li>• I believe that forcing Welsh on to a population composed of mainly English speakers will have few if any positive effects on the use of the Welsh language.</li> </ul>
Street Names Should be English Only / English Given Priority	19	3.9	<ul style="list-style-type: none"> <li>• It shouldn't be, all streets should have ENGLISH names!</li> <li>• Two ways, drop the welsh language which is dead on its feet anyway and learn from England.</li> </ul>
Against Welsh Language Street Naming	13	2.7	<ul style="list-style-type: none"> <li>• Don't rename streets.</li> <li>• Drop the idea to changing any existing streets. Stick to new developments if you really must do it at all.</li> </ul>
More Details Required	13	2.7	<ul style="list-style-type: none"> <li>• I'm not familiar enough with the policy to make a comment on this.</li> <li>• I have no idea! I don't know what this policy is...</li> </ul>
The residents of Cardiff don't speak Welsh	7	1.4	<ul style="list-style-type: none"> <li>• I do not believe there is a need to increase welsh language in Cardiff - the majority speak English and always will!</li> <li>• By not using welsh language street names in a predominantly English speaking city (using welsh names is getting peoples backs up against the welsh language.</li> </ul>
In Favour of the Street Naming Policy	4	0.8	<ul style="list-style-type: none"> <li>• I think current proposal strike the right balance.</li> </ul>
Clear / Good street signs are important	4	0.8	<ul style="list-style-type: none"> <li>• Heritage signs maintained well and well sign posted off motorway. Signs should be clean.</li> </ul>

Produce a Leaflet / Booklet	2	0.4	<ul style="list-style-type: none"> <li>• Publish a leaflet with phonetic pronunciation of Welsh street names, with some information about the 'history' of the street.</li> </ul>
Existing Street Names Should Remain As They Are	2	0.4	<ul style="list-style-type: none"> <li>• I think streets that have existing names should keep their existing names rather than be changed but have a bilingual sign. For example "Marine Terrace" in Criccieth is also called "Min-y-Mor" and its street sign shows both.</li> </ul>
Misc.	91	18.7	<ul style="list-style-type: none"> <li>• I don't think there should be Gerrymandering to promote fake positive effects-if Welsh is a viable language it will prosper naturally.</li> <li>• Keep it simple.</li> <li>• Thumbnail sketches of individuals behind new news on dedicated local authority website page.</li> <li>• It cant.</li> <li>• Tough question. Difficult decisions on which welsh words and names to use.</li> </ul>

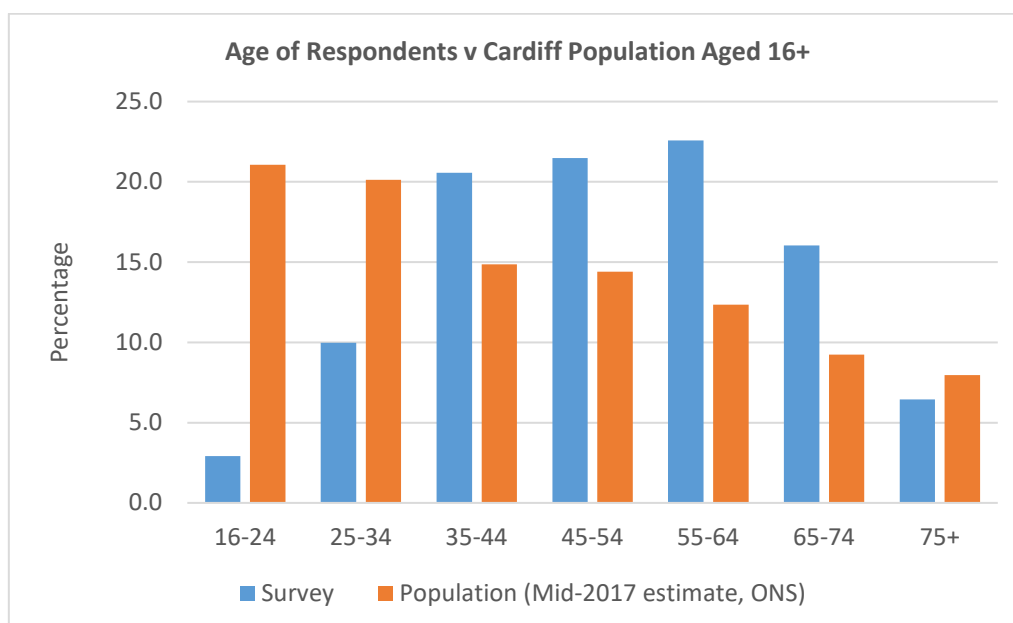
*NB. Percentages do not sum to 100% because answers could fall into more than one category*

## About You

This section contains information on those participating in the survey. The main areas of note are:

- Those age under 35 and 75+ were underrepresented by the survey, whereas those aged 35-74 were overrepresented.
- Respondents to the survey from outside Cardiff (85.6%) were more likely to consider themselves to be Welsh than those residing in Cardiff (75.1%).
- The Welsh language skills of those participating in the survey are much higher than for the Cardiff population as a whole, suggesting that a disproportionate number of Welsh speakers have completed the survey. This is especially true for those residing outside of Cardiff.
  - Only 32.5% of all respondents stated that they had no Welsh language skills, with this figure falling to just 20.0% for non-Cardiff residents. However, according to the 2011 Census, almost nine-tenths (87.2%) of Cardiff residents aged 16+ stated that they had no skills in Welsh. In addition, according to the 2017/18 National Survey for Wales, 76% of those aged 16+ in Cardiff cannot speak Welsh, while only 11% speak Welsh and 13% have some Welsh speaking ability.
- Ethnic minorities were underrepresented by the survey – 93.9% of respondents who provided an ethnic group identified themselves as White: Welsh/English/Scottish/Northern Irish/British; significantly above the comparative figure of 82.1% for the Cardiff population aged 16+ (2011 Census).

### 12. What was your age on your last birthday?



**13. Are you...?**

	Survey		Mid-2017 Population Estimate (% of those Aged 16+)
	No.	%	
Male	639	52.8	49.0
Female	570	47.1	51.0
Other	2	0.2	-
Prefer not to say	46	-	-
<b>Total</b>	<b>1,257</b>	<b>100.0</b>	<b>100.0</b>

NB. Percentages exclude those that answered 'Prefer not to say'

**14. How many children live in your household?**

	Age under 4		Aged 4 - 18	
	No.	%	No.	%
0	850	89.7	752	75.0
1	69	7.3	122	12.2
2	22	2.3	89	8.9
3	0	0.0	21	2.1
4	3	0.3	7	0.7
5+	4	0.4	11	1.1
<b>Total</b>	<b>948</b>	<b>100.0</b>	<b>1,002</b>	<b>100.0</b>

**15. Do you identify as a disabled person?**

	No.	%
Yes	106	8.6
No	1,069	86.5
Prefer not to say	61	4.9
<b>Total</b>	<b>1,236</b>	<b>100.0</b>

**16. Please tick any of the following that apply to you:**

	<b>No.</b>	<b>%</b>
Long-standing illness or health condition (e.g. Cancer, HIV, diabetes or asthma)	132	40.7
Mobility impairment	67	20.7
Deaf / Deafened / Hard of hearing	64	19.8
Mental health difficulties	46	14.2
Visual impairment	26	8.0
Learning impairment / difficulties	9	2.8
Wheelchair user	7	2.2
Other	11	3.4
Prefer not to say	69	21.3
<b>Total Respondents</b>	<b>324</b>	<b>-</b>

NB. Percentages do not sum to 100% because respondents could select more than one option

**17. Do you regard yourself as belonging to any particular religion?**

	<b>No.</b>	<b>%</b>
Yes	473	38.2
No, no religion	662	53.5
Prefer not to say	103	8.3
<b>Total</b>	<b>1,238</b>	<b>100.0</b>

**18. If yes, please specify:**

	<b>No.</b>	<b>%</b>
Christian (Including Church in Wales, Catholic, Protestant and all other Christian denominations)	434	91.9
Buddhist	8	1.7
Muslim	5	1.1
Hindu	2	0.4
Sikh	1	0.2
Jewish	0	0.0
Other	13	2.8
Prefer not to say	9	1.9
<b>Total</b>	<b>472</b>	<b>100.0</b>

**19. How would you describe your sexual orientation?**

	No.	%
Heterosexual/straight	911	76.6
Gay man	55	4.6
Bisexual	53	4.5
Gay woman/Lesbian	13	1.1
Other	6	0.5
Prefer not to say	152	12.8
Total	1,190	100.0

**20. Do you consider yourself to be Welsh?**

	No.	%
Yes	917	76.0
No	289	24.0
Total	1,206	100.0

	Cardiff Residents		Non-Cardiff Residents	
	No.	%	No.	%
Yes	825	75.1	89	85.6
No	273	24.9	15	14.4
Total	1,098	100.0	104	100.0

**21. How would you describe your Welsh language skills?**

	No.	%
Fluent	331	27.3
Moderate	96	7.9
Basic	229	18.9
Learner	163	13.4
None	394	32.5
Total	1,213	100.0

	Cardiff Residents		Non-Cardiff Residents	
	No.	%	No.	%
Fluent	280	25.4	49	46.7
Moderate	90	8.2	6	5.7
Basic	209	18.9	20	19.0
Learner	154	13.9	9	8.6
None	371	33.6	21	20.0
Total	1,104	100.0	105	100.0

## 22. What is your ethnic group?

Ethnic Group	Survey		Census 2011 (% of Those Aged 16+)
	No.	%	
<b>White:</b>	<b>1,120</b>	<b>97.6</b>	<b>86.7</b>
Welsh/English/Scottish/Northern Irish/British	1,078	93.9	82.1
Irish	8	0.7	0.9
Gypsy or Irish Traveller	1	0.1	0.1
Other	33	2.9	3.7
<b>Mixed/Multiple Ethnic Groups:</b>	<b>13</b>	<b>1.1</b>	<b>2.2</b>
White and Black African	1	0.1	0.4
White and Black Caribbean	3	0.3	0.8
White and Asian	5	0.4	0.5
Other	4	0.3	0.5
<b>Asian/Asian British:</b>	<b>8</b>	<b>0.7</b>	<b>7.3</b>
Bangladeshi	1	0.1	1.1
Chinese	0	0.0	1.2
Indian	4	0.3	2.3
Pakistani	2	0.2	1.5
Other	1	0.1	1.2
<b>Black/African/Caribbean/Black British:</b>	<b>6</b>	<b>0.5</b>	<b>2.0</b>
African	3	0.3	1.2
Caribbean	2	0.2	0.4
Other	1	0.1	0.4
<b>Other Ethnic Group:</b>	<b>1</b>	<b>0.1</b>	<b>1.7</b>
Arab	0	0.0	1.1
Any other ethnic group	1	0.1	0.6
Prefer not to say	53	-	-
<b>Total</b>	<b>1,201</b>	<b>100.0</b>	<b>100.0</b>

NB. Percentages exclude those that answered 'Prefer not to say'



# **Appendix A – Citizen’s Panel**

# Join the Cardiff Citizens' Panel and have your say on the future of the city!



## What is Cardiff Citizens' Panel?

Cardiff's Citizen's Panel is currently made up of **5,000** representative members of the public across the city. The Panel is used to inform Cardiff Council and other public services about public opinion and can help provide views on a wide range of issues.

What are the benefits of being on the Citizens' Panel?

-  **You can help shape local decision making Your**
-  **views are heard by decision makers**
-  **You can find out new ideas and plans for Cardiff**
-  **You are representing your community**
-  **You can take part in focus groups and events**

## What do Panel members do?

Panel members complete up to five questionnaires a year - you can choose to complete either paper questionnaires sent to your home or electronic surveys on our website.

Panel members are also invited to attend group discussions or workshops on particular issues they're interested in. Recent examples of topics include the consultation on the Ask Cardiff Survey 2017, Keep Cardiff Moving 2017, Budget Consultation 18/19, Employment Services and Building Resilient Communities Survey and 'Let's Talk' survey for Cardiff and the Vale of Glamorgan.



## What happens to the feedback Panel members provide?

All Panel responses are written up into a report to let decision makers know public opinion. You will also receive regular feedback with a summary of results of the questionnaire and how these results are being used to influence decision making.

## What about confidentiality?

The information you provide will be used to ensure that the Cardiff Citizens' Panel is representative and so that we can invite you to community events run by the Council and its partners working in Cardiff. It will be processed in accordance to the Data Protection Act, with all information treated in the strictest of confidence and will not be sold or handed on to any other organisation for marketing purposes. We will keep your details on file but will delete those details should you ask us to in writing.

## How long would I be a Citizens' Panel Member for?

We ask that you join the Panel for three years at which point we will 'refresh' the Panel to give other members the opportunity to give their views.

## What if I change my mind about being on the Panel?

If you join the Panel but then decide you no longer want to take part, just let us know!

## How do I join the Cardiff Citizen's Panel?

To join the Panel you must be over 18 and live in the Cardiff local authority area - if you qualify, please complete our application form online at

<http://www.cardiff.gov.uk/citizenspanel>

or email

[CardiffDebate@cardiff.gov.uk](mailto:CardiffDebate@cardiff.gov.uk)

to request a copy.

# **Appendix B - Councillor Comments**

In addition to the consultation there were also two emails received from Local Councillors:

**Comment 1**

“What is unclear is that where a new site consisting of say 20 roads is constructed, how the Welsh/English ratio in naming is calculated. My instinctive choice would be 50/50. But the Council’s policy is unclear to me. There needs to be a proportional approach.”

**Comment 2 (In response to the comment above)**

“I would echo the comments and observations of my colleague”

# **Appendix C – Local Resident Comments**

There was also 2 emails received from local residents:

### Comment 1

“Dear friend,

Just a note to say that the new policy of giving Welsh names only to all new streets being built in Cardiff is excellent. Keep at it!”

### Comment 2

“Dear Friends,

I would like to congratulate you on the intention to ensure Welsh language names on new streets. I very much hope as well that we’ll be able to see the familiar Welsh language names on signs that are already used on old streets.

Yours sincerely”

### Comment 3

“I agree with the Council’s intention to work ‘towards parity of usage between Welsh street names and English street names across the city’. I also agree with the intention to adopt ‘a Welsh name that’s consistent with the heritage and local history of an area’ for each street. Cardiff has a rich toponymic heritage and in the areas of new developments, there are plenty of historic Welsh names (farmsteads and fields).

However, I would like to make another important point, that being that the Welsh place names are part of Cardiff English speakers’ heritage as well (and part of the heritage of other language speakers). Welsh names have been borrowed by Cardiff English for centuries, and Prof Peter Wynn Thomas has noted that they form part of the ‘most important body of examples of quite a rare phenomenon: words that were borrowed from Welsh into English’. (The situation with regard to borrowing in the other direction is very different, of course; the English influence on Welsh is expansive in numerous ways.)

In this category of historic names that have been lent to Cardiff English is Cardiff itself and names such as *Cyncoed*, *Gabalfa*, *Lisvane*, *Maindy*, *Mynachdy*, *Pentrebane*, *Radyr*, *Rhiwbina*, *Roath*, *Wentloog* and a number of other names. The way in which these names have been borrowed, from Welsh to English, and adapted with regard to pronunciation and/or spelling, is an unique part of the English language culture in Cardiff. In that respect, Welsh names have enriched that culture.

Although Welsh street names are not as common as English streets in Cardiff, there are examples of using Welsh names in a number of areas. In Grangetown, you have streets such as *Coedcae*, *Llanbradach*, *Clydach*, and *Abercynon* (through the influence of the Bute family), amongst others. In Splott, there are streets called *Aberystwyth* and *Aberdovey*, for instance, and in Gabalfa you have *Aberteifi* and *Aberporth* as street names. Prof. Nicholas Coupland (1984) has discussed how the people of Cardiff would pronounce these names in a variety of ways that is unique to the city.

To summarise, history shows that Welsh names have become the property of everybody in the city, and a unique part of Cardiff English. As well as affording us the opportunity to safeguard historic Welsh names, this policy would allow the people of Cardiff that do not speak Welsh to own that inheritance in their own way.

