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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	TUESDAY, 5 OCTOBER 2021, 4.30 PM
Venue	REMOTE VIA MS TEAMS
Membership	Councillor Patel (Chair) Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry, Parkhill, Owen, Sandrey and Wong

*Time
approx.*

1 Apologies for Absence

To receive apologies for absence.

2 Declarations of Interest

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

3 Fifth Local Development Plan Annual Monitoring Report 4.35 pm
(Pages 5 - 302)

For Members to undertake pre-decision scrutiny of the report to Cabinet.

4 One Planet Cardiff Strategy and Action Plan 5.05 pm
(Pages 303 - 390)

For Members to undertake pre-decision scrutiny of the report to Cabinet.

5 Procurement of Public Car Club Scheme for Cardiff 5.50 pm
(Pages 391 - 404)

Information report for noting

6 Committee Business 6.00 pm
(Pages 405 - 412)

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

7 Urgent Items (if any)

8 Way Forward

To review the evidence and information gathered during the meeting, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the Chair.

9 Date of next meeting

Davina Fiore

Director Governance & Legal Services

Date: Wednesday, 29 September 2021

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

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

5 OCTOBER 2021

**FIFTH CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING
REPORT: PRE-DECISION**

Purpose of the Report

1. To provide Members with background information to aid scrutiny of the draft report to Cabinet regarding Cardiff's Fifth Local Development Plan Annual Monitoring Report, which is scheduled to be presented to Cabinet at their meeting on 14 October 2021.

Scope of Scrutiny

2. At their meeting on 14 October 2021, the Cabinet will consider a report that outlines the purpose, key findings and conclusions of the fifth Annual Monitoring Report and seeks Cabinet endorsement of the report for submission to Welsh Government by 31st October 2021.
3. A copy of the Cabinet Report is attached at Appendix A.
4. During this scrutiny, Members have the opportunity to explore:
 - i) The performance of the Council against its current Local Development Plan;
 - ii) How the Local Development Plan policies are being implemented;
 - iii) How the findings of the Annual Monitoring Report can help inform the Local Development Plan review process;
 - iv) Whether there are any associated risks to the Council.

Background

5. The Cardiff Local Development Plan 2006 to 2026 was formally adopted by the Council on 28th January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report and submit to Welsh Government by the 31st October each year after Plan adoption.
6. 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.
7. This is the fifth AMR to be prepared since the adoption of the plan and is based on the period 1st April 2020 to 31st March 2021. 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.
8. As well as assisting to inform the extent to which the LDP strategy, objectives and policies are being achieved, the findings of this monitoring work will directly help to inform the LDP review process that the Council is currently undertaking as required every four years from the plan's adoption.
 9. Attached at **Appendix A** is the draft report to Cabinet and provides a summary of performance against the main Plan topics. **Appendix A1** then sets out the data and conclusions in more detail.
 10. The AMR provides a five year short-term position statement. As stated in Appendix B, due to the Covid pandemic Welsh Government did not require Local Planning Authorities to submit and publish an AMR by the 31st October 2020 and no fourth AMR was therefore published. However, data was still collected where possible and is included in the time series presented in the report. This data provides a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

Proposed Recommendations to Cabinet

11. In order to comply with the provisions in the Planning Compulsory Purchase Act (2004) and Welsh Government Guidance, Cabinet is being asked to recommend that Council endorse the fifth AMR for submission to Welsh Government by 31st October 2021.

Previous Scrutiny

12. As mentioned above, due to the Covid pandemic, the Council was not required to submit or publish a fourth AMR. Prior to this, however, at their meeting held on 17 September 2019, the Environmental Scrutiny Committee considered and scrutinised the Third LDP AMR.

13. The Committee made a series of comments and observations from this meeting that were incorporated into the Chair's letter¹ and covered the following areas:

- New jobs
- Physical Activity
- Affordable Housing
- Education Travel
- Student Accommodation
- Congestion
- Bus Station & Waungron Road Transport Interchange
- Bus Rapid Transit Routes
- Modal Split Target
- Travellers Site Update

Way Forward

14. Councillor Caro Wild (Cabinet Member – Strategic Planning and Transport) and Andrew Gregory (Director of Planning, Transport and Environment) have been invited to make a statement and answer questions. Further Officers from the Planning, Transport and Environment Directorate have also been invited to assist the Committee in its consideration of the item.

Legal Implications

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

¹ [\(Public Pack\)Correspondence Following the Committee Meeting Agenda Supplement for Environmental Scrutiny Committee, 17/09/2019 16:30 \(moderngov.co.uk\)](#)

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i) Consider the information in this report, its appendices and the information presented at the meeting;
- ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter in time for its meeting 14 October 2021; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

29 September 2021

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BY SUBMITTING THIS REPORT TO THE CABINET OFFICE, I, ANDREW GREGORY, DIRECTOR PLANNING, TRANSPORT AND ENVIRONMENT AM CONFIRMING THAT THE RELEVANT CABINET MEMBER(S) ARE BRIEFED ON THIS REPORT

**CARDIFF COUNCIL
CYNGOR CAERDYDD**

CABINET MEETING:

14th October 2021

FIFTH CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING REPORT

**CABINET PORTFOLIO: TRANSPORT & STRATEGIC PLANNING
(Councillor Wild)**

AGENDA ITEM:

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 fifth Cardiff LDP AMR for submission to the Welsh Government by 31st October 2021.

Background

2. The Cardiff Local Development Plan (2006 to 2026) was formally adopted by the Council on 28th January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR) and submit to Welsh Government by the 31st October each year after Plan adoption.
3. This is the fifth AMR to be prepared since the adoption of the plan and is based on the period 1st April 2020 to 31st March 2021. 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 fifth year the LDP has been operative and this AMR provides a 5 year position statement and provides a comparison with the baseline data provided by the previous AMR's. Importantly, the findings of this monitoring work over 5 consecutive years will help to inform the LDP review process which commenced in March 2021.

The AMR Report

5. Overall the findings of the fifth AMR 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 9,000 jobs since the first AMR (16/17).
7. **Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP strategic housing sites. Specifically, there are new completions on 4 of the strategic housing sites:
- 841 completions have been achieved at St Ederyns Village (which is over the 800 completed dwelling target included in the AMR);
 - 526 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
 - 128 completions have been recorded on the North East Cardiff strategic site; and
 - 128 completions have been achieved at the North of J33 strategic site.
8. Although most of the strategic housing site completion rates are below targets set out in the AMR it is now evident from the above data 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. For example

completions for the last 3 years (2018 to 2021) have averaged 1,217 in contrast with the previous 9 years (2008 to 2017) 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 15 years between 2006 and 2021 a total of 18,723 new dwellings were built in Cardiff which represents 45% of the overall dwelling requirement.
10. However, construction has now started 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 5 years of the Plan period will increase significantly.
11. In terms of the impact of the pandemic on construction and completion rates there was evidence of a slight slow-down in construction activity in 2020 but this has been short term as evidenced by the fact the combined number of homes under construction on the strategic housing sites in April 2021 was 1,332 dwellings.
12. **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 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.
13. **Transportation** – Restrictions in travel as a result of the pandemic and national lockdown have had a significant impact on travel volumes and patterns over the monitoring period. Data shows a 22% reduction in traffic volumes from 2019, along with reduced congestion and improved air quality. Related to this commuting for 2020 was down 58% due to Covid restrictions and consequent working from home, furlough and self-isolation. With reduced congestion bus journey times and reliability have improved. There was also a 6% increase in cycling over the monitoring period and an 8% drop in bus and rail use. Overall this had an impact on the 50:50 sustainable modal split target which dropped from 50% to

49%. However in the past 3 months the modal split figure has been higher than 50% as a result of increased use of bus and rail services as restrictions ease and frequencies increase.

14. **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 forthcoming Strategic Development Plan preparation process.
15. **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.
16. **Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the five monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018 & PPW, Edition 11, February 2021) and the publication of Future Wales: The National Plan 2040 (February 2021) have made significant changes to the high-level policy framework.

Conclusions

17. Section 7 of the AMR provides the conclusions and recommendations of this fifth AMR which provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019. The key conclusions in the fifth 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.
18. 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

19. It is a requirement that AMRs must be submitted every year to Welsh Government until any Replacement/Revised LDPs are adopted. Therefore the sixth 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 ongoing review of the LDP.

20. The AMR will be placed on the Council's website for information.

Reason for the Recommendation

21. 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

22. 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 Development Plans Manual Edition 3 March 2020 specify what the AMR is required to include. The AMR and associated documents have been prepared in accordance with the body of the report.
23. 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.
24. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers (WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 (gov.wales) and must be able to demonstrate how it has discharged its duty.
25. 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.

26. 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.
27. 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>
28. 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

29. 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

30. There are no HR implications for this report.

Property Implications

31. None

RECOMMENDATION

That Cabinet is recommended to recommend that Council endorse the third AMR for submission to the Welsh Government by 31st October 2021.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory
	September 2021

The following Appendices are attached:

- Appendix 1 - Cardiff LDP 5th Annual Monitoring Report, October 2021

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Cardiff LDP 5th Annual Monitoring Report

October 2021



Cardiff Local Development Plan 5th Annual Monitoring Report 2021

**Based on data collected for period
1st April 2020 to 31st March 2021**

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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 fifth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2020 to 31st March 2021. The first, second and third AMRs was published on 31st October 2017, 31st October 2018 and 31st October 2019. Due to the Covid pandemic Welsh Government did not require Local Planning Authorities to submit and publish an AMR by the 31st October 2020 and no fourth AMR was therefore published. However data was still collected where possible and is included in the time series presented in this report. This data provides a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

Key Findings of the Fourth Monitoring Process 2020-2021 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:

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

Key Findings

This is the fifth AMR to be prepared and provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019. As outlined above it also includes data for the fourth year of monitoring in 2020 where this was available.

Due to the Covid pandemic and related restrictions on site visits it was not possible to collect data for the indicators relating to data on housing completions and vacancy rates in District and Local retail centres for the fourth year of monitoring in 2020.

However, due to restrictions easing it has been possible to collect this data to incorporate in the 5th AMR and these indicators present data for the two year period 2019 to 2021. Cardiff was not unique in this respect and the issue has been acknowledged by Welsh Government who did not require Local Planning Authorities to formally submit the AMR last year.

Overall the findings of the fifth AMR 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 9,000 jobs since the first AMR (16/17).

Housing – Monitoring data shows new homes have now started to be completed on many of the LDP strategic housing sites. Specifically, there are new completions on 4 of the strategic housing sites:

- 841 completions have been achieved at St Ederyns Village (which is over the 800 completed dwelling target included in the AMR);
- 526 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 128 completions have been recorded on the North East Cardiff strategic site; and
- 128 completions have been achieved at the North of J33 strategic site.

Although most of the strategic housing site completion rates are below targets set out in the AMR it is now evident from the above data 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. For example completions for the last 3 years (2018 to 2021) have averaged 1,217 in contrast with the previous 9 years (2008 to 2017) 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 15 years between 2006 and 2021 a total of 18,723 new dwellings were built in Cardiff which represents 45% of the overall dwelling requirement.

However, construction has now started 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 5 years of the Plan period will increase significantly.

In terms of the impact of the pandemic on construction and completion rates there was evidence of a slight slow-down in construction activity in 2020 but this has been short term as evidenced by the fact the combined number of homes under construction on the strategic housing sites in April 2021 was 1,332 dwellings.

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 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

Transportation – Restrictions in travel as a result of the pandemic and national lockdown have had a significant impact on travel volumes and patterns over the monitoring period. Data shows a 22% reduction in traffic volumes from 2019, along with reduced congestion and improved air quality. Related to this commuting for 2020 was down 58% due to Covid restrictions and consequent working from home, furlough and self-isolation. With reduced congestion bus journey times and reliability have improved. There was also a 6% increase in cycling over the monitoring period and an 8% drop in bus and rail use. Overall this had an impact on the 50:50 sustainable modal split target which dropped from 50% to 49%. However in the past 3 months the modal split figure has been higher than 50% as a result of increased use of bus and rail services as restrictions ease and frequencies increase.

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 forthcoming Strategic Development Plan preparation 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 five monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018 & PPW, Edition 11, February 2021) and the publication of Future Wales: The National Plan 2040 (February 2021) 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, second and third AMRs published in 2017, 2018 and 2019.

Conclusions

The 5th AMR provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019 together with data collected for the fourth year where this was available. The key conclusions in the fifth year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes and these findings can be used to inform the ongoing preparation of the replacement Local Development Plan.

2. Introduction

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

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

Adoption of the Cardiff Local Development Plan

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

This is the fifth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2020 – 31st March 2021.

Replacement Cardiff Local Development Plan

Welsh Government guidance requires the LDP to be reviewed every 4 years and a timetable for review of the plan was agreed with Welsh Government in March 2021. Formal preparation of the Replacement LDP was launched in May 2021 with consultation on a draft Vision, issues and objectives and a draft Integrated Sustainability Appraisal Scoping Report together with a Call for Candidate Sites.

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 3, March 2020)

The Manual States that the AMR should assess the extent to which the plan's strategy and key policies, sites and infrastructure requirements are being delivered. Each AMR will be based on the results and commentary of the preceding year. This will enable trends to become clear, with more refined commentary and analysis. It will then be clear how policies and proposals are delivering year on year.

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, this will be for the LPA to determine based on those elements crucial to delivering the plan's strategy.

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

- Identify key findings and conclusions in relation to the delivery of the strategy, setting out clear conclusions on whether a plan review is required in the form of an Executive Summary.
- Analysis of significant contextual change / indicators i.e. a summary and review of wider contextual issues within which the LDP operates, i.e. external strategies/policies.
- Analysis of core/key indicators i.e. a clear assessment on whether the plan is achieving the strategy, including its main objectives and implementing required growth levels (e.g. housing development targets, site delivery, affordable housing, and infrastructure). In this respect the AMR must include a housing trajectory update and related commentary and analysis.
- Analysis of local indicators i.e. an assessment of policies that are not proving effective and how these issues will be addressed.
- Results of SA indicators Relating to the SA Report and integrated assessment.
- Conclusion and recommendations which identify changes to the plan required at the statutory review period or triggered earlier, if appropriate.

The Manual states that the broad structure of the AMR should remain the same each year to provide ease of analysis between successive reports and build upon preceding results. The use of illustrative materials such as charts and graphs can make the AMR more accessible for stakeholders, business groups and the community.

The Manual states that the monitoring results should clearly identify if (and how) the strategy is working and if key allocations are being delivered as anticipated over the plan period. The results will also identify any challenges, opportunities and possible ways forward for revising policies and proposals at plan review. It is considered good practice to involve stakeholders and the community through engagement events following publication of the AMR. This will enable the LPA to provide an explanation of the issues and trends, and to allow feedback on key issues.

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.

3. Contextual Changes

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

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

Legislative Changes

Planning (Wales) Act 2015

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

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

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

The amended Regulations:

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

- Make minor and consequential amendments.

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

Well-being of Future Generations (Wales) Act 2015

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

Environment (Wales) Act 2016

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

Historic Environment (Wales) Act 2016

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

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

Public Health (Wales) Act 2017

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

National Planning Policy Amendments

Planning Policy Wales (Edition 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.

Planning Policy Wales (Edition 11, February 2021)

In February 2021 Planning Policy Wales (Edition 11) was issued. This is a factual update to Planning Policy Wales (Edition 10) and proposed a number of changes to take account of new legislation and guidance that had been issued since its publication in December 2018, notably the Socio-economic duty, policy changes regarding housing land supply, Building Better Places and Future Wales.

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.

Future Wales: A National Plan for 2040

The Welsh Government published the final version of Future Wales on 24th February 2021. This document replaces the Wales Spatial Plan and sets out a 20 year spatial

framework for land use in Wales. Future Wales is a key part of the development plan system in Wales and sits at the top of the development plan hierarchy. It provides a framework for the provision of new infrastructure/growth and seeks to address key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

Building Better Places

This guidance sets out the Welsh Government's planning policy priorities to assist in taking action in the recovery period after the Covid-19 pandemic crisis. The guidance places the planning system at centre stage when considering built and natural environment issues that have arisen from the pandemic. The guidance should be read in parallel with PPW and seeks to signpost the key planning policies and tools in PPW which should be used to aid the recovery from the pandemic in Wales.

Regional Context

Cardiff Capital Region and City Deal

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

Local Context

Capital Ambition – Our continuing commitments to Cardiff

This sets out the Administration's five-year policy agenda for the city. 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. The Corporate Plan (2020-2023) and the Well-Being Plan 2018-2023 are the key documents in delivering Capital Ambition.

Cardiff Well-Being Plan 2018-2023

Under the provisions of the Well-Being of Future Generations Act, every Public Service Board in Wales must publish a Local Well-Being Plan by May 2018.

Having undertaken a local well-being assessment to understand the city's strengths and challenges, Cardiff's Public Services Board (PSB) has produced a Local Well-being Plan – a 5 year plan to respond to the issues raised.

The Well-being Plan sets out the Cardiff PSB's priorities for action focusing on the areas of public service delivery which fundamentally require partnership working between the city's public and community services, and with the citizens of Cardiff.

The Plan contains Well-being Objectives, high-level priorities that the Cardiff PSB has identified as being most important. It also contains 'Commitments,' or practical steps that the city's public services, together, will deliver over the next 5 years.

Bilingual Cardiff 5 Year Welsh Language Strategy

The strategy was published in March 2017 following Cabinet and full Council consideration. It sets out our priorities for facilitating and promoting the Welsh language in Cardiff with our partners, starting our journey to becoming a truly bilingual capital for Wales.

Strategic Equality Plan

In March 2016 the Council adopted a new plan to set out the Council's equality priorities for the next four years. Seven new Equality Objectives were agreed in conjunction with local citizens and third sector organisations. These new Equality Objectives are shaping the Council's policy, service delivery, and support to employees – eliminating discrimination, advancing equality of opportunity, and fostering good relations between different groups.

Transport White Paper

The Council's transport White Paper, lays out an ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality in the Welsh capital. The White Paper lists a series of projects which could revolutionise public transport options in Cardiff and the region, including:

- Expanding current Metro plans to deliver more new tram/train routes and stations in Cardiff and the region
- Introducing new Bus Rapid Transit services and Park & Ride sites;
- Lowering the cost of bus travel significantly
- Delivering safer walking and cycling routes
- Offering real travel options designed to get people out of their cars and onto public transport.

Clean Air Plan

The Council is very aware of the concerns for air quality impacts and recognise that there is no defined "safe level" when describing levels of air quality. Recent public

health concerns have focussed on elevated nitrogen dioxide (NO₂) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO₂ set as 40µg/m³.

In order to improve the air quality in Cardiff, action needs to be taken across the city as a whole. As a result The Council has developed and published a Clean Air Plan which was undertaken in order to comply with a legal direction which was issued by Welsh Government in 2018. This direction required the Council to develop a Plan to address air quality concerns as a number of road links in Cardiff were forecasted to exceed the legal limits for NO₂ beyond 2021 if no additional action was taken.

The Council's plan and funding for approximately £20M was fully approved by Welsh Ministers at the end of December 2019, and this Plan will implement a number of measures to reduce NO₂ levels across Cardiff and these include:

- Implementation of Electric Buses – 36 Electric Buses to be implemented on a number of routes across Cardiff;
- Bus Retro Fitting Programme to clean up older polluting buses;
- Taxi Licensing Policy to only grant new licenses to vehicles which comply with the latest emission standards;
- City Centre Transportation Improvements ; and
- Further Active Travel Measures

These measures have been assessed to not only ensure compliance with the legal levels for NO₂ are achieved by the end of 2021, but also ensure that levels across the City are further reduced in order to protect and improve the health of residents.

Cardiff Older Persons' Housing Strategy 2019 - 2023

This strategy sets out how the Council and its partners will deliver the best housing outcomes for all older people in Cardiff. The Strategy has a number of key aims, including planning new homes and communities to address future housing and care needs across all tenures and building strong inclusive communities and tackling social isolation.

The Council's Economic Strategy Building More Homes and Better Jobs

The Economic Strategy contains 3 parts – a spatial strategy, an industrial strategy and underpinning themes to support the strategy and sets out a number of priorities and projects aimed at delivering the Council's aims for the economy over the next 10 years including: generating 20,000 additional jobs for the city –region; creating Wales first significant commercial business cluster in Central Square, Central Quay and Callaghan Square; establishing Cardiff Bay as a leading UK urban visitor destination in its own right; putting Cardiff at the heart of the UK's Creative and Digital sector; positioning Cardiff as a national centre for Reg-Tech as part of its fin-tech and cyber security cluster; strengthening Cardiff city-region's place as the focal point for advanced manufacturing in Wales, focusing on compound semi-conductors and life sciences; supporting the city's communities and districts to take advantage of the city's growth and; establishing stronger city-region governance that delivers for Wales.

Cardiff 2030 A Ten Year Vision for a Capital City of Learning and Opportunity

This strategy was launched in October 2019 and includes aims to continue to enhance and develop the education estate in order to meet the changing demographic and societal requirements of the city. The strategy includes commitments to deliver the 21st Century Schools Programme including new/rebuilt schools and deliver new schools to take account of population growth and economic development in the city through the LDP.

Cardiff Recovery Strategy

In response to the issues raised by the pandemic the Council have prepared a strategy which outlines what is required during the Covid-19 recovery period to ensure that the city centre, and wider local and district centres, fully support local businesses, retailing, and the wider range of positive social and leisure activity associated with Cardiff city centre.

The strategy identifies essential interventions for creating a safe city centre and sets out key actions at a city-wide level which will enable an integrated strategic approach across the city, based on social distancing and ensuring people's safety while social distancing is required. The roll out of these interventions will be accompanied by targeted information and publicity.

The strategy comprises the following elements:

A Safe City Centre – In order to support three key strands of activity – employment retail and hospitality the strategy includes an operational management plan for the city centre which identifies measures to facilitate social distancing requirements, including queuing, routes for circulation/movement, spill-out space and information, including signage and street ambassadors. It outlines an approach to facilitating events and activities, which will attract users back to the city centre.

A Safe Connected City - Measures include a package of safety and greening in local and district centres such as pavement widening, cycle routes, speed restrictions and more significant measures where appropriate, with a pilot scheme in Wellfield Road. Other key locations such as parks and universities will be identified and schemes developed to ensure social distancing and effective access.

In addition urgently required measures to mitigate the loss of public transport capacity will include walking and cycling schemes, safety measures (for example, pavement widening), bus priority schemes and ongoing engagement with operators, such as Transport for Wales and Cardiff Bus. Additional car parking capacity and 'park and pedal/stride' schemes will also be explored.

A systematic 'pop up' cycle network will encourage additional use of the mode and provide connectivity into the city centre, local centres and transport/demand hubs. Additional cycle parking will be delivered.

One Planet Cardiff

The One Planet Cardiff Strategy provides a response to the climate emergency declared by the Council in 2019. The strategy contains a vision that:

- Sets out the Council's 10 year ambition to be Carbon Neutral in its own activities;
- Calls on the whole city, all citizens, young and old, schools, key partners, employers and stakeholders to positively work with us to develop a City-Wide road map and action plan for a carbon neutral City by 2030;
- Identifies opportunities that could reframe the Cardiff economy in a way that is resilient, robust and long-term, ensuring that Cardiff is one of the leading UK green cities; and
- Defines the immediate programmes and opportunities that we urgently need to address.

The strategy analyses the scope and scale of the challenge facing the Council and the City, and also highlights the opportunities that could arise from positive action to address this challenge. It outlines the significant progress that we've made to date to address our carbon footprint and then proposes a wide range of immediate and potential actions that will form the basis of our longer term response to the climate emergency. The Council have consulted widely on the draft strategy and this will inform a detailed committed action plan.

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. 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%
April 2019 to March 2020	74.8%	73.7%
April 2020 to March 2021	74.5%	72.8%

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%
April 2019 – March 2020	3.8%	3.7%
April 2020 to March 2021	3.8%	3.7%

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
April 2019 – March 2020	£582.6	£540.7
April 2020 to March 2021	£543.6	£541.7

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 2020 at £235,054 were higher than the 2006 baseline price (£154,183). The data below shows that house prices have risen by 52% during the monitoring period.

Cardiff Average House Prices 2006 to 2021

Time Period	Average House Price
2006	£154,183
2007	£163,694
2008	£163,811
2009	£139,651
2010	£152,568
2011	£147,842
2012	£154,122
2013	£156,101
2014	£165,942
2015	£176,134
2016	£188,739
2017	£192,273
2018	£200,659
2019	£208,016
2020	£211,331
2021	£235,054

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
- 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:

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

Sustainability Appraisal Monitoring Framework

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

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

5. LDP Monitoring Policy Analysis

Contextual Indicators

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
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%	3.8%	3.8%
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 of Multiple Deprivation planned for 2019	Next update to Welsh Index of Multiple Deprivation planned for 2019	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% of the population of Cardiff is in the 100 most deprived wards in Wales	Date to be agreed for next update to Welsh Index of Multiple Deprivation
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)	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area)	In the quarter Ending December 2018, crime rates were down in Cardiff compared with the corresponding	In the quarter Ending December 2019, crime rates were down in Cardiff compared with the corresponding	In the quarter Ending December 2020, crime rates were down in Cardiff compared with the corresponding

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
			compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 crimes per thousand residents.	quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per thousand residents to 27.72 crimes per thousand residents.	quarter in 2018. Crime rates in Cardiff decreased from 27.72 crimes per thousand residents to 27.0 crimes per thousand residents.	quarter in 2019. Crime rates in Cardiff decreased from 27.0 crimes per thousand residents to 23.51 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	57% of adults reported being physically active for more than 150 mins in the previous week 29% of adults reported being physically active for less than 30 mins in the previous week	57% of adults reported being physically active for more than 150 mins in the previous week 29% of adults reported being physically active for less than 30 mins in the previous week
Waste Reduction Rate	Waste reduction rate of 1.2%	The waste reduction rate falls below	The amount of household waste collected	The amount of household waste collected	The amount of household waste	The amount of household waste collected	The amount of household waste collected

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
	annually to 2050	1.2% for two or more consecutive years	and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes	and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes	collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes	and generated between 2017/18 and 2018/19 decreased by 1.4% from 172,852 to 170,523 tonnes.	and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.

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

Topic Area: Employment Land Permitted on Allocated Sites

Relevant LDP Policies: KP2, KP9, EC1 – EC7

Indicator reference: OB1 EC1

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

Indicator		Target			Trigger
Core Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.		None			None
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
Total land area of Allocations=132ha Employment development permitted on allocated sites (April 2016 - 31 st March 2017) = 11.6ha. This equates to 9%	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2017 - 31 st March 2018) = 2.12 ha. This equates to 1.7%	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2018 – 31 st March 2019) = 3.16 ha. This equates to 2.4%.	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2019 – 31 st March 2020) = 2.07 ha. This equates to 1.7 %	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2020 – 31 st March 2021) = 0.78 ha. This equates to 0.6 %	

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
20/00102/MJR	Refurbishment and extensions to former brewhouse for a mixed-use development and retention of associated chimney	The Brewery, Crawshay Street, Butetown	0.78	Not started (Granted 13.05.20)

The employment land permitted (ha) on allocated sites during the period 1st April 2020 to 31st March 2021 as a percentage of all employment allocations is 0.6 %, which is lower than the previous 12 months. Please note a significant area of the Cardiff Central Enterprise Zone 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 scheme permitted is high density, high rise office development, which has a smaller land requirement. In relation to Strategic Site KP2 (H): South of St Mellons Business Park (employment only) an application for outline permission was received on the 13th of January 2021 (21/00076/MJR) and is awaiting determination in due course.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Land Take Up

Indicator reference: OB1 EC2

Relevant LDP Policies: KP2, KP9, EC1-EC7

Indicator reference: OB1 EC2

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

Indicator		Target			Trigger
Core Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)		Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually			Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	Office Take Up (April 2019 to April 2020) = 36,710 sqm Industrial Take up (April 2019 to April 2020) = 0.46 ha	Office Take Up (April 2020 to April 2021) = 728 sqm (please see analysis) Industrial Take up (April 2020 to April 2021) = 1.04 ha	

Analysis

Office Take up is based on completions during the period April 2020 to 31st March 2021. In this period only 728 sqm of office floorspace was completed. This floorspace related to a change of use on the upper floor of 9-11 The Hayes. This is considerably below the target set, however there are a number of significant city centre offices nearing completion. Notably land at the north of John Street (13,275 sqm) and the office development which forms part of the Transport Interchange development, at Central Square (14,111 sqm).

If these figures were to be considered this would provide a further 27,386 sqm of office floorspace, which would fall within the target range. It is likely that these developments would have been completed during this monitoring period if it was not for the impacts of Covid 19 and its impacts on the construction industry at the early stages of lock down. It is also worth noting that the previous two years office take-up figures exceeded targets.

Taking these figures and factors into consideration, Cardiff's Office market is still deemed to be strong, and no concerns are raised in relation to this indicator.

Industrial Take-up is based on completions during the period April 2020 to 31st March 2021. Take up has been low during this period with only 1.04 hectares developed. Completions, included 0.9 ha light industrial development at Penarth Road (Former Cardiff Sabb), and 0.14 ha for B2 development at Rover way (Sims Metal Recovery Plant).

Although falling well short of the annual target 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). There are also a number applications for small start-up units, which will likely be completed in next year's monitoring period. 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.

Indicator		Target			Trigger	
LOCAL Amount of employment land lost to non-employment uses in primary and local employment sites (Policy EC1)		No loss of employment land (Policy EC1) unless in accordance with Policy EC3.			No loss of employment land on EC1 protected sites, except for developments which have been considered a complimentary use under Policy EC2, or which have been considered to satisfy Policy EC3.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021		
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.	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.		

Analysis

In relation to uses permitted on employment land, 3 D1 uses (2 clinics and 1 place of worship) and 3 leisure uses (gyms and training swimming pool) were approved. In all cases the units were vacant despite marketing and the D1 uses approved also had a B1 office element.

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.

Recommendations

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
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline (since April 2016) 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.	Office completions – 37,331 sq m Offices under construction – 23,593sq m Offices in pipeline (since April 2019) with planning permission – 18,761 sq m (<i>amended</i>)	Office completions – 0 sq m Offices under construction – 27,386 sq m Offices in pipeline (since April 2020) with planning permission – 25,384 sq m.	
Analysis					
<p>Within the Allocated Site (KP2A) there have been no completions within the monitoring period. However, there are a number of significant city centre offices nearing completion. Notably land at the north of John Street (13,275 sqm) and the office development which forms part of the Transport Interchange development, at Central Square (14,111 sqm). It is likely that these developments would have been completed during this monitoring period if it was not for the impact of Covid 19 and its impact on the construction industry at the early stages of lock down.</p>					

Since April 2020 a further 25,384 sqm of office floorspace is in the pipeline with planning permission.
Please see monitoring table below for a breakdown of employment land permitted during the monitoring period on allocated sites.

Under Construction				
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	Under Construction
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	Under Construction Superseded by 19/03052 to extend the office development by 3,792sq m

			In total 14,111sq m	
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 Superseded by 19/03171/MJR
19/03171/MJR	VARIATION OF CONDITION 2 TO REDUCE THE SCALE OF OFFICE BUILDING	LAND AT BRAINS BREWERY AND ADJACENT TO SOUTH OF CARDIFF CENTRAL STATION	18,761 sq m	Not started
20/00102/MJR	REFURBISHMENT AND EXTENSIONS TO FORMER BREWHOUSE FOR A MIXED-USE DEVELOPMENT AND RETENTION OF ASSOCIATED CHIMNEY	THE BREWERY, CRAWSHAY STREET, BUTETOWN, CARDIFF, CF10 5DS	6623 sqm	Not started
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 change relating to this policy area during the monitoring period.

Indicator		Target			Trigger
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)		15,000sq m (B1 & B1(b&c))			No trigger is set at present but will be revised once further details are known.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	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.	
Analysis					
<p>Planning permission 14/02733/MJR granted 20/03/2017 for residential led mixed use development of this strategic sites which includes the target level of B1 floorspace.</p> <p>Although not yet started, the residential development has begun. It is therefore considered that policy KP2 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Employment Provision North of Junction 33

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

Indicator reference: OB1 EC6

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

Indicator		Target			Trigger
LOCAL Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)		3ha by J33 plus 2.5ha flexible local employment space.			No trigger set at present but will be revised one further details are known.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017.	Not yet started	Not yet started	Not yet started	Not yet started	
Analysis					
Planning permission 14/00825/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.					
As the site has been granted permission it is considered that policy KP2 D&E is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Employment Provision North East Cardiff

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

Indicator reference: OB1 EC7

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

Indicator		Target			Trigger
LOCAL Employment provision on Allocated Sites – (KP2 F – North East Cardiff)		6.5ha B1 & B1 (b&c) employment space Employment provision on Allocated Sites – (KP2 F – North East Cardiff)			No trigger is set at present but will be revised once further details are known.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No application submitted to date	No application submitted to date	No application submitted to date	No application submitted to date	Whilst various phases of the Churchlands residential development are being developed, the employment element is not yet started	
Analysis					
Not started. 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 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 change relating to this policy area during the monitoring period.

Indicator		Target			Trigger
LOCAL Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park)		80,000 to 90,000sq m (B1(b))/(c)			No trigger is set at present but will be revised once further details are known.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
No application submitted to date	No application submitted to date	No application submitted to date	No application submitted to date	Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.	
Analysis					
Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.					
Recommendations					
Continue to monitor.					

Topic Area: Net Job Creation

Relevant LDP Policies: KP1, KP9, EC1 – EC7

Indicator reference: OB1 EC9

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

Indicator		Target			Trigger
LOCAL Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015).		19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period.			If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive year.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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).	Total jobs in Cardiff – 212,000 in 2018 (latest Nomisweb.co uk figures, 2018).	Total jobs in Cardiff – 213,000 in 2019 (latest Nomisweb.co uk figures, 2019).	
Analysis					
The total number of jobs in Cardiff is 213,000 jobs, an increase of 1,000 jobs since the last AMR. 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: Active A1 Retail Units within District and Local Centres

Relevant LDP Policies: R1 – R8

Indicator reference: OB1 EC10

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

Indicator		Target		Trigger	
Active A1 (retail) units within District and Local Centres remaining the predominant use.		A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013).		A1 units comprising less than 40% of all units within a centre.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	Due to Covid no equivalent data available for 2020.	District Centres – Average of 44% active A1 retail units within centres. Local Centres – Average of 48% active A1 retail units within centres. For an individual breakdown see analysis section.	

Analysis

District Centres

<i>District Centre</i>	<i>Total No of Units</i>	<i>No active A1 (retail) units</i>	<i>Percentage Active A1 (retail) units</i>
Albany Road/Wellfield Road	198	91	46%
City Road	170	65	38%
Clifton Street	101	52	51%
Cowbridge Road East	188	79	42%
Crwys Road/Woodville Road	132	53	40%
Bute Street/James Street	63	17	27%
Merthyr Road, Whitchurch	94	48	51%
Penarth Road/Clare Road	72	33	48%
St Mellons	20	9	45%
Thornhill	7	4	57%
Whitchurch Road	121	43	36%
		Average	44%

The average percentage of active A1 retail units within District Centres is 44%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, 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.

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

Local Centre	Total No of Units	No active A1 (retail) units	Percentage of Active A1 (retail) units
Birchgrove	48	18	38%
Bute Street (Loudoun Square)	12	9	75%
Cathedral Road	27	13	48%
Countisbury Avenue	35	19	54%
Caerau Lane	9	6	67%
Fairwater Green	16	8	50%
Gabalfa Avenue	15	5	33%
Grand Avenue	20	6	30%
High Street, Llandaff	34	12	35%
Maelfa, Llanedeyrn*	12	8	67%
Newport Road, Rumney	48	24	50%
Rhiwbina Village	47	25	53%
Salisbury Road	45	14	31%
Splott Road	38	14	37%
Station Road, Llanishen	29	14	48%
Station Road, Llandaff North	32	16	50%
Station Road, Radyr	14	7	50%
Tudor Street	35	12	34%
Willowbrook Drive	4	2	50%
Wilson Road	15	8	53%
		Average	48%

The average percentage of active A1 retail units within Local Centres is 48%. This is the highest average % of active A1 units across all centres recorded since the first AMR (April 2016/March 2017). The majority of Local Centres exceed the 40% target with the exception of Birchgrove, Gabalfa Avenue, Grand Avenue, High Street Llandaff, Salisbury Road, Splott Road and Tudor Street.

Tudor Street is currently undergoing a regeneration programme which should encourage future A1 occupation and lift the percentage score for this centre in the near future.

It is also significant to note, a number of centres have experienced an increase in the number of active A1 units, including Countisbury Avenue, Caerau Lane, Maelfa (following redevelopment), Newport Road, Rhiwbina and Station Road in Llanishen and Llandaff North.

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.

Indicator		Target			Trigger
LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.		100%			90%
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	In 2019/20, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2020/21, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	
Analysis					
<ul style="list-style-type: none"> The Council's City Centre Land Use and Floor Space survey (LUFS) is undertaken each autumn. 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. It was noted at the time that the 10 Protected Shopping Frontages which were identified as falling below the 50% threshold were weaker frontages that have not historically achieved 50%, but were included as protected frontages in the LDP for their group value within the Central Shopping Area (CSA). 					

- It was therefore recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark.
- The 2020/21 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%).
- Due to Covid-19 restrictions, the 5th AMR survey work has been undertaken through the monitoring of Change of Use planning applications relating to Protected Shopping Frontage units received during the monitoring period.

Recommendations

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 (12.3%, March 2020).	Vacancy levels rise above national UK average for more than two consecutive years.					
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021			
District Centres – Average of 6% vacancy rate within centres.	District Centres – Average of 7% vacancy rate within centres.	District Centres – Average of 10% vacancy rate within centres.	District Centres – Unable to collect survey data due to Covid-19 lockdown.	District Centres – Average of 10% vacancy rate within centres			
Local Centres – Average of 7% vacancy rate within centres.	Local Centres – Average of 9% vacancy rate within centres.	Local Centres – Average of 8% vacancy rate within centres	Local Centres – Unable to collect survey data due to Covid-19 lockdown.	Local Centres – Average of 7% vacancy rate within centres			
Central Shopping Area – vacancy rate of 13.9%.	Central Shopping Area – vacancy rate of 12.2%.	Central Shopping Area – vacancy rate of 10.7%.	Central Shopping Area – vacancy rate of 10.9%.	Central Shopping Area – Unable to collect survey data due to Covid-19 lockdown.			

For an individual breakdown see analysis section.

Analysis			
<p>Prior to Covid-19 Lockdown, the GB vacancy rate across all shopping locations was 12.2% in March 2020, an increase from 12.1% in December 2019. The vacancy rate was 12.3% for High Streets (12.1% in Dec19); 14.1% for Shopping Centres (14.4% in Dec19); and 8.2% for Retail Parks (8.1% in Dec19). <i>Source: British Retail Consortium BRC-LDC Vacancy Monitor 11 May 2020 (Q1 results / prior to lockdown).</i></p>			
District Centres			
District Centre	Total No of Units	No vacant retail units	Percentage vacant retail units
Albany Road/Wellfield Road	198	13	7%
City Road	170	17	10%
Clifton Street	101	14	14%
Cowbridge Road East	188	16	9%
Crwys Road/Woodville Road	132	9	7%
Bute Street/James Street	63	18	29%
Merthyr Road, Whitchurch	94	6	6%
Penarth Road/Clare Road	72	5	7%
St Mellons	20	3	15%
Thornhill	7	0	0%
Whitchurch Road	121	10	8%
		Average	10%
<p>The average vacancy rates for District Centres is 10% and below the nation UK average of 12.3%.</p> <p>3 of the District Centres are above the 12.3% vacancy trigger; Clifton Street (14% vacancy), Bute Street/James Street (29% vacancy) and St Mellons (15% vacancy). Clifton Street, whilst over the trigger target remains a resilient centre, given the impact of Covid 19.</p>			

Bute/Street James Street District Centre has 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 recent applications relating to vacant units and the vacancy rate has improved since the last monitoring period.

Continue to monitor these centres for improvement next year.

Local Centres 2021

<i>Local Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Birchgrove	48	6	12%
Bute Street (Loudoun Square)	12	0	0%
Cathedral Road	27	2	7%
Countisbury Avenue	35	1	3%
Caerau Lane	9	1	11%
Fairwater Green	8	0	0%
Gabalfa Avenue	15	5	33%
Grand Avenue	20	2	10%
High Street, Llandaff	34	3	9%
Maelfa, Llanedeyrn*	12	0	0
Newport Road, Rumney	48	4	8%
Rhiwbina Village	47	1	2%
Salisbury Road	45	4	9%
Splott Road	38	4	10%
Station Road, Llanishen	29	1	3%
Station Road, Llandaff North	32	1	3%

Station Road, Radyr	29	1	3%
Tudor Street	35	10	28%
Willowbrook Drive	4	0	0%
Wilson Road	15	0	0%
		Average	7%

The average vacancy rates for Local Centres is 7% and below the national UK average of 12.3%.

2 of the Local Centres are above the 12.3% vacancy trigger; Gabalfa Avenue (33%) with 5 vacant units and Tudor Street (28%) having 10 vacant units.

Tudor Street is undergoing a programme of regeneration at present and once complete occupancy rates are expected to rise.

Central Shopping Area (CSA)

Retail units have been closed during the 5th AMR monitor period of 1st April 2020 to 31st March 2021 due to the restrictions of the Covid-19 pandemic, as such it has not been possible to collect accurate survey data during this time. The next survey is due to be undertaken once shops have reopened in (anticipated) autumn 2021 and the results will be reported in the 6th AMR.

Recommendations

No action is required at present. 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 during the monitoring period.

Indicator		Target			Trigger
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.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	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.	9 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 6 were not accompanied by an assessment as specific circumstance did not require them.	7 applications approved for retail development outside designated centres. 3 were accompanied by proportionate retail planning statements. The remaining 4 were not as specific circumstances did not require them.	

circumstance did not require them.	circumstances did not require them.			
Analysis				
<p>7 applications for development within Use Class A were permitted outside designated centres. 3 of the proposals submitted an assessment of need and demonstrated that they satisfied the sequential test.</p> <p>4 applications did not require an assessment of need and the sequential test as;</p> <ul style="list-style-type: none"> - In all cases the floorspace was below the TAN 4 threshold or; - The retail floorspace formed part of a mixed use scheme e.g. ground floor use in high rise residential development; or; - 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 or the variation of condition of premises already in commercial use and/or in smaller shopping parades. <p>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.</p>				
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 remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

Indicator	Target	Trigger
<p>Local Achievement of 50:50 modal split for all journeys by 2026</p>	<p>Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose:</p> <ul style="list-style-type: none"> 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) 	<p>Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years</p>

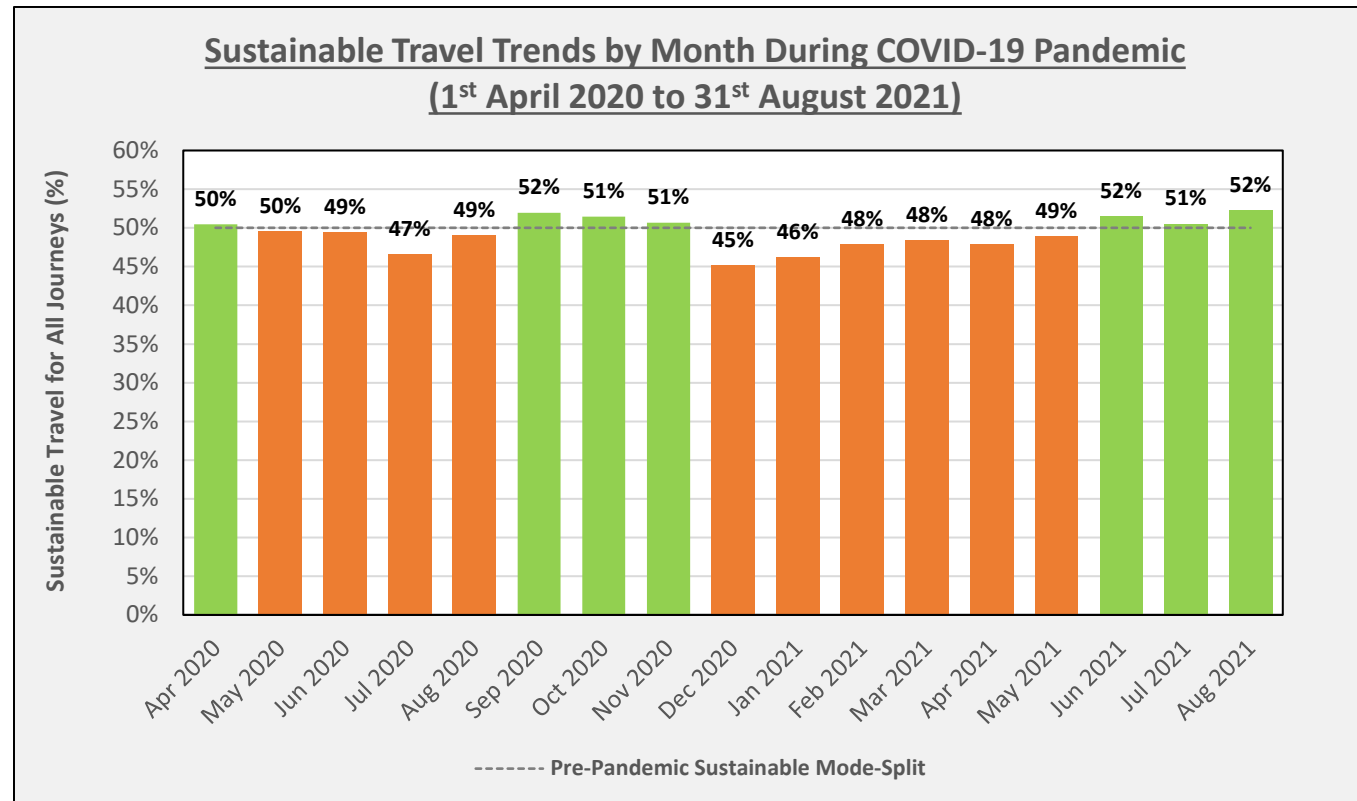
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
<p>1) Work: 2014 = 45.2% 2015 = 45.0% (↓) -0.2% 2016 = 48.1% (↑) +3.1%</p> <p>2) Education: 2014 = 57.8% 2015 = 50.4% (↓) -7.4% 2016 = 59.6% (↑) +9.2%</p> <p>3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) -1.1% 2016 = 67.9% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3%</p> <p>5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) -3.2%</p>	<p>1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3%</p> <p>2) Education: 2016 = 59.6% 2017 = 55.9% (↓) -3.7% -3.7%</p> <p>3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) -3.2% -3.2%</p> <p>4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) -6.8% -6.8%</p> <p>5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) -3.8% -3.8%</p>	<p>1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3%</p> <p>2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1%</p> <p>3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6%</p> <p>4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%</p> <p>5) Leisure: 2017 = 56.4%</p>	<p>1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2%</p> <p>2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6%</p> <p>3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4%</p> <p>4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1%</p> <p>5) Leisure: 2018 = 58.8%</p>	<p>All Journeys:</p> <p>1st April 2019 to 16th March 2020 (pre- pandemic average) = 50%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 49% (↓) -1%</p>

2016 = 60.2% (↑) +5.4%		2018 = 58.8% (↑) +2.5%	2019 = 63.7% (↑) +4.9%	
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Analysis

While the proportion of sustainable travel over the past year as a whole (1st April 2020 to 31st March 2021) has reduced slightly, in particular as a result of a decrease in travel by public transport, nevertheless, in recent months the proportion of sustainable travel has mostly been higher than in 2019, as is demonstrated in figure 1.14.1.

Figure: 1.14.1



Cardiff therefore remains on-track for achieving the LDP target of 50:50 modal split for all journeys by 2026. However, it should be noted, that Cardiff's Transport White Paper sets out even more ambitious aspirations to achieve 37:63 by 2025, and 24:76 by 2030, the challenge will be in attaining this in the face of increased growth from development.

Apart from the significant impact of COVID-19 itself, it is worth being mindful that the choice to travel sustainably is nevertheless 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 or increased working from home), weather conditions, public health trends, infrastructure improvements etc.

Recommendations

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

Topic Area: Percentage of People Walking

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

Indicator reference: OB1 EC15

Contextual Changes: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Various active travel measures have been adopted across the city over the past year in order to support active travel as part of the COVID-19 recovery, including the Wellfield Road Scheme from June 2020. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

Indicator	Target	Trigger
Local Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
<p>1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3%</p> <p>2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0%</p> <p>3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3%</p>	<p>1) Work: 2016 = 17.9% 2017 = 14.0% (↓) -3.9%</p> <p>2) Education: 2016 = 27.6% 2017 = 23.3% (↓) -4.3%</p> <p>3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) -2.3%</p> <p>4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) -3.6%</p>	<p>1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0%</p> <p>2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3%</p> <p>3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8%</p> <p>4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2%</p>	<p>1) Work: 2018 = 15.0% 2019 = 18.3% (↑) +3.3%</p> <p>2) Education: 2018 = 26.6% 2019 = 21.9% (↓) -4.7%</p> <p>3) Shopping (City Centre): 2018 = 16.9% 2019 = 17.5% (↑) +0.6%</p> <p>4) Shopping (Other): 2018 = 21.1% 2019 = 23.4% (↑) +2.3%</p>	<p>All Journeys:</p> <p>1st April 2019 to 16th March 2020 (pre-pandemic average) = 19%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↓) -1%</p>

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%	5) Leisure: 2018 = 18.0% 2019 = 17.4% (↓) -0.6%	
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Analysis

While the proportion of travel by walking over the past year as a whole (1st April 2020 to 31st March 2021) has reduced slightly due to repeated restrictions on travel, nevertheless, between August and November of 2020 the proportion walking was increased, and since May 2021 the proportion walking has mostly been significantly higher than in 2019, as is demonstrated in figure 1.15.2.

Comparing various data sources on walking for 2019/2020 versus 2020/2021, it is clear that walking has experienced mixed fortunes over the past year, with City Centre footfall in particular being low. Nevertheless, as of August 2021, walking has either been close to pre-pandemic levels or else has increased relative to 2019/2020 levels. These are summarised in figure 1.15.1 below.

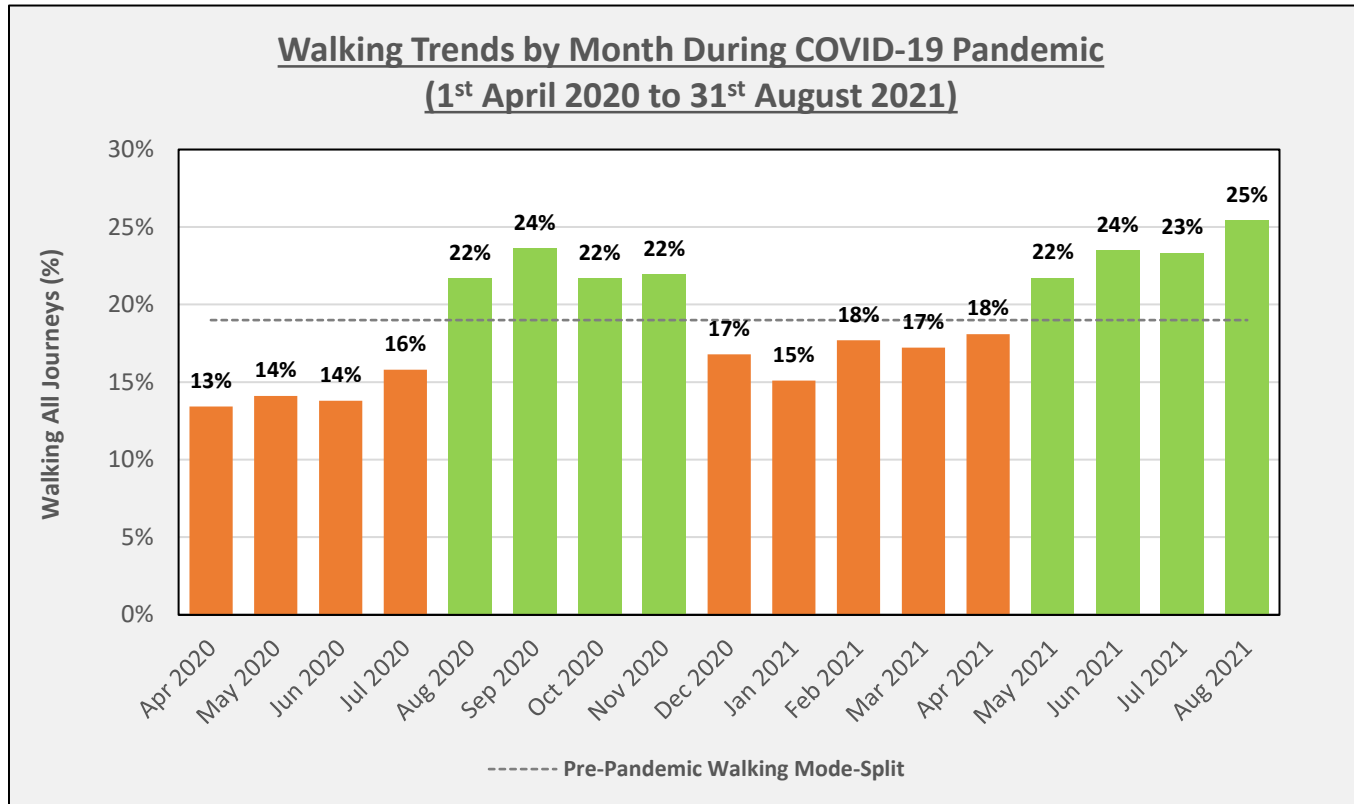
Figure: 1.15.1

	2021/2020 vs. 2019/2020	August 2020 vs. 2019/2020
Footfall on Eastern Bay Link	95% (↓) -5%	88% (↓) -12%
City Centre Footfall	37% (↓) -63%	95% (↓) -5%
Footfall on Cardiff Barrage	139% (↑) +39%	113% (↑) +13%
Footfall on Pont y Werin	110% (↑) +10%	105% (↑) +5%
Walking - Apple Mobility	60% (↓) -40%	130% (↑) +30%

The Ask Cardiff Survey 2020 was conducted in October to November of 2020 and published in January 2021, this showed that overall Cardiff residents indicated that they had walked 48% more than they had over the past year.

