

CABINET: DYDD IAU, 14 HYDREF 2021 at 2.00 PM

Cynhelir Cyfarfod o'r Cabinet Ar-lein ddydd Iau, 14 Hydref 2021 am 2.00pm

AGENDA

1 Cofnodion cyfarfod y Cabinet a gynhaliwyd ar 23 Medi 2021 *(Tudalennau 3 - 10)*

Strydoedd Glân, Ailgylchu a'r Amgylchedd

2 Strategaeth a Chynllun Gweithredu Caerdydd Un Blaned (Tudalennau 11 - 114)

Addysg, Cyflogaeth a Sgiliau

- 3 Cynllunio Trefniadaeth Ysgolion: Ysgolion yr 21ain Ganrif: Ehangu ac ailddatblygu Ysgol Uwchradd Cathays *(Tudalennau 115 258)*
- 4 Cynigion Trefniadaeth Ysgolion: Darpariaeth ar gyfer plant a phobl ifanc ag Anghenion Dysgu Ychwanegol (ADY) *(Tudalennau 259 - 370)*
- 5 Cynllunio Trefniadaeth Ysgolion: Cynllun Strategol Cymraeg mewn Addysg (CSCA) Caerdydd 2022-2032 *(Tudalennau 371 - 446)*

Buddsoddi a Datblygu

6 Adfywio James Street, Caerdydd *(Tudalennau 447 - 560)*

Gofal Cymdeithasol, lechyd a Llesiant

7 Sefydliad lechyd y Byd: Dinasoedd a Chymunedau sy'n rhoi Cyfleoedd i'r Henoed (*Tudalennau 561 - 664*)

Cynllunio Strategol a Thrafnidiaeth

- 8 Adroddiad Monitro Blynyddol Pumed Cynllun Datblygu Lleol Caerdydd (*Tudalennau 665 956*)
- 9 Caffael Cynllun Clwb Ceir i Gaerdydd *(Tudalennau 957 966)*

PAUL ORDERS

Prif Weithredwr

Mae'r ddogfen hon ar gael yn Saesneg / This document is available in English

CARDIFF COUNCIL CYNGOR CAERDYDD

MINUTES



CABINET MEETING: 23 SEPTEMBER 2021

Cabinet Members Present:	Councillor Huw Thomas (Leader) Councillor Peter Bradbury Councillor Susan Elsmore Councillor Russell Goodway Councillor Graham Hinchey Councillor Sarah Merry Councillor Sarah Merry Councillor Michael Michael Councillor Lynda Thorne Councillor Chris Weaver Councillor Caro Wild
Observers:	Councillor Emma Sandrey Councillor Adrian Robson
Officers:	Paul Orders, Chief Executive Chris Lee, Section 151 Officer Davina Fiore, Monitoring Officer Sarah McGill, Corporate Director Joanne Watkins, Cabinet Office

26 MINUTES OF THE CABINET MEETING HELD ON 16 JULY 2021

The minutes of the Cabinet meeting held on 16 July 2021 were approved

27 SCHOOL ORGANISATION PLANNING: TY GLAS ROAD LAND ACQUISITION

Appendices 3,4,5 and 6 to this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

The Cabinet received a report containing proposals for the acquisition of land at Ty Glas Road, Llanishen to enable the Council to progress options for a mainstream community secondary school and special school provision. The site was of a suitable size to locate a community secondary school and subject to design a secondary special school. Cabinet were advised that the acquisition would enable a future proofing of secondary education provision as the city's population continues to grow through the development of the strategic housing sites. The strategic acquisition would also accelerate delivery of the Council's 21st Century Schools programme and

provide for greater flexibility in the overall programme particularly in relation to the Council's ability to bring forward secondary school projects for schools with condition issues on constrained sites.

RESOLVED: that

- 1. Subject to contract, the freehold interest for the land at Ty Glas, Llanishen be acquired in line with an independent valuation.
- 2. responsibility be delegated to the Director of Economic Development (in consultation with Director of Education) and Section 151 officer for all matters relating to the acquisition of land and demolition.

28 21ST CENTURY SCHOOLS BAND B: THE FUTURE FOR WILLOWS HIGH SCHOOL

A report outlining the responses received following the public engagement exercise on the proposal for new build Willows High School was received. The majority view expressed during the engagement period was support for the proposed new build school and the report outlined an appraisal of all the views expressed, together with the Council's response.

The report also outlined details of the proposed funding strategy which would be used to progress the Willows High School new build and it was recommended that the scheme be delivered through the Welsh Government's Band B 21st Century Schools capital funded programme rather than the Mutual Investment Model previously proposed.

RESOLVED: that

- 1. the responses received during the public engagement exercise on the proposal to provide a new build school for Willows High School be noted
- 2. it be noted that Officers will be entering into the Deed of Adherence to enable new participants to become a party to and to be bound by the Strategic Partnering Agreement for delivering MIM schemes.
- 3. Approval be given to the delivery of the scheme through the Band B 21st Century Schools capital funded programme, subject to Welsh Government approval.
- 4. Authority be delegated to the Director of Education & Lifelong Learning (in consultation with the Cabinet Members for Education, Employment & Skills and Finance, Modernisation & Performance, the Director of Governance and Legal Services, and the Corporate Director for Resources) to determine all aspects of the procurement process (including for the avoidance of doubt (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) for the new build school and all ancillary matters pertaining to the procurement.

29 **BUDGET MONITORING MONTH 4**

The Cabinet received a report outlining the financial monitoring position for the authority as projected at the end of July 2021(Month 4), adjusted for any significant movements since that date, compared with the budget approved by Council on 4th March 2021. The report included an assessment of the ongoing financial impact arising from the response to the COVID-19 crisis and the level of financial support provided by Welsh government.

It was reported that the overall monitoring position, as at Month 4, reflected a total projected net annual Council overspend of £1.442 million, including a total directorate net overspend of £4.042 million and a projected overspend of £400,000 in relation to Capital Financing, partially offset by the £3 million general contingency budget. There were particular pressures evident in Children's Services, Economic Development and Education & Lifelong Learning but the majority of Directorates were currently highlighting adverse financial positions.

RESOLVED: that

- the projected revenue financial outturn based on the projected position at Month 4 of the financial year be noted
- 2. the capital spend and projected position at Month 4 of the financial year be noted

30 CORPORATE RISK MANAGEMENT - QUARTER 4 2020/21

The Cabinet considered the risk management position at quarter 4. The report outlined changes to the risk register since its last presentation to Cabinet.

RESOLVED: that the content of the Corporate Risk Register be noted.

31 CARDIFF COUNCIL ANNUAL COMPLAINTS REPORT 2020-21

Details of the operation of the corporate complaints procedure between 1 April 2020 and 31 March 2021 were received. A total of 2,537 (Corporate) complaints were recorded during 2020/21. This was a 11.2% decrease from the previous year, when 2,859 complaints were recorded. A total of 1,964 compliments were recorded during 2020/21. This was a 16.2% decrease from the previous year, when 2,345 compliments were recorded. The Ombudsman closed 100 cases involving Cardiff Council in 2020/21 compared to 120 cases in 2019/20.

RESOLVED: that the contents of the report be noted

Appendices 1 & 2 to this report is exempt from publication on the basis that it contains information of the description set out in paragraphs 14 and 21 of Part 4 of schedule 12 A of the Local Government Act 1972 and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Appendix 3 to this report is exempt from publication on the basis that it contains information of the description set out in paragraph 16 of part 4 of schedule 12A of the local government act 1972.

The Cabinet received a report detailing progress in replacing the cladding of the Council's high-rise blocks. It was reported that following authorisation by Cabinet in April 2020 the first stage of the procurement process had been progressed for Lydstep flats with early indicative budget costs reviewed and updated with actual market tested independently verified figures, together with legislative changes taken into account. Following the stage 1 scoping and review stage, and with the full requirements of the works known the updated cost plan is £15,109,023. This equates to a cost movement increase of £7,700,734 or 103%. Therefore Cabinet approval was being sought to progress the project at the increased cost.

RESOLVED: that

- 1. the increase in estimated costs for the over cladding of the council high rise blocks at Lydstep flats and potential increases for the future projects at Nelson House and Loudoun House be noted
- 2. the proposed works for the 3 blocks at Lydstep flats with new estimated costs at circa £15,100,000 be carried out
- 3. a virement be approved from existing budgets to meet the cost of the Lydstep Flats project and it be noted that Over-cladding work at the other high rise blocks will be subject to a further report which will address affordability and funding.
- 4. authority be delegated to the Corporate Director, People and Communities, in consultation with the Cabinet member for Housing and Communities, the section 151 Officer and Director of Governance and Legal Services, to deal with all aspects of the procurement relating to re-cladding of the 3 high rise blocks at Lydstep Flats, (including finalising the procurement route, setting the contract evaluation criteria and award of contracts.)

33 INDOOR ARENA FULL BUSINESS CASE

Appendices 2 to 7 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14 (Information relating to the financial or business affairs of any particular person (including the authority holding that information) and 16 (Information in respect of which a

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claim to legal professional privilege could be maintained in legal proceedings) of Schedule 12A of the Local Government Act 1972.

A report seeking approval of the Full Business Case and associated legal agreements to conclude the procurement process for delivery of the new Indoor Arena and replacement Travelodge Hotel at Atlantic Wharf, Butetown was considered by Cabinet. The report also sought authority to award the contract for the delivery of a new Indoor Arena to the Live Nation consortium.

RESOLVED: that

- (i) the Full Business Case for the new Indoor Arena as set out in Confidential Appendix 2 be approved
- (ii) the Live Nation consortium be confirmed as the successful bidder to be the Council's partner to deliver and operate a new Indoor Arena and Travelodge Hotel at Atlantic Wharf, Butetown;
- (iii) the legal advice mentioned at Paragraph 28 of this report be noted and Option 1 as recommended at paragraph 9.10 of that advice proceed
- (iv) the legal documentation as detailed in Confidential Appendix 5 be approved and authority be delegated to the Director of Economic Development, in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to:
 - (a) approve the final terms of the legal documentation as detailed in Confidential Appendix 4 and in so doing approve any amendments to the legal documentation approved here as may be necessary, for reasons including but not limited to ensuring consistency between them and finalising any outstanding areas;
 - (b) approve any further deeds and documents which are ancillary to the legal documents approved here; and
 - (c) enter into all the necessary contractual documents associated with the delivery of the Arena.
- (v) the obligations that will be placed on the Council to support the delivery of the new Indoor Arena as set out in the Conditions Precedent document attached as Confidential Appendix 3 be noted
- (vi) Approval in principle be given to a Compulsory Purchase Order for the acquisition of land outside of the Arena demise to facilitate the delivery of the wider Arena site and Atlantic Wharf masterplan.
- (vii) Pursuant to powers under Section 122 of the Local Government Act 1972 and Section 227 Town and Country Planning Act 1990, to facilitate the redevelopment of the land for an Indoor Arena in accordance with the development described in this report, to:

- (a) approve the appropriation of the land that is within the Council's ownership edged red on the plan at Appendix 8 to planning purposes as it is no longer required for its current purpose; and
- (b) delegate authority to the Director of Economic Development to take all steps necessary to appropriate to planning purposes:
 (i) the land edged blue on the plan at Appendix 8 following the advertisement of all relevant public open space notices; and
 (i) the land edged red on the plan at Appendix 8 following the surrender of the lease to Travelodge and the transfer of ownership of this land back to the Council;
- (viii) Approve for delivery associated enabling works to deliver the Indoor Arena and Travelodge Hotel as described in more detail in Confidential Appendix 2 and the design development costs underwrite as detailed in Confidential Appendix 6.

34 INTERNATIONAL SPORTS VILLAGE UPDATE AND DEVELOPMENT STRATEGY

Appendices 1 and 5-11 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Cabinet considered a report seeking authority to acquire property assets at the International Sports Village comprising of circa 10 acres of land and the Ice Arena Wales building to consolidate the Council's ownership at the site and to accelerate completion of the development. The report also recommended terminating the the Waterfront Development Agreement with Greenbank Partnership Ltd (via is subsidiary Helium Miracle 123 Limited) by mutual agreement. It was reported that approval of the recommendations would allow development at the ISV to progress and address concerns raised by residents of the Cardiff Pointe development which had also stagnated in recent years creating significant uncertainty for existing residents who have found themselves in a position where their properties have become difficult to sell.

RESOLVED: that

- 1. the acquisition of assets owned by Greenbank Partnership Ltd (including its subsidiaries) be approved in accordance with the Heads of Terms set out at Confidential Appendix 5 and to authority be deleated to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development, the Section 151 Officer and the Legal Officer to deal with all matters relating to legal completion of those assets and management of the Ice arena.
- 2. Subject to (1) above, the formal termination of the International Sports Village Development Agreement with Greenbank Partnership Ltd attached as Confidential Appendix 1 by mutual agreement be authorised

35 CARDIFF REPLACEMENT LOCAL DEVELOPMENT PLAN: VISION, ISSUES AND OBJECTIVES AND INTEGRATED SUSTAINABILITY APPRAISAL SCOPING REPORT

The Cabinet considered a report containing the findings of the consultation undertaken on the Replacement Local Development Plan (LDP) draft Vision, Issues and Objectives and draft Integrated Sustainability Appraisal Scoping Report. The report also set out the proposed Vision and Objectives that would form the core of the Preferred Strategy. The vision and objectives set out the over-arching context for the plan that shows how economic, social and environmental considerations can be balanced to deliver the sustainable development of Cardiff up to 2036.

RESOLVED: that Council be recommended to approve the Replacement Local Development Vision and Objectives and Integrated Sustainability Appraisal Scoping Report.

Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 14 OCTOBER 2021

ONE PLANET CARDIFF STRATEGY AND ACTION PLAN

CLEAN STREETS, RECYCLING AND ENVIRONMENT (COUNCILLOR MICHAEL MICHAEL)

AGENDA ITEM: 2

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 under estimated
- 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 <u>Sixth Assessment Report (ipcc.ch)</u>

- 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.

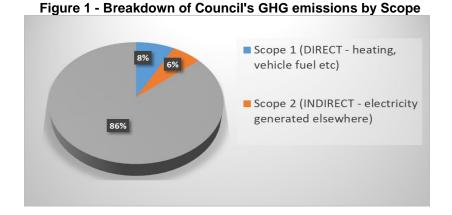
- 18. The action plan is diverse and hits a very wide range of activities and sectors. The common, underlying action that we need to take is clear. We must reduce our overall energy demand and reliance on fossil fuels and increase our ability of capture and offset residual carbon emissions. In short, 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;
 - 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)
 - 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.

² Welsh Public Sector Net Zero Carbon Reporting Guide

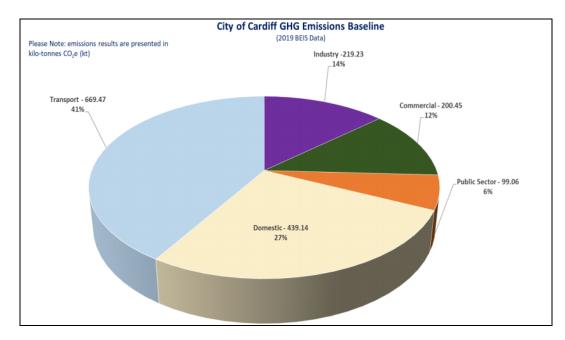
- 21. BEIS data has been used to monitor the emissions across the City, focusing on Scope 1 and 2 direct emissions from the combustion of fuel such as gas and oil and use of electricity and emissions from transport and domestic properties.
- 22. This exercise has set our baseline emissions as follows:

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 <u>184,904</u> (tonnes CO_{2e}) 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

a. Figure 1.



- b. For the <u>whole city</u> Government (BEIS) data estimates that the City of Cardiff generates <u>1,626,059 (tonnes CO2e) per annum</u> 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 it's 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 the 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 identity 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 ta 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/

GHG Emission Source	19/20 Baseline GHG Emissions (t CO ₂ e)	Emissions removed (t CO₂e)	Residual (t CO₂e)	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%

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

*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 Councils 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 Councils 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 F	rojects
	t CO2e)

		(00000)
2019 GHG baseline		1,626,059
Cardiff Heat Network		9,046
Major Renewables	GHG Savings (t CO2e)	2,977
Coed Caerdydd		13,372
Private Housing Retrofit		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 polices 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;
 - Engage with WG Energy Planning Service to identify at a very detailed level the main causes of the city's emissions and a 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.

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%.

Table 3 - Action Plan Summary

Zana Oraula - N	
Zero Carbon <u>New</u> <u>Build</u> for	The Council has implemented a large housing development programme delivering ~2,700 new council homes over the next 6-7 years. Over
Council Housing Estate	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 Ter	rm Actions
Project Title	Project Deteile
Project Title New Build in the	Project Details To ensure delivery of the One Planet Cardiff carbon reduction targets,
Council's Corporate and Schools Estate	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 ad 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	Collate total impact of collective carbon reduction strategies in the city
Partnership	and identify opportunities for acceleration through collaboration.
working	

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.

UK100 Net Zero Pledge

70. One Planet Cardiff makes clear Cardiff's commitment to achieving Net Zero. To accelerate the transition to a Net Zero society, UK100 brings together local authorities to share knowledge, collaborate and petition the

UK Government with their collective power. It also supports decisionmakers in UK towns, cities, and counties with the transition. Participating in UK 100 would therefore allow Cardiff to benefit from the learning and practice of a number of local authorities across the UK who are committed to Net Zero. As part of their work, UK100 are calling on Council's to sign and adopt the Net Zero Pledge which includes the following commitments:

- i. Set ambitious Net Zero targets for greenhouse emissions of 2030 for council operations and 2045 for areawide emissions at the latest:
- ii. Report carbon emissions annually, for scope 1 and scope 2, for council emissions and areawide emissions; and
- iii. Commit to limiting the use of offsets, and if used, to be as local as possible.
- 71. One Planet Cardiff makes clear that Cardiff is already positioned to meet these commitments and, in recognition of the benefits of working with UK 100 and to make clear the extent of Cardiff's ambition in relation to becoming Carbon Zero, there are clear benefits of becoming a signatory of the UK100 Net Zero Pledge.

Edinburgh Declaration on Biodiversity

- 72. A statement of intent, known as The Edinburgh Declaration³, has been agreed between subnational, regional and local governments across the world calling on the Convention on Biodiversity to take bold action to halt biodiversity loss.
- 73. It also calls for greater prominence to be given to the role subnational governments, cities and local authorities play in delivering a new global framework of targets, set to be agreed next year. Welsh Government are encouraging Local Authorities to sign the declaration. Cardiff approved its Biodiversity and Resilience of Ecosystems Duty (BRED) Forward Plan in September 2019 which sets out the City's approach to Biodiversity and Green Infrastructure alongside other policy documents such as the Local Development Plan and a comprehensive Green Infrastructure Supplementary Planning Guidance Document. The approved BRED Forward Plan is scheduled to be reviewed and updated in 2022.
- 74. The Council, by agreeing to sign the declaration, would signal a positive step in achieving our One Planet Vison by recognising the importance of our natural environment and the contribution of green infrastructure to mitigate and minimise the potential impacts of Climate Change.

Trade Union Consultation

75. The trade unions support the One Planet agenda with one of the union's highlighting the need to create job opportunities for young people in the One Planet area. The Council has made significant progress to ensuring

³ Edinburgh Declaration on post-2020 global biodiversity framework - gov.scot (www.gov.scot)

greater opportunities for young people to enter the Council's workforce, and this approach needs to continue in the context of the Council's work to decarbonise services and Cardiff more broadly. The Director of Planning, Transport and Environment is committed to reviewing workforce plans to create apprenticeship and traineeships opportunities, in accordance with the Council's Corporate Plan.

76. One of the trade unions also asked that the leasing of electric and hybrid vehicles be given serious consideration and that the commitment to a green agenda for transport is translated into related benefits for staff. Support for such an initiative is outlined in paragraph 46(c) of the report.

Local Member consultation

77. 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

78. The Environmental Scrutiny Committee considered the final One Planet Cardiff Strategy on October 5th 2021. Any comments received will be circulated at the Cabinet meeting

Reason for Recommendations

79. 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

- 80. 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.
- 81. 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.

82. 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

83. 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

- 84. 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.
- 85. An equalities impact assessment is attached to this report and the decision maker should have regard to the same in reaching its decision.
- 86. 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

- 87. 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.
- 88. 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.
- 89. 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
- 90. 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: <u>http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en</u>

Policy and Budget Framework

91. 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

92. 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

- 93. The One Planet Strategy and objective to achieve a carbon neutral estate by 2030 carries significant implications for the Councils 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.
- 94. 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 councils carbon and energy usage.
- 95. 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.
- 96. 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

- 97. 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.
- 98. 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.
- 99. 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.
- 100. 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.
- 101. 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.
- 102. 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 adaptions 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

- 103. 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.
- 104. 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 recommended to:

- Approve the 2021 One Planet Cardiff Strategy as attached at 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.
- 4. Agree that the Council become a signatory of the UK100 Net Zero Pledge.
- 5. Agree that the Council become a signatory to the Edinburgh Declaration.