Coupland, Nicholas. 1984. Social and linguistic considerations in the pronunciation of Welsh place-names in Cardiff. *Papurau Gwaith Ieithyddol Cymraeg Caerdydd / Cardiff Working Papers in Welsh Linguistics*, 3, 31–44

Thomas, Peter Wynn. 1992. Ynganiadau gwael a llygriadau: ffurfiau Saesneg ar enwau priod Cymraeg. *Papurau Gwaith Ieithyddol Cymraeg Caerdydd / Cardiff Working Papers in Welsh Linguistics*, 8, 71–92”

# **Appendix D – Letter / Petition**



A total of 120 unique signatories were received in relation to the letter / petition:

Dear Cardiff Council,

We welcome the council's decision to ensure that all new streets to be built in Cardiff will have a Welsh only name. However, I feel there is room for the council to improve this draft policy, by adding a number of clauses to strengthen it and which will be a clear reflection of local heritage, linguistically and historically:

#### New developments

**The council should ensure that all new developments have a Welsh only name, including estates and new areas.**

**The council should insist that development companies have Welsh language names for any development, at the beginning of the development process, in order to resolve the issue of developments having temporary names that become common names for new developments, such as the Regency Park example to the north of the city.**

**The council also needs to look at the wider effect of its planning policy and how that undermines the general principle.**

#### Streets in the City Centre

**The section concerning the 'bilingual' street names on the main routes into the city centre and the Cardiff Bay area should be revisited.**

**It should be ensured that all streets in these areas show the historical Welsh language names, which are not currently shown on signs. For example, 'Heol y Fuwch Goch' should be used for 'Womanby Street': Heol y Plwca for 'City Road'**

#### Restoring Welsh language Names to streets that already exist that have monolingual English names

**I also believe that a process should be in place to reconsider monolingual English street names that exist already.**

Yours faithfully,

# **Appendix E – Letter / Petition**

A slightly amended version of the letter with additional comments included was also sent by one individual:

Dear Cardiff Council,

I welcome the council's decision to ensure that all new streets to be built in Cardiff will have a Welsh only name. However, I feel there is room for the council to improve this draft policy, by adding a number of clauses to strengthen it and which will be a clear reflection of local heritage, linguistically and historically:

#### New developments

**The council should ensure that all new developments have a Welsh only name, including estates and new areas.**

**The council should insist that development companies have Welsh language names for any development, at the beginning of the development process, in order to resolve the issue of developments having temporary names that become common names for new developments, such as the 'Regency Park' example to the north of the city.**

**The council also needs to look at the wider effect of its planning policy and how that undermines the general principle.**

#### Streets in the City Centre

**The section concerning the 'bilingual' street names on the main routes into the city centre and the Cardiff Bay area should be revisited.**

**It should be ensured that all streets in these areas show the historical Welsh language names, which are not currently shown on signs. For example, 'Heol y Fuwch Goch' should be used for 'Womanby Street': Heol y Plwca for 'City Road'**

#### Restoring Welsh language Names to streets that already exist that have monolingual English names

**I also believe that a process should be in place to reconsider monolingual English street names that exist already. E.g.:**

Caewal Road = **Heol Cae Wal**

St Michael's Road = **Heol Sant Mihangel.**

**Incorrect or monoglot English signs should be corrected. E.g. Yr Aes = Yr Ais. Thornhill Crematorium = Amlogfa'r Ddraenen. Llandaff = Llandaf**

**Place names on signs shouldn't be abbreviated. E.g.: Pen y Bont = Pen-y-bont ar Ogwr**

**Cardiff City Emblem.** Welsh needs to be placed above the English.

**Any name or sign when it's absolutely essential to use both languages: Welsh should be placed first. That is: above the English, or to the left.**

# **Appendix F – Welsh Language Commissioner Letter**



Matthew Wakelam  
[Cynlluniateithio@caerdydd.gov.uk](mailto:Cynlluniateithio@caerdydd.gov.uk)

11/03/2019

Dear Matthew Wakelam,

### Street Naming Policy Consultation

I'm writing to congratulate you on the Street Naming Policy that you are currently consulting upon. I welcome your intention to give Welsh names only to streets in new developments and to establish a panel to give you expert and strategic advice as you undertake the task. I also welcome your intention to give bilingual names to the main routes into the city centre, to areas within the city centre and Cardiff Bay and I encourage you to be ambitious when creating any new Welsh names. This policy provides the perfect opportunity to coin forms which will educate users about the rich history of the Welsh language in Cardiff instead of merely translating the English forms in current circulation.

In relation to point 1.2.3 in particular, the policy would be further strengthened by including a direct reference to the Welsh Language Commissioner's responsibility to standardise Welsh Place-names and including a hyperlink to the [List of Standardised Welsh Place-names](#) published on our website. It would also be valuable to refer to the [Guidelines for Standardising Welsh Place-names](#) that guide our panel's work: although these Guidelines deal mainly with settlement names, they do include principles that are equally relevant to street and property names. In addition, some street names will include the names of other settlements or locations in Cardiff and beyond so it's important to ensure that those elements are spelt consistently. We would encourage you to reference these resources in a prominent place on your website and refer to them as part of your planning processes in order to raise developers' awareness of them. I would also like to draw your attention to the guidance section on our website that includes advice for developers and local authority officers relating to naming new development and including place-names on signage.

Including a reference to the [List of Historic Place-names](#) would also strengthen the policy further. I'm aware that several local authorities refer developers to this list early on in the

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5-7 Heol Eglwys Fair  
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post@comisiynyddygyymraeg.cymru  
Croesewir gohebiaeth yn y Gymraeg a'r Saesneg

comisiynyddygyymraeg.cymru

Welsh Language Commissioner  
Market Chambers  
5-7 St Mary Street  
Cardiff CF10 1AT

0345 6033 221  
post@welshlanguagecommissioner.wales  
Correspondence welcomed in Welsh and English

welshlanguagecommissioner.wales



Comisiynydd y  
Gymraeg  
Welsh Language  
Commissioner

planning process in order for them to seek suitable historic names before unsuitable marketing names start to gain currency. I should emphasise, however, that this is a list of *historic* names and that the forms will not have been standardised. We would be more than willing to advise you regarding how to represent these names in modern and standardised Welsh should you require.

I would also like to suggest that the advice in 4.6 regarding renaming properties could be strengthened by emphasising that there may be historic or linguistic significance to the existing names of properties and that you will urge people to reconsider renaming some historic names. This is common practice in some local authorities and although the problem is not as apparent in an urban area like Cardiff there is a risk that some important names could be lost. The annex to the [Historic Environment Records in Wales: Compilation and Use](#) document provides further guidance on how to consult the List of Historic Place-names when considering renaming applications. Your proposed naming panel may also be able to advise you regarding which names are of special historic significance.

I wrote to the Chief Executive in 2018 to note my eagerness to review the entries in the List of Standardised Place-names on-line for Cardiff. Indeed, it would be timely for you to ensure that they are current and correct before you start to implement this policy. Dr Eleri James, the senior officer responsible for the standardisation project, would be more than willing to discuss this further with you: [eleri.james@cyg-wlc.cymru](mailto:eleri.james@cyg-wlc.cymru).

I look forward to learning what your next steps will be in relation to this work and I would appreciate it if you would send Eleri James an update once this policy has received the necessary approval and is in operation. We will be very interested in learning more about the implementation of the policy and its results in due course.

Yours sincerely,

**Meri Huws**  
Welsh Language Commissioner

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## Appendix 2

### Street Naming Policy consultation: comments and amendments to the text of the policy

From	Comments	Response	Amended policy text (changes in underlined font)
Welsh Language Commissioner	In relation to point 1.2.3 in particular, the policy would be further strengthened by including a direct reference to the Welsh Language Commissioner's responsibility to standardise Welsh Place-names and including a hyperlink to the <a href="#">List of Standardised Welsh Placenames</a> published on our website. It would also be valuable to refer to the <a href="#">Guidelines for Standardising Welsh Place-names</a> that guide our panel's work: although these Guidelines deal mainly with settlement names, they do include principles that are equally relevant to street and property names. In addition, some street names will include the names of other settlements or locations in Cardiff and beyond so it's important to ensure that those elements are spelt consistently. We would encourage you to reference these resources in a prominent place on your website and refer to them as	Recommend that reference is included in the policy and on website, as per suggestion.	1.2.3. The Council has statutory responsibilities and powers to maintain accurate and updated lists of the names of towns, villages, communities and wards as well as new developments. In each case, the Council will ensure that the lists are of a high standard and will conduct an audit of the list that it maintains to ensure standardisation where necessary. <u>Additionally, the Welsh Language Commissioner has responsibility for standardising Welsh place-names. Useful reference documents include the <a href="#">List of Standardised Welsh Placenames</a> and the <a href="#">Guidelines for Standardising Welsh Place-names</a>, both published on the Welsh Language Commissioner's website.</u>

	part of your planning processes in order to raise developers' awareness of them. I would also like to draw your attention to the guidance section on our website that includes advice for developers and local authority officers relating to naming new development and including place-names on signage.		
Welsh Language Commissioner	Including a reference to the <a href="#">List of Historic Place-names</a> would also strengthen the policy further. I'm aware that several local authorities refer developers to this list early on in the planning process in order for them to seek suitable historic names before unsuitable marketing names start to gain currency. I should emphasise, however, that this is a list of historic names and that the forms will not have been standardised. We would be more than willing to advise you regarding how to represent these names in modern and standardised Welsh should you require.	Recommend that reference is included in the policy and on website, as per suggestion.	3.1.1. Cardiff has a significant historical background and therefore to ensure preservation of this heritage, preference will be given to naming schemes with an historical and local context. The Council has a naming panel with external expertise to facilitate, advise and suggest options for all naming matters concerning new developments (see also 1.2.1). <u>Appropriate resources, such as the <a href="#">List of Historic Place-names</a>, should also be referred to.</u>
Welsh Language Commissioner	I would also like to suggest that the advice in 4.6 regarding renaming properties could be strengthened by emphasising that there may be historic or linguistic significance to the existing names of properties and that you will urge people to	Recommend that policy text is amended to refer to historically/ linguistically significant names and to include reference to the Historic Environment Records, as per suggestion.	4.6.1 The name of an existing named property may be changed. The proposed name must not already be in use by any other property, nor sound too similar to any other property name, in the area. A detailed check will be undertaken on receipt of the

	<p>reconsider renaming some historic names. This is common practice in some local authorities and although the problem is not as apparent in an urban area like Cardiff there is a risk that some important names could be lost. The annex to the <a href="#">Historic Environment Records in Wales: Compilation and Use document</a> provides further guidance on how to consult the List of Historic Place-names when considering renaming applications. Your proposed naming panel may also be able to advise you regarding which names are of special historic significance.</p>		<p>application to avoid duplication and names that could be construed as offensive, discriminatory or obscene, or are open to misinterpretation, will not be accepted. <u>Where existing names have particular historic or linguistic significance, renaming may be discouraged.</u> Further guidance is available in the annex to the <a href="#">Historic Environment Records in Wales: Compilation and Use document</a>.</p>
Welsh Language Commissioner	<p>I wrote to the Chief Executive in 2018 to note my eagerness to review the entries in the List of Standardised Place-names on-line for Cardiff. Indeed, it would be timely for you to ensure that they are current and correct before you start to implement this policy. Dr Eleri James, the senior officer responsible for the standardisation project, would be more than willing to discuss this further with you: <a href="mailto:eleri.james@cyg-wlc.cymru">eleri.james@cyg-wlc.cymru</a>.</p>	Work is underway through Bilingual Cardiff – no direct implications for draft policy.	
Welsh Language Commissioner	<p>I look forward to learning what your next steps will be in relation to this work and I would appreciate it if you</p>	Noted	

	would send Eleri James an update once this policy has received the necessary approval and is in operation. We will be very interested in learning more about the implementation of the policy and its results in due course.		
Cymdeithas yr Iaith – template email	Dear Cardiff Council,  I welcome the council's decision to ensure that all new streets to be built in Cardiff will have a Welsh only name. However, I feel there is room for the council to improve this draft policy, by adding a number of clauses to strengthen it and which will be a clear reflection of local heritage, linguistically and historically:	Noted	
Cymdeithas yr Iaith – template email	New developments  The council should ensure that all new developments have a Welsh only name, including estates and new areas.  The council should insist that development companies have Welsh language names for any development, at the beginning of the development process, in order to resolve the issue of developments	Recommend that policy text is amended to reflect the Council position of encouraging the use of Welsh names and seeking to ensure that names reflect local historical/cultural/linguistic heritage through encouraging developers to consult with local communities.	<b>3.2 Use of Unofficial Marketing Titles</b>  <u>3.2.1 In order to ensure that naming reflects the local historical, cultural and linguistic heritage, the Council will encourage developers to consult with local communities at an early stage in the development process. Where naming is considered at an early stage, it may be inappropriate to use unofficial marketing titles.</u>

	<p>having temporary names that become common names for new developments, such as the 'Regency Park' example to the north of the city.</p>		<p>3.2.2 The Council will not adopt unofficial 'marketing' titles or themes used by developers for the sale of new properties, unless an historical or local context has been agreed in advance (see also 3.1.1). In such cases the agreed theme will be adopted as the basis of the approved street naming scheme.</p> <p>3.2.3. The adoption of 'marketing' titles will not be permitted in creating attractive 'unofficial' locality or village names.</p> <p>3.2.4. It is therefore advisable for developers to be cautious in the use of development names for marketing purposes if the name has not been agreed in advance.</p> <p>3.2.5. It should also be pointed out in literature distributed to prospective purchasers that any marketing names are subject to approval and therefore may change.</p>
<p>Cymdeithas yr Iaith – template email</p>	<p>The council also needs to look at the wider effect of its planning policy</p>	<p>Discussed with Bilingual Cardiff, – no direct implications for draft policy.</p>	<p>N/A</p>

	and how that undermines the general principle.		
Cymdeithas yr Iaith – template email	<p>Streets in the City Centre</p> <p>The section concerning the 'bilingual' street names on the main routes into the city centre and the Cardiff Bay area should be revisited.</p> <p>It should be ensured that all streets in these areas show the historical Welsh language names, which are not currently shown on signs. For example, 'Heol y Fuwch Goch' should be used for 'Womanby Street': Heol y Plwca for 'City Road'</p>	Discussed with Bilingual Cardiff and there are no direct implications for wording in the draft policy, however the naming panel will in due course review all the existing bilingual street names in the city as well as suggesting any new names to be adopted, for instance where bilingual names in the Centre and Bay are required to be consistent with the new policy.	N/A
Cymdeithas yr Iaith – template email	<p>Restoring Welsh language Names to streets that already exist that have monolingual English names</p> <p>I also believe that a process should be in place to reconsider monolingual English street names that exist already.</p>	The policy confirms that bilingual names will be used for certain streets and areas of the city. The naming panel will consider any issues that arise concerning bilingual street names in these areas. It follows therefore that there will be no monolingual names in these areas. Outside of these areas, predominantly in the city's residential streets, the policy proposes that streets will remain as they are now in the 'known' language.	N/A

Dr Dylan Foster Evans	<p>I agree with the Council's intention to work 'towards parity of usage between Welsh street names and English street names across the city'. I also agree with the intention to adopt 'a Welsh name that's consistent with the heritage and local history of an area' for each street. Cardiff has a rich toponymic heritage and in the areas of new developments, there are plenty of historic Welsh names (farmsteads and fields). However, I would like to make another important point, that being that the Welsh place names are part of Cardiff English speakers' heritage as well (and part of the heritage of other language speakers). Welsh names have been borrowed by Cardiff English for centuries, and Prof Peter Wynn Thomas has noted that they form part of the 'most important body of examples of quite a rare phenomenon: words that were borrowed from Welsh into English'. (The situation with regard to</p>	Noted.	N/A

borrowing in the other direction is very different, of course; the English influence on Welsh is expansive in numerous ways.) In this category of historic names that have been lent to Cardiff English is Cardiff itself and names such as *Cyncoed*, *Gabalfa*, *Lisvane*, *Maindy*, *Mynachdy*, *Pentrebane*, *Radyr*, *Rhiwbina*, *Roath*, *Wentloog* and a number of other names. The way in which these names have been borrowed, from Welsh to English, and adapted with regard to pronunciation and/or spelling, is an unique part of the English language culture in Cardiff. In that respect, Welsh names have enriched that culture. Although Welsh street names are not as common as English streets in Cardiff, there are examples of using Welsh names in a number of areas. In Grangetown, you have streets such as *Coedcae*, *Llanbradach*, *Clydach*, and *Abercynon* (through the influence of the Bute family), amongst others. In Splott, there are streets called *Aberystwyth* and *Aberdovey*, for instance, and in