Some of the key factors influencing the choice to walk as with sustainable travel in general, have been discussed in OB1 EC14 (Achievement of 50:50 Modal Split). Nevertheless, amongst the most significant factors for walking are generally weather conditions and the distance being travelled.

Figure: 1.15.2



Recommendations
No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

Topic Area: Percentage of People Cycling

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

Indicator reference: OB1 EC16

Contextual Changes: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Various active travel measures have been adopted across the city over the past year in order to support active travel as part of the COVID-19 recovery, including notably the implementation of the Cross-City Cycleway in March 2021. Also of note, the Nextbike cycle hire scheme underwent a rebranding exercise between 21/07/2021 and 03/08/2021 before becoming 'OVO Bikes'. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

Indicator	Target	Trigger
Local Percentage of people cycling (all journeys)	An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

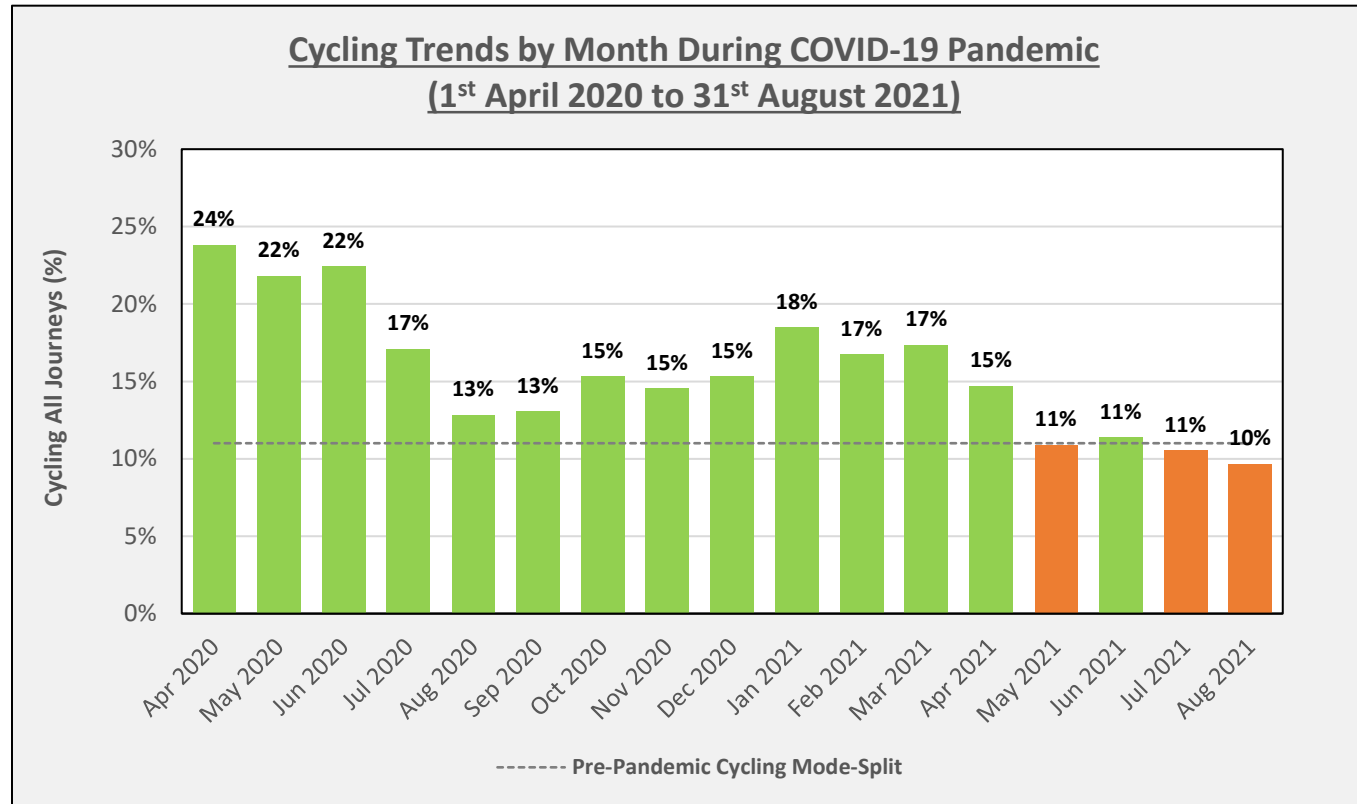
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021
<p>1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3%</p> <p>2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7%</p> <p>3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% () +0% 2016 = 6.6% (↑) +0.7%</p> <p>4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) -0.4% 2016 = 6.0% (↑) +0.7%</p> <p>5) Leisure: 2014 = 10.1% 2015 = 9.6% (↓) -0.5%</p>	<p>1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2%</p> <p>2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2%</p> <p>3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2%</p> <p>4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) +0.6%</p> <p>5) Leisure: 2016 = 10.0%</p>	<p>1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7%</p> <p>2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2%</p> <p>3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4%</p> <p>4) Shopping (Other): 2017 = 6.6% 2018 = 9.7% (↑) +3.1%</p> <p>5) Leisure: 2017 = 10.8%</p>	<p>1) Work: 2018 = 20.3% 2019 = 18.9% (↓) -1.4%</p> <p>2) Education: 2018 = 14.0% 2019 = 15.7% (↑) +1.7%</p> <p>3) Shopping (City Centre): 2018 = 12.2% 2019 = 10.9% (↓) -1.3%</p> <p>4) Shopping (Other): 2018 = 9.7% 2019 = 9.0% (↓) -0.7%</p> <p>5) Leisure: 2018 = 13.9% 2019 = 13.2% (↓) -0.7%</p>	<p>All Journeys:</p> <p>1st April 2019 to 16th March 2020 (pre-pandemic average) = 11%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 17% (↑) +6%</p>

2016 = 10.0% (↑) +0.4%	2017 = 10.8% (↑) +0.8%	2018 = 13.9% (↑) +3.1%		
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Analysis

The proportion of trips made by cycling has been consistently higher than pre-pandemic levels over the course of the past year. However, in recent months as total travel demand has recovered, and trips that previously shifted to cycling (especially public transport trips) have begun to shift back, the proportion cycling has again returned to around pre-pandemic levels, as is illustrated in figure 1.16.1.

Figure: 1.16.1



Overall, cycling has fared well over the past year and continues to do as of August 2021 as presented in figure 1.16.1, and there is no reason to believe that the target to double cycling by 2030 cannot still be achieved.

Figure: 1.16.1

	2021/2020 vs. 2019/2020	August 2020 vs. 2019/2020
Cycling at North Road	78% (↓) -22%	118% (↑) +18%
Cycling on Eastern Bay Link	116% (↑) +16%	131% (↑) +31%
OVO Bikes (Nextbike) Rentals	95% (↓) -5%	113% (↑) +13%
Cycling on Pont y Werin	122% (↑) +22%	132% (↑) +32%
Cycling Overall	110% (↑) +10%	100% () +0%

As previously discussed in OB1 EC14-15, the choice of whether to cycle is influenced by a number of key factors, some of which are externalities outside of the Council's direct influence.

Recommendations

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

Topic Area: Percentage of People Travelling by Bus

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

Indicator reference: OB1 EC17

Contextual Changes: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Cardiff's previous bus station closed in August of 2015, and is to be replaced by the new Transport Interchange, currently under construction and anticipated to be operational in 2023. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15th of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

Indicator	Target	Trigger
Local Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

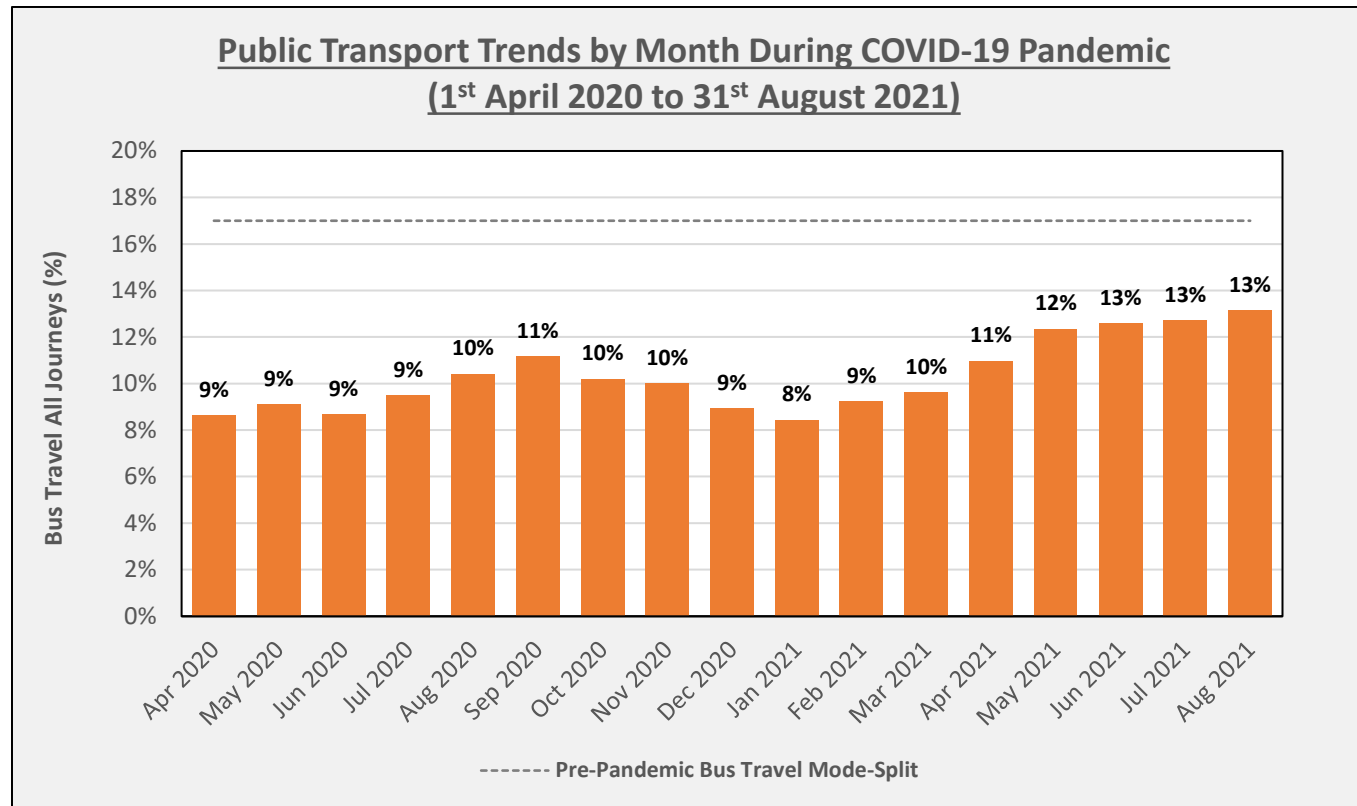
		4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2 (2014)			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7% 2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2% 3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2016 = 26.7% (↓) -2.7% 4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) -0.2% 2016 = 8.9% (↑) +0.5% 5) Leisure: 2014 = 11.2% 2015 = 10.8% (↓) -0.4%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3% 2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1% 3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4% 4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) -1.7% 5) Leisure: 2016 = 10.5%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9% 2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2% 3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8% 4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) -0.1% 5) Leisure: 2017 = 10.3%	1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3% 2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9% 3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3% 4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (↑) +3.1% 5) Leisure: 2018 = 10.1%	All Journeys by Public Transport (Bus and Rail Combined): 1 st April 2019 to 16 th March 2020 (pre- pandemic average) = 17% 1 st April 2020 to 31 st March 2021 (average during pandemic) = 9% (↓) -8%	

2016 = 10.5% (↓) -0.3%	2017 = 10.3% (↓) -0.2%	2018 = 10.1% (↓) -0.2%	2019 = 12.9% (↑) +2.8%	
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Analysis

Overall, it is unsurprising that public transport use has been low over the past year as illustrated in figure 1.17.1, due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; mandatory wearing of face masks from 27/07/2020; and limited on-board capacity such as to maintain social distancing.

Figure: 1.17.1



The reduction in use of public transport over the past year has resulted in a mode-shift accordingly to other sustainable modes, in particular cycling. At its lowest during 2020, bus use dropped to only 10% of pre-pandemic levels.

Nevertheless, the indications are that public transport use is beginning to recover, not least with the change in social distancing requirements as of May 2021, whereby all forward-facing seats were once again allowed to be used.

As of August 2021, public transport use (bus and rail combined) has returned to around 80% of pre-pandemic levels, and bus service frequency specifically is over 90% of pre-pandemic levels. Nevertheless, use of Cardiff East Park & Ride remains low at around a third of levels typically seen in 2019/2020.

Based on current use, there is some uncertainty moving forwards in terms of the achievability of the Cardiff Transport White Paper aspiration to double bus use from 2019 levels by 2030. However, it is hoped that by establishing a Cardiff Bus Strategy this will go some way to help to address this.

Recommendations

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

Topic Area: Percentage of People Travelling by Train

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

Indicator reference: OB1 EC18

Contextual Changes: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. 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. In response to declining passenger numbers due to COVID-19, Transport for Wales (TfW) took over operation of the Wales and Borders rail services under a subsidiary 'Transport for Wales Rail LTD'. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

Indicator	Target	Trigger
Local Percentage of people travelling by train (all journeys)	An annual increase of journeys made by train for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

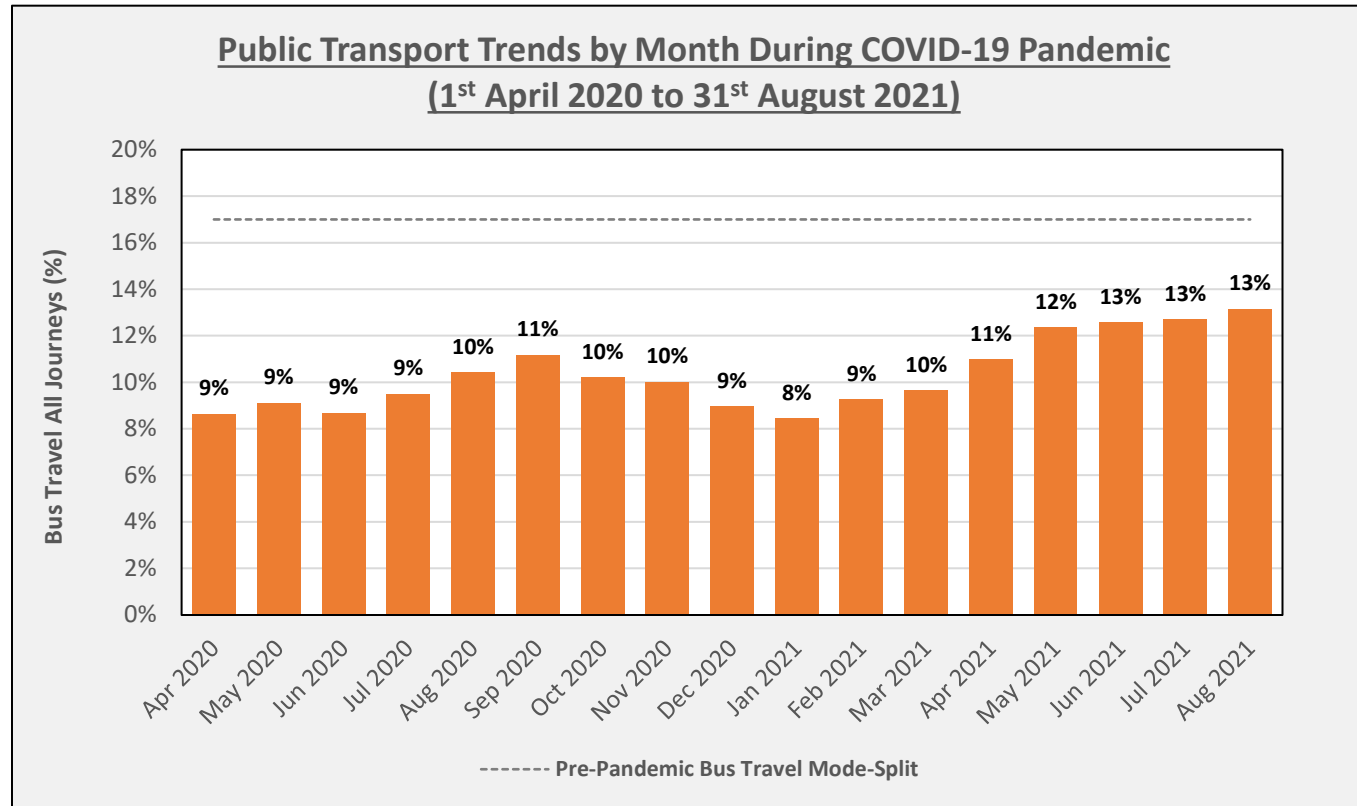
		3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)		
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021
<p>1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6%</p> <p>2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8%</p> <p>3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2%</p> <p>4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) -0.8% 2016 = 4.4% (↑) +1.4%</p> <p>5) Leisure:</p>	<p>1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8%</p> <p>2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4%</p> <p>3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3%</p> <p>4) Shopping (Other): 2016 = 4.4% 2017 = 2.7% (↓) -1.7%</p>	<p>1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4%</p> <p>2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5%</p> <p>3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2%</p> <p>4) Shopping (Other): 2017 = 2.7% 2018 = 3.2% (↑) +0.5%</p>	<p>1) Work: 2018 = 6.4% 2019 = 6.6% (↑) +0.2%</p> <p>2) Education: 2018 = 4.7% 2019 = 6.1% (↑) +1.4%</p> <p>3) Shopping (City Centre): 2018 = 11.3% 2019 = 10.5% (↓) -0.8%</p> <p>4) Shopping (Other): 2018 = 3.2% 2019 = 3.9% (↑) +0.7%</p> <p>5) Leisure:</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1st April 2019 to 16th March 2020 (pre-pandemic average) = 17%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%</p>

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%	2018 = 8.5% 2019 = 9.7% (↑) +1.2%	
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Analysis

Overall, it is unsurprising that public transport use has been low over the past year as illustrated in figure 1.18.1, due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; mandatory wearing of face masks from 27/07/2020; and limited on-board capacity such as to maintain social distancing.

Figure: 1.18.1



The reduction in use of public transport over the past year has resulted in a mode-shift accordingly to other sustainable modes, in particular cycling. At its lowest during 2020, rail use dropped to only 5% of pre-pandemic levels.

Nevertheless, the indications are that public transport use is beginning to recover, with current indications being that rail use has now returned to around 60% of pre-pandemic levels across the week, and far higher typically during the weekends.

Further Investigations (*see 'Recommendations')

In response to the trigger having been activated for this objective over two or more successive years, the following additional analysis has been undertaken –

Accessibility:

The following key events over the course of the pandemic will have affected accessibility for rail users –

- 16/03/2020 – Advised social distancing
- 23/03/2020 – UK-wide Lockdown introduced, rail travel restrictions implemented
- 06/07/2020 – TfW Rail launch Capacity Checker
- 27/07/2020 – Face masks when travelling on public transport are made compulsory
- 17/08/2020 – Non-essential travel re-permitted on public transport
- 27/09/2020 – Cardiff placed in Local Lockdown
- 23/10/2020 – Wales placed in Fire-break Lockdown
- 09/11/2020 – End of Fire-break
- 20/12/2020 – Tier 4 Restrictions introduced in Wales
- 01/03/2021 – Rail fares increase by 2.6%
- 26/04/2021 – Wales moved to Tier 3 Restrictions
- 17/05/2021 – Wales moved to Tier 2 Restrictions
- 21/06/2021 – Social Distancing onboard public transport ends
- 17/07/2021 – Wales moved to Tier 1 Restrictions
- 07/08/2021 – Wales moved to Tier 0 Restrictions

13/09/2021 – Rail Service Frequency increased

Typically service frequency has been at around 50-60% over much of the course of the pandemic. However by the 13th of September 2021, frequency now stands at around 80% relative to prior to the pandemic. Similarly, initially there were onboard capacity restrictions (around 50%) such as to maintain social distancing. However, as of 21st of June 2021, there are no longer any requirements to socially distance on public transport, although face masks continue to be required to be worn.

Key limiting factors on rail passenger numbers over the past year, have been – reduced service frequency; capacity limitations to maintain social distancing; limited opportunities for interchange; restrictions on travel; rail staffing issues; journey time reliability; fare increases; reduced commuter demand; and loss of public confidence, with concerns in particular over potential for infection due to crowded conditions on certain services and due to mixed compliance with the requirement around mask wearing.

Corridors:

Over the course of the pandemic, Main Line services have been disproportionately impacted due to greater restrictions around longer distance/national travel than for travel locally (Valley Lines). The service frequency for Main Line services relative to pre-pandemic levels, remains below that for Valley Line services. Nevertheless, relative rail patronage at Cardiff Central station compared with 2019, has generally been higher than at Cardiff Queen Street over recent months.

Journey Costs:

TfW Rail increased its fares by 2.6% from the 1st of March 2021. However, rail patronage has continued to recover since then in spite of the fare increases.

Rail Patronage:

As stated previously, at its lowest rail patronage was at around 5% of pre-pandemic levels in April/May. However, since March 2021 in particular, rail has shown promising signs of recovery, and has since returned to around 60% of pre-pandemic levels. The rail patronage trends are represented in figure 1.18.2.

Rail Journey Time/Reliability:

According to the National Rail Passenger Survey (Spring 2020), there has been a marked decrease since 2019 in customer satisfaction with regards journey time reliability and how the rail operators manage delay accordingly, as is illustrated in figure 1.18.3.

Figure: 1.18.2

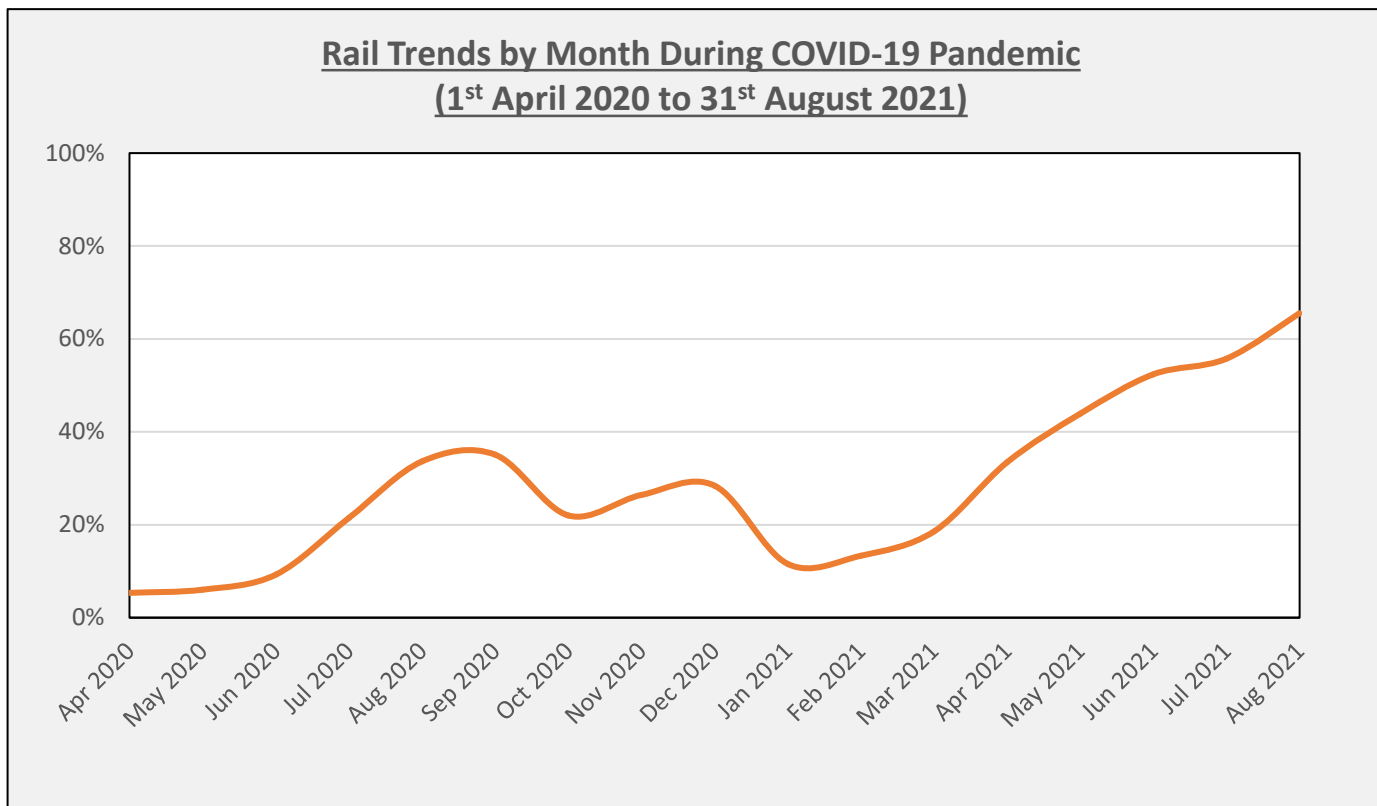


Figure 1.18.3 – Change in Customer Satisfaction 2020 vs. 2019

	TfW Rail	Great Western Railway	CrossCountry (East-West)	Overall
Overall satisfaction with the journey	-1%	-1%	-1%	-1%
Punctuality/reliability	-7%	0%	-6%	-4%
How well train company deals with delays	-15%	+4%	0%	-4%
Usefulness of information about the delay	-14%	-2%	+3%	-4%
Length of time the journey was scheduled to take	+1%	0%	-3%	-1%

Recommendations

In response to the trigger having been activated, the following investigations should therefore 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 should also be undertaken –

- Rail Patronage Surveys
- Rail Journey Time / Reliability Surveys

Nevertheless, it may not be appropriate to undertake a more extensive investigation than has been undertaken above at this stage, given the current evolving situation around COVID-19 recovery.

Topic Area: Improvement in Journey Times by Bus

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

Indicator reference: OB1 EC19

Contextual Changes: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Further contextual changes relating to bus use are defined in OB1 EC17, EC20 and EC21. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15th of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, relative peak reported congestion levels provide a proxy for delay to buses as well as to general traffic, and consequently a reasonable measure of bus journey times and reliability; in that the more congested conditions are, then the longer bus journeys will take, and the less reliable these will be.

Indicator	Target	Trigger
Local Improvement in journey times by bus	An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2015 = 59.8% 2016 = 62.6% (↑) +2.7%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2016 = 62.6% 2017 = 52.1% (↓) -10.5%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2017 = 52.1% 2018 = 54.7% (↑) +2.6%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2018 = 54.7% 2019 = 41.3% (↓) -13.4%	Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44%
Analysis				
<p>Overall, congestion has been down significantly over the course of the pandemic, as illustrated in figure 1.19.1, and therefore almost certainly bus journey times have been significantly reduced accordingly.</p> <p>Nevertheless, as traffic levels begin to return across the city to similar to pre-pandemic levels, likewise congestion and ultimately bus journey times and reliability are also (although to a lesser extent) beginning to return to pre-pandemic levels. This having said, the traditional congestion and delay experienced during an AM peak is currently largely absent, while the PM peak remains notably reduced, as is illustrated in figure 1.19.2. This is thought to be largely as a result of changing working patterns, e.g. significant numbers still working from home, as well as staggered start/finish times etc.</p> <p>As of August 2020, the Council has acquired the facility to monitor journey times as part of its SMART Corridors initiative, and it is hoped that these will help to provide more accurate measures of journey times and reliability across the city for future monitoring.</p>				

Figure: 1.19.1

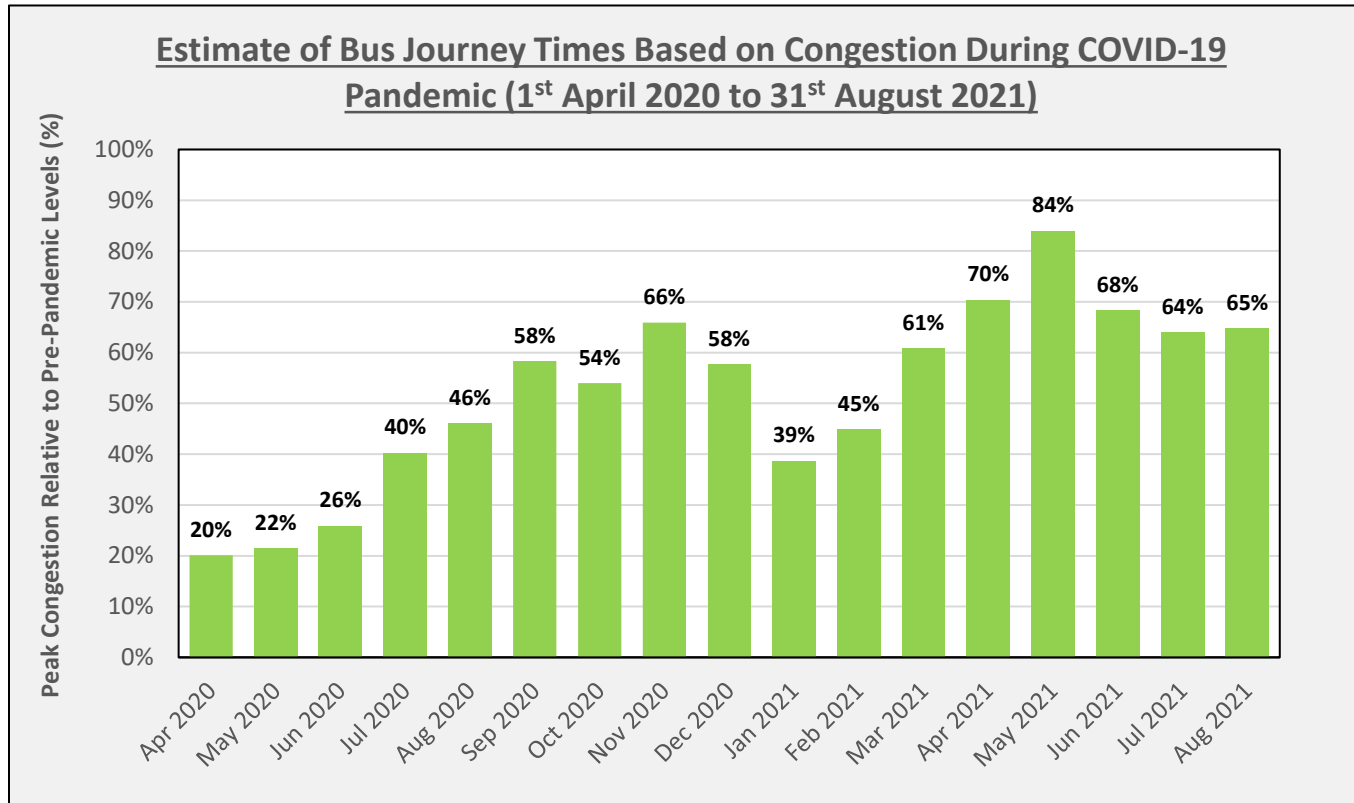
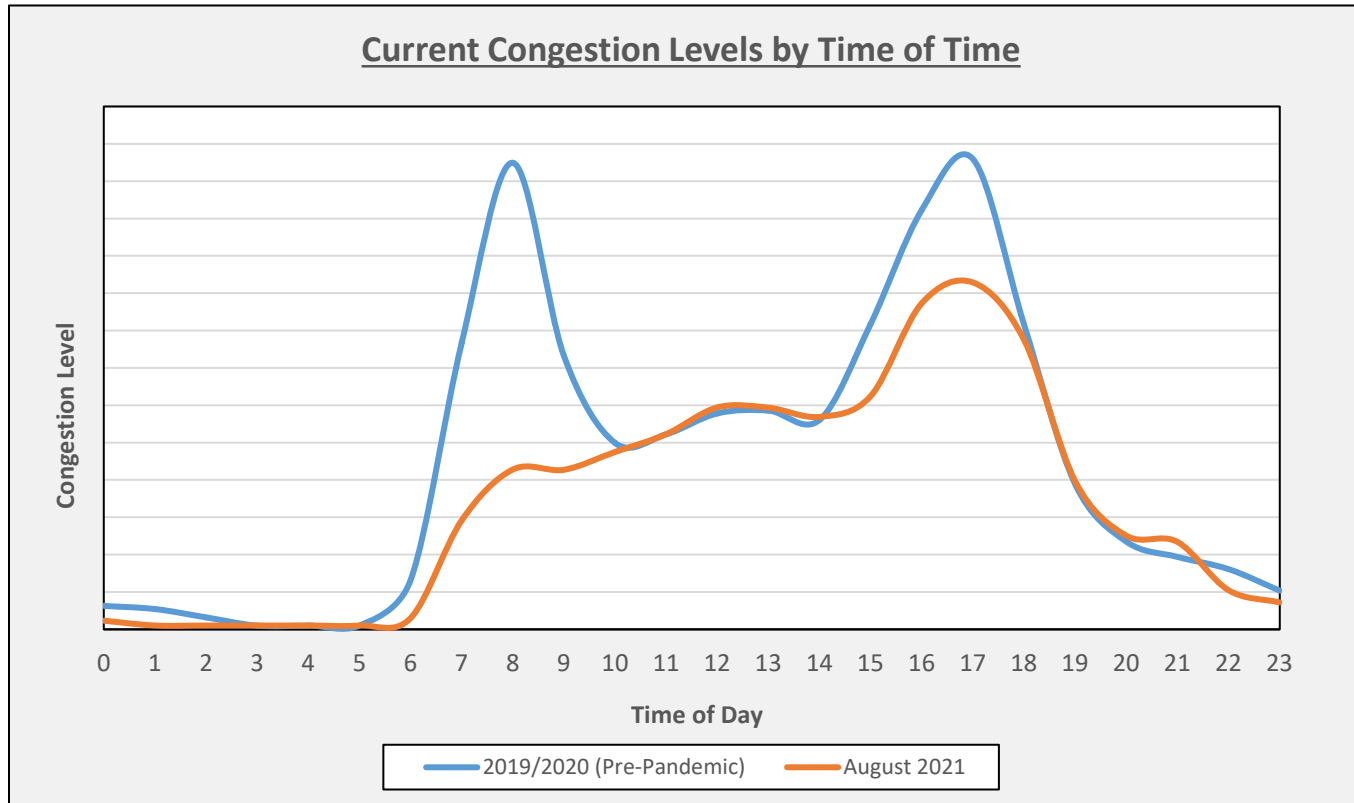


Figure 1.19.2



Recommendations

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: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Further contextual changes relating to bus use are defined in OB1 EC17, EC20 and EC21. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15th of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, relative peak reported congestion levels provide a proxy for delay to buses as well as to general traffic, and consequently a reasonable measure of bus journey times and reliability; in that the more congested conditions are, then the longer bus journeys will take, and the less reliable these will be.

Indicator	Target	Trigger
Local Improvement in bus journey time reliability	An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2015 = 50.4% 2016 = 55.2% (↑) +4.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2016 = 55.2% 2017 = 43.9% (↓) -11.3%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2017 = 43.9% 2018 = 46.7% (↑) +2.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2018 = 46.7% 2019 = 30.8% (↓) -15.9%	Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44%
Analysis				
<p>Overall, congestion has been down significantly over the course of the pandemic, as illustrated in figure 1.20.1, and therefore almost certainly bus journey time reliability has been significantly reduced accordingly.</p> <p>Nevertheless, as traffic levels begin to return across the city to similar to pre-pandemic levels, likewise congestion and ultimately bus journey times and reliability are also (although to a lesser extent) beginning to return to pre-pandemic levels. This having said, the traditional congestion and delay experienced during an AM peak is currently largely absent, while the PM peak remains notably reduced, as is illustrated in figure 1.20.2. This is thought to be largely as a result of changing working patterns, e.g. significant numbers still working from home, as well as staggered start/finish times etc.</p> <p>As of August 2020, the Council has acquired the facility to monitor journey times as part of its SMART Corridors initiative, and it is hoped that these will help to provide more accurate measures of journey times and reliability across the city for future monitoring.</p>				

Figure: 1.20.1

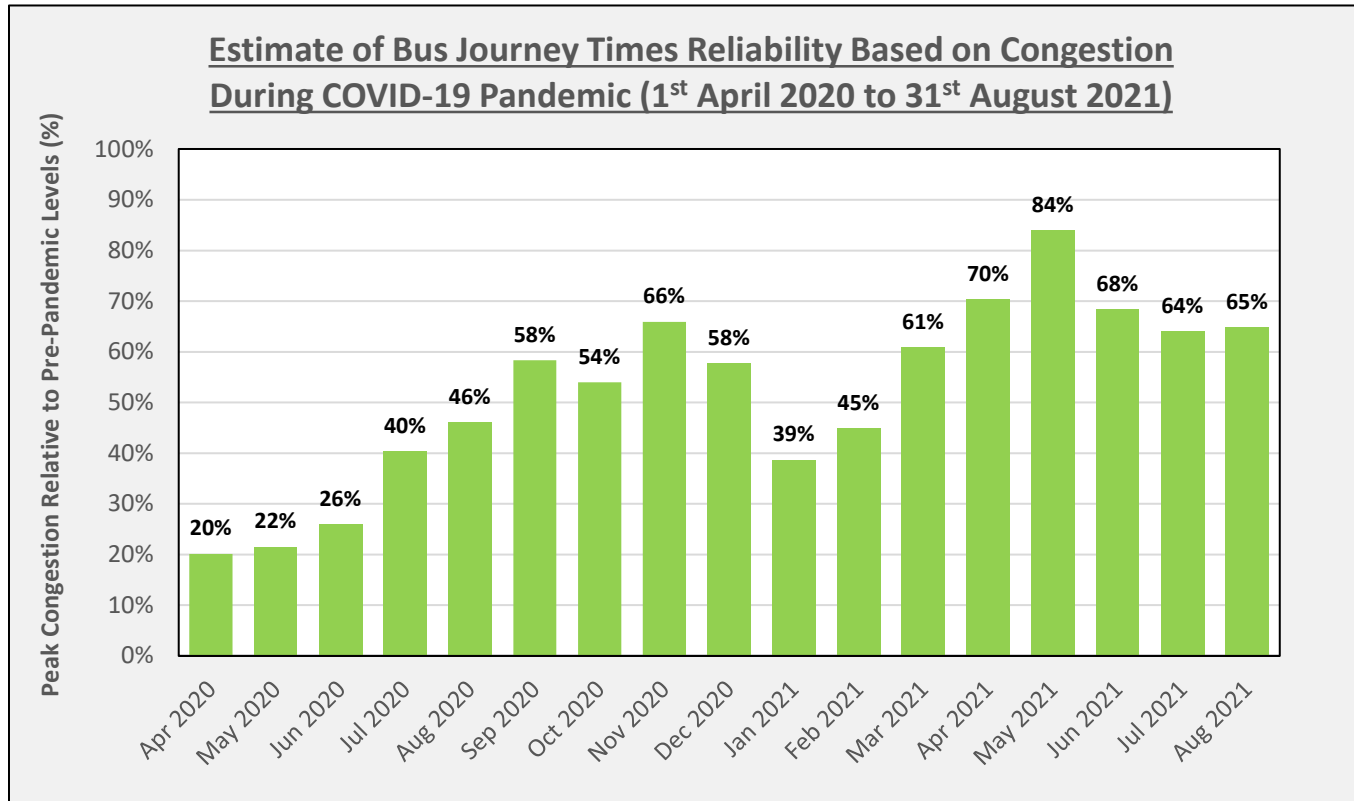
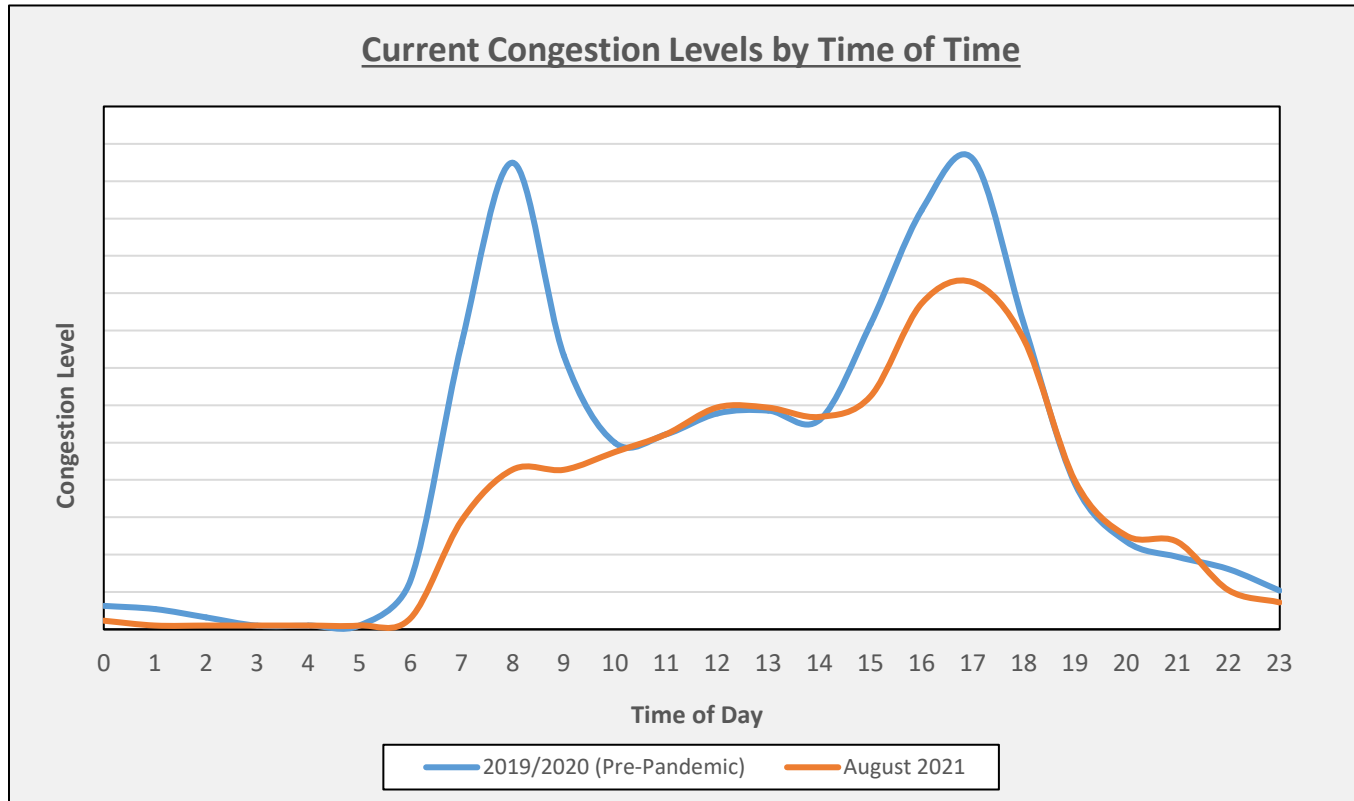


Figure 1.20.2



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: There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. 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. Construction of the interchange began in December of 2020. Further contextual changes relating to bus use are defined in OB1 EC17, EC19 and EC20. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15th of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'.

Indicator	Target	Trigger
Local Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
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.	The Council is committed to facilitate delivery of the Transport Interchange. Completion of this is currently anticipated in Quarter 4 of 2022, and is projected to be operation by around spring of 2023.	Construction began in December of 2019, and the Transport Interchange is currently anticipated to be fully operational in 2023.
Analysis				
<p>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.</p> <p>Responsibility over delivery and operational duties for the interchange now lies with Welsh Government and Transport for Wales (TFW), working in partnership with developers Rightacres and Legal & General.</p> <p>Construction of the interchange began in December of 2019, and although construction was temporarily suspended during lockdown, works recommenced in June of 2020, and have continued to make good progress since, remaining on target to achieve completion in 2023.</p>				

The main application for the development (ref: 18/01705/MJR) was submitted in July 2018. However, a subsequent application for variation of conditions (ref: 19/02140/ MJR) was later received, and granted in July of 2019, and most recently in March of 2021 (21/00369/MJR).

The current proposals for the new interchange are as follows –

- 14 bus stands based on a drive-in-reverse-out (DIRO) arrangement;
- Significant secure cycle parking provision;
- Circa 250-space private car park with provision for CV charging (located immediately above the interchange);
- Ground floor concourse comprising ancillary retail units (A1, A2 and A3 use classes);
- 318 private rented residential apartments (PRS) (use class C3);
- 14,000sqm office block (use class B1);
- Various 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 existing Cardiff Integrated Network Map (INM), or as part of one of Cardiff's five proposed Cycleways. It should be noted that many cycle schemes are likely to subsequently be superseded by schemes in the new Active Travel Network Map to be submitted to Welsh Government by end of 2021. There remains a global COVID-19 (SARS-COV-2) pandemic, and in some instances efforts have been refocused from existing or programmed schemes to around aiding the recovery of this, with schemes such as at Wellfield Road, Castle Street, the Cross-City Cycleway, initiatives in Grangetown etc.

Indicator		Target			Trigger
Local Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift.		To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP			Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
ALL Schemes:	ALL Schemes:	ALL Schemes:	ALL Schemes:	ALL Schemes:	

<p>Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32</p> <p>Completed/On-going = 18 (56%)</p>	<p>Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52</p> <p>Completed/On-going = 36 (69%)</p>	<p>Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60</p> <p>Completed/On-going = 42 (70%)</p>	<p>Completed = 15 (23%) On-going = 35 (55%) On-hold = 14 (22%) TOTAL = 64</p> <p>Completed/On-going = 50 (78%)</p> <p>Multi-Modal Schemes: Completed = 1 On-going = 3 On-hold = 0</p> <p>Transport Interchange Schemes: Completed = 0 On-going = 5 On-hold = 0</p> <p>Walkable Neighbourhoods & Safe Routes in Communities: Completed = 3 On-going = 2 On-hold = 1</p> <p>Cycle Network Schemes: Completed = 4 On-going = 11 On-hold = 7</p>	<p>Completed = 16 (22%) On-going = 44 (60%) On-hold = 13 (18%) TOTAL = 73</p> <p>Completed/On-going = 60 (82%)</p> <p>Multi-Modal Schemes: Completed = 1 On-going = 4 On-hold = 0</p> <p>Transport Interchange Schemes: Completed = 0 On-going = 4 On-hold = 1</p> <p>Walkable Neighbourhoods & Safe Routes in Communities: Completed = 3 On-going = 4 On-hold = 4</p> <p>Cycle Network Schemes: Completed = 5 On-going = 15 On-hold = 3</p>
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			Rapid Bus Corridor Schemes: Completed = 2 On-going = 6 On-hold = 6 Rail Improvement Schemes: Completed = 5 On-going = 8 On-hold = 0	Rapid Bus Corridor Schemes: Completed = 2 On-going = 8 On-hold = 5 Rail Improvement Schemes: Completed = 5 On-going = 9 On-hold = 0								
Analysis												
<p>Not all schemes have been able to be delivered within the timeframes originally set out, not least due to pandemic and the need to support recovery, but also due to a lack of funding and resources, together with shifting priorities.</p> <p>Nevertheless, good progress has continued to be made, with an additional scheme having been delivered and a further 9 additional schemes on-going since reporting the 4th AMR, together with a higher proportion of schemes whose status is on-going/completed.</p> <p>Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015–2020/2021, are summarised below –</p> <p>Multi-Modal Schemes:</p> <table border="1"> <thead> <tr> <th>Timeframe:</th> <th>Scheme:</th> <th>Status:</th> <th>Commentary:</th> </tr> </thead> <tbody> <tr> <td>2015-2017</td> <td>Strategic Junction Improvements - Newport Road / West Grove [LDP]</td> <td>COMPLETED</td> <td>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:</td> </tr> </tbody> </table>					Timeframe:	Scheme:	Status:	Commentary:	2015-2017	Strategic Junction Improvements - Newport Road / West Grove [LDP]	COMPLETED	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:
Timeframe:	Scheme:	Status:	Commentary:									
2015-2017	Strategic Junction Improvements - Newport Road / West Grove [LDP]	COMPLETED	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 22/11/1717
2015-2020	Strategic Cycle & Bus Improvements - Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout	On-going	Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; Traffic gate on A48 Western Avenue southbound approach to Ely Roundabout installed in 2017; now being progressed as part of Cycleway 5 feasibility
2015-2021	Eastern Corridor Improvements [LDP]	On-going	WelTAG Stage 1 completed
2016-2021	City Centre Improvements - Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP]	On-going	Central Square: on site, progressing and due for completion in April 2022 Westgate Street: Bus Gate to be delivered as part of the Central Square scheme and following monitoring of the Castle St reopening scheme City Centre East: Phase 1 of the scheme will be on site in late 2021 and will include the redevelopment of the canal, a bus gate and a cycleway City Centre South: currently undergoing WelTAG and feasibility work. Will include further enhancements for active travel and public transport

			Tudor Street: on site and due to complete in the summer of 2022
2020-2030	Eastern Bay Link Phase 2 [Wales Transport Strategy/LDP]	On-going	Being investigated as part of Eastern Corridor Improvements

Transport Interchange Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2026	Strategic Park & Ride N of J33 [LDP]	On-going	1,000-space P&R to be delivered as part of SSD; timeline to be agreed
2016-2023	Cardiff Transport Interchange [LDP]	On-going	Delivery and operational duties now passed over to Welsh Government and TFW, construction commenced late 2019, estimated opening date 2023
2017-2022	Cardiff West Hub (Waun-Gron Interchange) & related strategic bus improvements	On-going	Housing taking forward Interchange scheme as part of integrated development of site. Planning Applications submitted for interchange and retaining wall
2017-2022	UHW Hub	On-hold	Planning approval received. UHW revisiting design, no funding agreed. Currently site of Covid unit
2018-2026	Cardiff Parkway [LDP]	On-going	c650-space rail P&R being progressed as part of SSH

Walkable Neighbourhoods & Safe Routes in Communities:			
Timeframe:	Scheme:	Status:	Commentary:
2015-2016	INM Pedestrian Improvements - Llanrumney, St Mellos and Ely & Caerau (Phase 1)	COMPLETED	Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017; Phase 3 completed in 2017/2018
2016-2017	INM Pedestrian Improvements - Splott (Phase 1), Grangetown & Llandaff North	COMPLETED	Phase 1 schemes completed
2017-2020	INM Pedestrian Improvements - Llanishen & Pentwyn (Phase 1)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2021	INM Pedestrian Improvements - Llanrumney (Phase 2)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2018-2019	INM Pedestrian Improvements - St Mellons, Ely, Caerau & Splott (Phase 2)	COMPLETED	WNP/SRIC schemes completed
2019-2020	WNP Grangetown, Llanishen and Llandaff North (Phase 2) (Improvements in pedestrian facilities and environment surrounding Hubs and Neighbourhood Centres.)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2020-2030	Walkable Neighbourhoods Programme Schemes 2020 -	On-hold	Will be superceded by schemes in new Active Travel

	2030 including Phase 2 Pentwyn and Phase 3 Ely & Caerau, Splott, Grangetown, Llandaff North, Llanishen and Pentwyn		Network Map to be submitted to WG by end of 2021
2020-2030	Road Safety Schemes 2020 - 2030 - Annual Pre-delivery and scheme implementation programme [Road Safety Programme]	On-going	On-going programme
2020-2030	Road Safety Education - Provide road safety education and support revenue spending of the Road Safety Grant Revenue [Road Safety Programme]	On-going	On-going programme
2020-2030	Road Safety Grant Revenue - Deliver Road Safety programme in accordance with the Road Safety Grant [Road Safety Programme]	On-going	On-going programme
2020-2030	School Crossing Patrol Service - Improve pedestrian safety when crossing the road on school trips [Road Safety Programme]	On-going	On-going programme

Cycle Network Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	INM Strategic Cycle Improvements - Route 5 -	COMPLETED	Scheme completed in 2015

	Penarth Road Corridor - Phase 2		
2015-2016	INM Strategic Cycle Improvements - Route 50 - Wood St-Leckwith Rd	COMPLETED	Scheme completed in 2015
2015-2016	INM Strategic Cycle Improvements [146] - North Cardiff Community Route (NCCR) - Phase 4	On-going	Being progressed as part of Cycleway 1
2015-2020	Strategic Cycle Improvements - Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout; between Victoria Park Road West and the bridge carrying the City Line railway (Westbound improvements for on-road or off-road cycling)	On-going	Cowbridge Road East Toucan completed in 2016; now being progressed as part of Cycleway 5, for which WeITAG stage 1 & 2 has been completed
2015-2021	Eastern Corridor Improvements incl. EBL and Cardiff<>Newport etc.	On-going	East-West Sustainable Transport Corridor - Project has been set up and is currently undergoing a WeITAG Stage 1 Study
2016-2017	INM Strategic Cycle Improvements [119] - Route 34 - Bute Dock Footway Shared Use	On-going	Being progressed as part of Cycleway 3
2016-2017	INM Strategic Cycle Improvements [120] - Route 34 - Bute East Dock-Hemingway Rd	On-going	Being progressed as part of Cycleway 3

2016-2020	INM Strategic Cycle Improvements [121] - Route 34 - Sanquahar/Windsor Rd	On-going	New crossing implemented 2018/19. Upgrades to cycle track being progressed as part of Cycleway 3
2017-2018	INM Strategic Cycle Improvements [45A] - Route 9 - North Road between Gabalfa & St Georges Rd	COMPLETED	Scheme completed in 2018
2017-2018	INM Strategic Cycle Improvements [135] - Route 9 - Pantbach Road	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2018	INM Strategic Cycle Improvements [26] - Route 6 - Cowbridge Rd West/Vincent Rd	On-going	Being progressed as part of Cycleway 5
2017-2018	INM Strategic Cycle Improvements [27] - Route 6 - Grand Avenue	On-going	Being progressed as part of Cycleway 5
2017-2018	INM Strategic Cycle Improvements [96B] - Route 9 - Footbridge over Western Av with Gabalfa Int.	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2020	Strategic Cycle Network Route 42 River Ely (New bridge over River Ely and associated path improvements either side) (Enfys)	COMPLETED	Ely River Bridge completed in 2017
2017-2020	INM Strategic Cycle Improvements - Route 80 - Excelsior Road, Taff Trail	COMPLETED	Scheme completed August 2020

2018-2021	Various City Centre Cycle Improvements, incl. Routes 5, 6, 35 & 50 (Enfys/INM)	On-going	Have been superseded by City Centre Schemes, Pop-up Cycleways, Permanent Cycleways and the Cycle Parking Study and Strategy
2018-2021	Cardiff Cycleways C1 - Phase 1 - City Centre to UHW Heath (inc. Route 1)	On-going	Phase 2 going on site September 2021, open for Summer 2022
2018-2021	Cardiff Cycleways C2 - City Centre to St Mellons Business Park (inc. Route 3)	On-going	Phase 1 has gone in as a pop up, the remainder of the route is currently part of the East-West Cross City Sustainable Transport Corridor and is in design and testing
2018-2021	Cardiff Cycleways C3 - City Centre to Cardiff Bay (inc. Route 34)	On-going	Tyndal Street section has been installed as a pop up. The permanent scheme is on hold and under review pending outcome of future developments in the area
2018-2021	Cardiff Cycleways C4 - City Centre to Llandaff, Danescourt & NW Cardiff	On-going	Phase 1 construction completed. Phase 2 consultation complete (Stage 1), currently in design
2018-2021	Cardiff Cycleways C5 - City Centre to Riverside, Ely & Caerau (inc. Route 6/50)	On-going	Phase 1 has gone in as a pop up, phase 2 is in design and Phase 3 likely to be on site early 2022
2019-2020	Strategic Cycle Network Route 7 Llantrisant Road between Bridge Street and Danescourt Way (Provide	On-going	To be progressed as part of Cycleway 4

	cycle lanes and reduce build-out widths. Provide off road cycle track on one side (Enfys)		
2020-2030	Strategic Cycle Network - City Centre Hub: Queen Street (Enfys)	On-hold	On hold

Rapid Bus Corridor Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	North East Bus Corridor - A470 – Keysham Road to Birchgrove Road	COMPLETED	Delivered Q4 2016-2017
2015-2020	North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP]	On-hold	On-hold subject to funding
2015-2021	North East Bus Corridor - A470 – Caedelyn Road to Ty'n-y-Parc Road	On-going	Construction anticipated on-site in 2022; junctions being considered as part of SMART Corridors' A470 'Living Lab'
2016-2017	North East Bus Corridor - A469 Phase 2 - Birchgrove Road to Maes-y-Coed Road	COMPLETED	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
2017-2020	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 2020/2021
2017-2021	Eastern Bus Corridor - A48 Eastern Avenue Bus Lane Improvements Between Pentwyn Int. & Pontprennau Int. [LDP]	On-going	Being considered as part of multi-modal Eastern Corridor Study
2017-2021	Southern Bus Corridor - Cardiff Bay Barrage Link (Vale of Glamorgan) [LDP]	On-going	Structural surveys completed; consultation completed; Penarth Hedlands Link on hold, Barrage Link on hold
2017-2026	North East Bus Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP]	On-going	Options identified, awaiting planning application. On-going discussions with developer regarding mitigations
2018-2023	North West Bus Corridor - A4119 Capel Llanilltern	On-hold	On hold
2019-2020	Priority Narrowings & Bus Borders	On-hold	On hold
2019-2020	Real-Time Passenger Information	On-going	On-going
2020-2030	Bus Programme – Strategic Bus Network: Annual Pre-delivery and scheme	On-going	On-going

	implementation programme [LDP/Metro]		
Rail Improvement Schemes:			
Timeframe:	Scheme:	Status:	Commentary:
2015-2017	New Platform & Building Entrance at Cardiff Central Station (Network Rail) [LDP]	COMPLETED	Opened in January 2017
2015-2017	New Platform & Building Entrance at Cardiff Queen Street Station (Network Rail) [LDP]	COMPLETED	Works completed in 2015
2015-2021	Rail Station Access, Signage & Information Improvements (TfW) [LDP]	On-going	Responsibility for delivery with TfW as part of the Metro. CC working with TfW to identify improvements.
2016-2017	Metro Station Improvements Plan (MSIP) - Llandaf Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2016-2017	Metro Station Improvements Plan (MSIP) - Radyr Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2016-2020	Electrification of South Wales Great Western Mainline (TfW) [LDP]	COMPLETED	Completed December 2019. Fully electrified services now operating following electrification of Severn Tunnel
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
2019-2021	City Centre to Cardiff Bay - New Rail Station in the vicinity of proposed Cardiff Arena	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 1 – conversion of existing single track to tram) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 2 – twin track and link via Callaghan Square to Central Station) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 3 – Remove Herbert Street bridge and realign tracks to be at grade) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	Pontyclun to Cardiff (New rapid transit link to connect Pontyclun with Cardiff via strategic sites serving major new development) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2020-2030	Cardiff Capital Region Metro programme: Delivery in line with WG Strategic Metro programme	On-going	Responsibility for delivery transferred to TfW as part of the Metro

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

Topic Area: Central Shopping Area Protect Frontages SPG

Relevant LDP Policies: R3

Indicator reference: OB1 EC23

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

Indicator		Target			Trigger
LOCAL Central Shopping Area Protected Frontages SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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).	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).	
Analysis					
<p>The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The latest survey results shows 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 addition 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>					

This position will be reviewed annually to monitor if any significant contextual changes occur in the future.