SENIOR RESPONSIBLE OFFICER	Director Name Andrew Gregory
	8 October 2021

The following Annex is attached:

Annex 1 – Baseline Carbon Emissions Analysis

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 Appendix 4 – Equality Impact Assessment

The following background papers have been taken into account

- 1. Full Carbon Analysis Outputs from GEP Excel Spreadsheet
- 2. Edinburgh Declaration on post-2020 global biodiversity framework

Mae'r dudalen hon yn wag yn fwriadol

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

 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.
- 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.

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	-

Table 1 - Cardiff Council 2019-20 GHG Baseline Emissions Inc Procurement

- 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.
- 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 Councils 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.¹
- 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 (CO₂e) which includes all six greenhouse gases (GHGs), and are summarised in Error! Reference source not found.

¹ <u>https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019</u>

Table 2 - City Wide Baseline Emissions 2019

GHG Emissions Category (BEIS)	GHG Emissions (tonnes CO2e)	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 ₂ e)	1,627,336	-
LULUCF (t CO ₂ e)	-1,277	-
(Net) Total GHG Emissions (t CO ₂ e)	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.

Mae'r dudalen hon yn wag yn fwriadol

Appendix 1



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



This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg **Tudalen 41**







A strategy for a **Carbon Neutral City** By 2030

Executive Summary

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 of and dom • Increase

- Reduce direct energy use in all buildings, commercial and domestic
- Increase renewable energy supply to replace fossil fuels
- 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 partner ship approach, wide scale public buy-in, and changes from "business-as-usual" for everyone.

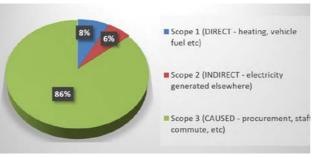
As Greenhouse Gas emissions have increased, Cardiff has experienced all of the key symptoms of man-made climate change, including erratic weather patterns, air pollution, flooding, heatwaves and changes in biodiversity. This has also come with associated economic and social costs as businesses and citizens 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.

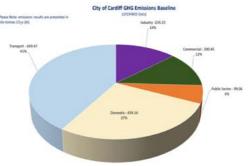
We have also now completed a detailed carbon baselining and impact assessment, based on Welsh Governments carbon reporting framework, and this key milestone has enabled us to understand the current carbon position, both of our own operational direct and caused emission, and also of the wider City as 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 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 preindustrial 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

A strategy for a **Carbon Neutral City** By 2030

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 de-tailing 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 longterm 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 that 1.5°C.

> Climate change is the long-term shift in average weather patterns across the world. Since the mid-1800s, humans have accelerated release of carbon dioxide and other greenhouse gases into the air by burning fossil fuels including oil, gas and coal. This causes global temperatures to rise, resulting in long-term changes to the climate.

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.

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.





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;



Risks & Opportunities

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

WE'LL WITNESS...





Increased frequency and intensity of extreme weather events including: -5.5°F Droughts, heat waves, placing increased pressure on health and social care services

The failure of buildings, roads, parks and facilities to cope with the emerging climate change syptoms,

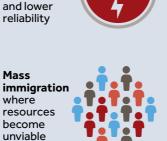
with consequential increase in repair and maintenance costs

A loss of biodiversity 17% of species in Wales are already at risk of extinction and we have 165 endangered species in Cardiff alone

Reductions in food availability and higher local food costs, as climate change will affect agricultural productivity in regions that are important for food production.

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





elsewhere

Energy cost

unmanaged

consumption

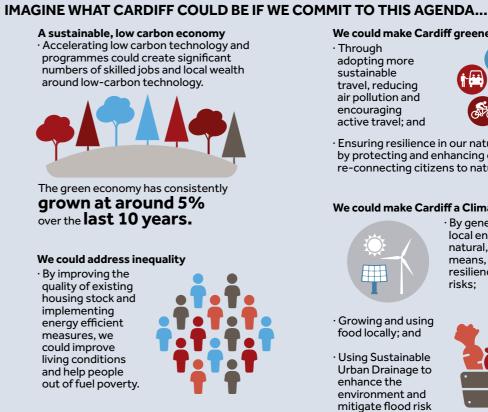
increase,







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





We could make Cardiff greener and healthier



· Ensuring resilience in our natural environment by protecting and enhancing crucial biodiversity, re-connecting citizens to nature city-wide.

We could make Cardiff a Climate Resilient City

· By generating our own local energy using natural, renewable means, increasing our resilience from global risks:





A strategy for a **Carbon Neutral City** By 2030



Co-Benefits -How will Cardiff Thrive?

Co-benefits are what happens when by tacking 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 retrain 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 delivery 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 Mete- orological 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. $\ensuremath{\mathsf{Ve}}$

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 tem- peratures 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.

Welsh Government have recently published Tan 15 guidance on development and flood risk which will take effect from 1st December 2021.

This technical guidance will form part the appraisal process for all new developments, particularly vulnerable developments such as housing.

"

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

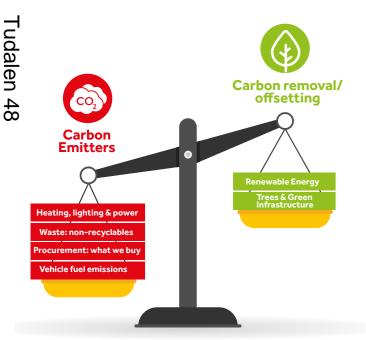


A strategy for a **Carbon** Neutral City By 2030

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.



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

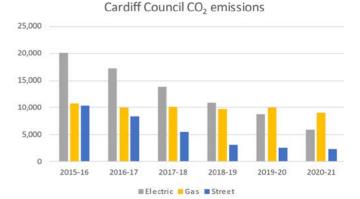
Between 2005 and 2018 Cardiff saw significant decreases in CO₂ emissions.

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 identity 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;



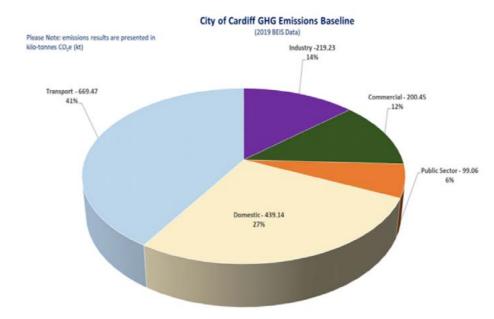
Carbon Analysis

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 builldings, 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.

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



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

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.



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.



A strategy for a **Carbon Neutral City** By 2030

The Council's Carbon Baseline 2019/20

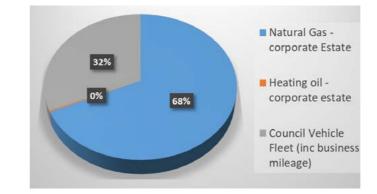
Whilst we anticipated in our draft strategy that our Scope 3 emissions would form the largest single element of our baseline, our analysis has shown just how significant this is, accounting for a massive 86% of our potential emissions.

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. 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.

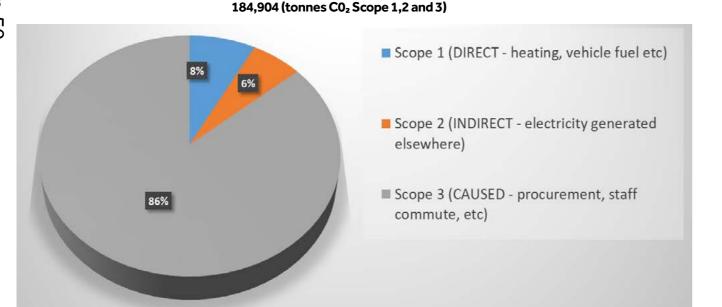
On that basis we have used the methodology but recognise that more work will be needed to bring greater accuracy and clarity to this approach as we work through our delivery and monitoring programme. We are committed to working with Welsh Government on this.

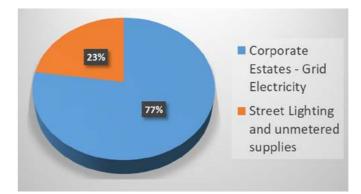
How does the Council Baseline Breakdown?

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

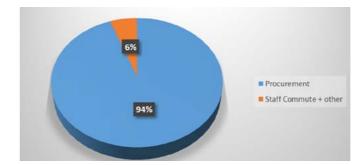


Scope 2 Indirect Emissions: 11,373 (tonnes CO2e)





Scope 3 Caused Emissions: 163,441 (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.

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.

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 CO_2e 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.



Ein gweledigaeth ar gyfer **Dinas Carbon Niwtral** erbyn 2030 caerdyddunblaned.co.uk Our vision for a **Carbon Neutral City** by 2030 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.

A strategy 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.

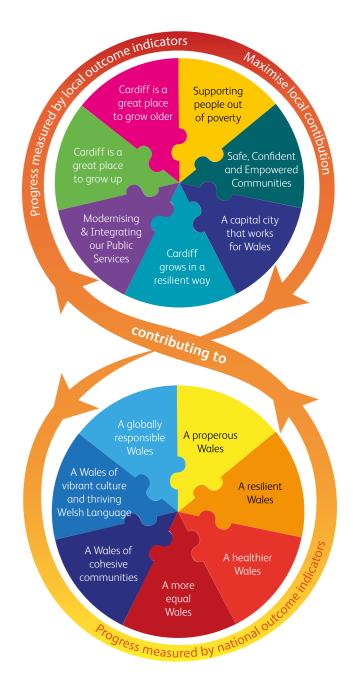
A Carbon Impact Evaluation Tool has been developed and utilised to review a selection of immediate OPC Strategy projects and have taken messages from our carbon baselining exercise to help us prioritise and focus attention on impactful areas of work.

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.

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.

Total spend: **£482.4 6881** suppliers used

(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

⁻udalen

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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.

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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;

2019 GHG Emissions	Cardiff Heat Network	Major Renewables	Coed Caerdydd	Private Housing Retrofit	Council Housing Retrofit	Transport White Paper	LULUCF Sequestration	Post	Redu	missions uction delled)
Baseline (tCO₂e - BEIS Reporting)	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 (tCO2e)	Implementation GHG Emissions	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.

- 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'.

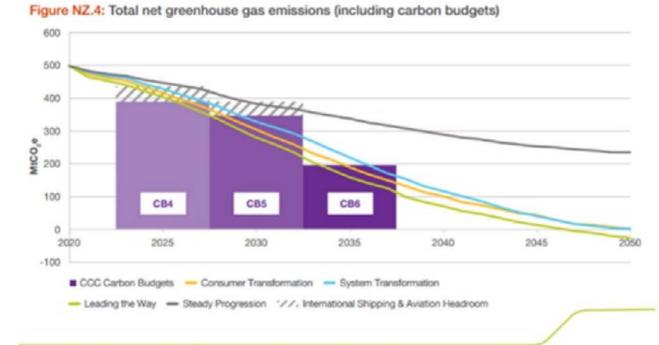


City Emissions: The Council's Direct Impact

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 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)



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), com- pared 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 though 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.



A strategy for a **Carbon Neutral City** By 2030

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

Tonnes of CO₂ 1. Living car-free 2. Shifting to a battery electric vehicle 3. Flying less (one less long return flight) 4. Using renewable electricity 5. Shifting to public transportation Refurbishment and renovation (e.g. insulation) 7. Shifting to a plant-based (vegan) diet 8. Using a heat pump 9. Using energy-efficient cooking equipment 10. Using renewable-based heating

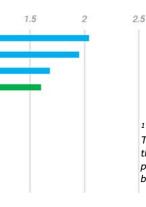


need to accelerate progress and think beyond smallscale actions – this is about a fundamental change in lifestyles. Importantly, though, these behavioural changes will not make us worse off – in fact, they could improve our health and wellbeing, save us money, and strengthen communities.

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 codesigned 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

Engagement

Autumn 2021

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:



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Development

Spring – Summer 2022

Areas of Learning and Experience

Work with up to three Secondary school clusters to pilot the co-construction of the curriculum, based on the school's vision.

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

Work with creative partners to run summer workshops with young people considering the development of a promotional characters to champion

Develop a One Planet ambassador network with schools.

Host a child friendly 'One Planet' launch with School Eco-committees.

environment, sustainability and the overarching One Planet agenda

Run a Minecraft competition - Build what 'One Planet' mean to children and young people

Engage with schools to co-construct a vision of how the 'One Planet' agenda can be realised within their school

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.

Next Steps: Introduction to the OPC Action Plan

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.

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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.

CO₂ Baseline 2019/20





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.



A strategy for a **Carbon** Neutral City By 2030

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 broard 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.

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 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.



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 outlining 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 C both the Education and Co procured new build develo Regulations standards.
Major Renewable Energy Projects	Develop a pipeline of pote approval and implementat
Single Use Plastic Position Statement & Action Plan	Develop a strategy with a need to be considered for re-useable refuse sacks to view towards future imple
Low Energy Private Housing Retrofit	Develop a co-ordinated pa energy efficiency retrofit a per year by 2024
Business travel initiatives	Develop a strategy to redu facilitating a low carbon po and considering the introc
Low Carbon/Circular Economy Procurement Strategy	Develop and publish a revi specification, to favour lov principles where possible
Staff Commute Initiatives	Promote opportunities to hybrid working opportunit considering a Salary Sacrif
Public Sector Partnership working	Collate total impact of coll opportunities for accelera

One Planet Cardiff carbon reduction targets, within Corporate estate, it is proposed that by 2024 any Council lopment will be Carbon Neutral, exceeding current Building

ential renewable energy generation projects for subsequent ation from 2022

a focus on procurement. All council procurement activities r sustainable alternatives to single use plastics. Provision of to reduce single use plastics. Currently at a trial stage with a ementation.

partnership strategy to promote an upscale in housing across all tenures of housing targeting up to 2,000 houses

luce emissions from grey fleet and business travel by ool car/car club approach, reviewing mileage claim policies duction of salary Sacrifice schemes for EV

vised procurement strategy to assist in lower carbon w carbon supply activities and to embed circular economy

o reduce the carbon impact of staff commute by progressing ities, promoting a shift to sustainable forms of travel and ifice scheme for EV

llective carbon reduction strategies in the city and identify ation through collaboration

Appendix 2



Action Plan September 2021



This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg Tudalen 59







Contents

1. Introduction to the plan

2. Project Appraisal Methodology

3. Annual Monitoring and Evaluation

4. Action Plan

Annex - OPC Seven Key Themes - systematic analysis of context, stakeholder feedback and framework for action

action

One Planet Cardiff Action Plan September 2021

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.



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.



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.



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.



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. 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.



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.



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.



One Planet Built Environment & Housing Quality

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.



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.

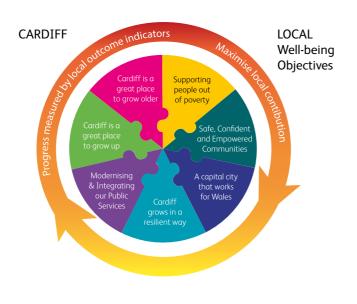
We've appraised the first tranche of short-term projects, some are well underway and some are in earlier stages. These are agreed and funded actions with known carbon outcomes.

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.



One Planet Cardiff Action Plan September 2021

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.

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

Emissions Dashboard 2021	Cardiff C	ouncil Emissio	ons	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

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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.

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.



Immediate/Short Term Actions

						CARBON	IMPACT	
					1	Cardiff Count missions t CO		City Wide Emissions t CO₂e
OPC THEME	PROJECT TITLE	PROJECT DETAILS	PROJECT STATUS	NEXT STEPS	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 outlining 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		
D Energy D	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			
)) UTransport	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 Cabient 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.		Med	ium	
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.		Larg	e	



Medium/Longer Term Actions

						CARBO	ON IMPAC	г
						Cardiff Cound missions t CC		City Wide Emissions t CO₂e
OPC THEME	PROJECT TITLE	PROJECT DETAILS	PROJECT STATUS	NEXT STEPS	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
က် ရာ Energy	Heat Network	Extension of Phase 1 to other private building and Phase 2 and beyond	GH to confirm					9046
က် Hwaste ကို ယ	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 ad 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.	New initiative to be addressed following carbon audit results				Medium	
		Promoting a shift to sustainable forms of travel and considering a Salary Sacrifice scheme for EV						
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



One Planet Energy

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.



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.

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%





- 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.





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

KEY AREAS OF FOCUS	OUR COMMI ⁻	TMENTS
	Council	City - We'll work with partners to catalyse change in the city including:
Change Behaviour to use energy more efficiently	We are rolling out a comprehensive smart metering, monitoring and controls pro- gramme across our working estate and promote the installation of smart meters with council tenants.	As part of wider energy efficiency advice packages with Affordable Warmth partne we promote the uptake of smart meters via Smart Energy GB grants.
	We are developing a city wide behaviour change strategy and engagement strategy to support delivery of OPC.	We will engage with city wide stakeholders, community groups, Public Service Boa partners and business to promote behaviour change.
	We will reduce our emissions from our corporate estate including schools by 60% by 2030	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 decarbonise electric heat pumps, ground source heat and hydrogen to reduce demand for resid decarbonised gas.
2 Shift Away from Reliance on Fossil	Renewable or sustainable energy and heat will be prioritised for all council new builds including schools and housing.	We will work with partners to facilitate the roll out of sustainable heating options, encouraging a reduction in energy consumption to facilitate that shift.
Fuels	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.	Work with partners to install the infrastructure to facilitate the uptake of Ultra Low Emission Vehicles (ULEV) across the city
	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.	Work with city stakeholders to review staff transport policies and encourage a more shift in journey's into and around the city.
Install City-wide Renewable Energy Generation for Direct	Develop up to 20MW of renewable energy generation across the Council's Estate	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.
Use; Electricity and Heat	We are developing a pipeline of ambitious and varied major infrastructure renewable energy projects to develop across the city.	We will work with partners to develop innovative and ambitious projects around ne energy and heat generation opportunities.
	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.	Work with city and regional partners to accelerate decarbonisation of the gas grid electricity grid
4 Decarbonise the Gas and Electricity Grid	We are delivering Phase 1 of a low carbon heat network that will serve major buildings around the city.	Roll out the Cardiff Heat Network phases 2 and 3 to connect large buildings to a low carbon heat source.
5 Require All New Developments to use Renewable Electricity and Heat	A low carbon development guidance note for all new developments in the city ahead of the new LDP is in preparation.	Connecting, or utilising suitable lower carbon alternatives where they exist such as reservoir of heat under the city. We can't allow new development to add to our carl problems unnecessarily.

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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.

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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

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.

Since 2013, we've installed around 9,500 energy efficiency measures in homes across Cardiff



• 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.



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 cobenefits 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

	KEY AREAS OF FOCUS	OUR COMMITM	1ENTS
		Council	City - We'll work with partners to catalyse change across the city inclue
Judala	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 domestic and commercial buildings across the city with measures to re demand such as insulation, better controls and more efficient and rene appliances.
79 0		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 scheme proper- ty upgrades and retrofit
	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 fos gas, helping utility partners achieve decarbonisation targets by ensurir gas use can be decarbonised by maximising the efficiency of buildings 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 l and commercial 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 to be ready by Autumn 2021.
	Low Carbon New Buildings	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 te successful embedded and that there is funding to do so
	4 Behaviour Change and	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 and regulatory powers for new buildings, to meet the challenges of ach Neutral City in a global climate emergency
	Policy	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 or energy efficiency.





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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.



One Planet Cardiff Action Plan September 2021

One Planet: Green Infrastructure & Biodiversity

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.

There are some things in the world we can't changegravity, 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



- 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.



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	OUR COMMITMENTS		
	OF FOCUS	Council	City - We'll work with partners to catalyse change in the city including:	
<u>-</u>	1 Greening the City	We will increase Urban Tree Canopy Cover from 19% to 25% by 2030 through our multi-project Coed Caerdydd Programme.	We are working with city wide partners, public and private businesses and volunteers to iden management practices and deliver the tree planting programme.	
Fudalan		We will establish a small, local provenance tree nursery at Forest Farm.	We will work with volunteers, schools and community groups to develop and implement our in this area.	
00 00		We will develop an Urban Tree Strategy, a Soil Strategy and a Timber usage feasibility study. We will consider the impacts of climate change when implementing new planting.	We will continue to explore opportunities for making the best use of our local natural resourc	
2		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.	We will review our approach to new planting implementation and planning guidance, to ensu include the selection of appropriate species, the impact of pests and diseases, climate chan	
		We will roll out Green Wall initiatives and vertical gardens, especially in areas with poor air quality and introduce edible playgrounds to schools.	We will work with citizens and local businesses to consider how gardens and private green sp and green infrastructure.	
			The Local Nature Partnership will continue to deliver further opportunities for the installation	
	2 Review how land is valued	Building on our recent i-tree report which values our urban trees and Habitat Connectivity mapping study, We will consider how all land can be valued to ac- count for biodiversity and carbon capture alongside traditional land price analysis. (Natural capital accountancy).	We will consider and implement the most appropriate methodology to value natural capital nature benefits.	
	3 Protection and enhancement of land and nature	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.	We will develop a more joined up approach for considering land use that takes account of the and setting these against the natural capital accountancy methodology.	
		We will ensure that the replacement LDP addresses the protection of biodiversity and the green and blue infrastructure that supports the natural environment .	We will be consulting on the LDP with city stakeholders as the plans are developed.	
		We will look to create both stock and opportunity maps for carbon sequestration , water quality, natural flood	We will work with NRW and other partners to support the process (linked to area statements	
		management, air quality, urban heat islands, and noise pollution.	We will engage with Welsh Government and WCVA to ensure the LNP continues to operate	
		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.	We will continue to work with Cardiff Local Nature Partnership to identify and implement act the BRED forward plan.	
	Declare a biodiversity emergency	We will work with others through the Cardiff Local Nature Partnership to prepare and deliver the Nature Recovery Action Plan (NRAP) for Cardiff.	We will work with city wide partners to collaborate on biodiversity plans and delivery	
		We will declare a biodiversity emergency and prepare an overarching City Wide Green Infrastructure Masterplan Strategy	We will raise awareness of the importance of biodiversity with policy makers and decision makers and decis	
		incorporating the BRED plan and linked to the new LDP.	Through the LNP we will train a network of volunteers to assist with biodiversity survey work	
		We will build biodiversity into decision making and governance to enhance connectivity between habitats across the city We will work with partners to collect and collate information to create a baseline data set for biodiversity across the city		



identify land across the city for tree planting and sustainable land

t our tree propagation plans and look to develop further opportunities

sources.

ensure resilience within green infrastructure across the city. This will change and the importance of local provenance.

en spaces can be used to support and connect the city's biodiversity

lation of these features across the Council estate and beyond.

pital that aligns to Welsh Government carbon sequestration and wider

of the competing priorities that make demands on limited land assets

nents).

erate beyond the current end date for funding (March 2022).

nt actions to sustain and enhance biodiversity and continue to deliver

on makers within the Council and beyond

work to contribute to the collation of baseline data.