	<p>Gabalfa you have <i>Aberteifi</i> and <i>Aberporth</i> as street names. Prof. Nicholas Coupland (1984) has discussed how the people of Cardiff would pronounce these names in a variety of ways that is unique to the city. To summarise, history shows that Welsh names have become the property of everybody in the city, and a unique part of Cardiff English. As well as affording us the opportunity to safeguard historic Welsh names, this policy would allow the people of Cardiff that do not speak Welsh to own that inheritance in their own way. Coupland, Nicholas. 1984. Social and linguistic considerations in the pronunciation of Welsh place-names in Cardiff. <i>Papurau Gwaith Ieithyddol Cymraeg Caerdydd / Cardiff Working Papers in Welsh Linguistics</i>, 3, 31–44</p> <p>Thomas, Peter Wynn. 1992. Ynganiadau gwael a llygriadau: ffurfiau Saesneg ar enwau priod Cymraeg. <i>Papurau Gwaith Ieithyddol Cymraeg Caerdydd / Cardiff Working Papers in Welsh Linguistics</i>, 8, 71–92”</p>		
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Consultation report	Three in five (60.8%) respondents agreed with the proposal to ensure the Council works towards parity between the number of Welsh street names and English street names across the City. In contrast, almost a quarter (23.6%) disagreed with the proposal.	No changes proposed to policy.	N/A
	The overwhelming majority of respondents (93.8%) agreed that preference is given to naming schemes and streets with an historical and local context.	No changes proposed to policy.	N/A
	Over a third (34.6%) of respondents felt that Heritage/History groups should be involved in the naming process, this was followed by local community organisations/affected residents (31.4%) and Welsh Language groups (20.0%)	Noted and recommend that further discussion is needed as to how stakeholder groups/individuals can be involved in the process of street naming. Suggest that the Street Naming Panel offers an appropriate mechanism for this.	N/A
	Almost three-fifths (58.0%) were unsure whether the protocols clearly explain the process which should be followed, while a third (34.8%) felt that they are clearly explained.	A process map has been provided in the Policy.	Process map added to policy document (Appendix 2).
	One in four (23.5%) respondents felt that local residents/businesses/general public should be notified on completion of an application for street naming and numbering. This was followed by	Noted and recommend that further discussion takes place with relevant Council stakeholders to inform operational procedure as	N/A

	delivery companies (18.1%) and Sat Nav systems (14.9%).	appropriate. No changes proposed to policy.	
	Free text responses - How could positive effects on the Welsh language be increased, or negative effects be mitigated?	The response to the consultation included a number of suggestions for increasing positive effects and mitigating negative effects, including supporting the use of the Welsh language through providing help with the pronunciation of street names. Whilst no changes to the policy wording have been made as a result of this feedback, the feasibility of taking forward some suggestions as actions will be explored with appropriate stakeholders. For example, developing a pronunciation guide which would be available on the Council's website, exploring opportunities to involve stakeholders (e.g. local communities, local history groups, children and young people) in the street naming process and providing background information about the development of new street names on the Council's website.	N/A
Councillor response 1:	What is unclear is that where a new site consisting of say 20 roads is	No changes proposed to policy. Provision is made for local	N/A

Councillor response 2:	constructed, how the Welsh/English ratio in naming is calculated. My instinctive choice would be 50/50. But the Council's policy is unclear to me. There needs to be a proportional approach  I would echo the comments and observations of my colleague	discretion in identifying street names, with preference to be given to naming schemes with an historical and local context in order to support Cardiff's historical and linguistic heritage.	
Other amends	Historic Environment Act could be referenced in policy.	Reference added as suggested.	1.1.5 Street naming is also a key element of place-making, and it is important in the context of the Council's commitments to the Well-being of Future Generations Act, and Welsh Language Standards and <u>Historic Environment (Wales) Act 2016</u> .
Other amends	Remove full hyperlink from text and add link to 'website'	Amendment made as suggested.	2.2.3 For the appropriate fees, please refer to the Council's <a href="#">website</a> .
Other amends	Include reference to circumstances in which the use of street names in other languages may be considered.	Amendment made as suggested.	<b>1.2 Welsh Language Considerations</b> 1.2.1. Since the Council has the right to decide on the names of new streets, it recognises the importance of considering local opinion. The policy in relation to new street names will therefore be to adopt a Welsh name that is consistent with the local

			<p>heritage and history of the area. This will remove the issues of English to Welsh translations for street names. The Council will also utilise the external academic expertise of the Bilingual Cardiff Welsh Place/Street Names Panel when deciding on new names. Names will need to be decided in line with the Council's governance procedures. <u>The use of street names in other languages may be considered in exceptional circumstances, where a street name would clearly reflect and be congruent with specific local historical, cultural and linguistic associations and considerations and following consultation with the Street Names Panel and local communities/stakeholders.</u></p>
<p>Other amends</p>	<p>Clarify the decision making process for street naming and numbering.</p>	<p>Amendment made as suggested.</p>	<p><u>1.5.5 On receipt of applications for street naming, following advisory input from the Street Names Panel consultation will be carried out with Royal Mail and the cabinet member whose portfolio this falls under, plus all</u></p>

			<p><u>wards members and community councils, where appropriate. For more detail, please see Appendix 2 (Street Naming and Numbering Process Map).</u></p> <p><u>Any decisions in respect of street naming applications shall be made in line with the Council's Scheme of Delegations.</u></p> <p><u>In the event of concerns being raised regarding an application for a proposed street name not being accepted, the officer with delegated authority will work with the relevant parties and cabinet member to identify a suitable alternative. If it is not possible to reach an agreement, the decision may be referred to Cabinet.</u></p>
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CYNGOR CAERDYDD  
CARDIFF COUNCIL

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STREET  
NAMING  
POLICY

MAI 2019  
MAY 2019

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This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg



## **1 Introduction**

### **1.1 Policy Statement**

- 1.1.1. The aim of this document is to provide advice and guidance to developers and existing property owners about the Street Naming and Numbering policy of Cardiff Council (“the Council”).
- 1.1.2. The naming and numbering of streets and properties in Cardiff is controlled by the Council under the provisions of the Public Health Act 1925 – Sections 17 to 19 (Naming of Streets and Alteration and Indication of Street Names).
- 1.1.3. The purpose of this control is to ensure that the allocation of new or amended street and property names and/or numbers are logical and applied in a consistent manner.
- 1.1.4 Street naming and numbering has a number of important functions, for example, wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly.
- 1.1.5 Street naming is also a key element of place-making, and it is important in the context of the Council’s commitments to the Well-being of Future Generations Act, Welsh Language Standards and Historic Environment (Wales) Act 2016.
- 1.1.6 The Council has historically operated the following standards relating to street naming:
  - In the city centre, core routes into the city centre and the Cardiff Bay area (see Appendix 1 Boundary Map), street naming is bilingual with both Welsh and English on street name plates. There is a historical precedent for this approach and the guiding principle is that these streets are shared streets, as opposed to the city’s purely residential streets. This maintains consistency with other shared public spaces under the Council’s control such as parks and public buildings and allows residents to navigate the capital’s busiest streets in the language of their choice.
  - Outside of this area, existing street names are not required to be bilingual.
- 1.1.7 The Council has a commitment to ensure that it works towards parity between the number of Welsh street names and English street names across the city. Monitoring of street names will be carried out.

### **1.2 Welsh Language Considerations**

- 1.2.1. Since the Council has the right to decide on the names of new streets, it recognises the importance of considering local opinion. The policy in relation to new street names will therefore be to adopt a Welsh name that is consistent with the local heritage and history of the area. This will remove the issues of English to Welsh translations for street names. The Council will also utilise the external academic expertise of the Bilingual Cardiff Welsh Place/Street Names

Panel when deciding on new names. Names will need to be decided in line with the Council's governance procedures. The use of street names in other languages may be considered in exceptional circumstances, where a street name would clearly reflect and be congruent with specific local historical, cultural and linguistic associations and considerations and following consultation with the Street Names Panel and local communities/stakeholders.

- 1.2.2. With the exception of those street names considered 'bilingual' by the Council under 1.1.6, there will be no change to existing street names and these will remain in the 'known' language to mitigate potential confusion.
- 1.2.3. The Council has statutory responsibilities and powers to maintain accurate and updated lists of the names of towns, villages, communities and wards as well as new developments. In each case, the Council will ensure that the lists are of a high standard and will conduct an audit of the list that it maintains to ensure standardisation where necessary. Additionally, the Welsh Language Commissioner has responsibility for standardising Welsh place-names. Useful reference documents include the [List of Standardised Welsh Placenames](#) and the [Guidelines for Standardising Welsh Place-names](#), both published on the Welsh Language Commissioner's [website](#).
- 1.2.4 Any bilingual street name plate signs will display the Welsh language above the English language when new or replacement signs are required.

### **1.3 Well-being of Future Generations**

- 1.3.1. The Well-being of Future Generations (Wales) Act 2015 is about improving the social, economic, environment and cultural well-being of Wales. It sets out seven national well-being goals, including 'A Wales of vibrant culture and thriving Welsh Language'. Ensuring that the naming of streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked, will play an important role in delivering this well-being goal.

### **1.4 Importance of Street Naming and Numbering**

- 1.4.1. Street naming and numbering allows a unique identity to be assigned to a street and subsequently any associated property which may be accessed via the street.
- 1.4.2. The registration of a property is becoming an increasingly important issue. Maintaining a comprehensive, consistent and high standard for the naming of streets and numbering or naming properties is essential as it allows:
  - Emergency Services to find a property quickly – delays can cost lives and money
  - Efficient delivery of mail
  - Visitors to locate their destination
  - Reliable delivery of services and products

- Records of service providers to be kept in an effective manner
- Companies to accept an address for official purposes in providing telecom services, insurance, banking, credit rating and the like.

1.4.3 Reference should be made to Local Development Plan (LDP) Policy KP5: Good Quality and Sustainable Design, which outlines requirements for new developments in terms of legibility and place-making, to ensure that they “make a positive contribution to the creation of distinctive communities, places and spaces” (LDP 2006 – 2026, p.64). The Cardiff Residential Design Guide SPG (January 2017) also sets out in detail the issues that a design for new residential development in Cardiff should address as it seeks planning permission.

### **1.5 Who is responsible for Street Naming and Numbering?**

- 1.5.1. The Council has statutory responsibilities and powers, within the context of adoptive legislation, for the naming of streets, alteration of street names and indication of street names. The Council also has additional discretionary powers to provide a number or name to a property.
- 1.5.2. It should be noted that Royal Mail has no statutory responsibilities or powers either to name a street or to name, number, rename or renumber a property.
- 1.5.3. Royal Mail has sole responsibility for assigning a postcode following liaison and notification of new or amended address details by the Council.
- 1.5.4. The Council as the statutory naming and numbering authority undertakes appropriate checks within the Corporate Address Gazetteer and wider consultation and liaison with Royal Mail who are responsible for the Postcode Address File (PAF) in regard to new property and/or street names. This minimises potential duplication and confusion and ensures that a consistent and unambiguous approach is adopted across Cardiff.
- 1.5.5 On receipt of applications for street naming, following advisory input from the Street Names Panel consultation will be carried out with the cabinet member whose portfolio this falls under and Royal Mail, plus all wards members and community councils, where appropriate. For more detail, please see Appendix 2 (Street Naming and Numbering Process Map). Any decisions in respect of street naming applications shall be made in line with the Council’s Scheme of Delegations. In the event of concerns being raised regarding an application for a proposed street name not being accepted, the officer with delegated authority will work with the relevant parties and cabinet member to identify a suitable alternative. If it is not possible to reach an agreement, the decision may be referred to Cabinet.

## **2 Street Naming and Numbering – Guidance for Applicants**

### **2.1 When to Apply**

2.1.1. Applications for Street Naming and Numbering services should be made by:

- Individuals or organisations wishing to add a name to an existing numbered only property
- Individuals or organisations wishing to rename an existing named property
- Individuals or developers building new properties which include new residential properties, commercial premises, industrial units and the like
- Individuals or developers wishing to amend layouts for new developments that have already gone through the formal naming and numbering process
- Individuals or developers undertaking conversions of existing properties which will result in the creation of new residential properties or business premises. This will include existing buildings which are sub-divided into flats or offices, barns converted into residences and the splitting of commercial units
- Residents wishing to rename a street
- Individuals and businesses seeking confirmation of an address.

2.1.2. Applicants should consult with the Council at the earliest opportunity to avoid potential delays. Applications should be submitted as soon as possible after formal planning consent and/or building regulation approval for the proposal has been granted.

### **2.2 How to Apply and Costs**

2.2.1 Applications should be made online at <https://cardiffhighways.startraqdom.com/login/new>. Applicants will need to register on the system and then select 'Street Naming & Numbering' from the drop down list.

2.2.2. All requests for Street Naming and Numbering services must include an appropriately scaled location plan (to a scale no less than 1:1250) and in the case of new developments, a layout plan indicating plot numbers and the position of the properties in relation to the geographical surroundings.

2.2.3 Charges for Street Naming and Numbering services are based on the number of streets, blocks, units and floors in a development. For the appropriate fees, please refer to the Council's [website](#).

## **3 Street Naming and Numbering for New Developments**

### **3.1 General Principle**

3.1.1. Cardiff has a significant historical background and therefore to ensure preservation of this heritage, preference will be given to naming schemes with an historical and local context. The Council has a naming panel with external expertise to facilitate, advise and suggest options for all naming matters

concerning new developments (see also 1.2.1). Appropriate resources, such as the [List of Historic Place-names](#), should also be referred to.

3.1.2. If no historical link can be established directly to the land under development then adjacent areas may be explored for ideas.

3.1.3. In the event that no historical or local context can be determined, and the proposed development consists of a network of streets or buildings, a theme may be suggested. Again, care should be taken to ensure that any proposed theme meets the protocols contained in this document.

### **3.2 Use of Unofficial Marketing Titles**

3.2.1. In order to ensure that naming reflects the local historical, cultural and linguistic heritage, the Council will encourage developers to consult with local communities at an early stage in the development process. Where naming is considered at an early stage, it may be inappropriate to use unofficial marketing titles.

3.2.2. The adoption of 'marketing' titles will not be permitted in creating attractive 'unofficial' locality or village names.

3.2.3. It is therefore advisable for developers to be cautious in the use of development names for marketing purposes if the name has not been agreed in advance.

3.2.4. It should also be pointed out in literature distributed to prospective purchasers that any marketing names are subject to approval and therefore may change.

### **3.3 Proposed Themes**

3.3.1. A developer proposing a theme for a new development should consider the following:

- The suggested street or building name(s) should have a proven historical or local context and a link directly to the development site or adjacent area
- The naming of streets or buildings after specific individuals can be a somewhat subjective issue. The policy will therefore be to only include an individual or person's name, either past or present, in approved naming schemes if an appropriate historic or legacy link can be established
- The only exception will be in such instances where historic geographic locations are referred to as proper names i.e. Kimberley Park, John's Wood etc. The suggested street or property naming scheme will not be the same or similar to any existing names in Cardiff to avoid possible confusion

- Where no historical or local context can be established and a network of streets or buildings will be created, the developer may submit a suggested theme, with appropriate reasons, for consideration
- Suggested street or building names which are aesthetically unsuitable should be avoided, for example, Gaswork Road, Tip House, references to Twll and Tomen/Domen etc. Suggested Street or building names which are capable of deliberate misinterpretation should be avoided, for example Hoare Road, Typple Avenue, Quare Street etc. Where there are compelling historical reasons to keep or include such an element in a street name, agreement on the merits of this needs to be secured through consultation with the naming panel
- Suggested street or building names that could be considered in contravention of the Equality Act 2010 or construed as offensive or obscene will not be accepted under any circumstance
- Subsidiary names (e.g. a row of buildings within an already named road being called ‘...Terrace’), should be avoided if possible.