Recommendations

- To not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time.
- To monitor Performance AMR 'OB1 EC11', to identify any significant contextual changes to Central Shopping Area Protected Shopping Frontages during the monitoring period.

Topic Area: Shop Fronts and Signs Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB1 EC24

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

Indicator		Target			Trigger
LOCAL Shop Fronts and Signs Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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 th June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019	
Analysis					
The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.					
Recommendations					
No action is 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.

Indicator		Target			Trigger
LOCAL Protection of Employment Land and Premises for Business and Industry and Warehousing SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Objective 2 – To respond to evidenced social needs

Topic Area: Trajectory of Housing Delivery

Relevant LDP Policies: KP1

Indicator reference: OB2 SO1 (New)

Contextual Change: This is a new indicator, which is required by updated Welsh Government Development Plans Manual Edition 3: Table 21A and Diagram 16B in relation to trajectory of housing delivery and replaces the previous housing land supply indicator.

Indicators
Table 21A & Diagram 16B (see following pages)
Analysis
<p>These indicators compare the Annual Average Requirement set out in the LDP with the number of actual completions that have taken place.</p> <p>The latest monitoring figures show that there is an annual shortfall of -46.7% against the Annual Average Requirement in the LDP in 2020/21. In this year completions are 968 below what was anticipated i.e. 2,071 AAR (black line) vs 1,103 actual completions (maroon line). The cumulative required build rate from the start of the plan period to 1st April 2021, was 31,061 units. Actual completions for this same period have been 18,727 units, representing a 12,334 unit shortfall in housing delivery of the plan period to date (-39.7%).</p> <p>As progress is now being made with construction of the strategic housing sites it is anticipated that completion rates will increase over the remaining five years of the plan period as set out in the table and diagram below.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the actual completions figure presented for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p>

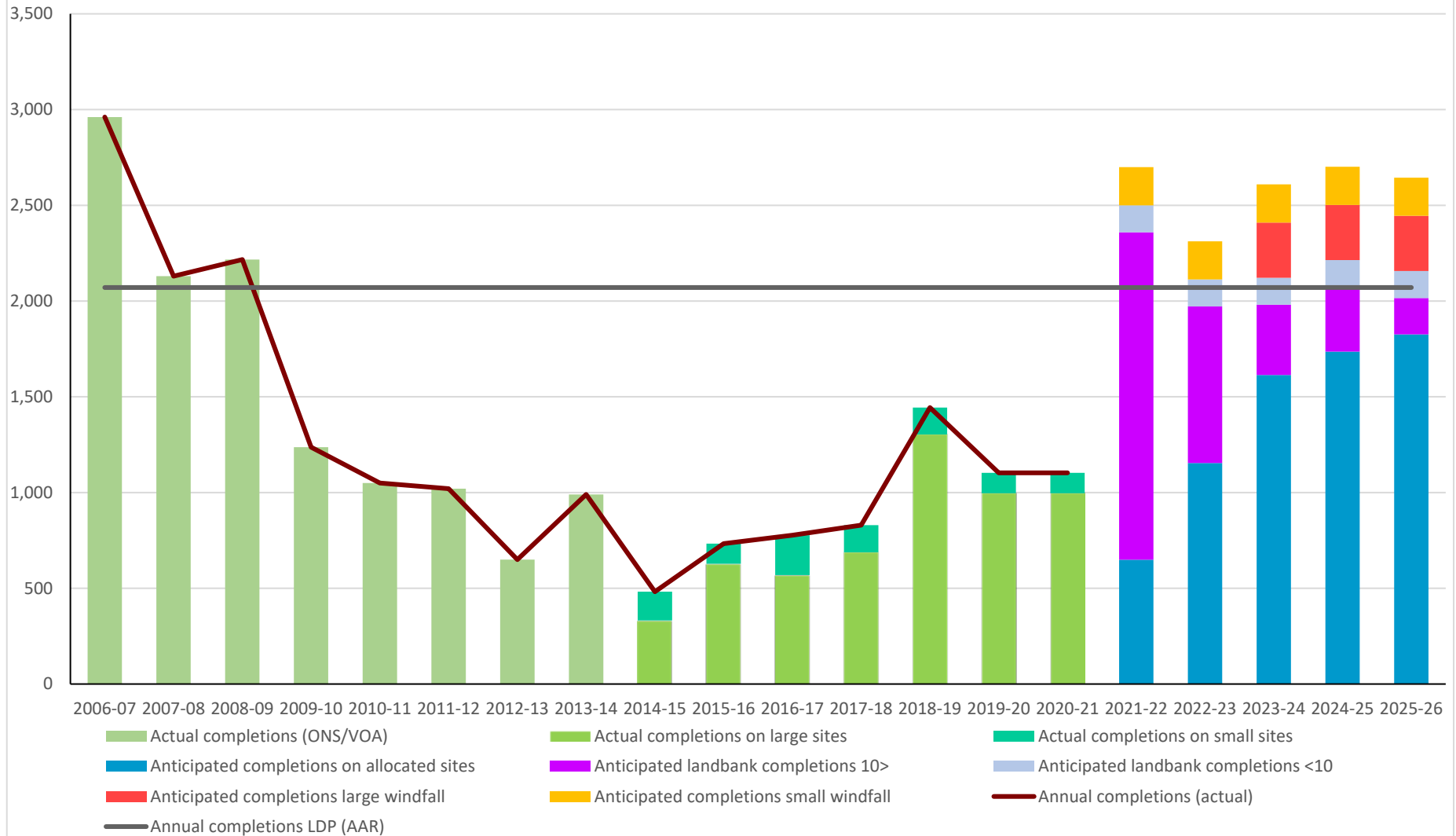
“Table 21A” - Comparison of Housing Completions against LDP Average Annual Requirement (LDP)

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Actual completions (ONS/VOA)	2,961	2,130	2,217	1,237	1,050	1,020	650	990												
Actual completions on large sites									332	628	569	688	1,303	997	997					
Actual completions on small sites									150	105	208	142	141	107	107					
Anticipated completions on allocated sites																649	1,154	1,614	1,736	1,826
Anticipated landbank completions <10																141	141	141	141	141
Anticipated landbank completions 10>																1,710	818	367	337	190
Anticipated completions large windfall																*	*	288	288	288
Anticipated completions small windfall																199	199	199	199	199
Annual completions (actual)	2,961	2,130	2,217	1,237	1,050	1,020	650	990	482	733	777	830	1,444	1,103	1,103					
Annual completions LDP (AAR)	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071
Annual difference (homes)	890	59	146	-834	-1,021	-1,051	-1,421	-1,081	-1,589	-1,338	-1,294	-1,241	-627	-968	-968					
Annual difference (%)	43%	3%	7%	-40%	-49%	-51%	-69%	-52%	-77%	-65%	-62%	-60%	-30%	-47%	-47%					
Cumulative completions (actual)	2,961	5,091	7,308	8,545	9,595	10,615	11,265	12,255	12,737	13,470	14,247	15,077	16,521	17,624	18,727					
Cumulative completions (anticipated)																21,426	20,777	21,257	21,741	23,148
Cumulative completions (AAR)	2,071	4,142	6,212	8,283	10,354	12,425	14,495	16,566	18,637	20,708	22,778	24,849	26,920	28,991	31,061	33,132	35,203	37,274	39,344	41,415
Cumulative difference (homes)	890	950	1,096	262	-759	-1,810	-3,230	-4,311	-5,900	-7,238	-8,531	-9,772	-10,399	-11,367	-12,334	-11,706	-14,426	-16,017	-17,603	-18,267
Cumulative difference (%)	43%	23%	18%	3%	-7%	-15%	-22%	-26%	-32%	-35%	-37%	-39%	-39%	-39%	-40%	-35%	-41%	-43%	-45%	-44%

*No double counting of large windfalls within the first two years of supply.

Note: Official ONS/Valuation Office Agency data is used for completions during the period 2006-2014. This is consistent with the conclusions on this matter set out in the Inspectors’ Report into the Cardiff Local Development Plan 2006-2026 (Paragraphs 4.8 and 4.9). Completions data from 2014-15 onwards taken from JHLAS/Council monitoring records.

Housing Development Trajectory 2021-2026



Topic Area: Topic Area: Number of General market Dwellings Built

Relevant LDP Policies: KP1

Indicator reference: OB2 SO2

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

Indicator		Target			Trigger
CORE The number of net general market dwellings built		Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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 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 total number of general market dwellings built between 1 st April 2018 and 31 st March 2019 was 1,135. The cumulative total number of general market dwellings built to date is therefore 3,184.	The total number of general market dwellings built between 1 st April 2019 and 31 st March 2020 was 853. The cumulative total number of general market dwellings built	The total number of general market dwellings built between 1 st April 2020 and 31 st March 2021 was 853. The cumulative total number of general market dwellings built to date is therefore 4,900.	

The combined total of general market dwellings built by 1st April 2016 was 866.	The combined total of general market dwellings built by 1st April 2018 was 1,183.		to date is therefore 4,042.	
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>It is considered that a yearly completion figure for general market dwellings of 858 between 1st April 2020 and 31st March 2021 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown.</p> <p>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.</p>				
Recommendations				
No action is required at present. Continue to monitor.				

Topic Area: 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.

Indicator		Target			Trigger
CORE The number of net additional affordable dwellings built (TAN2)		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
The total number of affordable dwellings provided during 2014/15 was 105.	The total number of affordable dwellings provided during 2016/17 was 230.	The total number of affordable dwellings provided during 2018/19 was 309.	The total number of affordable dwellings provided during 2019/20 was 250.	The total number of affordable dwellings provided during 2020/21 was 250.	
The total number of affordable dwellings	The total number of affordable dwellings	The total number of affordable dwellings	The total number of affordable dwellings	The total number of affordable dwellings	

provided during 2015/16 was 244. The combined total of affordable dwellings provided by 1st April 2016 was 349.	provided during 2017/18 was 194. The combined total of affordable dwellings provided by 1 st April 2018 was 424.	built to date was therefore 1,082.	built to date was therefore 1,582.	built to date was therefore 1,832.
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>The monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.</p>				
Recommendations				
No action is required at present. Continue to monitor.				

Topic Area: 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
CORE Annual dwelling completions (all dwellings)		Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
The total number of all dwellings provided during 2014/15 was 482. The total number of all dwellings provided during 2015/16 was 733.	The total number of all dwellings provided during 2016/17 was 777 The total number of all dwellings provided during 2017/18 was 830 The combined total by 1 st April 2018 was 1,607.	The total number of all dwellings built by 1 st April 2019 was 1,444. The total number of all dwellings built to date is 4,266.	The total number of all dwellings built by 1 st April 2020 was 1,103. The total number of all dwellings built to date is 5,369.	The total number of all dwellings built by 1 st April 2021 was 1,103. The total number of all dwellings built to date is 6,472.	

The combined total by 1st April 2016 was 1,215.				
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p>				
<p>It is considered that a yearly completion figure for all dwellings of 1,103 between 1st April 2020 and 31st March 2021 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown. It is in fact the highest yearly total delivery of affordable dwellings since the LDP was adopted in 2016.</p>				
<p>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.</p>				
Recommendations				
<p>No action is required at present. Continue to monitor.</p>				

Topic Area: Topic Area: Number of Windfall Units Completed

Relevant LDP Policies: KP1

Indicator reference: OB2 SO5

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

Indicator		Target			Trigger
CORE Number of windfall units completed per annum on all sites		Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.			Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	The total number of windfall contributions during 2019/20 was 505 dwellings.	The total number of windfall contributions during 2019/20 was 505 dwellings.	
Analysis					
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>During the monitoring period for 1st April 2020 to 31st March 2021, there were 505 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 505 completed windfall units falls within the 10% buffer set out in the trigger.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Settlement Boundaries

Relevant LDP Policies: KP3(B), EN1

Indicator reference: OB2 SO6

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

Indicator		Target			Trigger
Core Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies.		Number of dwellings permitted that are not in accordance with KP3(B)			1 or more permission that does not satisfy LDP policies
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	
Analysis					
During the 5th monitoring period no applications for dwellings were permitted outside the settlement boundary that did not satisfy policy. During the monitoring period of the relevant applications approved one application was approved for residential development outside the settlement boundary. The application was considered policy compliant and related to 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.					
Recommendations					
No action is required at present. Continue to monitor					

Topic Area: Gypsy and Traveller Accommodation Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO7

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

Indicator		Target			Trigger
LOCAL Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation					Site is no longer categorised within Flood Risk Zone C2
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	
Analysis					
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.					

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.

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. Grant funding has now been secured from Welsh Government for the works and construction is due to commence in spring 2022 and be completed by autumn 2023.

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

		site(s) required to meet long term need for 65 pitches by May 2021			
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
<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</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</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</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</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</p>	

<p>agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress</p>	<p>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>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>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>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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<p>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>Analysis</p>				
<p>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.</p> <p>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.</p> <p>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.</p>				

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"> 1. Agree project management arrangements including reporting structure and representatives – July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 4. Undertake a site search and assessment and secure approval of findings – July 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified 	<p>Failure to achieve these targets</p>

		site(s) required to meet long term need for 65 pitches by May 2021			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
<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</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</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</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</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</p>	

<p>agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress</p>	<p>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>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>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>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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<p>the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>				
Analysis				
<p>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.</p> <p>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.</p> <p>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.</p>				

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
LOCAL Total number of Gypsy and Traveller pitches for residential accommodation		Ensure the existing supply of pitches is maintained (Should existing pitches be no longer available alternative pitches will be sought)			Any net loss of existing Gypsy and Traveller pitch provision
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	
Analysis					
The latest Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government in November 2016 states that there are 80 pitches on two local authority owned sites at Shirenewton (59 pitches) and Rover Way (21 pitches). In addition there are four authorised private sites with a total of 22 pitches giving a total of 92 pitches for the County as a whole. There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period.					
Recommendations					
No action is required at present. Continue to monitor					

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S011

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

Indicator		Target			Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no	As at 1 st April 2018 there had been no	As at 1 st April 2019 there were 102	As at 1 st April 2020 there were no completions on	As at 1 st April 2021 there were no completions on	

completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	Strategic Housing Site A	Strategic Housing Site A
Analysis				
<p>As at 1st April 2021, there were 102 completions on Strategic Site A so the target of 890 dwellings by 2020 has not been met. There are however a number of existing residential planning permissions on this site which are under construction totalling 958 dwellings and these are summarised below:</p> <ul style="list-style-type: none"> • 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 and under construction) • 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission and under construction) • 18/02634 – Plot J, Capital Quarter (307 apartments with permission and under construction) • 18/01705 – Former Marland House, Central Square (305 apartments with permission and under construction) <p>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 currently under construction and with 102 completions by 1st April 2021, 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.</p>				
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
LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no completions on Strategic Housing Site B.	As at 1 st April 2019 there had been no completions on Strategic Housing Site B.	As at 1 st April 2020 there had been no completions on Strategic Housing Site B.	As at 1 st April 2021 there had been no completions on Strategic Housing Site B.	

Analysis				
<p>The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence shortly.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>				
Recommendations				
No action is required at present. Continue to monitor				

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S013

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

Indicator		Target			Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site C – North West Cardiff		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. Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
As at 1 st April 2017 there had been no completions on Strategic Housing Site C.	As at 1 st April 2018 there had been 39 completions on Strategic Housing Site C.	As at 1 st April 2019 there had been 128 completions on Strategic Housing Site C.	As at 1 st April 2020 there were 179 completions on Strategic Housing Site C.	As at 1 st April 2021 there were 180 completions on Strategic Housing Site C.	

Analysis

It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2019 to 31st March 2020 is based on an average of the two year total.

To date there have been 527 completed dwellings on Strategic Site C, this is lower than the required cumulative total by 2020 of 1,819 dwellings as set out in the target indicator above. Whilst the required target number of dwellings has not been reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.

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>LOCAL 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>

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021
As at 1 st April 2017 there had been no completions on Strategic Housing Site D.	As at 1 st April 2018 there had been no completions on Strategic Housing Site D.	As at 1 st April 2019 there had been no completions on Strategic Housing Site D.	As at 1 st April 2020 there were 64 completions on Strategic Housing Site D.	As at 1 st April 2021 there were 64 completions on Strategic Housing Site D.
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>Whilst the target number of completions by 2020 has not been met, it is significant that this site has begun delivering completed dwellings. To date there have been 128 completions, detailed planning permission has been granted and the site is progressing well.</p>				
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
LOCAL Total annual dwelling completions of Strategic Housing Site E – South of Creigiau		650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intensions: 2016: 150 2018: 300 2020: 200			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no completions on Strategic Housing Site E.	As at 1 st April 2018 there had been no completions on Strategic Housing Site E.	As at 1 st April 2019 there had been no completions on Strategic Housing Site E.	As at 1 st April 2020 there had been no completions on Strategic Housing Site E.	As at 1 st April 2021 there had been no completions on Strategic Housing Site E.	
Analysis					
As at 1 st April 2021 there have been no completions at Strategic Site E and so the delivery target of 650 units by 2020, as originally anticipated has not been met. However, a planning application has now been submitted for the site and is currently being determined. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process the application efficiently, preventing any further unnecessary delay to the delivery of the site.					

Recommendations
No action is required at present. Continue to monitor

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

Relevant LDP Policies: KP2

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>LOCAL Total annual dwelling completions of Strategic Housing Site F – North East Cardiff</p>	<p>4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
As at 1 st April 2017 there had been no completions on Strategic Housing Site F.	As at 1 st April 2018 there had been no completions on Strategic Housing Site F.	As at 1 st April 2019 there had been no completions on Strategic Housing Site F.	As at 1 st April 2020 there were 38 completions on Strategic Housing Site F.	As at 1 st April 2021 there were 39 completions on Strategic Housing Site F.
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>While the delivery target of 2,185 units by 2020, as originally anticipated, has not been met, to date, construction is underway and 128 dwellings have been completed and there are a number of consented and live applications on the site which are summarised below:</p> <ul style="list-style-type: none"> • 14/02891 (Outline Application) for up to 1,000 dwellings • 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started • 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction • 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction 				

It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. 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 submitted.

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 applications efficiently to avoid any further delay.

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		
LOCAL Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road		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	Failure to deliver the required number of dwellings for each 2 year period.		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been 62 completions on Strategic Housing Site G.	As at 1 st April 2018 there had been 174 completions on Strategic Housing Site G.	As at 1 st April 2019 there were 337 completions on Strategic Housing Site G.	As at 1 st April 2020 there were 134 completions on Strategic Housing Site G.	As at 1 st April 2021 there were 134 completions on Strategic Housing Site G.	

Analysis

*Previous years completions figures on this site have been adjusted to avoid double counting errors picked up in the recent housing monitoring surveys.

It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.

As set out above, the cumulative total of completions on Strategic Site G is 841 dwellings, which is over the required cumulative target of 800 completed dwellings by 2020. There is considerable progress on this site and is the most advanced site out of all the key allocated Strategic Housing Sites in the Cardiff LDP.

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		
LOCAL Annual affordable dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone		430 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 47 2018: 50 2020: 81 2022: 80 2024: 80 2026: 92	Failure to deliver the required number of dwellings for each 2 year period.		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site A	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site A.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site A.	

Analysis

As at 1st April 2021, there were no affordable housing completions on Strategic Site A so the target of 178 affordable dwellings by 2020 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 and under construction)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission and under construction)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission and under construction)
- 18/01705 – Former Marland House, Central Square (305 apartments with permission and under construction)

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 required 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
LOCAL Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road		100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site B.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site B.	
Analysis					
The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence shortly.					

Whilst some slippage to the delivery targets set out above is now inevitable 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 required 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
LOCAL Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no	As at 1 st April 2018 there had been no affordable completions on	As at 1 st April 2019 there were no affordable completions	As at 1 st April 2020 there were 44 affordable completions	As at 1 st April 2021 there were 45 affordable completions	

Affordable completions on Strategic Housing Site C.	Strategic Housing Site C.	on Strategic Housing Site C.	on Strategic Housing Site C.	on Strategic Housing Site C.
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p>				
<p>To date there have been 89 completed dwellings on Strategic Site C, this is lower than the required cumulative total of 546 dwellings by 2020 as set out in the target indicator above. Whilst the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.</p>				
Recommendations				
No action required 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
LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no Affordable completions on Strategic Housing Site D.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site D.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site D.	As at 1 st April 2020 there were 13 affordable completions on Strategic Housing Site D.	As at 1 st April 2021 there were 14 affordable completions on Strategic Housing Site D.	
Analysis					
It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was					

carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.

Whilst the required target number of completions by 2020 has not been met, it is significant that the site has begun delivering completed dwellings. To date there have been 27 affordable completions, detailed planning permission has been granted and the site is progressing well.

Recommendations

No action required 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
LOCAL Total annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no completions on Strategic Housing Site E.	As at 1 st April 2018 there had been no completions on Strategic Housing Site E.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site E.	
Analysis					
As at 1 st April 2021 there have been no completions at Strategic Site E and so the delivery target of 650 units by 2020, as originally anticipated has not been met. However, a planning application has now been submitted for the site and is currently being determined. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process the application efficiently, preventing any further unnecessary delay to the delivery of the site.					

Recommendations
No action required 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
LOCAL Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no	As at 1 st April 2018 there had been no	As at 1 st April 2019 there were no	As at 1 st April 2020 there were 3 affordable	As at 1 st April 2021 there were 3 affordable	

completions on Strategic Housing Site F.	completions on Strategic Housing Site F.	affordable completions on Strategic Housing Site F.	completions on Strategic Housing Site F.	completions on Strategic Housing Site F.
Analysis				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>While the delivery target of 655 affordable dwellings by 2020, as originally anticipated, has not been met there are a number of consented and live applications on the site which are summarised below:</p> <ul style="list-style-type: none"> • 14/02891 (Outline Application) for up to 1,000 dwellings • 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started • 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction • 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction <p>It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. 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 submitted.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.</p>				
Recommendations				
No action required 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
LOCAL Total annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road		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			Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1 st April 2017 there had been no affordable completions	As at 1 st April 2018 there had been 39 affordable housing completions on	As at 1 st April 2019 there were 53 affordable completions	As at 1 st April 2020 there were 14 affordable completions	As at 1 st April 2021 there were 15 affordable completions	

on Strategic Housing Site G.	Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.
Analysis				
<p>*Previous years completions figures on this site have been adjusted to avoid double counting errors picked up in the recent housing monitoring surveys.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p> <p>As set out above, the cumulative total of completions on Strategic Site G is 121 affordable dwellings, which is under the required cumulative target of 241 completed dwellings by 2020. Although the target has been missed, there is considerable progress on this site and is the most advanced site out of all the key allocated Strategic Housing Sites in the Cardiff LDP.</p>				
Recommendations				
No action required continue to monitor,				

Topic Area: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

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

Indicator		Target			Trigger
LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas		Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108			An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
Data not available for 2016/17.	Data not available for 2017/18.	Data not available for 2018/19.	Data not available for 2019/20.	Data not available for 2020/21.	
Analysis					
It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence.					
Recommendations					
As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports.					

Topic Area: Flexibility Allowance

Relevant LDP Policies: KP1

Indicator reference: OB2 SO26

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

Indicator		Target			Trigger
LOCAL Need for release of additional housing land identified in the flexibility allowance		To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.			Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04 for the first 2 year period to 1 st April 2016.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	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.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	
Analysis					
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Affordable Housing SPG

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO27

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

Indicator		Target			Trigger
LOCAL Affordable Housing SPG					Failure to adopt SPG within 6 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
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	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Analysis					
Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Houses in Multiple Occupation SPG

Relevant LDP Policies: H5

Indicator reference: OB2 SO28

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

Indicator		Target			Trigger
LOCAL Houses in Multiple Occupation SPG					Failure to adopt SPG within 6 months of Plan adoption
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Planning Obligations SPG

Relevant LDP Policies: KP7

Indicator reference: OB2 SO29

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

Indicator		Target			Trigger
LOCAL Planning Obligations SPG					Failure to adopt SPG within 12 months of Plan adoption
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Community Facilities and Residential Development SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO30

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

Indicator		Target			Trigger
LOCAL Community Facilities and Residential Development SPG					Failure to adopt SPG within 18 months of Plan adoption
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Analysis					
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Childcare Facilities SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO31

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

Indicator		Target			Trigger
LOCAL Childcare Facilities SPG					Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Planning for Health and Wellbeing SPG

Relevant LDP Policies: C6

Indicator reference: OB2 SO32

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

Indicator		Target			Trigger
LOCAL Health SPG					Failure to adopt SPG within 18 months of Plan adoption
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Gypsy and Traveller Sites SPG

Relevant LDP Policies: H8

Indicator reference: OB2 SO33

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

Indicator		Target			Trigger
LOCAL Gypsy and Traveller Sites SPG					Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
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.	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.	
Analysis					
At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.					
Recommendations					
No action required. Continue to monitor.					

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

Topic Area: Flood Risk

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

Indicator reference: OB3 EN1

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

Indicator		Target			Trigger
Core 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
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
During the 5 th monitoring period 2 applications for highly vulnerable development were permitted in Zone C1. Both applications related to change of use of the first and second floors only to residential flats and were therefore not considered at risk from flooding.					

Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Flood Risk

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

Indicator reference: OB3 EN2

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

Indicator		Target			Trigger
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas		No permissions granted for highly vulnerable development within C2 floodplain area			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	1 application was permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	
Analysis					
During the 4 th monitoring period 1 application for highly vulnerable development was permitted in Zone C2 without flood mitigation measures which was confirmed as appropriate through advice provided by NRW.					
Given this it is considered that with these measures Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality

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

Indicator reference: OB3 EN3

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

Indicator		Target			Trigger
LOCAL Percentage of water bodies of good status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality

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

Indicator reference: OB3 EN4

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

Indicator		Target			Trigger
LOCAL Number of permissions granted where there is a known risk of deterioration in status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality

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

Indicator reference: OB3 EN5

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

Indicator		Target			Trigger
LOCAL Number of permissions incorporating measures designed to improve water quality where appropriate		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality and Quantity

Relevant LDP Policies: KP18, EN11 & EN14

Indicator reference: OB3 EN6

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

Indicator		Target			Trigger	
LOCAL Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision		No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier			1 application permitted for development in any 1 year	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021		
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	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier		
Analysis						
No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier.						
Recommendations						
No action is required at present. Continue to monitor.						

Topic Area: Green Wedge

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

Indicator reference: OB3 EN7

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

Indicator		Target			Trigger
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.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	
Analysis					
During the 5th monitoring period no applications for inappropriate development were permitted within the Green Wedge designation. It is considered that all the relevant applications approved during the monitoring period were considered on balance to be policy compliant and did not impact on the openness of the Green Wedge. 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 this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Special Landscape Areas

Indicator reference: EN3: Landscape

Indicator reference: OB3 EN8

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

Indicator		Target			Trigger
Core The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas		No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	
Analysis					
During the 5th monitoring, no applications were approved on land within a Special Landscape Area, which would cause unacceptable harm to Special Landscape Areas and were considered policy compliant. It is considered that the policy framework relating to this issue is functioning effectively and the Council will continue to monitor this indicator to determine the effectiveness of this policy framework.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Ancient Semi-Natural Woodland

Relevant LDP Policies: EN8: Trees, Woodlands and Hedgerows

Indicator reference: OB3 EN9

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

Indicator		Target			Trigger
LOCAL Ancient Semi-Natural Woodland		No inappropriate developments granted planning permission contrary to Policy EN8.			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	
Analysis					
During the 5th monitoring period of the relevant applications two applications were permitted within areas of ancient semi natural woodland. Both applications were for reserved matters and were considered policy compliant/ compliant subject to conditions recommendations placed on the approval. 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: SSSI's and SNCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

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

Indicator		Target			Trigger
LOCAL The number of planning permissions granted on SSSI or 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
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	
Analysis					
During the 5th 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 permission or the principle of development had been established. 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: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

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

Indicator		Target			Trigger
Core Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site		Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.			No applications were permitted on Natura 2000 sites that do not comply with policy.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	
Analysis					
During the 5th monitoring period of the relevant applications approved none were permitted on Natura 2000 sites that were not policy compliant or compliant subject to conditions/recommendations placed on the permission.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

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

Indicator		Target			Trigger
LOCAL Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute			1 application permitted contrary to the advice of NRW or the authority's ecologist
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	
Analysis					
During the 5 th 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.					
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: Open Space Provision

Relevant LDP Policies: KP16, KP18, C5

Indicator reference: OB3 EN13

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

Indicator		Target			Trigger
LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C5		2.43 Ha functional open space per 1,000 population			Less than 2.43 Ha functional open space per 1,000 population
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.03 of open space per 1,000 population.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.03 of open space per 1,000 population.	
Analysis					
The latest survey of open space (2020) shows that the baseline figure for the 5 th Annual Monitoring Report is 1.17 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.15 ha in the 3 rd Annual Monitoring Report. This figure increases if you include educational playing fields to 1.88 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 8.03 ha of open space per 1,000 population, well in excess of the indicator target and a rise of 8% when compared to 2016/17.

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.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Air Quality

Relevant LDP Policies: EN13

Indicator reference: OB3 EN14

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

Indicator		Target			Trigger
LOCAL Number of Air Quality Management Areas		No more than 4 current AQMA in action			One or more additional AQMA
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	
Analysis					
There are currently four established AQMAs within Cardiff:					
1. Cardiff City Centre- declared 1st April 2013					
2. Llandaff- declared 1st April 2013					

3. Stephenson Court- declared 1st December 2010

4. Ely Bridge- declared 1st Feb 2007

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.

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.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Open Space SPG

Relevant LDP Policies: C4, C5

Indicator reference: OB3 EN15

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

Indicator		Target			Trigger
LOCAL Open Space SPG					Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
The Open Space SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Public Rights of Way and Development SPG

Relevant LDP Policies: T1

Indicator reference: OB3 EN16

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

Indicator		Target			Trigger
LOCAL Public Rights of Way and Development SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date.					

Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.

Recommendations

No action is required.

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

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

Indicator		Target			Trigger
LOCAL Trees and Development SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	

Analysis
The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
No action is required.

Topic Area: Biodiversity SPG

Relevant LDP Policies: EN5, EN6, EN7

Indicator reference: OB3 EN18

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

Indicator		Target			Trigger
LOCAL Biodiversity SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Flooding SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN19

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

Indicator		Target			Trigger
LOCAL Flooding SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
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.					

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.

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 6th AMR in 2022.

Recommendations

No action is required. Continue to monitor.

Topic Area: Natural Heritage Network SPG

Relevant LDP Policies: KP16, EN3 - EN8

Indicator reference: OB3 EN20

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

Indicator		Target			Trigger
LOCAL Natural Heritage Network SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Archaeologically Sensitive Areas SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN21

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

Indicator		Target			Trigger
LOCAL Archaeologically Sensitive Areas SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	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.	
Analysis					
The SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

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

Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

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

Indicator		Target			Trigger
LOCAL The number and capacity of renewable energy developments permitted		An increase in the number of renewable energy schemes permitted			No increase in the number of renewable energy schemes permitted for two or more consecutive years
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	1 planning application was granted for an 8.7 MW Solar Farm on the former Lamby Way tip site and 1 application was granted during the year which incorporated solar energy amounting to 0.003 MW.	1 planning application was granted for a 9.5 MW Biomass Plant on Rover Way and 1 application was granted during the year which incorporated solar energy amounting to 0.01 MW	
Analysis					
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 and renewed in January 2021 for a biomass plant at Rover Way (9.5MW) and in May 2019 for a Solar Farm on the former Lamby Way tip (8.7MW). Also during the year 1 application was granted planning permission which incorporated Solar energy amounting to 0.01 MW.

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

Indicator		Target			Trigger
LOCAL Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity		Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)			No trigger
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	
Analysis					
<p>TAN21 and its associated regional monitoring reports are used to monitor whether each region has enough capacity to manage its waste arisings and anticipate when additional regional capacity will be needed. Cardiff is part of the South East Wales Region. The latest regional monitoring report available is the 'Waste Planning Monitoring Report: South East Wales' published in April 2016. This concluded that there is no further need for landfill capacity within the South East Wales region and that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in over-provision.</p> <p>No significant waste developments were granted permission within the monitoring period.</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.

Recommendations

No action required at present. Continue to monitor.

Topic Area: Household Waste Recycling

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN3

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

Indicator		Target			Trigger
LOCAL Amount of household waste recycled		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025			Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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 2017/18 was 58.3% and amount sent to landfill was 1%	The amount of household waste recycled in 2018/19 was 59.2% and amount sent to landfill was 3%	The amount of household waste recycled in 2019/20 was 58.1% and amount sent to landfill was 3%	
Analysis					
<p>Latest figures produced by Welsh Government show that the household recycling rate in 2019/20 was 58.1% which was below the target for recycling in 2020 of 64% set out above. This rate shows a slight drop on 2018/19 but overall there has been a general upward trend over the last few years as rates in 2013/14 were 49.7%. Only 3% of household waste was sent to landfill in 2019/20 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.</p> <p>Therefore, it is considered that policies KP12, W1 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN4

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

Indicator		Target			Trigger
LOCAL Applications received for waste management uses on B2 sites		Maintain a sufficient range and choice of waste management facilities			1 or more applications refused in any 1 year
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	
Analysis					
<p>During the monitoring period, no applications for waste management uses on B2 land were refused.</p> <p>Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					
Recommendations					
No action required at present. Continue to monitor.					

Topic Area: Landbank of Crushed Rock Reserves

Relevant LDP Policies: KP11

Indicator reference: OB4 SN5

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

Indicator		Target			Trigger
LOCAL Maintain a minimum 10 year landbank of crushed rock reserves		10 year supply			Less than 10 year supply
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	
Analysis					
<p>The most recent published data on the landbank is the SWRAWP Annual Report 2019, published in May 2021. This states that Cardiff has a landbank of 28 years based on a three year average of sales (2017-2019) and 30 years based on a ten year average of sales (2010-2019). The Council cannot publish information on rates of sales in relation to reserves in an uncollated format, due to the need to protect the commercial confidentiality of operators.</p> <p>Given that there would be a landbank in excess of 10 years at the end of the plan period in 2026, it is considered that mineral policies are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					

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

Topic Area: Sand Wharf Protection Areas

Relevant LDP Policies: KP11, M6

Indicator reference: OB4 SN6

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

Indicator		Target			Trigger
LOCAL Amount of development within Sand Wharf Protection Area		No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area	
Analysis					
During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator reference: OB4 SN7

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

Indicator		Target			Trigger
LOCAL Amount of development permitted within a mineral safeguarding area		No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan			1 application permitted for development in any year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	
Analysis					
<p>During the monitoring period, four applications within mineral safeguarding areas were approved:</p> <ul style="list-style-type: none"> An application for the demolition of an existing house and construction of three detached dwellings within the limestone safeguarding area was approved. The site is partially within the limestone safeguarding area, is already within residential use and is surrounded on three sides by recent residential development. It is not, therefore, considered that the development would cause any additional sterilisation of the limestone resource; 					

- An application for engineering works within the sand and gravel safeguarding area was approved. Only part of the overall site is within the safeguarding area and mainly accommodates a section of existing adopted highway. It is not considered that the proposal would constitute permanently sterilising development;
- The retention of a concrete access track was approved within the sand and gravel safeguarding area, but is not considered to be permanently sterilising development;
- The diversion of an access track was approved within the sand and gravel safeguarding area, but is not considered to be permanently sterilising development.

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.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Mineral Permissions

Relevant LDP Policies: M2

Indicator reference: OB4 SN8

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

Indicator		Target			Trigger
LOCAL Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted			1 application permitted for development in any 1 year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	
Analysis					
No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.					
The discharge of the remaining conditions relating to planning permission 15/01953/MJR for a lateral extension to Creigiau Quarry has continued during the monitoring period, in line with policy M2.					
Recommendations					
No action required at present. Continue to monitor.					

Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

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

Indicator		Target			Trigger
LOCAL Number of planning permissions for inappropriate development e.g. dwellings/ mineral working, permitted in Minerals Buffer Zones contrary to policy M4		1 planning permission permitted			1 application permitted for development in any one year
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	
Analysis					
During the monitoring period, no applications were approved for development within any of the buffer zones, so no applications for inappropriate development were permitted. 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

Indicator		Target			Trigger
LOCAL Number of prohibition orders issued on dormant sites		Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders			LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	
Analysis					
The Council has not served any prohibition orders within the monitoring period.					
The discharge of the remaining conditions relating to planning permission 15/01953/MJR at Creigiau Quarry has continued during the monitoring period. The permission allows an extension to the south east area of Creigiau Quarry and includes the relinquishment of southern and western parts of the quarry, in line with Policy M3 'Quarry Closures and Extension Limits'.					

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.

Recommendations

Further research on prohibition orders is required. Continue to monitor.

Topic Area: Historic Environment

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

Indicator reference: OB4 SN11

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

Indicator		Target			Trigger
LOCAL Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas			1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	
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.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	
Analysis					
During the 5 th 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					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Delivery of Strategic Site Infrastructure

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

Indicator reference: OB4 SN12

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

Indicator	Target	Trigger
<p>LOCAL Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements.</p>	<p>Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).</p>	<p>1 (or more) key principles not delivered.</p>

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021
<p>2017: Outline planning permission(s) have been granted at Strategic Sites:</p> <p>C: (North West Cardiff), F: (North East Cardiff – West of Pontprennau) and G: (East of Pontprennau Link Road).</p> <p>Associated S106 agreements are linked to infrastructure provision identified through policies KP2(A-H).</p> <p>To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes</p>	<p>2018: Outline planning permission has been granted at Strategic Sites:</p> <p>C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone</p>	<p>2019: Outline planning permission has been granted at Strategic Sites:</p> <p>C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p>	<p>2020: Outline planning permissions have been granted at Strategic Sites:</p> <p>C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites E and F</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p>	<p>2021: Outline planning permissions have been granted at Strategic Sites:</p> <p>C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites A, E, F and H</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p>

<p>progress over the coming years.</p>	<p>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>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>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE 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 strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE 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 strategic site infrastructure is 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

Construction is being undertaken at sites A (Central Enterprise Zone), C (North West Cardiff), D (Land North of Junction 33 on the M4), F (North East Cardiff) and G (East of Pontprennau Link Road). There are currently live outline planning applications at Strategic Sites A (Central Enterprise Zone), E (South of Creigiau), F (North East Cardiff) and H (South of St Mellons Business Park). A meanwhile use is being constructed at Site B (Ferry 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 are 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 > [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 fifth year of performance monitoring.

Topic Area: Cardiff Infrastructure Plan

Relevant LDP Policies: KP6

Indicator reference: OB4 SN13

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

Indicator		Target			Trigger
LOCAL Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.		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.			Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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.	The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be published in the autumn.	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.	The 2020 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2020 have been published on the Council's website.	The 2021 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2021 have been published on the Council's website.	

Analysis
<ul style="list-style-type: none">• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis.• As part of the annual review/update, a series of '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. The Spring 2021 monitoring documents have been published on the Council's website.
Recommendations
<ul style="list-style-type: none">• No actions are triggered under the fifth year of performance monitoring.

Topic Area: Managing Transportation Impacts SPG

Relevant LDP Policies: T5

Indicator reference: OB4 SN14

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

Indicator		Target			Trigger
Local Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)		To deliver the SPG			Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
In 2016-2017, the Draft SPG was in the process of being finalised in preparation for consultation. Progress on the document having been delayed due to extensive additional technical work required in preparing the guidance, in combination with limitations of workloads and staffing capacity.	Consultation on the SPG was undertaken between November and December 2017. The SPG was subsequently adopted, having been approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	

Analysis
<p>The Council recommended to approve the 'Managing Transport Impacts SPG' (which incorporates the Design and Parking Guidance) on July 19th 2018. This document will now be considered in the determination of all subsequent planning applications.</p> <p>A commitment has been made to Council, to review the newly adopted SPG on at least a biennial basis, with the SPG serving as a 'live' working document, to be amended in response to changing approaches within Transport Policy.</p>
Recommendations
<p>No action is required</p>

Topic Area: Waste Management Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN15

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

Indicator		Target			Trigger
LOCAL Locating Waste Management Facilities SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required					

Topic Area: Infill Sites Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN16

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

Indicator		Target			Trigger
LOCAL Infill Sites Design Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017	
Analysis					
The Infill Sites Design Guidance SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required					

Topic Area: Tall Buildings SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN17

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

Indicator		Target			Trigger
LOCAL Tall Buildings SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required					

Topic Area: Householder Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN18

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

Indicator		Target			Trigger
LOCAL Householder Design Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	
Analysis					
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Public Art SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN19

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

Indicator		Target			Trigger
LOCAL Public Art SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	
Analysis					
<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>					
Recommendations					
<ul style="list-style-type: none"> • Not to progress a Public Art SPG at this time. • To continue to monitor public art to identify any significant contextual changes during the monitoring period. 					

Topic Area: Food, Drink and Leisure Uses SPG

Relevant LDP Policies: R8

Indicator reference: OB4 SN20

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

Indicator		Target			Trigger
LOCAL Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The SPG was approved in November 2017	The SPG was approved in November 2017	
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Waste Collection and Storage Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN21

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

Indicator		Target			Trigger
LOCAL Waste Collection and Storage Facilities SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	
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	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	
Analysis					
The SPG was approved by Council on 20 th October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Flat Conversions SPG

Relevant LDP Policies: H5

Indicator reference: OB4 SN22

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

Indicator		Target			Trigger
LOCAL Design Guidance and Standards for Flat Conversions SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	
Analysis					
The SPG was approved by Council on 28 th 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.					

Recommendations
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.

Indicator		Target			Trigger
LOCAL Renewable Energy Assessments SPG					Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
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	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	
Analysis					
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. 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.					
Recommendations					
Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2022.					

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 fourth 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 2019 10% (↓)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% 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)	1,582 (↑)	From 2014/15 to 2020/21 a total of 1,582 affordable dwellings were completed.
	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.