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.

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 be 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	OUR COMMITMENTS		
OF FOCUS	Council	City - We'll work with partners to catalyse change in the city including:	
	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.	We are building and planning more sustainable modes of transport, focusing on increasing wa journeys as set out in the Transport Vision.	
Implementing	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.	We will work with key partners to deliver the infrastructure that gives citizens and commuters of transport.	
Cardiff's Transport Vision for 2030	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.	We will work with the city to promote the opportunity for modal shift and incentives and supp	
	We are building integrated cycle routes across and around the city to facilitate safe bike travel for residents city wide.	We are working with key partners, including schools, and charitable organisations to promote	
	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.		
We will replace all council small	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.	Working with PSB partners through the Climate Emergency Board and the Capital City Region support the increased transition in vehicles.	
2 fleet vehicles with ULEV by 2025 and where feasible all remaining fleet by	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).		
2030	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.		
Protection and enhancement of land and nature	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.	We will work with the city to identify opportunities for charging infrastructure and policy incer	
	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.	We will work with private and public sector partners across the city to review incentives for the vehicles as developed in the clean air plan.	
Move to 100% low emission taxis and buses by 2027	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.		
	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.	Welsh Government has a national ambition to have zero (tailpipe) emission bus and taxi fleet l launched by the WG on 6th August 2020	
5 Working with partners to help reduce the carbon impact of freight	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.	We will work with key city wide stakeholders including business, public and transport sectors t Emissions.	
6 Facilitating an EV Car Clubs	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.	We are securing a partner to deliver a car club which city wide stakeholders will be able to join a	





walking, cycling and use of public transport and reducing reliance on car

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ote active travel across the City.

gion develop a single procurement strategy for ULEV vehicles that will

centives to move to ultra low emission vehicles.

the taxi and bus sector to make the switch to ultra low emission

et by 2028. Further strengthened in the new Clean Air Plan for Wales

rs to develop a last mile delivery strategy with a focus on Zero Carbon

in and receive the benefits.



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A strategy for a **Carbon** Neutral City By 2030

One Planet: Waste

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 containeruse.
- 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.

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.





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 sur-rounding 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



One Planet Cardiff Action Plan September 2021



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		OUR COMMITMENTS
OF FOCUS	Council	City - We'll work with partners to catalyse change in the city including:
	We will produce a Strategy to achieve 70% recycling of municipal waste by 2025	We will continue to work with partners to feed into consultations and help impleme Regulations, which will incentivise the segregation of business waste for recycling.
Change waste management	We will engage with residents and communities to promote waste reduction and increase recycling across the city.	We will continue to support national campaigns to increase recycling and reduce we will work with partners to facilitate circular economy principles through procure from recycling content, to drive demand and the market for recycling materials. We will provide additional bin facilities in parks and look at ways to segregate litter for split body transit). We will introduce community recycling facilities at hubs across the city to make it ended to the split body transit.
behaviour and how we manage waste	We will work with all departments across the council to embed waste minimisationand circular economy principles	
	We will work with communities through the Love Where You Live (LWYL) scheme to help tackle littering issues	
	and coordinate community litter picks	
	We have increased the type of materials we can collect and recycle at our Household Waste Recycling Centres (HWRC's)	
Decarbonise the waste fleet by 2030	Replace all waste fleet with Ultra Low Emission Vehicles 2030	
Consider waste innovation systems	We will review waste innovation systems such as food waste compactors or digestors for all new council developments	Encourage waste innovation systems for new developments as part of the plannin Guidance (SPG)
systems	We are trialling bin sensors in communal bins to monitor fill rates and recycling rates and increase efficiency of collections.	
Work to eradicate single use plastics	We will eradicate unnecessary single use plastic and facilitate the move to a more circular economy	We will support roll out of emerging legislation around single use plastics: In comply producer responsibility legislation businesses will be incentivised to find alternative
-	We will ensure council procurement practices comply with emerging legislation around single use plastics.	



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plying with the forthcoming deposit return scheme and tives to plastic cups.



One Planet Cardiff Action Plan September 2021

One Planet: Food

What you've said

- You've called for more allotments and food growing provision across the city and the potential for produce from the allot-ments 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 engages schools to grow some of their own food.



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.

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

We all need food and it is therefore possible for us all to engage through making small choices for healthier, more sustainable food options



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

Whist Cardiff will never be able to become fully selfsufficient 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 plantbased 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

One Planet Cardiff Action Plan September 2021

66 Processing, storage and transportation of food all produce carbon emission, but these can be cut down by buying locally produced fresh produce

2	KEY AREAS		OUR COMMITMENTS
5	OF FOCUS	Council	City - We'll work with partners to catalyse change in the city including:
7	Deliver a Food Growing Plan	We are preparing a food growing plan and a pilot of mapping land in Ely, Caerau, Splott and Riverside for community food growing has begun.	We will be working with community groups across the city to develop local comm
		We've developed draft licence and lease agreements to enable community groups and more commercial ventures to utilise council owned land including an agreement for community groups to use allotments	Interim process in place for community groups to access sites on an ad hoc basis
	Develop Restrictions on Fast Food Culture	In June 2021 the mapping of fresh food outlets across the city was completed. Maps showing areas outside 10 minute walking distance of a fresh food outlet have been produced to show areas of deficiency within the city. The next step in the mapping work will be to complete the qualitative assessment of the range of fresh food products available in each of the outlets (resource pending).	The mapping evidence will feed into the next stage of the project which will includ increase access to fresh food (e.g. community pantries, growing projects) in area fresh food.
		We will be researching best practice across the UK on planning policy and widerapproaches to fresh food deserts in order to determine approaches to take forward in the Replacement LDP.	
	Change the Council's Own Procurement Practices	Will ensure all food served is locally sourced, seasonal and sustainable	We have drafted a bid for the City Region Challenge Fund (in conjunction with Mon development of a sustainable local food supply chains in the Cardiff Capital Region hub to achieve this.
	Improve Food Culture in Schools	We will support schools to adopt a whole school approach to food through curriculum, procurement, school meals, holiday hunger programmes and food growing etc.	We will work with children and city stakeholders to promote the benefits of healt
		School Holiday Enrichment Programme underway in 2021 and being rolled out to record numbers of children in the city – 29 schools to participate with 42 cohorts enabling 1,680 children to benefit from the scheme. This is the largest scheme to date in Cardiff and also in Wales.	
	Develop a Sustainable Food Framework	We will define and integrate sustainable food goals, thresholds and targets against all Council Operations.	We are currently drafting a Sustainable Food Standards in partnership with NHS o









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lude working with local communities to establish projects to eas that have been identified as deficient in terms of access to

Ionmouthshire Council) around how we can accelerate the gion and the potential for a food

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One Planet Cardiff Action Plan September 2021

One Planet: Water

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.

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.









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 networkthe 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		OUR COMMITMENTS
OF FOCUS	Council	City - We'll work with partners to catalyse change in the city including:
Developing Ambitious Sustainable Water / Drainage Strategy for Cardiff	 We want to be the lead City in Europe for Sustainable Urban Drainage 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. 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. We are reviewing land management practices across the Council's estate; increasing organic matter in soil 	We will work with city wide stakeholders to prioritise sustainable drainage in new of We will work and coordinate with all sports bodies to develop a programme to ren drainage to reduce maintenance and increase operational hours.
Identifying Priority Flood Mitigation Locations Programme	can significantly increase water retention 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.	Engage further and faster with existing business and the community to see what mitigate flood risk and support water retention and reduced flow
An increase in Urban Green Infrastructure	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 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	Work with partners to emphasise the benefits of green infrastructure to employe
	attenuation tree planting schemes. We are creating new urban green/blue corridors to deliver multi benefits in a city centre environment	
Supporting Cardiff River's Groups and community groups to ensure rivers, streams and gullies are kept clear of debris	We will help coordinate voluntary organisations to regularly manage our blue corridors (water course and rivers)	Encourage all organisations to support and sponsor voluntary environmental gro
5 Work with stakeholders across the City on Water	We will work with local communities during the review and development of our Flood Risk Strategy and Management Plan.	We will work with local communities to help set up and maintain local flood risk gro communities themselves. We will work with academia in the development of local projects and tools to man



w developments including urban multi benefit projects

renew and improve existing council playing surfaces ; installing

at they could do with their buildings, gardens and local areas to

yees, residents and business

roups

groups where localised flood risk will be managed bit the

anage flood risk across the city.

Mae'r dudalen hon yn wag yn fwriadol

Appendix 3



Report for Cardiff City Council

Carbon Impact Evaluation Model (CIEM) Summary Report City of Cardiff GHG Emissions Footprint

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Date: 8th September 2021 Version: 1.1



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Key Terms & Definitions

The following terms are used in this report. For reference a definition of each term has been provided in the following table.

Key Term/Acronym	Definition
BEIS	Department for Business, Energy, and Industrial Strategy (UK Government Department) which formed from the merger of the DECC (Department for Energy & Climate Change) and BIS (Department for Business, Innovation and Skills) in 2016.
Carbon Dioxide Equivalent (CO ₂ e)	Standard unit of measurement of GHG emissions used to compare relative impacts of different GHG's based upon their global warming potential.
Greenhouse Gas Emissions (GHG emissions)	Greenhouse Gas gases defined as gases which are capable of absorbing infra-red radiation (heat) from the sun, contributing to the Earth's greenhouse gas effect.
Gross Total GHG Emissions (per annum) (tonnes CO ₂ e)	An organisation/entity's annual GHG emissions total before adjustments are applied for sequestration or GHG removals, measured in tonnes CO ₂ e.
Net Total GHG Emissions (per annum) (tonnes CO ₂ e)	An organisation/entity's annual GHG emissions total after adjustments are applied for sequestration or GHG removals, measured in tonnes CO_2e .
Sequestration	Process of physical removal of carbon dioxide from the atmosphere by the biosphere (i.e., trees, plants, oceans, soils) and by anthropogenic means (i.e., carbon capture & storage)
Commercial GHG Emissions (BEIS Category)	GHG emissions from commercial and retail operations located within a local authority area.
Domestic GHG Emissions (BEIS Category)	GHG emissions from domestic housing (private and council) located within a local authority area.
Industry GHG Emissions (BEIS Category)	GHG emissions from industry and large industrial operations located within a local authority area.
LULUCF (BEIS Category) (Land Use, Land Use Change, & Forestry)	Modelled sequestration of GHG emissions resulting from land use, land use change and forestry within a local authority area.
Transport GHG Emissions (BEIS Category)	GHG emissions resulting from transport use of roads, diesel railways, and other modes (i.e., canals) within a local authority area.
Public Sector GHG Emissions (BEIS Category)	GHG emissions from public sector organisations (i.e., Council, NHS, Emergency Services, Government, Civil Services) located within a local authority area.



Advisory Note: The results of GEP's Carbon Impact Evaluation Modelling (CIEM) presented in this report should be treated as advisory. Modelling has been completed based on activity information and modelling assumptions supplied by Cardiff City Council. It is recommended that presented modelling results are used as a basis for the application of detailed studies using verified supporting activity data.

-[continued on following page]-



1 Cardiff City Council Baseline GHG Emissions

A summary the City of Cardiff's baseline GHG emissions for the 2019 reporting year (1st April – 31st March) are presented in the following report sections. GHG emissions calculations have been previously undertaken by BEIS and results are sourced from published GHG emissions inventories for UK Local Authority and Regions (accessed via: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019)

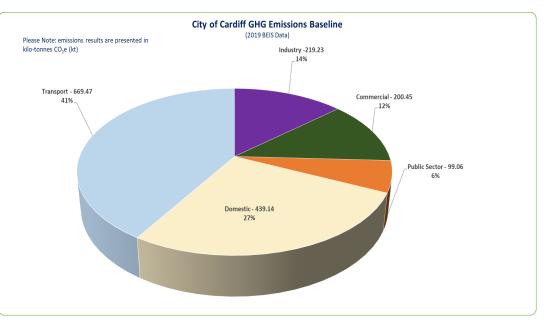
1.1 City of Cardiff GHG Emissions (per annum)

The City of Cardiff's baseline GHG emissions for the 2019 reporting period are **1,626,059 tonnes CO₂e (1,626 kilo-tonnes CO₂e¹)**. Results are presented in units of carbon dioxide equivalent (CO₂e) which includes all six greenhouse gases (GHGs).

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

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 (e.g., canals).

Emissions from energy use within the City's domestic housing are also significant, accounting for 27% of total emissions for 2019.



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.

¹ 1 kilo-tonne $CO_2e = 1,000$ tonnes CO_2e

² LULUCF = Land-use, Land use Change, & Forestry. Modelled sequestration of GHG emissions resulting from land use, land use change and forestry within Cardiff.



2 One Planet Strategy Projects

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 as directly benefitting the City's footprint and are included in the modelling results below:

- Cardiff Heat Network (Future Phases)
- Major Renewable Energy Projects (St Mellons & Wentloog 9.1MW PV Farm)
- Cardiff's Urban Forest (Coed Caerdydd 30% canopy coverage by 2030)

- Private Housing & Council Housing Retrofit (modelled based on project phase with highest annual emissions reduction Phase 4)
- Local Development Plan: Transport White Paper (50% reduction in emissions from A-Roads, Motorways, and Minor Roads in Cardiff)

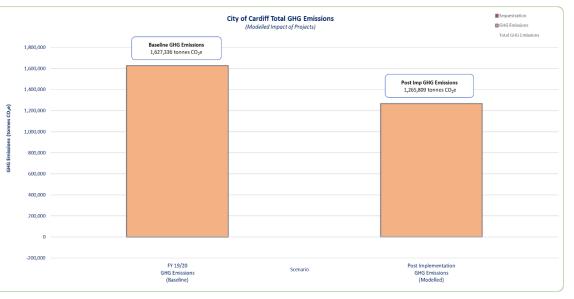
2.1 City of Cardiff GHG Emissions Reductions (following implementation)

	2019 GHG Emissions	Cardiff Heat Network	Major Renewables	Coed Caerdydd	Private Housing Retrofit	Council Housing Retrofit	Transport White Paper	LULUCF Sequestration	Post	Redu	nissions Iction Ielled)
Tudale	Baseline (tCO₂e - BEIS Reporting)	GHG Emissions Savings (tCO2e)	GHG Emissions Savings (tCO2e)	GHG Emissions Sequestration (tCO ₂ e)	GHG Emissions Savings (tCO2e)	GHG Emissions Savings (tCO ₂ e)	GHG Emissions Savings (tCO2e)	GHG Emissions per Annum (tCO ₂ e)	Implementation GHG Emissions	GHG Emissions Reductions (Per annum)	Percentage Reduction (%)
Ť	1,626,059	9,046	2,977	13,372	2,546	2,455	328,576	-1,277	1,265,809	360,250	-22%

8

Results Commentary

- The implementation of identified One Planet strategy projects upon the City's GHG emissions footprint will lead to a 22% reduction in per annum emissions.
- The most significant emissions reductions may be achieved should the Transport White Paper meet its ambition to reduce GHG emissions from road travel by 50% across the City.
- Council Housing is understood to be outside the scope of Cardiff City Council's GHG emissions footprint and so has been included within the City GHG emissions footprint.
- Larger version of summary chart is available from Annex A of this report.





3 City of Cardiff Projected GHG Emissions

Based upon currently available BEIS GHG emissions data (covering 2005-2019) for the City of Cardiff, GEP has undertaken an initial projection of the City's GHG emissions to 2030. Projection is based upon a 'No Action' scenario which assumes that active decarbonisation measures, as well as local policy strategies are not implemented. GHG emissions profile for each GHG emissions category has been developed based upon the average year on year percentage change in emissions between 2005 and 2019. All results are presented in kilo-tonnes CO_2e per annum.

Modelling results for this scenario should be treated as guidance only.

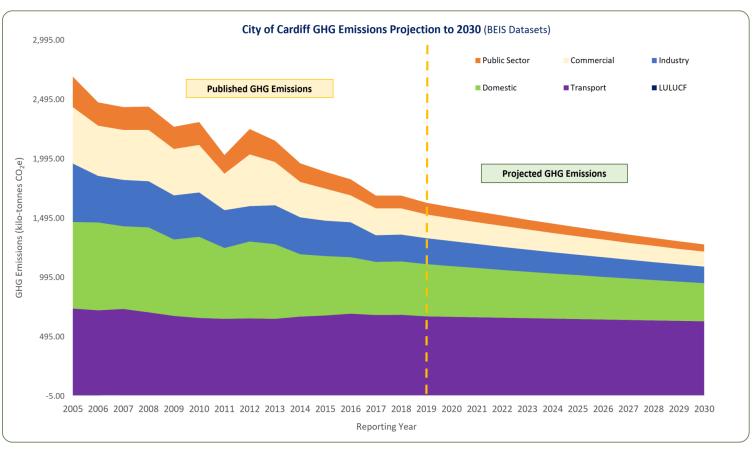
Results Commentary

 Transport and Domestic GHG emissions are likely to continue to account for the majority of the City's annual GHG emissions.

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GHG reductions are expected across all sectors, as result of national level policy drivers, passive decarbonisation of energy grids, and the increasing efficiency of vehicles and transport.

- Public Sector GHG emissions have seen the largest reduction (61%) between 2005 and 2019. This equates to a 4.4% reduction per annum. This is thought to reflect a national trend of estate rationalisation during the period, as well as benefits from decarbonisation of energy grids.
- Sequestration from land-use and forestry across Cardiff is assumed to remain at the same level as 2019 results (1.28 kilo-tonnes CO₂e per annum).
 Scenario assumes that no action will be taken to increase sequestration across the City.
- A larger copy of the summary chart is provided in Annex A of this report.





4 National-Level Decarbonisation Activities and Policy

Selected external decarbonisation factors are outlined below which will impact the City's future GHG emissions footprint.

4.1 Decarbonisation of the National Grid

Decarbonisation of the National Grid will provide passive decarbonisation benefits for the City of Cardiff, as the GHG intensity of electricity supplied progressively decreases with an increase in renewable and low carbon generation sources. Key information sources include:

1) National Grid Future Energy Scenarios

Modelling completed by the National Grid based on a range of Future Energy Scenarios based upon the development of such as low carbon heating technologies (i.e., hydrogen), increasing renewables in the grid's supply mixture, and their uptake by different mechanisms until 2050.

Accessed via: <u>https://www.nationalgrideso.com/future-energy/future-energy-scenarios/fes-2021/documents</u>

2) HM Treasury Green Book

Emissions forecasting published in the UK Government's Green Book (Supplementary Guidance – Table 1) highlights a continued steady decrease in GHG emissions intensity reduction until 2050, and then a consistent intensity until 2100.

Accessed via:

https://www.gov.uk/government/publications/valuationof-energy-use-and-greenhouse-gas-emissions-for-appraisal

4.2 Wider Decarbonisation Policy

Selected policy impacts which may impact the City's future GHG emissions footprint are listed below (not an exhaustive list):

1) Welsh Public Sector Decarbonisation Route Map

Welsh Government has recently published their route map to achieve Net Zero Carbon by 2030, the implementation of which may impact both the Council's and more broadly the City's GHG emissions footprint. (https://gov.wales/sites/default/files/publications/2021-07/a-routemap-for-decarbonisation-across-the-welsh-public-sector.pdf)

2) Decarbonisation of vehicles and public transport

The phasing out of the sale of new petrol and diesel cars by 2030, and the proposed continuing electrification of the National Rail network in South Wales, will lead to reductions in GHG emissions from transport use within the local authority area. In turn this will lead to a reduction (as yet unknown) to future GHG emissions footprint of transport in the Local Authority area.

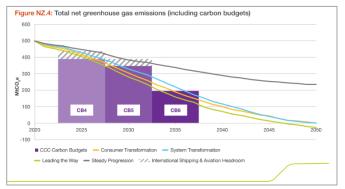
3) Net Zero Carbon Standard for new builds

Increasing the energy efficiency standards for all new build housing in line with a proposed Net Zero Carbon Standard (under development) as well as replacing gas heating with low carbon/renewable alternatives, will help to reduce additional GHG emissions created by these new builds to the City's footprint.