## **4 Approving Naming and Numbering Schemes**

### **4.1 Street Names**

4.1.1. All new street names should start with one of the following prefixes in the case of Welsh language translations (suffixes in the case of English translations) applied in the following context, however this is not an exhaustive list and in exceptional circumstances alternatives may be permitted.

<b>Prefixes</b>	<b>English translation</b>	<b>Meaning</b>
Heol	Road	for any major road or thoroughfare
Rhodfa / Coedlan	Avenue	for any road or thoroughfare
Rhodfa	Drive	for any road or thoroughfare
Stryd / Heol	Street	for any road or thoroughfare
Ffordd / Heol	Way	for any road or thoroughfare
Llwyn	Grove	for residential roads
Stablau	Mews	for residential roads
Plas / Maes	Place	for residential roads
Tai	Villas	for residential roads
Gerddi	Gardens	for residential roads (provided there is no confusion with local open space)
Clos	Close	for cul de sac only
Cwrt / Llys	Court	for cul de sac and residential blocks only

Pen	End	for cul de sac only
Cylch	Circle	for roads with same start and end point
Cilgant	Crescent	for a crescent shaped road
Sgwâr	Square	for a square only
Teras / Rhodfa	Terrace	for a terrace of houses
Bryn / Rhiw	Hill	for hillside road only
Crib	Ridge	for hillside road only
Rhiw / Tyle	Rise	for hillside road only
Rhes / Stryd	Row	for residential roads in appropriate circumstance
Bro / Glyn	Vale	for residential roads in appropriate circumstance
Golwg	View	for residential roads in appropriate circumstance
Comin	Common	for roads in appropriate circumstance
Rhodfa	Parade	for roads in appropriate circumstance
Parc	Park	for roads in appropriate circumstance
Trem	Reach	for roads in appropriate circumstance
Lôn / Lôn Gefn	Lane	for any road or thoroughfare in a rural area (or in appropriate circumstance)
Dôl	Meadow	for any road or thoroughfare in a rural area
Dôl	Mead	as an alternative to above
Coedlan / Glyn	Dene	for roads with historic link to wooded valley
Glanfa	Wharf	for roads parallel or adjacent to navigable waterways
Cylchfan	Circus	for a large roundabout
Ffordd / Rhodfa	Walk	for pedestrian ways
Llwybr	Path	for pedestrian ways
Llwybr Troed	Footpath	for pedestrian ways
Rhandy	Annexe	for a single development
Pont	Bridge	in appropriate circumstance
Ffordd Osgoi	Bypass	for roads in appropriate circumstance
Cornel	Corner	for roads in appropriate circumstance
Cwrs	Course	for roads in appropriate circumstance
Crib	Crest or Ridge	for roads in appropriate circumstance
Croesfan	Crossing	for roads in appropriate circumstance

Pant	Dale	for roads in appropriate circumstance
Ystâd	Estate	in appropriate circumstance
Ffordd Gyflym	Expressway	for roads in appropriate circumstance
Cae	Field	for roads in appropriate circumstance
Gwastatir	Flats	in appropriate circumstance
Rhyd	Ford	for roads in appropriate circumstance
Coed (or Coedwig)	Forest	in appropriate circumstance
Gardd (or Gerddi)	Garden(s)	in appropriate circumstance
Porth	Gateway or Port	in appropriate circumstance
Lawnt (or Clwt)	Green	in appropriate circumstance
Llwyn or Gelli	Grove	in appropriate circumstance
Harbwr	Harbour	in appropriate circumstance
Trum	Heights	in appropriate circumstance
Ynys	Isle or Island	in appropriate circumstance
Cnwc	Knoll or Hillock	in appropriate circumstance
Loc	Lock	in appropriate circumstance
Porthordy (or Porthdy or Caban)	Lodge	in appropriate circumstance
Maenor (Maenordy)	Manor	in appropriate circumstance
Melin	Mill	in appropriate circumstance
Mynydd	Mount	in appropriate circumstance
Perllan	Orchard	in appropriate circumstance
Trosffordd	Overpass	in appropriate circumstance
Parcfordd	Parkway	in appropriate circumstance
Tramwyfa	Passage	in appropriate circumstance
Tyrpeg (or Tollborth)	Turnpike (or Pike)	in appropriate circumstance
Pinwydd	Pines	in appropriate circumstance
Trwyn (or Penrhyn)	Point or Peninsula	in appropriate circumstance
Gorffwysfa	Rest	in appropriate circumstance
Glan	Shore	in appropriate circumstance
Ffynnon /Ffynhonnau	Well(s)	in appropriate circumstance
Esgair	Spur (of hill/mountain)	in appropriate circumstance
Copa	Summit	in appropriate circumstance
Tanffordd	Underpass	in appropriate circumstance
Traphont	Viaduct	in appropriate circumstance
Golygfa	Vista	in appropriate circumstance
Golwg (or Trem)	View	in appropriate circumstance
Ffrwd	Spring(s)	in appropriate circumstance



Allt	Hill (large wooded hill)	in appropriate circumstance
Rhos	Moor; Heath	in appropriate circumstance
Sŵn	Sound(s) or Chime	in appropriate circumstance
Basn	Basin	in appropriate circumstance
Capel	Chapel	in appropriate circumstance
Arglawdd or Torlan	Embankment or Bank (of River)	in appropriate circumstance
Morfa or Cors	Salt marsh or inland marsh	in appropriate circumstance
Gwastadeddau	Levels	in appropriate circumstance

4.1.2. The use of North, South, East or West as a suffix is generally not acceptable. However, it is acknowledged that in exceptional circumstances it may be appropriate to do so to facilitate identification.

## 4.2 Property Numbering Sequence

4.2.1. The following protocols will be applied to new development schemes:

- Short cul-de-sac and small-scale development will be numbered consecutively in a clockwise direction. Longer cul-de-sac development will again be numbered with odd property numbers allocated to the left and even property numbers allocated to the right
- Where a street numbering sequence may not exist, predominantly in rural areas, it will be appropriate to allocate agreed property names. However, all approved property names will be addressed directly to the nearest officially designated street name to enable emergency services to locate a property quickly
- Infill development (new properties built between existing properties or in the grounds of an existing property) on a numbered street will be given the same house number as the property preceding the infill followed by a suffix of 'A', 'B'. For example 24A, 24B etc
- Properties, in particular those occupying corner sites, will be numbered or named according to the street in which the main entrance is accessed and located. The manipulation of property names or numbers in order to secure a more prestigious address or to avoid an address, which is thought to have undesired associations, will not be permitted
- Blocks of flats and apartments may be given a name but each individual flat or apartment will be numbered consecutively. The naming panel can advise on naming within developments

- All commercial properties should be individually numbered or named apart from exceptional circumstance where the business or organisation name is the only way of uniquely identifying the property.

### **4.3 Shopping Centres, Retail Parks and Industrial Estates**

4.3.1. In order to minimize confusion, the address of each commercial property will be a sustainable address that can be re-used regardless of the business or organisation that occupies the property. Appropriate unit numbers will be allocated which will remain constant even in the event that the business who occupies the premises should change. The unit number should be displayed prominently on each building.

4.3.2. Shopping Centres, Arcades or Malls:

A name will be agreed and each shop or unit within will be required to have its own unique number. The street from which the building is deemed to have its main or primary access will be the street used in the official address. Alternative access points will be recorded in the Council's Corporate Address Gazetteer and supplied accordingly to both internal and external stakeholder partners.

4.3.3. Retail Parks and Open Air Shopping Precincts:

A name will be agreed with the Council for the park or precinct. The protocols will be as defined above. For example: Unit A, James Square, Ely.

4.3.4. Industrial Estates:

Where appropriate a name will be given to an industrial estate. Each individual unit or yard will be required to have a unique number. The protocols outlined above will apply.

4.3.5. If the shopping centre, arcade, mall, Retail Park or shopping precinct comprises of more than one officially named street, and these streets are deemed to require appropriate naming, the properties will be numbered to the street from which they are accessed. Therefore an approved locality will be assigned to assist in identification.

4.3.6. It should be noted that names for Shopping Centres, Retail Parks and Industrial Estates etc are subject to the same principles as those outlined for street or building names which are set out in Sections 2 and 3. It is recommended that contact is made with the Street Naming & Numbering team at the earliest stage of development so proposed naming and numbering schemes can be agreed from the outset.

### **4.4 Activation of New Addresses**

4.4.1. When a new development has been approved, addresses are created by the Council as 'provisional' entities. The details of the proposed development are

shared with Royal Mail who subsequently 'hold and record' the addresses on their 'Not Yet Built' address database. To avoid any issues of post being sent to non-existent properties the addresses are not activated until occupation or the properties are near completion and therefore are able to receive postal services.

- 4.4.2. As each property nears completion the developer will be required to notify Royal Mail to ensure that the appropriate records are moved from their 'Not Yet Built' database into the Postcode Address File (PAF) making it available for general use and referencing across the United Kingdom.

#### **4.5 Adding a Name to an Existing Numbered Property**

- 4.5.1. The allocation of a property name may be permitted where an existing numbering scheme is in place. The name will be in addition to the number and is not a replacement. The name must not already be in use by any other property, nor sound too similar to any other property name, in the area. A detailed check will be undertaken on receipt of the application to avoid duplication and names that could be construed as offensive, discriminatory or obscene, or are open to misinterpretation, will not be accepted.

#### **4.6 Renaming an Existing Named Property**

- 4.6.1. The name of an existing named property may be changed. The proposed name must not already be in use by any other property, nor sound too similar to any other property name, in the area. A detailed check will be undertaken on receipt of the application to avoid duplication and names that could be construed as offensive, discriminatory or obscene, or are open to misinterpretation, will not be accepted. Where existing names have particular historic or linguistic significance, renaming may be discouraged. Further guidance is available in the annex to the [Historic Environment Records in Wales: Compilation and Use document](#).

#### **4.7 Converting an Existing Building**

- 4.7.1. The conversion or sub-division of a residential property resulting in a single point of entry from which all the flats are accessed will be numbered rather than described or lettered. For example, Flat 1 as opposed to First Floor Flat or Flat A.
- 4.7.2. A merged property will utilise the numbers of the original properties where premises numbers are used. For example, the merging of two properties at 4 High Street and 6 High Street or Unit 1 Trading Estate and Unit 2 Trading Estate will result in new addresses of 4-6 High Street and Unit 1-2 Trading Estate respectively.

#### **4.8 Street Renaming**

- 4.8.1. The alteration of a street name in Cardiff is undertaken within the provision of the Public Health Act 1925, Section 18 ~ Alteration of a street name.

- 4.8.2. The Council by order may alter the name of any street, or part of a street, or may assign a name to any street, or part of a street, to which a name has not been given.
- 4.8.3. In the event that an existing street name is required to be altered or a street name is assigned to a street to which a name has not been previously given existing residents will be consulted.
- 4.8.4. Where residents request the naming or renaming of an existing street and where two thirds of residents are in agreement, an application may be made to change the name of a street. The application will require specific reasons in relation to the request which will include the choice of the new name. The new name must adhere to the principles set out within this policy.

#### **4.9 Re-numbering existing properties/buildings or re-naming a street**

- 4.9.1. The re-numbering of existing property(s) will be considered when changes occur which give rise (or are likely to give rise) to problems for the delivery of services or issues identified by the emergency services. The process can be time consuming and can result in additional cost, disruption or inconvenience to individual occupiers, and so should be avoided wherever possible.
- 4.9.2. For new developments within an existing street the use of suffixes, or re-numbering where just a few properties are affected, is preferable to wholesale re-numbering of a street. However, this is not always possible and the re-naming of streets and renumbering of properties will be at the discretion of the Council.

#### **4.10 Notification of Address Change Intelligence to Internal and External Partners**

- 4.10.1. On completion of an application for Street Naming and Numbering, the Council will include the following partners as part of the formal notification process. The list is not exhaustive and additional partners may be added as required.
- All Internal Council Service Areas
  - South Wales Police
  - Welsh Ambulance Service Trust
  - South Wales Fire & Rescue
  - Wales NHS
  - Ordnance Survey
  - Royal Mail
  - The Valuation Office Agency
  - Land Registry
  - Dwr Cymru
  - Severn Trent
  - National Land and Property Gazetteer
  - Electoral Services
  - Open Reach

- Utilities
- Western Power.

## **5 Cardiff Council Corporate Address Gazetteer**

- 5.1.1. There are two primary sources of address information in use across the UK.
- 5.1.2. As a local authority, the Council are required to manage and maintain a Corporate Address and Street Gazetteer with regular change updates being provided to the respective National Address and Street Gazetteer central hub.
- 5.1.3. The Corporate Address and Street Gazetteers, which are managed and maintained by all local and unitary authorities across Wales, England and Scotland, are the keystone for the on-going development and delivery of the national address infrastructure programme for Great Britain.
- 5.1.4. The National Address and Street Gazetteer are managed by GeoPlace (a public sector limited liability partnership between the Local Government Association and Ordnance Survey) providing definitive and up-to-date sources of publicly owned spatial address and street data.
- 5.1.5. The National Gazetteers are recognised as critical components for the development of a comprehensive register of accurate address and street information for both the public and private sectors.
- 5.1.6. The Corporate Gazetteers comply with the British Standard BS7666 – Spatial Datasets for Geographical Referencing Part 1 and 2 and the National Data Entry Convention Guidelines as agreed by the designated maintaining authorities.
- 5.1.7. The addresses contained within the Corporate Address Gazetteer may differ to those held by Royal Mail as they are required to underpin differing business requirements and needs.
- 5.1.8. The Royal Mail postcode address file (PAF) is specifically designed to support the delivery of postal delivery services and Royal Mail do not accept any responsibility or liability for the use of PAF for any other purpose or intended use outside of the delivery of these services.
- 5.1.9. The Corporate Address Gazetteer is intended to facilitate the accurate delivery of all services and is based on the actual geographic location of the property but also includes post town as used by Royal Mail.
- 5.1.10. In addition, the Corporate Address Gazetteer includes additional non-postal objects such as development and agricultural land, woodlands, parks, churches, public conveniences, to name but a few which are not encompassed within PAF.
- 5.1.11. The Council's Corporate Address Gazetteer is the primary address register used in the delivery of Council services.

## Appendix 1 - City Centre and Cardiff Bay Boundary



## Appendix 2 Street Naming and Numbering Process Map

1. Register for the Cardiff Highways online system:  
<https://cardiffhighways.startraqdome.com/login/new>
2. Submit an application online to request:
  - Creation of new street name(s)
  - New development / New address(es)
  - New property name(s) and/or numbers
  - Amendment to development layout
  - Renaming an existing street at the residents request
  - Changes to existing properties
  - Renaming and/or renumbering existing properties
  - Confirmation of an address
3. Fees will be confirmed in writing to the applicant via email.
4. When payment is received, the Street Referencing function can commence.
5. Where appropriate, consultation should be carried out with stakeholders and local communities at the earliest opportunity, in line with the Council's Street Naming Policy.
6. Applications consisting of new roads/streets will be sent to the Bilingual Cardiff Welsh Place/Street Names Panel for comment and advisory input.
7. Following appropriate research, feedback from the panel will be provided to the Street Naming & Numbering Officer who will consult with Royal Mail/the appropriate Cabinet member/Local Ward Members/Community Councils.
8. Following consultation with Royal Mail/the appropriate Cabinet member/Local Ward Members/Community Councils, the names & numbers will be allocated a plot and number plan.
9. An Authorisation Report will be completed officially allocating the new street names to the development.
10. The Council will prepare the street referencing information and send it to Royal Mail for their approval and postcode confirmation.
11. When approval is given by Royal Mail and they have confirmed the postcode, the Council will notify internal and external stakeholders.
12. Email confirmation will be sent to the applicant.
13. Application will be closed.