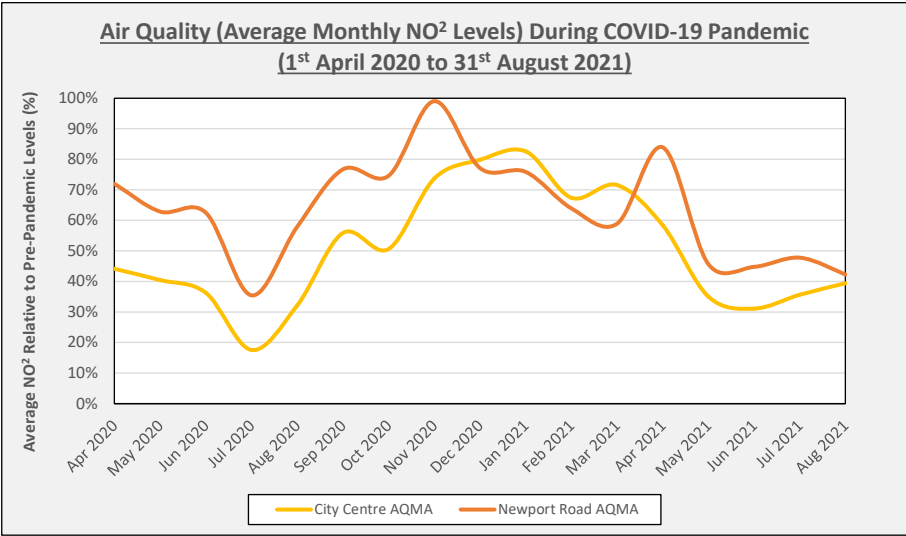
SA objective	Indicator	Target	Data	Commentary
2. Maintain and improve air quality	NO2 levels	40µgm3	Exceedance's of the 40µgm3 within the declared AQMAs	<p>Due to the reduction in traffic volumes as a result of the pandemic and national lockdown traffic volumes have decreased significantly in the last year and this reduction has translated to improvements in air quality. The average NO² levels for the City Centre AQMA and for Newport Road AQMA are presented in the graph below.</p>
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs)	No loss of area	No loss of area	<p>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</p>

SA objective	Indicator	Target	Data	Commentary
	and SINCs, ancient woodland)			
	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.
	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 (↑) +2.8% 2017 = 2,920 (↓) -0.7% 2018 = 2,999 (↑) +4.0% 2019 = 3,392 (↑) +1.8% 2020 = 2,646 (↓)	According to DfT published road traffic statistics data, there has been a 22% decrease in the volume of road traffic between 2019 and 2020, from 3,392 to 2,646 million vehicle-km, this being due to the on-going COVID-19 pandemic. The annual trends in traffic volumes are presented in figure SA4.1.1 below – Figure: SA4.1.1

SA objective	Indicator	Target	Data	Commentary																																																																																										
			-22%	<p data-bbox="1227 272 2123 805"> <table border="1"> <caption>Cardiff Traffic Volume Trends (Estimated Data)</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>2,400</td><td>2,400</td></tr> <tr><td>1994</td><td>2,450</td><td>2,450</td></tr> <tr><td>1995</td><td>2,500</td><td>2,500</td></tr> <tr><td>1996</td><td>2,550</td><td>2,550</td></tr> <tr><td>1997</td><td>2,600</td><td>2,600</td></tr> <tr><td>1998</td><td>2,650</td><td>2,650</td></tr> <tr><td>1999</td><td>2,700</td><td>2,700</td></tr> <tr><td>2000</td><td>2,750</td><td>2,750</td></tr> <tr><td>2001</td><td>2,800</td><td>2,800</td></tr> <tr><td>2002</td><td>2,850</td><td>2,850</td></tr> <tr><td>2003</td><td>2,900</td><td>2,900</td></tr> <tr><td>2004</td><td>2,950</td><td>2,950</td></tr> <tr><td>2005</td><td>2,900</td><td>2,900</td></tr> <tr><td>2006</td><td>2,950</td><td>2,950</td></tr> <tr><td>2007</td><td>2,900</td><td>2,900</td></tr> <tr><td>2008</td><td>2,950</td><td>2,950</td></tr> <tr><td>2009</td><td>2,900</td><td>2,900</td></tr> <tr><td>2010</td><td>2,950</td><td>2,950</td></tr> <tr><td>2011</td><td>2,900</td><td>2,900</td></tr> <tr><td>2012</td><td>2,950</td><td>2,950</td></tr> <tr><td>2013</td><td>2,900</td><td>2,900</td></tr> <tr><td>2014</td><td>2,950</td><td>2,950</td></tr> <tr><td>2015</td><td>3,000</td><td>3,000</td></tr> <tr><td>2016</td><td>3,050</td><td>3,050</td></tr> <tr><td>2017</td><td>3,100</td><td>3,100</td></tr> <tr><td>2018</td><td>3,150</td><td>3,150</td></tr> <tr><td>2019</td><td>3,200</td><td>3,200</td></tr> <tr><td>2020</td><td>2,400</td><td>2,400</td></tr> <tr><td>2021</td><td>2,900</td><td>2,900</td></tr> </tbody> </table> </p> <p data-bbox="1227 847 2123 991">Nevertheless, traffic levels have changed over the course of the pandemic in response to changes in travel restrictions, as evident in figure SA4.1.2, whereby as can be seen since June of 2021 traffic has returned to near pre-pandemic levels.</p> <p data-bbox="1227 1066 1462 1102">Figure: SA4.1.2</p>	Year	Absolute Values (million vehicle-km)	Rolling Averages (million vehicle-km)	1993	2,400	2,400	1994	2,450	2,450	1995	2,500	2,500	1996	2,550	2,550	1997	2,600	2,600	1998	2,650	2,650	1999	2,700	2,700	2000	2,750	2,750	2001	2,800	2,800	2002	2,850	2,850	2003	2,900	2,900	2004	2,950	2,950	2005	2,900	2,900	2006	2,950	2,950	2007	2,900	2,900	2008	2,950	2,950	2009	2,900	2,900	2010	2,950	2,950	2011	2,900	2,900	2012	2,950	2,950	2013	2,900	2,900	2014	2,950	2,950	2015	3,000	3,000	2016	3,050	3,050	2017	3,100	3,100	2018	3,150	3,150	2019	3,200	3,200	2020	2,400	2,400	2021	2,900	2,900
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				<p style="text-align: center;">Daily Traffic Flows in by Month Cardiff During COVID-19 Pandemic (1st April 2020 to 31st August 2021)</p> <p>In setting the above in context with the other UK Core Cities and the Regional Authorities, as presented in figure SA4.1.3 and SA4.1.4 respectively; it is clear that these have also experienced a similar decrease in traffic volumes over the past year due to COVID-19, at typically around 20%.</p> <p>Figure: SA4.1.3</p> <table border="1"> <thead> <tr> <th>Core City:</th> <th>2019</th> <th>2020</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Belfast</td> <td>n/a</td> <td>n/a</td> <td>n/a</td> </tr> <tr> <td>Birmingham</td> <td>6,772</td> <td>5,416</td> <td>-20.0%</td> </tr> <tr> <td>Bristol</td> <td>2,438</td> <td>1,907</td> <td>-21.8%</td> </tr> <tr> <td>Cardiff</td> <td>3,392</td> <td>2,646</td> <td>-22.0%</td> </tr> <tr> <td>Glasgow</td> <td>3,538</td> <td>2,729</td> <td>-22.9%</td> </tr> </tbody> </table>	Core City:	2019	2020	Change	Belfast	n/a	n/a	n/a	Birmingham	6,772	5,416	-20.0%	Bristol	2,438	1,907	-21.8%	Cardiff	3,392	2,646	-22.0%	Glasgow	3,538	2,729	-22.9%
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SA objective	Indicator	Target	Data	Commentary
				<p>How traffic volumes translate in terms of air quality, average NO² levels for the City Centre AQMA and for Newport Road AQMA are presented in figure SA4.1.5 below.</p> <p>Figure: SA4.1.5</p>  <p>Unsurprising, the above shows that as with traffic volumes, NO² levels have also generally been much lower over the past year.</p>
	% of people walking, cycling, travelling by bus and train for	n/a	<p>All Journey Purposes</p> <p>Walking: 2019 = 19%</p>	<p>Due to the on-going COVID-19 pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation</p>

SA objective	Indicator	Target	Data	Commentary
	each journey purpose		<p>2020 = 18% (↓) -1%</p> <p>Cycling: 2019 = 11% 2020 = 17% (↑) +6%</p> <p>Public Transport: 2019 = 17% 2020 = 9% (↓) -8%</p> <p>Work</p> <p>Walking: 2016 = 17.9% 2017 = 14.0% (↓) 2018 = 15.0% (↑) 2019 = 18.3% (↑)</p> <p>Cycling: 2016 = 11.3% 2017 = 16.5% (↑)</p>	<p>was continually evolving and travel patterns changing accordingly.</p> <p>Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) is instead based on this data, albeit that individual journey purposes cannot be monitored, only the total for all journey purposes.</p> <p>Overall in 2020, there has been a marked decline in public transport use (8% shift from the proportion using bus or rail combined) due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; and limited on-board capacity such as to maintain social distancing. However, in recent months public transport use has shown signs of slowly but surely recovering, in particular as more people venture back to working in the office as opposed to working remotely or following having previously been on furlough.</p> <p>Walking has also experienced a slight 1% decrease overall across the year, although in past months has increased to significantly above pre-pandemic levels, as explored in OB1 EC15.</p> <p>Figure: SA4.2.1</p>

SA objective	Indicator	Target	Data	Commentary												
			<p>2018 = 20.3% (↑) 2019 = 18.9% (↓)</p> <p>Bus: 2016 = 10.0% 2017 = 9.7% (↓) 2018 = 10.6% (↑) 2019 = 15.9% (↑)</p> <p>Train: 2016 = 7.6% 2017 = 6.8% (↓) 2018 = 6.4% (↓) 2019 = 6.6% (↑)</p> <p>Education</p> <p>Walking: 2016 = 27.6% 2017 = 23.3% (↓) 2018 = 26.6% (↑) 2019 = 21.9% (↓)</p>	<div data-bbox="1294 312 2051 1318"> <p>Mode-Split for All Journey Purposes: Prior to COVID-19 (2019)</p> <table border="1"> <caption>Mode-Split for All Journey Purposes: Prior to COVID-19 (2019)</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>50%</td> </tr> <tr> <td>Walking</td> <td>19%</td> </tr> <tr> <td>Public Transport</td> <td>17%</td> </tr> <tr> <td>Cycling</td> <td>10%</td> </tr> <tr> <td>Other</td> <td>3%</td> </tr> </tbody> </table> </div>	Mode	Percentage	Car	50%	Walking	19%	Public Transport	17%	Cycling	10%	Other	3%
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SA objective	Indicator	Target	Data	Commentary
			2018 = 11.3% (↑) 2019 = 10.5% (↓) Shopping (Other) Walking: 2016 = 23.5% 2017 = 19.9% (↓) 2018 = 21.1% (↑) 2019 = 23.4% (↑) Cycling: 2016 = 6.0% 2017 = 6.6% (↑) 2018 = 9.7% (↑) 2019 = 9.0% (↓) Bus: 2016 = 8.9% 2017 = 7.2% (↓) 2018 = 7.1% (↓)	

SA objective	Indicator	Target	Data	Commentary
			2019 = 10.2% (↑) Train: 2016 = 4.4% 2017 = 2.7% (↓) 2018 = 3.2% (↑) 2019 = 3.9% (↑) Leisure Walking: 2016 = 21.8% 2017 = 17.8% (↓) 2018 = 18.0% (↑) 2019 = 17.4% (↓) Cycling: 2016 = 10.0% 2017 = 10.8% (↑) 2018 = 13.9% (↑) 2019 = 13.2% (↓) Bus:	

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			2016 = 10.5% 2017 = 10.3% (↓) 2018 = 10.1% (↓) 2019 = 12.9% (↑) Train: 2016 = 8.8% 2017 = 8.3% (↓) 2018 = 8.5% (↑) 2019 = 9.7% (↑)													
	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	Commuting in Cardiff Overall: 2019 = 100% 2020 = 42% (↓) -58% Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 (↑) 2017 = 139,600 () 2018 = 157,400 (↑)	Although the Annual Population Survey on which the Welsh Government statistics for commuting are derived, wasn't conducted this year due to the on-going COVID-19 pandemic; nevertheless, the Welsh Government released <u>hypothetical estimates of what commuter movements could have been in 2020 were there not the effect of a pandemic</u> . The results of these compared with the figures for 2019 are given in figure SA4.3.1. Figure: SA4.3.1 <table border="1"> <thead> <tr> <th>Origin:</th> <th>2019</th> <th>2020 (no pandemic)</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>1,800</td> <td>1,300</td> </tr> <tr> <td>Bridgend</td> <td>9,000</td> <td>6,800</td> </tr> <tr> <td>Caerphilly</td> <td>15,400</td> <td>16,800</td> </tr> </tbody> </table>	Origin:	2019	2020 (no pandemic)	Blaenau Gwent	1,800	1,300	Bridgend	9,000	6,800	Caerphilly	15,400	16,800
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			2019 = 161,700 (↑)	<table border="1"> <tr> <td>Cardiff</td> <td>161,700</td> <td>150,700</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>2,800</td> <td>2,700</td> </tr> <tr> <td>Monmouthshire</td> <td>2,100</td> <td>1,700</td> </tr> <tr> <td>Newport</td> <td>8,700</td> <td>8,700</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>22,900</td> <td>23,200</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>22,800</td> <td>22,500</td> </tr> <tr> <td>Torfaen</td> <td>3,600</td> <td>3,400</td> </tr> <tr> <td>TOTAL Region (excl. Cardiff)</td> <td>89,100</td> <td>87,100</td> </tr> <tr> <td>TOTAL Outside Region</td> <td>9,400</td> <td>9,800</td> </tr> <tr> <td>TOTAL Commuting In</td> <td>98,500</td> <td>96,900</td> </tr> <tr> <td>TOTAL Working in Cardiff</td> <td>260,200</td> <td>247,500</td> </tr> </table>	Cardiff	161,700	150,700	Merthyr Tydfil	2,800	2,700	Monmouthshire	2,100	1,700	Newport	8,700	8,700	Rhondda Cynon Taf	22,900	23,200	Vale of Glamorgan	22,800	22,500	Torfaen	3,600	3,400	TOTAL Region (excl. Cardiff)	89,100	87,100	TOTAL Outside Region	9,400	9,800	TOTAL Commuting In	98,500	96,900	TOTAL Working in Cardiff	260,200	247,500
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			Residents Commuting Out of Cardiff: 2015 = 34,000 2016 = 27,700 (↓) 2017 = 32,600 (↑) 2018 = 30,500 (↓) 2019 = 31,700 (↑)	Nevertheless, based on published mobility data, overall commuting in Cardiff for 2020 was around 42% of 2019 pre-pandemic levels (down 58%).																																	
			Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (↑) 2017 = 88,800 (↓) 2018 = 98,300 (↑) 2019 = 98,500 ()	The proportion of the workforce over the course of the pandemic whom have commuted, worked from home/remotely (WFH) or 'other' (on-leave, furlough, self-isolating, made redundant etc.), is presented in figure SA 4.3.2. As can be seen, currently nearly a third of the workforce is continuing to work from home, which is in-line with Welsh Government's long-term aspiration for equivalent to 30% of the workforce to be working remotely at any one time																																	
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SA objective	Indicator	Target	Data	Commentary
			Cardiff: 2015 = 215,400 2016 = 229,200 (↑) 2017 = 228,400 () 2018 = 255,700 (↑) 2019 = 260,200 (↑)	<p>Figure: SA4.3.2</p>
	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% 2018 = 50.4% (↑) +2.3% 2019 = 54.6% (↑) +4.2%	<p>Due to the COVID-19 pandemic and restrictions around travel accordingly, there was a 5.6% reduction in the proportion of all journeys made by sustainable modes in 2020 (49.0%) compared with 2019 (54.6%).</p> <p>However, the above is based on comparing absolute values, if instead we compare the 2020 value with that for the 5yr rolling average for 2019 (50%), then the difference is far less significant at only a 1% decrease.</p> <p>The historic trends for journeys made by sustainable modes, is provided in figure SA4.4.1. The proportion travelling sustainably</p>

SA objective	Indicator	Target	Data	Commentary																																																
			<p>2020 = 49.0% (↓) -5.6%</p> <p>5yr Rolling Averages: 2015 = 47.6% 2016 = 48.0% (↑) + 0.4% 2017 = 48.0% () +0% 2018 = 48.7% (↑) +0.7% 2019 = 49.9% (↑) +1.2% 2020 = 49% (↓) -0.9%</p>	<p>has varied across the year in response to the evolving situation around COVID-19, as presented in figure SA4.4.2.</p> <p>Figure: SA4.4.1</p> <div data-bbox="1227 411 2130 898" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">Proportion of Sustainable Travel for All Journey Purposes</p> <table border="1" style="display: none;"> <caption>Data for Figure SA4.4.2</caption> <thead> <tr> <th>Year</th> <th>TOTAL Sustainables (%)</th> <th>Sustainables (5yr Avg) (%)</th> <th>Target 50:50 (%)</th> </tr> </thead> <tbody> <tr><td>2010</td><td>50.0</td><td>50.0</td><td>50.0</td></tr> <tr><td>2011</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2012</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2013</td><td>47.6</td><td>47.6</td><td>50.0</td></tr> <tr><td>2014</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2015</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2016</td><td>48.4</td><td>48.4</td><td>50.0</td></tr> <tr><td>2017</td><td>48.8</td><td>48.8</td><td>50.0</td></tr> <tr><td>2018</td><td>49.5</td><td>49.5</td><td>50.0</td></tr> <tr><td>2019</td><td>49.9</td><td>49.9</td><td>50.0</td></tr> <tr><td>2020</td><td>49.0</td><td>49.0</td><td>50.0</td></tr> </tbody> </table> </div> <p>Figure: SA4.4.2</p>	Year	TOTAL Sustainables (%)	Sustainables (5yr Avg) (%)	Target 50:50 (%)	2010	50.0	50.0	50.0	2011	48.0	48.0	50.0	2012	48.0	48.0	50.0	2013	47.6	47.6	50.0	2014	48.0	48.0	50.0	2015	48.0	48.0	50.0	2016	48.4	48.4	50.0	2017	48.8	48.8	50.0	2018	49.5	49.5	50.0	2019	49.9	49.9	50.0	2020	49.0	49.0	50.0
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				<p style="text-align: center;">Sustainable Travel Trends by Month During COVID-19 Pandemic (1st April 2020 to 31st August 2021)</p> <table border="1"> <caption>Sustainable Travel Trends by Month During COVID-19 Pandemic</caption> <thead> <tr> <th>Month</th> <th>Sustainable Travel for All Journeys (%)</th> </tr> </thead> <tbody> <tr><td>Apr 2020</td><td>50%</td></tr> <tr><td>May 2020</td><td>50%</td></tr> <tr><td>Jun 2020</td><td>49%</td></tr> <tr><td>Jul 2020</td><td>47%</td></tr> <tr><td>Aug 2020</td><td>49%</td></tr> <tr><td>Sep 2020</td><td>52%</td></tr> <tr><td>Oct 2020</td><td>51%</td></tr> <tr><td>Nov 2020</td><td>51%</td></tr> <tr><td>Dec 2020</td><td>45%</td></tr> <tr><td>Jan 2021</td><td>46%</td></tr> <tr><td>Feb 2021</td><td>48%</td></tr> <tr><td>Mar 2021</td><td>48%</td></tr> <tr><td>Apr 2021</td><td>48%</td></tr> <tr><td>May 2021</td><td>49%</td></tr> <tr><td>Jun 2021</td><td>52%</td></tr> <tr><td>Jul 2021</td><td>51%</td></tr> <tr><td>Aug 2021</td><td>52%</td></tr> </tbody> </table> <p style="text-align: center;">----- Pre-Pandemic Sustainable Mode-Split</p>	Month	Sustainable Travel for All Journeys (%)	Apr 2020	50%	May 2020	50%	Jun 2020	49%	Jul 2020	47%	Aug 2020	49%	Sep 2020	52%	Oct 2020	51%	Nov 2020	51%	Dec 2020	45%	Jan 2021	46%	Feb 2021	48%	Mar 2021	48%	Apr 2021	48%	May 2021	49%	Jun 2021	52%	Jul 2021	51%	Aug 2021	52%
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	<p>Delivery of transport infrastructure as part of key strategic sites</p>	<p>As per the LDP and site masterplans</p>	<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>Construction in relation to the strategic sites has progressed through much of the past year even during periods of lockdown, although it is likely that this will have impacted on timeframes for delivery of sustainable infrastructure.</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 Pentrebane Road).</p> <p><u>2020/2021</u></p> <p>The following infrastructure have been delivered over the past year specifically –</p>																																				

SA objective	Indicator	Target	Data	Commentary
			18/01705/MJR – Cardiff Transport Interchange (by TfW) £1.76 million	<p>SSC. NW Cardiff:</p> <ul style="list-style-type: none"> • Llantrisant Road / Heol Isaf new signalised junction with dedicated bus lanes, completed and operational as of November 2020 • Llantrisant Road / Clos Parc Radyr junction construction on-going. Works commenced in June 2021 and will feature 2 signalised junctions. Completion scheduled for October 2022 • Llantrisant Road / Goitre Fach signalised junction near Rhydlafer, remedials are on-going. Anticipated adoption October 2021 <p>SSF. NE Cardiff (Churchlands):</p> <ul style="list-style-type: none"> • Llwyn-y-Pia Road completed October 2020 • Rudry Road S278 scheme on-going. Completion scheduled for January 2022 <p><u>2019/2020</u></p> <p>The following infrastructure were previously delivered in connection with the strategic sites –</p> <p>SSC. NW Cardiff:</p> <ul style="list-style-type: none"> • Junctions 1 and 2 on Llantrisant Road completed, in maintenance period and awaiting adoption,
			SSC. NW Cardiff:	
			14/02157/MJR – Land North & South of Llantrisant Road £0.61 million	
			14/02733/MJR – Plasdŵr £26.03 million	
			16/00106/MJR - Goitre Fach Farm £1.29 million	
			14/02188/MJR -	

SA objective	Indicator	Target	Data	Commentary
			South of Pentrebane £1.33 million SSD. North of J33: 14/00852/DCO – North of J33 £2.25 million SSF. NE Cardiff: 14/02891/MJR – Churchlands £1.65 million SSG. St Edeyrns: 13/00578/DCO – St Edeyrns £2.79 million	with associated segregated walking and cycling provision <ul style="list-style-type: none"> • Llantrisant Road / Goitre Fach signalised junction completed SSF. NE Cardiff (Churchlands): <ul style="list-style-type: none"> • Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane • Churchlands Northern Access junction (unsignalized) via Llwynypia Road under construction SSG. St Edeyrns: <ul style="list-style-type: none"> • New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontpennau Roundabout • The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontpennau Roundabout • Access road built to 'spine road' standard, including short section of outbound bus lane leading to the Heol Pontpennau Roundabout, due for adoption shortly • 40mph speed limit imposed on the A4232 Pentwyn Link

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • Bus turning circle and new bus stops operational, in use by service X59 (CGBP) <p>S106 Commitments:</p> <p>In total, the following sustainable infrastructure and initiatives have been agreed to be delivered as part of the S106 agreements for the key strategic sites. These will help to reduce greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes –</p> <p>SSA. Cardiff Central Enterprise Zone</p> <p>18/01705/MJR - Transport Interchange:</p> <ul style="list-style-type: none"> • Integrated Transport Hub, based on 14 bus stands with DIDO arrangement • Cycling provision for a significant number of secure operational cycle parking spaces • Various public realm improvements <p>SSC. NW Cardiff</p> <p>14/02157/MJR - Land North & South of Llantrisant Road:</p> <ul style="list-style-type: none"> • Cycle parking, including at Radyr Station

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • 3x new priority access junctions on Newport Road, with footways, cycleways & crossing facilities • New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops • New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways & cycleways • New raised roundabout with zebra crossing on Llantrisant Road • 2x new Toucan crossing facilities • Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>14/02733/MJR - Plasdŵr:</p> <ul style="list-style-type: none"> • New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1) • New tabled zebra crossing on Rhydlafar Drive, with footway widening & shared use • Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road • Spine-road treatment on Crofft-y-Genau Road

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • New traffic control access junction on Llantrisant Road, with cycle feeder lanes & dropped kerbs (J2) • Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2 • New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks & cycle feeder lanes (J3) • New northbound bus lane at the southern arm to J3 • 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use & raised tables (J4-6) • New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes & Toucan crossings on all arms (J11) • New segregated cycling facility between Amethyst Road and J11 • 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities & dropped kerbs (J12-13) • Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12 • Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist & pedestrian access to St Brides Road (J14)

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

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

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

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • New Pentrebane Road priority access junction to accommodate safe & convenient 2-way bus movement, with associated footway & cycle provision • Provision of bus stop & bus turning circle, with 3m wide segregated cycleways, 2m wide footways & 6.1m carriageways to promote sustainable travel • Secure cycle parking, including covered cycle parking at Fairwater Station & at key bus stops • Improvements to Llantrisant Road & Pentrebane Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & instalments) • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>SSD. North of J33</p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> • 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces • Bus gate between the M4 and Llantrisant Road • 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

SA objective	Indicator	Target	Data	Commentary
				<p>07:00-19:00, utilising £2.25 million bus service contribution</p> <ul style="list-style-type: none"> • New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes • On-site public transport infrastructure, bus & cycle lanes <p>SSF. NE Cardiff</p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> • Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive • New signalized junction on Pentwyn Drive • New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close • New cycle route (2) to be provided along Cyncoed Road • Bus improvements on A48 Eastern Avenue (between Pentwyn & Pontprennau) & A4232 Pentwyn Link (northbound to J33) • Provision of bus services linking to Heath Hospital • Provision of bus service linking to City Centre via Cardiff East Park & Ride • Phase 2 bus priority infrastructure • Phase 3 bus priority infrastructure

SA objective	Indicator	Target	Data	Commentary
				<p>SSG. St Edeyrns</p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> • Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway • Cycle parking spaces • Investigation & provision of a northbound bus lane on A4232 • Bus service extension from the development to City Centre serving Church Road and St Mellons Road • Investigation & provision of bus service extension on A48 from A4232 • A scheme to demonstrate effective operation of Heol Pontpennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian & cyclist provision • Spine-road treatment on access road, including the provision of bus lane • Widening of existing footways linking the Toucan crossing and Heol Pontpennau signalised crossing • Scheme to provide shared path south of Heol Pontpennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road • Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	0	3	<p>One application for highly vulnerable development was permitted in Zone C2 without flood mitigation measures. This application was confirmed as appropriate through advice provided by NRW.</p> <p>Two applications for highly vulnerable development were permitted in Zone C1. Both applications related to change of use of the first and second floors only to residential flats and were therefore not considered at risk from flooding.</p> <p>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.</p>
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	No reduction	No reduction	There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a	Net job creation over the	40,000 net additional	23,000 since 2009 (↑)	Total jobs in Cardiff - 213,000 in 2019 (latest Nomisweb.co.uk figures). This compares to an equivalent figure from 2009 of

SA objective	Indicator	Target	Data	Commentary															
sustainable and diversified economy	remaining Plan period	jobs over plan period, 20,900 between 2006 and 2015		190,000 jobs in Cardiff which represents a 23,000 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 2021, 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 schemes progress over the coming years.															
	% of journeys made by walking/cycling	Increase	All Journeys: 2015 = 24.8% 2016 = 28.0% (↑) +3.2% 2017 = 27.1% (↓) -0.9% 2018 = 30.3% (↑) +3.2% 2019 = 29.7% (↓) -0.6%	<p>The proportion of all journeys made by active travel modes (i.e. walking and cycling) is presented in the table in figure SA7.1.1 below –</p> <p>Figure: SA7.1.1</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Walking</td> <td>19%</td> <td>18%</td> <td>-1%</td> </tr> <tr> <td>Cycling</td> <td>11%</td> <td>17%</td> <td>6%</td> </tr> <tr> <td>Walking & Cycling</td> <td>30%</td> <td>35%</td> <td>5%</td> </tr> </tbody> </table> <p>As can be seen above, while the proportion walking overall has seen a slight reduction over the past year, nevertheless cycling</p>		2019	2020	Change	Walking	19%	18%	-1%	Cycling	11%	17%	6%	Walking & Cycling	30%	35%
	2019	2020	Change																
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SA objective	Indicator	Target	Data	Commentary																																																																								
			2020 = 35.0% (↑) +5.3% Work: 2015 = 26.6% 2016 = 29.2% (↑) 2017 = 30.6% (↑) 2018 = 35.3% (↑) 2019 = 37.2% (↑) Education: 2015 = 31.5% 2016 = 37.2% (↑) 2017 = 36.1% (↓) 2018 = 40.6% (↑) 2019 = 37.6% (↓) Shopping (City Centre): 2015 = 22.4%	has seen a significant rise, resulting in a net 5% gain in the proportion walking and cycling combined. The proportions walking and cycling over the past year are represented in figure SA7.1.2 below – Figure: SA7.1.2																																																																								
				<div data-bbox="1227 566 2132 1098" data-label="Figure"> <table border="1"> <caption>Walking & Cycling by Month During COVID-19 Pandemic (1st April 2020 to 31st August 2021)</caption> <thead> <tr> <th>Month</th> <th>Walking (%)</th> <th>Cycling (%)</th> <th>Total (%)</th> </tr> </thead> <tbody> <tr><td>Apr 2020</td><td>13%</td><td>24%</td><td>37%</td></tr> <tr><td>May 2020</td><td>14%</td><td>22%</td><td>36%</td></tr> <tr><td>Jun 2020</td><td>14%</td><td>22%</td><td>36%</td></tr> <tr><td>Jul 2020</td><td>16%</td><td>17%</td><td>33%</td></tr> <tr><td>Aug 2020</td><td>22%</td><td>13%</td><td>35%</td></tr> <tr><td>Sep 2020</td><td>24%</td><td>13%</td><td>37%</td></tr> <tr><td>Oct 2020</td><td>22%</td><td>15%</td><td>37%</td></tr> <tr><td>Nov 2020</td><td>22%</td><td>15%</td><td>37%</td></tr> <tr><td>Dec 2020</td><td>17%</td><td>15%</td><td>32%</td></tr> <tr><td>Jan 2021</td><td>15%</td><td>18%</td><td>33%</td></tr> <tr><td>Feb 2021</td><td>18%</td><td>17%</td><td>35%</td></tr> <tr><td>Mar 2021</td><td>17%</td><td>17%</td><td>34%</td></tr> <tr><td>Apr 2021</td><td>18%</td><td>15%</td><td>33%</td></tr> <tr><td>May 2021</td><td>22%</td><td>11%</td><td>33%</td></tr> <tr><td>Jun 2021</td><td>24%</td><td>11%</td><td>35%</td></tr> <tr><td>Jul 2021</td><td>23%</td><td>11%</td><td>34%</td></tr> <tr><td>Aug 2021</td><td>25%</td><td>10%</td><td>35%</td></tr> </tbody> </table> </div>	Month	Walking (%)	Cycling (%)	Total (%)	Apr 2020	13%	24%	37%	May 2020	14%	22%	36%	Jun 2020	14%	22%	36%	Jul 2020	16%	17%	33%	Aug 2020	22%	13%	35%	Sep 2020	24%	13%	37%	Oct 2020	22%	15%	37%	Nov 2020	22%	15%	37%	Dec 2020	17%	15%	32%	Jan 2021	15%	18%	33%	Feb 2021	18%	17%	35%	Mar 2021	17%	17%	34%	Apr 2021	18%	15%	33%	May 2021	22%	11%	33%	Jun 2021	24%	11%	35%	Jul 2021	23%	11%	34%	Aug 2021	25%	10%	35%
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				As can be seen in the above, at various points walking has been lower than pre-covid levels, while the proportion cycling has typically been far higher. Meanwhile the proportion walking and cycling combined has consistently been higher for the entire period from April 2020 to the end of August 2021.																																																																								

SA objective	Indicator	Target	Data	Commentary
			2016 = 25.0% (↑) 2017 = 23.9% (↓) 2018 = 29.2% (↑) 2019 = 28.4% (↓) Shopping (Other): 2015 = 27.5% 2016 = 29.5% (↑) 2017 = 26.5% (↓) 2018 = 30.8% (↑) 2019 = 32.4% (↑) Leisure: 2015 = 28.5% 2016 = 31.8% (↑) 2017 = 28.6% (↓) 2018 = 31.9% (↑)	

SA objective	Indicator	Target	Data	Commentary
			2019 = 30.5% (↓)	
	Percentage of population in the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment	Reduction	28% (No change since 2015)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 28% of the population of Cardiff is in the 100 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	1.17 ha per 1,000 population (↑)	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.03 ha of open space per 1,000 population.
	Special Landscape Areas	Five SLAs designated by plan adoption	Five SLAs designated	Five SLAs have been designated at: <ul style="list-style-type: none"> • St Fagans Lowlands and the Ely Valley • Garth Hill and Pentyrch Ridges • Fforest Fawr and Caerphilly Ridge • Wentloog Levels • Flat Holm
9. Use natural resources efficiently and safeguard their	Percent of housing on previously developed land	60%	52.89% (↓)	For the two year period 19/21 52.89% of housing completed was on previously developed land.

SA objective	Indicator	Target	Data	Commentary
quality	Average density of new development		138.17 dwellings per hectare (↓)	For the two year period 2019/21 the average density of new housing development in Cardiff was 138.17 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.
10. Respond to demographic changes in a sustainable way	Total population	n/a	369,202 (↑)	The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 369,202 in 2020
	No. homes in Cardiff	45,400 net additional homes by 2026	18,727 completed 2006 to 2021 (↑)	Over the period 2006 to 2021 18,727 dwellings have been completed leaving 22,773 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	+0.06% (↓)	The amount of household waste collected and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.

7. Conclusions

This is the fourth AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for 2017, 2018 and 2019 AMRs. Although due to the ongoing Covid pandemic there are gaps in this year's data 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:

Continue Monitoring (Green)	82
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	0
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	0
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	25
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	0
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	0
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

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

The analysis demonstrates that there are no policy indicator targets / monitoring outcomes which are causing concerns over policy implementation (red traffic light rating). There are, however, a number which are not currently being achieved but with no corresponding concerns over policy implementation (yellow traffic light rating). Further investigation has determined that there are justified reasons for the performance recorded and this is not representative of any fundamental issues with

the implementation of the policy framework or strategy at this time. The most significant findings in relation to these are set out in the key findings below.

Key Findings

This is the fifth AMR to be prepared and provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019.

Overall the findings of the fifth AMR 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 9,000 jobs since the first AMR (16/17).

Housing – Monitoring data shows new homes have now started to be completed on many of the LDP strategic housing sites. Specifically, there are new completions on 4 of the strategic housing sites:

- 841 completions have been achieved at St Ederyns Village (which is over the 800 completed dwelling target included in the AMR);
- 526 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 128 completions have been recorded on the North East Cardiff strategic site; and
- 128 completions have been achieved at the North of J33 strategic site.

Although most of the strategic housing site completion rates are below targets set out in the AMR it is now evident from the above data 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. For example completions for the last 3 years (2018 to 2021) have averaged 1,217 in contrast with the previous 9 years (2008 to 2017) 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 15 years between 2006 and 2021

a total of 18,723 new dwellings were built in Cardiff which represents 45% of the overall dwelling requirement.

However, construction has now started 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 5 years of the Plan period will increase significantly.

In terms of the impact of the pandemic on construction and completion rates there was evidence of a slight slow-down in construction activity in 2020 but this has been short term as evidenced by the fact the combined number of homes under construction on the strategic housing sites in April 2021 was 1,332 dwellings.

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 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

Transportation – Restrictions in travel as a result of the pandemic and national lockdown have had a significant impact on travel volumes and patterns over the monitoring period. Data shows a 22% reduction in traffic volumes from 2019, along with reduced congestion and improved air quality. Related to this commuting for 2020 was down 58% due to Covid restrictions and consequent working from home, furlough and self-isolation. With reduced congestion bus journey times and reliability have improved. There was also a 6% increase in cycling over the monitoring period and a 8% drop in bus and rail use. Overall this had an impact on the 50:50 sustainable modal split target which dropped from 50% to 49%. However in the past 3 months the modal split figure has been higher than 50% as a result of increased use of bus and rail services as restrictions ease and frequencies increase.

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 forthcoming Strategic Development Plan preparation 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 five monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018 & PPW, Edition 11, February 2021) and the publication of Future Wales: The National Plan 2040 (February 2021) 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, second and third AMRs published in 2017, 2017 and 2019.

Conclusions:

1. Submit the 2021 fifth AMR to the Welsh Government by 31 October 2021 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. Use the findings of the monitoring to inform the ongoing preparation of the Replacement Local Development Plan.
4. Prepare the 2022 sixth AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2022.

Appendix 1: Table setting out summary of findings

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

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CYNGOR CAERDYDD
CARDIFF COUNCIL

ENVIRONMENTAL SCRUTINY COMMITTEE

5 OCTOBER 2021

**ONE PLANET CARDIFF STRATEGY AND ACTION PLAN: PRE-DECISION
SCRUTINY**

Purpose of the Report

1. To provide Members with background information to aid the scrutiny of the draft report to Cabinet regarding the One Planet Cardiff Strategy and Action Plan which is due to be considered by Cabinet at their meeting on 14 October 2021.

Scope of Scrutiny

2. At their meeting on 14 October 2021 the Cabinet will consider a report that seeks approval of the 2021 One Planet Cardiff Strategy (OPC) which sets out the Council's plan to deliver a Carbon Neutral Council by 2030 and to work with city-wide partners to develop a road map and action plan for a Carbon Neutral City by 2030.
3. The draft report to Cabinet entitled 'One Planet Cardiff Strategy and Action Plan' is attached at **Appendix A** and has **two** appendices:
 - **Appendix A1** - One Planet Cardiff – Our Vision for a Carbon Neutral City by 2030
 - **Appendix A2** - One Planet Cardiff – Action Plan
4. During this scrutiny, Members have the opportunity to explore:
 - i. The proposed final draft of the One Planet Cardiff Strategy and Action Plan following consultation and a detailed analysis of carbon emissions;
 - ii. The extent to which the Committee's comments and recommendations from their meetings and discussions held in both

- December 2020 and May 2021 have been taken into consideration and addressed in the final Strategy;
- iii. The extent to which the views of key stakeholders and those involved in the consultation process have been used to inform the final Strategy;
 - iv. The proposed level of collaboration work required in order to achieve the maximum outcome – both internally between the various Directorates as well as externally with stakeholders and Local Authorities;
 - v. The timeline and next steps for delivering the One Planet Agenda;
 - vi. Whether there are any risks to the Council, including financial;
 - vii. The recommendations to Cabinet.

Background

- 5. As stated in the Cabinet report attached, Cardiff Council declared a climate emergency in 2019 and has since been preparing the One Planet Strategy which sets out how we will respond and tackle this emergency and become carbon neutral Zero as a Council and a City by 2030.
- 6. On the 15 October 2020 the Cabinet received a report titled '*One Planet Cardiff – A Response to the Climate Change Emergency*'. The purpose of this report was to approve the Draft One Planet Cardiff Strategy as the Council's initial response to the declared Climate Emergency, and to authorise a period of public consultation to help shape a final strategy and action plan.

Consultation

- 7. In 2020 and early 2021, the Council consulted with city wide stakeholders, including the general public, businesses, key stakeholders and Cardiff's youth on the draft OPC. A Cabinet Report published in May 2021 contains a detailed appraisal of this consultation.¹

¹ [Agenda for Cabinet on Thursday, 20th May, 2021, 2.00 pm \(moderngov.co.uk\)](#)

8. In the presentation to Scrutiny, also in May 2021, the key results from the consultation were highlighted as follows:

- Climate emergency response needs to be resourced
- Consultation, engagement, leadership and partnership all crucial
- Critical to effectively involve public / stakeholder groups
- A leadership board essential
- Any final action plan needs to identify the projects that can be realistically delivered + timetable, costs and prioritisation
- Public behaviour change is the biggest challenge - needs to be well resourced, and continually in collaboration with partners long term.

9. The more significant issues that were observed are summarised below:

- i. The scale of the climate emergency response needs to be resourced appropriately both in terms of staff, resource and implementation funding;
- ii. Consultation, engagement, leadership and partnership will be crucial throughout the implementation period to 2030 and beyond;
- iii. The strategy will need to consider and deploy a range of different techniques to effectively involve and coordinate public and stakeholder groups;
- iv. An OPC leadership board with clear project governance and committed resources is needed to steer the work over the long term;
- v. Any final action plan needs to identify the projects that can be realistically delivered and needs to include a timetable, cost and prioritisation based on carbon reduction in addition to wider social, economic and environmental benefits;
- vi. Public behaviour change is the biggest challenge in delivering the OPC Strategy and a section should be dedicated stating that the public has an essential role in this. A behaviour change plan needs to be well resourced, and continually in collaboration with partners, over the next 9 years, reviewed and evaluated by people with expertise.

10. According to the Cabinet report presented in May 2021, a positive outcome of the consultation process is that it has confirmed the key themes in the One Planet

Cardiff strategy including leadership, governance, partnership and programme priorities.

11. Alongside this consultation the Council also completed a detailed carbon baselining and impact assessment. This key milestone has enabled an understanding of the current carbon position, both of Council operations and also of the wider City. Both these pieces of work have helped inform and shape the final 2021 One Planet Cardiff Strategy report, its recommendations and action plan.

Issues identified in the Cabinet Report

12. The **Scale of the Challenge**, highlighted at **points 20-23**, include detail of the carbon emissions analysis which has been undertaken to develop a 2019/20 baseline from which the Council can assess the impacts of actions taken to meet our Carbon Neutral ambition. It essentially identifies the level of emissions that need to be removed. These emissions have been categorised as follows:

- i. **Scope 1 GHG Emissions (Direct):** GHG emissions arising from the operation of buildings and vehicles owned by a reporting organisation (excluding electricity)
- ii. **Scope 2 GHG Emissions (Energy Indirect):** GHG emissions arising from the generation or purchased electricity and district heating used in a reporting organisation's buildings/sites.
- iii. **Scope 3 GHG Emissions (Other Indirect):** GHG emissions arising from wider operations of a reporting organisation, including procurement, business travel, grey fleet travel, water, waste, and leased assets.

13. So far, according to the Cabinet report at **point 25**, the Council has managed to reduce total Carbon Emissions from its operations covering buildings, machinery, street lighting and transport from 23,958 t/CO₂e to 12,800 t/CO₂e since 2016/17 - an average overall reduction per year over 3 years of 17% per year Scope 1 and 2 Emissions.

14. **Point 29** identifies the Cross-cutting Themes from the **Consultation Outcomes** - Economy and Green Jobs, Education and Governance, Leadership and Resource.

15. **Point 30** sets out the **OPC 7 Key Themes**: Energy

- Built Environment and Housing Quality
- Green Infrastructure
- Transport
- Waste Management
- Food
- Water

16. **Points 32-34** provides detail of how the Council have developed a **Carbon Impact Evaluation Tool** to assist in to prioritising projects considering both the Carbon and Social Impacts against a set of assessment indicators, comparing both the annual carbon savings and lifetime carbon savings.

17. This tool has identified the following key projects as directly benefitting the Council's footprint and as **point 37** states in the Cabinet report, will reduce the Scope 1 and 2 GHG emissions by nearly 60% 14,840 (tonnes CO₂e):

- i. Cardiff Heat Network (Phases 1 & 2 only);
- ii. Council Fleet Transition to EV (all implementation phases);
- iii. Strategic Estates Retrofit, Schools Estate Retrofit; and
- iv. Street lighting upgrade to LED/

18. The next steps for identifying future interventions to address the remaining 43% Scope 1 and 2 emissions are explored through **points 39 – 41** including:

- i. **Ensure Near zero carbon new-build alongside estate relinquishment programme;**
- ii. **Maximise direct renewable energy production;**
- iii. **Business mileage initiatives; and**
- iv. **Behaviour change**

19. **Scope 3 Reductions**, highlighted at **point 43**, state that the initial assessment indicates priority spend categories for reducing the Council's carbon footprint are expected to include **Waste Management, Passenger Transport Services, Buildings Construction Projects, Information and Communication Technology and General Building Services.**

20. At **points 44- 45** the report suggests that **Procurement opportunities** are significant in addressing Scope 3 emissions, including:
- i. **Root and branch review** of what we buy, identifying the high carbon areas, alternatives and quick wins;
 - ii. **Training for specifiers** - Smarter specification and Circular Economy thinking;
 - iii. **Encourage and favour lower carbon supplies** in tender evaluations; and
 - iv. **Public sector collaboration and market engagement** to signal changed requirements from suppliers

21. Further to this, and though not as significant in terms of its contribution to emissions as procurement, **point 46** identifies that action is needed to reduce our **staff commuting impacts**, addressing the following:

- i. **Hybrid working policy.**
- ii. **Transport Strategy**
- iii. **EV Salary Sacrifice scheme**

22. **Points 51 – 56** of the Cabinet report provide an overview of the Council's work and that planned to address the **Council and City Wide Behaviour Change**. According to the report, the Council has engaged with the Centre for Climate Change and Social Transformation (CAST) to support the development of a toolkit and monitoring instruments to enable the Council to embed carbon-neutral thinking across the Council and the City through a behaviour change and engagement programme. CAST have already identified a list of key behavioural changes which have an evidential basis to demonstrate the largest carbon reduction impacts that individuals can have. These are summarised as follows:

- a. Living Car Free;
- b. Shifting to EVs;
- c. Flying Less especially long haul;
- d. Using Renewable Energy;
- e. Shifting to Public Transport;
- f. Retrofitting Buildings;
- g. Shifting to a plant based diet;
- h. Installation of heat pumps;

- i. Using Energy efficient cooking equipment; and
- j. Using renewable based heating.

23. Using the proposed Action Plan and Carbon, Impact Evaluation Tool, the Council will be able to assess, prioritise and monitor projects that will have the most significant impact on residual emissions. According to the report, at **point 59**, the Council will monitor the impact of our actions by calculating annually;

- i. The Council's Carbon Emissions using Welsh Government methodology for calculating emissions covering Scope 1, 2 and 3;
- ii. The City's Carbon Emissions using BEIS data;
- iii. The Social Imp.ct of proposed projects using our Carbon Impact Evaluation Tool;

24. A summary of the actions for OPC are provided at **point 61** and **Table 3**, including the calculated or estimated likely carbon savings from the projects. The **full Action Plan** is then presented at **Appendix 1** to the Cabinet report

25. **Points 63 – 69** provide detail of the **Governance and Partnerships** for OPC including a Climate Emergency Board, a Steering Group and additional posts that will be funded.

26. An overview of the **property implications** is provided at **Points 86 – 95** stressing how property is intrinsically linked in the OPC strategy through all streams, not just the Built Environment. The report highlights that property relinquishment has and will continue to slow down, resulting in carbon reduction through this method also decreasing over time. In addition to this, repair and refurbishment of the council estate will need to be aligned with OPC and meet the carbon reduction objectives and behavioural change will be a significant priority, applying what has been learnt from during the Covid pandemic. Offsetting measures will also be explored. According to the report to Cabinet, Carbon output and energy efficiency will become a key consideration in the decision process for the acquisition or disposal of property.

Proposed Recommendations to Cabinet

27. The report to Cabinet contains the following recommendations:

- i. Approve the 2021 One Planet Cardiff Strategy included in Appendix 1.
- ii. Approve the 2021 One Planet Cardiff Action plan which sets out the current actions to be undertaken over a short to long term range to address the residual carbon emissions aimed at achieving a carbon neutral target by 2030.
- iii. Approve the undertaking of a staff survey and resident's survey to assist in the development of a Behaviour Change Action Plan for the Council and the City and for this Action Plan to be brought back to Cabinet for approval and a date to be confirmed.

Previous Scrutiny

28. This Committee undertook initial scrutiny of the draft strategy at their meeting in December 2020. As well as hearing from the Leader, Cabinet Members and Officers from the Planning, Transport and Environment Directorate, the Committee also considered written submissions from stakeholder groups on the draft Strategy. Each of the stakeholder groups were also offered the opportunity attend the meeting to answer Member questions on the Draft One Planet Cardiff Strategy and the submission that they had provided. The stakeholder groups who agreed to take part in the meeting were:

- Cardiff University;
- Cardiff Youth Council Cardiff;
- Dwr Cymru;
- Labour for a Green New Deal (LGND);
- Natural Resources Wales;
- Size of Wales;
- Sustrans;
- Wales & Wests Utilities;
- Wales Co-operative Centre;
- Welsh Government Energy Services.

29. The Chair's letter from this meeting is attached at **Appendix B** and contains a series of feedback comments as well as recommendations. These were structured into the following themes:

- Strategy Feedback
- Partnership and Governance
- Behavioural Change
- Covid Resilience
- Planning and Cardiff's Local Development Plan
- Local Sustainable Low-Carbon Food Supply
- Water - Usage and Drainage and its link to Climate Change
- Education and Engagement
- Trees
- Resources
- Transport
- Prioritisation
- Future Energy Solutions
- Procurement
- Regulation and Policy

30. The Committee also asked that their letter and the witness submissions be added to the other documents as a part of the wider consultation exercise for One Planet Cardiff.

31. In the response from Cllr Michael, Cabinet Member – Clean Streets, Recycling and Environment, it stated that the Scrutiny Committee's examination of the work, including the very informative input from third party commentators, formed a significant part of the overall public consultation exercise for the strategy. A full analysis was planned to take account of all points captured by this and all other work streams of the consultation process which would inform the final strategy.

32. At their Committee meeting on 11 May 2021, Members received a progress update on the development of the 'One Planet Cardiff' Strategy. Following their Scrutiny the following which they again provided a series of feedback comments around the following themes:

- Cost of Retrofit on Social Housing
- Wildlife Corridors
- Tree Planting
- Charging Points
- Public Consultation
- Electric Taxis
- City Car Club

33. A full copy of this letter and the response received from the Leader, Cllr Michael and Cllr Wild is attached at **Appendix C**.

Way Forward

34. The Leader, Councillor Michael Michael, Cabinet Member – Clean Streets, Recycling and Environment, Cllr Caro Wild, Cabinet Member – Strategic Planning and Transport and Andrew Gregory, Director of Planning, Transport & Environment have been invited to make a statement and answer Member's questions. These will be supported by further representatives from the Planning, Transport and Environment Directorate.

Legal Implications

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

having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i) Consider the information in this report, its appendices and the information presented at the meeting;
- ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter in time for its meeting on 14 October 2021; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

29 September 2021

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**REPORT TITLE:
ONE PLANET CARDIFF STRATEGY AND ACTION PLAN**

**CABINET PORTFOLIO TITLE
CLEAN STREETS, RECYCLING AND ENVIRONMENT
COUNCILLOR MICHAEL MICHAEL**

AGENDA ITEM:

Reason for this Report

1. To approve the 2021 One Planet Cardiff Strategy (OPC) which sets out the Council's plan to deliver a Carbon Neutral Council by 2030 and to work with city-wide partners to develop a road map and action plan for a Carbon Neutral City by 2030.

Background

2. Notwithstanding the depth of the Covid-19 crisis, the Council has recognised that Climate Change remains the defining global challenge of our generation. The message could not be clearer; the UN's Intergovernmental Panel on Climate Change (IPCC) report¹ published in August 2021 assessing the impact of global warming to 1.5C above pre-industrial records has provided the starkest warning yet that if we don't act to reduce greenhouse gas emissions immediately the world will be facing climate catastrophe with increasingly extreme heatwaves, droughts and flooding, and a key temperature limit being broken in just over a decade. The impacts of climate change, are putting tens of millions of people and their jobs across the globe at direct risk. These issues are already impacting the Cardiff area and its population, therefore the extent of the current climate emergency and scale of the challenge cannot and should not be underestimated
3. Cardiff Council declared a climate emergency in 2019 and has since been preparing the One Planet Strategy which sets out how we will respond and tackle this emergency and become carbon neutral Zero as a Council and a City by 2030. A draft One Planet strategy was published for consultation in October 2020 and public feedback on this, alongside a detailed analysis of the Council and city's current carbon position, have informed and shaped the final 2021 One Planet Cardiff Strategy report and its recommendations and action plan.

¹ [Sixth Assessment Report \(ipcc.ch\)](https://www.ipcc.ch)

4. Both Climate Change and COVID-19 require Cardiff as a city, its organisations businesses and citizens, to make changes to shift our behaviour and adapt to a different way of working, living, utilising and moving in and around the city. In tackling both Climate Change and COVID-19 crises, there is opportunity for Cardiff to emerge as a greener, healthier and more prosperous city with more equity across communities. By addressing and mitigating climate change in an ambitious and proactive manner, wider co-benefits of addressing fuel poverty, improving public transport and active travel provision and providing many healthier, green spaces and cleaner air can be realised. A series of reports on the City's recovery was presented to Cabinet in May 2021 at which the importance of OPC and measures to address the climate emergency were underlined and consolidated.
5. In producing the 2021 OPC Strategy the Council has now completed a detailed carbon baselining and impact assessment. This key milestone has enabled an understanding of the current carbon position, both of Council operations and also of the wider City,
6. The assessment quantified the carbon implication of Council immediate activities – i.e. running and operating buildings, assets and fleet - and has also looked at the much wider emissions that are “caused”, for example through purchasing activities, construction, maintenance and staff commuting.
7. The impacts that live OPC projects and policies will have on this have been modelled and this has identified gaps that now need to be addressed in the Council journey to Carbon Neutrality.
8. The current known projects and policies will have a significant positive effect on our direct emissions (approximately a 60% reduction by 2030). However, our carbon study has also now fully quantified the very significant challenges, especially in our “caused” emissions, that we know we need to address urgently.
9. The carbon position for the whole of Cardiff has been analysed. This City wide data shows that the largest impact is from emissions from transport and domestic premises.
10. This 2021 strategy provides an appropriate response which has been led by the evidence in our carbon emissions assessment, acknowledges what stakeholders across the city want us to prioritise, and captures the need to work collaboratively to make the huge shift to a Carbon Neutral city by 2030 whilst also delivering a post-COVID recovery.
11. The OPC Strategy confirms the Council's commitment to ensuring that Cardiff will become a Carbon Neutral Council by 2030. It also confirms our commitment to work in partnership with city wide stakeholders to determine a pathway to achieve a Carbon Neutral City by 2030.

12. Whilst we have been able to quantify the impacts of our approved projects, and have specified the target areas for future work to close the gaps, this process will inevitably be an iterative one. We recognise the need for close monitoring of our work, ensuring that new projects are accelerated where possible and that lessons learned on completed projects are addressed effectively, informing and improving our approach as we move forward. We will also be tracking the effects of national and regional projects and emerging policy change, ensuring that we capture the benefits of these appropriately, and that we are able to lobby for change from an informed position where this is sensible and effective. On this basis we have developed action planning approach to the OPC work, returning each year with a review of progress and, if necessary refining our approach to address emerging gaps and issues as early as possible. The OPC Strategy is fundamentally committed to ensuring that we deliver the carbon neutral target in the most informed, impactful, timely and cost effective way.
13. Within this report, the Council sets out how we will lead, govern, engage and work collaboratively with citizens, business and public sector across the city to deliver a green revolution. The report sets out our priorities for action against each of our key seven themes; Built Environment, Green Infrastructure and Biodiversity, Energy, Waste, Water, Food and Transport as well as a Carbon appraisal of short term projects which will look to make an immediate or short term impact on reducing Carbon.

Regulations and Policy

14. There is a wealth of legislation, policy, strategy, and ministerial ambition now in place to tackle climate change, supporting the transition to a low carbon future whilst realising wider benefits.
15. The Council recognises that alongside decarbonisation of energy use, responding to the climate change emergency has broader environmental, social and economic benefits and opportunities that align with requirements of the Well-Being of Future Generations Act and a raft of supportive economic development policy including our own Corporate Plan and our 'Greener, Fairer, Stronger - City Recovery and Renewal Strategy.'
16. Actions identified in One Planet Cardiff will be fundamental to supporting delivery of Cardiff's strategy for a Greener, Fairer, Stronger: City Recovery and Renewal. This strategy set out the Council's response to the COVID-19 pandemic, outlining the initial recovery actions we will take to help get the city economy and city life back up on its feet alongside the longer term priorities for renewal aligned to 7 Key Missions.

Issues

The Scale of the Challenge

17. The scale of the challenge of achieving a Carbon Neutral Council and City by 2030 should not be underestimated. It will require a monumental effort across the city. The One Planet Cardiff Action Plan sets targets and our responding actions will be refreshed annually to reflect how both we as a Council and a City are progressing on our journey to meet the target. The Action Plan includes a defined list of agreed and costed projects that make a significant impact on our emissions, but also sets out longer term solutions and target areas for closing the gap that we've now identified through our carbon baselining and modelling exercise.
18. The action plan is diverse and hits a very wide range of activities and sectors. The common, underlying action that we need to take is clear. We must reduce our overall energy demand and reliance on fossil fuels and increase our ability of capture and offset residual carbon emissions. In short, we must:
- a. Reduce direct energy use and increase energy efficiency in all buildings, commercial and domestic;
 - b. Increase renewable energy supply;
 - c. Shift to more sustainable and more active modes of transport ;
 - d. Understand and reduce the amount of greenhouse gas emissions from purchased goods and services;
 - e. Make smarter choices to waste less and recycle more;
 - f. Increase the opportunity to absorb emissions with our green infrastructure;
 - g. Increase resilience to climate change impacts across the city by improving infrastructure to cope with extreme heat and rainfall; and
 - h. Prioritise actions to get the best return for our investments both environmentally, economically and socially.
 - i. Grow more of our own food and promote healthy eating
19. The development of the OPC has been underpinned by a deep and detailed analysis of carbon emissions to develop a 2019/20 baseline from which the Council can assess the impacts of actions taken to meet our Carbon Neutral ambition.
20. The assessment of our baseline reflects the recently published Welsh Government Net Zero Carbon Reporting guidance² ensuring that we have assessed our direct emissions including buildings, fleet, waste in operations and land emissions and indirect emissions including procurement and business travel. These emissions are categorised as follows:
- a. **Scope 1 GHG Emissions (Direct):** GHG emissions arising from the operation of buildings and vehicles owned by a reporting organisation (excluding electricity)

² [Welsh Public Sector Net Zero Carbon Reporting Guide](#)

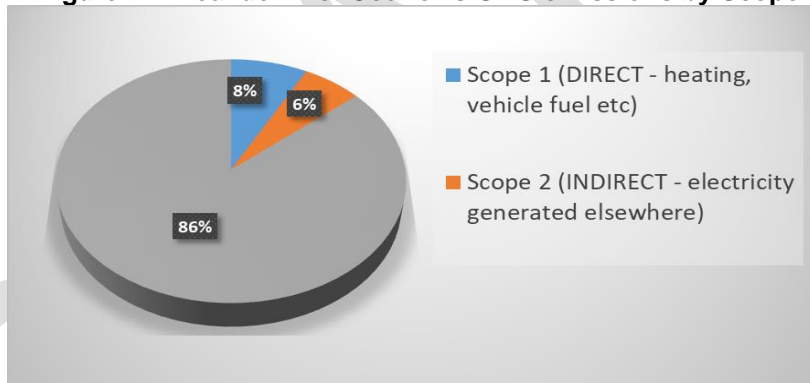
- b. **Scope 2 GHG Emissions (Energy Indirect):** GHG emissions arising from the generation or purchased electricity and district heating used in a reporting organisation’s buildings/sites.
- c. **Scope 3 GHG Emissions (Other Indirect):** GHG emissions arising from wider operations of a reporting organisation, including procurement, business travel, grey fleet travel, water, waste, and leased assets.