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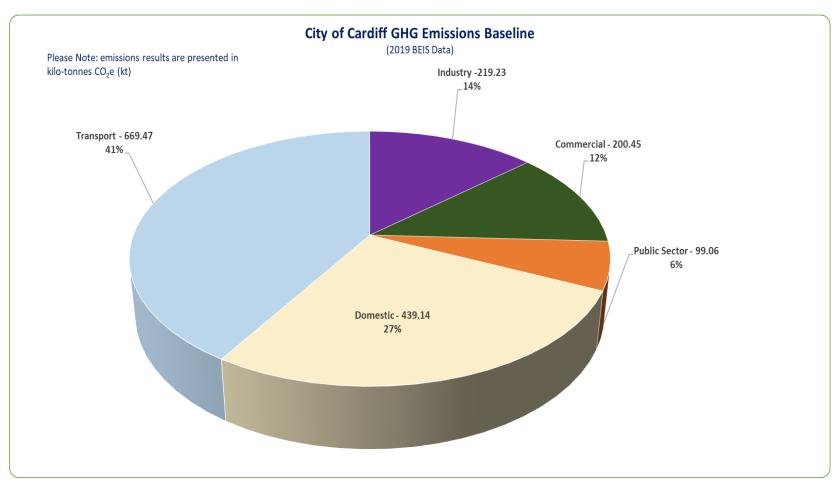


5 Annex A – Summary Charts

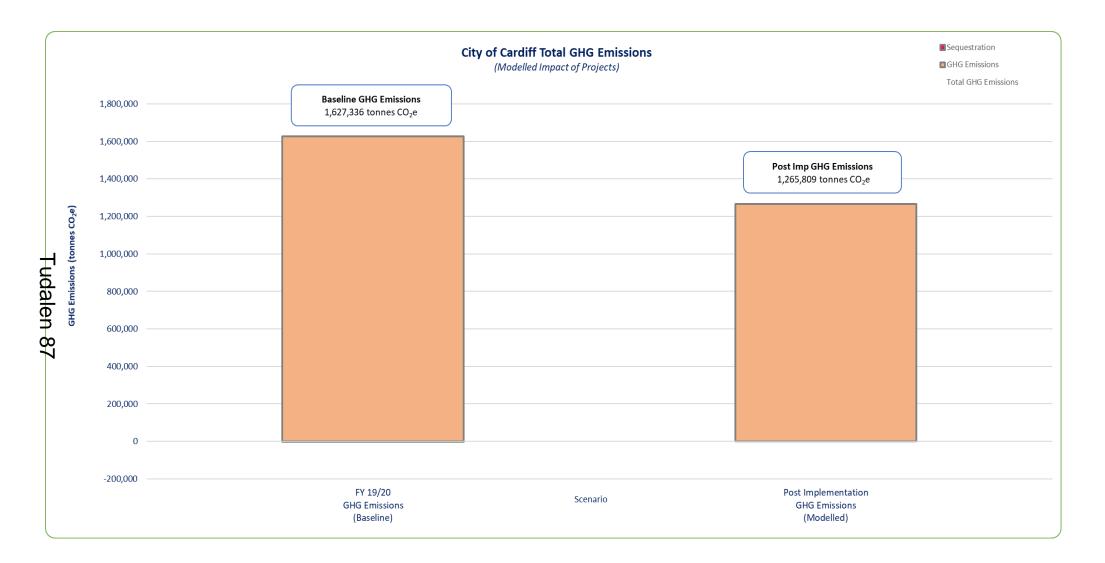
For ease of reference larger copies of summary charts presented in this report are provided in this annex. Please refer to the Carbon Impact Evaluation Model (Excel document) for further background information.

Summary Chart 1 – City of Cardiff GHG Emissions Baseline (2019)

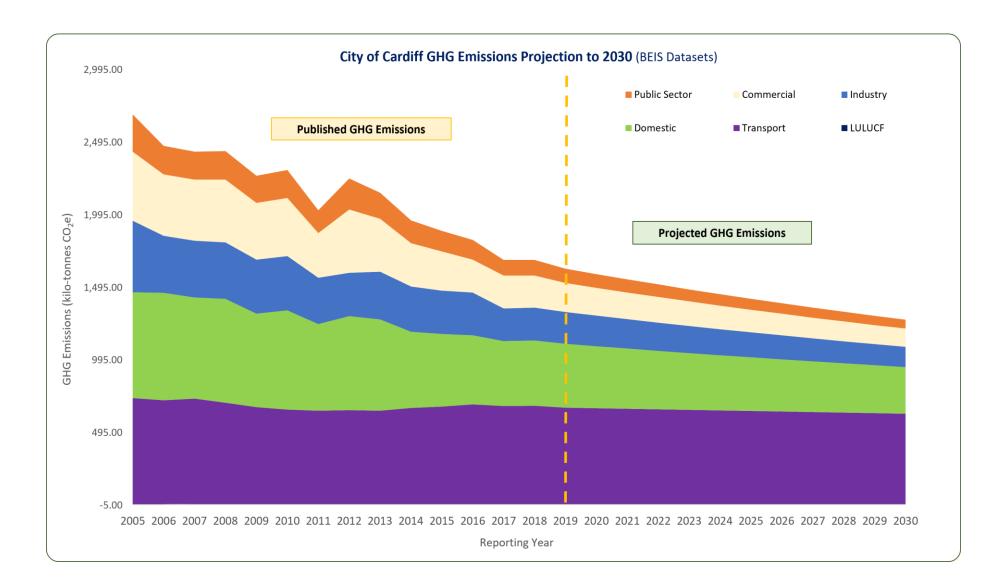
Percentage split between GHG emissions sources – adapted from BEIS 2019 data (<u>https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019</u>)









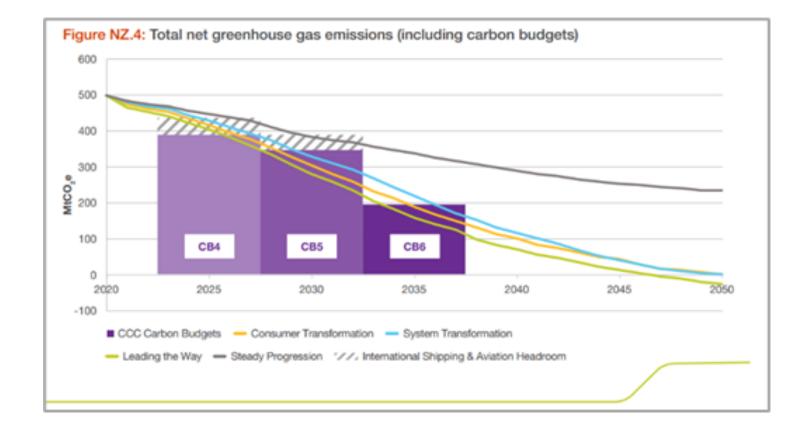




Summary Chart 3 – National Grid Future Energy Scenarios Summary

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



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Report for Cardiff City Council

Carbon Impact Evaluation Model (CIEM) Summary Report Council GHG Emissions Footprint

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Prepared by: GEP Environmental Email: -Direct: 01962 600205 Cardiff City Council County Hall, Atlantic Wharf, Cardiff, CF10 4UW https://www.cardiff.gov.uk/

Date: 8th September 2021 Version: 1.1



GEP Environmental Ltd Registered Office: Unit 58, Basepoint Business Centre, Winnall Valley Road, Winchester, SO23 OLD. Company Number: 05057066



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Key Terms & Definitions

The following terms are used in this report. For reference a definition of each term has been provided in the following table.

Key Term/Acronym	Definition		
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Net Total GHG Emissions (per annum) (tonnes CO ₂ e)	An organisation/entity's annual GHG emissions total after adjustments are applied for sequestration or GHG removals, measured in tonnes CO_2e .		
Land-use Sequestration	Process of physical removal of carbon dioxide from the atmosphere by the biosphere (i.e., trees, plants, oceans, soils) and by anthropogenic means (i.e., carbon capture & storage)		
Scope 1 GHG Emissions (Direct)	GHG emissions arising from the operation of buildings and vehicles owned by a reporting organisation (excluding electricity)		
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.		
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.		

Advisory Note: The results of GEP's Carbon Impact Evaluation Modelling (CIEM) presented in this report should be treated as advisory. Modelling has been completed based on activity information and modelling assumptions supplied by Cardiff City Council. It is recommended that presented modelling results are used as a basis for the application of detailed studies using verified supporting activity data.



1 Cardiff City Council Baseline GHG Emissions

A summary Cardiff City Council's baseline GHG emissions for the 2019-2020 reporting year (1^{st} April – 31^{st} March) are presented in the following report sections. GHG emissions have been calculated following the methodology set out within the Welsh Public Sector Net Zero Reporting Guidance (May 2021) published by the Welsh Government.

Council GHG emissions are presented both including and excluding Procurement, to provide an overview as to the relative magnitude of Procurement emissions versus the Council's other direct emissions sources.

1.1 Council GHG Emissions (excluding Procurement)

Cardiff City Council's baseline GHG emissions for the FY 2019/20 reporting period are **30,551.10 tonnes CO₂e.** These results represent the Council's footprint excluding Procurement.

Reporting Scope	GHG Emissions (tonnes CO ₂ e)	Percentage of Total (%)
Scope 1 (Direct) GHG Emissions	14,745.19	41.9%
Cope 2 (Energy Indirect) GHG Emissions	11,373.08	32.3%
Scope 3 (Other Indirect) GHG Emissions	9,087.67	25.8%
Gross) Total GHG Emissions (tCO ₂ e)	35.205.94	-
Land-use Sequestration (tCO ₂ e)	-4,654.84	-
(Net) Total GHG Emissions (tCO₂e)	30,551.10	
ω		

Majority of emissions are associated with energy consumption across the Corporate Estate (includes schools), and fuel used by the Council's vehicle fleet.

The Council's direct Scope 3 GHG emissions footprint includes:

- Employee commuting (cars, public transport)
- Council business travel (grey fleet, public transport, hire cars)
- Transmission & distribution of grid electricity
- Well-to-Tank (GHG emissions from production of fuels and energy used by the Council)



Cardiff City Council Baseline GHG Emissions

Employee commuting accounts for the majority of the Council's direct Scope 3 GHG emissions footprint.

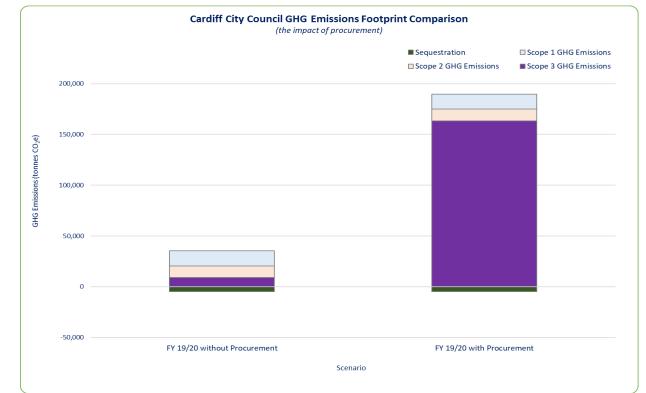
Negative values in the summary chart and in the table above, represent modelled GHG emissions sequestration from land-use and land-use change of the Council's land assets.



1.2 Council GHG Emissions (including Procurement)

Cardiff City Council's baseline GHG emissions for the FY 2019/20 reporting period (including Procurement – Scope 3) are **189,559.36 tonnes CO₂e.** These results represent the combined results of the Council's direct and indirect emissions footprint. GHG emissions from the Council's procurement activities account for 86% of the Council's combined footprint. The impact of Procurement emissions can be seen in the comparison chart below.

Reporting Scope	GHG Emissions (tonnes CO ₂ e)	Percentage of Total (%)
Scope 1 (Direct) GHG Emissions	14,745.19	41.9%
Scope 2 (Energy Indirect) GHG Emissions	11,373.08	32.3%
Scope 3 (Other Indirect) GHG Emissions	163,441.10	86.2%
(Gross) Total GHG Emissions (tCO ₂ e)	189,559.36	-
Land-use Sequestration (tCO ₂ e)	-4,654.84	-
(Net) Total GHG Emissions (tCO ₂ e)	184,904.52	





2 One Planet Strategy Projects

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 **post implementation**. The following projects have been identified as directly benefitting the Council's footprint and included in the modelling results below:

- Cardiff Heat Network (Phases 1 & 2 only)
- Council Fleet Transition to EV (all implementation phases)

- Strategic Estates Retrofit, Schools Estate Retrofit
- Streetlighting Upgrade to LED

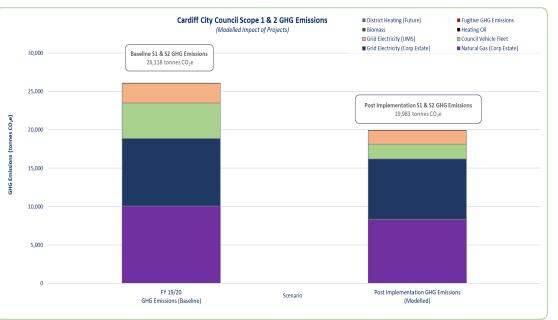
2.1 Scope 1 & Scope 2 Combined GHG Emissions Reductions

CUC Emissions	Deporting	FY 19/20 Baseline	Doct Implomentation	GHG Emissions Reduction (Modelled)	
GHG Emissions Source	Reporting Scope	GHG Emissions (tCO ₂ e)	Post Implementation GHG Emissions (tCO ₂ e)	GHG Emissions Reductions (tCO ₂ e)	Percentage Reduction (%)
Natural Gas – Corporate Estate	Scope 1	10,063	8,360	1,704	-17%
Electricity – Corporate Estate	Scope 2	8,795	7,864	931	-11%
Council Vehicle Fleet	Scope 1	4,640	1,893	2,746	-59%
Electricity - UMS	Scope 2	2,578	1,825	754	-29%
Heating Oil	Scope 1	42	42	-	0%
Total Scope 1 & 2 GHG Emissions (tCO₂e/per annum)	-	26,118	19,983	6,135	-23%

Besults Commentary

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- If all projects are implemented, the Council's combined Scope 1 and Scope 2 per annum GHG emissions footprint is modelled to reduce by 23% (6,135 tonnes CO₂e).
- 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.
- The Council may achieve further reductions through passive decarbonisation of the National Grid (particular for Scope 2 GHG emissions sources). This impact has not been modelled in this scenario.
- Larger version of chart is provided in Annex A of this report.



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2.2 Scope 1 GHG Emissions Reductions

The results in the table and chart below focus upon the Council's Scope 1 GHG emissions. Scope 1 GHG emissions sources are those for which the Council owns or is in direct control of, such as fuel used for heating across the Corporate Estate (including schools) and fuel used by the Council vehicle fleet.

GHG Emissions	FY 19/20 Baseline GHG	Doct Implementation	GHG Emissions Rec	luction (Modelled)
Source	Emissions (tCO ₂ e)	Post Implementation GHG Emissions (tCO ₂ e)	GHG Emissions Reductions (tonnes CO₂e)	Percentage Reduction (%)
Natural Gas – Corporate Estate	10,063	8,360	1,704	-17%
Council Vehicle Fleet	4,640	1,893	2,746	-59%
Heating Oil	42	42	-	0%
Total Scope 1 GHG Emissions (tCO ₂ e/per annum)	14,745	10,295	4,450	-29%

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GHG E

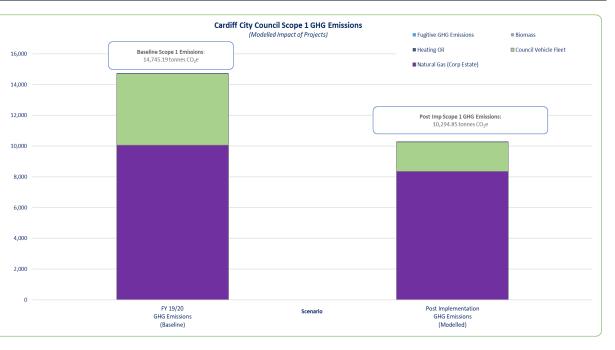
Results Commentary U If all projects are modelled reduction emissions.

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If all projects are implemented, then the Council could achieve a modelled reduction of 29% (4,450 tonnes CO_2e) in Scope 1 GHG emissions.

As previously identified, natural gas consumption accounts for most of the Council's Scope 1 GHG emissions per annum. Reducing the reliance on natural gas for heating in the Corporate Estate will significantly reduce GHG emissions per annum.

- Results are calculated based upon a static GHG emissions factor (based on 2020 BEIS Conversion Factors) for natural gas and for fuels (petrol, diesel, heating oil). This does not therefore account for potential decarbonisation of fuels between baseline and 2030.
- Please treat these results as advisory. It is recommended that detailed trajectory modelling is undertaken to accurately model GHG emissions reduction potential.





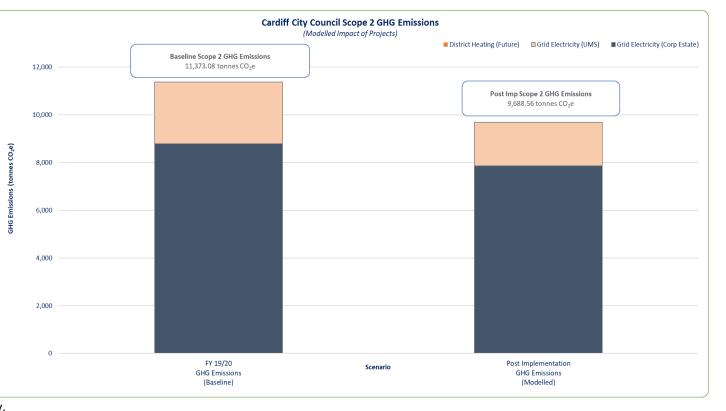
2.3 Scope 2 GHG Emissions Reductions

The results in the table and chart below focus upon the Council's Scope 2 GHG emissions. Scope 2 GHG emissions sources are those which are associated with the offsite generation of electricity consumed by the Council's buildings. In future Scope 2 will also include the generation of district heating from the Cardiff Heat Network.

CUC Emissions	Departing	EV 10/20 Pacalina	Dect Implementation	GHG Emissions Redu	uction (Modelled)
GHG Emissions Source	Reporting Scope	FY 19/20 Baseline GHG Emissions	Post Implementation GHG Emissions	GHG Emissions	Percentage Reduction
300100	эсорс			Reductions (tonnes CO ₂ e)	(%)
Grid Electricity – Corporate Estate	Scope 2	8,795	7,864	931	-11%
Grid Electricity – Unmetered Supplies (UMS)	Scope 2	2,578	1,825	754	-29%
Total Scope 2 GHG Emissions (tCO ₂ e/per annum)	-	11,373	9,689	1,685	-13%

Results Commentary

- If all projects are implemented, then the Council could achieve a modelled reduction of 13% (1,685, tonnes CO₂e) in Scope 2 GHG emissions.
- Tudalen 97
 - Grid electricity from the Corporate Estate accounts for most of the Council's Scope 2 GHG emissions footprint. Improvements made to the energy efficiency of buildings within the Corporate Estate (Schools and Strategic Estates) via their respective retrofit programmes will help to reduce GHG emissions.
 - Upgrade of streetlighting to LED will help to achieve a 29% reduction (754 tCO₂e) in emissions from unmetered supplies.
 - Further GHG reductions may be achieved through passive decarbonisation of the National Grid between now and 2030. This is not currently factored into high level analysis completed for this study.



- Please treat these results as advisory. It is recommended that detailed trajectory modelling is undertaken to accurately model GHG emissions reduction potential.



3 National-Level Decarbonisation Activities and Policy

Selected external decarbonisation factors are outlined below which will impact the Council's future GHG emissions footprint.

3.1 Decarbonisation of the National Grid

Decarbonisation of the National Grid will provide passive decarbonisation benefits for Cardiff Council, as the GHG intensity of electricity supplied progressively decreases with an increase in renewable and low carbon generation sources. Key information sources include:

1) National Grid Future Energy Scenarios

Modelling completed by the National Grid based on a range of Future Energy Scenarios based upon the development of such as low carbon heating technologies (i.e., hydrogen), increasing renewables in the grid's supply mixture, and their uptake by different mechanisms until 2050.

Accessed via: <u>https://www.nationalgrideso.com/future-</u> energy/future-energy-scenarios/fes-2021/documents

2) HM Treasury Green Book

Emissions forecasting published in the UK Government's Green Book (Supplementary Guidance – Table 1) highlights a continued steady decrease in GHG emissions intensity reduction until 2050, and then a consistent intensity until 2100.

Accessed via:

https://www.gov.uk/government/publications/valuationof-energy-use-and-greenhouse-gas-emissions-for-appraisal

3.2 Selected National and Council Policy Impacts

Selected National and Council policy impacts which may impact the Council's future GHG emissions footprint (not an exhaustive list) are listed below:

1) Welsh Public Sector Decarbonisation Route Map

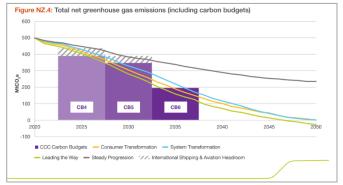
Welsh Government has recently published their route map to achieve Net Zero Carbon by 2030, the implementation of which will impact both the Council's and more broadly the City's GHG emissions footprint. (https://gov.wales/sites/default/files/publications/2021-07/a-route-map-for-decarbonisation-across-the-welsh-publicsector.pdf)

2) Net Zero Carbon Standard for new build

Increasing the energy efficiency standards for all new build schools and corporate estate buildings, in line with a proposed Net Zero Carbon Standard (under development) as well as replacing gas heating with low carbon/renewable alternatives, will help to reduce additional GHG emissions created by these new builds to the Council's GHG emissions footprint.