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Equality Impact Assessment  
Corporate Assessment Template

**Policy/Strategy/Project/Procedure/Service/Function Title: Parking Standards and Managing Transport Impacts Supplementary Planning Guidance (SPG)**

**New/Existing/Updating/Amending: New**

**Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?**

Name: Paul Carter

Job Title: Operational Manager

Service Team: Transport Policy

Service Area: Planning, Transport and Environment

Assessment Date: August 2019

**1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?**

The objectives of the Street Naming Policy are to ensure that Cardiff Council can meet the statutory responsibilities and powers it has, within the context of adoptive legislation, for the naming of streets, alteration of street names and indication of street names. The Council also has additional discretionary powers to provide a number or name to a property.

Street naming and numbering has a number of important functions, for example, wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly.

Street naming is also a key element of place-making, and it is important in the context of the Council's commitments to the Well-being of Future Generations (Wales) Act 2015, Welsh Language Standards and Historic Environment (Wales) Act 2016. Ensuring that the naming of new streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked, will help to deliver on the national well-being goal, 'A Wales of vibrant culture and thriving Welsh Language'.

**2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]**

This Street Naming Policy has been developed to provide advice and guidance to developers and existing property owners, setting out how the Council controls the naming and numbering of streets and properties under the provisions of the Public

## CARDIFF COUNCIL

### Equality Impact Assessment Corporate Assessment Template

Health Act 1925 – Sections 17 to 19.

In line with the Council's commitment to the Welsh Language Standards, there are important Welsh language considerations in relation to new street names. The Council has a commitment to ensure that it works towards parity between the number of Welsh street names and English street names across the city. Monitoring of street names will be carried out.

Guidance for developers is provided in the policy, which sets out the process which should be followed in naming and numbering new developments, including consultation with the Bilingual Cardiff Welsh Place/Street Naming Panel. The naming panel provides external expertise to facilitate, advise and suggest options for all naming matters concerning new developments. The policy also outlines the protocols which should be followed in numbering new developments, renaming/renumbering existing properties/streets and activating new addresses.

Consultation has been carried out on the policy. The Council's commitments under the Well-Being of Future Generations (Wales) Act 2015 require that the sustainable development principle is applied to all of the Council's activities through the five ways of working, which emphasises the need for Collaboration and Involvement in developing and appraising proposals and policies. Consultation with stakeholders and the public was undertaken using, for example, online communication and contact through key services such as libraries and hubs, as well as direct contact with key stakeholder groups.

The public consultation received 2,248 responses. Key results include:

- Three in five (60.8%) respondents agreed with the proposal to ensure the Council works towards parity between the number of Welsh street names and English street names across the City. Almost a quarter (23.6%) disagreed with the proposal.
- An overwhelming majority of respondents (93.8%) agreed that preference is given to naming schemes and streets with an historical and local context.
- A number of respondents provided suggestions for involving local communities in the street naming process.
- Three in five (61.5%) respondents thought the proposed street naming policy would have a positive effect on the Welsh language. This included 25.3% who felt it would have a very positive effect. Three in ten (30.1%) felt the policy would have no effect at all.

### 3 Assess Impact on the Protected Characteristics

4.C.400	Issue 1	Nov 11	Process Owner: Rachel Jones	Authorised: Rachel Jones	Page 2
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**CARDIFF COUNCIL**

**Equality Impact Assessment  
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**3.1 Age**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	Y		
18 - 65 years	Y		
Over 65 years	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals of all ages, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

**3.2 Disability**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	Y		
Physical Impairment	Y		
Visual Impairment	Y		
Learning Disability	Y		
Long-Standing Illness or Health Condition	Y		
Mental Health	Y		
Substance Misuse	Y		

**CARDIFF COUNCIL**

**Equality Impact Assessment  
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Other	<b>Y</b>		
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**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals with disabilities, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

**3.3 Gender Reassignment**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	<b>Yes</b>	<b>No</b>	<b>N/A</b>
<b>Transgender People</b> (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)	<b>Y</b>		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on

## CARDIFF COUNCIL

### Equality Impact Assessment Corporate Assessment Template

different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

#### What action(s) can you take to address the differential impact?

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

#### 3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage	Y		
Civil Partnership	Y		

#### Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

#### What action(s) can you take to address the differential impact?

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Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

#### 3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	Y		
Maternity	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

#### 3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	Y		

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Mixed / Multiple Ethnic Groups	<b>Y</b>		
Asian / Asian British	<b>Y</b>		
Black / African / Caribbean / Black British	<b>Y</b>		
Other Ethnic Groups	<b>Y</b>		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

**3.7 Religion, Belief or Non-Belief**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	<b>Yes</b>	<b>No</b>	<b>N/A</b>
Buddhist	<b>Y</b>		
Christian	<b>Y</b>		
Hindu	<b>Y</b>		
Humanist	<b>Y</b>		
Jewish	<b>Y</b>		
Muslim	<b>Y</b>		
Sikh	<b>Y</b>		
Other	<b>Y</b>		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient

**CARDIFF COUNCIL**

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delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

**3.8 Sex**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	Y		
Women	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed



## CARDIFF COUNCIL

### Equality Impact Assessment Corporate Assessment Template

appropriately and that no negative differential impacts are resulting from the policy.

#### 3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual	Y		
Gay Men	Y		
Gay Women/Lesbians	Y		
Heterosexual/Straight	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.

#### 3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Y		

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**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The Policy has the potential to facilitate positive impacts by ensuring that all properties are assigned an official address, assisting key functions such as wayfinding, efficient delivery of mail and ensuring the emergency services can locate properties quickly. This could be particularly beneficial for vulnerable individuals, who may be reliant on different services for help and support. The policy can support this provision by ensuring a clear, coherent and transport street naming process is followed, including maintaining the corporate gazetteer and working closely with key stakeholders (e.g. emergency services) to provide accurate information about new street names and addresses.

Place making, including street names with local significance, can help increase community cohesion, increase a sense of tradition, culture and heritage.

The Policy outlines a commitment to work towards parity in the number of Welsh and English street names. In the context of the Council's commitments to the Well-being of Future Generations Act and Welsh Language Standards, ensuring that the naming of new streets in Cardiff reflects local heritage, with names for new developments which are historically, culturally and linguistically linked, will help to deliver on the national well-being goal, 'A Wales of vibrant culture and thriving Welsh Language'.

The public consultation received 2,248 responses. Key results include:

- Three in five (60.8%) respondents agreed with the proposal to ensure the Council works towards parity between the number of Welsh street names and English street names across the City. Almost a quarter (23.6%) disagreed with the proposal.
- Three in five (61.5%) respondents thought the proposed street naming policy would have a positive effect on the Welsh language. This included 25.3% who felt it would have a very positive effect. Three in ten (30.1%) felt the policy would have no effect at all.

**What action(s) can you take to address the differential impact?**

Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy. The policy also commits to monitoring the proportion of Welsh/English street names.

## CARDIFF COUNCIL

### Equality Impact Assessment Corporate Assessment Template

#### 4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

A full internal and external consultation has been held on the draft Street Naming Policy.

#### 5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	Monitor and review the process to ensure that the policy is being followed appropriately and that no negative differential impacts are resulting from the policy.
Disability	As above
Gender Reassignment	As above
Marriage & Civil Partnership	As above
Pregnancy & Maternity	As above
Race	As above
Religion/Belief	As above
Sex	As above
Sexual Orientation	As above
Welsh Language	As above. The policy also commits to monitoring the proportion of Welsh/English street names.
Generic Over-Arching [applicable to all the above groups]	

#### 6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

#### 7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By :	Date:
Designation:	

CARDIFF COUNCIL

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Approved By:	
Designation:	
Service Area:	

- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email [citizenfocus@cardiff.gov.uk](mailto:citizenfocus@cardiff.gov.uk)

**COUNCIL:****12 SEPTEMBER 2019**

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**LEADER & CABINET STATEMENTS**

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1. Leader Statement – Councillor Huw Thomas
2. Cabinet Member, Children & Families – Councillor Hinchey
3. Cabinet Member, Social Care, Health & Well-being – Councillor Elsmore
4. Cabinet Member, Strategic Planning & Transport – Councillor Wild
5. Cabinet Member, Investment & Development – Councillor Goodway
6. Cabinet Member, Culture & Leisure – Councillor Bradbury
7. Deputy Leader, Education, Employment & Skills Statement - Councillor Merry
8. Cabinet Member, Finance Modernisation & Performance - Councillor Weaver
9. Cabinet Member, Housing & Communities - Councillor Thorne
10. Cabinet Member, Clean Streets, Recycling & Environment – Councillor Michael

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**STATEMENT OF THE LEADER**

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**Brexit Preparedness Update**

Pending approval or otherwise by the UK Parliament of a new Brexit deal this month ahead of 31 October 2019 when the UK is due to leave the EU, work has continued in recent weeks on Brexit planning and preparation, with a specific focus on a No-Deal scenario. Last month, the Auditor General for Wales reaffirmed his assessment that a No-Deal *“remains a possible outcome; for which public services in Wales need to be prepared”*.

As I have previously updated Council, established processes are in place to reasonably plan, prepare and respond to the identified issues which may occur as a consequence of Brexit. The Council continues to engage with National Government, Welsh Government, Welsh Local Government Association and Public Service Delivery partners through established structures to identify and respond to relevant issues.

The work has included a review of Business Continuity Plans and Emergency Planning Arrangements, as well as the production of Assurance Statements by Directorates confirming that arrangements are in place to respond to issues identified by local, regional and national planning work. This has included a consideration of the resilience of supply chains, particularly those supporting key services. A Brexit Issues Register has been developed by the Council, which consolidates all identified risks, issues and mitigating action. The Issues Register responds to all major issues identified in relation to Brexit and was considered by the Policy Review and Performance Scrutiny Committee on 16 October 2019.

Following an assessment of Local Authority preparedness for Brexit across Wales, which has been undertaken by Grant Thornton, the Welsh Local Government Association (WLGA) has concluded that: *“to the extent that preparation for a 'No deal' Brexit is possible, WLGA is confident that Local Authorities have taken sensible, proportionate steps and are as prepared as they can be. The coming weeks will determine if their contingency plans and measures have to be put into practice or whether this has been an expensive and time-consuming diversion from the ongoing delivery of vital council services to local residents”*.

## **Investing into UK Cities**

As part of the MIPIM UK Summit that was held in London on 14-15 October 2019, I was pleased to speak at a breakfast forum event organised by the Department for International Trade, which was held at 10 Downing Street. I was invited to give a presentation to UK Government Ministers and key business partners, including representatives from a number of global investment organisations, on investment and development opportunities in Cardiff and the wider Cardiff Capital Region. These include key investment sites in the city such as Central Square/Metro Central, Dumballs Road, International Sports Village and Atlantic Wharf/Indoor Arena, as well as sites in Newport and Cwmbran. Senior representatives from Teeside and the West Midlands also gave presentations on investment opportunities within their own regions. The event generated a number of potential leads, which the Council's Economic Development team is currently pursuing.

## **National Democracy Week 2019**

National Democracy Week took place on 14-20 October 2019 to celebrate and raise awareness of the democratic process and to encourage democratic participation so that everyone has their say. There are many ways to get involved in democracy and one of the most important ways is by voting in elections and referendums. If any Cardiff resident is not yet registered to vote, they should visit the UK Government website at: [www.gov.uk/register-to-vote](http://www.gov.uk/register-to-vote). It only takes 5 minutes and a National Insurance number is required.

Over the course of the week, the Council was active in encouraging everyone to #TalkDemocracy across our social media channels using the hashtag #NDW2019. In addition, National Democracy Week posters were displayed at County Hall, City Hall and Willcox House which provided more details about all the ways that people can get involved in local democracy.

## **Global Climate Strike**

On 20 September 2019, an estimated 1,300-1,400 people, including many children and young people, gathered in Cardiff to participate in the global climate strike. They marched from Cardiff Castle to the National Museum of Wales, before heading to the Senedd in Cardiff Bay, to protest about the need for action by national governments to tackle the global climate emergency.

Schools in Cardiff were advised to mark pupils on strike as being 'Absent' and we hope that schools showed common sense and leniency with those pupils who took part and did not attend school. As I made clear in the statement that I made on the day, if I was still of school-going age, then I would have been on strike alongside the children and young people who marched in Cardiff, which is why I joined them on the march in a personal capacity.

The Council is determined to play a leading role within Wales in addressing climate change. Declaring a Climate Emergency was an important first step, but critically, we are following this up with action, including:



- signalling the Council's wish to divest its pension funds from fossil fuels;
- commencing construction of a 10mw Solar Farm at Lamby Way;
- investing record amounts in active travel infrastructure and developing a transport vision that massively increases the use of public transport in Cardiff; and
- bringing forward an innovative district heating scheme and continuing to improve on our status as the best major city for recycling in the UK.

Climate change is the most important issue we face as a species and, in the next few months, we will be bringing forward a revised 'One Planet Cardiff' strategy to ensure that Cardiff plays its full part in the solutions to this global crisis.

**Councillor Huw Thomas**  
**Leader of the Council**  
**18 October 2019**

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**COUNCIL: 24 OCTOBER 2019**

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## **CHILDREN & FAMILIES STATEMENT**

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### **Integrated Care Fund Investment**

Cardiff has secured additional resource from the Welsh Government Integrated Care Fund for 2 years to develop and transform services that support children and young people at the edge of care. Some of this resource is supporting an enhanced offer from the existing service, as well as expansion of the service model into the Vale of Glamorgan. This will deliver additional support to young people in Cardiff through a range of intervention offers and access to therapeutic support, in addition to developing a broader offer of short breaks and activities to support parents and carers. The additional resources will see the development of the following:

- Regional Family Group Conferencing Services and a development officer in Cardiff to drive forward practice development within the workforce alongside this new service.
- Development of new teams that support the reunification of children with their families where this is safe to do so.
- Implementation of a reunification framework that will support children who become looked after to return to live with their families.

The project is currently in the start-up phase with the recruitment of additional support staff and an additional regional social work practitioner. The working group overseeing this development will be exploring the range of therapeutic options for children in partnership with our Cardiff & Vale University Health Board partners.

### **Refresh of Member Safeguarding Protocol**

The Cabinet Member for Social Care, Health and Well-being and I have written to Members regarding the review and refresh of the Council's protocol on 'The Role of Elected Members in Safeguarding Children and Vulnerable Adults', which was approved in 2016. We have engaged Mr Phil Hodgson, former Director of Social Services at Blaenau Gwent and Swansea Councils, to review and refresh the protocol with a view to presenting it to Full Council for consideration early in 2020. He will be seeking to engage extensively with Cardiff Councillors through a combination of personal meetings, attending political group and Whips meetings and focus groups. We recognise how important it is for the revised protocol to be co-produced with Councillors, as well as being fully compliant with all relevant legislation.

### **The Parent You Could Be**

As part of this year's National Adoption Week from 14<sup>th</sup> to 20<sup>th</sup> October 2019, the National Adoption Service (NAS) in Wales launched a new recruitment campaign, entitled 'The Parent You Could Be'. The campaign features real adopters who have volunteered to be involved and sets out to encourage people from all walks of life

to consider becoming a parent through adoption. During the launch week, a different region was featured each day, providing an opportunity to showcase their service combined with additional localised advertising on that day. The campaign is more high profile than anything that the NAS has done before and includes adverts on TV, buses and in supermarkets, alongside a consistent web and social media presence.