21. BEIS data has been used to monitor the emissions across the City, focusing on Scope 1 and 2 direct emissions from the combustion of fuel such as gas and oil and use of electricity and emissions from transport and domestic properties.

22. This exercise has set our baseline emissions as follows:

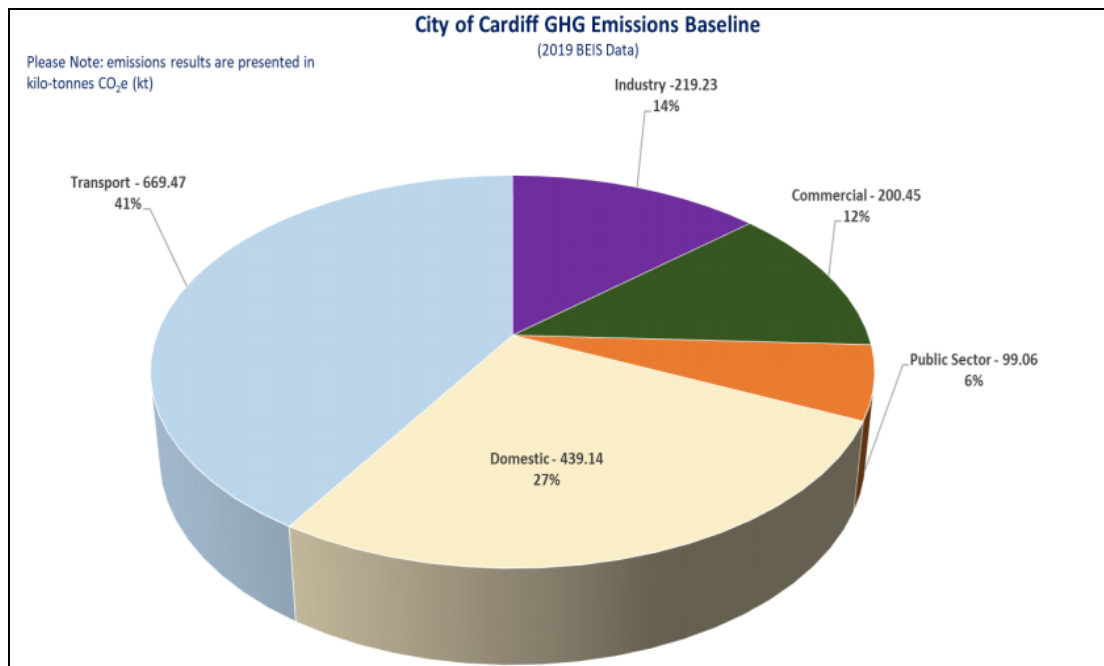
- a. For the **Council’s activities**, we estimate that the total emissions in 19/20 – and therefore the level of emissions that need to be removed by 2030 are **184,904 (tonnes CO₂e) per annum**. We’ve also estimated that the vast majority of these are “Caused” or Scope 3 emissions, that result from our purchasing and staff commute activities. The percentage breakdown of the Council’s emissions by Scope is detailed in Figure 1.

Figure 1 - Breakdown of Council's GHG emissions by Scope



- b. For the **whole city** Government (BEIS) data estimates that the City of Cardiff generates **1,626,059 (tonnes CO₂e) per annum** within its boundaries, with transport and domestic emissions making the largest contribution. The breakdown of these emissions is presented in Figure 2.

23. **Figure 2 - Breakdown of City of Cardiff GHG emissions by Sector**



24. A more detailed summary of this analysis is contained in Appendix 3.

Achievements to Date

25. The Council has managed to reduce total Carbon Emissions from its operations covering buildings, machinery, street lighting and transport from 23,958 t/CO₂e to 12,800 t/CO₂e since 2016/17- an average overall reduction per year over 3 years of 17% per year Scope 1 and 2 Emissions.

26. Since the draft OPC was launched we have continued to progress a number of key projects that will support the Council in achieving the carbon neutral ambition namely:

- i. Continued energy efficiency retrofit of the Council estate.
- ii. Rationalisation of the Council fleet with the start of a transition to electric vehicles underway.
- iii. Securing of the first phase of a low carbon district heat network serving the Cardiff Bay, due to start on site this autumn/winter;
- iv. The 9MW solar farm at Lamby Way is operational;
- v. The allocation of Capital Funding to accelerate number of new projects such as Heat Source Pumps at Rhiwbina Library, Carbon Reduction and Heat Recovery at Thornhill Crematorium, EV Charging Pilot, improved real-time air quality monitoring and improved food compositing for 9 schools.
- vi. A commitment to designing all of forthcoming new build buildings to near zero carbon performance levels from 2024;
- vii. With the Public Service Board and Partners a Climate Emergency Board has been established to identify and

- implement mutually beneficial projects in partnership and to aggregate the effects of our collective carbon reduction plans, and
- viii. Engagement with the Centre for Climate Change and Social Transformation (CAST) to develop a wide reaching public engagement and behaviour change Programme;

Consultation Outcomes

27. In 2020 and early 2021, the Council consulted with city wide stakeholders, including the general public, businesses, key stakeholders and Cardiff's youth on the draft OPC. The feedback was positive and constructive and has been incorporated into the final Strategy that sets out how we are going to achieve our ambitious 2030 targets. The OPC Cabinet Report published in May 2021 contains a detailed appraisal of this consultation.
28. The results of the consultation overall show the respondents identified a reduction in energy consumption/ reliance on fossil fuels as most important area of work for us to focus, and the theme of Green Infrastructure and Biodiversity as second.
29. **Cross Cutting Themes** - In response to the consultation it is evident that three key cross cutting themes emerged and the Council has already recognised the importance of these and have embedded them into the 2021 OPC. These cross cutting themes are:
- i. **Economy and Green Jobs** - Cardiff's post COVID-19 economic recovery strategy Greener, Fairer, Stronger: City Recovery and Renewal Strategy set out the Council's response to the COVID-19 pandemic, outlining the initial recovery actions that the Council will take to ensure the city economy and life back up on its feet alongside the longer-term priorities for renewal aligned to 7 Key Missions. Longer term actions that mitigate Climate Change are at the heart of this strategy with a recognition that building greener infrastructure across the city including active travel measures, pocket parks, local neighbourhoods, and rebranding city centres as cultural hubs accessible to all will support the economic recovery of Cardiff as a city post pandemic.
 - ii. **Education** –The consultation response on the draft One Planet Strategy highlighted that the final strategy needed to include more on detail on Education and climate change related education for all ages as well as schools. The curriculum for Wales 2022 in Cardiff offers all learners rigorous, inspiring, relevant, contextualised opportunities to become ambitious and capable learners, ethical informed citizens, enterprising and creative contributors and healthy and confident individuals. This provides the perfect opportunity to embed One Planet Cardiff into the Cardiff school curriculum to engage, inspire and harness the enthusiasm and passion of future generations.

- iii. **Governance, Leadership and Resource** – New governance arrangements have already been formalised in order to drive the necessary change, not only in the Council, but also our public sector partners and more widely across the City. A One Planet Cardiff Steering Group Chaired by the Leader has been established including senior Cabinet members. This is an internal working group where key updates on projects are provided to the Leader and supporting Cabinet members who are then able to steer progress. The Cardiff Youth Council are also active participants, reflecting the need for young people and future generations to have a clear voice in this agenda. We have established a Climate Emergency Board consisting of Public Service Board members including all public service organisations and wider city partners and stakeholders to provide a robust oversight of the 2030 City target.

30. In a continuation of the draft Strategy, the 2021 OPC still remains focussed on 7 key themes namely.

- a. **Energy:** This includes how energy is used, how it's sourced, distributed and generated. Our aim is to use less, to source more from clean renewable generation and to help build business around this growing sector.
- b. **Built Environment and Housing Quality:** We need to constantly improve the energy efficiency and resilience of our new and existing buildings and communities, and capture the skills and jobs required to achieve this for the benefit of the local economy.
- c. **Green Infrastructure:** Take bold steps to add to the natural green assets of the city, increasing their carbon capturing capabilities, and making a healthy, clean, biodiverse, environmentally positive place in which citizens and business can thrive.
- d. **Transport:** Plans to replace as many single user, fossil fuelled trips as possible with sustainable low carbon modes of travel and this will be fundamental to the wider decarbonisation of the City.
- e. **Waste Management:** Reduction of our carbon footprint by reducing overall waste production and recycling residual waste in the right way, engagement of citizens in this activity, helping them to understand and lower the impact of the city's waste, encouraging reuse, repurposing, recycling and smarter purchasing choices.
- f. **Food:** The production, transportation, processing and disposal of food is a major source of emissions and our proposals are aimed at supporting smarter, more localised and more socially equitable food systems that can also boost the local food economy.
- g. **Water:** How we source, use and manage water, and how we protect ourselves against drought and flooding is crucial to our aim

of building climate resilience. The strategy outlines a series of current and future responses to this challenge.

31. The 2021 OPC strategy and the action plan provide clear goals and commitments that will be updated and assessed annually to demonstrate the progress the Council is making to the 2030 target.

Achieving Carbon Neutral

32. In order to meet our carbon neutral commitment the Council needs to identify projects that reduce greenhouse gas emissions, and sequester any residual emissions not just for the Council but for the emissions generated across the City of Cardiff.

33. Council appointed consultants GEP have developed a Carbon Impact Evaluation Tool to review a selection of immediate OPC projects. This tool will assist the Council to prioritise projects considering both the Carbon and Social Impacts against the following assessment indicators:

- a. Carbon benefit of delivering the proposed project (Pre/post carbon emissions impact evaluation);
- b. Supporting people out of poverty (includes fuel poverty);
- c. Cardiff grows in a resilient way;
- d. Cardiff is a great place to grow older;
- e. Safe, coherent and empowered communities;
- f. A capital city that works for Wales; and
- g. Modernising and integrating our Public Services

34. The annual carbon savings and lifetime carbon savings of projects can be compared side-by-side in a Summary Dashboard and utilising this tool projects can then be evaluated and prioritised to assess their contribution to deliver the OPC. The full carbon assessment tool outputs are presented in Appendix 4.

Carbon Neutral Council by 2030

35. Carbon impact evaluation modelling for the following selected projects from the OPC to provide an overview as to the potential magnitude of emission reductions **post implementation**. The following projects have been identified as directly benefitting the Council's footprint and their impacts are summarised in Table 1;

- a. Cardiff Heat Network (Phases 1 & 2 only);
- b. Council Fleet Transition to EV (all implementation phases);
- c. Strategic Estates Retrofit, Schools Estate Retrofit; and
- d. Street lighting upgrade to LED/

36. **Table 1 - Scope 1 & 2 Combined GHG Emissions Reductions**

GHG Emission Source	19/20 Baseline GHG Emissions (t CO ₂ e)	Emissions removed (t CO ₂ e)	Residual (t CO ₂ e)	Percentage Reduction (%)
Heating (corporate estate)	10,105	6,063	4,042	-60% *
Electricity (corporate estate)	8,795	5,277	3,518	-60% *
Council fleet	4,640	2,747	1,893	-59%
Street Lighting	2,578	753	1,825	-29%
Total	26,118	14,840	11,278	-57%

*presumed reductions to be included in Estates Decarbonisation Strategy 2021.

37.If all currently identified projects are implemented, the Council's combined Scope 1 and Scope 2 per annum GHG emissions footprint is modelled to reduce by nearly 60% (14,840 tonnes CO₂e). The Cardiff Heat Network (Phases 1 & 2) is modelled to have the largest impact upon GHG emissions (62% reduction compared to baseline); reducing reliance of the Corporate Estate upon mains gas. Transition of the Council vehicle fleet to EV/hybrid will significantly reduce tailpipe GHG emissions (modelled as a 59% reduction) if transition phases 1-3 are implemented.

38.The Council may achieve further reductions through passive decarbonisation of the National Grid (particularly for Scope 2 GHG emissions sources). This impact has not yet been modelled in this initial analysis.

Next Steps: Identifying Future Interventions to Deliver a Carbon Neutral Council

39.The reduction by 57% on the Council's emissions is a significant achievement but it is recognised that further reductions will be required over the coming 9 years as the Council looks to reduce our Scope 1 and 2 emissions by a further 43 %.

40.The initial action plan to address the residual 43% emissions from Scope 1 and 2 are summarised as follows:

- a. **Ensure Near zero carbon new-build alongside estate relinquishment programme;** it is proposed that by 2024 any Council procured new build development will be Carbon Neutral, exceeding current Building Regulations standards. In addition where council property is surplus to operational requirements, property can be relinquished reducing operational carbon;
- b. **Maximise direct renewable energy production;** it will be imperative that the Council increases its direct renewable energy generation to power our buildings and charge our fleet as it transitions. This will reduce Council reliance on energy derived from fossil fuels and bring Cardiff Council ahead of the grid

decarbonisation programme. The aim is to increase the generation capacity by a further 20 MW across the estate.

- c. **Business mileage initiatives** ; Given then given the contribution from staff commute to Scope 3 emissions the Council needs to consider and assess how we can reduce such emissions, where travel is still deemed necessary. Interventions for the Council to assess include;
 - i. EV Car Club/ pool cars
 - ii. Mileage claim policy
 - iii. EV salary sacrifice scheme

- d. **Behaviour change** – the Council has engaged the Centre for Climate Change and Social Transformation (CAST) to support the development of a toolkit and monitoring instruments to enable the Council to embed carbon-neutral thinking across the Council. This will also include a focussed Schools engagement plan to embed One Planet Cardiff into the Cardiff school curriculum to engage, inspire and harness the enthusiasm and passion of future generations.

41. The above areas have been identified as key areas that will address our residual Scope 1 and 2 emissions, it will be imperative for the Council, to continually review and assess potential interventions particularly where innovative solutions may emerge that as yet have not been considered with the OPC.

Scope 3 Reductions

- 42. Owing to the complex nature of assessing the impacts from Scope 3 emissions the necessary actions to address these emissions will be a significant challenge for the Council to overcome.

- 43. In order to prioritise action, our consultants have developed an assessment tool which has baselined the Council's procurement spend data for the 2019-20 reporting period. This assessment enables the Council to identify the spend categories that contribute the largest GHG emissions. An initial assessment indicates that priority spend categories for reducing the Council's carbon footprint are expected to include, **Waste Management, Passenger Transport Services, Buildings Construction Projects, Information and Communication Technology and General Building Services.**

- 44. Some key opportunities in terms of how the Council can reduce our Scope 3 emissions are outlined below.

Procurement Opportunities

- a. **Root and branch review** of what we buy, identifying the high carbon areas, alternatives and quick wins;
- b. **Training for specifiers** - Smarter specification and Circular Economy thinking;

- c. **Encourage and favour lower carbon supplies** in tender evaluations; and
 - d. **Public sector collaboration and market engagement** to signal changed requirements from suppliers
45. The Council will deliver a socially responsible procurement approach to ensure that we consider the whole life impacts of procurement choices to reduce our carbon footprint. The Procurement Pipeline will be used to identify opportunities to reduce carbon at the outset of the planning for the procurement. We will refresh the Council's Buying Responsibly Policy and develop new guidance so that procurement decision makers:
- a. Consider whether the purchase should be made at all;
 - b. Look beyond short terms needs and consider the longer term impacts;
 - c. Utilise existing assets within the Council where available;
 - d. Repair or refurbish existing assets where viable; and
 - e. Where viable procuring refurbished or remanufactured assets ahead of new;
46. The analysis shows staff commuting emissions are low in comparison to procurement, however, it is still a major contributor overall (responsible for 9,000 T CO₂e of our baseline) and so it is imperative that action is taken to reduce our staff commuting impacts. The following opportunities have been identified positive action policies and projects to address them will be considered and embedded in the action plan in the next year.
- a. **Hybrid working policy.** Many Council staff have been working from home during the Covid Pandemic. Plans are being developed to retain the best features of this agile/hybrid working arrangement for the long term. This will have a direct impact on the extent of commuting our staff undertake;
 - b. **Transport Strategy** - Modal shift initiatives and staff parking regime could further impact on our emissions, making it easier for our staff and workers across the city to make more sustainable travel choices;
 - c. **EV Salary Sacrifice scheme** – the Council could support an EV Salary Sacrifice to help accelerate shift to Low Emission Vehicles for our workforce, especially for staff who rely on cars for business purposes.

Carbon Neutral City by 2030

47. Carbon impact evaluation modelling for the following selected projects from the Council's One Planet Strategy has been undertaken. The results of this modelling should be treated as advisory and are designed to provide an overview as to the potential magnitude of emissions reductions **following implementation**. The following projects have been identified with the model as directly benefitting the whole City's footprint and are included in the modelling results detailed in Table 2 below:
- a. Cardiff Heat Network (Future Phases)

- b. Major Renewable Energy Projects
- c. Cardiff's Urban Forest (Coed Caerdydd – 30% canopy coverage by 2030)
- d. Private Housing & Council Housing Retrofit
- e. Transport White Paper

Table 2 - City Wide GHG Emissions Reductions from Known/Modelled Council Projects
(t CO2e)

2019 GHG baseline		1,626,059
Cardiff Heat Network		9,046
Major Renewables		2,977
Coed Caerdydd		13,372
Private Housing Retrofit	GHG Savings (t CO2e)	2,546
Council Housing Retrofit		2,455
Transport White Paper		328,576
Other Sequestration		1,277
Post Implementation GHG Emissions		1,265,809
GHG Emissions Reduction (modelled)		360,250
		22%

48. The implementation of identified OPC projects upon the City's GHG emissions footprint will lead to a 22% reduction in per annum emissions. The most significant emissions reductions that are forecasted to be achieved are from the implementation of the Transport White Paper provided it meets its ambition to reduce GHG emissions from road travel by 50% across the City.

49. It is critical that the delivery of the key Transport White Paper projects are achieved, namely

- a. Expanding on the Metro plans for new tram-train routes and stations, including a city cross rail;
- b. Introducing new Bus Rapid Transit services, Park & Ride sites, and making bus travel far cheaper to increase the number of bus journeys made;
- c. Re-prioritisation of our streets to give more space to people walking and cycling to encourage the cleanest and mostly sustainable forms of transport;
- d. Supporting and facilitating the transition to electric/ zero emission vehicles.

Next Steps: Identifying Future Interventions for a Carbon Neutral City

50. In terms of the impacts on the City wide emissions there will be a 'natural' decarbonisation process, through the implementation of a number of national policies to meet national decarbonisation targets. However the Council can look to further accelerate change through the following opportunities:

- a. Model the potential impacts of collective PSB/Public Sector Carbon Neutral Strategies since each partner organisation is also developing a carbon neutral position;
- b. Engage with WG Energy Planning Service to identify at a very detailed level the main causes of the city's emissions and develop a collaborative action plan to address these;
- c. Develop a partnership and project basis for stimulating wider residential retrofit not just in Cardiff but across the wider City Region;
- d. Support and stimulate accelerated transport decarbonisation in the City;
- e. Support and stimulate Citizen behaviour change;
- f. Embed carbon neutral policies with the updated LDP.

Council and City Wide Behaviour Change Plan

51. One clear outcome from the consultation was the need for a targeted public behaviour change strategy to support the Council in delivering the aims of the strategy. The Council has engaged the Centre for Climate Change and Social Transformation (CAST) to support the development of a toolkit and monitoring instruments to enable the Council to embed carbon-neutral thinking across the Council and the City through a behaviour change and engagement programme.
52. Behaviour change to reach carbon neutral will require a fundamental change in lifestyle and the scale of the climate challenge means we need to accelerate progress and think beyond small-scale actions. These behavioural changes could improve our health and wellbeing, save money, and strengthen communities.
53. CAST have already identified list of key behavioural changes which have an evidential basis to demonstrate the largest carbon reduction impacts that individuals can have. These are summarised as follows:
- a. Living Car Free;
 - b. Shifting to EVs;
 - c. Flying Less especially long haul;
 - d. Using Renewable Energy;
 - e. Shifting to Public Transport;
 - f. Retrofitting Buildings;
 - g. Shifting to a plant based diet;
 - h. Installation of heat pumps;
 - i. Using Energy efficient cooking equipment; and
 - j. Using renewable based heating.
54. Through a City-wide engagement programme, CAST will help identify the most meaningful interventions to support delivery of One Planet Cardiff along with a mechanism to track the impact of behaviour change and engagement interventions.
55. As part of this programme the Council will commission both a Council Staff survey and a wider Cardiff Residents survey which will assess the

impacts the COVID-19 pandemic has had on behaviour change and how such changes can be locked in longer term, to support the transition to a carbon neutral City by 2030. This engagement strategy, following very clear expert and public feedback, will need to be a continuous process and not a one off event and the OPC strategy outlines an action plan around this.

56. It is important that the youth of the city have a clear understanding of the climate issues that face them as they mature, and that they have a clear voice in our strategy as it moves forwards. It is clear that the youth of the city are in a unique position to become powerful ambassadors for the city wide change that we need to triggers. We have therefore set up a direct relationship with the OPC strategy and our Schools Service that will help to embed climate change as part of the new curriculum and where individual schools will be able to develop and work on site specific action plans and targets alongside OPC.

Next Steps Implementation and Monitoring of One Planet Cardiff

57. In conjunction with the One Planet Cardiff Strategy, the Council has developed a dynamic action plan that will be reviewed and updated regularly to communicate progress and present project ideas to ensure we effectively address our residual emissions to ensure we achieve our carbon neutral targets for the Council and the City.
58. The Action Plan will use the Carbon Impact Evaluation tool to appraise proposed projects for carbon and social benefit and it will be imperative that we assess the measures to determine and prioritise the projects that will have the most significant impact on the residual emissions.
59. The Council will monitor the impact of our actions by calculating annually;
- a. The Council's Carbon Emissions using Welsh Government methodology for calculating emissions covering Scope 1, 2 and 3;
 - b. The City's Carbon Emissions using BEIS data;
 - c. The Social Impact of proposed projects using our Carbon Impact Evaluation Tool;
60. The goals and commitments above are detailed in our dynamic action plan that will be an iterative process that will be reviewed on a 6 monthly basis with an annual progress report produced to show progression towards the 2030 target. The progress will be evaluated by regularly updating the OPC Action Plan setting out progress against targeted Carbon Neutral by 2030 targets and engaging with City-Wide stakeholders.

Action Plan Summary

61. A summary of the short, medium and long term actions for One Planet Cardiff is provided in Table 3 below. This summary table provides an overview of the proposed actions with further details on the calculated or estimated likely carbon savings from the projects provided in the full Action Plan in Appendix 1.

Table 3 - Action Plan Summary

Immediate/Short Term Actions	
Project Title	Project Details
Transport White Paper	Continue to implement the approved Transport White Paper projects with a target to reduce GHG emissions from road travel by 50% across the City.
Energy Efficiency Retrofit in the Council Estate	A new Corporate Property Strategy 2021-26 to be published in November 2021 which will outline how the Council will reduce the carbon output of its operational and schools estate, and off-set with new renewable energy sources, targeting a 60% reduction by 2030.
Heat Network Delivery of Phase 1	Begin construction of Phase 1 of the Cardiff Heat Network by winter 2021.
Council Fleet Transition	Develop and Implement Council Vehicle Replacement Strategy in line with the Low Emission Strategy to deliver a Low Carbon Fleet ensuring that as a minimum of 90 Council vehicles are replaced by EVs by 2022.
Coed Caerdydd Cardiff's Urban Forest	Development of a holistic programme approach to tree planting and land management city wide to increase biodiversity and expand the city's tree canopy by 25%.
Zero Carbon <u>New Build</u> for Council Housing Estate	The Council has implemented a large housing development programme delivering ~2,700 new council homes over the next 6-7 years. Over 2,000 council home new builds (planned over 10 year programme) will meet higher standards. Around 500 built out or in construction to exceed building regulations the previous standard (SAP B+).
Energy Efficiency Retrofit for Council Housing Estate	Energy Retrofit Scheme for low rise public housing blocks. The programme will be phased to tackle the worst performing blocks first over a 10-year period which eventually should see over 700+ low rise blocks improve their energy efficiency.
LED Street Lighting	Continued implementation of LED replacement and dimming measures
Cardiff Food Strategy	Promote healthy, local and low-carbon food by delivering the Cardiff Food Strategy by 2024. This includes the development of a strategy for a carbon responsive , holistic approach to food in schools across Cardiff, measures to address food deserts in the city and initiatives to increase sustainable local growing
Schools Engagement and Action Plan	Establish a curriculum integrated climate emergency education programme to stimulate the creation and implementation of school specific action plans.
City Wide Behaviour Change Programme	Roll out an ongoing programme of engagement with citizens, businesses and workers, targeting high impact areas of behaviour change, and set in place a systematic methodology for measuring and monitoring impacts.
Medium/Longer Term Actions	
Project Title	Project Details

New Build in the Council's Corporate and Schools Estate	To ensure delivery of the One Planet Cardiff carbon reduction targets, within both the Education and Corporate estate, it is proposed that by 2024 any Council procured new build development will be Carbon Neutral, exceeding current Building Regulations standards.
Major Renewable Energy Projects	Develop a pipeline of potential renewable energy generation projects for subsequent approval and implementation from 2022.
Single Use Plastic Position Statement & Action Plan	Develop a strategy with a focus on procurement. All council procurement activities need to be considered for sustainable alternatives to single use plastics. Provision of re-useable refuse sacks to reduce single use plastics. Currently at a trial stage with a view towards future implementation.
Low Energy Private Housing Retrofit	Develop a co-ordinated partnership strategy to promote and upscale housing energy efficiency retrofit across all tenures of housing targeting up to 2,000 houses per year by 2024.
Business Travel Initiatives	Develop a strategy to reduce emissions from grey fleet and business travel by facilitating a low carbon pool car/car club approach, reviewing mileage claim policies and considering the introduction of salary Sacrifice schemes for EV.
Low Carbon/Circular Economy Procurement Strategy	Develop and publish a revised procurement strategy to assist in lower carbon specification, to favour low carbon supply activities and to embed circular economy principles where possible.
Staff Commute Initiatives	Promote opportunities to reduce the carbon impact of staff commute by progressing hybrid working opportunities, promoting a shift to sustainable forms of travel and considering a Salary Sacrifice scheme for ULEV.
Public Sector Partnership working	Collate total impact of collective carbon reduction strategies in the city and identify opportunities for acceleration through collaboration.

62. The Council will also build on our current annual report with an aim to report to the Carbon Disclosure Project to report annually the progress our City is making towards both adaptation and mitigation.

Governance and Partnerships

63. A Climate Emergency Board has been established consisting of Public Service Board members including all public service organisations and we have expanded this further to include wider city partners and stakeholders to provide a robust oversight of the 2030 City target.

64. Cardiff Council OPC 2030 targets are overseen by Steering Group which consists of relevant Cabinet Members and Senior Officers from across all directorates and is chaired by the Leader of the Council.

65. The OPC agenda needs to be delivered in collaboration with all city wide stakeholders including citizens, businesses and public bodies. Cardiff Council are taking the lead but we will be working with partners across the city. A central part of our project governance structure in this regard is our Climate Emergency Board which brings together the major public sector partners, utility companies and academia in a regular meeting to share our individual carbon reduction plans and progress and to work collaboratively on areas where partnership working will bring greater impact.

66. The Council will examine the necessary resources to ensure appropriate allocation is afforded in light of the scale of the work that will be required to support the actions to deliver OPC. A recurring Capital Fund has been allocated to help deliver smaller OPC projects and 'quick win' projects. Revenue has also been allocated to assist with feasibility and impact studies to support project analysis and prioritisation.
67. It is envisaged that there will be significant engagement with Higher Education establishments to support delivery and develop vocational skill sets to support the transition to a low carbon economy.
68. The Council has incorporated consultation feedback in the 2021 OPC and we have ensured that has been incorporated into key goals and actions that will facilitate the city-wide low carbon transition, realising multiple economic and social co-benefits for city residents.
69. The organisational change programme for the Council will be fully aligned to the commitments and ambition set out the 2021 OPC.

Local Member consultation (where appropriate)

70. Local Member consultation has not occurred with regards the overall One Planet Strategy. Where individual projects outlined in the OPS have a local impact, then appropriate consultation with Local Members will take place.

Scrutiny Consideration

71. The Environmental Scrutiny Committee considered the final One Planet Cardiff Strategy on October 5th 2021.

Reason for Recommendations

72. To approve the 2021 One Planet Cardiff Strategy (OPC) which sets out the Council's plan to deliver a Carbon Neutral Council by 2030 and to work with city wide partners to develop a road map and action plan for a Carbon Neutral City by 2030

Financial Implications

73. The One Planet Cardiff (OPC) Strategy is comprehensive in its coverage and as a consequence, the financial resources required to deliver the strategy's target of Net Zero by 2030 will be significant. Although there will be a focus on securing external collaboration and external funding, consideration must be given as to the extent that individual strategy elements can be approved without a clear understanding of the financial impact on the Council in the context of significant medium term financial pressures. As such, any resource requirements outside of current budgetary allowances will require that appropriate decision making arrangements are put in place.

74. Detailed financial projections to support the OPS strategy are still to be developed by the Directorate and as a consequence the development of robust business cases and identification of budgets, whether council funded or external grants to support specific projects will be fundamental in demonstrating the affordability to the Council of individual projects in the Strategy. In particular with Invest to Save schemes, which have a reliance on income generation and / or cost saving, to repay committed external capital financing charges robust financial modelling to demonstrate potential financial risks and the mitigation of these financial risks will be required. The financial projections in business cases will also need to outline any on-going revenue funding implications from both operating and financing these projects.

75. Any financial implications from undertaking the staff and residents survey and the monitoring of the One Planet Cardiff Strategy will be met from existing resources. Alternative funding sources for any additional resources identified will need to be found in order to ensure sustainable funding solutions are in place.

Legal Implications (including Equality Impact Assessment where appropriate)

76. The report seeks approval of the 2021 One Planet Cardiff Strategy and Action plan. The strategy and action plan cover many proposed actions, measures and projects, as such it is not possible in the confines of this legal advice to comment on the legal implications raised by each such action, measure or project. Detailed legal advice will need to be taken on each of the proposed actions, measures and projects as the same are developed. To the extent that any of the proposed actions, measures or projects require any changes to be made to any of the documents, which comprise the Council's Policy Framework, then such matters will be subject to decision of Council. To the extent that the action plan provides, without caveat, that specified actions will be undertaken, then the adoption of the plan and strategy will serve to create a legitimate expectation that such actions will be undertaken by the Council. The report refers to consultation undertaken. It should be noted that consultation gives rise to the legitimate expectation that the outcome of the consultation will be taken into account when developing and determining to adopt the strategy and action plan.

Equalities & Welsh Language

77. In considering this matter the decision maker must have regard to the Council's 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. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex, (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation, (i) Religion or belief – including lack of belief.

78. An equalities impact assessment is attached to this report and the decision maker should have regard to the same in reaching its decision.

79. The decision maker should be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

The Well-being of Future Generations (Wales) Act 2015

80. 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 wellbeing objectives designed to maximise its contribution to achieving the national wellbeing goals. The well-being objectives are set out in Cardiff's Corporate Plan 2021 -24.

81. When exercising its functions, the Council is required to take all reasonable steps to meet its wellbeing 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.

82. 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

83. 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 on line using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

Policy and Budget Framework

84. The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

HR Implications

85. The HR implications in this specific report are limited to the fact that a staff survey will be carried out to ascertain behaviour change as set out in the report. However, there are a number of elements within the action plan that will be further assessed and these may have an impact on staff. If any of these items are to be developed further then further reports will be brought forward and full consultation will take place with trade unions at that time.

Property Implications

86. The One Planet Strategy and objective to achieve a carbon neutral estate by 2030 carries significant implications for the Council's property estate ranging from the impact on strategic decision making, resources, budgets and procurement through to the day to day use and management of land and property.

87. The OPC strategy specifically identifies the Built Environment as one of seven central streams, the scope of which includes Corporate property together with Education and also Housing. This is a broader scope than the Council has reported carbon performance on previously and responsible services areas will need to adopt a corporate approach to delivery, supported by suitable governance, new benchmarking principles, consistency of reporting and common terminology to fully understand the current position and track change effectively over time. Work is currently ongoing to re-benchmark the estate and enhance systems and data to better report on the Council's carbon and energy usage.

88. The other six streams of the strategy (Energy, Green Infrastructure, Transport, Food, Water and Waste) will also require (to the lesser or greater extent) elements of land and property to deliver. Strategic projects such as Heat Network, Solar farms, Battery Charging, Wind, Hydro and also projects relating to green infrastructure, food growing and electrical charging points will require strategic estates involvement, at least from a transactional perspective in accordance with the Council's constitution and delegated authority processes relating to disposals, leases and other transactions.

89. The Corporate Property Strategy 2021-2026 due to be presented to cabinet in Autumn 2021 provides an overview of the Built Environment OPC approach. At a strategic level, achieving the net zero carbon target across the Built Environment will require:

- Carbon Reduction – circa 60%. Reducing carbon output in new and existing buildings through physical and behavioural change

- Carbon Offsetting – circa 40%. New projects to implement sustainable energy production measures on specific sites e.g. solar, wind etc.

Carbon Reduction

90. The principle means of achieving carbon reduction in the Built Environment to date has been through property relinquishment – the disposal of property or termination of leases. It is important to note the scale and rate of property relinquishment has slowed since the completion of the property strategy 2015-2020 (which included the office rationalisation programme and Leisure Centre ADM) as the Council has a leaner estate and therefore fewer surplus properties proposed to sell or relinquish. As a consequence, carbon reduction anticipated to be achieved through relinquishment will likely decrease over time and will need to be complimented by additional reduction measures. Examples include modernisation of the retained estate and behavioural change.
91. Relinquishment will remain an important theme however and the adoption of a hybrid working model may result in the need for a smaller corporate estate footprint which could lead to additional properties becoming surplus.
92. Modernisation, in the form of repair and refurbishment of the retained estate, is an area that will need to be enhanced significantly to meet the carbon reduction objectives. Historically the Council has implemented schemes such as, refit to improve energy performance in a small number of selected buildings via an “invest to save” model (salix funded). This will need to be scaled up and applied across the extent of the retained corporate, education and housing portfolios with appropriate supporting budget, resource and governance.
93. Day to day repair and replacement of property components will also need to be aligned with OPC which will require current anticipated Asset Renewal budgets to be enhanced. Minimum standards of energy performance of components will need to be imbedded within the procurement process which may increase costs. Opportunities to pursue estate wide replacement of more energy efficient components may take advantage of economies of scale. Examples include new heating systems, lighting, window replacements etc. However initial capital cost for such schemes is likely above existing asset renewal allocation and case by case business cases may be required.
94. The Strategic Estates, Education and Housing mission statement to reduce the carbon footprint for any retained, refurbished property to as close to zero as possible will be pursued on a case by case basis and in accordance with affordability. The carbon footprint of property proposed for acquisition for operational use in the future will need to be a consideration in the decision making process.
95. Behavioural change is noted within the body of the report and the impact of managing the use of properties more efficiently is estimated to be just

as significant as the physical building adaptations in reducing carbon. This has already been observed in the carbon output reductions over the COVID period as the Council vacated the vast majority of the premises. Education, training and management support of new practices to staff, managers and building users will be required to ensure efficient use of council property over the short, medium and long term.

Offsetting

96. To meet the carbon neutral target, site specific offsetting measures will be required to compliment reduction measures. To date limited examples of offsetting measures have been implemented in Council property primarily within the schools estate through solar panel roofs. The opportunities for offsetting each retained premises across the corporate, education and housing estate may need to be explored. This is potentially an extensive and specialised programme that will need specific focus and resource to properly explore and implement.

97. In summary, the OPC strategy proposals carry significant property implications. Carbon output and energy efficiency will become a key consideration in the decision process for the acquisition or disposal of property. Additional revenue, capital and staff resource will be required to implement the necessary changes within the retained estate, the detail of which is currently being understood.

RECOMMENDATIONS

Cabinet is recommend to:

1. Approve the 2021 One Planet Cardiff Strategy included in Appendix 1.
2. Approve the 2021 One Planet Cardiff Action plan which sets out the current actions to be undertaken over a short to long term range to address the residual carbon emissions aimed at achieving a carbon neutral target by 2030.
3. Approve the undertaking of a staff survey and resident's survey to assist in the development of a Behaviour Change Action Plan for the Council and the City and for this Action Plan to be brought back to Cabinet for approval and a date to be confirmed.

SENIOR RESPONSIBLE OFFICER	Director Name Andrew Gregory
	Date submitted to Cabinet office

The following appendices are attached:
 Appendix 1 –2021 One Planet Cardiff Strategy
 Appendix 2 – One Planet Action Plan 2021
 Appendix 3 – GEP Carbon Analysis Summary Reports

The following background papers have been taken into account
Full Carbon Analysis Outputs from GEP – Excel Spreadsheet

DRAFT

Baseline Carbon Emissions Analysis: How Much Needs to be Removed?

1. In order for the Council to assess the level of action needed to meet reach the 2030 target of a Carbon Neutral Council and City it was imperative that we undertook detailed assessment of the Council's Baseline Emissions and the Citywide Emissions. This would then enable us to assess the impact that planned interventions will have on reducing the carbon emissions and enable the Council to assess the residual carbon emissions and assess what further interventions will be needed over the next decade to achieve the 2030 target.

Council Baseline Emissions Assessment

2. In order for the Council to understand, the level of interventions required to achieve a carbon neutrality by 2030 it is imperative that we fully understand our existing baseline emissions. A detailed baseline assessment has been completed to demonstrate the Councils existing emissions, with a baseline year of 2019/2020. This assessment has been undertaken in line with the recently published, Welsh Government's Public Sector Net Zero Carbon Reporting guidance, which sets out how local authorities should measure and manage their Carbon Footprint with the aim of achieving carbon neutral by 2030. This now includes Scope 3 carbon emissions as part of the carbon footprint reduction.
3. In order for the Council to assess our baseline Green House Gas (GHG) emission, we have appointed specialist GEP who have undertaken this assessment. Summary reports of both Councils and the City Emissions are presented in Appendix 2, with key findings presented in the following paragraphs.
4. In order to provide a representative baseline year it has been decided that the 2019/20 financial period provided the most suitable baseline year to assess our emissions owing to the impacts of the COVID pandemic and subsequent lockdowns would have if a 2020/21 period was utilised.
5. In line with the Net Zero reporting guidance, **Error! Reference source not found.** provides the baseline GHG emissions for the FY 2019/20 reporting period are **189,559.36 tonnes CO₂e**. These results represent the combined total of the Council's direct and indirect emissions footprint, inclusive of all Scope 3 emissions.

Table 4 - Cardiff Council 2019-20 GHG Baseline Emissions Inc Procurement

Reporting Scope	GHG Emissions (tonnes CO ₂ e)	Percentage of total (%)
Scope 1 (Direct) GHG Emissions	14,745.19	7.8%
Scope 2 (Energy Indirect) GHG Emissions	11,373.08	6%
Scope 3 (Other Indirect) GHG Emissions	163,441.10	86.2%
(Gross) Total GHG Emissions (t CO ₂ e)	189,559.36	-

Land-use Sequestration (t CO ₂ e)	-4,654.84	-
(Net) Total GHG Emissions (t CO₂e)	184,904.52	

6. In terms of Scope 1 and 2 emissions the majority of these emissions are associated with energy consumption across the Corporate Estate (including schools), and fuel used by the Council's vehicle fleet.
7. Staff commuting accounts for the majority of the Council's direct Scope 3 GHG emissions footprint. Negative values in the table above, represent modelled GHG emissions sequestration from land-use and land-use change of the Council's land assets
8. The most significant outcome of the baseline assessment is the significance of our Scope 3 caused emissions in terms of the Council's total emissions. These emissions account for an estimated 86% of total Council emissions, with 82% of this value from procurement activities alone. These results are significantly higher than the Council had anticipated.
9. There are some concerns on how accurate this assessment reflects our true emissions. This is mainly owing to the fact that the WG Carbon Reporting Guidance utilised to assess the impacts from our procurement activities has **significant limitations**, and thus the impacts from procurement will need further consideration over the coming months and will be a key priority in our action plan.
10. The main concerns to be highlighted is that the reporting guidance relies on national "carbon factors" (kg of emissions per £ spent) for different spend categories which may not fully represent Cardiff's existing position. As such, there needs to be a further review undertaken to allow a detailed review of spend coding and to assess any areas where there is the potential for double counting between Scopes.

City Wide Baseline

11. A summary of the citywide baseline GHG emissions for the 2019/20 reporting year (1st April – 31st March) are presented in the following paragraphs. GHG emissions calculations have been previously undertaken by BEIS and results are sourced from published GHG emissions inventories for UK Local Authority and Regions.³
12. Between 2005 and 2019 Cardiff has seen significant decreases in CO₂ emissions. A 48% decrease in per capita emissions and 40% decrease in absolute emissions.
13. Our Citywide baseline GHG emissions for the 2019 reporting period have been calculated to be **1,626,059 tonnes CO₂e (or 1,626 kilo-tonnes CO₂e)**. Results are presented in units of carbon dioxide equivalent

³ <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

(CO_{2e}) which includes all six greenhouse gases (GHGs), and are summarised in **Error! Reference source not found.**

Table 5 - City Wide Baseline Emissions 2019

GHG Emissions Category (BEIS)	GHG Emissions (tonnes CO_{2e})	Percentage of Total (%)
Transport	669,465	41%
Domestic	439,137	27%
Industry	219,225	13%
Commercial	200,451	12%
Public Sector	99,055	6%
(Gross) Total GHG Emissions (t CO _{2e})	1,627,336	-
LULUCF (t CO _{2e})	-1,277	-
(Net) Total GHG Emissions (t CO_{2e})	1,626,059	

14. The majority of the City's GHG emissions are associated with emissions from transport (41%) activity within the City. This includes the use of motorways, trunk roads, diesel railways, and other modes of transport including shipping etc. Emissions from energy use within the City's domestic housing are also significant, accounting for 27% of total emissions for 2019.

15. Public Sector emissions account for the lowest proportion of the City's baseline GHG emissions footprint. This category factors in operations from all public sector organisations (e.g., NHS, Emergency Services, Civil Service). Negative values in the table above represent modelled GHG emissions sequestration from land-use and land use change of land areas within the local authority boundary of Cardiff.

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**One
Planet
Cardiff**

Our vision for a
**Carbon Neutral
City** by 2030



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg

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Executive Summary

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Climate Change is already shaping our lives; we are living in a climate emergency with stark warnings and evidence globally that urgent action is needed if we are to avert the dangers ahead.

The actions we need to take will be complex and challenging but the central message is very clear: we must reduce our reliance on fossil fuels, become much more efficient in the energy that we use, and build our climate change resilience.

We must:

- Reduce direct energy use in all buildings, commercial and domestic
- Increase renewable energy supply to replace fossil fuels
- Shift to more sustainable methods of transport
- Reduce the amount of greenhouse gas emission from the production and delivery of our purchased goods and services
- Make smarter choices to waste less
- Increase the opportunity to absorb emissions with our green infrastructure
- Increase our resilience to climate change impacts across the city by improving our infrastructure to cope with extreme heat and rainfall.
- Prioritise actions to get the best carbon return for our investments.

As the City Council we want to lead the way, aiming to demonstrate best practice through direct action and intervention, but recognising that the big solutions will require a partnership approach, wide scale public buy-in, and changes from "business-as-usual" for everyone.

As Greenhouse Gas emissions have increased, Cardiff has experienced all of the key symptoms of man-made climate change, including erratic weather patterns, air pollution, flooding, heatwaves and changes in biodiversity. This has also come with associated economic and social costs as businesses and citizens have struggled with issues like flood damage, poor air quality and other interruption to daily life.

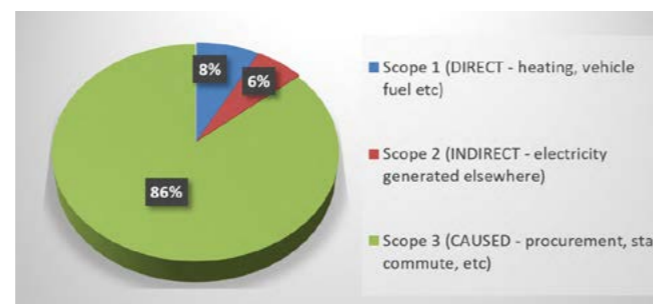
The Council has started to take action, with many initiatives over the past 10 years to cut emissions and support a transition towards a low carbon economy, but now we must accelerate and scale up our ambition and action to mitigate a climate change disaster and to ensure that Cardiff can thrive as a resilient, low carbon City.

One Planet Cardiff (OPC) presents our response to the climate emergency and sets out our approach across the next decade. It establishes targets for the Council to be **Carbon Neutral** in its activities by 2030, and to work in partnership with stakeholders to develop a pathway for a **Carbon Neutral City** by 2030 too.

In producing the One Planet Cardiff strategy the Council has conducted wide spread consultation with key stakeholders and the public and our plans and proposals have been shaped by the valuable feedback that we've received.

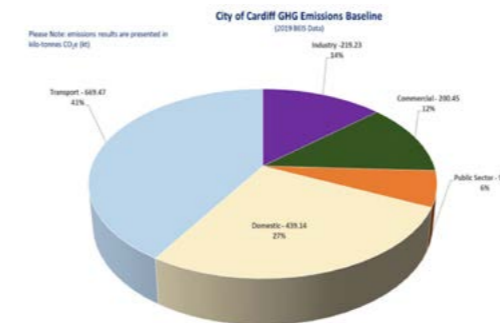
We have also now completed a detailed carbon baselining and impact assessment, based on Welsh Governments carbon reporting framework, and this key milestone has enabled us to understand the current carbon position, both of our own operational direct and caused emission, and also of the wider City as a whole. We have estimated that the total Carbon Emissions Footprint for 2019/20 Cardiff Council Activities including direct, indirect and "caused" emissions from buildings, operations, procurement and staff commute is:

184,904 tonnes CO2e per annum



Our current known projects and policies, as set out in the strategy and action plan, will have a significant positive effect on our direct council emissions resulting in approximately a 57% reduction by 2030. However, our carbon study has also now fully quantified the very significant challenges, especially in our "caused" emissions. These make up the vast majority of our overall carbon footprint as an organisation and we know we need to address this urgently. For the City as a whole the total Carbon Emissions Footprint for the City boundary (BEIS 2019 data) is:

1,626,059 tonnes CO2e per annum



The Council has some major infrastructure projects underway that impact on the city footprint and we estimate that these could remove around 22% of Cardiff's baseline emissions by 2030. However, our analysis shows that we still have a long way to go. We have researched and identified the major areas that we need to work on and set these out in the strategy and action plan. At the city scale success will only be realised with strong collaboration and partnership working with all stakeholders across the city and beyond. OPC details the direct action we're going to take as a Council, and identifies work we'll focus on to influence the City as a whole to achieve a 2030 Carbon Neutral target including Governance structures, Engagement and Behaviour Change and Direct Low Carbon Projects.

We are working on large decarbonisation infrastructure projects to deliver renewable low carbon energy and heat, we are rolling out energy efficiency retrofit and low carbon new-build, implementing sweeping transport transformation and we're preparing to adapt with flood prevention and food strategy measures. We are embedding One Planet Cardiff into the new Welsh

Curriculum for all schools in Cardiff and have engaged the Centre for Climate and Social Transformation (CAST) to help plan a city wide engagement strategy to influence the behaviour change which we know is fundamental to successful delivery of the 2030 Carbon Neutral Targets. We set out how we will lead, govern, engage and work collaboratively with citizens, business and public sector across the city to deliver a green revolution, with a suite of ongoing and planned projects that will be updated annually in our action plan. Alongside One Planet Cardiff are complementary and ambitious local and national policies, not least, the Council's 'Greener, Fairer, Stronger - City Recovery and Renewal Strategy', our Corporate Estate Decarbonisation Strategy and in development, our Procurement Strategy and Local Development Plan renewal. Wales has a national ambition for its public sector to be Carbon Neutral by 2030 and industrial plans to decarbonise grid electricity and gas and utilise alternative fuels such as Hydrogen and Biogas will help achieve this, but we must meet them in the middle by reducing overall demand for energy.

In tackling Climate Change therefore, there is opportunity for Cardiff and the region to emerge as a contemporary, low carbon place for all; a greener, healthier city with more equity across communities as we realise the co-benefits of creating new, sustainable jobs and economic sectors, addressing fuel poverty, improving public transport and active travel provision and providing many more healthy, green spaces and cleaner air that support social wellbeing. The strategy is supported by a One Planet Cardiff Action Plan detailing immediate, medium and longer term priorities for addressing both carbon emissions to mitigate Climate Change and adapting to climate change impacts over the coming years. The Action Plan is a dynamic set of priorities that will be reviewed, monitored and measured annually over the next nine years to 2030.

We have endeavoured to shape an appropriate response in this Strategy; to acknowledge what stakeholders across the city want us to prioritise, focus effort on and work collaboratively to make the huge shift to a Carbon Neutral city by 2030 as integral to delivering a post-COVID social, economic and environmental recovery.

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Context

Foreword

Notwithstanding the Covid 19 Pandemic, Climate change remains the defining global challenge of our generation.

The evidence is clear and there is no doubt that the world is facing a climate catastrophe if we don't act now, with urgency and with bold, impactful decision making.

The message could not be clearer; the UN's Intergovernmental Panel on Climate Change (IPCC) report published in August 2021 assessing the impact of global warming to 1.5OC above pre-industrial records has provided the starkest warning yet that if we don't act to reduce green house gas emissions immediately the world will be facing climate catastrophe with increasingly extreme heatwaves, droughts and flooding, and a key temperature limit being broken in just over a decade.

Our actions in the coming decade are crucial; they will define the shape and wellbeing of our society and our planet for generations to come.

The global population has demonstrated mass action, and rapid response to the global COVID-19 pandemic and now we must take the same rapid and material action to tackle climate change. IWe must elevate our actions to secure the planet's well being now and must act for the future of humanity.

As a coastal city, Cardiff is at particular risk and we need to ensure we mitigate and adapt against the impact of rising sea levels, flash floods and extreme heat in the coming years. It is crucial that we reduce and remove the carbon and Green House gas emissions from our activities and adapthe way we live and work.

The challenge is enormous, but there is also opportunity. By tackling climate change in the right way = we can also have a more sustainable, healthy and more equitable society that operates

with consideration to our fellow humans and future generations.

Through the pandemic, we've seen nature reclaiming the streets, clearer skies as pollution levels drop and we've cherished green spaces to exercise and support our wellbeing. We've enjoyed cleaner air and getting back to basics of growing and cooking food, relying on local sup-ply chains, and spending more time with our families. We need to take the best learning from this experience and make sure that the choices we all make from here help to put us firmly on the right path, driving a long-term downward trend in Greenhouse Gas emissions and allowing the city to thrive within acceptable environmental limits.

The Council has prepared the One Planet Cardiff strategy following extensive stakeholder and public consultation and informed by detailed work to understand our carbon position more fully. The strategy sets out our plan of action and priotities that will take us as to a Carbon Neutral 2030.

We don't have all of the answers now and our action plan will evolve rapidly over the coming 9 years, but we are setting out our short, medium and longer term planned actions and ambition to get started with making the changes needed to mitigate the impact of climate change for our city.

One Planet Cardiff
Cardiff today is a THREE planet city: If everyone in the world consumed natural resources and generated carbon dioxide at the rate we do in Cardiff, we would need three planets to support us. This is not sustainable for us, or Equitable to those we share the planet with.
Our aspiration is to become a One Planet City, living and thriving within our environmental means.

The Climate Emergency

Our climate is changing. In October 2018 the Intergovernmental Panel on Climate Change (IPCC) released a report detailing the short amount of time we have left to tackle widespread climate breakdown: **we have until 2030 to cut our carbon emissions to a level that limits global warming to a maximum of 1.5°C from pre-industrial levels.**

We are already seeing the consequences of 1°C of global warming in Wales through rising sea levels, more extreme weather and flooding, and the warmest winter on record in Wales in 2019.

The 2020 UK State of the Climate Report prepared by the Met office set out that in the space of 30 years, the UK has become 0.9°C warmer and 6% wetter with 2020 being the third warmest, fifth wettest and eighth sunniest on record—no other year is in the top 10 on all three criteria. In the space of 30 years, the UK has become 0.9°C warmer and 6% wetter.

Warming of 1.5°C or higher increases risks associated with long-lasting or irreversible changes, with devastating impacts locally and globally. It's estimated that the Covid-19 pandemic of 2020 could have resulted in a reduction of global carbon dioxide emissions by around 8% (IEA 2020), the UN Environment Programme estimates that global GHG emissions must fall by 7.6% every year from 2020 to 2030 to keep temperature increases to less than 1.5°C*.