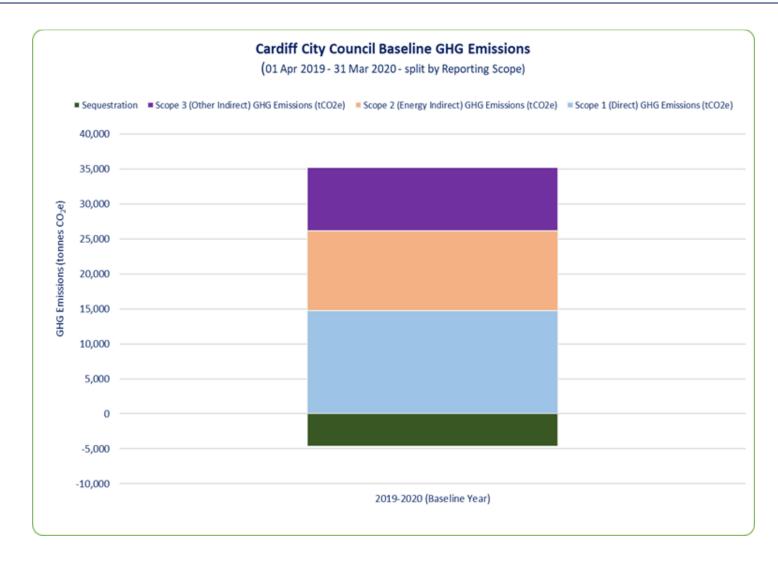




4 Annex A – Summary Charts

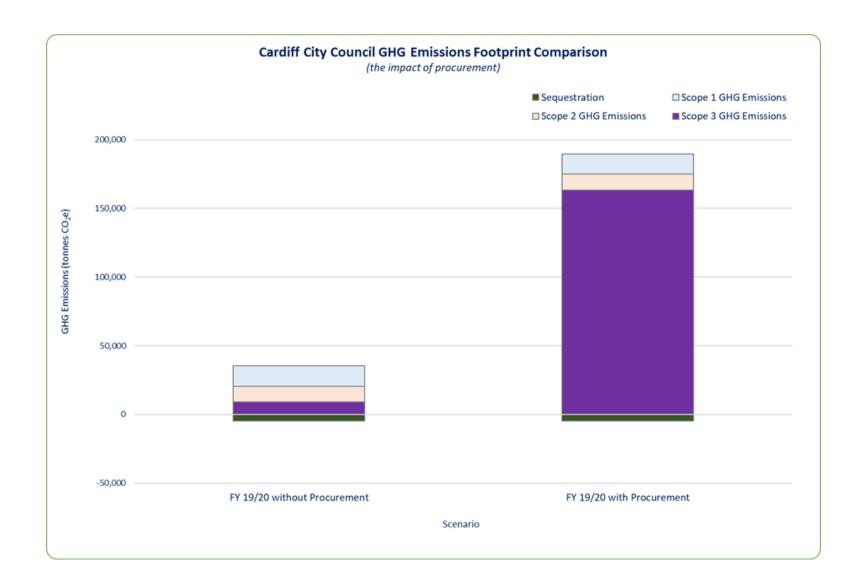
For ease of reference larger copies of summary charts presented in this report are provided in this annex. Please refer to the Carbon Impact Evaluation Model (Excel document) for further background information.

Summary Chart 1 – Cardiff City Council Baseline GHG Emissions (excluding Procurement split by reporting Scope)



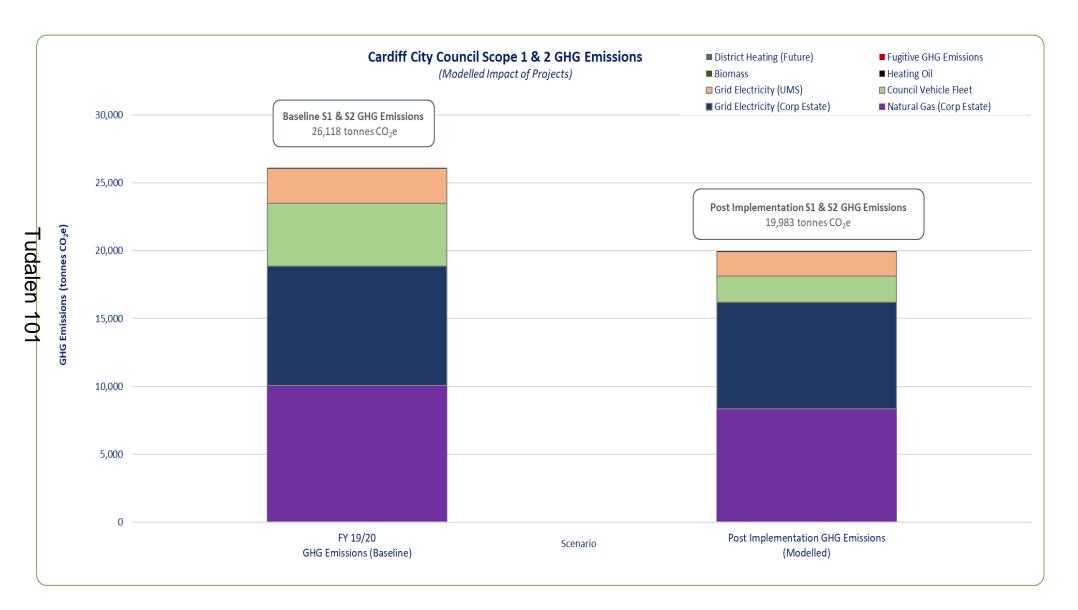


Summary Chart 2 – Cardiff City Council Baseline GHG Emissions (including Procurement split by reporting Scope)



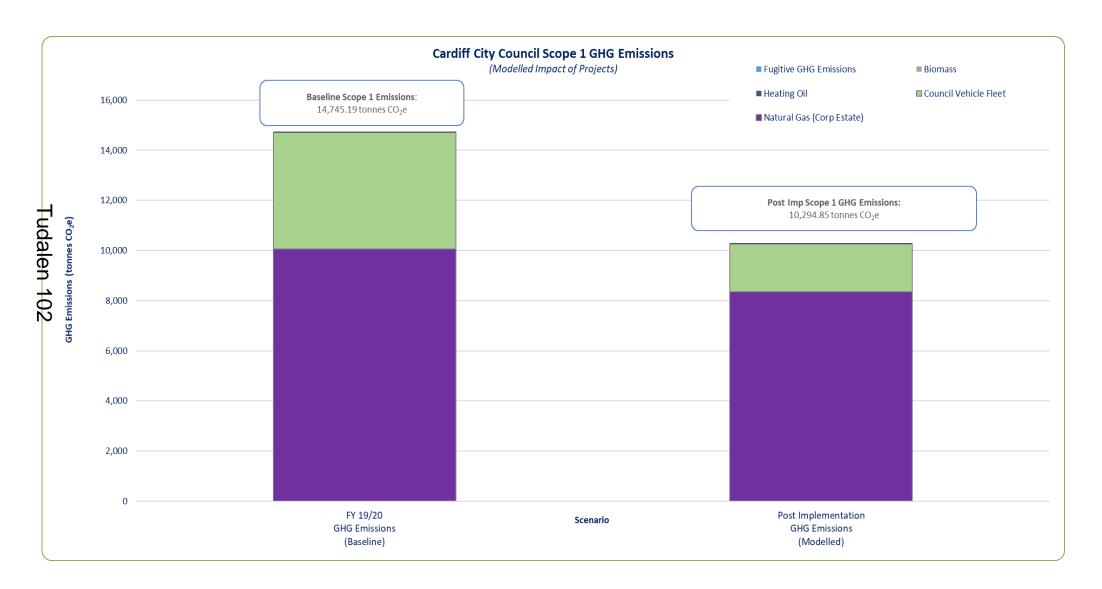


Summary Chart 3 – Impact of selected One Planet Strategy Projects on Scope 1 & 2 Emissions Baseline

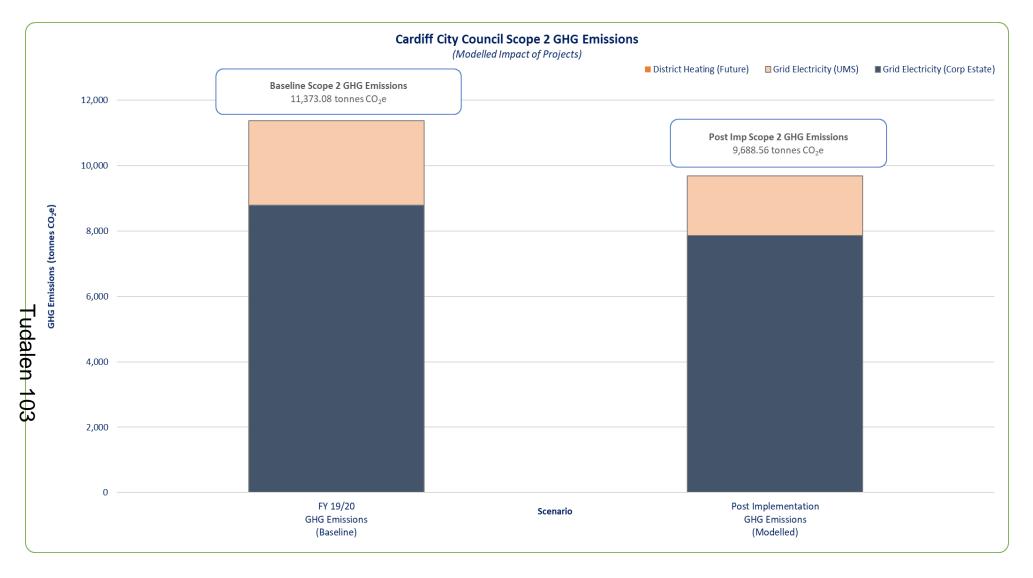




Summary Charts 4 & 5 – Impact of selected One Planet Strategy Projects on Scope 1 & Scope 2 GHG Emissions





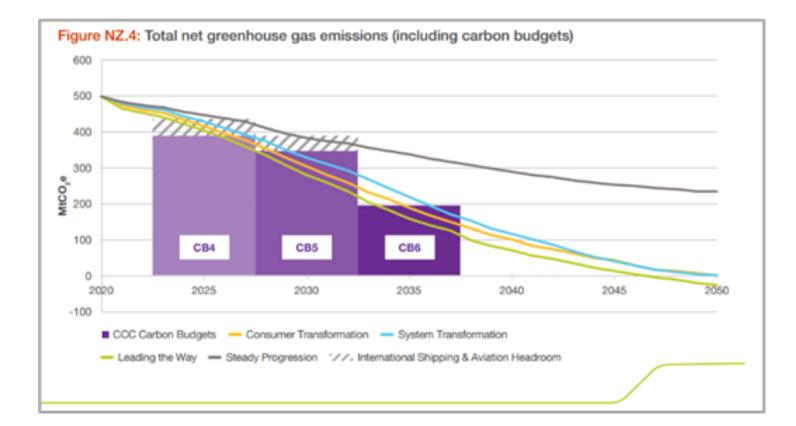




Summary Chart 6 – National Grid Future Energy Scenarios Summary

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



GEP Environmental Ltd

Unit 5, Basepoint Business Centre, 1 Winnall Valley Road, Winchester, SO23 0LD 64a Queen Street, Edinburgh, EH2 4NA Suite A, 18 Grove Place, Bedford, MK40 3JJ Smart Zone 5, Tredomen Innovation Centre, Tredomen Park, Ystrad Mynach, Hengeod, Caerphilly, CF82 7FN M-Sparc, Parc Gwyddoniaeth Menai, Gaerwen, Anglesey, LL60 6AG 11 Market Square, Bromyard, Herefordshire, HR7 4BP

T: 01962 600205 http://www.gepenv.co.uk/ Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL

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Appendix 4

Project Title: 2021 One Planet Cardiff Strategy New: New

Who is responsible for developing and i Policy/Strategy/Project/Procedure/Serv	
Name: Gareth Harcombe	Job Title: Operational Manager – Energy and Sustainability
	Sustainability
Service Team: Energy and	Service Area: Planning, Transport and Env
Sustainability	
Assessment Date: 01/10/2021	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

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.

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.

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

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

Following the launch of the Draft OPC Strategy in October, the Council facilitated a number of different consultation exercises including:

• An online consultation questionnaire aimed at the general public;

• An online questionnaire aimed at local businesses and organisations;

• A bespoke survey of young people, designed and analysed by Cardiff's Youth Council, and

• An Environmental Scrutiny exercise where key experts and stakeholders were invited

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to give their views on the draft strategy.

Almost 2,000 individual responses were received and analysed and this public feedback 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.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact** [positive/negative/] on younger/older people?

	Yes	No	N/A
Up to 18 years	+		
18 - 65 years	+		
Over 65 years	+		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Climate Change requires 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, 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.

What action(s) can you take to address the differential impact?

n/a

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment			Х
Physical Impairment			Х
Visual Impairment			Х
Learning Disability			Х
Long-Standing Illness or Health Condition	+		
Mental Health			Х
Substance Misuse			х
Other Fuel poverty, food poverty	+		

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Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Climate Change requires 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, 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.

What action(s) can you take to address the differential impact?

n/a

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People			Х
(People who are proposing to undergo, are undergoing, or have			
undergone a process [or part of a process] to reassign their sex			
by changing physiological or other attributes of sex)			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The response to Climate Change and to achieve a carbon neutral Council and City will not impact on individuals owing to them being transgender.

What action(s) can you take to address the differential impact?

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			*
Civil Partnership			*

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

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The response to Climate Change and to achieve a carbon neutral Council and City will not impact on individuals if they are married/ civil partnership or not.

What action(s) can you take to address the differential impact?

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	+		
Maternity	+		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

As per the details above the response to Climate Change will have wider environmental benefits including improvements to the city and provide air quality which will have a positive impact on health and both pregnant women and infants as they are particularly vulnerable. Therefore the improvements to air quality will positively benefit pregnant and new born children by reducing their exposure, as recent evidence shows that particles of air pollution travel through pregnant women's lungs and lodge in their placentas. Previous studies have shown that air pollution significantly increases the risk of premature birth and of low birth weight, leading to lifelong damage to health.

What action(s) can you take to address the differential impact?

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	+		
Mixed / Multiple Ethnic Groups	+		
Asian / Asian British	+		
Black / African / Caribbean / Black British	+		
Other Ethnic Groups	+		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

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Climate Change requires 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, 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.

What action(s) can you take to address the differential impact?

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist			*
Christian			*
Hindu			*
Humanist			*
Jewish			*
Muslim			*
Sikh			*
Other			*

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The response to Climate Change and to achieve a carbon neutral Council and City will not impact on individuals depending on their religious belief.

What action(s) can you take to address the differential impact? n/a

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	+		
Women	+		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Climate Change requires Cardiff as a city, its organisations businesses and citizens, to

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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, 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.

What action(s) can you take to address the differential impact?

n/a

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual			*
Gay Men			*
Gay Women/Lesbians			*
Heterosexual/Straight			*

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The response to Climate Change and to achieve a carbon neutral Council and City will not impact on an individuals sexual orientation.

What action(s) can you take to address the differential impact?

n/a

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language			*

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The response to Climate Change and to achieve a carbon neutral Council and City will not impact on the Welsh Language.

What action(s) can you take to address the differential impact? n/a

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4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

As previous detailed a full public consultation was undertaken on the Council's drat One Planet Strategy and the consultation report can be found here <u>Cabinet 20 May</u> <u>2021 Recovery One Planet App A.pdf (moderngov.co.uk)</u>

Groups	Actions
Age	N/A
Disability	N/A
Gender Reassignment	N/A
Marriage & Civil	N/A
Partnership	
Pregnancy & Maternity	N/A
Race	N/A
Religion/Belief	N/A
Sex	N/A
Sexual Orientation	N/A
Welsh Language	N/A
Generic Over-Arching	N/A
[applicable to all the	
above groups]	

5. Summary of Actions [Listed in the Sections above]

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Jason Bale	Date:
Designation: Programme Manager Clean Air Cardiff	01/10/2021
Approved By: Gareth Harcombe	01/10/2021

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Designation: OM2	
Service Area: PTE	

7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 2536 / 3262 or email <u>equalityteam@cardiff.gov.uk</u>

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CARDIFF COUNCIL CYNGOR CAERDYDD

CABINET MEETING: 14 OCTOBER 2021



21ST CENTURY SCHOOLS: THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM: 3

Reason for this Report

- 1. This report is to inform the Cabinet of objections received to the published statutory notice to:
 - Increase the capacity of Cathays High School from 1,072 places (5.5 forms of entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places) from September 2023
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition (ASC) from 16 to 50 places in purpose built accommodation in the new school buildings

Background

- 2. At its meeting on 17 December 2020, the Council's Cabinet agreed a recommendation to hold public consultation on the proposals as outlined in paragraph 1. A copy of the Cabinet Report of 17 December 2020 is attached as Appendix 1. A copy of the consultation document outlining the proposals is attached at Appendix 2.
- 3. At its meeting on 17 June 2021 the Cabinet, in accordance with the terms of the Schools Standards and Organisation (Wales) Act, approved a recommendation for the publication of a statutory notice relating to Cathays High School as set out at paragraph 1. A copy of the Cabinet Report of 17 June 2021 is attached as Appendix 3
- 4. The statutory notice was published on 29 June for a period of 28 days to allow for objections. The statutory notice period expired on 26 July 2021. A copy of the notice is attached at Appendix 4.

- 5. The notice was published on the Council website, posted at the school site and at the Maindy Centre site adjacent to Crown Way and North Road.
- 6. Copies of the notice were distributed via e-mail to organisations and consultees required under the School Organisation Code 2018.
- 7. Residents and businesses in the local area were notified of publication of the statutory notice by letter.

Issues

- 8. There were 425 objections received by the statutory notice closing date.
- 9. Of the 425 objections, 18 did not provide full name/ address details. The remaining 407 objections were received from the following communities:
 - Cathays: 97
 - Heath: 83
 - Gabalfa: 50
 - Roath: 25
 - Whitchurch: 16
 - Others (<10 each): 75
 - Outside of Cardiff: 61
- 10. In accordance with the requirements of the School Organisation Code the Council Cabinet has responsibility for the determination of school organisation proposals including those which receive objections (save for those that are required to be considered by the Welsh Government).
- 11. In accordance with this the Cabinet must decide whether to approve, reject or approve with modifications, the proposals. The Council must not approach the decision with a closed mind and any objections must be conscientiously considered.
- 12. A summary of the objections received and the Council's response can be at paragraphs 52 215.

Requirements of the School Organisation Code

13. The School Organisation Code sets out, in Parts 1.3 to 1.14, the factors that should be taken into account by the relevant bodies (the Welsh Ministers, local authorities, governing bodies and other promoters) when exercising their functions of preparing and publishing school organisation proposals, and or approving/determining them. The relevant factors for this type of proposal are set out in paragraphs 14 – 51 of this report.

Section 1.3 Quality and Standards in Education

14. The new school facilities are not expected to impact on standards at other schools.

- 15. The new school facilities will support the delivery of the new 'Curriculum for Wales' for learners (3 16) which is due to be implemented in Welsh schools from September 2022.
- 16. The new curriculum will adopt an approach which is inclusive and designed to address the need to prepare children and young people in Wales to thrive and be successful in a rapidly changing world.
- 17. It is recognised that the new curriculum should provide breadth, enable greater depth of learning, ensure better progression, provide scope for more imaginative and creative use of time and place and a much greater emphasis on skills. The proposed 21st Century School will meet the need of this new, flexible curriculum along with providing facilities that allow for real-world practical learning with local organisations and employers context.

Section 1.4 Need for places and the impact on accessibility of schools

- 18. Cardiff's Band B 21st Century Schools Programme seeks to address the most acute sufficiency, suitability and condition issues in Cardiff. In bringing forward this proposal for Cathays High School the suitability and condition of the school will be addressed through a new buildings and facilities that are compliant with Building Bulletin Guidance.
- 19. The existing school buildings comprise a number of permanent and temporary buildings, the positioning of which on a constrained site severely limit outdoor space for learners, and much of the school is not of a 21st Century accessible standard. The proposals would also address condition and suitability issues within the school, providing 21st Century facilities to benefit up to 1,450 learners.
- 20. The proposed expansion of Cathays High School, increasing intakes to the school from 165 places per year group to 240 places, would make a significant contribution to addressing the sufficiency of mainstream places in a central and accessible part of the city.
- 21. The proposed increase in the number of places in the Specialist Resource Base from 16 places to 50 places, would contribute to addressing the projected shortfall of specialist places city-wide.
- 22. The Cabinet Report of 17 December 2020, attached at Appendix 1, sets out the need for additional community secondary school places, and the need for additional Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition.
- 23. Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years.
- 24. City-wide projections show that the demand for places in the Englishmedium secondary sector will further increase during the period of the Band B investment programme. The number of pupils in each of the year

3 to year 6 age groups in English-medium primary schools exceeded the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools at January 2020.