**Councillor Graham Hinchey**  
**Cabinet Member for Children & Families**  
**18 October 2019**

**COUNCIL: 24 OCTOBER 2019**

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## **SOCIAL CARE, HEALTH & WELL-BEING STATEMENT**

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### **International Day of Older Persons 2019**

The United Nations International Day of Older Persons was marked by Cardiff Hubs and Libraries with 'Coffee, Cake & Celebrate' events at all venues. The UN General Assembly first designated the International Day of Older Persons in 1990 and this year's theme was 'The Journey to Age Equality'.

Lots of reminisce, nostalgia and conversation took place at events across the city, as well as activities for people to enjoy. These included: Elder Fit & Yoga Pilates at St Mellons Hub, Elderfit at the Powerhouse, an over-50s dance class at Llanrumney Hub, LovELY reading group at Ely & Caerau Hub, Gardening for all Seasons at Rhiwbina Library. Central Library Hub even had a Goldies Bollywood session. In addition, Rhydypennau Community Hub and St Mellons Hub hosted a garden potting shed with gardening items which encouraged conversation and helped to spark memories.

### **Dementia Friendly Cardiff**

In a month when we are focusing on age equality and treating older people with dignity and respect, I am pleased to give an update on the progress of this work. A commitment has been made by the Council to make Dementia Friends training mandatory for staff and online training was launched in May 2019 to help make this happen. It videos that explain the challenges that people living with dementia face and what staff can do to make a difference. To date, 12% of staff have completed the training, which means that over 750 new Dementia Friends have been created so far. We are definitely on course to achieve our target of 100% by April 2021.

### **New Wales Safeguarding Procedures**

The new 'Wales Safeguarding Procedures' have been finalised and will be launched in partnership with Welsh Government and Cardiff & Vale Regional Safeguarding Boards during National Safeguarding Week 2019 (18th–24th November 2019). Welsh Ministers will be in attendance at the launch. An 'app' that will give access to a digitalised version of the Wales Safeguarding Procedures will be released simultaneously.

## **Community Resource Team**

Community Resource Teams are currently working with partners to trial a different way of working to support more people being discharged from hospital through a reablement pathway. The trial commenced at the end of September and consists of a multi-disciplinary team of Occupational Therapists, Physiotherapists, Home Care Managers and Social Workers. The team is based at the South East Community Resource Team (CRT) office and the trial will last for 12 weeks, when it will be reviewed and evaluated.

## **Recruitment and Retention in the Care Sector**

Wales has an ever-growing ageing population and, to meet its needs, we need many more people to work in the Care Sector. Independent care providers and local authorities in Wales already struggle to recruit and retain care workers.

As part of the Cardiff & Vale Care & Support Regional Workforce Partnership recruitment and retention drive for social care workers, an event was held last month at the Aqua Park, Norwegian Church and Pedal Power in Cardiff Bay. As well as providing fun opportunities for care staff, service users and unpaid carers, information was available about careers in care including childminding, nursery practitioners, home care workers, coordinators and care home managers. Interest was positive as passers-by observed participation on the water-based obstacle course, cycle racing, singing, picnics and trips around the Bay in speedboats. Staff from the Independent Sector, both councils and Social Care Wales were also available to answer questions and distribute promotional material.

The Regional Workforce Partnership continues to promote the various careers available in the care sector, as well as celebrating our fantastic staff who are already doing these valuable jobs.

## **Refresh of Member Safeguarding Protocol**

The Cabinet Member for Children & Families and I have written to Members regarding the review and refresh of the Council's protocol on 'The Role of Elected Members in Safeguarding Children and Vulnerable Adults', which was approved in 2016. Mr Phil Hodgson, former Director of Social Services at Blaenau Gwent and Swansea Councils, has been engaged to review and refresh the protocol for presentation to Full Council for consideration early in 2020. He will be seeking to engage extensively with Cardiff Councillors through a combination of personal meetings, attending political group and Whips meetings and focus groups. We recognise how important it is for the revised protocol to be co-produced with Councillors, as well as being fully compliant with all relevant legislation.

## **Do You Remember When...? Story Competition**

I was delighted to speak at the award ceremony recently for the 'Do You Remember When?' story competition at the St Fagans National Museum of History and join the Welsh Government Deputy Minister for Culture, Sport and Tourism, Lord Dafydd Elis-Thomas AM, and the Country Director of Alzheimer's Society Wales, Sue Phelps MBE.

The 480-words story competition was launched at Grand Avenue Specialist Dementia Day Centre in May 2019, and is a collaboration between Welsh Libraries, Alzheimer's Society and Welsh Government, with children from across Wales being invited to write stories with the theme of Memories as we work to help children understand what dementia is and how it can affect their loved ones. The competition's 480-word total was chosen as it relates to the number of people diagnosed daily across the UK. Cardiff Council co-ordinated the competition and organised what was a fantastic event at St Fagans.

The winners were chosen by the Still Me group from Church Village. This is a group run by Alzheimer's Society and is attended by people affected by dementia. I'm delighted to be able to say that the winner, Ava Gillespie, is from Cardiff and the runners up were James Miles from the Vale of Glamorgan and Lillie Pattinson from Conwy. Ava brought her whole class from St Joseph's Roman Catholic Primary School to St Fagans for the prize giving. There were some really emotional performances from Ava's class as they sang to the Still Me group, demonstrating the work the school had already done to ensure the children an insight into dementia. Ava has won 480 books for her school and her story, which was about her Nanny Pip, was incredibly moving indeed. Not only do we have such exciting up and coming Welsh literary talent, but also our work is giving young people the understanding and compassion needed to help make a dementia-friendly city.

**Councillor Susan Elsmore**  
**Cabinet Member for Social Care, Health & Well-being**  
**18 October 2019**

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## **STRATEGIC PLANNING & TRANSPORT STATEMENT**

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### **Next Bike Update**

Next Bike mechanics have been very busy getting new bikes into circulation, as work to install additional rental locations continues. Around 300 new bikes were introduced in September. The number of contracted bikes is now around 900 and ride levels continue to be high at around 6000-7000 rides per week.

Mechanics have also been working hard to retrofit modifications to the existing bike fleet to make bikes more secure and less vulnerable to theft and vandalism. Next Bike are working closely with the police to help them to deal with theft and vandalism issue. The police have been actively targeting stolen bikes and retrieving them. Reported vandalism incidents have decreased markedly over the last month.

Over recent weeks, Next Bike users have reported difficulties with bikes being unavailable for hire. This has been due to problems with the mobile phone network which supports the Next Bike operating system. The Next Bike team is doing everything within its control to resolve the issue.

### **Segregated Cycleways**

Construction of the Senghennydd segregated cycleway is nearly complete. This will be a significant milestone for the City as we look to construct five of these routes over the next few years, changing the way we prioritise transport modes. The completion of the lining and signing will enable the Council to take enforcement action against vehicles found parking on the cycleway.

### **LDP**

Following on from the publication of the Strategic Site monitoring documents on the website earlier in the year, we are currently working on a twice-yearly update to help keep everyone informed of the progress that is being made on these sites with regard to planning applications, housing completions and supporting infrastructure provision. In addition to the monitoring documents, you will also find my feedback to some of the questions that I am asked most frequently about the Local Development Plan.

The link to this information is as follows:

<https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/major-development-monitoring/Pages/default.aspx>

## **Cardiff University Climate Change & Urban Mobility Event**

I was pleased to attend the above event and listen to a number of high-level talks from experts from around the UK and beyond. The event was chaired by Professor Kevin Morgan and the topics included presentations on Public Health, Behaviour Change, and lessons from London, Stuttgart, Stockholm and York.

I would like to thank the University for continuing to ensure meaningful policy debate, and in particular David Eggleton from Cardiff Civic Society who helped arrange the event.

**Councillor Caro Wild**  
**Cabinet Member for Strategic Planning & Transport**  
**18 October 2019**

**COUNCIL: 24 OCTOBER 2019**

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## **INVESTMENT & DEVELOPMENT STATEMENT**

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### **Indoor Arena**

The Council will be pleased to learn that the Indoor Arena project continues to make good progress.

Councillors will recall that in July this year, Cabinet agreed a procurement process for the project with the appropriate notices being issued in August. I can report that the Council received seven bids in total and a shortlist of two was agreed last week and those shortlisted have been advised that the Council intends to proceed to the next stage.

I had anticipated that there would be a need for a further Cabinet decision before the Council could proceed to that next stage, but I now understand that this is not necessary and, as a result, we will take matters forward with immediate effect. However, I can confirm that I intend to seek time at the December meeting of Cabinet to enable colleagues to consider the acquisition of the land at the Red Dragon Centre in order to allow the project to proceed.

I can confirm that, as of last Friday, the Council has issued an Invitation to Tender to the successful bidders, with the dialogue process beginning this week. This will lead to a submission of final bids next February ahead of a Cabinet decision next March that will confirm the Council's preferred bidder and agree appropriate Heads of Terms. This subsequent timetable will involve the submission of a planning application in September 2020 in anticipation of a decision by the Council's Planning Committee in December 2020. This will enable the project to commence on site in spring 2021 with an anticipated date of completion in May 2023.

I know that Councillors will understand that the development of the Indoor Arena represents the final piece of our city's event hosting infrastructure. This will provide the city with the range of venues required to enable us to deliver any type of event, and any scale of event. It will help us to continue to attract more visitors for longer, and fundamentally will anchor the next phase of development for Cardiff Bay.

I am grateful for the support that Councillors across the Chamber have given to the project so far and I will continue to work with you to ensure that the Council delivers our shared aspiration and honour the commitment set out in *Capital Ambition*.

## **Cardiff East Industrial Strategy**

Last month Cabinet took the important step of approving the new Cardiff East Industrial Strategy.

I have made clear on a number of occasions in recent years that I believe that the east of Cardiff has suffered from poorer economic outcomes than other areas of the city. It has seen under-investment in its infrastructure, which has meant that there is not a single rail station serving the city east of Cardiff Bay Station. It has been strangled by poor access across communities meaning that those jobs that are on offer are hard to access. This Administration is committed to address these challenges effectively.

Our strategy provides a spatial vision for the whole area that will allow us to take advantage of the opportunities that are offered through the development of the land south of the railway line. It seeks to deliver the transport improvements necessary to unlock the benefits that will be generated by the new development and will ensure the delivery of the environmental enhancements necessary to make the area a better place to live, work and visit.

The strategy extends from the city's port development to the proposed Cardiff Parkway railway station project at St Mellons. I firmly believe that Cardiff Parkway offers the greatest potential of any project to transform the east of the city, providing both the much needed transport improvements as well as a modern employment offer that compliments rather than competes with the city centre. Given its importance to Cardiff, as well as neighbouring authorities, the Administration is seeking support from the Cardiff Capital Region City Deal to help put in place the wider infrastructure that is required to unlock the development of the site and the new station.

It is anticipated that a planning application for the development of the new railway station will be submitted in spring 2020 with construction expected to be completed and operational by 2023.

## **International Sports Village**

Councillors will be aware that earlier this month Cabinet approved the next phase of development for the International Sports Village.

The Administration remains committed to delivering a nationally significant leisure destination at the ISV site. Councillors will be aware that this project has been under development for nearly two decades, and although some initial progress was made, the project has undoubtedly stalled. It is now time to get the job done. Given the changes in the market for property development, it has been clear for some time that a different approach is needed to get the project back on track.

The Cabinet report approved the new way forward granting permission for the Council to bring forward the development of the council-owned waterfront site to help fund the wider leisure development.

Overall our plans aim to attract a number of new 'adventure sport' attractions to build on the existing facilities to establish a national-level visitor attraction. It also includes new public spaces, with improved pedestrian access, delivering new bars and restaurants on the waterfront, and enhancing the Bay edge walkway for public use.

I am also committed to the development of some community spaces to support the residential developments on the peninsula.

### **Supporting Employment**

Councillors will recall that I have previously referred to the closure of the Allied Bakeries facility in Cardiff leading to 140 people being made redundant. Following the announcement, I asked economic development officials to contact the senior management of the plant to offer support. I can confirm that because of the engagement of the Council's Into Work services a programme has been put in place that, so far, has resulted in over 70 employees being registered with the Into Work employment support service. Working with other agencies, the Council has been successful in getting all but two of the remaining workforce into employment.

Cardiff continues to attract more and better jobs. Councillors will, I know, applaud the efforts of the economic development team that helped to secure investment in Cardiff by SIPCOM, a multinational tech company. SIPCOM's decision to establish a tech hub in Cardiff, creating some 15 well-paid jobs initially, is good news for the city and demonstrates the ongoing investor appeal of Cardiff despite an uncertain UK economic backdrop.

**Councillor Russell Goodway**  
**Cabinet Member for Investment & Development**  
**18 October 2019**

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**COUNCIL: 24 OCTOBER 2019**

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## **CULTURE & LEISURE STATEMENT**

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### **People Programme**

I am pleased to report that our People Programme continues to provide wide and diverse opportunities ranging from work experience placements to trade and craft apprenticeships/traineeships across the Council's Parks, Sport, Leisure and Harbour Authority teams. At Quarter 2 of 2019/20, a total of 63 opportunities were offered, including an appointment to a new Marine Trainee Operative post over a 3-year term. This is an exciting and unique opportunity that will provide a combination of maritime, basic engineering, environmental and plant operator skills and experience. In addition, Quarter 2 has seen the inception of a project that cuts across both my own and, my Cabinet colleague, Councillor Lynda Thorne's portfolio for Housing & Communities, whereby work experience placements for the homeless have been rolled out in Parks providing individuals with the opportunity of getting into a work routine and enhancing employability prospects. The opportunities within the programme underline my portfolio's commitment to the Cardiff Commitment and demonstrates this Council's ambition of supporting the most vulnerable people in our society.

### **Holiday Hunger in Children**

I was very pleased to learn of the outcomes of this very important initiative held during this year's summer holidays. The Sport and Play service held a series of programmes during the 6-week holiday period in some of our most deprived areas. 16 schools took part and over 200 hours of coaching sessions were delivered in partnership with Welsh Athletics, Glamorgan Cricket, Cycle Wales and Swim Wales. Over 1,000 breakfasts and 1,200 dinners were served throughout the sports programme and over 500 refillable water bottles were issued to children for continuous hydration during the hot summer. This initiative has demonstrated the importance of sport in tackling some of our societal issues, particularly for young people.

### **Free Swim**

Welsh Government and Sport Wales have reduced the Free Swim funding across all local authorities in Wales by 50%. The new priorities for delivery have a stronger focus on targeting those aged 60+ in areas of deprivation and aim to target children to become able to swim by Year 6, as well as using alternative water based activities to engage those who would not normally swim. This is a challenging reduction and, as a result, the joint venture for Sport will be developing an Aquatics Strategy for the city involving all providers to offer opportunities to participate in water based activities.

## **Improving Opportunities for Women and Girls in Sport**

The Girls Together initiative has been running for just over two years and is making a step change in the habits of women and girls and their attitudes towards physical activity. The International Day of the Girl on 11<sup>th</sup> October 2019 saw a mass participation event staged at Cardiff Metropolitan University sport campus with over 150 girls attending from our Primary Schools and delivered by student volunteers from the University's Sport and PE Degree courses. Specific after school clubs for girls have now been established and are well attended as a result.

## **Sport and Community Focussed Schools**

Sport Cardiff have expanded the 21<sup>st</sup> Century Schools programme, which now includes the sports facilities at Cardiff West Community High School and Eastern Community Campus. A full community programme has now been established at the sites' 3G pitches and sports halls, which is seeing approximately 30 hours per week of sports delivery across a range of local clubs. The goal is to help establish effective school-club links for mutual benefit, as well as working with the clubs to drive development, pupil attainment and support for after school delivery.

## **Cardiff Sport Network**

The Cardiff Sport Network, which is comprised of our key stakeholders, reconvened this month following a break over the summer period and, with regionalisation discussions progressing across Wales, there is a strong appetite from the group to make a difference to the sporting landscape in Cardiff and the wider region. Whilst a lot of discussion has been around the Network's involvement in regionalisation, we need to take a strong lead position on the new Community Sport delivery model proposed by Sport Wales, which sees further cuts to Local Authority sports development grants and a move to fund alternative delivery partners through an open procurement process.