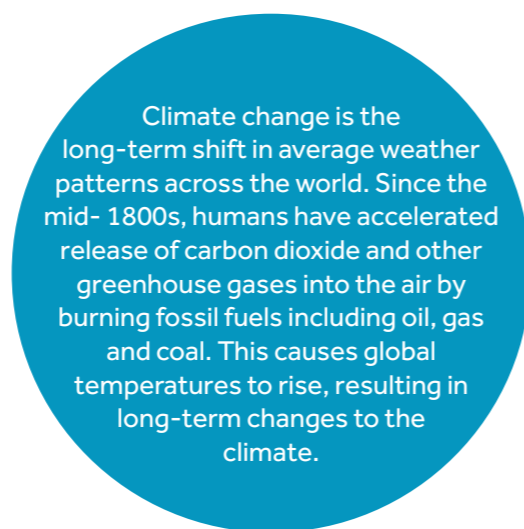
The Welsh Government is committed to a number of national and international policies which aim to tackle climate change:

- The International 2015 Paris Agreement which seeks to keep global temperature increases well below 2°C
- A 2021 target which aims to reach net-zero emissions in Wales by 2050
- The Wellbeing of Future Generations Act 2015 which requires public bodies in Wales to consider the long-term impact of their decisions on future generations
- Welsh Government's ambitions for a Carbon Neutral Public Sector in Wales by 2030

- The UK Governments 2020 policy to eliminate petrol diesel and hybrid vehicles by 2035
- The upcoming COP26 conference gives Wales a chance to make further commitments to reducing emissions and to showcase its successes in areas such as recycling to other nations.

In 2019 Cardiff Council announced a Climate Change Emergency and in 2020 published a draft One Planet Cardiff strategy for consultation - a strategic vision to mitigate the impacts of Climate Change in Cardiff.

Following city wide consultation, this updated strategy reflects the priorities of city wide stakeholders and our actions to deliver the ambition 2030 Carbon Neutral City and Council target, supporting the ambition to keep global warming to less than 1.5°C.



Supportive Policy

Tackling Climate Change is at the heart of Cardiff's post-COVID recovery strategy.

Both Cardiff Councils' Corporate Plan and 'Greener, Fairer, Stronger, City Recovery and Renewal Strategy' recognise the unique opportunity to build on the huge shift in the way we work and live that we've had to make in response to COVID-19.

Preserving some of the key environmental gains and shaping our recovery to embed climate resilience across Cardiff, with **equity, wellbeing, sustainability and prosperous green growth for all at its core align directly with the action set out in One Planet Cardiff.**

Central to climate change response policy are three core pieces of legislation;

WELSH LEGISLATION	SUMMARY	HOW IS OPC SUPPORTING THE OBJECTIVES?	OTHER CARDIFF COUNCIL SUPPORTIVE POLICY
Well Being of Future Generations Act 2015	The Well-being of Future Generations (Wales) Act (WFGA) calls for sustainable cross-sector action based on the principles of long-term, prevention-focused integration, collaboration and involvement. It intends to improve economic, social, environmental and cultural well-being in Wales to ensure the needs of the present are met without compromising the ability of future generations to meet their own needs.	The co-benefits of tackling climate change align with the objectives set out in WFGA. Cross city collaboration will deliver OPC headed by the Public Service Board Climate Emergency Group.	Cardiff Well-Being Plan 2018 - 2023 and Annual Report. Cardiff Corporate Plan 2021 - 2024 sets out priorities for resilient growth.
Environment (Wales) Act 2016	The Act places a duty on Welsh Ministers to set targets for reducing greenhouse emissions and also to set carbon budgets. Statutory targets and a more robust governance framework will allow us to better evaluate progress and provide certainty to help drive investment for a low-carbon Wales.	OPC set's out two ambitious targets; to make the council and City Carbon Neutral by 2030.	Cardiff Corporate Property Strategy 2021-2026 will have a 60% emissions reduction target from our corporate estate. The LDP update will have Climate Change at it's core.
The Climate Change (Carbon Budgets) (Wales) Regulations 2018	These Regulations provide for a maximum total amount for the net Welsh emissions account (a carbon budget) for the first two budgetary periods, 2016-2020 and 2021- 2025. In March 2021 Senedd Cymru approved a net zero target for 2050.	OPC accelerates the 2050 NetZero target to 2030 for Cardiff as an authority and a city. We need to take decisive action now to mitigate impacts.	Cardiff's corporate building strategy currently in development sets out a 60% emissions reduction target.

Risks & Opportunities

If we do nothing, the threat becomes critical...

but there's potential to achieve economic and climate change goals with a host of co-benefits.

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WE'LL WITNESS...

- Rising sea levels** - with Cardiff already known to be at risk
- A loss of biodiversity** 17% of species in Wales are already at risk of extinction and we have 165 endangered species in Cardiff alone
- Energy cost increase**, unmanaged consumption and lower reliability
- Increased frequency and intensity of extreme weather events including:** Droughts, heat waves, placing increased pressure on health and social care services
- Reductions in food availability and higher local food costs**, as climate change will affect agricultural productivity in regions that are important for food production.
- Mass immigration** where resources become unviable elsewhere
- The failure of buildings, roads, parks and facilities to cope with the emerging climate change symptoms**, with consequential increase in repair and maintenance costs
- An adverse effect on human health**, with increases in heat and pollution related disease and mortality, and associated care costs

In short, the Council's services will become more expensive and more difficult to deliver

IMAGINE WHAT CARDIFF COULD BE IF WE COMMIT TO THIS AGENDA...

- A sustainable, low carbon economy**
 - Accelerating low carbon technology and programmes could create significant numbers of skilled jobs and local wealth around low-carbon technology.

The green economy has consistently **grown at around 5% over the last 10 years.**
- We could make Cardiff greener and healthier**
 - Through adopting more sustainable travel, reducing air pollution and encouraging active travel; and
 - Ensuring resilience in our natural environment by protecting and enhancing crucial biodiversity, re-connecting citizens to nature city-wide.
- We could address inequality**
 - By improving the quality of existing housing stock and implementing energy efficient measures, we could improve living conditions and help people out of fuel poverty.
- We could make Cardiff a Climate Resilient City**
 - By generating our own local energy using natural, renewable means, increasing our resilience from global risks;
 - Growing and using food locally; and
 - Using Sustainable Urban Drainage to enhance the environment and mitigate flood risk

IF WE DO NOTHING

IF WE ACT NOW



Co-Benefits - How will Cardiff Thrive?

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Co-benefits are what happens when by tackling one agenda, we realise significant benefits in other areas. Actions identified in One Planet Cardiff will be fundamental to supporting delivery of Cardiff's strategy for a Greener, Fairer, Stronger: City Recovery and Renewal Strategy which sets out the Council's response to the COVID-19 pandemic, outlining the initial recovery actions we will take to help get the city economy and city life back up on its feet alongside the longer term priorities for renewal aligned to 7 Key Missions.

Immediate Recovery: Protecting Jobs and Businesses will see the extension of support to district's, business and employment support and roll out of active travel, promotion of green spaces and making the city safe for workers and visitors alike.

THE 6 KEY MISSIONS

Mission 1: Reimagine the City Centre

The opportunity for the city centre to be a dynamic, cultural, engaging, and welcoming 'hub' of Cardiff aligns well with One Planet Cardiff, delivering many co-benefits around green spaces, active travel and sustainable transport infrastructure, employment and economic development associated with curating and delivering a contemporary appealing space including a rejuvenated market offering fresh and local produce and a re-instated canal quarter facilitating water management for the city.

Mission 2: A City for Everyone

Overall, economic and health inequalities that existed before the pandemic have widened. Unless concerted action is taken, these gaps between communities will continue to grow with unemployment, deprivation and health issues exacerbated. One Planet Cardiff seeks to address fuel poverty, improve air quality, and create many green jobs through retrofit, renewable and green infrastructure projects across the city. We will work closely with citizens including skills partnerships to re-train and develop the skills to deliver the ambition and embed the principles and benefits of low carbon future in the school curriculum.

Mission 3: A City of Villages

The pandemic has brought to the fore the role of communities, local centres, our parks and the spaces on our doorstep. For the city this means there are opportunities to expand on those good things that happened during the pandemic such as increased active travel and a renewed focus on local economies. In responding we need to take steps to lock in the things that raised the profile of our local centres, whilst also investing in their future. The opportunity to invest in green infrastructure and develop more urban parks, create joined up cycle routes, re-green communities and invest in SUDS, and develop high quality renewable housing in local areas perfectly compliments our One Planet Cardiff ambition to transition Cardiff to a low carbon city.

Mission 4: Culture and sport-led renewal

Putting culture at the heart of redevelopment, creating places and spaces that people want to be in and around, and supporting a more creative economy will support regeneration and attract people to Cardiff supported by sustainable infrastructure to allow safe and low impact travel into and around the city.

Mission 5: Tech City

We know data is fundamental to transitioning to a low carbon economy. From monitoring and measuring the impact of our buildings to mitigating the impact of travel by facilitating remote meeting and working. Developing a plan for Cardiff to become a Smart City to manage energy, traffic flows, congestion and air quality will support our transition to a low carbon City alongside tech innovation in monitoring, modelling, and measuring progress of all aspects of the transition to a low carbon city.

We know data is fundamental to transitioning to a low carbon economy. From monitoring and measuring the impact of our buildings to mitigating the impact of travel by facilitating remote meeting and working.

Mission 6: One Planet Recovery

The final mission in our recovery plan is to deliver the objectives of One Planet Cardiff, putting climate change at the heart of a recovery to deliver the One Planet Cardiff Strategy, with the aim of becoming a carbon neutral city by 2030, and adopting 'zero carbon zero poverty' principle as we recover from the pandemic.



It often takes a massive high-impact event to change attitudes to the climate – so let's hope what's been happening recently with extreme weather will raise the will to tackle the problem



Liz Bentley, head of the Royal Meteorological Society July 2021

Beyond Decarbonisation

It's essential we mitigate the impact of Climate Change by reducing Green House Gas Emissions, however, we also need to think holistically how we plan, adapt and mitigate risks associated with rising global temperatures.

We need to develop a robust city wide adaptation strategy that recognises potential risks and opportunities using future scenario planning to ensure we're prepared.

We've identified risks and opportunities and now we need to plan.

Cardiff in particular is vulnerable to coastal flooding and we have a Coastal Risk Management programme to enhance Coastal flood defences.

We're beginning to partner with stakeholders such as University Health Board Wales to consider climate change impacts on health across the city and how we can develop interventions to mitigate impact.

Climate Resilience: How are we preparing?

Alongside the efforts to reduce Green House Gas emissions, we will need to adapt and we are already preparing.

The new flood risk strategy is due for completion in October 2023 based on consultation with local communities and reflecting national climate change policy.

All flooding and sea level rise projects already incorporate climate change at the beginning and as a key factor throughout development.

Cardiff is already investing in flood defences with the first scheme underway developing coastal defences foreshore of Rover Way and the River Rhymney estuary and more are planned.

Sustainable Drainage Systems regulations are ensuring new developments have appropriate water attenuation and drainage scheme such as green roofs or natural drainage systems such as we've implemented in Grangetown.

There are plans for increase tree canopy cover with the collaborative roll out of 'Coed Cardiff' and installation of many more green spaces and pocket parks delivering multiple benefits around water attenuation, cooling islands with shade as temperatures increase.

Climate Change Scenario Planning:

The Council Resilience Unit are engaged in a number of scenario planning exercises and recognise it is a methodology that is core to any realistic response to the climate change emergency. The Unit has worked to convene multiple stakeholders to deliver solutions to water attenuation and management of river catchment areas for example and recognises this collaborative approach is fundamental in the approach to mitigating the impact of climate change on Cardiff's infrastructure.

In addition to individual projects, Climate Change is identified as a key risk on the Council's Corporate Risk Register and is being embodied in all council work practices to engage a workforce that is being confronted by the challenge.

The council is using Carbon Awareness training to upskill the workforce on the impact of future climate change scenario and response planning with the aim of training all employees to be carbon literate and adjust behaviour accordingly, reaching around 14,000 city stakeholders in the process.



Alongside the efforts to reduce Green House Gas emissions, we will need to adapt and we are already preparing. All flooding and sea level rise projects incorporate climate change at the beginning and as a key factor throughout development.



Introduction to The Strategy

One Planet Cardiff strategy sets out the scale of the challenge and the actions that we as a Council and the city more generally need to take to embed and accelerate carbon reduction and reach a Carbon Neutral position.

We set out the position in terms of current levels of carbon emissions for the council and city and planned action to reduce emissions as well as partnership working we need to achieve our goal city wide

As the electricity and gas grids move away from fossil fuel and decarbonise, we need to work hard to reduce our energy consumption, meeting in the middle to facilitate a full shift to a low carbon economy.

We now understand our emissions more clearly and have set out ongoing actions and project proposals as well as our priority commitments to get us to carbon neutral 2030. Some projects are already underway, some are well defined, some are in development and some need to be worked up over the next 9 years but key to all of this is that positive changes and resolve are needed from all stakeholders across the city.

Monitoring and measuring carbon emissions and the effects of carbon compensation is complex, yet crucial to deciding this pathway and meeting our target.

We have established a 2019/20 baseline for Cardiff Council emissions based on the Welsh Government Net Zero Carbon Reporting guidance which covers direct emissions including buildings, fleet, waste in operations and land emissions and indirect including procurement and business travel. BEIS data has been used to evaluate the whole City's emissions focusing on Scope 1 and 2 direct emissions from the combustion of fuel such as gas and oil and use of electricity.

We have also developed a carbon assessment tool to help us understand and model the carbon saving potential of our existing projects and new proposals. Our methodology also considers the social and economic benefits of investment and effort.

We have also recognised the need to continually engaging with all city stakeholders to develop shared understanding of the issues and to target areas of change that will be most impactful.

We are prepared to lead, convene and facilitate and monitor action across the city but we can't do it all, - citizens, industry and all city wide stakeholders will need to take action too. The task is monumental but if we come together as a city, we can make a difference.

Fundamental to this is monitoring and measuring our progress both on emissions reduction, but also against a broader spectrum of sustainability and wellbeing metrics.

We intend to review progress annually using globally recognised monitoring and evaluation frameworks to ensure **a dynamic, responsive and evolving action plan that reflects the needs and priorities of the city and citizens.**



60% of the changes needed to reach UK 'net zero' climate targets involve behaviour change



Carbon Neutral by 2030 - What does that mean?

Carbon neutrality or Net zero means balancing the greenhouse gas emissions we produce with the amount of gases we're removing from the atmosphere.

Currently, the world produces more GHG emissions that it can absorb which is causing global warming and climate change as the gases absorb radiation.

Understanding Carbon

'Welsh Government Carbon Reporting looks at Emissions in 3 categories or "Scopes"

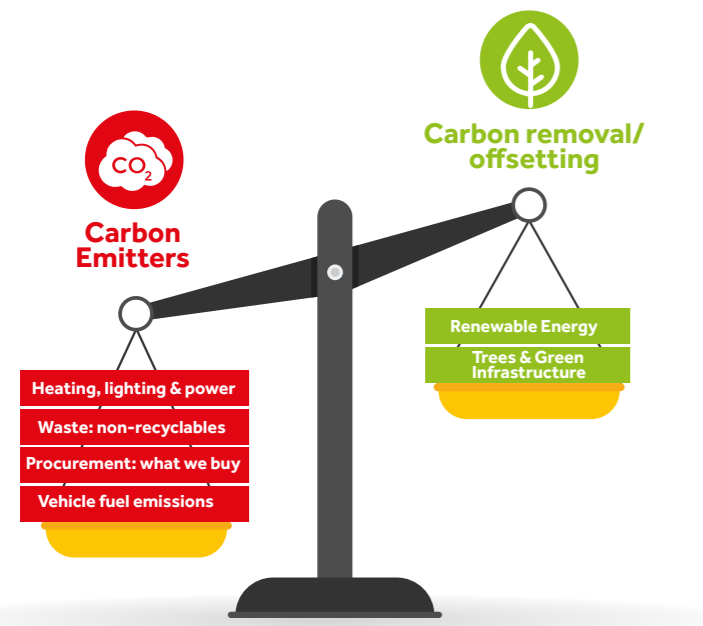
Scope 1 - Direct Emissions are those that occur at source, for example by heating buildings or from the exhaust pipes of vehicles.

Scope 2 - Indirect Emissions are mainly from from electricity used in our activities but where generation and associated emissions are else where.

Scope 3 - All Other Indirect "Caused" Emissions This covers emissions associated with procurement, staff commute and direct waste. It also takes into consideration sequestration - the removal of carbon dioxide from the atmosphere.



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The Scale of the Challenge for Cardiff Council and City

We can't underestimate the scale of the challenge to achieve Carbon Neutral Council and City by 2030. It will require monumental effort from all stakeholders to make a material shift. The last decade has seen a general reduction in carbon emissions in Cardiff, and this gives us a good starting position. But it is now clear that we need to do more, we need to do it faster, and we need to bring as many stakeholders and partners as possible on the journey with us.

DEVELOPING A CARBON BASELINE

The Council

Since 2016/17, the Council has managed to reduce total Carbon Emissions from electricity consumed in operations including building and street lighting by around 70%.

While this is partially due to a reduction in the Council estate and staff numbers and a decarbonisation of the national grid, a significant contributory factor is the Council's continued environmental performance to minimise adverse effects on our environment which we need to continue apace.

We still have work to do to reduce gas consumption and to decarbonise heat and we're focused on delivery of our low carbon heat network as well as our corporate buildings strategy to achieve a material reduction.

We're now working to Welsh Government's Net Zero Methodology to achieve Carbon Neutrality by 2030. For this first time, this means that we need to quantify and address our "caused" or Scope 3 emissions, including procurement activities, staff commuting and carbon sequestering opportunities.

The City

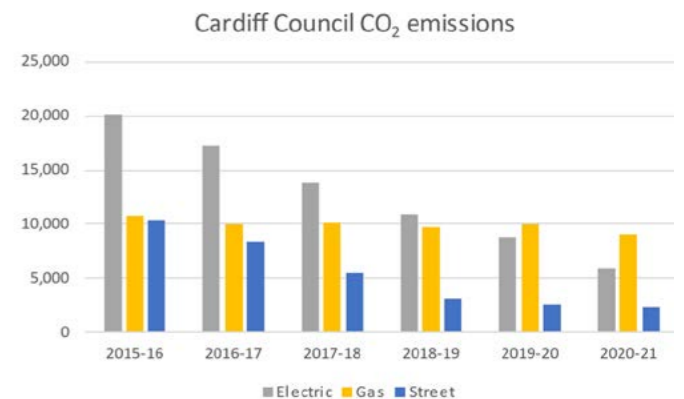
Between 2005 and 2018 Cardiff saw significant decreases in CO₂ emissions.

46% decrease in per capita emissions and 39% decrease in absolute emissions* (an average 3% per year reduction in total emissions)

Industry and commerce have shown the greatest decreases in Cardiff, however there have also been significant decrease in domestic emissions and more modest reductions in road emissions across the city - it is thought that this is mostly due to rising energy costs making residents more energy aware and efficient. Whilst this is positive, it is clearly not enough. We must do more, and faster.

We need to reduce emissions by around 4% per year to limit warming to a 1.5°C limit

**Source: BEIS published 'UK local authority and regional carbon dioxide emissions national statistics: 2005-2018'*



What have we achieved to date?

Since 2016/17, the Council has managed to reduce total Carbon Emissions from its operations covering buildings, machinery, street lighting and transport from 23,958 t/CO₂e to 12,800 t/CO₂e - that's an average overall reduction per year over 3 years of 17% per year Scope 1 and 2 Emissions.

Since the draft OPC was launched, we have continued to progress a number of key projects that will support the Council in achieving our Net Zero ambition namely:

- Continued energy efficiency retrofit of our estate.
- Rationalisation of our fleet with the start of a transition to electric vehicles underway.
- Securing of the first phase of a low carbon district heat network serving the Cardiff Bay, due to start on site this autumn/winter;
- Our 9MW solar farm at Lamby Way is operational;
- We've allocated Capital Funding to accelerate number of new projects such as Heat Source Pumps at Rhiwbina Library, Carbon Reduction and Heat Recovery at Thornhill Crematorium, EV Charging Pilot, improved real-time air quality monitoring and improved food compositing for 9 schools.
- We've committed to designing all of our forthcoming new build buildings to near zero carbon performance levels from 2024;
- We've established with Public Service Board Partners a Climate Emergency Board to identify and implement mutually beneficial project in partnership and to aggregate the effects of our collective carbon reduction plans, and we've engaged with Centre for Climate Change and Social Transformation (CAST) to develop a wide reaching public engagement and behaviour change Programme;



Carbon Analysis

Using the Welsh Government's Carbon Reporting Framework as a guide we have now developed a very detailed baseline measurement and understanding of the Council's Carbon Emissions. As well as calculating the emissions from our buildings, streetlighting and transport activities, this baseline includes an analysis of our "Caused" or Scope 3 emissions and also estimates the positive effects that the Council's parkland and natural estate have in "sequestering carbon."

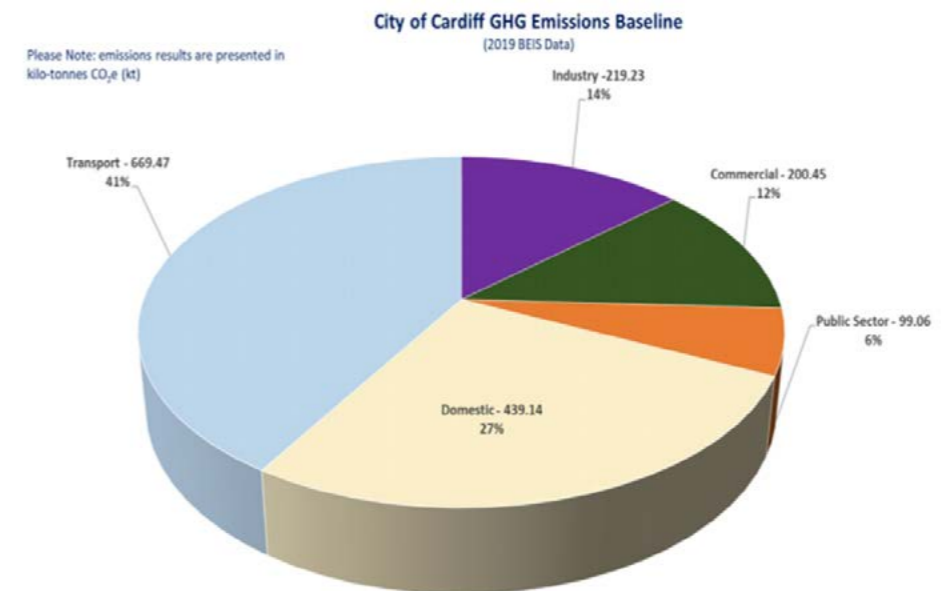
Alongside this we have also used statistics published by the Government's Department for Business, Energy and Industrial Strategy (BEIS) to present the picture for the whole city. Scope 3 "caused" emissions are not calculated specifically in this city-wide dataset. We've chosen 2019/20 as our baseline year for both so that we can avoid the statistical anomalies that have been observed as a result of the pandemic and lockdown in 2020/21. The headline results of this exercise are summarised below.

The City's Carbon Baseline 2019/20

The City's Carbon Baseline 2019/20

Data on the whole City's emissions are published by BEIS. In 2019 it was estimated that the City's (Net) Total Green House Gas Emission stood at 1,626,059

tonnes CO₂e within its boundaries (Scope 1 and 2). The distribution graph below shows that transportation and domestic property were by far the biggest emitters in the city and should therefore be key focus areas in our decarbonisation plans.



*Sourced from BEIS (Department for Business, Energy & Industrial Strategy) figures: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

The Council's Carbon Baseline 2019/20

Whilst we anticipated in our draft strategy that our Scope 3 emissions would form the largest single element of our baseline, our analysis has shown just how significant this is, accounting for a massive 86% of our potential emissions.

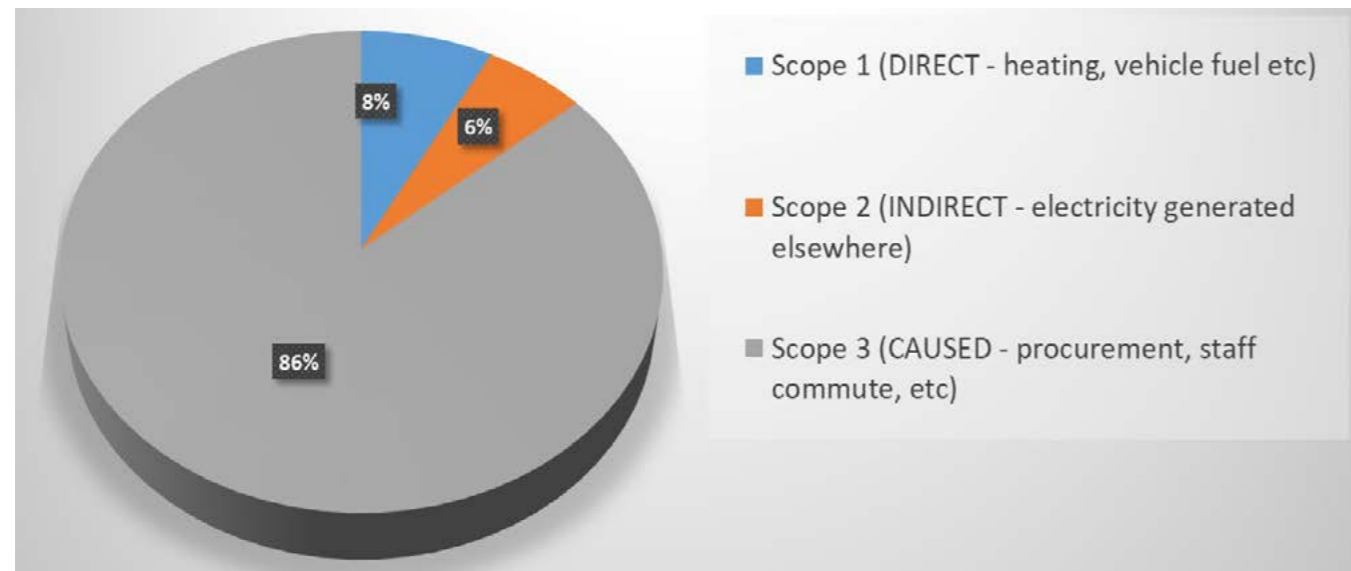
We believe that Cardiff has already managed to move away positively from the national averages in many sectors but it is not possible to accurately judge this difference.

The baselining exercise has highlighted some significant challenges with the Welsh Government methodology around Scope 3, not least that it uses nationally developed, and relatively old "carbon factors" to apply a standardised estimate of emissions per pound spent on a range of different spend categories.

On that basis we have used the methodology but recognise that more work will be needed to bring greater accuracy and clarity to this approach as we work through our delivery and monitoring programme. We are committed to working with Welsh Government on this.

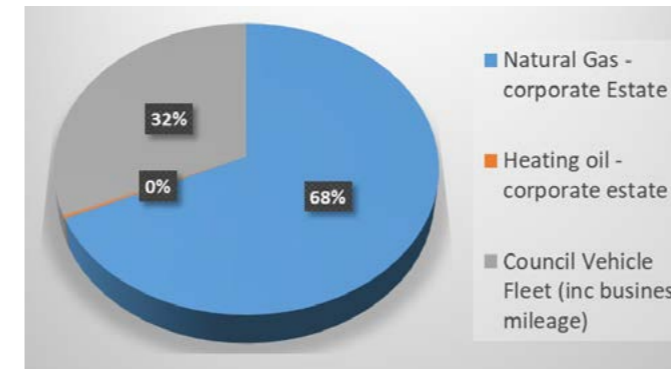
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184,904 (tonnes CO₂ Scope 1,2 and 3)



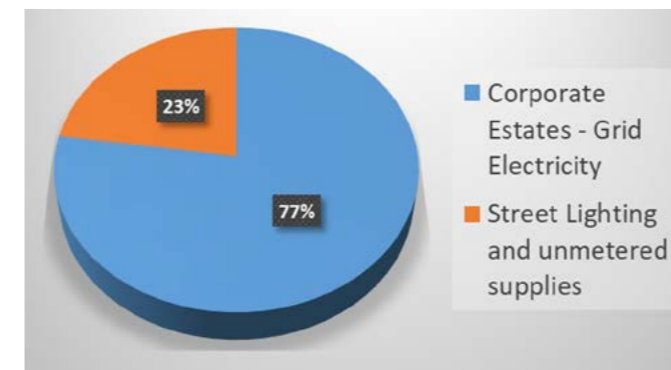
How does the Council Baseline Breakdown?

Scope 1 Direct Emissions: 14,745 (tonnes CO₂e)



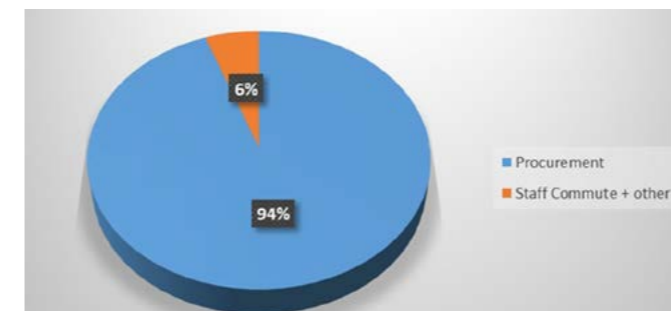
The Council gas heating systems make the most significant contribution to Scope 1 emissions and this has proven to be one of the hardest areas to decarbonise. The Heat Network project will address some elements of this but a more direct strategy for boiler replacement, using air and ground source heat pumps and other low carbon opportunities will need to be developed.

Scope 2 Indirect Emissions: 11,373 (tonnes CO₂e)



The indirect Scope 2 (mainly electrical) emissions have already seen a substantial decrease in the last decade but work to drive further energy efficiency will be needed, alongside the consideration of increased direct energy feed from renewables. The continued national decarbonisation of the electricity grid will also help, but our ambition for a carbon neutral Council by 2030 puts our requirements some years ahead of the national targets.

Scope 3 Caused Emissions: 163,441 (tonnes CO₂e)



The "Caused" or Scope 3 emissions account for an estimated 86% of our total footprint as an authority. Procurement activities are by far the largest element through, staff commute in itself was estimated to have caused around 9,000 tonnes CO₂e in 2019/20. Notwithstanding the limitations in the methodology used to calculate this the overarching message is clear that we need to place renewed focus on our procurement and staff commute activities as part of our response to the climate emergency.

In addition to these emission calculations, it is estimated that 4,654.84 tCO₂ are being sequestered (absorbed) by land on the council's parkland and other Estate, which brings the Net total to 184,904 tonnes CO₂e from Council Activities.

Targets

One Planet Cardiff
A strategy for a Carbon Neutral City by 2030

This strategy sets out Cardiff Council response to the Climate Emergency. The Council has consulted stakeholders and incorporated feedback from across the city into this final strategy and accompanying action plan. We are committed to:

- A target for Cardiff Council to be Carbon Neutral by 2030; and
- To work with city-wide partners to develop a road map and action plan for a Carbon Neutral City by 2030.

The journey to becoming a carbon neutral city by 2030 isn't going to be easy. Delivery requires a concerted effort on behalf of all citizens, governmental organisations and business with many challenges including the need for widespread public and institutional behaviour change, financial and technological limitations, and institutional constraints. Delivering this sort of change will require a meaningful shift in social values, attitudes, and behaviours. We don't underestimate the challenge of this, but recognise that we have already demonstrated how, as a society, we can make fundamental shifts in our behaviour and rapidly adapt during the COVID crisis. Addressing and being mindful of these challenges, in order to encourage constructive shifts, will be a critical part of our response to climate change. We all need to work together to make a difference and to change behaviours.

Although the actions needed will be broad ranging and complex, our carbon analysis, and the feedback from stakeholders and the public, shows that our strong emphasis on decarbonising travel in the city, and greater energy efficiency and clean energy use in the domestic sector is the correct approach.

The rewards will be a cleaner, healthier and more equitable City with a higher quality of life and a thriving, more resilient economy now and for future generations. The do-nothing option is simply not viable.

Caerdydd Un Blaned One Planet Cardiff

Ein gweledigaeth ar gyfer Dinas Carbon Nïwtral erbyn 2030 Our vision for a Carbon Neutral City by 2030

caerdyddunblaned.co.uk oneplanetcardiff.co.uk



“A target for Cardiff Council to be Carbon Neutral by 2030 and Work has commenced with city-wide partners to develop a road map and action plan for a Carbon Neutral City by 2030.”

What are the options?

We need to identify projects that reduce greenhouse gas emissions and sequester any residual emissions whilst also preparing to adapt to and mitigate the impacts of our rapidly changing climate.

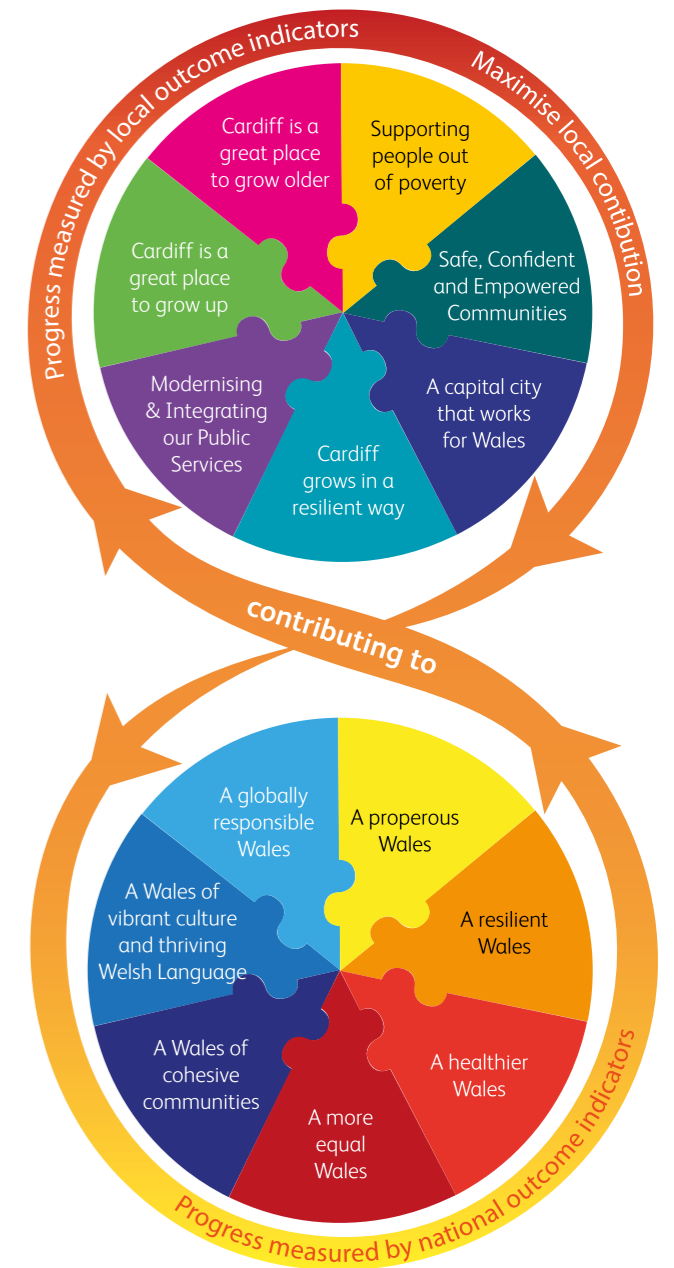
A Carbon Impact Evaluation Tool has been developed and utilised to review a selection of immediate OPC Strategy projects and have taken messages from our carbon baselining exercise to help us prioritise and focus attention on impactful areas of work.

The first tranche of short term projects have been appraised, some are well underway and some are in earlier stages. These are agreed and funded actions with known carbon outcomes.

The tool helps prioritise projects considering both the Carbon and Social Impact against the following assessment indicators;

- Carbon benefit of delivering the proposed project (Pre/post carbon emissions impact evaluation)
- Supporting people out of poverty (includes fuel poverty)
- Cardiff grows in a resilient way
- Cardiff is a great place to grow older
- Safe, coherent and empowered communities
- A capital city that works for Wales
- Modernising and integrating our Public Services

The annual carbon savings and lifetime carbon savings of projects can be compared side-by-side in a Summary Dashboard. Using this, projects can then be evaluated and prioritised for greatest contribution to the OPC Strategy.



Council Emissions Scope 1 & 2: Impact of agreed projects

Using our carbon modelling tool the contribution of our known and imminent carbon reduction projects has been evaluated. These include the Estate Decarbonisation Strategy, which has an target to remove 60% of our building related emissions by 2030, the Low Emission Fleet Strategy, our Low Carbon District Heat Network Project (where it connects to Council Buildings), and the Streetlighting Efficiency Strategy. The table below shows that, on completion of these projects, the scope 1 and 2 emissions will be reduced by 57%

This is very positive, however there will still be 43% of emissions to tackle over the coming nine years to 2030.

Based on our carbon analysis and understanding of our targets and corporate priorities we believe that positive action in the following key areas will collectively assist in us closing this gap by 2030:

- Commitment to commissioning all council future new build to near zero energy standards and to make carbon central to the decision making on the estate relinquishment programme

- A strong opportunity in developing new renewable energy generation that is capable of providing direct renewable energy feed to buildings and fleet and the development of a pipeline of potential new renewables schemes with this in mind.
- There is a need for a better understanding of the role of carbon reduction in the Council's Business Mileage and a commitment to refreshing policies concerning EV Car Clubs, Pool Cars, Mileage Claim Policy and potentially a Staff Salary Sacrifice Scheme to support EV usage. This will be done in close collaboration with Council Human Resources and Finance teams to ensure that policies, actions and outcomes are afforded appropriate scrutiny and oversight.

(Estate retrofit and rationalisation, Heat Network, Low Emission Fleet, LED street Lighting)

	19/20 Baseline GHG Emissions	Emissions removed (tCO2e)	Residual (tCO2e)	Percentage Reduction (%)
Heating (corporate estate)	10,105	6,063	4,042	60% *
Electricity (corporate estate)	8,795	5,277	3,518	60% *
Council fleet & business travel	4,640	2,747	1,893	59%
Street Lighting	2,578	753	1,825	29%
Total	26,118	14,840	11,278	57%

* presumed reductions to be included in Estates Decarbonisation Strategy 2021

Scope 3 Emissions: Procurement

The Council spends over £480m annually buying goods, services and works. 70% of this spend directly benefits the Welsh economy and £245m sits with SMEs.

Up until now, Scope 3 emissions have not been routinely measured but our study suggests that collectively, they cause over 80% of the Council's total emissions

We're working with Welsh Government to review the procurement Carbon Footprint methodology so it not only reflects spend £, but the impact of low carbon choices we can make to reduce emissions from our procurement activities.



Analysis suggests that some of the highest areas of impact of our procurement emissions are in delivering Council waste activities, transport funding, delivery of social care and road and building construction and repair. However, all of the Council's external spend has a carbon consequence that needs to be understood and reduced.

Care needs to be taken in this area to ensure that our actions both deliver the carbon reduction required whilst continuing to support the local economy and to help it, in turn, decarbonise its activities. This Strategy aims to:

- Commence a Root and branch review of what we purchase, identifying the high carbon areas, alternatives & quick wins;
- Put in place training for specifiers in the Council that will help deliver smarter, more carbon and climate responsive specification and embed Circular Economy thinking in our work;
- Encourage and favour lower carbon supplies in tender evaluations; and
- Investigate opportunities for Public sector collaboration and market engagement to signal changed requirements from suppliers.

A forthcoming review of the Council's Socially Responsible Procurement Strategy will fully investigate and include these opportunities and we will put in place procedures to measure the impacts of strategy annually over the period to 2030.

Scope 3 Emissions: The Impact of Staff Commute

Though small compared to the Procurement sector the Council's staff commute in 2019/20 caused around 9,000 tonnes of greenhouse gas emissions. This is comparable to the electricity (scope 2) emissions from all of our buildings in the same year. The pandemic has changed this pattern dramatically with large numbers of staff working from home for a long period, but as the lockdown and Covid restrictions lift the commute related emissions will undoubtedly rise again.

The Council is, however, in the process of developing a "Hybrid" working policy which will see many staff continuing to work from home for at least part of the week on a permanent basis. The carbon effects of this will need to be monitored closely but are likely to reduce associated emissions.

Alongside this we will also be looking at other behaviour change measures, linking closely with our Transport White Paper plans, which will encourage people to use modes of travel other than the car for staff commute where possible. Schemes like the existing salary sacrifice scheme to encourage cycling will be retained and options to extend this towards EV car purchase are also under consideration.

Progress will be monitored on this element of the strategy annually to gain understanding and proactively respond to the issues and challenges in delivering our targets as they arise.

“The Council is developing a “Hybrid” working policy which will see many staff continuing to work from home”

Behaviour Change

Almost all of the above actions will rely on good communication with staff, training and encouragement around behaviour change.

The need to continually engage with staff and stakeholders was very clearly referenced in the consultation exercise on the draft OPC and so we have ensured that this area is centrally embedded in our strategy. To assist the Council engaged the Centre for Climate Change and Social Transformation (CAST) to support the development of a toolkit and monitoring instruments to enable carbon-neutral thinking to be embedded across the all areas.

Responding to this we will be instigating a rolling programme of consultation and engagement, singling out specific topic areas and prioritising areas that are shown to potentially have the highest impacts

Central to this we have also established a strong link with our Schools service who are now developing methods to engage more fully with the youth of Cardiff on this agenda. This follows the very successful schools consultation process that the Cardiff Youth Council hosted on the draft One Planet Cardiff Strategy. The ambition is to embed climate change learning into the new school curriculum and to encourage individual schools to consider developing their own One Planet School approach, supported and championed by students.

We will be putting in place clear methods to gauge and monitor the impacts of these interventions and will report on them annually.

City Emissions: The Council's Direct Impact

The decarbonisation challenge at the city scale is significant and can only be tackled with strong partnership action and leadership alongside action at the national level.

For the Council's part however, we do have a strong suite of infrastructure projects planned that will have a direct impact on City Wide Emissions. These include:

- Cardiff Heat Network which will bring low carbon heat to both council and non-council owned buildings in the Bay;
- Our Major Renewable Energy Projects which help to decarbonise the local electricity grid and the local waste water plant;
- Cardiff's Urban Forest (Coed Caerdydd) which has a target of 30% canopy coverage across the city by 2030 and will increase the city's carbon sequestration (absorption) capacity;

- Private Housing and Council Housing Retrofit projects, and
- The Transport White Paper which is making sustainable travel choices more accessible through cycling, walking and public transport interventions.

We have modelled the potential Carbon Impact of these projects and if fully implemented they could reduce the baseline emission for the city by around 22%. The table below gives details.

Collaboration is key to tackling city wide emissions. To make a material impact on the City's emissions we all need to work together to make a difference.

We must reduce our energy consumption and develop more renewables to accelerate that decarbonisation journey and 'meet in the middle'.

2019 GHG Emissions Baseline (tCO ₂ e - BEIS Reporting)	Cardiff Heat Network	Major Renewables	Coed Caerdydd	Private Housing Retrofit	Council Housing Retrofit	Transport White Paper	LULUCF Sequestration	Post Implementation GHG Emissions	GHG Emissions Reduction (Modelled)	
	GHG Emissions Savings (tCO ₂ e)	GHG Emissions Savings (tCO ₂ e)	GHG Emissions Sequestration (tCO ₂ e)	GHG Emissions Savings (tCO ₂ e)	GHG Emissions Savings (tCO ₂ e)	GHG Emissions Savings (tCO ₂ e)	GHG Emissions per Annum (tCO ₂ e)		GHG Emissions Reductions (Per annum)	Percentage Reduction (%)
1,626,059	9,046	2,977	13,372	2,546	2,455	328,576	-1,277	1,265,809	360,250	-22%

“Collaboration is key to tackling city wide emissions. To make a material impact on the City's emissions we all need to work together to make a difference.”

City Emissions: The Council's Direct Impact

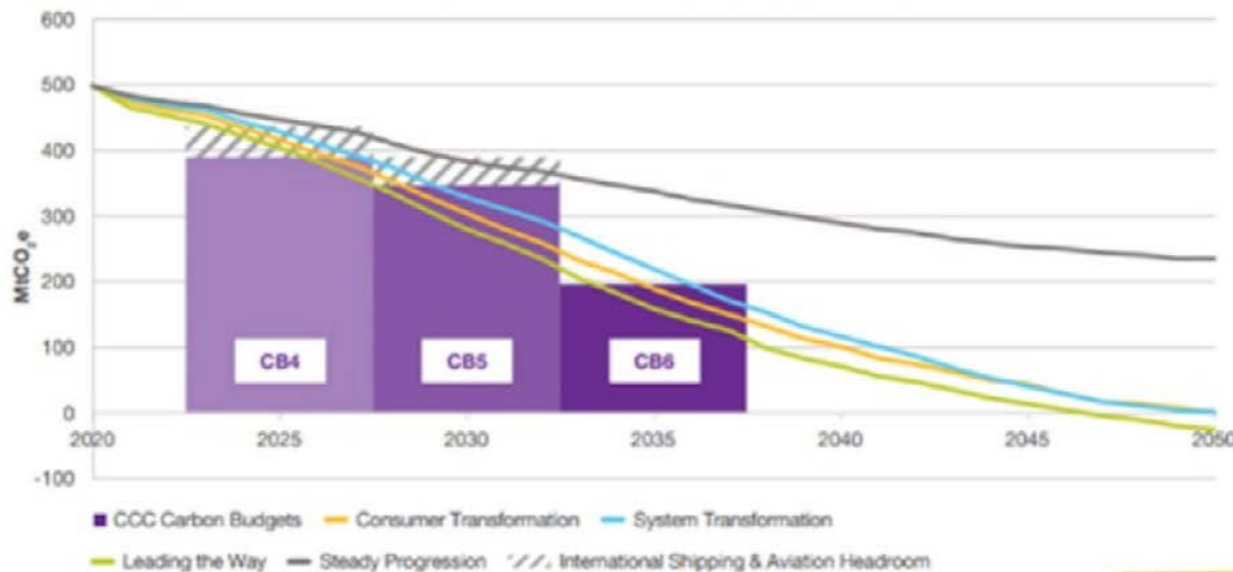
The most significant reductions that are forecasted are from the implementation of the Transport White Paper provided it meets its ambition to reduce GHG emissions from road travel by 50% across the city. It is important to acknowledge that along with the implementation of decarbonisation and sequestration

projects, there will be a 'natural' decarbonisation process through the implementation of a number of national policies to meet national decarbonisation targets and we'll be monitoring the progress and impact of this as we progress through the delivery of One Planet Cardiff.

National Grid Future Energy Scenarios

National Grid projections for decarbonisation of the National Grid (Electricity and Gas)

Figure NZ.4: Total net greenhouse gas emissions (including carbon budgets)



Sourced from the National Grid's Future Energy Scenarios 21 (FES) Summary Report – details the overall modelled impact of different scenarios for decarbonisation of the National Grid (both electricity and natural gas), compared against the UK's national carbon budgets (labelled CB in chart below). Accessed via: <https://www.nationalgrideso.com/document/202851/download>

Further Medium/Long Term Commitments Needed

The Council's direct impact on City Wide emissions is significant but the remaining gap is wide and challenging. The Council has offered to take a central, coordinating role to help shape and steer the collective action that will be needed. However it is clear that strong collaboration, institutional commitment from major players, and widespread behaviour change will be needed to meet the goals. The carbon data analysis has clearly identified transportation and domestic property as the most urgent target areas for action, along with a need for more greening of the City to support biodiversity and carbon sequestration.

Transportation

The Council has already set in place a strong and proactive strategy for transport decarbonisation in its Transport White Paper. The findings of the carbon study underline the importance of delivering the key Transport White Paper projects in order to address the climate emergency, namely;

- Expanding on the Metro plans for new tram-train routes and stations, including a city cross rail;
- Introducing the new Bus Rapid Transit services, Park and Ride sites and making bus travel far cheaper to double the number of journey's made;
- Re-prioritisation of our streets to give more space to people walking and cycling to encourage the cleanest and mostly sustainable forms of transport; and
- Supporting and facilitating the transition to electric/zero emissions vehicles.

Domestic Property

The Council's direct reach in this area is limited to the upgrade of our Council housing stock and to our activities for retrofit in private sector housing, which are largely limited by grant funding. The impact of this work is not insignificant and similar retrofit work is being carried out by Housing Associations in the city. However, our analysis confirms that much more work is needed to stimulate a stronger interest and uptake of energy efficiency retrofit in private sector housing in the city. The Council is therefore committed to working in partnership with the City region to understand the

opportunities more fully and to develop a pathway to address this major issue.

In the first instance we will work to compile a detailed study to identify the current constraints, barriers and opportunities in the domestic retrofit field. Where possible we will do this with the City Region as a whole. This work will then need to explore external funding opportunities and present the case for continued and up scaled financial support from energy companies and government. Whilst the Council is unlikely to be able to directly deliver a project of the scale necessary we believe that we are in a strong central position to push for a robust regional level response, and to act as a central point to promote retrofit as the right thing to do, to connect homeowners to appropriate delivery mechanisms, and to monitor the impacts of this work.

More than any other OPC project, this area holds the potential for very significant co-benefits for the city and region, delivering carbon reduction whilst also increasing quality of life and social equity for citizens and providing new training and job opportunities to address the increased level of installation and manufacture required to service an increased demand. The current gas price crisis also brings into sharp focus benefits of fuel-efficient building stock. Alongside this we must do all we can to ensure that new build housing in the city doesn't make our carbon problem worse. Welsh Government's planning policy and building regulations already require very high energy efficiency standards and the Council will ensure that these policies are upheld in new development through its regulatory processes.

Carbon Sequestration

The re-greening of the city will also be a crucial element of our work and this will be steered through the approved Coed Caerdydd project. This seeks to increase the council's tree canopy by 25% and to instil land management techniques that stimulate and support biodiversity and carbon capture. The target will require more land than the council has direct control over and so once again partnership is key.

Collaboration and Engagement

Across all of our OPC activities the need for cross sector collaboration and continuous engagement with stakeholders is clear. This point was very strongly echoed in the responses to our consultation on the OPC strategy and so we have worked to embed these principles in the final strategy and action plan.

We are already working in partnership with the other major public sector organisations in the city on this agenda. The Cardiff Public Services Board has established a Climate Emergency sub-group which is now also attended by the major utility companies and Cardiff University. We are working on a collaborative agenda that will help us to model potential reach of all of the collective Public Sector Carbon Neutral Strategies, and have identified a list of projects with potential for strong collaboration benefits within the group. These include:

- An investigation of how we could collectively decarbonise our fleet vehicles and bring additional EV charging infrastructure to the city;
- Work to identify parts of our corporate estate on which to expand tree planting and implement more sustainable land management; and
- Work to share best practice on lower carbon procurement strategies.

We are also preparing to undertake a comprehensive **Energy Masterplanning** exercise with support from Welsh Government. This will look in detail at the energy demand and supply landscape in the city. It will give a much clearer and localised understanding of the major causes of our carbon emissions and will help to add detail to our target areas and action planning as we move forward. It will also no doubt provide a focus to broaden our partnership working as we identify in more detail the key emitters and potential solutions in the city.



Engagement and behaviour change

Engagement and behaviour change are essential to achieving a One Planet Cardiff.

We have engaged expert advice¹ to guide us in this area, and are developing a detailed and long term strategy for ongoing engagement to convey key messages, to encourage the uptake of more climate responsive choices, and to monitor the impacts of our efforts. Engagement means ensuring residents (including young people), businesses, and other city stakeholders are involved in decisions about how to cut emissions, while also improving wellbeing for communities and ensuring a vibrant local economy.

Engagement in decision-making is important at city level to co-construct an overarching vision; while neighbourhood and organisational engagement is essential for co-designing specific, tailored measures with residents and local employers.

Engagement also means everyone across the city being involved in delivering the actions required to reach net zero through changing our behaviour at home, at work, and in our communities. Around 60% of changes needed to achieve net zero will involve consumer behaviour change, while the remaining 40% will likely require behaviour change in workplaces and communities.

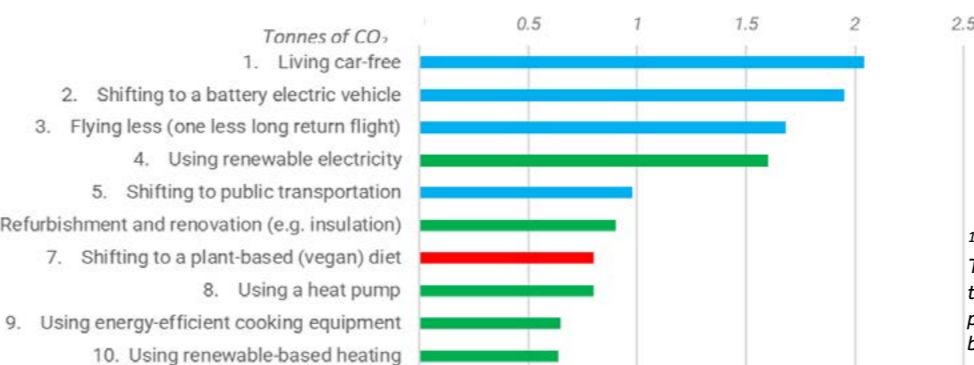
Behaviour change to reach net zero means travelling, eating, shopping, working and playing in new ways. Some of these changes we have already started to make. But the scale of the climate challenge means we

need to accelerate progress and think beyond small-scale actions – this is about a fundamental change in lifestyles. Importantly, though, these behavioural changes will not make us worse off – in fact, they could improve our health and wellbeing, save us money, and strengthen communities.

The top ten actions people can take to reduce their carbon footprint have been researched and are shown here. They include several transport (blue) and energy use (green) actions, as well as dietary change (red). Cutting down on driving and flying, using green products and technologies, and eating a healthier diet, make the biggest difference.