- 25. The projections, based upon the most recent school census data (PLASC) received in 2020, show that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.
- 26. Based on the existing housing city-wide, the highest intakes at entry to secondary education (Year 7) of around 4,115 pupils are expected in 2022/ 2023 and 2023/ 2024. The intakes that follow are expected to reduce to around 3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/ 2029.
- 27. Forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area and the wider area.
- 28. Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.
- 29. A temporary increase to the admission number at Cathays High School, to eight forms of entry in Year 7 (240 places), was implemented for the 2020/21 intake, and all places were allocated. The central location of the school enabled it to meet the excess demand for places, and to accommodate late applicants, from the south, central and north areas of the city and retain less than 5% surplus city-wide in the year group. Similar measures, retaining the intake at Cathays High School to 240 places, are likely to be needed in coming years.
- 30. A permanent expansion of Cathays High School to eight forms of entry would provide an opportunity to meet the projected demand for places from within its catchment area and to also accommodate excess demand for places from other neighbouring catchment areas.

Section 1.5 Resourcing of education and other financial implications

- 31. The proposed scheme forms part of the 21st Century School Programme and is intended to be funded through a Mutual Investment Model (MIM). The new school will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years.
- 32. Expenditure required in relation to ICT and FFE that does not fall within the scope of the MIM will be met jointly by the Council and Welsh Government with Welsh Government funding a minimum of 65% via the 21st Century Schools Band B capital grant.

- 33. Operational costs incurred in managing the scheme and transition from current buildings into new buildings will be met from a dedicated revenue budget.
- 34. The additional revenue costs of increased pupil numbers will be met through the school funding formula on the basis of pupil numbers.
- 35. Further financial implications arising from the proposal are outlined in paragraphs 239-245.

Section 1.6 Other General Factors

- 36. In 2020, 31.9% of the pupil population at Cathays High School were in receipt of Free School Meals.
- 37. The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (<u>www.cardiffcommitment.co.uk</u>).
- 38. The delivery of 21st Century learning environments will ensure that there are appropriate, high quality school places for young people, which meet the needs of Cardiff's growing and changing population.
- 39. The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.
- 40. The Council does not expect the proposal to have any negative impact on the quality of standards of education for children from economically deprived backgrounds.

Section 1.14 Additional factors to be taken into account in preparing, publishing, approving or determining proposals for the reorganisation of SEN provision

- 41. The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the specialist provision within the school and to increase the number of places available from 16 to 50.
- 42. The current expertise and inclusive practice of the school would be maintained.
- 43. The additional places would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.
- 44. It is not expected that the expansion of ASC provision at Cathays High School will impact on any existing ALN provision.

Section 1.15 Factors to be taken into account in approving/determining school organisation proposals

- 45. There are no related school organisation proposals.
- 46. The consultation on the proposed changes was carried out in accordance with the requirements of the Welsh Government School Organisation Code (November 2018).
- 47. The consultation document was sent to those it should have been sent to and pupils at local schools were consulted. The required amount of time (42 days of which at least 20 are school days) was provided to respond to the consultation.
- 48. The consultation document contained the prescribed information set out in the Code.
- 49. The timescale and content required have been complied with in relation to the consultation report.
- 50. The publication of the statutory notice complied with the requirements of the Code and the notice contained all of the prescribed information.
- 51. The proposal was published in accordance with the requirements of the Code and contained all of the required information.

Objections to the proposal

- 52. The Council received 425 objections to the statutory notices by the closing date. This included 335 identical proforma responses prepared by the 'Save Maindy velodrome' campaign, and a further 16 responses that included this information.
- 53. A summary of the objections and the Council's response can be seen below.

The need for additional school places

- 54. "Cathays already accommodates so many who live outside the area with the school having the highest percentage of pupils of any authority school in Cardiff who travel in from outside of catchment area. This currently stands at approximately 60% from outside of catchment. Increasing capacity to 1,450 will mean increasing the proportion of pupils attending from outside of catchment to roughly 70%, approximately 1,000 pupils. Pupils should be able to obtain a school place within catchment. If there are insufficient places, then schools should expand to cater for demand, or new schools should be built in areas of increased demand."
- 55. "The proposed expansion of Cathays is not needed to serve the school catchment. The demand for places is from elsewhere and provision should be made available locally for these pupils."

- 56. Paragraphs 18-30 outline the need for additional community secondary school places, and the need for additional Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition.
- 57. The existing secondary school catchment areas in Cardiff do not provide a sustainable balance in the supply of and take up of school places.
- 58. Cathays High School is well located to serve the demand for places within its catchment area and also surrounding areas, both at entry to secondary education and also for those children who arrive in Cardiff at a later stage of their education.
- 59. The central location of the school within the city, and its catchment area being adjacent to catchment areas of five other English-medium community secondary schools of Cardiff High School, Fitzalan High School, Llanishen High School, Whitchurch High School and Willows High School, means that it is well placed to support growth in other areas of the city, both in established communities, and in turn from the new communities in the North East and North West of the city, in coming years.
- 60. The current and projected demand for places at entry to secondary school within some of the neighbouring catchment areas exceed the number of places available at the catchment school. There is also projected demand from existing housing within some catchments including those with outline or full planning permission that will impact neighbouring English-medium community schools such as Cathays High School, and must be considered when planning provision.
- 61. The number of children expressing a preference for a place at Cathays High School has increased recently partly because of the demographic changes but also parental preference ahead of other local schools.
- 62. A temporary increase to the admission number at Cathays High School, to eight forms of entry in Year 7 (240 places), was implemented for the 2020/21 intake, and all places were allocated. The central location of the school enabled it to meet the excess demand for places, and to accommodate late applicants, from the south, central and north areas of the city whilst retaining less than 5% surplus city-wide in the year group. Measures which retain the intake at Cathays High School at 240 places are likely to be needed in coming years. The number of pupils in the school is forecast to exceed its current permanent capacity beyond the completion of new facilities.
- 63. A permanent expansion of Cathays High School to eight forms of entry would provide an opportunity to meet the projected demand for places from within its catchment area and also to continue to accommodate excess demand for places from other neighbouring catchment areas.

- 64. The proposed changes contribute to providing a balance in the capacity and surplus of places over the wider area, to ensure that all schools are sustainable whilst intakes are at high levels, and also when they fall.
- 65. Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places. Catchment areas are only part of the school admission oversubscription criteria and being resident within a catchment area is not a guarantee of admission. The Council has to ensure sufficient places in the secondary sector regardless of catchment boundaries.

Potential increase in antisocial behaviour

66. "The expansion of the school creates the potential for increased litter and anti-social behaviour".

Appraisal of views expressed

- 67. Cathays High School has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the school staff clears litter on New Zealand Road, the lane and Crown Way. These measures were started in October 2020 because of historical issues.
- 68. The new school buildings and site will be larger with improved catering facilities. There is an expectation that more pupils would remain on site during the day, which has a number of potential benefits such as safeguarding and the minimising of littering.

Increased traffic & parking issues

- 69. "There is no Traffic Assessment (TA) provided at this stage, but as a community we need to see this before we can make a decisions about whether or not the proposal is suitable for our community."
- 70. "The Council has not made clear the infrastructure implications for local residents, including suggestions that Crown Way may be permanently closed. The plans would be likely to have negative effects on congestion, pollution, road safety and active travel throughout Cathays and Gabalfa, affecting school pupils and local residents.
- 71. "This proposal will increase the amount of students coming to Cathays from outside the area, and thus increase the amount of traffic. Current double-yellows do nothing to prevent the daily parking of vehicles by parents – often there are more than twenty vehicles, generally idling so emitting pollution, parked outside the school at the close of school day. Some days they are also illegally parked and idling on Cosmeston Street and Gelligaer Street too. These proposals offer nothing to reduce this and will make things worse for local residents. Therefore this proposal

should be rejected or amended to keep in line with this LDP Key Policy 8 (Sustainable Transport)."

- 72. "The proposal will lead to an increase in the volume of traffic and pedestrians that will use New Zealand Road. There will be more accidents due to traffic using this street as short cut."
- 73. "Additional traffic will impact on parking on local streets (Gelligaer St and Cosmeston St)."
- 74. "Residential streets must remain closed to traffic from North Road. Any changes to existing arrangements would impact noise pollution, air quality, house prices and health and wellbeing."
- 75. "The proposal will increase traffic in the Bay compared to Maindy where the Council has invested in the cycle super highways. This hasn't happened in the Bay and will increase carbon emissions."

- 76. Transport mitigation for the development will be identified through the Transport Assessment (TA) process. The first part of the TA has now assessed the traffic impact on the highway network. It has identified that potential changes are expected to result in some additional queuing at peak periods. However it is considered that the overall traffic impact of the development can be accommodated by the network.
- 77. The consultation document referred to the possibility of Crown Way being closed to through traffic to accommodate the development. The Council's transport team have assessed the potential implications of closing Crown Way and have concluded that it should remain open in order to maintain flexibility for the future management of the highway network and options for the bus network.
- 78. Improved facilities for public transport will supplement the provision of cycleway and pedestrian facilities along with increased parking restrictions to support and encourage take up of active and sustainable travel.
- 79. Parking on street near the school would be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school.
- 80. Whilst some pupils presently commute from outside of the school's catchment area, this is a consequence an imbalance in the sizes of English-medium community secondary school catchment areas. A number of schools, including Cathays High School, have catchment areas which are not large enough to sustain a secondary school. The

current and projected demand for places at entry to secondary school within some local catchment areas exceed the number of places available at the catchment school. Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places.

Disruption of building works

81. "The proposed building work on the Maindy site and the old school site would be disruptive for pupils, users of the leisure centre, and local residents."

Appraisal of views expressed

- 82. The Council has significant experience in the successful delivery of building projects on the sites of occupied school sites as a result of progressing a large and growing school organisation programme. The proposed replacement of Cathays High School with a separate new building would limit the disruption to pupils, staff and parents and users of the leisure centre.
- 83. Any building work carried out would be manage effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained, and with the operators of the leisure centre to maintain access.

Consultation Process and Statutory Objection Period

- 84. "The Council has been discussing these plans internally for many months, but residents have generally only been made aware of them in recent weeks. Many have only become aware of the plans by social media and word of mouth."
- 85. "The Council's published plans are extremely vague (for example, it has not said exactly what would be built on the Maindy site). The plans are unclear, confusing, and often contradictory. Insufficient information was provided to stakeholders on the proposed layout of the school. The site is constrained by areas that need to be retained or are undevelopable, and it has not been demonstrated that it would be feasible to develop the replacement school on the remaining land."
- 86. "The short timescales allowed for consultation and the vague nature of the plans presented, for example, it has not been said exactly what would be built on the Maindy site), make it extremely difficult to give an informed view on the proposals."
- 87. "The community has not been given the opportunity to object to the demolition of the cycle track specifically, or to suggest more positive and better-value approaches such as improving and adding to the existing facilities for the school and community to share."

- 88. "Regular users of the facility, including local cycling clubs, were not directly consulted by the Council on the proposals. Responses to the consultation were received from two cycling clubs and one triathlon club however the facility is used by other groups also."
- 89. *"There was insufficient time available to question officers on the details of the proposals during the consultation."*
- 90. "From 29 June to 16 July 2021, the council web page where the current statutory notice is published displayed the message "This consultation is now closed." at the top of the page. This has undoubtedly misled many people into thinking they're now too late to object to the proposals, particularly as the information about the notice itself was not visible unless you scrolled to the bottom of the page. The statutory notice period should be extended by 18 days, the length of time taken for the council to change the message at the top of the page."
- 91. "The time allowed for objections included one week of the school holidays when many people would be away which was unfair."

- 92. The consultation undertaken, and process followed, for school organisation proposals must comply with the requirements of the School Organisation Code Wales. The Council's published proposals meet the requirements of the Code. Consultation on planning matters relating to the design and redevelopment of the site are a separate and later process.
- 93. The Council consulted on the proposed changes to Cathays High School between 29 January 2021 and 19 March 2021.
- 94. The Council published a consultation document and summary document outlining the background, rationale and implications for consideration by parents, Headteachers and Chairs of Governors of nearby schools, all Members of local wards, local residents and other stakeholders as identified within the Code.
- 95. A number of public meetings, drop-in sessions and meetings with school pupils, staff and Governors were held during the consultation period, and the Council received 494 responses to the consultation. The Council ensured that the extensive range of opportunities to engage in the consultation were widely publicised in the local community, in local media and on social media, in addition to the information published on the Council's website. The later stages of the proposal were explained in the consultation document, summary document and in each consultation meeting held.
- 96. The consultation response form included questions relevant to the proposed school changes and also provided the opportunity for respondents to suggest any changes that could improve the proposals, alternative options and any other comments they wished to make.

- 97. In addition to the consultation response form, consultees also had the option of writing to the Council, contacting the School Organisation Planning Team via e-mail or telephone, requesting an officer call back for any specific questions or attend an online public meeting/drop in sessions. All of these options provided the opportunity for views to be recorded.
- 98. At its meeting on 17 June 2021, the Council's Cabinet considered a report which set out details of the responses received during the consultation, the Council's response and recommendations on the way forward. Following due consideration of the consultation report, the Council's Cabinet resolved to proceed with the proposals.
- 99. The statutory notice for the proposed changes was published on 29 June 2021, running for 28 days (the period allowed for objections) until 26 July 2021. In accordance with the requirements of the Code, the notice was published on the Council's website and copies of the notice were displayed at the current and proposed school site.
- 100. The Council informed all those who responded to the formal consultation in January – March 2021, residents in the local area, and other stakeholders as identified within the Code who may be impacted by the proposed changes, of the publication of the notice.
- 101. The statutory notice of the proposals was publicised in full compliance with the School Organisation Code Wales.
- 102. All school terms are determined in advance and half terms periods are ordinarily between five and eight weeks in total. Published proposals and consultation periods therefore commonly include periods when schools are closed. The School Organisation Code recognises this and sets specific timescales, which have been complied with.
- 103. As the period allowed for objections is set by law at 28 days from publication of the statutory notice (pursuant to section 49(2) of the SSOW Act 2013), the Council is unable to extend this period. The period allowed for objections included 16 days within school term time and 5 days when schools were closed, in accordance with the requirements of the Code.
- 104. Separate to the proposals for Cathays High School the Council has engaged with local cycling clubs and governing or representative bodies to ensure the design of the facility will, as far as is possible within the existing budget constraints, meet their expectations.
- 105. A separate Cabinet report exploring the proposed move of the Cycle track to Cardiff Bay Velodrome was considered on 18 March 2021. A copy of the report can be seen at Appendix 5.
- 106. If the Cabinet were to approve the changes, the Council would further engage with the community to ensure that any designs for each site and buildings meet the needs of learners and the wider community

respectively, in accordance with planning requirements. The proposed replacement Cathays High School and the proposed new Velodrome would each be subject to planning permission.

Limitations of the proposed site

- 107. "There is not sufficient space for buildings on the new site, particularly as the cycle track area cannot be built on due to the ground being unstable. The old site will need to be built on, too. It would be appreciated if information could be provided on how this will be done while the school remains open, and how the Better Leisure Centre will be able to remain open during the new building work (given the proposed new school buildings may use part, or all, of the current gym car park)."
- 108. "If the increase in numbers of pupils proposed for the site means that it is simply impossible to retain and improve the current track and field area, then there is clearly not sufficient space for an expansion of the proposed scale without the site becoming very crowded. If that is the case, then the size of the increase should be revised downwards so that the track/field can be retained, improved and shared between the school and the local community."
- 109. "As the cycle track / field area cannot be built on, it is unclear why it would need to be demolished for the purposes of building the new school. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches; some land from the old school site could also be used for this purpose."
- 110. "The Cathays and Maindy sites do not meet the statutory minimum requirement for playing field area."
- 111. "Any development must meet or exceed Welsh Government standards on the minimum indoor and outdoor space that is available to pupils. However any development must also be proportionate to the local area and not include, for example, large high rise buildings."
- 112. "PE lessons may need to continue to be held in Heath Park even if the proposals went ahead. This further undermines the arguments for removing the cycle track."

Appraisal of views expressed

113. The proposed changes to Cathays High School form part of Cardiff's 21st Century School's programme. Welsh Government funding for projects within this programme is subject to mandatory requirements including meeting the necessary guidance for school buildings and sites. In a densely populated urban area, few sites of sufficient size for the development of a new secondary school, or the necessary replacement of an existing school, become available.

- 114. It would not be possible to undertake works to transform the existing school facilities into a 21st Century Learning Environment whilst functioning as a school.
- 115. Land requirements for schools in Wales must following Building Bulletin 98 Guidelines for secondary schools. In order to meet these guidelines, confined school sites in urban areas require all weather pitch provision on-site but may also make use of off-site provision. The Council outlined in its consultation document that arrangements to use off-site playing fields at Heath Park would continue.
- 116. Through the creation of all-weather sports pitches within the boundary of the school site, the school would comply with the area requirements set out in the Building Bulletin guidelines for new secondary schools. These pitches would allow the school to undertake the vast majority of sports lessons on its site, greatly reducing its reliance on facilities at Heath Park.
- 117. Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs. The site would still be insufficient in size when works would be completed.
- 118. The feasibility study undertaken to produce an indicative red line boundary map for the proposed school site confirms that the existing school site would need to be retained in order that the proposed expanded school may meet the site area requirements set out in Building Bulletin guidance for schools on confined sites. The indicative boundary for the site also identifies a large area of community space, outside of the school and leisure centre boundary, of c13,500m² to be retained. This represents an increase in unrestricted access open space available for use by the local community. Further consideration of the layout of the site would be necessary at the design stage.
- 119. The Council will ensure that sufficient on-site parking is available for users of the leisure centre. The leisure centre is operated by GLL leisure and any changes to site arrangements would be subject to the agreement of GLL.
- 120. The Council would engage with stakeholders, including those within the school community and in the wider community, in the design process for the new school to ensure that the school and the leisure facilities meet the needs of its users through the construction process and when the new buildings and facilities are completed.

Future use of existing school site

121. "No information was made available regarding what would happen to the existing school site."

122. "The information available regarding the future of the existing school site was conflicting."

Appraisal of views expressed

- 123. The need to retain the existing school site to meet the area requirements set out in Building Bulletin guidance for schools on confined sites is addressed at paragraphs 113-117.
- 124. The Cathays High School buildings would be occupied by the school until the completion of the new school building. Following the transfer of the pupils to the new school, the vacated buildings would be demolished in order that the existing school site could be developed to provide part of the school's outdoor sports pitches and social areas. Further consideration of the layout of the site would be necessary at the design stage.

Reduced access to Maindy site as public open space

- 125. "Maindy Velodrome track, field and bowling greens are one of the few green spaces in Cathays and should be retained. The area is currently used by many local residents for relaxing and exercising. The track is used by individual cyclists and a variety of cycling clubs for training purposes due to its central location and the low banking suitable for younger and inexperienced cyclists. The total area open to the public should not be reduced in size, or replaced by sports halls / Multi-Use Games Areas, as under the proposals."
- 126. "The expansion of the school must not come at the expense of the quality of life for local residents; and the expansion must not be so great that there insufficient space is available for good outdoor facilities, including the cycle track, for pupils and residents to share."
- 127. "The whole area occupied by Maindy pool, including grassy banks, walkways, old bowling green, BMX area, grassy playing field within the track provided and continues to provide respite and virtually the only green space in Cathays for the community young and old to use freely. It is widely used by all generations and is essential for those living in HMOs or those with no garden as the houses in the area have very little or no garden. Destroying this local facility goes against everything the Council are trying to achieve to improve health and wellbeing."
- 128. "It is important for the community to have access to the Maindy site throughout day and evening for wellbeing and that this is not limited to out of school hours."
- 129. "Realistically the school facilities will not be used by community outside school times, due to child protection concerns."

- 130. The open space at Maindy is currently used for informal leisure by the local community exercise, dog walking, access between Gelligaer Street and Crown Way/North Road and general leisure activities.
- 131. It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and the new development will therefore provide space and access for the community to continue these informal activities in community green spaces.
- 132. Following consultation, further work was undertaken to produce an indicative red line boundary map for the proposed school site and indicative building footprint, which takes account of the views submitted during consultation. This identifies the extent of the open access space that would be available, and includes the retained leisure centre and BMX track areas outside of the development boundary, the require land for the school and remaining community open access land. As part of the project the Council is intending to landscape parts of the open access areas to provide the most appropriate and usable area possible, subject to design.
- 133. The open space areas would be in addition to the facilities that would be provided within the boundary of the school that would be available to the community outside of school hours. As outlined in paragraph 118, a large area of community space, outside of the school and leisure centre boundary, of c13,500m² would be retained.
- 134. Many schools have established or are developing sports and wider leisure provision for use by the public outside of school hours.
- 135. A key objective is to enable third party access the sports facilities at schools. This would be on a sustainable financial basis.
- 136. Welsh Government's aim for shared facilities in community-focussed schools are to:
 - a. provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - b. operate in line with the national agenda for sport taking into account nationally adopted strategies;
 - generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 - increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
 - e. use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;

f. provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

Impact on Maindy Leisure Centre and its users

- 137. "The Maindy Centre site is a hub for the local community that offers enormous benefits to young people, families and anyone needing to access a wide range of health and well-being facilities."
- 138. "The proposed red line plan would severely limit dog walking space, as well as remove much of the football and basketball multi court offering to particularly younger residents that are an outlet unmatched for the vast majority of the rest of the area. With much of Cathays already dominated by an ever-expanding Cardiff University site or by row after row of houses, open space is few and far between, particularly one with such clear health benefits. A new school development would also limit access to the sports centre, restricting and hiding it from the public and severely impacting the community feel of its social fitness atmosphere."
- 139. "The majority of those using the facilities at Maindy Leisure Centre come by car. Prior to the pandemic restrictions, the number of car parking spaces needed was considerably greater than the present numbers. The area allocated to the Centre on the indicative map is completely inadequate. In addition, there is no indication of the access from the public highway into the Centre carpark. It is taken the School and Centre will require separate traffic arrangements. Any closure of Crown Way will add to the problem of identifying a safe and convenient access."