## **The Museum of Cardiff**

I am delighted to share with Members that The Museum of Cardiff was shortlisted for two awards at the Museums Association's Museums Change Lives Awards 2019 – Best Small Museum Award for its dementia friendly programme and Radical Changemaker Award for the museum's manager, Victoria Rogers. These awards champion the work of individuals and museums across the UK that are working with and for communities.

I'm hugely proud to announce that Victoria Rogers won the Radical Changemaker Award with the judges commenting how we put social impact at the core of everything we do by making the museum a dementia-friendly service, changing the museum's visitor profile by engaging more diverse audiences and working with people in the local area to explore challenging aspects of the city's history.

Whilst it did not win the Best Small Museum Award, the museum's dementia friendly programme was described as "extraordinarily impressive".

The shortlisting of The Museum of Cardiff and its success in winning the award reflects the fact that, as the judges commented, it is "such an open, community-



driven place". This well-deserved recognition has been achieved despite the museum being faced with significant venue and funding challenges over recent months and I would like to personally recognise the commitment, professionalism and dedication of Victoria and her team. They are an inspiration and a great example of the Council's commitment to social engagement and inclusion.

### **CIPR PRide Awards 2019**

Continuing our winning streak, Members will, I am sure, be delighted to learn that, earlier this month, the Visit Cardiff Tourism team and Cardiff Harbour Authority secured the Gold award in the Travel, Leisure or Tourism category at this year's CIPR (Chartered Institute of Public Relations) PRide Awards in Wales. The annual CIPR PRide Awards are the leading regional Public Relations awards, which recognise the industry leaders in Wales and the outstanding work delivered.

The Gold award recognised the 12-month Eco Tourism campaign that sought to raise awareness of the issues surrounding sustainability, specifically the challenge of ocean plastic and the impact of tourism and events on the environment. Using established events and networks as platforms, the team created a project plan to engage with leisure and tourism businesses and visitors to help inspire them to make positive environmental changes. This included a quirky activation for the Volvo Ocean Race site called the Eco Lounge, which consisted of upcycled furniture made from debris and rubbish collected by the Harbour Authority boat crew in Cardiff Bay – all made by a local carpenter. This was a unique way to demonstrate the scope and volume of rubbish/plastic that is collected in Cardiff Bay and the initiative proved to be a great vehicle by which generate conversation and get people talking about the issue.

I would like to thank all of the officers involved in utilising the global brand of the Volvo Ocean Race to not only promote Cardiff as a beacon for sustainable events, but ensuring a legacy through the 12-month promotion of the campaign and its important message. Creatively strong and well executed, this was a strong example of a campaign with social purpose, demonstrating complex and comprehensive stakeholder relationship management to deliver both consumer and business engagement. My congratulations and thanks to all involved.

**Councillor Peter Bradbury**  
**Cabinet Member for Culture & Leisure**  
**18 October 2019**

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**COUNCIL: 24 OCTOBER 2019**

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## **EDUCATION, EMPLOYMENT & SKILLS STATEMENT**

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### **Cardiff 2030**

Building on progress that has been made towards Cardiff 2020, a new 10-year vision for Education in Cardiff, entitled '*Cardiff 2030 – A ten year vision for a Capital City of Learning & Opportunity*', was approved by the Cabinet on 10<sup>th</sup> October 2019 and will be launched at an event to be held at City Hall on 19<sup>th</sup> November 2019.

Cardiff 2030 sets out an ambitious vision, underpinned by two themes, five goals and priority commitments. City-wide partnership and children's rights are key to the approach, recognising that 'Education is Everybody's Business' and that Cardiff is aspiring to be a UNICEF Child Friendly City. The cross-cutting themes of the vision are:

- A shared responsibility for education and learning across the city;
- Meaningful participation of children and young people.

The 5 goals are:

- A Learning Entitlement;
- Learners' health and wellbeing;
- Realising the Curriculum for Wales 2022 in Cardiff;
- A world class education workforce;
- High quality learning environments.

### **Changes to Assessment and Publication Data**

There have been significant changes in the assessment and reporting arrangements for schools and pupils performance in Wales this year, aligned with the national reform programme, the proposed new Curriculum for Wales and the removal of high stakes threshold measures. These changes have a significant impact on what can be published at a local authority and national level.

Following consultation in 2018, the Welsh Government amended regulations so that teacher assessment and Welsh National Test data below the national level could no longer be published. Schools, governing bodies and local authorities continue to have access to their own data allowing appropriate self-evaluation to take place, but the data is not published or used for school accountability below a national level. This impacts on reporting across the Foundation Phase through to the end of Key Stage 3.

At Key Stage 4, previous threshold measures are no longer published, including the L2+ threshold (pupils gaining 5 A\*-C at GCSE Level including an English and Maths measure). This is replaced by a capped 9 measure, including a best literacy, best numeracy, best science and 6 other subjects, together with a skills challenge certificate measure. With these new measures, there are no comparisons to be made with previous data.

The Welsh Government has stated that it is counterproductive for schools to be placed under disproportionate pressure based on individual measures and that evaluating the performance of individual schools will be more helpful to supporting and challenging these schools. There will be a need to continue the development of a wide range of other measures to support school improvement journeys.

Whilst the move away from high stakes, narrow accountability is to be broadly welcomed, the challenge is to ensure that school level data is used effectively by local authorities, regional consortia and schools to ensure that all learners achieve their potential.

### **Unicef Child Friendly Cities Summit**

I joined young people from Cardiff's Child Friendly City Advisory Board at a Unicef global summit that was held in Cologne, Germany from 15-17 October 2019. The summit brought together mayors, city leaders, technical experts, children and young people from Child Friendly Cities around the world to debate and enhance strategies to build sustainable child friendly cities, discuss innovative approaches to advancing child rights and share good practice. I also participated in a panel discussion at the summit on the subject of a child rights-based approach to public services, alongside representatives from Newcastle (UK), New York (USA), Helsinki (Finland) and Baro (Guinea). The summit provided a unique opportunity for mayors and city leaders from around the world to recommit to the United Nations Convention on the Rights of the Child (UNCRC), 30 years since its adoption.

### **Rights Respecting Schools**

I was pleased to receive a letter recently from Frances Bestley, Unicef Programme Director, congratulating Cardiff Council on its impressive work in the Unicef Rights Respecting Schools Award (RRSA) programme. We now have 86 Cardiff schools active in the programme, which embeds children's rights across the curriculum and throughout the whole school community. So far, 33 schools have achieved bronze status and 9 schools have been awarded silver status. Evidence shows that schools guided by the RRSA values framework have children feeling safer in school and happier in themselves, with 93% of head teachers in Gold schools reporting a noticeable reduction in exclusions and bullying and 80% of children at Gold schools feeling listened to.

Over 100 Cardiff teachers have received training from Unicef and, together, young people and the school community learn about children's rights and ways to put them into practice every day. Just this month, 25 schools received training from Unicef with additional training planned for next month. This, together with a wide range of other work, contributes to our ambition to be a Child Friendly City and make children's rights a reality for all our children and young people.

## **SEREN Network**

It has been another exciting year for SEREN students in Cardiff. SEREN provides pupils with life-changing opportunities that are designed to expand their horizons and develop a lifelong passion for learning. It has made a huge impact on increasing the number of Cardiff school pupils both applying to and receiving offers from Oxbridge Universities and, indeed, starting their degree courses in September after achieving top grades in their A Levels. Many of our SEREN students have also gone on to take up places in some of the UK's other leading universities. One pupil from Fitzalan High School is also on his way, on a full scholarship, to study at Harvard University in the USA as a direct result of the SEREN programme.

The SEREN launch on 23<sup>rd</sup> October 2019 at Cardiff City Stadium will provide an opportunity for our current Year 12 SEREN students to have a taster of what the SEREN programme will offer them over the next two years. We continue to develop the SEREN Foundation programme for Years 8-11 in partnership with our schools and Welsh Government and to explore opportunities for our students to engage in their academic interests before their GCSEs.

In addition, the SEREN Network residential programme will be taking place at the Storey Arms Centre on 28<sup>th</sup>-30<sup>th</sup> October 2019 during the half term holiday period. Two More Able and Talented (MAT) pupils from each Secondary School in Cardiff have been invited to attend this programme, which provides the pupils with opportunities to lead, teach and use teamwork skills. It also enables them to gain confidence with their peers, to overcome challenges and to achieve common objectives. I understand that the Leader of the Council is also planning to attend and speak as part of the programme. This is the second SEREN Network residential programme to take place at the Centre this year. The first programme was held in April 2019 and was a great success, with all participants recognising the benefits of the programme and to their own personal development.

I want to congratulate our schools for the support that they have given SEREN students in Cardiff and to say well done to all the students that achieved great exam results and secured university places this year. We wish them all well in the future and hope that they keep a connection with Cardiff in the future.

## **School Uniform Donations**

Cardiff & Vale and Barry School Uniform Donation was set up last year in response to the rising costs of school uniform. Cardiff Hubs & Libraries have now all become donation points where any spare school uniform items that are no longer needed can be donated and then given to those families who do need it. Additional storage space is also being provided by the Hubs & Libraries service so that the uniforms can be sorted and stored prior to distribution. A large amount of uniforms have been donated through the donation points to date and I'm sure that there is more to come. This is a very positive initiative and one that the Council is very happy to support.

## **Social Prescribing Courses**

In partnership with Public Health Wales, Wales Co-operative Centre and GPs in surgeries in the East of the city, the Adult Learning team ran a Fitbit course at St Mellons Hub. Learners were loaned FitBits and were shown how to use them and other mental health and wellbeing apps to monitor their weight, sleep, health and fitness regime. This course will now be rolled out across Cardiff.

A 2-week 'Get into Child Care' course was also delivered by Adult Learning at Central Library Hub, in partnership with Flying Start and Into Work Advice Services. 10 participants completed the course and have been offered placements with Flying Start working towards Level 2 and Level 3 Childcare qualifications.

**Councillor Sarah Merry**

**Cabinet Member for Education, Employment & Skills**

**18 October 2019**

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## **FINANCE, MODERNISATION & PERFORMANCE STATEMENT**

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### **Customer Service Week**

I was very pleased to join council staff at the Customer Care engagement session, which was held in County Hall at the start of the month. C2C staff were amongst the representatives from across Customer and Digital Services that were making preparations for National Customer Service Week, which took place during the week commencing 7 October 2019.

During the week, the team held two staff engagement events at County Hall and Willcox House to launch the Council's new Customer Service agenda and to consult with staff on the suite of documents that are currently being developed to support staff in this journey. In addition, 4,000 citizens received an email request to complete a satisfaction survey to harvest options on how the Council is performing with regard to their customer experience.

Staff across the Council do fantastic work supporting residents in the delivery of our services, but we always want to improve and enhance the customer service any citizen experiences when dealing with the Council. We have developed a Customer Service Charter, we are recruiting 'customer champions' across the organisation and have developed a programme of customer service training. I look forward to continuing to engage with the Policy Review and Performance Scrutiny Committee, which has undertaken work on this topic, as we develop and deliver these plans over the months and years ahead.

### **C2C – Social Media**

The C2C customer care journey in relation to social media continues to go from strength to strength and, in September 2019, the team directly replied to 46% of the incoming messages and comments. The rest were placed in the hands of the right service area teams to deal with the issue. To further this point, Facebook followers increased by 1.39% compared to the previous month and increased by 24.44% from September 2018.

### **Mobile App**

Over 17,500 Citizens have downloaded the Cardiff.gov app (1,074 in September 2019) and it maintains high customer ratings in both app stores. The latest release last month has provided customers with the facility to report street cleansing issues across the city. 50% of all street cleansing issues reported in September were via digital channels.

The team has also been reviewing customer feedback and the current activities are focused on improving experience by updating the design, which will add greater flexibility when adding further services. The new version is planned for release at the end of November 2019.

### **Digital Planning**

The Council's Digital Strategy was published last year and outlines our ambition to digitalise services. The vision for Cardiff is a Connected City which is broken into 9 strands, including Connected Citizens, Connected Education etc. Each strand has a summary which outlines key activities and future aspirations. These summaries have been published online and can be accessed through our website.

A new Data Strategy is currently in development, which will provide a structure for the best use of data within the organisation and is underpinned by 5 key components and 7 basic principles. It will also include clear actions that outline how we will achieve our vision and improve data visualisation.

### **Consultation**

I'd like to draw members' attention to the fact that the Ask Cardiff survey is now live and is open until 24 November 2019. Ask Cardiff is our annual survey, which gives people living and working in Cardiff and those visiting the city the chance to share their experiences of public services in the city. Members are welcome to encourage residents to complete the survey or apply to be a member of the Cardiff Citizens Panel, a wide cross-section of Cardiff residents who are regularly invited to complete surveys or take part in focus groups, workshops or forums.

I am pleased to have engaged with Scrutiny Chairs and the Policy Review and Performance Scrutiny Committee on the topic of consultation and ways to not only ensure that we continue to get a good rate of participation, but also seek to get responses from a wide and diverse group of residents in order to best reflect the demographics of the city. A specific consultation on budget proposals for 2020/21 will be launched after budget announcements by the Welsh Government, which are expected to be made in late November 2019.

**Councillor Chris Weaver**  
**Cabinet Member for Finance, Modernisation & Performance**  
**18 October 2019**



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## **HOUSING & COMMUNITIES STATEMENT**

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### **Rent Smart Wales**

Rent Smart Wales, as the lead body in a collaboration with 16 Welsh Local Authorities, has prepared and submitted a bid for Warm Homes Funding from the Welsh Government to improve the condition of properties in the private rented sector. The bid for £889,075 will result in 275 properties being improved. If successful, the scheme will still require a landlord to contribute towards the work, but will make a significant difference to the health and well-being of many vulnerable households in a sector that has traditionally found it difficult to access funding.

Rent Smart Wales is now undertaking audits of letting and managing agents. Over 50 audits have been completed and 40 are in progress. Significant concerns are being identified and addressed with agents on a regular basis. Partner Local Authorities that want to participate in the project have all been trained.

The Renting Homes (Fees etc.) (Wales) Act 2019 took effect on 1<sup>st</sup> September 2019. This sets out the fees which can be charged to tenants and is limited to rent, payments in default of a tenant, a holding deposit (which is refundable), a security deposit and payment for utilities (e.g. TV licence). Any other charge is now prohibited in law.

Rent Smart Wales is identified in Welsh Government marketing information as one of the advice centres to support implementation of this new legislation. All relevant staff have been trained and systems and procedures have been put in place. The legislation also makes provision for local authorities to delegate their enforcement powers under this legislation to Rent Smart Wales.

### **Tudor Street Business Improvements**

A project to deliver improvements to the external condition of businesses in Tudor Street in Riverside has secured just under £1million of funding from the Welsh Government's Targeted Regeneration and Investment Programme. Match funding from the Council will be used to deliver external improvements, including new shop fronts, new windows, rendering and rainwater goods. The project forms part of a wider action plan for regeneration in the business areas of South Riverside. All local businesses have been invited to take part in the scheme and over 90% have applied to take part. Design work has started and building work is due to start in March 2020.

## **European Day of Languages**

An event to mark this year's European Day of Languages was held at Penylan Library and Community Centre and provided an opportunity to celebrate the cultural and linguistic diversity of Cardiff. Cardiff Hubs and Libraries provide books in 24 community languages and the event helped to provide a platform to promote the collections and engage with the local community. The day featured multicultural rhyme times in English, Welsh, Chinese and Urdu; a World language Café in Arabic, Italian, French, Chinese, English and Welsh; a multilingual choir; Chinese Tea Tasting; Papercutting; Painting; Calligraphy and Tai Chi. Language Academy Wales, the Confucius Institute, Cardiff University and Routes into Languages are just some of the partners who contributed to the event. Visitors to the Library were asked to mark their country of origin and these included China, Malaysia, India, Pakistan, Libya, Albania, Greece, Hungary, Poland, England and Wales, which demonstrates what a diverse community Cardiff is. The event was a big success and we will be certainly looking for further opportunities to engage with all of the communities in Cardiff.