Despite wanting to cut their carbon footprint, many people face barriers to taking these actions. Evidence shows that policies and other measures are required to make it easier, cheaper, more attractive and the 'natural choice' to take low-carbon action. Better information may help educate people about which choice is lower carbon and highlight the wider benefits of action (e.g., that walking and cycling can improve physical and mental health); but economic, social, institutional and infrastructural measures are also required to translate people's good intentions into actual behaviour change.

Some of these measures can be taken by Cardiff Council, and others by Welsh or UK governments, businesses and other organisations. Crucially, they should be co-designed with those who will be affected by them to ensure they are workable and supported.



¹The Centre for Climate Change & Social Transformations (CAST) brings together the latest evidence of what works to engage people with climate change and how to change behaviour to reach net zero.

Development of One Planet Cardiff Behaviour Change

Our expert advisors have identified nine steps towards developing a One Planet Cardiff Behaviour Change & Engagement Strategy that comprise (a) engagement in decision-making, (b) trialling communication and behaviour change interventions, and (c) monitoring and evaluation. We will be using this advice to design an ongoing strategy of engagement, starting first with our own staff and exploring opportunities to encourage our public sector partners to do the same.

We will be using the advisory report to create tailored engagement exercises through the duration of the OPC delivery programme. Wherever possible we will focus on those areas where we see that the highest impacts could be made, and will aim to provide simple, well researched and compelling information to help

stakeholder and Citizens make smarter carbon and climate responsive choices.

The youth of Cardiff will form a key focus on this activity and our Schools service is already exploring ways to embed Climate Change issues into the new schools curriculum. It is the youth of Cardiff who will be affected most by the Climate Emergency and it is right that their voice is heard now. Our aim is to encourage all schools to consider a site specific One Planet approach and to better equip our youth community to understand the issues, and act as champions for the behaviour change that is needed.

Suggested workstreams to engage schools with the One Planet agenda:

Next Steps: Action Plan, Annual Monitoring & Evaluation

In order to control and implement the commitments of the One Planet Cardiff Strategy, we have developed an action plan approach that sets out clearly the short-term projects and initiatives that we've already committed to, and details the medium to long term actions that we know we need to develop and progress in the journey to 2030.

It is the intention to report annually on our progress both on the implementation of our committed actions, and also on the business case development and subsequent approval of any new and emerging initiatives over each 12 month period.

The Action Plan will use the Carbon Impact Evaluation tool to monitor outcomes and to appraise proposed projects. It will clearly identify carbon statistics and identify the benefactor (city or council) and indicate the level of economic and social benefit potential of each project. We will also use the Action Plan to report on progress towards the Council and City Zero Carbon Targets as required by Welsh Government.

This action plan is a 'living' document, which will evolve as we progress, recognising national and regional level changes and responding to our successes and lessons learned as we move towards 2030. It has been, and will continue to be closely informed by our detailed analysis of the seven key action area themes that we identified in our draft strategy, and by the feedback that we received from the public, school children and other stakeholders in our consultation process.

Projects will be broadly categorised into short/ immediate actions, medium term actions and long terms actions.

- **Short term:** agreed/funded actions with known carbon outcomes;
- **Medium term:** detailed propositions with modelled carbon and business case analysis;and
- **Long term:** developing strategies to address gaps and challenges.

Annual Monitoring and Evaluation

We will monitor the impact of our actions by calculating annually;

- The Council's Carbon Emissions using and developing the Welsh Government framework for calculating emissions covering Scope 1, 2 and 3;
- The City's Carbon Emissions using BEIS data;
- The carbon and other Impacts of proposed projects using our Carbon Impact Evaluation Tool.


We will evaluate progress by regularly updating the OPC Action Plan setting out progress against our Carbon Neutral by 2030 targets and engaging with City Wide stakeholders in line with our developing engagement and behaviour change strategy.

We also plan to build on our current annual report to the Carbon Disclosure Project to report annually the progress our City is making towards both adaptation and mitigation.

Carbon Disclosure Project (CDP)

CDP provides the global platform for cities to measure, manage and disclose their environmental data. Nearly 1/5th global greenhouse emissions are reported via CDP with over 8,000 organisations including 550 cities and 100 US States using the framework to report.

Cardiff Council already report to CDP and we believe we can build on existing work and utilise the framework to demonstrate our progress and activities around climate change mitigation and adaptation. CDP has been adopted by the Cardiff Capital Region as a framework to monitor and evaluate the region's performance against its decarbonisation strategy.

Engagement
Autumn 2021


Map the Key themes of the One Planet Strategy to the four purposes of the Curriculum for Wales 2022 and identify opportunities to link with the Areas of Learning and Experience.

Host a child friendly 'One Planet' launch with School Eco-committees.

Run a Minecraft competition – Build what 'One Planet' mean to children and young people.

Work with creative partners to run summer workshops with young people considering the development of a promotional characters to champion environment, sustainability and the overarching One Planet agenda.

Engage with schools to co-construct a vision of how the 'One Planet' agenda can be realised within their school.




Development
Spring – Summer 2022

Work with up to three Secondary school clusters to pilot the co-construction of the curriculum, based on the school's vision.

Develop a One Planet ambassador network with schools.

Identify and co-construct pilot experiences for schools based on at least two of the seven themes of the One Planet strategy, with the ambassador network.



Implementation
From Summer 2022

One Planet ambassador schools host 'show and tell' event to showcase the work that they have developed and the experiences available to schools.

Work towards an agreed target of schools pledging to embed the One Planet agenda into their curriculum design.

Co-construct support and guidance for schools to enable the promotion of career pathways for pupils, which support the realisation of the seven key themes of the One Planet Strategy.

Governance

We have established a One Planet Steering Board to oversee the development and implementation of the Strategy.

This Board consists of key Cabinet Members and lead officers and meets monthly to monitor progress. The Board has authority to steer the direction of travel for the ongoing work and has powers to agree how some limited capital and revenue budgets can be allocated in-year to address emerging issues and opportunities. In this regard, a recurring Capital Fund has been allocated to help deliver smaller OPC projects and 'quick win' projects. Revenue has also been allocated to assist with feasibility and impact studies to support project analysis and prioritisation.

Any major new project or policy initiatives that emerge will be guided by this Board but will be subject to the Council's normal authorisation processes, meaning that business cases will be approved at Cabinet level and any subsequent financial decisions made through the Council's budget framework process.

Alongside this Steering Board we have also established a Climate Emergency Board consisting of our Public Sector Partners in the City and also including the major utility companies and Cardiff University. This Board will consider and recommend the collective and partnership activities that we feel will best address our common issues and seek to monitor and measure the impact of these on City Wide emissions. In turn, this Board reports to the Cardiff Public Services Board which can itself authorise certain actions or seek the individual authority of partner organisations to participate in identified initiatives.



Summary and Key Actions

The scale and Challenge of the Climate Emergency is clear. In developing the One Planet Cardiff Strategy we have conducted an extremely broad investigation of the issues that are contributing to the climate emergency in the city and the potential solutions that will help change our course. We have identified and been led by international best practice and have been closely informed by widespread stakeholder feedback. Crucially, we have also now undertaken a detailed analysis of our carbon position and have a clear picture of the challenges that we face.

This strategy is honest about the scale of the challenge, and that we do not yet have all of the answers. But it also commits to very clear and ambitious targets for the Council to become carbon neutral in its activities by 2030, in line with Welsh Government ambitions, and for us to work in partnership with key stakeholders to develop a pathway for a Carbon Neutral City over the same time period.

The range and complexity of the issues to be addressed is huge but almost all of them lead back to the fundamental need for us to be more efficient in the energy we use and to move the creation of this energy away from fossil fuels. We've demonstrated that we have a good starting position for this challenge, and willing partners to work with.

Our action planning approach to implementation means that we can regularly report on, review our progress, and frame our ongoing decision making against this progress and the lessons learned.

We have strong governance and control processes to help steer the strategy and a solid basis for the partnership working and stakeholder engagement that will be crucial for delivery.

The table overleaf summarises our initial action plan and provides a holistic overview of the actions that we now need to take.



We have strong governance and control processes to help steer the strategy and a solid basis for the partnership working and stakeholder engagement that will be crucial for delivery.



Immediate/Short Term Actions

PROJECT TITLE	PROJECT DETAILS
Transport white paper	Continue to implement the approved Transport White Paper projects with a target to reduce GHG emissions from road travel by 50% across the City.
Energy Efficiency Retrofit in the Council Estate	A new Corporate Property Strategy 2021-26 to be published in November 2021 which will outline how the Council will reduce the carbon output of its operational and schools estate, and off-set with new renewable energy sources, targeting a 60% reduction by 2030
Heat Network Delivery of Phase 1	Begin construction of Phase 1 of the Cardiff Heat Network by winter 2021
Council Fleet Transition Low Emission Transport	Develop and Implement Council Vehicle Replacement Strategy in line with the Low Emission Strategy to deliver a Low Carbon Fleet ensuring that as a minimum of 90 Council vehicles are replaced by EVs by 2022.
Coed Caerdydd Cardiff's Urban Forest	Development of a holistic programme approach to tree planting and land management city wide to increase biodiversity and expand the city's tree canopy by 25%
Low Carbon New Build for Council Housing Estate	The Council has implemented a large housing development programme delivering ~2,700 new council homes over the next 6-7 years. Over 2,000 council home new builds (planned over 10 year programme) will meet higher standards. Around 500 already built out or in construction will exceed the previous building regs standard (SAP B+).
Energy Efficiency Retrofit for Council Housing Estate	Energy Retrofit Scheme for low rise public housing blocks. The programme will be phased to tackle the worst performing blocks first over a 10-year period which eventually should see over 700+ low rise blocks improved
LED Street Lighting	Continued implementation of LED replacement and dimming measures
Cardiff Food Strategy	Promote healthy, local and low-carbon food by delivering the Cardiff Food Strategy by 2024. This includes the development of a strategy for a carbon responsive, holistic approach to food in schools across Cardiff, measures to address food deserts in the city and initiatives to increase sustainable local growing
Schools engagement and action plan	Establish a curriculum integrated climate emergency education programme to stimulate the creation and implementation of school specific action plans
City wide behaviour change programme	Roll out an ongoing programme of engagement with citizens, businesses and workers, targeting high impact areas of behaviour change, and set in place a systematic methodology for measuring and monitoring impacts

Medium/Longer Term Actions

PROJECT TITLE	PROJECT DETAILS
New Build in the Council's Corporate and Schools Estate	To ensure delivery of the One Planet Cardiff carbon reduction targets, within both the Education and Corporate estate, it is proposed that by 2024 any Council procured new build development will be Carbon Neutral, exceeding current Building Regulations standards.
Major Renewable Energy Projects	Develop a pipeline of potential renewable energy generation projects for subsequent approval and implementation from 2022
Single Use Plastic Position Statement & Action Plan	Develop a strategy with a focus on procurement. All council procurement activities need to be considered for sustainable alternatives to single use plastics. Provision of re-useable refuse sacks to reduce single use plastics. Currently at a trial stage with a view towards future implementation.
Low Energy Private Housing Retrofit	Develop a co-ordinated partnership strategy to promote an upscale in housing energy efficiency retrofit across all tenures of housing targeting up to 2,000 houses per year by 2024
Business travel initiatives	Develop a strategy to reduce emissions from grey fleet and business travel by facilitating a low carbon pool car/car club approach, reviewing mileage claim policies and considering the introduction of salary Sacrifice schemes for EV
Low Carbon/Circular Economy Procurement Strategy	Develop and publish a revised procurement strategy to assist in lower carbon specification, to favour low carbon supply activities and to embed circular economy principles where possible
Staff Commute Initiatives	Promote opportunities to reduce the carbon impact of staff commute by progressing hybrid working opportunities, promoting a shift to sustainable forms of travel and considering a Salary Sacrifice scheme for EV
Public Sector Partnership working	Collate total impact of collective carbon reduction strategies in the city and identify opportunities for acceleration through collaboration



**One
Planet
Cardiff**

**Action Plan
September
2021**



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg

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Annex - OPC Seven Key Themes - systematic analysis of context, stakeholder feedback and framework for action

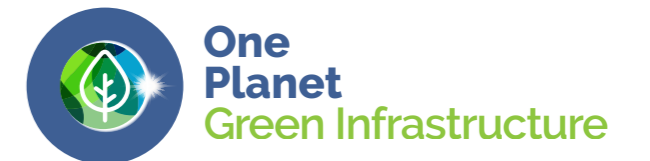
Introduction to the Plan

The One Planet Action Plan sets out short, medium and longer term actions that have been developed by the Council, in partnership and based on the feedback of the city-wide consultation on One Planet Cardiff. It is the delivery and monitoring arm of the overarching One Planet Cardiff Strategy and addresses the targets, analysis and key action areas identified within the strategy.

At the core of our strategy and planned actions are our seven key themes set out below. We have systematically analysed these and now understand the potential contribution that each makes. The annex to this report shows this analysis, and a continued review of these themes will help to inform and shape the action plan as it progresses towards 2030.



This includes how energy is used, how it's sourced, distributed and generated. Our aim is to use less, to source more from clean renewable sources, and to help build business around this growing sector.



Our integral green spaces and biodiversity need to be protected and enhanced. We need to take bold steps to add to the natural green assets of the city making a healthy, clean, biodiverse, environmentally positive place in which citizens and business can thrive.



We need to look closely at how we move around the city and at the infrastructure required to minimise the impact of vehicle emissions and air quality. Our plans are to replace as many single user, fossil fuelled trips as possible with sustainable low carbon modes of travel, whilst ensuring that they don't simply migrate problems elsewhere.



By reducing waste production, making thoughtful procurement decisions, and by recycling what waste is produced in the right way, we can reduce our carbon footprint. We also recognise that certain waste can be an important low carbon energy source, helping to build new, clean, local and resilient economic activity.



The production, transportation, processing and disposal of food is a major source of emissions and our proposals are aimed at supporting smarter, more localised and more socially equitable food systems, that could also boost the local food economy.



This comprises existing and planned buildings and infrastructure. We need to constantly improve the energy efficiency and resilience of our new and existing buildings and communities, and capture the skills and jobs required to achieve this for the benefit of the local economy.



How we source, use and manage water, and how we protect ourselves against drought and flooding are crucial parts of our aims to build climate resilience and the strategy outlines a series of current and future responses to this challenge.

Introduction to the Plan

Ongoing analysis of actions centred around our themes has given rise to the first tranche of quantified and modelled capital projects to contribute to our climate change action.

One Planet Action Plan will

- Set out annually an update, review and plan for decarbonisation and climate change mitigation projects that are underway, in development and planned.
- Communicate progress towards carbon neutral emission reduction objectives
- Propose and incorporate new project ideas and concepts for stakeholder input
- Review Governance Structures and incorporate updates on any new arrangements

We recognise this must be a 'decade of delivery' and we've started: delivering some major infrastructure projects and bold policy changes to begin the shift to a low carbon economy.



Project Appraisal Methodology

We've developed and used a Carbon Impact Evaluation Tool to review a selection of immediate OPC Strategy projects.

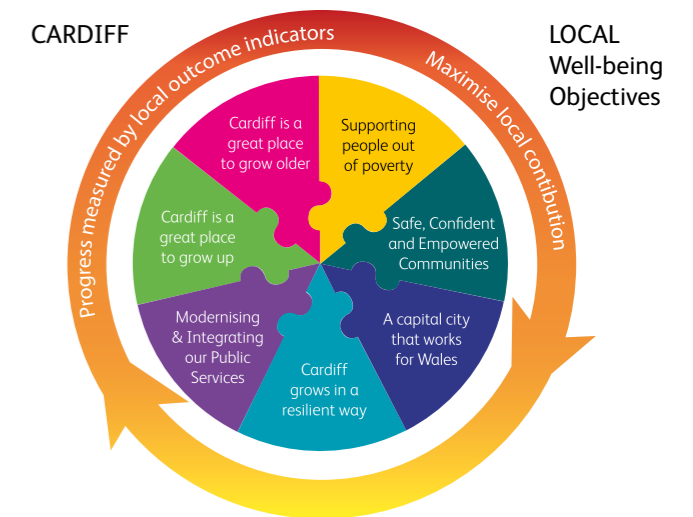
We've appraised the first tranche of short-term projects, some are well underway and some are in earlier stages. These are agreed and funded actions with known carbon outcomes.

The tool helps prioritise projects considering both the Carbon and Social Impact assessment and indicators are aligned to the National Social Value Measurement Framework (National TOMs for short).

We are using the following assessment indicators.

- Carbon benefit of delivering the proposed project (Pre/post carbon emissions impact evaluation)
- Supporting people out of poverty (includes fuel poverty)
- Cardiff grows in a resilient way
- Cardiff is a great place to grow older
- Safe, coherent and empowered communities
- A capital city that works for Wales
- Modernising and integrating our Public Services

The annual carbon savings and lifetime carbon savings of projects can be compared side-by-side in a Summary Dashboard. Using this evaluation tool, projects can then be evaluated and prioritised for the greatest contribution to the OPC Strategy.



IF WE DO NOTHING



IF WE ACT NOW



Annual Monitoring and Evaluation

We will monitor the impact of our actions by calculating annually;

- The Council's Carbon Emissions using Welsh Government methodology for calculating emissions covering Scope 1, 2 and 3
- The City's Carbon Emissions using BEIS data; and
- The Social Impact of proposed projects using our Carbon Impact Evaluation Tool

We will evaluate progress by regularly updating the OPC Action Plan setting out progress against our targeted Carbon Neutral by 2030 targets and engaging with City Wide stakeholders in line with our developing engagement and behaviour change strategy.

Carbon Disclosure Project (CDP)

We also plan to build on our current annual report to the **Carbon Disclosure Project** to report annually the progress our City is making towards both adaptation and mitigation. CDP provides the global platform for cities to measure, manage and disclose their environmental data.

Nearly 1/5th of the global greenhouse emissions are reported via CDP with over 8,000 organisations including 550 cities and 100 US States using the framework to report.

Cardiff Council already report to CDP and we believe we can build on existing work and utilise the framework to demonstrate our progress and activities around climate change **mitigation and adaptation**.

CDP has been adopted by the Cardiff Capital Region as a framework to monitor and evaluate the region's performance against its decarbonization strategy.



We also plan to build on our current annual report to the Carbon Disclosure Project to report annually the progress our City is making towards both adaptation and mitigation.



Action Plan

We've modelled a suite of projects using the methodology to understand their benefits in more detail and to help prioritise those with highest impact for year one of our action plan.

Short-term actions are projects that have been agreed and are underway, medium and longer term are in development. We anticipate that this dynamic plan will evolve rapidly over the coming years as the programme gathers even more momentum with partners and stakeholders across the city.

We have also developed a simple "dashboard" which shows how our actions will impact on the Council's and the City's Carbon baseline calculations which can be seen in detail in the OPC Strategy Document.



We anticipate that this dynamic plan will evolve rapidly over the coming years as the programme gathers even more momentum with partners and stakeholders across the city.

Emissions Dashboard 2021	Cardiff Council Emissions			City Wide Emissions
	Scope 1	Scope 2	Scope 3	Scope 1 and 2
2019/20 Baseline Emissions t CO₂e	14,745	11,373	159,019	1,626,059
Emission reduction of Assessed Short Term Projects t CO₂e	8,809	6,031	tbd	358,972
Residual Emissions (t CO₂e)	5,936	5,342	tbd	1,267,087
percentage removed %	57		tbd	22

Immediate/Short Term Actions

OPC THEME	PROJECT TITLE	PROJECT DETAILS	PROJECT STATUS	NEXT STEPS	CARBON IMPACT			
					Cardiff Council Emissions t CO ₂ e			City Wide Emissions t CO ₂ e
					Scope 1	Scope 2	Scope 3	Scope 1 and 2
Transport	Transport White Paper	Continue to implement the approved Transport White Paper projects with a target to reduce GHG emissions from road travel by 50% across the City.	Approved and in implementation phase	Continue Implementation Programme and subject to further funding bids and collaboration with partners as necessary.				328576
Energy	Energy Efficiency Retrofit in the Council Estate	A new Corporate Property Strategy 2021-26 to be published in November 2021 which will outline how the Council will reduce the carbon output of its operational and schools estate, and off-set with new renewable energy sources, targeting a 60% reduction by 2030	November Cabinet Approval	Will be updated following approval of strategy.	5340	5277		
Energy	Heat Network Delivery of Phase 1	Begin construction of Phase 1 of the Cardiff Heat Network by winter 2021	Fully funded and being implemented	3 year construction phase with work to secure additional connections and phase 2 funding in parallel.	732			
Transport	Council Fleet Transition	Develop and Implement Council Vehicle Replacement Strategy in line with the Low Emission Strategy to deliver a Low Carbon Fleet ensuring that as a minimum of 90 Council vehicles are replaced by EVs by 2022.	Initial phase approved and in progress	Future phases subject to additional funding bids, including around innovative hydrogen and other solutions for heavier vehicles. Cabinet Report outlining phases and further assessment work needed.	2737			
Green Infrastructure	Coed Caerdydd	Development of a holistic programme approach to tree planting and land management city wide to increase biodiversity and expand the city's tree canopy by 25%	Fully funded and being implemented	Deeper engagement with partner organisations on shared land initiatives through PSB Climate Emergency Board.				13372
Built Environment	Low Carbon New Build for Council Housing Estate	The Council has implemented a large housing development programme delivering ~2,700 new council homes over the next 6-7 years. Over 2,000 council home new builds (planned over 10 year programme) will meet higher standards. Around 500 built out or in construction to exceed building regs the previous standard (SAP B+).	Fully funded and being implemented	The impact of new build projects on existing baseline GHG emissions for the Council and/or the City are not included within this summary analysis. To assess the impact of new building stock on GHG emissions a detailed lifecycle analysis needs to be undertaken by the Council covering all project phases (including operation).	n/a		n/a	to be calculated
Energy	Energy Efficiency Retrofit for Council Housing Estate	Energy Retrofit Scheme for low rise public housing blocks. The programme will be phased to tackle the worst performing blocks first over a 10-year period which eventually should see over 700+ low rise blocks improved	Final programme for implementation being developed	Final business case to be developed for Cabinet approval.				2455
Energy	LED Street Lighting	Continued implementation of LED replacement and dimming measures	Being implemented	Completion of installation to agreed timescales.		754		
Food	Cardiff Food Strategy	Promote healthy, local and low-carbon food by delivering the Cardiff Food Strategy by 2024. This includes the development of a strategy for a carbon responsive, holistic approach to food in schools across Cardiff, measures to address food deserts in the city and initiatives to increase sustainable local growing	Being implemented	Food coordinator post advertised to accelerate and coordinate work.	Medium			
Behaviour Change	Schools engagement and action plan	Establish a curriculum integrated climate emergency education programme to stimulate the creation and implementation of school specific action plans	Policy level agreed	Communication strategy and engagement plan for targeted actions and delivery.				Large
Behaviour Change	City wide behaviour change programme	Roll out an ongoing programme of engagement with citizens, businesses and workers, targeting high impact areas of behaviour change, and set in place a systematic methodology for measuring and monitoring impacts	Advisory strategy reduced and initial surveys prepared	Implementation of surveys and monitoring structure for longer term engagement.	Large			

Medium/Longer Term Actions

OPC THEME	PROJECT TITLE	PROJECT DETAILS	PROJECT STATUS	NEXT STEPS	CARBON IMPACT			
					Cardiff Council Emissions t CO ₂ e			City Wide Emissions t CO ₂ e
					Scope 1	Scope 2	Scope 3	Scope 1 and 2
Built Environment	New Build in the Council's Corporate and Schools Estate	To ensure delivery of the One Planet Cardiff carbon reduction targets, within both the Education and Corporate estate, it is proposed that by 2024 any Council procured new build development will be Carbon Neutral, exceeding current Building Regulations standards.	Principle published in interim OPC report May 2021	Development of detailed strategy informed by current pilot schemes	Large	Large		
Energy	Major Renewable Energy Projects	Develop a pipeline of potential renewable energy generation projects for subsequent approval and implementation from 2022	Business case developing	Seek cabinet approval of business case 2022/23				2977
Energy	Heat Network	Extension of Phase 1 to other private building and Phase 2 and beyond	GH to confirm					9046
Waste	Single Use Plastic Position Statement & Action Plan	Develop a strategy with a focus on procurement. All council procurement activities need to be considered for sustainable alternatives to single use plastics. Provision of re-useable refuse sacks to reduce single use plastics. Currently at a trial stage with a view towards future implementation.	Initial scoping work commenced.				Medium	
Energy	Low Energy Private Housing Retrofit	Develop a co-ordinated partnership strategy to promote and upscale housing energy efficiency retrofit across all tenures of housing targeting up to 2,000 houses per year by 2024	Scoping study specified and partnership working across the region being actively discussed					2546
Behaviour Change	Business travel initiatives	Develop a strategy to reduce emissions from grey fleet and business travel by facilitating a low carbon pool car/car club approach, reviewing mileage claim policies and considering the introduction of salary Sacrifice schemes for ULEVs.	New initiative to be addressed following carbon audit results	Assess impacts of strategy on reducing emissions Circular economy and low carbon training for specifiers.			Medium	
Behaviour Change	Low Carbon/ Circular Economy Procurement Strategy	Develop and publish a revised procurement strategy to assist in lower carbon specification, to favour low carbon supply activities and to embed circular economy principles where possible	Under consideration as part of Socially Responsible Procurement strategy review procurement strategy				Large	
Behaviour Change	Staff Commute Initiatives	Promote opportunities to reduce the carbon impact of staff commute by progressing hybrid working opportunities. Promoting a shift to sustainable forms of travel and considering a Salary Sacrifice scheme for EV	New initiative to be addressed following carbon audit results				Medium	
Behaviour Change	Public Sector Partnership working	Collate total impact of collective carbon reduction strategies in the city and identify opportunities for acceleration through collaboration	PSB Climate Emergency Board established					Large

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One Planet Energy

What you've said

Energy was ranked as the number one action and priority by public, young people and business consultees.

The feedback is helping shape and prioritise action. In particular, you want to see;

- All new developments (not built by the Council) use renewable energy and heat.
- The installation of city-wide renewable energy generation schemes as well as solar panels on appropriate roofs and encourage the uptake of rooftop solar PV and household battery storage to electrify energy use.
- Identify and develop potential new energy projects for example; create electricity through the existing barrage; floating solar farms (sea); wind farms and sewage into energy and develop new solar farms.
- The use of green/renewable energy suppliers/tariffs for all Council buildings.
- Use examples of best practice from other organisations and public bodies including working with community energy groups to develop targets and measures for clean renewable energy production.

- Energy efficiency schemes need to be prioritised to drive up the standard of housing starting with fuel poor households and social housing, this strategy should maximise the potential of home retrofit schemes.
- Consider hybrid boilers and other complementary energy sources (for example, ground heat pumps) are at the forefront of any decision made when replacing gas boilers.
- Cardiff will need to decide which way to move on phasing out domestic gas heating much faster than the mid-2020s given that the net zero by 2030 target. More detail is needed in the strategy about how private households will be able to move away from natural gas central heating.

In the same timescale, the Council has reduced its carbon emissions by 45% through implementing thousands of energy efficiency measures and installing renewable energy on homes and public buildings across the city.

“ Since 2005, Cardiff as a city has reduced its carbon emissions in the domestic sector by 38% and in the industrial and commercial sector by 55% ”

Annexe - OPC Seven Key Themes

We have incorporated the consultation feedback into an analysis of our seven key themes.

Immediate, medium- and longer-term actions identified and the direction the council will take to mitigate the impacts of climate change are aligned to our seven themes.

We've refreshed our commitments incorporating consultation feedback in the following sections.

How we **use** and **generate** energy is fundamental to tackling climate change. By using energy more efficiently we can significantly reduce demand, whilst at the same time powering up renewable energy generation to replace fossil fuels including coal, oil and gas. We need to address how we heat buildings, how we use electricity and how we generate energy, and **we need to do it quickly.**

The technology is already there. As a city we need to continue to participate and lead on innovative solutions for local clean energy generation and look to have a range of sources in place including energy from waste, wind, water, solar and land.





Ambition: The Scale and Pace of the Challenge

Collectively, we need to power down our energy consumption and reduce our reliance on fossil fuels, including the gas we use for heating, and electricity generated from coal and gas power stations. Work is ongoing to decarbonise our grid electricity by generating more renewable energy alongside plans

to phase out gas fossil fuel, and we must support these efforts by reducing demand. We also need to strengthen local energy resilience by developing renewable electricity for use within the region and switching to low carbon heating sources, coupled with improved home insulation.

We've listened to consultation responses and have incorporated your feedback into key goals and actions that will facilitate a city-wide low carbon transition, realising multiple economic and social co-benefits for city residents. The key areas of focus which the

Council anticipates will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress.

KEY AREAS OF FOCUS	OUR COMMITMENTS	
	Council	City - We'll work with partners to catalyse change in the city including:
1 Change Behaviour to use energy more efficiently	<p>We are rolling out a comprehensive smart metering, monitoring and controls programme across our working estate and promote the installation of smart meters with council tenants.</p> <p>We are developing a city wide behaviour change strategy and engagement strategy to support delivery of OPC.</p>	<p>As part of wider energy efficiency advice packages with Affordable Warmth partners, we promote the uptake of smart meters via Smart Energy GB grants.</p> <p>We will engage with city wide stakeholders, community groups, Public Service Board partners and business to promote behaviour change.</p>
2 Shift Away from Reliance on Fossil Fuels	<p>We will reduce our emissions from our corporate estate including schools by 60% by 2030</p> <p>Renewable or sustainable energy and heat will be prioritised for all council new builds including schools and housing.</p> <p>We are transitioning our own fleet to ultra low emissions vehicles by 2030 and are working with partners to install infrastructure across the city for residents.</p> <p>Implement the transport white paper objectives to enhance active travel and public transport options to facilitate a modal shift away from reliance on car travel across the city.</p>	<p>We will work with city wide stakeholders to plan how to move away from gas as our primary heating source, and utilise more sustainable options such as decarbonised electric heat pumps, ground source heat and hydrogen to reduce demand for residual decarbonised gas.</p> <p>We will work with partners to facilitate the roll out of sustainable heating options, encouraging a reduction in energy consumption to facilitate that shift.</p> <p>Work with partners to install the infrastructure to facilitate the uptake of Ultra Low Emission Vehicles (ULEV) across the city</p> <p>Work with city stakeholders to review staff transport policies and encourage a modal shift in journey's into and around the city.</p>
3 Install City-wide Renewable Energy Generation for Direct Use; Electricity and Heat	<p>Develop up to 20MW of renewable energy generation across the Council's Estate</p> <p>We are developing a pipeline of ambitious and varied major infrastructure renewable energy projects to develop across the city.</p>	<p>Explore a major commercial and domestic roll out of solar PV coupled with battery storage capacity where possible to balance supply and share the benefits.</p> <p>We will work with partners to develop innovative and ambitious projects around new energy and heat generation opportunities.</p>
4 Decarbonise the Gas and Electricity Grid	<p>Work with gas and electricity providers to ensure that much more of the electricity and gas used across the city is derived from renewable sources such as solar, wind, hydro, marine, biogas and hydrogen.</p> <p>We are delivering Phase 1 of a low carbon heat network that will serve major buildings around the city.</p>	<p>Work with city and regional partners to accelerate decarbonisation of the gas grid and electricity grid</p> <p>Roll out the Cardiff Heat Network phases 2 and 3 to connect large buildings to a low carbon heat source.</p>
5 Require All New Developments to use Renewable Electricity and Heat	<p>A low carbon development guidance note for all new developments in the city ahead of the new LDP is in preparation.</p>	<p>Connecting, or utilising suitable lower carbon alternatives where they exist such as the reservoir of heat under the city. We can't allow new development to add to our carbon problems unnecessarily.</p>

What can you do?

- **Get a smart meter to help you understand and manage energy consumption and costs.**
- **Check your loft insulation, doors and windows to prevent heat loss, and to reduce your bills and carbon footprint.**
- **Switch to a green energy tariff. A green tariff means that the bills you pay for your power are passed on by your supplier only to renewable energy generators on your behalf.**
- **Generating your own renewable energy for your heating, hot water and electrical supply saves carbon and can also feed back into the grid. If you're able, consider having solar PV panels or solar hot water on your home .**



One Planet Built Environment

One Planet Cardiff
Action Plan
September 2021



One Planet: Built Environment

Over the next 20 years, Cardiff is expected to be the fastest-growing major UK City, growing to a population of around 400,000 people; more than every other local authority in Wales combined.

Development to accommodate that population growth is ongoing with around 14,000 new homes planned, along with associated infrastructure and supportive economic development plans.

We need to deliver sustainable new development, but how we manage and use our existing buildings is one of the biggest areas of impact that can be practically addressed to tackle climate change.

“ Cardiff is expected to be the fastest-growing major UK City, growing to a population of around 400,000 people; more than every other local authority in Wales combined. ”

What you've said

The consultation feedback around 'Built Environment' has helped inform, shape and prioritise actions, including.

- Demand for all new developments to be built to a low carbon standard is strongly supported by all stakeholders.
- Call for a carbon emissions assessment to be undertaken for new build
- Improving buildings' energy efficiency is widely backed by the public and young people;
- Installing more energy efficiency measures/ renewables across Council buildings and estate is backed as a mechanism to achieve that.
- More details around re-using or updating existing buildings, since it is believed too many are torn down too soon.

- Calls for the OPC strategy to align closer with Cardiff Council's LDP with the Environment Scrutiny Committee stating specifically that it would like the LDP to better illustrate the value of green spaces in the city and protect the green infrastructure, especially trees.

We've been working on a series of energy efficiency improvements and retrofits to our operational estate which has helped to reduce our energy consumption and consequent carbon emissions ahead of the targets set in our 2015—2020 Carbon Reduction Strategy of a 5% per year annual carbon reduction.

“ Since 2013, we've installed around 9,500 energy efficiency measures in homes across Cardiff ”



Ambition: The Scale and Pace of the Challenge

We listened to consultation responses and have incorporated your feedback into key goals and actions that will facilitate a city-wide low carbon transition, realising multiple economic and social co-benefits for city residents.

The key areas of focus which the Council anticipates will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress.

We will build all new schools to a Carbon Neutral standard by 2023



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KEY AREAS OF FOCUS		OUR COMMITMENTS	
		Council	City - We'll work with partners to catalyse change across the city including:
1	Retrofit Existing Buildings and upgrade Infrastructure	We are committed to a 60% emission reduction target by 2030 across our corporate estate.	We will accelerate partnership programmes to deliver mass retrofit of public, domestic and commercial buildings across the city with measures to reduce energy demand such as insulation, better controls and more efficient and renewable energy appliances.
		We commit to accelerate energy efficiency improvements within our housing over the next 10 years.	We will work with partners to promote and facilitate access to schemes to deliver property upgrades and retrofit
2	Move away from a reliance on gas fossil fuel for heating in public and domestic buildings	We will ensure existing public buildings are heat network ready to connect to phase 1, 2 and 3 of the Cardiff heat network	We will work with city wide stakeholders to reduce consumption of fossil fuel based gas, helping utility partners achieve decarbonisation targets by ensuring residual gas use can be decarbonised by maximising the efficiency of buildings and utilising controls.
		We are incorporating the opportunity to shift to renewable heat sources in all public asset build and upgrades.	Work with city wide stakeholders to install sustainable heat sources in houses, public and commercial buildings
3	Low Carbon New Buildings	Cardiff's LDP review and due to be completed by 2024 with climate change and sustainable development at its core.	We've scoped out a low carbon design guide for all new developments across the city to be ready by Autumn 2021.
		All new build council social housing will now achieve a Energy performance rating of A and will meet a full net zero carbon standard by 2030 We are aiming for all New Build Schools and extensions to meet a net zero design standard from 2023 onwards	We are working with partners and Welsh government to ensure new technology is successful embedded and that there is funding to do so
4	Behaviour Change and Policy	We are working with Cardiff University to develop a city wide behaviour change campaign and engagement strategy to enable city residents support transition to a low carbon economy.	Lobbying Government policy makers to increase the level of ambition in the policies and regulatory powers for new buildings, to meet the challenges of achieving a Carbon Neutral City in a global climate emergency
		We are embedding OPC into the new Curriculum for Wales across Cardiff to support pupils explore the issues of sustainability, climate change and energy choices.	We will work with city wider partners to support behaviour change in our attitudes to energy efficiency.



One Planet Green Infrastructure & Biodiversity

One Planet Cardiff
Action Plan
September 2021



One Planet: Green Infrastructure & Biodiversity

The role green infrastructure has in protecting nature and mitigating against and adapting to climate change cannot be underestimated and we recognise the significant value of not just maintaining, but enhancing Green Infrastructure across the city.

Cardiff's natural heritage assets are fundamental to the city's character, distinctiveness and sense of place as well as delivering essential services on which we rely.

Green infrastructure is about multi-functional, connected green spaces that make the best use of land - at the same time providing green open space for all, helping wildlife to flourish, and delivering a wide range of economic, health and community benefits. It can range in scale from private gardens and roadside verges to woodlands and wide open spaces.

Green Infrastructure helps to address many of the social and environmental issues linked to urban life and should be valued equally to 'grey' built infrastructure such as roads and buildings.

What you've said

- You voted "Increase tree cover in the city from 19% to 25%" as the number one action for this topic.
- The action ranked second by the public was "review how land is valued to account for biodiversity and carbon capture alongside traditional land price factors" with the benefit of creating new green spaces instead of housing developments considered.
- young people survey also strongly suggested that more trees and rewilding are needed alongside protection of valuable woodlands.
- The strategy requires strengthening around a biodiversity emergency.
- You would like to see more green spaces in Cardiff including 'pocket parks' and green corridors as well as rewilding and a restriction on the impact of developers on green spaces.
- You would like to see Cardiff become a National Park City.
- Young people believe vertical gardens are missing from the strategy plans.
- Review options for the introduction of a Tree Warden programme, managed by local green groups in Cardiff, which allocate trees with TPOs to a named person who will be notified of planning applications related to those trees, providing an opportunity for advocacy during the planning process.
- You want more detail on how, where and when the 'Urban Tree Farm' will be developed.
- You want to see restoration of nature and wildlife, including blue and green areas; this includes ensuring that the water environment provides opportunities for biodiversity delivery.



There are some things in the world we can't change- gravity, entropy, the speed of light, and our biological nature that requires clean air, clean water, clean soil, clean energy and biodiversity for our health and well being. Protecting the biosphere should be our highest priority or else we sicken and die. It makes no sense to elevate economics above the bio- sphere



DR DAVID SUZUKI





Ambition: The Scale and Pace of the Challenge

To get to Carbon Neutral by 2030, we must prioritise the cities green infrastructure, ensuring this is valued appropriately for the impact it brings for biodiversity, water attenuation, carbon sequestration and climate change adaptation. Using a joined up approach, we can create a city with a wealth of useful and productive

green space and biodiversity. The key areas of focus which the Council anticipates will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress.

We plan to increase urban tree cover from 19% to 25% by 2030



KEY AREAS OF FOCUS		OUR COMMITMENTS	
<p>1 Greening the City</p>	<p>Council</p> <p>We will increase Urban Tree Canopy Cover from 19% to 25% by 2030 through our multi-project Coed Caerdydd Programme.</p> <p>We will establish a small, local provenance tree nursery at Forest Farm.</p> <p>We will develop an Urban Tree Strategy, a Soil Strategy and a Timber usage feasibility study.</p> <p>We will consider the impacts of climate change when implementing new planting.</p> <p>We will support in the implementation of the Greener, Fairer, Stronger Recovery Strategy ensuring that new green spaces and features are well connected, integrated and appropriately managed.</p> <p>We will roll out Green Wall initiatives and vertical gardens, especially in areas with poor air quality and introduce edible playgrounds to schools.</p>	<p>City - We'll work with partners to catalyse change in the city including:</p> <p>We are working with city wide partners, public and private businesses and volunteers to identify land across the city for tree planting and sustainable land management practices and deliver the tree planting programme.</p> <p>We will work with volunteers, schools and community groups to develop and implement our tree propagation plans and look to develop further opportunities in this area.</p> <p>We will continue to explore opportunities for making the best use of our local natural resources.</p> <p>We will review our approach to new planting implementation and planning guidance, to ensure resilience within green infrastructure across the city. This will include the selection of appropriate species, the impact of pests and diseases, climate change and the importance of local provenance.</p> <p>We will work with citizens and local businesses to consider how gardens and private green spaces can be used to support and connect the city's biodiversity and green infrastructure.</p> <p>The Local Nature Partnership will continue to deliver further opportunities for the installation of these features across the Council estate and beyond.</p>	
	<p>2 Review how land is valued</p>	<p>We will consider and implement the most appropriate methodology to value natural capital that aligns to Welsh Government carbon sequestration and wider nature benefits.</p>	
	<p>3 Protection and enhancement of land and nature</p>	<p>We will develop a more holistic and joined up approach to making the best use of our land and natural environment assets in a way that protects the biosphere and underpins the health and wellbeing of everyone.</p> <p>We will ensure that the replacement LDP addresses the protection of biodiversity and the green and blue infrastructure that supports the natural environment.</p> <p>We will look to create both stock and opportunity maps for carbon sequestration, water quality, natural flood management, air quality, urban heat islands, and noise pollution.</p> <p>We recognise and welcome the importance of the Cardiff Local Nature Partnership as a forum for connecting people to nature and supporting action for the protection and enhancement of land and nature.</p>	
	<p>4 Declare a biodiversity emergency</p>	<p>We will work with others through the Cardiff Local Nature Partnership to prepare and deliver the Nature Recovery Action Plan (NRAP) for Cardiff.</p> <p>We will declare a biodiversity emergency and prepare an overarching City Wide Green Infrastructure Masterplan Strategy incorporating the BRED plan and linked to the new LDP.</p> <p>We will build biodiversity into decision making and governance to enhance connectivity between habitats across the city</p> <p>We will work with partners to collect and collate information to create a baseline data set for biodiversity across the city</p>	



One Planet Transport

One Planet Cardiff
Action Plan
September 2021



One Planet Transport

Radical changes are required to how we move around the city as we head towards a zero carbon Cardiff. Increased walking, cycling, and use of public transport will significantly reduce greenhouse gas emissions and improve air quality, making Cardiff a cleaner place to live and work, helping us to be healthier and more active.

Before COVID-19 around 100,000 people commuted into Cardiff each day – around 80,000 of them by car. We have a chance now to intervene and give people clean, green, sustainable alternatives to car travel.

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“100,000 or so people commute into Cardiff each day – around 80,000 of them by car.”



What you've said

- You strongly support the establishment of 5 segregated cycleways across the city, connected to a cycle loop around the city centre to form a fully segregated cycle network; ranking it as the number one of the proposed actions.
- Transform the city centre to be more cycle and pedestrian friendly and improve air quality was also backed strongly by the public voting including the pedestrianisation of key 'high streets' in areas around the city.
- The '15 minute' city concept is also of interest, which means by spatially orienting and developing communities to live within a 15-minute radius (typically on foot or by bike) of essential urban services.
- Focus on the outer part of the city in terms of improving connections between the out and inner; better cycle paths could be used for commuting and more redesign and improvement of active travel infrastructure for all.
- There were many comments relating to 'improve/cheaper public transport'. One written response calls for a "streamlined ticketing system between bus, train & Next bike". This is one of the 'initiatives elsewhere' identified by the public i.e. France has integrated transport systems recognising that the proposed Metro will be key to CO₂ emission reductions.
- In regards to Cardiff airport and flying in general; the young people want a reduction in low number flights; a stop to business flights and frequent flyers taxed and reference made to the impact of the airport in the strategy.
- Improved electric charging infrastructure and incentivisation for green vehicles.
- Support in improving the EV infrastructure and EV car clubs, respectively. Another calls for a clear plan for buses to become zero emission by 2025 and electrified transport options for 'last mile' freight delivery.
- Support for low traffic neighbourhoods and a car reduction target to be added to be included in the strategy.
- Liaise with Sustrans to raise profile of e-cargo bikes and work with living streets, improve cycle storage and parking facilities city wide and in rental properties.
- Roll out the Streets School Project across all of Cardiff.
- Consider basing the cost of residential parking permits on the size and emissions of the vehicle (London boroughs do this) and having a stricter permitting system was also proposed in the public consultation as a means of negating the fact that it is "too easy for households to have multiple vehicles."

Making a start

Work has already taken place to achieve a modal shift towards more sustainable forms of transport. There are now 1,000 bikes at 130 locations across the city.

We've improved cycling and walking networks through completion of the city's first Cycleway along Senghennydd Road to St Andrew's Crescent and are working with all schools on active travel plans.

20mph speed limits have been implemented and 18 publicly-available electric vehicle charge points for residents have been installed.

In response to COVID-19 we've provided more pedestrianised space and much of this will be retained.



Ambition: The Scale and Pace of the Challenge

Within Cardiff's Transport White Paper, there are ambitious modal shift targets for travel to work. If these targets are achieved, coupled with more sustainable commuting solutions into and around the city, We will be making a huge positive impact on carbon emissions from transport. But to take this

even further the key areas of focus which the Council anticipates will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress.

“ We want to double the number of people cycling and using public transport by 2030 ”



KEY AREAS OF FOCUS		OUR COMMITMENTS
<p>1 Implementing Cardiff's Transport Vision for 2030</p> <p>2 We will replace all council small fleet vehicles with ULEV by 2025 and where feasible all remaining fleet by 2030</p> <p>3 Protection and enhancement of land and nature</p> <p>4 Move to 100% low emission taxis and buses by 2027</p> <p>5 Working with partners to help reduce the carbon impact of freight</p> <p>6 Facilitating an EV Car Clubs</p>	<p>Council</p> <p>We are working towards the ambitious targets set out in the Transport white paper to prioritise active and sustainable transport as preferred modes of travel across the city to help meet our Carbon reduction targets from transport.</p> <p>We are preparing a Bus Strategy that will build on the partnership working through the Bus Emergency Scheme to invest in buses and reform the bus network to widen access to attractive and reliable bus services.</p> <p>We are preparing an Integrated Transport Strategy that will provide a platform to directly incentivise and promote changes in travel behaviour, make the network run more efficiently and better inform transport investment decisions.</p> <p>We are building integrated cycle routes across and around the city to facilitate safe bike travel for residents city wide.</p> <p>We are undertaking an initial study to assess whether a congestion management scheme which may include some form of road user charging should be implemented to address current and future congestion issues in the City and further support sustainable transportation measures.</p>	<p>City - We'll work with partners to catalyse change in the city including:</p> <p>We are building and planning more sustainable modes of transport, focusing on increasing walking, cycling and use of public transport and reducing reliance on car journeys as set out in the Transport Vision.</p> <p>We will work with key partners to deliver the infrastructure that gives citizens and commuters the confidence to move away from cars to other sustainable modes of transport.</p> <p>We will work with the city to promote the opportunity for modal shift and incentives and support to facilitate this shift.</p> <p>We are working with key partners, including schools, and charitable organisations to promote active travel across the City.</p>
	<p>We are accelerating the roll out of Ultra Low Emission Vehicles (ULEVs) to replace council fleet and work with staff to identify measures to minimise future business mileage.</p> <p>Following at £300k grant from Welsh Gov we are now installing EV infrastructure across key locations at our estate to facilitate the transition to Ultra Low Emission Vehicles (ULEV).</p> <p>A complete post COVID-19 review of working practices to facilitate flexible working and seek ways to reduce staff commuting and business travel, utilising technology to replace travel where possible.</p>	<p>Working with PSB partners through the Climate Emergency Board and the Capital City Region develop a single procurement strategy for ULEV vehicles that will support the increased transition in vehicles.</p>
	<p>We are supporting the roll out and implementation of charging infrastructure across the city and we will develop an EV Strategy, which will assess future demands for EV infrastructure across the City.</p>	<p>We will work with the city to identify opportunities for charging infrastructure and policy incentives to move to ultra low emission vehicles.</p>
	<p>We will continue to work with all bus companies operating in Cardiff to identify and signpost external grant funding opportunities to support a shift to a ULEV bus fleet and will assess the role that Hydrogen is likely to play in this transition.</p> <p>As part of our Clean Air Plan, we are offering grants to taxi drivers/ operators who commit to licensing EVs in order to transition the Cardiff Taxi Fleet. We are also directly leasing 100% Wheelchair Accessible EV Taxis to drivers to support the transition of accessible taxis to EVs.</p> <p>In partnership with the City Region, we are installing charging infrastructure across the city to ensure Taxis drivers have the confidence to make the shift to ULEVs.</p>	<p>We will work with private and public sector partners across the city to review incentives for the taxi and bus sector to make the switch to ultra low emission vehicles as developed in the clean air plan.</p> <p>Welsh Government has a national ambition to have zero (tailpipe) emission bus and taxi fleet by 2028. Further strengthened in the new Clean Air Plan for Wales launched by the WG on 6th August 2020</p>
	<p>We will work with partners to assess the development of a multi-vector low-carbon fuelling station adjacent to the rail freight terminal to support the decarbonisation of the freight industry in Cardiff.</p>	<p>We will work with key city wide stakeholders including business, public and transport sectors to develop a last mile delivery strategy with a focus on Zero Carbon Emissions.</p>
	<p>We are going procuring a new delivery operator to relaunch the Car Club scheme across the city to with the aim of reducing the dependency on the need to own private cars in the City. The ambition is that the Car Club will be fully EV by 2025.</p>	<p>We are securing a partner to deliver a car club which city wide stakeholders will be able to join and receive the benefits.</p>



One Planet Waste



One Planet: Waste

Climate change has accelerated the need to find measures to reduce and manage the waste we create. By reducing waste production and by recycling what waste is produced in the right way, we can reduce our carbon footprint. This means cutting down the waste we produce and recycling in a 'closed loop' way, where items are used again for their original purpose or in a way that adds value, known as 'up-cycling.'

Cardiff is Britain's leading major core city for recycling with household recycling having increased from 4% to 58% since 2001. As Cardiff grows however, more people will live in the city, more businesses will locate here and more people will visit.

This will mean more waste. It's therefore vital that we continue the improvements in recycling rates and make sure that waste is managed in a sustainable way.

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What you've said

- You want a reduction of street waste, the installation of proper bins and stricter littering fines.
- More detail on reducing consumption to minimise waste.
- You want to see a Council target of zero municipal waste by 2030 and support for the Zero Waste School Wales project.
- Introduction of a deposit return scheme (bottles/cans) as a means to reduce street litter and a greener policy concerning plastic cups.
- A reduction/ban in single use plastics is something that the young people consultation has called for with the removal of single use plastics from Council venues ranked as number one action from the proposed list.
- Awareness raising around single use drink containers and a need to work with hot drink vendors to increase reusable container use.
- Eradicating plastics must be caveated since they are vital to some people with disabilities.
- The young people want to see more recycling and the public ranked the Council's proposed action to increase communications around residents recycling/waste rules as second from the list of actions.
- The Council needs to commit to making recycling easier for residents, including the establishment of recycling banks for items such as Tetrapack and a commitment to delivering at least 70% recycling of household waste by 2030.
- Organisations want the approval of incinerators to end and one stated that they want the current plant phased out.

Making a start

As part of our ongoing shift from disposing of waste in landfill to waste treatment and recycling, we've delivered, in partnership with surrounding authorities, an Energy from Waste plant and an Organic Waste Treatment facility which treats segregated food and green waste.

The innovative facility also generates renewable energy, with sustainable fertilisers recycled to local agriculture.

We have continued to work with residents through supporting new 'Keep Tidy' volunteer groups, increasing litter picking hours, rolling-out community planters and establishing a partnership with Keep Wales Tidy. Our associated 'Love Where you Live' campaign helped drive success, with targeted engagement to encourage recycling across the city.

We have also worked with other partners to improve recycling. For example, our reuse partnership with British Heart Foundation has seen shipping containers placed at both Lamby Way and Bessemer Household Waste Recycling Centres, making it easy for residents to donate good quality household items such as sofas, armchairs and bedroom furniture.



We want to recycle 70% of the city's waste by 2025, becoming a zero waste city by 2050





Ambition: The Scale and Pace of the Challenge



Wales aspires to be a Zero Waste nation by 2050 and Cardiff is at the forefront of this journey. However, we need to accelerate our efforts to meet statutory targets:

- **70% recycling by 2025**
- **Zero waste to landfill by 2025 (Landfill disposal accounts for the majority of waste emissions)**
- **Zero waste by 2050**

Our ambition is to boost recycling rates by placing a focus on: Education in schools, Community engagement and Behavioural change and we need to challenge the way that services are currently provided, how individuals and business generate and manage waste and work on plans to improve recycling rates. The key areas of focus which the Council anticipates will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress.