- 140. As set out during the consultation there are no proposed changes to the existing leisure centre facilities. The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL) and a long term lease arrangement is in place.
- 141. Car parking would be considered as part of the design process for the new school. An arrangement would be explored with GLL for the shared use of the parking spaces used by school staff outside of the school day. However, car parking spaces dedicated for use by patrons of the leisure centre throughout the day would be retained.
- 142. The opportunity for shared use of the school's facilities, which would include football and Multi Use Games Areas (MUGAs) is outlined in paragraphs 133-136.
- 143. The potential closure of Crown Way is appraised in paragraph 77. The Council's transport team has assessed the potential implications of closing Crown Way and have concluded that it should remain open in order to maintain flexibility for the future management of the highway network and options for the bus network.

Closure of Maindy Velodrome and planned replacement

- 144. "Maindy Velodrome and the nearby Bowling Green have historical and cultural significance. The history of the track, as a Commonwealth Games location and home cycling track for multiple Olympic medal winners and a Tour de France winner should mean the track is treasured. Demolishing the track where Geraint Thomas, Elinor Barker, Nicole Cooke, Luke Rowe and Owain Doull first fell in love with cycling represents an enormous and unacceptable loss of Welsh sporting heritage."
- 145. "The loss of the Maindy Velodrome is denying opportunity to future world class cyclists"
- 146. "Demolition of the cycle track area has been unnecessarily made part of the plans for expanding the school. These are two separate issues and must be treated as such."
- 147. "The destruction of the Maindy track itself will be an enormous loss for not just Cathays, but Cardiff. There is no alternative that will be suitable for cycle groups, young people wanting to skateboard, families walking with young children, or for events that benefit everyone. Moving to an alternate site at the other end of the city is not an option, as it removes accessibility for anyone but those with means, and the time to travel to and from a place."
- 148. "No provision has been made for a new track to replace the existing Maindy velodrome."
- 149. "The proposals would result in the destruction of a mural honouring Geraint Thomas at the Maindy velodrome site."
- 150. "Plans for the velodrome have been wrongly retained in the school plan in order to gain access to Schools Organisation Programme funds. Council officials plan to use £2.4m from the Schools Programme budget to fund the construction of an unnecessary new velodrome at the International Sports Village. What is being proposed is an inappropriate use of £2.4m education funds."
- 151. "The proposed new velodrome track at the International Sports Village is not a like for like replacement. The proposed track is smaller and the design will potentially be more intimidating for younger or novice users. The central road area at Maindy is well used by many school age children and cycling clubs as part of their training. Due to the shorter track length, the proposed new velodrome will not include this provision, but this is proposed to be replaced by a 1km long 3m-wide closed circuit located around the edge of the International Sports Village. The design of this would not be conducive to coaching as the lines of sight would be restricted, and there will potentially be conflict with other circuit users."
- 152. "The proposed site for the new velodrome is poorly related to the main centre of population and will increase journey times for many existing

users. It is also likely to increase travel by car as travel links to the Bay via public transport are poor."

- 153. "A cycle track relocated to Cardiff Bay will undoubtedly be inaccessible for many of the children who live in and around the Maindy site."
- 154. "The timescales for the delivery of the new velodrome by the end of 2022 are unrealistic, and there are significant concerns that the Maindy track will be demolished before a new facility is operational, due to the timescales associated with the school redevelopment. The Maindy velodrome must remain open until the new site is operational."
- 155. "The council has a well-documented history of destroying facilities before new ones are in place e.g. Empire Pool."

- 156. The Council recognises the important role that the Maindy Velodrome has played in nurturing and developing cycling as a sport in Cardiff, for cyclists of all abilities from beginners through to professional athletes. However, the Maindy Velodrome is in need of considerable investment to improve it to modern standards.
- 157. The Council has been keen to modernise the city's Velodrome facility for some time. The delivery of a new Velodrome facility on an alternative site would allow the land currently occupied by the Maindy Velodrome to be used to support the school expansion should it be required.
- 158. The Council is committed to completing the International Sports Village (ISV) development and to delivering a high quality leisure and sport destination at the site. In March 2021, Cabinet agreed a new masterplan for the leisure element including a proposal for a new velodrome to replace the existing cycle track at Maindy.
- 159. The current Velodrome benefits from having access to Maindy Leisure Centre for storage of circa 400 cycles, workshop space, welfare facilities and studio space to ensure sessions can continue in poor weather and also to allow for meetings and off-bike training.
- 160. The planned replacement velodrome will continue to be a facility for the whole of Cardiff, with bespoke ancillary services as part of the wider International Sports Village plan to create a great leisure/sporting destination. The purpose of the facility is to continue to support the development of the sport, which has evolved greatly in Cardiff in recent years, and to provide improved opportunities for cyclists at all levels and abilities including new riders, leisure groups, clubs, governing bodies and individual users.
- 161. The Council has engaged widely with users of the velodrome, and with key stakeholders including Maindy Flyers and Cardiff Ajax cycling clubs, Welsh Cycling (National Governing Body), Welsh Triathlon (National Governing Body) and Cardiff Junior Tri Club ahead of bringing forward

proposals. The Council has also worked with technical experts from across the cycling community, and with qualified representatives in relation to coaching, events and race officials and Health and Safety and Risk Management to contribute to the preliminary designs of the new Velodrome and Closed Road Circuit. This seeks to achieve the Councils aspirations for a facility which, as far as is possible, meets the needs and expectations of its users and complies with the recommended specifications of each sport's Governing Body.

- 162. Welsh Cycling, British Cycling, Welsh Triathlon and Welsh Athletics are each wholly supportive of the ISV project and are keen that the benefits of the new velodrome are realised.
- 163. The new purpose built velodrome would form part of Cardiff's International Sports Village. The relocation of the track element is to be funded by a capital contribution from the Council. The balance of development the Performance Hub including storage, workshop space and welfare facilities will be delivered through revenue income.
- 164. Many users of the current velodrome travel from outside of the local area to use it. When replacing a city-wide facility on an alternative site, some current and future users would be in closer proximity and others would be further. The ISV project will include a traffic assessment as the wider ISV programme moves forward. There will be a transport statement in the planning application for the velodrome.
- 165. The ISV is well served by public transport, with a number of Cardiff Bus services operating and a train station nearby. The existing leisure facilities at the pool and ice arena are 0.5 walking distance miles from the nearest train station. The Maindy velodrome is further from its nearest train station.
- 166. The mural at the Maindy velodrome was a collaboration between schools, Maindy Flyers Cycling Club and GLL. The new velodrome will ensure the legacy of the Maindy velodrome in growing cycling in Cardiff is maintained and there will be provision for the artwork to be preserved.
- 167. In July 2021, Cabinet agreed to progress a Full Business Case for the delivery of the new velodrome with the target of works commencing onsite early in 2022 and for the new facility to be fully operational by spring 2023. The Maindy velodrome would remain in place until the new velodrome is operational.
- 168. The financial contribution necessary to deliver the velodrome will need to be identified from within existing Council resources or match-funded via external grant funding, if applicable.

Accessibility of the replacement velodrome

169. "The new velodrome provision will be less accessible for median income families, will be more elitist. Increased track income envisaged will come from increased track charges."

170. "The closure of the velodrome will create inequality for parents who can't take their children to centre."

Appraisal of views expressed

- 171. The operation strategy for the International Sports Village is under development with a view to increased provision. The intention is for provision at all levels and will include opportunities for people to 'pay to ride' in addition to block booking for coaches, groups and clubs at the velodrome. It is not the Council's intention to raise the cost of provision. To date, any work carried out to inform costs has been based on the current charging model at Maindy and from other comparable facilities across the UK.
- 172. The Council's project team is exploring operator options to be presented to the Council's Cabinet later this year. One of the key considerations regarding the operation of the new velodrome is that there is an inclusive programme of provision as well as club bookings, so that all levels of ability can benefit.

Request for reinstatement of and maintenance of bowling greens

173. "Although for some years the bowling greens have not been properly maintained by the Council, this area is also already public space. It should be regenerated and improved as a publicly-available park or garden, instead of being built on."

Appraisal of views expressed

- 174. The Maindy bowling green was previously home to St Joseph's Bowling club who relocated to Llwynfedw Gardens a number of years. The club house on site was condemned and therefore demolished, and the bowling green was no longer used and therefore closed.
- 175. The bowling green site is considered as part of the wider Maindy site and the development of this as part of the future school site allows for the large open-access public open space to be created on another part of the site.

Non-compliance of development proposals with Council's planning policies

- 176. "The proposed changes are not in line with the Council's set of Key Policies that make up the current Local Development Plan, relating to communities, environment and transport."
- 177. "The proposals are not compliant with a number of adopted Council policies including LDP Key Policy (KP) 13 (Responding to Evidenced Social Need), KP14 (Healthy Living), KP15 (Climate Change), KP16: (Green Infrastructure), KP17 (Built Heritage) KP18 (Natural Resources).

- 178. "This development proposal does not take into account any of the points in policy EN9 (Conservation of the historic environment)."
- 179. "The proposal does not comply with Transport Policies T1 (Walking and Cycling) and T5 (Managing Transport Impacts."
- 180. "The proposal does not comply with Community Policies C1 (Community Facilities), C2 (Protection of Existing Community Facilities) and C4 (Protection of Open Space)."

Appraisal of views expressed

181. Compliance with key planning policies, as published in the Council's adopted LDP, are a matter for consideration at the formal planning stage. Should the Cabinet decide to proceed with the proposed permanent changes to the school, the Council would need to prepare a formal planning application and comply with the relevant planning process including undertaking consultation on detailed proposals for a site at the pre-application stage, with input from the relevant technical and statutory consultees.

Existing Land Covenant

182. "The Maindy site was gifted to the residents of Cardiff by Lord Bute to be used by the whole community. To use this land stating that it is a necessary step to provide space for the school expansion only to later sell part of the existing school site would deprive the residents of Cathays and Gabalfa of this valuable gifted space in an incredibly dishonest and deceitful way. What residents wish to have in the space should be taken into consideration."

- 183. A pre-existing land covenant sets out that the land on which the Maindy Centre is located is restricted to use for park, open space, recreation and playground.
- 184. The majority of the proposed school site is held by the Council as a charitable Trustee. Should the proposal to transfer the school to the Maindy Centre site be progressed, the Council is likely to require the consent of the Charity Commission to allow the land to be used for education purposes. This may require the Council to provide substitute land for the charitable purpose.
- 185. Appropriating the land for planning purposes would also be necessary to ensure the development of new school facilities could proceed with constraint by third party interests that may affect the land. This process would be considered nearer to commencing the planning process.
- 186. There are no proposals to sell part of the existing school site.

The Future of Companies House/ Maindy Barracks

187. "Any future decision to move Companies House or to close Maindy Barracks could result in land being sold off for development. This would add to the lack of green space and congestion in the area. Where are the safeguards and assurances that these decisions would not happen too in the future leading to further negative impact on the area?"

Appraisal of views expressed

- 188. The Companies House and Maindy Barracks sites are not in the ownership of the Council. The Council has contacted Companies House and Maindy Barracks to investigate potential site configuration options but these sites are unavailable at this time and would not be available for the proposed expansion of Cathays High School. There are no proposals for these operational sites.
- 189. Any future proposals brought forward for the redevelopment sites would be subject to the relevant planning processes, policies, consultation and determination processes in place at that time.

Alternative suggestions

- 190. *"The school should be rebuilt on its existing site."*
- 191. "The school should be located near a train station to promote public transport use."
- 192. "The existing school facilities should be improved and more small schools established."
- 193. *"The whole site including the cycle track should be upgraded."*
- 194. "The Council should adopt a shared model (of sports provision), which would increase area for school and community and would reduce reliance on travelling to sports facilities at heath park"
- 195. "Create centrally located schools and sports hub and improve the Maindy site. This would be a great opportunity to improve limited sports facilities at primary schools, HS and community"
- 196. "Revamp/ resurface the three outdoor sports courts that are on the Gelligaer Park site"
- 197. "Utilise the large plot of land that runs from Crown way, onto the Maindy Leisure Centre overflow car park and onto the old bowling Green site as an alternative site for a new school."
- 198. "The Council should keep the velodrome and build on the bowling green."

- 199. "Remove the cycling proficiency training area currently accommodated in the middle of existing pitch and rehome in Cardiff Bay"
- 200. "Look at using land at Maindy Barracks and Companies House, land at Cardiff Bay International Sports Village for a new school"
- 201. "Utilise existing pitch provision. Why build more sport pitches when there are already many nearby e.g. Blackweir?"
- 202. "There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches."
- 203. "The Council should reinstate sports pitches that were taken out a few years ago."

- 204. The reasons for not being able to rebuild Cathays High School on its existing site are addressed at paragraph(s) 113 to 117.
- 205. Refurbishment of the existing buildings would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over the wider area. Refurbishing the school would not be cost effective and would not significantly improve the learning environment. There may still be long-term maintenance issues, which would compromise the value of money which can be achieved through the investment of public money.
- 206. As outlined in paragraph 117, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.
- 207. The availability of alternative sites to facilitate the replacement of Cathays High School is addressed at paragraph(s) 113 to 117. Given the land requirements to deliver a school compliant with Building Bulletin requirements, the Council has considered the availability of adjacent sites; however, these are not currently in within the ownership of the Council and not available for expansion of the school site. There are no alternative suitable sites available within the area served by the school.
- 208. The size of the proposed school site, including all weather sports pitches, is necessary to meet the site area requirements set out in Building Bulletin guidance for schools on confined sites.
- 209. The proposals seek to provide greatly improved facilities. The Council is not proposing to establish additional small secondary schools to serve the pupils that may take up places at Cathays High School. A greater number of small secondary schools would represent a less efficient use

of education resources, and owing to budget challenges smaller secondary schools are less able to provide a the breadth and depth of educational options compared to larger schools. A balance must therefore be struck between this and large secondary schools which serve an extensive geographical area.

- 210. The opportunities for shared use of sports, leisure and education facilities including sports pitches and MUGAs to benefit the wider community, including local primary school, is addressed at paragraphs 133 to 137.
- 211. A key objective of the 21st Century Schools Programme is to enable third party access the sports facilities at schools. Many schools have established or are developing sports and wider leisure provision for use by the public outside of school hours. In addition to continued access to the facilities at Maindy Centre, the community would have access to sports and leisure facilities at Cathays High School.
- 212. The inclusion of the former bowling greens within the proposed school site is addressed at paragraphs 174 to 175.
- 213. The proposed replacement cycling facilities for all abilities at the new velodrome are addressed at paragraph(s) 156 to 168.
- 214. The availability of the Companies House and Maindy barracks sites for redevelopment is addressed at paragraph 188.
- 215. The requirement to provide all-weather pitches within the perimeter of the school as part of the scheme, which would prevent the reinstatement of the former pitch, is addressed at paragraph 115.

Admissions and Catchment areas

- 216. There are no plans to change the Council's policy on the admission of children to schools, as a result of this proposal.
- 217. In accordance with the limitations set out within the School Organisation Code, the Council has agreed a temporary increase to the Admission Number at Cathays High School to meet the increased demand for places. The Council is able to continue to do so but cannot exceed the school's total published capacity of 1,072 places, using temporary measures, by more than 200 pupils.
- 218. Consultation on the 2023/ 2024 admission arrangements for community schools will take place in autumn 2021 spring 2022 in accordance with the requirements of the Admissions Code. This consultation would include the proposed changes to Published Admission Numbers.
- 219. Cathays High School presently serves a catchment area comprised of the primary school catchment areas of Albany Primary School, Allensbank Primary School and Gladstone. This catchment area is less populated than other school catchment areas is Cardiff, some of which

extend over a much greater geographical area and have pupil populations which exceed their current or planned capacity.

- 220. Consultation on changes to English-medium community secondary school catchment areas would therefore be required at the appropriate time, in order to provide a suitable and sustainable balance in the supply of and take up of places.
- 221. The Council will manage admissions to the Specialist Resource Base provision at Cathays High School in accordance with the ALN Code of Practice, which takes effect from September 2021.
- 222. Detailed information regarding admission arrangements is contained in the Council's Admission to Schools booklet, and this information can be viewed on the Council's website (www.cardiff.gov.uk).

Partnerships

- 223. The 'Cardiff Commitment' is the Council's youth engagement and progression strategy. The Cardiff Commitment sets out how the council, together with a wide range of public, private and third sector partners, will work together to ensure a positive destination for every young person in Cardiff after they finish school, either in employment or further education and training.
- 224. To date over 120 businesses have pledged to support Cardiff Commitment and provide opportunities to schools and young people, better preparing them for the world of work, contributing to the future economic growth of the city.
- 225. The Council's proposals for Band B of the 21st Century Schools Programme and the Cardiff 2030 strategy clearly state the link between improving the environment for learning and raising standards of achievement.
- 226. The Council is keen to assist with the development of opportunities between schools and businesses, to help create a sustainable pool of talent for future workforce needs, and spread skills across the city. An example of this is the Creative Education Partnership that has been established between Cardiff West Community High School and partners from the creative industries to provide opportunities for young people to leave education with skills and competences and to be work ready.
- 227. The significant school developments proposed would provide opportunities for strong partnerships with businesses and employers from a range of sectors in the Cardiff economy. Opportunities for further partnerships are being explored and will be progressed in line with the priorities set out in the Cardiff Commitment.

Impact of the proposal on the Welsh Language

- 228. It is not anticipated that there will be any negative impact on the Welsh Language, as a result of this proposal.
- 229. The teaching of Welsh within an English medium setting is subject to the requirements of the National Curriculum. This would not change with the expansion of the school. This proposal does not seek to change the number of Welsh-medium primary or secondary school places available in the area.
- 230. The Council, and its partners on the Welsh Education Forum, are committed to driving the increase in number of pupils educated through the medium of Welsh. The Council will consult on its Welsh in Education Strategic Plan in autumn 2021, setting out how it plans to meet the targets published in the Welsh Government's Cymraeg 2050 strategy.

Project Funding - Mutual Investment Model (MIM)

- 231. The proposals to build a new Cathays High School are intended to be delivered through the MIM.
- 232. MIM is a national scheme that has been developed to borrow funds via the private sector to design and build the school, and maintain the building fabric over a 25 year period. Welsh Government has procured a Private Sector Delivery Partner (PSDP) to work with it on the delivery of education and community facilities. The successful bidder was Meridiam Investments II SAS. The PDSP and a subsidiary of the Development Bank of Wales have entered into a Special Purpose Vehicle (SPV) called WEPCo, which will deliver the services to participants.
- 233. At its meeting on 16 July 2020, Cabinet agreed to enter into the Strategic Partnering Agreement (SPA) with WEPCo. Cardiff Council, along with other local authorities and further education institutions, are a participant to the SPA. The SPA provides for how the parties act together over the long term in a collaborative partnering, non-adversarial and open manner to support the effective planning, procurement and delivery of education and community facilities in Wales and the delivery of infrastructure services. This includes partnering services for the project such as legal, design and technical advice.
- 234. WEPCo will undertake all partnering services (i.e. the design, project development and professional services). Approved MIM Projects will be developed by WEPCo, but delivered (including hard facilities management) by Project Co which will enter into a Project Agreement with the Council to deliver the relevant MIM Project. The Council will be a contracting party with Project Co which will have contracts in place to manage the building and facilities contractors.
- 235. Land matters, including restrictive covenants, rights of way and the appropriation of the relevant land areas would need to be resolved prior to taking the scheme to WEPCo and ahead of Stage 1 of the

development process. Stage 1 of the MIM process includes feasibility and design (RIBA 2) activities. The output of Stage 1 is a Stage 1 submission from WEPCo which should demonstrate value for money. The Welsh Government would then approve (or otherwise) the submission before this can move to Stage 2. The Council is responsible for fees incurred at the Stage 1 should the scheme progress or otherwise.

Local Member consultation

236. Local members were consulted during the consultation period, between 29 January 2021 and 19 March 2021.

Scrutiny Consideration

237. The Children & Young People's Scrutiny Committee is due to consider this item on 13 October 2021. Any comments received will be circulated at the Cabinet meeting.

Reason for Recommendations

238. To meet demand for community English-medium secondary school places and places for learners with for learners with Autism Spectrum Condition.