## **Summer Reading Challenge**

Cardiff Hubs and Libraries celebrated the 50<sup>th</sup> anniversary of the first moon landing with a host of fun packed events as part of the Space Chase 2019 Summer Reading Challenge. Over 760 events were held across Cardiff Hubs & Libraries during the 6-week summer holiday period with an overall attendance of over 13,400, which was over 5,000 more than last year. 6,536 children signed up to take part in this year's Summer Reading Challenge and a record 68% (4,406 children) of those finished it. This means that 26,436 books were read during the challenge. This year's Summer Reading Challenge also saw an increase in the number of new members joining the library to participate and 127,455 children's books were issued over the summer months. This demonstrates how Cardiff's Hubs & Libraries support the literacy agenda and encourage children to keep reading during the long summer holidays.

## **Assistance with Concessionary Bus Passes**

From 11<sup>th</sup> September 2019, Cardiff Council ceased to be responsible for the administration and issuing of concessionary bus passes. This is now the responsibility of Transport for Wales; however, the Council has continued to actively assist our elderly and disabled customers with the online process of applying for replacement bus passes. The team has assisted approximately an additional 500 customers a day and, due to the high demand, this service has been moved to the ground floor of Central Library Hub.

## **Hubs and Food Benefits**

With food poverty and poor diets being a problem for many families, the Hubs have been working in partnership with Public Health Wales to increase the take up of food related benefits such as Free School Meals, Breakfast Clubs, SHEP Food and Fun (School Holiday Enrichment Programme) and Healthy Start Vouchers. Over 100 staff have been trained to date in order to explain the schemes, help with applications and introduce conversations around healthy eating whenever possible. Staff from other services such as Housing are also receiving "train the trainer" sessions in order to deliver this training to their staff and to further increase awareness of the schemes so that we can reach and support additional families.

## **Butetown Youth Pavilion**

Work is due to start on the remodelling of the existing Butetown Youth Pavilion building on Dumballs Road to establish a new creative hub for young people in the area. The facility is set to undergo substantial building improvements to deliver a new space where the current youth service provision will be complemented by the provision of additional services to help prepare young people for work, with a focus on careers in the creative industries, as well as helping to engage young people in a wide range of training opportunities. The creative industries sector is becoming the fastest growing area of the economy, often driven by the user generated content of young adults, and we have to ensure that we have the facilities and right pathways available in the city to equip them with the skills and confidence to enter the creative industries.

Funding has been secured from the Welsh Government's Targeted Regeneration and Investment Programme to part-fund the project, which will focus on delivering better employability services and skills development, particularly in the creative sector for young people. The project aims to create multi-use spaces and a relaxed atmosphere to enable young adults to express themselves and explore their creativity and to allow for the continuation of youth activities and events alongside facilities where young people can also develop their work skills.

The hub, which is expected to be completed in Spring 2020, will include a new and improved layout, incorporating a film editing suite, new social area and external landscaping work to enable a new side entrance to be used for the social youth space in the evenings. It will also assist people with training, volunteering opportunities, mentoring and money advice.

## **Libraries Week 2019**

Libraries Week provides a great opportunity to encourage everyone in Cardiff to discover what their local library or hub can do for them. As well as thousands of books, ebooks, audio books and many more resources, the service also provides a range of activities and events for both adults and children throughout the year and Libraries Week enables residents to find out more about their local facility.

During this year's Libraries Week from 7<sup>th</sup>-12<sup>th</sup> October 2019, Cardiff Libraries and Hubs asked residents across the city to name their favourite book of all time. Adults and children who visit hubs and libraries across the city were asked about their favourite book, while customers were also able to complete a short online survey to tell the service which book was their favourite.

Visitors to Cathays Branch and Heritage Library on 9<sup>th</sup> October 2019 had the opportunity to experience the history of the Suffragettes by using virtual reality headsets borrowed from the BBC. An exhibition about suffrage, provided by the Museum of Cardiff, is also being held at the library from 7<sup>th</sup>-24<sup>th</sup> October 2019.

World Mental Health Day on 10<sup>th</sup> October 2019 also fell within Libraries Week and, to raise awareness of the day and the positive contribution that libraries and hubs can make to people's health and well-being, Cardiff Libraries Service hosted talking tables or 'Talking Points' at hubs and libraries across the city. Talking Points are aimed at

facilitating conversation and building closer support networks for people within their local community, which in turn reduces loneliness and improves mental well-being.

### **Roald Dahl Day**

Central Library Hub celebrated Roald Dahl Day on 13<sup>th</sup> September 2019 by showing off a range of adult and child focused displays, as well children's activities. The Ground Floor played host to Roald's reading shed that lit up to show that he was in and writing, along with enlarged front covers of his adult novels and short stories. The Children's Floor also showcased his children's books and some of Quentin Blake's drawings.

**Councillor Lynda Thorne**  
**Cabinet Member for Housing & Communities**  
**18 October 2019**

## **CLEAN STREETS, RECYCLING & ENVIRONMENT**

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### **Greener Grangetown**

I am pleased to announce that the Greener Grangetown project has won the British Construction Industry Award for Small Project of the Year. This was a competition between all projects that were nominated across all categories under a value of £10 million. The success of this project has been demonstrated by the number of awards that it has won and been shortlisted for as follows:

#### Won

- UK Water Industry Awards 2018 – Engineering Project of the Year
- Institution of Civil Engineers (ICE) Wales Cymru Awards 2019 – Roy Edwards Award (best project under £3m)
- British Construction Industry Award 2019 – Small Project of the Year

#### Shortlisted

- Healthy Streets Awards 2019 – Healthy Street of the Year
- Institute of Environmental Management Assessment (IEMA) Sustainability Impact Awards 2019 – Construction & Infrastructure Project of the Year
- Cardiff Cycling Awards 2018 – Biggest Contribution to Improving Cycling in Cardiff

#### Shortlisted/Finalist (pending) – awards event to be held on 28 November 2019

- Landscape Institute Awards 2019 – Adding Value Through Landscape

### **Bereavement Services**

You will recall from my statement last month that the Council's Bereavement Services team were nominated for two prestigious national awards. I am delighted to confirm that they were successful in winning both awards. Thornhill Crematorium and Cemetery picked up a coveted Cemetery of the Year Award in the Large Cemetery category for the second time, having previously scooped the honour in 2016.

In addition to this, the wider Bereavement Services team was also named Best Service Team of the Year in the Cemetery and Crematorium category at the annual Association for Public Service Excellence (APSE) Service Awards, which celebrate the very best in local government frontline services across the UK. The Bereavement Services team last won this category three years ago.

This shows that, despite the service having won numerous awards previously, the team have not 'rested on their laurels' and continue to deliver excellence and improve on an extremely sensitive service that will impact on every resident of the city at some point.

**Councillor Michael Michael**  
**Cabinet Member for Clean Streets, Recycling & Environment**  
**18 October 2019**

**CARDIFF COUNCIL  
CYNGOR CAERDYDD****COUNCIL:****24 OCTOBER 2019**

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**CARDIFF BUS – APPOINTMENT OF EXECUTIVE DIRECTOR****REPORT OF THE CORPORATE DIRECTOR (RESOURCES)**

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**Appendix 1 (Career Summary and Experience) to this report is not for publication as it contains exempt information of the description contained in Paragraphs 12 and 13 of Part 4 and Paragraph 21 of Part 5, Schedule 12A of the Local Government Act 1972.**

**Reason for this Report**

1. To consider the appointment of a new Executive Director to Cardiff Bus, who will also be the new Managing Director of the Company.

**Background**

2. Cardiff City Transport Services Limited (otherwise known as 'Cardiff Bus') is a private company limited by shares and is wholly owned by the Council. Cardiff Bus was constituted as a Public Transport company within the meaning of Section 72 of the Transport Act 1985 and the main purpose of the company is to carry out the business of a public transport company.
3. The appointment of Directors to the Board of Cardiff Bus is governed by (i) the Company's Articles of Association ('the Articles') and (ii) legislation. Of particular relevance to Cardiff Bus is the Transport Act 1985 ('The 1985 Act') and regulations made thereunder.
4. The Board of Cardiff Bus currently comprises eleven Directors and there is also a Company Secretary. Of these, the Council currently appoints seven Non-Executive Directors, which is the maximum number of persons (who are not full-time employees of the Company) that may be appointed as Directors.
5. Four of the Directors are full-time employees of Cardiff Bus, three of whom (including the Managing Director) hold responsibilities for the management of Cardiff Bus and are classified as Executive Directors. The fourth employee is appointed to the Board as a representative of Cardiff Bus employees.

## **Issues**

6. The Company announced in July 2019 that the current Managing Director, who has been in post since 2012, would leave their position later in 2019. As a result, the Company has undertaken a public recruitment process for the position of Managing Director over recent months. The appointment panel, comprised of Non-Executive Directors, which was established by the Company as part of this process, was supported by the Council's Chief Executive in an observer role.
7. Following the completion of this process, the Company has taken the decision to appoint an external candidate to the position of Managing Director, subject to the approval of the Council. Personal information relating to the career and relevant professional experience of the successful candidate to be appointed is set out in **Confidential Appendix 1** to this report.
8. In accordance with the Company's Articles, the Council, as the controlling authority of the Company, may by notice appoint any person to be a Director (Executive or Non-Executive). Furthermore, the Company's Board may appoint one of the Executive Directors to the position of Managing Director. Therefore, if the Company wishes to appoint this individual as the new Managing Director, then the Council will first need to appoint that person as an Executive Director.
9. The Company has confirmed that the current Managing Director has resigned from the Board. As a result, the Council is recommended to approve the appointment of the named individual in Confidential Appendix 1 to this report to the vacant position of Executive Director.
10. If the Council approves this appointment, it shall notify the Company formally of the appointment.

## **Financial Implications**

11. Employment related costs in respect to the Executive Director post will be met by Cardiff City Transport Services Limited.

## **Legal Implications**

12. Pursuant to the Articles of Association of Cardiff City Transport Services Limited ("the Articles"), the Council may by notice appoint any person to be Director.
13. Under the Articles, Directors are classified as either 'Executive' or 'Non-Executive' Directors. In short, an Executive Director is defined as a Director who is a full time employee of the Company holding a position of responsibility for the management of the Company's business or any part of it. It is noted the proposed appointment is to appoint an Executive Director.



14. The appointment of any individual to serve on an outside body is a Local Choice function under the Local Authorities (Executive Arrangements) (Functions and Responsibilities) (Wales) Regulations 2007. The Council has determined that responsibility for this function (save for specified exceptions) shall rest with Full Council.

#### General Advice

15. The recommended decision must be made in the context of the Council's public sector equality duties. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The Protected characteristics are: age, gender reassignment, sex, race – including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief.
16. The Well-Being of Future Generations (Wales) Act 2015 (“the Act”) places a ‘well-being duty’ on public bodies aimed at achieving 7 national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
17. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2019-22: <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx>
18. The well-being duty also requires the Council to act in accordance with ‘sustainable development principle’. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
  - Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrates approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions
  - Involve people from all sections of the community in the decisions which affect them

19. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below:  
<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>
20. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

## **RECOMMENDATIONS**

The Council is recommended to approve the appointment of the named individual in Confidential Appendix 1 to this report as an Executive Director to Cardiff Bus.

**CHRISTOPHER LEE**  
**Corporate Director (Resources)**  
**18 October 2019**

The following appendix is attached to this report:

- Confidential Appendix 1: Career Summary and Experience  
*(this contains exempt information of the description contained in Paragraphs 12 and 13 of Part 4 and Paragraph 21 of Part 5, Schedule 12A of the Local Government Act 1972)*

*The following background papers have been taken into account:*

- Cardiff City Transport Services Limited Memorandum and Articles of Association

By virtue of paragraph(s) 12, 13, 21 of Part(s) 4 and 5 of Schedule 12A of the Local Government Act 1972.

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**COUNCIL:**

**24 OCTOBER 2019**

**REPORT OF THE DIRECTOR OF GOVERNANCE & LEGAL SERVICES**

**COMMITTEE APPOINTMENTS**

**Reason for Report**

1. To receive nominations and make appointments to current committee vacancies as set out in the report and in accordance with the approved allocation of seats and political group wishes.

**Background**

2. The Annual Council 23 May 2019 established the Committees and Panels of the Council and their composition. The seats allocated to political groups on each committee were calculated in accordance with political balance, and nominations were received for each committee from the political groups.
3. In accordance with the Welsh Audit Office Statement of Action P3b (report March 2016), Membership of Committees is a standing item on monthly Group Whips meetings and Full Council, as appropriate.

**Issues**

4. The Annual Council 23 May 2019 received nominations to committee seats. Not all seats were filled and the vacancies that remain are as follows:

<b>Committee</b>	<b>Vacancy</b>	<b>Group</b>
Corporate Parenting Advisory Committee	2 vacancies	1 x Conservative 1 x Liberal Democrats
Licensing Committee	1 vacancy	1 x Conservative
Planning Committee	1 vacancy	1 x Labour
Public Protection	2 vacancies	1 x Conservative 1 x Plaid Cymru
Policy Review & Performance Scrutiny	2 vacancies	1 x Labour 1 x Plaid Cymru

5. Further nominations to fill existing vacancies received from political groups prior to Full Council on 24 October 2019 will be reported on the amendment sheet.

## **Legal Implications**

6. The Council is under a duty to make appointments to Committees, in accordance with the approved allocation of seats to political groups, so as to give effect to the wishes of the political groups (pursuant to Section 16 of the 1989 Act).

## **Financial Implications**

7. There are no financial implications directly arising from this report.

## **RECOMMENDATION**

The Council is recommended to appoint to the vacancies on Committees in accordance with the approved allocation of seats and Party Group wishes, as set out on the Amendment Sheet.

### **DAVINA FIORE**

#### **Director Governance and Legal Services**

18 October 2019

#### **Background Papers**

Annual Council Reports and Minutes 23 May 2019

Report and Minutes of Council 20 June 2019

Report and Minutes of Council 18 July 2019

**CYNGOR CAERDYDD  
CARDIFF COUNCIL**



**COUNCIL:**

**24 OCTOBER 2019**

**REPORT OF THE DIRECTOR OF GOVERNANCE & LEGAL SERVICES**

**APPOINTMENT OF MEMBERS TO SERVE ON OUTSIDE BODIES**

**Reasons for the Report**

1. To receive nominations and make appointments of Council representatives to statutory and non-statutory outside bodies.

**Background**

2. The Constitution provides that the Council will, from time to time, receive nominations and make Member appointments as necessary to serve as representatives of the Council on outside bodies.
3. The Council at its Annual meeting on 23 May 2019 received nominations and agreed appointments of Members to serve on bodies which are required on an annual basis and other vacancies.
4. The Council from time to time receives nominations to vacancies that occur during the Municipal Year.

**Issues**

5. The Council is asked to receive a nominations to following bodies: -

<b>Body</b>	<b>Vacancy Information</b>
Willie Seager Memorial Homes Trust.	One vacancy to replace Councillor Lister.

6. The Party Group Whips were advised of these vacancies on 14 October 2019 and nominations received will be detailed on the Amendment Sheet to be circulated at the Council meeting.

**Legal Implications**

7. The appointment of individuals to serve on outside bodies is a Local Choice function under the Local Authorities (Executive Arrangements) (Functions and Responsibilities) (Wales) Regulations 2007. In the approved Scheme of

Delegations the Council has determined that responsibility for the proposed appointments shall rest with Full Council.

### **Financial Implications**

8. There are no financial implications arising as a direct consequence of this report.

### **RECOMMENDATION**

The Council is requested to receive nominations and approve appointments as set out on the amendment sheet to the following bodies:

- (a) Willie Seager Memorial Homes Trust.

**DAVINA FIORE**

**Director of Governance & Legal Services and Monitoring Officer**

18 October 2019

### **Background Papers**

Register of Appointments to Outside Bodies

Annual Council 23 May 2019 - Appointment of Representatives to Outside Bodies