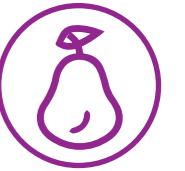
Our ambition is to boost recycling rates by placing a focus on: Education in schools, Community engagement and Behavioural change

KEY AREAS OF FOCUS		OUR COMMITMENTS
<p>1 Change waste management behaviour and how we manage waste</p>	<p>Council</p> <p>We will produce a Strategy to achieve 70% recycling of municipal waste by 2025</p> <p>We will engage with residents and communities to promote waste reduction and increase recycling across the city.</p> <p>We will work with all departments across the council to embed waste minimisation and circular economy principles</p> <p>We will work with communities through the Love Where You Live (LWYL) scheme to help tackle littering issues and coordinate community litter picks</p> <p>We have increased the type of materials we can collect and recycle at our Household Waste Recycling Centres (HWRC's)</p>	<p>City - We'll work with partners to catalyse change in the city including:</p> <p>We will continue to work with partners to feed into consultations and help implement emerging legislation, such as the Business Waste Regulations, which will incentivise the segregation of business waste for recycling.</p> <p>We will work with partners and the community to promote reuse and repair.</p> <p>We will continue to support national campaigns to increase recycling and reduce waste, such as love food, hate waste.</p> <p>We will work with partners to facilitate circular economy principles through procurement, reducing waste and specifying raw materials made from recycling content, to drive demand and the market for recycling materials.</p> <p>We will provide additional bin facilities in parks and look at ways to segregate litter for recycling (vehicles to collect litter pick waste separately - split body transit).</p> <p>We will introduce community recycling facilities at hubs across the city to make it easier to recycle materials that are not currently collected at the kerbside.</p>
	<p>2 Decarbonise the waste fleet by 2030</p> <p>Replace all waste fleet with Ultra Low Emission Vehicles 2030</p>	
	<p>3 Consider waste innovation systems</p> <p>We will review waste innovation systems such as food waste compactors or digestors for all new council developments</p> <p>We are trialling bin sensors in communal bins to monitor fill rates and recycling rates and increase efficiency of collections.</p>	<p>Encourage waste innovation systems for new developments as part of the planning process through revision of the Strategic Planning Guidance (SPG)</p>
	<p>4 Work to eradicate single use plastics</p> <p>We will eradicate unnecessary single use plastic and facilitate the move to a more circular economy</p> <p>We will ensure council procurement practices comply with emerging legislation around single use plastics.</p>	<p>We will support roll out of emerging legislation around single use plastics: In complying with the forthcoming deposit return scheme and producer responsibility legislation businesses will be incentivised to find alternatives to plastic cups.</p>



One Planet Food

One Planet Cardiff
Action Plan
September 2021



One Planet: Food

Producing food, processing and transporting it, alongside disposing of wasted food in landfills, produces greenhouse gas emissions that contribute to climate change. Environmental benefits can be reaped from seasonal, local and fresh food, which has a lower carbon footprint than processed food and food transported longer distances. Changing the mix of foods that we eat, reducing emission and land-intensive foods, such as meat and dairy, and replacing them with plant-based foods, can also benefit the sustainability of our agricultural systems.

Whilst it is unattainable for a city the size of Cardiff to be completely self-sufficient in its production, there is a clear opportunity, and an emerging ambition, for us to increase the volumes of food produced locally.

We all need food and it is therefore possible for us all to engage through making small choices for healthier, more sustainable food options

What you've said

- You've called for more allotments and food growing provision across the city and the potential for produce from the allotments to be made available to the public.
- Council should provide funds and advice to support community food growing projects.
- More local markets selling local produce would help residents live a more low carbon lifestyle.
- Any city food plan needs to take a regional approach and work beyond the boundaries of Cardiff and work with other local governments, Welsh Government, businesses, community groups and other relevant agencies (NUF etc).
- A clear food growing plan would help businesses reduce their carbon impact.
- The Council should engage schools to grow some of their own food.

The Council's influence on food in the city is wide ranging, from providing catering services to hosting major events and ensuring food hygiene.

We also have close relationships with other key players across the city, meaning positive steps are already being taken to improve our environmental impact in relation to food.

For example, Cardiff has a local food partnership, Food Cardiff, through which Cardiff has already achieved status as a Silver Sustainable Food Place. We also belong to the 'Edible Cardiff' network, which supports individuals and groups of people to grow their own food and flowers.

We have achieved Silver Sustainable Food Places Status by 2021 and beyond that





Ambition: The Scale and Pace of the Challenge

Whilst Cardiff will never be able to become fully self-sufficient in terms of food production, we can do more to minimise the impact our food choices make on the environment and become a more sustainable food city.

A recent report by the Centre for Alternative Technology, Zero Carbon Britain: Rising to the Climate Emergency, models how, through dietary change, food waste reduction and improved agricultural practices, we could provide a healthy, sustainable diet for the whole UK population.

The modelled dietary change contains significantly less protein from meat and dairy and more from plant-based sources like beans, nuts, cereals and vegetables. This means considering the source of food and switching to less, but better quality, locally produced meat and dairy products.

The key areas of focus, which the Council anticipates, will have a meaningful impact on our emissions and our commitments to achieving this are set out below and are detailed in our dynamic action plan that will be updated annually to reflect progress



“**Processing, storage and transportation of food all produce carbon emission, but these can be cut down by buying locally produced fresh produce**”

KEY AREAS OF FOCUS		OUR COMMITMENTS
1	Deliver a Food Growing Plan	<p>City - We'll work with partners to catalyse change in the city including:</p> <p>We will be working with community groups across the city to develop local community food growing plans.</p> <p>Interim process in place for community groups to access sites on an ad hoc basis whilst Growing Plan in development.</p>
	Council	
2	Develop Restrictions on Fast Food Culture	<p>The mapping evidence will feed into the next stage of the project which will include working with local communities to establish projects to increase access to fresh food (e.g. community pantries, growing projects) in areas that have been identified as deficient in terms of access to fresh food.</p>
	Council	
3	Change the Council's Own Procurement Practices	<p>We have drafted a bid for the City Region Challenge Fund (in conjunction with Monmouthshire Council) around how we can accelerate the development of a sustainable local food supply chains in the Cardiff Capital Region and the potential for a food hub to achieve this.</p>
	Council	
4	Improve Food Culture in Schools	<p>We will work with children and city stakeholders to promote the benefits of healthy food choices</p>
	Council	
5	Develop a Sustainable Food Framework	<p>We are currently drafting a Sustainable Food Standards in partnership with NHS dieticians.</p>
	Council	



One Planet Water

One Planet Cardiff
Action Plan
September 2021



One Planet: Water



As a result of climate change, the water cycle is expected to undergo significant change. Changing global patterns of water availability, with shrinking glaciers and changing patterns of precipitation, increase the likelihood of both drought and flood. Coastal and river basin cities, like Cardiff, must respond to the threat, particularly the prospect of flash flooding and rising sea levels.

An integrated approach on water, the biosphere and environmental flows is required to devise sustainable systems that allow us to decelerate climate change, protect us from extremes and adapt to the unavoidable at the same time.

Whilst a challenge, opportunities present to collectively develop new ways of supplying water, treating water, making energy from water and ensuring water security.

What you've said

- You support the action to "Increase the amount of green infrastructure across the city to reduce flood risk".
- You strongly backs the proposed action of "New developments to include sustainable drainage systems".
- The Council should work more closely with NRW and Dwr Cymru on more sustainable urban drainage schemes like Greener Grangetown as part of a 'Blue Green Strategy'.
- You would like to see benchmarking of average water consumption per head/household for Cardiff and a future consumption target with actions needed to reduce consumption to this level for residents.
- More actions around working towards being more efficient with water use and that smart meters could help.
- You want to see a stronger link between climate change and flooding, drought and sea level rise, as well as personal water use and the concept of sustainable urban drainage needs to be made real for residents so that they understand the link between natural environments and good drainage.
- The Water actions could build on projects like Greener Grangetown and expand into behaviour change, better use of technology and improved retrofitting.
- Cardiff should become a Refill City where access to free drinking water is a commonplace across out city.

Making a start

A number of projects are already underway on flood risk management and sustainable drainage schemes.

Our award-winning Greener Grangetown project uses the latest sustainable drainage (SuDS) techniques to catch, clean and divert rainwater directly into the River Taff, replicating natural drainage.

This is the first time that these techniques have been retrofitted into an urban environment at this scale and has resulted in 42,480m² of surface water being removed from the combined waste water network- the equivalent of 10 football pitches!

As well as providing water resili- ence this also removes substantial energy requirements that would otherwise be needed to pump water through to sewage treatment works.

We've also established a Flood Defence Project in Rhiwbina, greatly improving local resilience to flooding in the area, protecting more than 200 homes and businesses.



Coastal and river basin cities, like Cardiff, must respond to the threat, particularly the prospect of flash flooding and rising sea levels.





Ambition: The Scale and Pace of the Challenge

Within Cardiff's Transport White Paper, there are ambitious modal shift targets for travel to work. Recent weather patterns have significantly highlighted the impacts of climate change and the high importance of mitigating against extreme events, such as flooding, along with ensuring we have adapted to be resilient against the impacts. As a planning authority, we need

to ensure all new developments are meeting Welsh Government Sustainable Drainage (SuDs) legislation through our SuDs approval body. Scenario planning is crucial, particularly given the risk of rising sea levels and increased river flow from the three rivers cutting through the city. The following actions are our key areas of focus incorporating feedback from the consultation.

Recent weather patterns have significantly highlighted the impacts of climate change and the high importance of mitigating against extreme events, such as flooding, along with ensuring we have adapted to be resilient against the impacts.

KEY AREAS OF FOCUS		OUR COMMITMENTS
<p>1 Developing Ambitious Sustainable Water / Drainage Strategy for Cardiff</p> <p>2 Identifying Priority Flood Mitigation Locations Programme</p> <p>3 An increase in Urban Green Infrastructure</p> <p>4 Supporting Cardiff River's Groups and community groups to ensure rivers, streams and gullies are kept clear of debris</p> <p>5 Work with stakeholders across the City on Water</p>	<p>Council</p> <p>We want to be the lead City in Europe for Sustainable Urban Drainage</p> <p>We will develop a City Wide Sustainable Water Management Strategy to position Cardiff as a Water Capital. Covering the management, retrofit and roll out of SuDs, water attenuation, Blue-Green Corridors and flood management and mitigation .</p> <p>We will develop a cross-functional internal team to manage delivery of multiple benefits of pollution control, flood prevention and wellbeing associated with green infrastructure, ensuring City engineers are carbon literate.</p> <p>We are reviewing land management practices across the Council's estate; increasing organic matter in soil can significantly increase water retention</p>	<p>City - We'll work with partners to catalyse change in the city including:</p> <p>We will work with city wide stakeholders to prioritise sustainable drainage in new developments including urban multi benefit projects</p> <p>We will work and coordinate with all sports bodies to develop a programme to renew and improve existing council playing surfaces ; installing drainage to reduce maintenance and increase operational hours.</p>
	<p>We are working to develop flood defences across the city to reduce community flood risk and renew both our flood risk strategy and flood risk management plan as required by our statutory duties.</p>	<p>Engage further and faster with existing business and the community to see what they could do with their buildings, gardens and local areas to mitigate flood risk and support water retention and reduced flow</p>
	<p>Support an accelerated roll-out of green infrastructure across the city centre and residential areas to support water management, with the co-benefit of enhancing air quality and supporting the enhancement of biodiversity</p> <p>We will be active in making best use of the statutory SuDs legislation to continually increase green infrastructure within existing and new developments including rain gardens, green roofs and water attenuation tree planting schemes.</p> <p>We are creating new urban green/blue corridors to deliver multi benefits in a city centre environment</p>	<p>Work with partners to emphasise the benefits of green infrastructure to employees, residents and business</p>
	<p>We will help coordinate voluntary organisations to regularly manage our blue corridors (water course and rivers)</p>	<p>Encourage all organisations to support and sponsor voluntary environmental groups</p>
	<p>We will work with local communities during the review and development of our Flood Risk Strategy and Management Plan.</p>	<p>We will work with local communities to help set up and maintain local flood risk groups where localised flood risk will be managed bit the communities themselves.</p> <p>We will work with academia in the development of local projects and tools to manage flood risk across the city.</p>

Ref: NT/RP/HTMMCW/11.05.2021

17th May 2021

Councillors Huw Thomas, Michael Michael, Caro Wild.
County Hall,
Atlantic Wharf,
Cardiff CF10 4UW.



Dear Leader, Councillor Michael & Councillor Wild,

**Environmental Scrutiny Committee – 11 May 2021 – One Planet Cardiff –
A Response to the Climate Emergency: Key Progress**

On behalf of the Environmental Scrutiny Committee I would like to thank you and officers for attending Committee on Tuesday 11th May to discuss the One Planet Cardiff Progress Report. In a bid to assist you and the service area, Members of the Committee have requested that I feed back the following comments and observations to you.

Members firstly wish to acknowledge the level of corporate working of yourselves and officers in moving this agenda forward. As referenced at the meeting, Members look forward to receiving the definitive Report which is due later in the summer and will include comparisons between the strategy's key projects, along with a detailed action plan and findings of the carbon analysis assessment.

Cost of Retrofit on Social Housing

During the meeting, questions were raised on the costings of the council house retrofit programme and Members were advised that there is a specific budget of the council's Housing Revenue Account which is assigned to such work. However, as a specific figure was not provided it was unclear to Members the exact costings of the scheme. As such, Members would appreciate if specific detail on the costings could be provided along with insight into how the programme will be managed. During the discussion, the need to encourage higher income households into the agenda of retrofitting was also referenced as an ongoing piece of work and Members would

appreciate some more information on the initiatives we are considering in engaging such households.

Wildlife corridors

With regard to wildlife corridors, although Committee Members note the comments made that extensive talks on all aspects of biodiversity does occur with developers, Committee Members do hold concerns that wildlife corridors have not necessarily always appeared to be recognised, maintained or enhanced in recent developments. Committee Members wish to stress the importance of public perception of the council in this respect and wish to seek evidence on how we as a council will ensure that wildlife corridors on future developments which occur in the city are better achieved in the future.

Tree planting

Committee acknowledge that the Council has planted over 10,000 trees and saplings in the last four years and would be intrigued to know exactly how many trees planted by the council have reached maturity. Committee wish to encourage the continuation of such activity, however do wish to stress that it is fundamental trees reach full maturity in order to provide their full benefits. Further to this, Members also wish to stress that within all future developments, areas are assigned for tree planting as not only will this help to ensure that the agenda of One Planet Cardiff is fully embedded, but it will foster and drive a positive perception and message to the general public that the council recognises and values the importance of green open space. In addition, Committee Members would also be grateful to receive further information on the National Park City as offered by Cllr Wild.

Charging Points

With regard to the forecast of 40,000 charging points being required in Cardiff by 2030, Members hold concerns in this forecast being achieved effectively given the possibility of technology changing along with the other key variables highlighted by yourselves at the meeting. Members note this is a Welsh Government ambition and acknowledge and ratify your comments that a cautious approach in achieving this ambition is needed. Members do wish to

stress that if such ambitions are included in the final strategy, or in any document produced by the council, it be clearly noted when ambitions or targets are set by outside bodies in order to ensure clarity to the readers.

Public Consultation

Members note the comments that the consultation reiterated the importance of facilitating a change in public behaviour and Members wish to seek feedback on if the recommendations made following our December meeting on public behaviour change have been accepted and will be acted upon. Members also wish to reiterate that a key purpose of a consultations is to act as a tool for learning which in turn can generate new ways of thinking and ensure the best possible outcome and delivery of such an important strategy. Members wish to note it was disappointing that this perspective on the purpose of a consultation appeared to not necessarily be shared.

Electric Taxis

Members note that cost remains a key challenge in the move toward electric taxis and Members acknowledge and felt assured by the comments made that that work is ongoing with outside bodies to develop trials and schemes towards addressing this challenge.

City Car Club

Members note the comments made on the research conducted by Hackney Council on the City Car Club and would welcome such information being shared with Committee. Members do hold concerns that a lot of the emphasis on transportation within the progress Report appears to be on cars. Members note the move to electric vehicles is a good solution, however wish to stress that electric cars are not the panacea and we as a council need to do more to discourage the public from using cars and this emphasis on a change in public mind-set could have been more greatly reflected within the report. Members wish to reiterate the need to more greatly emphasis public transport or other alternative modes of transport such as cycling or walking within all documents generated. Members feel the emphasis on public transport is particularly important in light of the pandemic and the general public perception on public transport safety. Members feel we as a council need to

do more to rectify this perception and ensure members of the public are better informed that public transport is safe in the current climate and is the preferred mode of transport, which in turn will also assist with public transports financial viability.

Thank you once more to you and officers for attending the meeting. For ease of reference, the requests detailed in this letter are as follows:

- Costings on the retrofit of social housing along with insight into how such work will be managed.
- How we are looking to engage higher income households into the agenda of retrofitting
- How we as a Council will ensure that wildlife corridors on future developments are better achieved in the future.
- How many trees planted by the council have reached maturity.
- To receive further information on the National Park City as offered by Cllr Wild.
- Feedback on if the public behaviour change recommendations made following our December meeting have been accepted and will be acted upon.
- Sight of the research conducted by Hackney Council on City Car Clubs.

Regards,



Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Paul Orders – Chief Executive
- Andrew Gregory – Director for Planning, Transport & Environment
- Gareth Harcombe – Operational Manager – Energy & Sustainability
- Jason Bale - Programme Manager – Clean Air Cardiff
- Members of Cardiff's Environmental Scrutiny Committee

Ref: NT/RP/HTMMCW/11.05.2021

17th May 2021

Councillors Huw Thomas, Michael Michael, Caro Wild.
County Hall,
Atlantic Wharf,
Cardiff CF10 4UW.

Dear Leader, Councillor Michael & Councillor Wild,

Environmental Scrutiny Committee – 11 May 2021 – One Planet Cardiff –A Response to the Climate Emergency: Key Progress

On behalf of the Environmental Scrutiny Committee I would like to thank you and officers for attending Committee on Tuesday 11th May to discuss the One Planet Cardiff Progress Report. In a bid to assist you and the service area, Members of the Committee have requested that I feed back the following comments and observations to you.

Members firstly wish to acknowledge the level of corporate working of yourselves and officers in moving this agenda forward. As referenced at the meeting, Members look forward to receiving the definitive Report which is due later in the summer and will include comparisons between the strategy's key projects, along with a detailed action plan and findings of the carbon analysis assessment.

Cost of Retrofit on Social Housing

During the meeting, questions were raised on the costings of the council house retrofit programme and Members were advised that there is a specific budget of the council's Housing Revenue Account which is assigned to such work. However, as a specific figure was not provided it was unclear to Members the exact costings of the scheme. As such, Members would appreciate if specific detail on the costings could be provided along with insight into how the programme will be managed. During the discussion, the need to encourage higher income households into the agenda of retrofitting was also referenced as an ongoing piece of work and Members would appreciate some more information on the initiatives we are considering in engaging such households.

Wildlife corridors

With regard to wildlife corridors, although Committee Members note the comments made that extensive talks on all aspects of biodiversity does occur with developers, Committee Members do hold concerns that wildlife corridors have not necessarily always appeared to be recognised, maintained or enhanced in recent developments. Committee Members wish to stress the importance of public perception of the council in this respect and wish to seek evidence on how we as a council will ensure that wildlife corridors on future developments which occur in the city are better achieved in the future.

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foster and drive a positive perception and message to the general public that the council recognises and values the importance of green open space. In addition, Committee Members would also be grateful to receive further information on the National Park City as offered by Cllr Wild.

Charging Points

With regard to the forecast of 40,000 charging points being required in Cardiff by 2030, Members hold concerns in this forecast being achieved effectively given the possibility of technology changing along with the other key variables highlighted by yourselves at the meeting. Members note this is a Welsh Government ambition and acknowledge and ratify your comments that a cautious approach in achieving this ambition is needed. Members do wish to stress that if such ambitions are included in the final strategy, or in any document produced by the council, it be clearly noted when ambitions or targets are set by outside bodies in order to ensure clarity to the readers.

Public Consultation

Members note the comments that the consultation reiterated the importance of facilitating a change in public behaviour and Members wish to seek feedback on if the recommendations made following our December meeting on public behaviour change have been accepted and will be acted upon. Members also wish to reiterate that a key purpose of a consultations is to act as a tool for learning which in turn can generate new ways of thinking and ensure the best possible outcome and delivery of such an important strategy. Members wish to note it was disappointing that this perspective on the purpose of a consultation appeared to not necessarily be shared.

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Members note that cost remains a key challenge in the move toward electric taxis and Members acknowledge and felt assured by the comments made that that work is ongoing with outside bodies to develop trials and schemes towards addressing this challenge.

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Thank you once more to you and officers for attending the meeting. For ease of reference, the requests detailed in this letter are as follows:

PLEASE NOTE THE RESPONSES TO THE REQUESTS ARE BELOW IN GREEN TEXT

1. Costings on the retrofit of social housing along with insight into how such work will be managed.

The Housing Directorate has already insulated circa 150 blocks and thus has experience of managing such a scheme and a good understanding of the costs and timeframes involved. There are roughly 700 blocks yet to be upgraded and this will be a long programme of works delivered up to 2030.

It is anticipated that it will cost £6k to provide external wall insulation (EWI) to each flat and a further £3k for PV panels. Whilst EWI is physically possible on each block, PV installations can be subject to issues of tree shading and roof orientation. In summary PV may not be possible on every roof and this will obviously reduce the overall cost of the project.

If every block was to receive EWI then the cost of the whole project for the estimated 700 blocks would be in the region of £29m. If every block was to receive PV panels then this would add a further £18m. (The £18m included a provision to add PV to the 150 blocks that have already received EWI in previous schemes).

The project would be managed through the Directorates Planned Maintenance Team who have experience of such projects and contractor management. The work would be delivered via a framework that will ensure value for money and include additional community benefits such as local jobs and training.

Decarbonisation budgets of £20m have already been approved in the Housing Revenue Account 2021/22 budget setting process which will enable the first phases of this project to be delivered. The Directorate will seek to support the project with external funding as this becomes available and/or top up existing budgets should this becomes necessary.

2. How we are looking to engage higher income households into the agenda of retrofitting

We are still exploring a range of potential opportunities in this area and the work will form an integrated part of the wider domestic retrofit programme that will be formally instigated in the final OPC strategy. In the meantime, we are also working closely with the Cardiff City Region on this agenda as a holistic regional, or even National approach is likely to be needed. Initial proposals being tested include:

- i. a widespread publicity campaign targeted at home-owners which will point to the benefits of self-funded retrofit and provide signposting to appropriate advisory resources;
- ii. exploring how the Council, or city region, can provide a more direct service in retrofit using mechanisms like LA Flex which can connect existing industry funding (Energy Company Obligation funds, etc) with a wider range of home-owners;
- iii. exploring how the Council, or city region, could set standards or provide some other means of quality assurance on installers and suppliers to give home-owners greater confidence in choosing appropriate energy efficiency measures; and
- iv. setting out an appraisal of the wider benefits of an expanded retrofit sector, including in job creation, health and wellbeing benefits, and carbon reduction to justify requests for potential new funding mechanisms for retrofit.

3. How we as a Council will ensure that wildlife corridors on future developments are better achieved in the future.

Where an ecological impact assessment (EclA) of a proposed development is submitted to Cardiff Council, we expect it to conform to the EclA guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM) in 2018. Those guidelines make it clear that an EclA, or Ecology Chapter in an Environmental Statement, should consider the impacts upon ecosystems, as well as habitats and species. Statements to this effect are found throughout the document, for example at sections 1.3, 1.9, 2.3, 4.1 and 4.8 etc. All EclA's, or ecology / biodiversity chapters of Environmental Statements, submitted to Cardiff Council should demonstrate how the impacts upon ecosystems have been assessed, in accordance with the 2018 EclA Guidelines. Any consideration of ecosystems in an EclA or ES should also consider the aspects of ecosystem resilience, including connectivity, as set out below.

Furthermore, in his letter to Heads of Planning of 23/10/19 the Chief Planner stated *'The attributes of ecosystem resilience (PPW para 6.4.9 refers) should be used to assess the current resilience of a site, and this must be maintained and enhanced post development. If this cannot be achieved, permission for the development should be refused.'* The attributes of resilience referred to here are the diversity, extent, condition and connectivity of these ecosystems.

The 'connectivity' aspect of ecosystem resilience which most closely equates to the need to maintain ecological corridors between habitats in and around development sites. However, the term 'corridor' implies a long, linear feature, whereas in reality ecological connectivity can take many forms, including ecological 'stepping stones' or broader habitat areas.

In separate legislation, Regulation 41 of the Conservation of Habitats and Species Regulations 2017 (as amended) requires that policies relating to the development and use of land must include policies encouraging the management of features which, *'by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems of marking field boundaries) or their function as "stepping stones" (such as ponds or small woods), are essential for the migration, dispersal and genetic exchange of wild species.'*

This legislation is reflected in Local Development Plan policy EN6 'Ecological Networks and Features of Importance for Biodiversity', which states that *'Development will only be permitted if it does not cause unacceptable harm to :*

- i. Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species;*
- ii. Networks of importance for landscape or nature conservation'*

Other LDP policies also make reference to the importance of ecological connectivity, such as the Green Infrastructure Policy KP16, and in fact we require that ecological connectivity or corridors are delivered via a comprehensive green infrastructure strategy for major development sites, which incorporates not just ecology and biodiversity, but also tree protection, parks and public open spaces, sustainable drainage and public rights of way.

By using this approach we secure the retention, creation and enhancement of green infrastructure corridors through all major developments.

4. How many trees planted by the council have reached maturity.

Technically, the age at which trees reach maturity will depend on the species of tree and the size the tree was planted. The Woodland Carbon Code requires planting to be in situ for a minimum of 25 years in order to provide the carbon capture benefits required, so we are using 25 years as a minimum age for a mature tree - trees that have been in the ground for 25 years will be counted as mature. Trees that are planted as 'semi mature' will take much longer to establish and begin to grow and capture carbon than if they are planted as small whips or saplings, so the 25 year 'rule' can apply for all sizes of tree.

On this basis, none of the 10,000 trees planted in the last 4 years will have reached maturity and we don't have accurate figures going back 25 years to calculate the failure rate for trees planted prior to 1997. The Coed Caerdydd programme will capture this data going forward.

It is recognised that development offers a significant opportunity to secure new tree planting. The impact of development on trees and its provision for new tree planting is assessed in accordance with our adopted policies and Supplementary Planning Guidance. New tree planting is important at all scales, from the smallest infill development to the largest strategic site. Key principles are typically agreed at outline and pre-application stage, with full details secure via reserved matters and discharge of condition applications. Key principles that are stressed from the outset include: -

- i. Securing space above and below ground for large, long-lived trees tolerant to the predicted impacts of climate change.
- ii. Ensuring tree planting is diverse in terms of species and form.
- iii. Maximising the biodiversity benefits afforded by tree planting.
- iv. Ensuring new trees will not be over-dominant and vulnerable to removal or unsuitable pruning.
- v. Ensuring there is a mixed age class structure of trees – i.e. not too many young, middle aged and old trees but a balanced mixture of all three wherever possible.
- vi. Ensuring that the characteristics of the site soil are assessed to ensure tree planting is suitable for the prevailing conditions.
- vii. Ensuring that tree planting and aftercare follows best practice in arboriculture.

5. To receive further information on the National Park City as offered by Cllr Wild.

Below are two links to the NPC Foundation and the NPC London web sites which will provide detailed information about National Park City status.

<https://www.nationalparkcity.org>

<https://www.nationalparkcity.london>

6. Feedback on if the public behaviour change recommendations made following our December meeting have been accepted and will be acted upon.

We are very grateful for the input of Environmental Scrutiny on this aspect of the work and fully recognise the need for ongoing dialogue and engagement on public behaviour change. This is reflected in para 10 of the May Cabinet report which notes that

“Public behaviour change is the biggest challenge in delivering the OPC Strategy and a section should be dedicated stating that the public has an essential role in this. A behaviour change plan needs to be well resourced, and continually in collaboration with partners, over the next 9 years, reviewed and evaluated by people with expertise.”

We are actively planning to make this public engagement exercise a key project in the final OPC strategy and an integral part of the wider action plan and delivery mechanisms being developed. We are currently in discussions with external consultants who are expert in this field and, subject to procurement, will be bringing them on board to advise on a fully worked, long term strategy for engagement with the public and other stakeholders in the city.

7. Sight of the research conducted by Hackney Council on City Car Clubs.

The London Councils Car Club Action Plan states that *‘a shift to the use of car clubs from private car use has led to an increase in the use of public transport, taxis, walking and cycling.*

The full action plan can be found here

<https://www.londoncouncils.gov.uk/download/file/fid/15211>

The Council is preparing a Bus Strategy to emphasise the importance of public transport. The Council is also working with the Welsh Government, Transport for Wales, Cardiff City Region and Bus Operators on reforming the bus network through the Bus Emergency Scheme (BES2) as reported to Cabinet in January 2021. Further reports will follow as plans emerge through the working groups and consultation will be undertaken on the plans at the appropriate time to ensure there is wider input to their development. The Council is also working with the Welsh Government and Transport for Wales on future enhancements to the Metro and the promotion of public transport associated with the recovery plans.

Furthermore, the Council is working with Welsh Government, bus operators and the Confederation of Passenger transport (CPT) to ensure that social distancing on public transport is adhered to. In addition, operators are continuing to use enhanced cleaning such as overnight anti-viral fogging and in service cleaning of handrails, seat backs etc. on vehicles to ensure that they are as safe as possible.

Regards,

Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Paul Orders – Chief Executive
- Andrew Gregory – Director for Planning, Transport & Environment
- Gareth Harcombe – Operational Manager – Energy & Sustainability
- Jason Bale - Programme Manager – Clean Air Cardiff
- Members of Cardiff’s Environmental Scrutiny Committee

CYNGOR CAERDYDD
CARDIFF COUNCIL

ENVIRONMENTAL SCRUTINY COMMITTEE

05 OCTOBER 2021

PROCUREMENT OF PUBLIC CAR CLUB SCHEME FOR CARDIFF:
INFORMATION REPORT

Purpose of the Report

1. To provide the Committee with an opportunity to note the Cabinet paper titled 'Procurement of Public Car Club Scheme for Cardiff' in advance of it being presented at the Cabinet meeting in October 2021.

Reason for the Cabinet Report

2. The Cabinet report titled 'Procurement of Public Car Club Scheme for Cardiff', is being presented at Cabinet in October 2021 to:
 - Enable Cabinet Members to consider the role of Car Clubs in achieving the city's Transport Vision and to set out the policy context for supporting the growth of the car club sector in Cardiff. As a form of shared mobility, car clubs may contribute to a number of corporate goals.
 - Seek Cabinet approval to delegate decisions on the procurement of a provider for a car club scheme in Cardiff and also outlines the proposed approach to procuring a new scheme for the city.

Background

3. The draft report to Cabinet entitled '*Procurement of Public Car Club Scheme for Cardiff*' is attached at **Appendix A**.
4. As the report states, increasing the use of sustainable modes of travel is central to the Council's transport strategy, as set out in the Transport White Paper (2020). Recognising the role that cars will continue to play in our transport system, the White Paper highlighted the importance of making those journeys which do need

to be made by car as efficient and sustainable as possible. It committed to supporting the move towards cleaner vehicles by working with car club operators to expand car club provision across the city, as one element in the strategic approach to reducing congestion, improving air quality and tackling climate change which is outlined in the White Paper.

5. Car Clubs are a well-established model which provide club members with short-term access to a car without the need for owning a private vehicle.
6. The Cabinet report highlights the benefits of a car club scheme including financial savings for individual and corporate members, as well as social and environmental, the latter of which links in with the One Planet Cardiff Strategy in improving air quality, reducing transport related emissions and the expansion of electric vehicles.
7. Cardiff's existing car club launched in Cardiff in December 2010, offering a short-term, 'pay as you go' flexible car hire. The scheme was originally operated by City Car Club, which was later acquired by Enterprise Car Club in April 2015. According to the Cabinet report, the term of the original contract has now expired and hence the requirement to go out to tender.
8. The Cabinet report proposes an expansion of this scheme including making it available to the public and serving communities across the city, therefore increasing the number of vehicles available and the utilisation of the scheme. Further growth and expansion of the car club offering in Cardiff is suggested, in order to ensure that it represents an attractive and viable alternative to private car ownership for members and potential customers. According to the report this will be part of a phased approach that is still being explored, which could include the introduction of electric vehicles and potentially the provision of a pool/fleet car. This does not form part of the core contract set out at this time and the report makes it clear that such options must be fully costed and understood prior to entering into any additional commitments.

Proposed Recommendations to Cabinet

9. The report to Cabinet will recommend to:

10. Delegate authority to the Director of Planning, Transport & Environment in consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services to determine all aspects of the procurement process for a public Car Club Scheme for Cardiff (including approving the evaluation criteria to be used, and authorising the award of the contracts) and all ancillary matters pertaining to the procurement and proposals above.

11. Note the objectives set out in paragraphs 12 and 13 of this report.

12. The report also provides the explanation for these recommendations as:

- To enable the procurement of a car club for Cardiff, to meet corporate objectives as set out in the Transport White Paper and One Planet Cardiff.

Way Forward

13. Members are asked to note the content of this information report and decide if any further scrutiny is required on the matter.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i) Consider and note the information in this report and its appendices;
- ii) Decide the way forward for any future scrutiny.

DAVINA FIORE

Director of Governance & Legal Services

29 September 2019

CARDIFF COUNCIL CYNGOR CAERDYDD

CABINET MEETING: OCTOBER

REPORT TITLE - PROCUREMENT OF PUBLIC CAR CLUB SCHEME FOR CARDIFF

CABINET PORTFOLIO TITLE (CLLR WILD/CLLR MICHAEL) AGENDA ITEM:

Reason for this Report

1. To enable Cabinet Members to consider the role of Car Clubs in achieving the city's Transport Vision and to set out the policy context for supporting the growth of the car club sector in Cardiff. As a form of shared mobility, car clubs may contribute to a number of corporate goals.
2. It seeks Cabinet approval to delegate decisions on the procurement of a provider for a car club scheme in Cardiff and also outlines the proposed approach to procuring a new scheme for the city.

Background

3. Increasing the use of sustainable modes of travel is central to the Council's transport strategy, as set out in the Transport White Paper (2020). Recognising the role that cars will continue to play in our transport system, the White Paper highlighted the importance of making those journeys which do need to be made by car as efficient and sustainable as possible. It committed to supporting the move towards cleaner vehicles by working with car club operators to expand car club provision across the city, as one element in the strategic approach to reducing congestion, improving air quality and tackling climate change which is outlined in the White Paper.
4. The draft One Planet Strategy also identifies the expansion of car clubs, particularly incorporating electric vehicles, as a priority.
5. At the national level, too, the role of shared mobility is also highlighted in the Welsh Government's 'Llwybr Newydd'. The 'move away from individual vehicle ownership to shared solutions, including car-sharing, car clubs, bike sharing and mobility as a service' is identified as one of the strategy's priorities.
6. Car Clubs are a well-established model which provide club members with short-term access to a car without the need for owning a private vehicle. Car clubs are typically delivered by a commercial, or sometimes

community, organisation that manages the operation of the scheme, for example, the insuring, booking systems, maintaining and leasing/buying the vehicles. They offer memberships for individuals and corporate memberships for businesses and other organisations. For example, a number of local authorities and other public sector organisations across the UK have incorporated car clubs as part of their pool/fleet vehicle provision.

7. Research conducted regularly between 2002 – 2020 by shared transport charity CoMoUK¹ has consistently found that:
 - Car clubs can replace privately owned cars with a smaller number of more efficiently used vehicles – it is estimated that nine privately owned cars are replaced by each car club vehicle in the UK. 25% of car club members have sold a car since joining the car club
 - Car club members have a higher use of sustainable modes of travel than UK averages
 - 20% of car club members cannot afford to own a car and that this is their primary reason for joining the car club
 - The most common reasons for using a car club vehicle are the absence of a public transport option for a journey, carrying luggage/heavy items and journey time
 - Car club vehicles produce fewer emissions of greenhouse gases, NO_x and PM2.5 than the UK average and are significantly newer than average for both UK cars and vans.
8. As such, through offering access to a vehicle through a sharing model, car clubs can deliver a number of benefits. These include financial savings for individual and corporate members, as a result of only paying for the use of a car when it is required, and not covering the costs associated with private car ownership, such as maintenance and depreciation. For corporate members, car clubs provide an alternative to traditional pool/fleet vehicles for employees and can have financial benefits through supporting rationalised business travel and reduced use of 'grey fleet' vehicles.
9. In terms of wider social and environmental benefits, car clubs can play a key role in contributing towards reduced car use and a reduction in parking pressures, particularly in areas with high demand. Car clubs can contribute to both improving air quality and reducing transport related emissions. Electric vehicles are increasingly being incorporated into car club provision, which supports increased familiarity with electric vehicles, making them more visible and accessible to a wider audience.
10. Although car ownership has continued to grow across the UK as a whole, a significant proportion of households do not have access to a car/van. Trends from the 2011 Census indicate substantial variation between wards in Cardiff – whilst the average figure for the city as a whole was

¹ [CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf](#)

29% of households without access to a car/van, for areas adjoining the city centre the figure was often higher. For example, in Adamsdown it was 53% of households, in Grangetown 34% and in Cathays 44%. Access to a car club may have particular value in such areas, where high parking density is also experienced and where there is a close proximity to public transport interchanges and services.

11. Wider societal changes also indicate that a future move away from private car ownership may be emerging. For example, trends suggest that younger people (17 – 29 year olds) are now driving less², whilst shared models of mobility are continuing to develop. Facilitating access to car club vehicles has a pivotal role in this shift away from the private car.
12. As a result of Covid-19, there is an urgent need to prevent significant modal shift to journeys made by private car. Travel trend data indicates that total travel demand has returned to pre-pandemic levels whilst it is estimated that only 60% of employees are commuting. Walking and cycling have increased by 30% and 10% respectively (compared with 2019 levels). Whilst public transport usage of bus and rail has increased, it is currently at around 80% of pre-pandemic levels. Daily vehicle traffic has returned to near pre-pandemic levels across Cardiff as a whole.
13. Whilst the legacy of changing travel and working patterns in response to Covid-19 is still unclear, it does represent a moment of change. The provision of responsive, flexible and integrated transport choices will aid the transition to a post-Covid position. For example, having a network of car club vehicles in key locations around the city supports both a reduction in private vehicles where these are being used less frequently by potential car club customers, and the reduced need to travel for work-related trips, leading to less use of 'grey fleet'. Businesses joining the car club as corporate members will provide their employees with access to vehicles located close to home and/or transport interchanges rather than having to travel to an office base. There is also scope to integrate shared mobility options into the development of remote/flexible working hubs.

Car clubs – UK context

14. Car clubs have been successfully implemented across the UK, and globally. Car clubs are commonly found in most major UK cities, including London, Bristol, Bath, Cambridge, Leeds, York and the West Yorkshire Combined Authority local authorities, Nottingham, Edinburgh, Glasgow, the Greater Manchester local authorities, Birmingham and Newcastle.

² Chatterjee, K., Goodwin, P., Schwanen, T., Clark, B., Jain, J., Melia, S., Middleton, J., Plyushteva, A., Ricci, M., Santos, G. and Stokes, G. (2018). Young People's Travel – What's Changed and Why? Review and Analysis. Report to Department for Transport. UWE Bristol, UK, January 2018.

15. There are close to 697,000 car club members in the UK, with a fleet of over 4000 vehicles³. This includes car clubs run by large scale commercial operators in addition to smaller, community-based schemes. Car club fleets are increasingly incorporating Electric Vehicles and developing shared mobility innovations, such as mobility hubs which co-locate shared transport such as car club vehicles and bikes.

Issues

16. Cardiff's existing car club launched in Cardiff in December 2010. The scheme was initially sponsored for a fixed period by Cardiff Council and aimed to provide Cardiff residents with a real alternative to the need for private car ownership by offering short-term, 'pay as you go' flexible car hire. The scheme was originally operated by City Car Club, which was acquired by Enterprise Car Club in April 2015. The term of the original contract has expired.
17. Whilst the existing car club in Cardiff has maintained a steady level of usage, including through the pandemic, the potential for growth has been limited to date by the absence of further expansion in terms of location and vehicle availability. There are currently 21 designated car club bays in Cardiff which are implemented through Traffic Regulation Orders (TROs).
18. Further growth and expansion of the car club offering in Cardiff is required in order to ensure that it represents an attractive and viable alternative to private car ownership for members and potential customers.
19. The car club sector across the UK has been experiencing considerable development in recent years. The growth in shared mobility options – such as the nextbike scheme – and developments in enabling technology have provided additional impetus in the sector. A number of car club providers have expressed interest in establishing operations in Cardiff.
20. Following a procurement process to appoint an operator for a scheme in Cardiff would enable the Council to clearly set out expectations for standards and delivery, such as the expansion of the scheme. It would also facilitate mitigating against any financial impacts (for example, through levying appropriate charges for the use of highway space/parking permits).
21. A market-testing Prior Information Notice (PIN) exercise and engagement with car club operators has been conducted to inform an evidence-based understanding of how the car club offer in Cardiff could be further developed and enhanced to support the delivery of the city's transport vision. This has incorporated innovative approaches, such as the development of mobility hubs and 'Mobility As A Service' integrated

³ CoMoUK, 2021 figures

transport approaches, in addition to developments within the car club sector in response to anticipated ongoing changes in working/travel patterns resulting from Covid-19.

22. Progressing the procurement of a new and enhanced car club, available to the public and serving communities across the city, would increase the number of vehicles available and the utilisation of the scheme. The tender specification clearly sets out the Council's requirements in this regard. Tenderers are required to outline how they will grow the scheme and increase utilisation. As part of Cardiff Transport White Paper and One Planet Cardiff commitments, tenderers need to commit to work with the Council to develop minimum emission standards for the Car Club over the life of the contract and ensure that only the most efficient vehicles are included in the Car Club vehicle fleet in the future.
23. The Council would require the operator to actively pursue opportunities to integrate the service with wider public transport network, through linkages with local bus and rail operators and walking/cycling facilities to develop a Mobility as a Service (MAAS) approach serve the needs of partner organisations and members of the public.
24. The Council will primarily support the scheme by permitting the operator to locate vehicles on the adopted highway in existing Car Club bays and by facilitating the implementation of additional on-street/car park based parking bays through Traffic Regulation Orders, where feasible and subject to relevant Council approvals. Appropriate charges may be levied against the creation of new bays to mitigate against the loss of any Council income, for example, from existing 'Pay and Display' and other pay for parking bays.
25. Support may also be granted to appropriate alternatives and innovations such as the use of permit based parking in addition to fixed car club bays. However, the Council will not be involved in the day to day operation of the scheme.
26. The contract value is estimated at up to £600k annually, based on existing data around membership numbers and utilisation. This would be £1.8m over the initial three years of the contract and up to £5.4m if the three options to extend for two years are taken and the contract runs for nine years. However, these figures are predicated on the significant expansion of vehicles available through the car club and increased uptake of the scheme. The financial and operating risks would be solely with the car club operator. No Council funding requirement is identified for the scheme.
27. As part of a phased approach at a later stage, Cardiff Council may opt to explore a pool/fleet car provision with the appointed operator as part of an overall package of pool/fleet options. In the transition to 'post-covid' working, future demand for pool vehicles/work-related trips will need to be better understood. This does not form part of the core contract, however, a car club option could support the further development of hybrid, flexible and agile working, including potential use of community

based hubs in addition to key Council sites. As such, making the scheme available to Council staff for work-related journeys should be considered through the Organisational Change Programme.

28. The option for Cardiff Council to join the car club scheme as a corporate member would also provide a key 'anchor' organisation to increase the viability and growth of the scheme, in terms of the number of cars provided and raising public awareness. Additional potential co-benefits for the Council and the city's car club provision include supporting the reduced need to travel, by facilitating access to on-street vehicles in locations across the city, rather than at key Council sites, and increasing the utilisation of vehicles, which would be available to individual car club members and Council employees.
29. As part of One Planet Cardiff commitment to achieving 90% reduction in emissions from business mileage by 2025, a car club option may also represent a mechanism for reducing emissions through providing an alternative to grey fleet usage.

Procurement

30. Following the Prior Information Notice carried out in November 2020 which has helped inform the overall strategy, our recommended procurement approach is to carry out an open tender exercise with the inclusion of any bidding organisation having to have obtained a CoMoUK Accreditation. Whilst this may limit the number of responses received from an open tender the aforementioned accreditation is nationally recognised as organisations having the ability to offer assurance to local authorities on an agreed set of standards expected by operators when providing services, mitigating any risks of poor quality of service.
31. This procurement will be carried out using the Open Procedure will be to appoint one provider of a car club service. The length of the contract will be three years with three options to extend for further two year extensions, based on performance.
32. The evaluation will be carried out in a two-stage process. The first stage will be a mandatory pass or fail requirement, ensuring only suppliers who can demonstrate their ability to deliver this provision are selected for stage two which will be undertaken on a most advantageous tender (MAT) basis, to identify the successful bidder and they will be awarded the contract. The evaluation criteria will be scored using quality and price criteria. Approval of the evaluation criteria is to be delegated to the Director of Planning, Transport and Environment.

Local Member consultation

33. Local members, businesses and communities will be consulted when additional car club bay locations are being identified. The Traffic

Regulation Order process incorporates this consultation process. However, the operator will also be expected to conduct engagement with stakeholders to ensure that locations are being appropriately targeted.

Reason for Recommendations

34. To enable the procurement of a car club for Cardiff, to meet corporate objectives as set out in the Transport White Paper and One Planet Cardiff.

Financial Implications

The report recommends the procurement of a new single operator car club scheme as part of plans for growth and expansion of the current car club offering. There is no formal arrangement for a car club currently although an existing supplier is permitted to use the highway network. This arrangement would cease as part of the proposals. The contract has an estimated annual value of £600,000 based on existing data around potential membership numbers, hourly hire rates and costs and would run for an initial period of 3 years, with three options to extend for 2 years. This would be predicated upon the expansion of vehicles available and take up and success of the scheme and subject to performance monitoring and the fulfilment of the terms and requirements of the contract which is still being developed.

There is no identified Council funding requirement with all financial and operational risks deemed to rest solely with the appointed contractor. The scheme will be financed and managed by the appointed operator with the Council facilitating the implementation of on street/car park based parking bays through Traffic Regulation Orders and permit based parking subject to relevant Council approvals. Existing car club bays and spaces on the public highway would be made available to the new operator with any additional bays subject to a charge which would also mitigate against any loss of income from existing 'Pay and Display' and other fees for parking bays.

It is essential that VAT advice with regard to any concession agreement is clarified and built into any contract conditions and arrangements.

Future developments for the scheme as part of a phased approach are still being explored. These could include the introduction of electric vehicles and potentially the provision of a pool/fleet car but do not form part of the core contract set out in this report. Any such options must be fully costed and understood prior to entering into any additional commitments.

Legal Implications (including Equality Impact Assessment where appropriate)

The report sets out that the anticipated contract is to be a concession contract for the provision and the management of services by the contractor. Consideration for a concessionary contract must either consist solely in the right

to exploit the services (ie to make money from third parties) or in that right together with payment from the procuring body.

It should be noted that there are restrictions on the duration of a concession contract. It cannot be of unlimited duration and if the duration exceeds 5 years the maximum duration must not exceed the time that the contractor could reasonably be expected to take to recoup the investments made. Legal Services are instructed that it is likely that the contractor will require a longer term than the 5 years to recoup their investment.

Legal Services are instructed that a competitive procurement will be undertaken in line with the procurement regulations by following the Open procedure and advertising a concession contract notice. In Open procedures, any interested economic operator may submit a tender in response to a contract notice. Accordingly, all the tender documents must be ready and available to the tenderers from the date of publication of the said contract notice.

Full legal advice should be sought on the proposals, the procurement process and in relation to the drafting of the draft terms and conditions of contract, as the same are developed. In addition, further legal advice should be sought in the event that the Council wish to utilise the car club service as a Corporate member.

It is further noted from the body of the report that additional Traffic Regulation Orders may be required to facilitate the contract, it must be appreciated that in making such traffic regulation orders the Council must comply with the Road Traffic Regulation Act 1984 and relevant regulations, it cannot be guaranteed that such traffic regulation orders will be made as the making of any traffic regulation order is dependent upon, amongst other things, the outcome of the statutory consultation process.

The decision about these recommendations has to be made in the context of the Council's public sector equality duties. The Council also must 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. If the recommendations in the report are accepted and when any alternative options are considered, the Council will have to consider further the equalities implication and an Equality Impact Assessment may need to be completed.

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 2021-24

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

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>

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 Guidance (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to the Council. All decisions taken by or on behalf the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers of behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Council Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances

HR Implications

There are no direct HR Implications for this report.

Procurement Implication

Commissioning and Procurement have been working with the Transport Vision, Policy and Strategy team to support the ongoing requirement for car club provision and will support this tender process working closely with the Service area to ensure compliance with the public contract regulations 2015 and in accordance with the concession contract regulation 2016.

Property Implications

RECOMMENDATIONS

Cabinet is recommend to:

- To delegate authority to the Director of Planning, Transport & Environment in consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services to determine all aspects of the procurement process for a public Car Club Scheme for Cardiff (including approving the evaluation criteria to be used, and authorising the award of the contracts) and all ancillary matters pertaining to the procurement and proposals above.
- Note the objectives set out in paragraphs 12 and 13 of this report.

SENIOR RESPONSIBLE OFFICER	Director Name
	Date submitted to Cabinet office

The following appendices are attached:

The following background papers have been taken into account

**CYNGOR CAERDYDD
CARDIFF COUNCIL****ENVIRONMENT SCRUTINY COMMITTEE****5 OCTOBER 2021**

COMMITTEE BUSINESS - CORRESPONDENCE UPDATE

Background

1. Following most Committee meetings, the Chair writes a letter to the relevant Cabinet Member or officer, summing up the Committee's comments and recommendations regarding the issues considered.
2. Since the commencement of the financial year, the following replies have been received in response to letters from the Chair written on behalf of the Environmental Scrutiny Committee:
 - i. *Response Received* – from Councillor the Leader, Councillor Michael and Councillor Wild to the Chair's letter following '*One Planet Cardiff Progress Report*' in May 2021;
 - ii. *Response Received* – from Councillor Michael to the Chair's letter following pre-decision scrutiny of '*Coastal Risk Management*' in June 2021;
 - iii. *Response Received* – from Councillor Wild to the Chair's letter following pre-decision scrutiny of '*City Centre Next Steps – Castle Street and City Centre East (Phase 1 + Canal)*' in June 2021;
 - iv. *Response Received* – from Councillor Wild to the Chair's letter following pre-decision scrutiny of '*Cardiff's Bus Strategy*';
 - v. *Response Awaited* – from Councillor Wild to the Chair's letter following pre-decision scrutiny of '*Active Travel Network Map*' in July 2021;
 - vi. *Response Awaited* – from Councillor Wild to the Chair's letter following pre-decision scrutiny of '*Cycleway 1.2 – Appointment of Principal Contractor*' in July 2021;

- vii. *Response Awaited* – from Councillor Michael to the Chair’s letter following a review of ‘*Waste Collection Services*’ in July 2021.
3. Copies of the public Chair’s letters and responses received can be found on the Council’s website page for the relevant Committee meeting, with a hyperlink provided at the top of the page, entitled ‘*correspondence following the committee meeting*’. Any copies of confidential letters have been shared with Committee Members, on a confidential basis.

Way Forward

4. During their meeting, Members will have the opportunity to reflect on the correspondence update.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to reflect on the update on committee correspondence.

Davina Fiore

Director - Governance and Legal Services

29 September 2021

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**COMMITTEE BUSINESS - REPLACEMENT LOCAL DEVELOPMENT PLAN
JOINT TASK AND FINISH GROUP - NOMINATIONS**

Purpose of the Report

1. To ask Members to put forward and agree nominations to sit on the Replacement Local Development Plan (RLDP) Task and Finish Group.

Background

2. In September 2021, each of the five Scrutiny Committees individually considered the draft report titled *Cardiff Replacement Local Development Plan: Vision, Issues and Objectives and Integrated Sustainability Appraisal Scoping Report* prior to its consideration by Cabinet. Following these meetings, a collective letter capturing all concerns and observations of all five committees was subsequently sent to Cabinet.
3. Going forward the five Scrutiny Chairs considered it would be good practice to pool scrutiny expertise from all committees and continue a culture of collaboration. This was supported by the Scrutiny Committees at their September meetings, including this Committee who agreed that they wished to progress Scrutiny of the next stages of the RLDP via a Task and Finish Group whereby there is cross-representation from all 5 Scrutiny Committees in order to ensure that all aspects affected by the RLDP are able to be considered.
4. During the Committee's discussions the Chair offered to lead the Task and Finish Group given the fact that the Environmental Scrutiny Committee had an in-depth knowledge of the LDP process due to them receiving the LDP Annual Monitoring Report. It was also proposed that for this reason, the Membership for the Task

and Finish Group be primarily taken from the Environment Scrutiny Committee but that all Scrutiny Committees be offered the opportunity to propose Members from their own Committee to also sit on the Group. As stated above, this would ensure that all Committees are represented and have the opportunity to scrutinise aspects directly related to their Terms of Reference.

5. Due to the timescales associated with the RLDP there is a need to establish this Task and Finish group as soon as possible in order to plan and commence any work around the RLDP Strategic options which is scheduled to go out to consultation in November 2021.
6. The intention would then be to complete and report any findings and recommendations on this stage back to Cabinet by the end of February 2021.
7. The Terms of Reference for the Task and Finish Group have yet to be set but will be established by the Task and Finish Group and presented to the 5 Scrutiny Committees for agreement.

Way Forward

8. The Committee is asked to put forward nominations and subsequently agree Members from the Environmental Scrutiny Committee to sit on the RLDP Task and Finish Group that will consider the next stage of the RLDP process. Members are also asked to agree a collaborative approach by inviting representatives from the four other Scrutiny Committees to also sit on the Task and Finish Group.

Legal Implications

9. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to seek and agree nominations, there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations

for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i) Put forward nominations and subsequently agree Members from the Environmental Scrutiny Committee to sit on the RLDP Joint Task and Finish Group in order to progress scrutiny of the next stage of the RLDP process;
- ii) Agree a collaborative approach by inviting representatives from the four other Scrutiny Committees to sit on the Joint Task and Finish Group.

DAVINA FIORE

Director of Governance & Legal Services

29 September 2021

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