Financial Implications

- 239. The reason for this report is to highlight and appraise objections received in relation to Cathays High school statutory notice. At present this would not result in a commitment of capital expenditure and there are no capital financial implications directly arising from this report. Once a site plan is finalised, it will be necessary for a full financial evaluation to be undertaken to provide assurance that the scheme remains affordable once all relevant costs and contingencies for potential changes in delivery timescales have been incorporated.
- 240. The preferred funding strategy for this particular scheme remains the WG's revenue funded Mutual Investment Model (MIM). This will mean the new building will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years. The funding required for the Council's contribution will be made available via the SOP Revenue Reserve, which also meets revenue costs arising in relation to programme delivery and capital financing.
- 241. Other capital costs, including those directly connected to the new school, such as FFE and ICT, as well as other costs not directly connected to the new building, such as associated transport infrastructure works, will not qualify for MIM funding. These costs may still be within the scope of the 21st Century Schools Programme and where possible, will be funded via

the traditional capital route, with WG contributing towards 65% of the costs.

- 242. As well as the capital expenditure commitments directly connected to the main scheme, there would also be expenditure incurred in relation to the replacement cycle track, current contributions are set at £2.4 million. Funding will need to be identified from within existing Council resources or match-funded via external grant funding, if applicable. Traffic management costs that fall outside of the red line boundary for the school site will also require careful consideration, as these would fall outside of MIM funding.
- 243. Further to the capital costs highlighted above, there would also be significant revenue expenditure implications, both connected to the project delivery and on an ongoing basis, once the new facility is operational. Any revenue expenditure implications connected to Cathays High School capital project would need to be funded from within the SOP Revenue Reserve, including any costs that will be incurred in advance of the scheme commencing.
- 244. Any additional operational costs would be met from within the delegated school budget, including those relating to any projected increases in pupil numbers, which would need to be considered as part of the Council's annual budget setting process. Similar consideration would need to be given to the impact upon school transport budgets, particularly in light of the proposed SRB as part of this scheme.
- 245. There continues to be a significant risk surrounding the planned achievement of capital receipts underpinning the overall Band B programme. The total target of £25 million in the current financial model is required prior to the end of 2023/24. The planned community use of part of the current Cathays site would decrease the affordability of the overall programme and may result in additional delays or cancellation of other planned schemes.

Legal Implications

- 246. The school organisation proposals set out in the report must be considered having regard to the provisions of the School Standards and Organisation (Wales) Act 2013 ('the Act') and the School Organisation Code 2018 ('the Code'). The Code sets out the factors which should be considered in respect of different proposals, the statutory procedures, legal requirements and guidance. If proposals affect charities, they must comply with charity law.
- 247. The statutory procedures involve a public consultation, publication of a consultation report, statutory notice and a 28 day objection period, prior to determination of the proposals. The previous reports to Cabinet on these proposals are referred to in the body of the report. In June 2021, Cabinet considered the consultation report and resolved to proceed with the proposals, as modified, and authorised publication of the statutory notice, with the required 28 day objection period (which ended on xx).

The content of the statutory notice, manner of publication and persons to be notified are prescribed in the Code. Under section 49 of the Act, when objections have been received, the Council must publish a summary of the statutory objections and the Council's response to those objections ("the Objection Report") on its website, and make this available to the interested parties listed in the Code. This Cabinet report constitutes the Objections Report.

- 248. The Council must decide whether or not to implement its proposals within 16 weeks from the end of the objection period (under section 53 of the 2013 Act). If the Council fails to determine the proposals within the 16 week period, it is taken to have withdrawn the proposals. When determining its proposals, the Council must be satisfied that the statutory consultation has been conducted and the proposals published in accordance with the Code; and it must conscientiously consider the Objections Report and any responses to the notice supporting the proposals, having regard to the relevant factors set out in the Code.
- 249. The decision on whether or not to proceed with the proposals must be set out, with reasons having regard the factors set out in the Code, and issued in the form of a decision letter, published on the Council's website and notified to the Welsh Ministers, the school governing body and all interested parties listed in the Code.
- 250. If the proposals are taken forward, the admission arrangements for the school, including admission numbers and catchment areas, will need to be determined, following consultation, in accordance with the School Admission Code and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006.
- 251. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give 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.
- 252. 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.

Well Being of Future Generations (Wales) Act 2015

- 253. 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.
- 254. 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. 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.
- 255. 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
- 256. 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: <u>http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en</u>

<u>General</u>

- 257. The decision maker should be satisfied that the decision is in accordance within the financial and budgetary policy.
- 258. The decision maker should also have regard to, when making its decision, to the Council's wider obligations under the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.
- 259. The report also makes reference to other contracts. Such proposals will need to be carried out in accordance with those contracts.

- 260. With regards any future procurement, legal advice should be sought on the proposed procurement route and documentation. Any procurement should be carried out in accordance with the contract procedure rules and procurement legislation. In addition, any of the issues set out in the report should be resolved prior to proceeding with any procurement. Further legal implications will be set out it in the officer decision report.
- 261. Whilst not a matter to be decided in this report, the status of Maindy Park as a Charitable Trust, will require the Council separately as Trustee to consider the effect of this proposal in relation to the charity and seek to engage with the Charity Commission. Such matters will need to be considered in detail in a further report at which stage detail legal implications can be provided. Detailed legal implications will also be required at a later stage relating to the appropriation of land for planning purposes.

HR Implications

- 262. The full HR implications of the development of the new school would be determined as the project develops. The Governing Body and the school's leadership may require HR advice, guidance and support to ensure that its staffing structure is appropriate for a new build school, and in particular this will include the consideration of estates and facilities requirements. Further guidance is required to understand the full working arrangements in relation to facilities management to assess the impact, if any, on current school staff in relation to the operation of the Mutual Investment Model (MIM) scheme.
- 263. The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide advice and support as necessary.
- 264. In the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register.
- 265. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

Property Implications

266. The Council own the site of the existing Cathays High School and the majority of the land opposite is subject to a lease to GLL which was part of a wider arrangement the Council sanctioned in relating to the outsourcing of all Leisure Centres. The former Maindy Bowls closed a number of years ago has more recently been used as overflow car parking for teachers at the adjoining school. The play area and existing tennis courts are managed by the Council's Parks Department.

- 267. As a result of the Building Bulletin 98 Guidelines, the new school does requires a larger footprint than the existing site and due to the limitations of the proposed site which has been mentioned in the consultation, there is a requirement to expand the land requirement. Given the Council own the adjoining facility albeit under a lease, early conversations have taken place with GLL on their existing lease area and the variations that may be required. The Council's intention is to work with GLL on retaining full access to the Centre and ensuring sufficient car parking is retained for its users and documenting these changes formally through a deed of variation.
- 268. The Council intend to retain and improve the existing areas along Maindy Street as open spaces and in addition, open the school sports facilities for community groups out of hours which will managed either by the Council or a third party eventually.
- 269. The Land Covenant referred to will be dealt with by both legal and estates colleagues. As outlined, the site will be made available to the public and any Trust requirements will be considered and dealt with through the proper channels.
- 270. Work is continuing on delivering a new Velodrome site at the International Sports Village which will be fit for purpose and accommodate the ancillary facilities currently in Maindy Leisure Centre. Estates will continue to work with relevant department on delivery of this.

Traffic and Transport Implications

- 271. Travel to school creates considerable pressure on Cardiff's transport network. 30% of all car-based trips during the morning peak are journeys to school. There are around 40,000 car trips to school each day in Cardiff.
- 272. Yet, journeys to school are often very short: 75% of journeys to education are within 3km of people's homes. More of these journeys could be made by active modes if all schools are well connected to their catchment areas by safe and convenient active travel routes.
- 273. The Transport White Paper includes the commitment to "Develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools".
- 274. The new school developments being brought forward as part of the Council's 21st Century Schools programme provide the opportunity to deliver on this commitment by ensuring that active travel infrastructure is properly planned and provided as an essential and integral element of the scheme design.
- 275. Key to this will be ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. Other critical elements will be the location of access points in

positions which take account of the alignment of the surrounding network of roads and pathways and which serve to minimise walking and cycling distances and avoid unnecessary detours for people travelling. Development of the proposed new site provides an opportunity to design accesses in more appropriate and convenient locations to suit desire lines.

- 276. A Transport Assessment (TA) will be required to assess the traffic impacts and off-site infrastructure required to accommodate the development and facilitate sustainable access to the development in a way which accords with national planning policies in Planning Policy Wales (Edition 11, 2021) and the Council's Local Development Plan.
- 277. Planning Policy Wales requires the use of a sustainable transport hierarchy in relation to all new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Effectively this requires the designers of new schools to give priority to how children can access the site on foot and by bicycle before considering requirements for access by motorised transport. The Council's Local Development Plan requires all development proposals to maximise access by sustainable transport to contribute to modal shift from car travel to walking, cycling and public transport.
- 278. The TA will identify the on-site and off-site infrastructure to maximise access by sustainable modes, including provision to prioritise active journeys to school separated cycle routes, crossings, speed reduction measures as well as necessary works associated with required vehicular access onto the site.
- 279. Opportunities to make existing roads and streets within the surrounding area safer for active travel by managing vehicle speeds and filtering out through traffic will also be investigated as part of the Transport Assessment. Work to develop the new Active Travel Network Map for Cardiff as required under the Active Travel Act is now underway and is currently being consulted on. This identifies measures and schemes to expand Cardiff's existing active travel network and provide better off road and on road active travel routes to key trip destinations including schools. The outputs of this work will be useful in informing the infrastructure measures required off-site to maximise access to the new school by active modes.
- 280. The transport team has had early involvement in the project to ensure that appropriate facilities to support sustainable travel are considered at the outset and incorporated into the site master plan.
- 281. The provision of on-site facilities, such as secure cycle parking spaces with lockers for storage of cycling clothes and equipment will be essential.
- 282. Cycle and scooter parking provision must meet the minimum requirements set out in the Council's Managing Transport Impacts SPG

and the site must be able to accommodate increases in scooter and cycle parking to meet future demand.

- 283. Cycle parking must be covered and secure and be sited in a convenient location within the site, close to buildings, where it is easy for pupils to access and benefits from passive surveillance. Sheffield stands are recommended. Tiered cycle parking will not be acceptable.
- 284. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. The SRB pupil learner transport will need appropriate facilities for drop-off and pick-up. However, facilities for general pick-up and drop-off of other pupils by car must not be provided as they are only likely to attract traffic.
- 285. On-site car parking should be in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (2018). The maximum car parking requirement for schools within the SPG is one parking space per 30 pupils and this would apply to the mainstream school provision at the site. Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions.
- 286. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. All new schools will need to have such a plan in place from the outset of their operation and therefore the proposed development will need to be supported by an Active Travel Plan, which will be informed by the Transport Assessment.
- 287. The Council's Active Travel Schools and Road Safety Teams will play an important role in inculcating and supporting sustainable and active travel to the new school from the day it opens. In conjunction with work to develop the Transport Assessment for the site, the Active Travel Schools team will work with the multi-disciplinary delivery team/consultants and school staff at an early stage to develop an Active Travel Plan which will identify the policies and on-site and off-site measures required to manage traffic impacts and support sustainable and active travel to the school.
- 288. Linked to this will be the National Standards Cycle Training delivered by the Council's Road Safety Team which will help ensure pupils entering the new school are equipped with the cycling skills they need.
- 289. The consultation document referred to the possibility of Crown Way being closed to through traffic to accommodate the development. The Council's transport team have assessed the potential implications of closing Crown Way and have concluded that it should remain open in order to maintain flexibility for the future management of the highway network and options for the bus network.

Equality Impact Assessment

290. The Equality Impact Assessment has been updated following receipt of objections. The assessment concludes that the proposed change would

not negatively affect a particular group in society. The Equality Impact Assessment is attached at Appendix 6.

291. This assessment would be reviewed again as part of the design process.

RECOMMENDATIONS

Cabinet is recommended to

- (i) Approve the proposals in respect of changes to Cathays High School, as set out in paragraph 1 of this report, without modification, subject to the Charity Commission's consent in relation to the trust on the Maindy site
- (ii) Authorise officers to take the appropriate actions to implement the proposals as set out in paragraph 1
- (iii) Authorise officers to publish the decision within 7 days of determination of the proposal.
- (iv) Note that a further report will be brought to Cabinet in relation to Trust and Property matters.
- (v) Delegate authority to the Director of Education & Lifelong Learning (in consultation with the Cabinet Members for Education, Employment & Skills and Finance, Modernisation & Performance, the Director of Governance and Legal Services, the Director of Economic Development and the Corporate Director for Resources) to determine all aspects of the procurement process (including for the avoidance of doubt development of all procurement documentation and selection and award criteria, commencement of procurement through to award of contracts) for the new build schools.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	8 October 2021

The following appendices are attached:

Appendix 1: Cabinet Report, 17 December 2020 Appendix 2: Consultation Document Appendix 3: Cabinet Report, 17 June 2021 Appendix 4: Statutory Notice Appendix 5: Cabinet Report, 18 March 2021 Appendix 6: Statutory Screening Tool and Equality Impact Assessment



CABINET MEETING: 17 DECEMBER 2020

21ST CENTURY SCHOOLS, BAND B: EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM: 6

Reason for this Report

- To enable the Cabinet to consider a recommendation to hold public consultation on proposals for the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes.
- 2. It is proposed to:
 - Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
 - Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community.
 - Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

Background

- 3. At its meeting on 14 December 2017, the Cabinet approved the prioritised scheme under Band B of the Cardiff's Band B 21st Century Schools Programme.
- 4. The Band B programme seeks to address the most acute sufficiency and condition issues in Cardiff.

- A copy of the 14 December 2017 Cabinet Report is included at Appendix
 1.
- 6. The school has already temporarily expanded to take additional forms of entry to provide for larger cohorts currently promoting to year 7.

Issues

Sufficiency of mainstream secondary school places city-wide

- 7. Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years. City-wide projections indicate that the demand for places in the English-medium secondary sector will further increase during the period of the Band B investment programme.
- 8. Citywide data from January 2020 shows the number of pupils in each of the year 3 to year 6 cohorts in English-medium primary schools exceeds the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools.
- 9. Projections, based upon the most recent school census data (PLASC) received in 2020, indicate that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.
- 10. City-wide, peak intakes at entry to secondary education of c4,115 pupils are projected in 2022/ 2023 and 2023/ 2024, following which intakes reduce to c3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/ 2029.
- 11. However, it is anticipated that, as a result of the yield of pupils from the new housing developments, additional school provision will be required to provide school places local to the new housing in some parts of Cardiff.
- 12. Birth rate and population data currently available indicates a cyclic pattern in Cardiff, and nationally. Whilst school reorganisation proposals must be appropriate for projected pupil populations, an appropriate level of surplus capacity should be available to respond to population changes.

Condition & Suitability

13. Cardiff has a very large education estate with over 127 school properties. Many sites comprise of multiple blocks, constructed during different decades. A large number of primary, secondary and special schools are in a poor state of repair.

- 14. Approximately £17m, or 14%, of maintenance and condition issues of the estate were addressed through Band A of the 21_{st} Century Schools investment programme. There has been significant investment in the construction of two new high schools in the East and West of the City, new primary school provision and suitability works undertaken in primary schools.
- 15. As part of the prioritisation of schools within the Band B programme, all properties across the school estate were given a rating from A to D for the following issues, with D being the worst category:
 - Sufficiency of places available;
 - Condition of the school buildings;
 - Suitability of the environment for teaching.
- 16. Cathays High School is rated as "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is housed in demountable accommodation.

Sufficiency of mainstream secondary school places

- 17. When considering likely demand for places across the area, a number of factors have been used to inform projections and forecasts, including:
 - Recent and historic numbers on roll taken from verified PLASC (Pupil Level Annual Census) for Cardiff schools;
 - Recent and historic populations known to be living in each area utilising NHS data;
 - Recent and historic numbers and percentages of children attending English-medium and Welsh-medium community and faith places in Cardiff;
 - Recent and historic numbers and percentages of children transferring from primary schools in Cardiff to secondary schools elsewhere.
- 18. Forecasts have been prepared based on:
 - Current residential populations;
 - Likely child populations from the future residential developments currently in construction and proposed;
 - Likely demand if parental take-up patterns were to remain consistent with the most recent years applying these trends to the relevant populations in future years;
 - Likely demand if parental take-up patterns at entry to secondary schools were consistent with the type of primary school (English-medium community, Welsh-medium community or Faith) attended, applying this information to the relevant populations in future years.

19. Additional information, regarding projections and forecasts prepared relevant to the area, and the methodologies used to establish likely demand are set out in Appendix 2.

Summary of recent and forecast demand for places at entry to secondary education

Cathays High School Catchment Area

- 20. The Cathays High School catchment area comprises the primary school catchment areas of Allensbank Primary School, Albany Primary School and Gladstone Primary School, which serve Cathays and parts of Gabalfa, Heath, Llandaff North and Plasnewydd. The area is also served by Ysgol Mynydd Bychan, St Joseph's Catholic Primary School, St Peter's R.C Primary School and St Monica's Church in Wales Primary School.
- 21. The recent take-up of English-medium community primary school places by children who are resident within the existing Cathays High School catchment area has averaged 108 per year group. This has fluctuated between 82 and 133 pupils in the period 2016 - 2020.
- 22. The average intake over the last 3 years at entry to Reception year within the Cathays High School catchment area is 117 pupils (approximately four Forms of Entry). Whilst this level is seen to drop off slightly, there is expected to be a degree of demand from new housing on a citywide level. Data is not yet available for cohorts that would enter primary education beyond 2024/25.
- 23. The numbers of pupils in some primary school year groups, resident within the catchment area of Cathays High School, have fluctuated significantly. Cohorts have increased or reduced in number by between 11-48 pupils (on average 24% changes within cohorts). Migration patterns are not consistent which represents a risk when planning the number of secondary school places.
- 24. On average, 91 children per year group have transferred to Englishmedium community secondary schools and 33 children per year group have transferred to English-medium faith-based secondary schools in recent years. The remaining young people transfer to Welsh-medium secondary schools.
- 25. There is no significant difference in the number of children in Year 6 cohorts and in the following year's Year 7 cohorts in this area i.e. almost all children resident in the area continue to attend community or faith schools in Cardiff when they transfer to secondary education.
- 26. Forecasts indicate that, in the Band B investment period, 68-105 English-medium community secondary school places will be required to serve the existing Cathays High School catchment area, either at the school or at other English-medium community schools. This takes

account of c33 places being taken up within Faith-based schools by pupils resident in the area. Intakes peak in 2024 but reduce thereafter to approximately 2.3 forms of entry.

- 27. There are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area that would significantly increase the child population within the area. There are also no significant housing developments currently planned nor included with in the adopted LDP for the Cathays area.
- 28. Taking the above information into account, an English-medium community secondary school of three forms of entry, providing 90 places per year group, would be sufficient to serve the existing Cathays High School catchment area during the Band B investment period and in the years immediately following. However, planned housing in the south of the city will significantly increase pupil numbers at neighbouring schools including Cathays High School.

Other areas

- 29. The five secondary schools included in Cardiff's Band B 21st Century schools programme, including Cathays High School, are proposed to expand from a combined capacity of c35.5 forms of entry to c44 forms of entry. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows.
- 30. Cardiff's expected level of growth in this period, in existing communities, is significant. It is evident that, separate to pupil forecasts based on existing housing, additional secondary school places will be required to accommodate children from new housing developments in the catchment areas of some existing schools.
- 31. Dwelling completions in Cardiff have significantly increased in recent years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period. Construction has now started or is about to start on most of Cardiff's strategic housing sites and it is expected that housing completions over the remaining 6 years of the Local Development Plan period will increase significantly.
- 32. The 2019 landbank for housing in Cardiff numbered 24,944 dwellings. Approximately 1,600 additional dwellings in Butetown, 1,800 in Grangetown, 800 in Canton, 600 in Llandaff and 700 in Cathays (mainly in the city centre) have planning permission or are on sites allocated in the LDP. Each of these communities lie within the catchment areas of the schools included within the Band B programme.
- 33. As detailed in Appendix 2, the city-wide forecast demand for places at entry to secondary education from existing housing will increase by circa

150 children per year group within the Band B investment period, until 2024, as a consequence of larger cohorts promoting from primary education, and reduced outflow to out of county provision.

- 34. The current and projected demand for places at entry to secondary school within the neighbouring catchment areas of Cardiff High School and Fitzalan High School exceed the number of places available at each school. The projected demand from existing housing within the catchment area of Llanishen High School is at a high level but is expected to increase further within and beyond the Band B period as new housing is developed between the communities of Lisvane and Pontprennau.
- 35. Planned housing developments within the Fitzalan High School catchment area, including those with outline or full planning permission, will impact neighbouring English-medium community schools, including Cathays High School, and must be considered when planning provision. Retaining Cathays High School at its existing capacity of 5.5 forms of entry, or a minor expansion to six forms of entry, would not be sufficient to meet the demand from within its catchment area and the excess demand from within the neighbouring catchment area of Fitzalan High School.
- 36. A temporary increase to the admission number at Cathays High School, to eight forms of entry in Year 7 (240 places), was implemented for the 2020/21 intake, and all places were allocated. The central location of the school enabled it to meet the excess demand for places, and to accommodate late applicants, from the south, central and north areas of the city and retain less than 5% surplus city-wide in the year group. Similar measures, retaining the intake at Cathays High School to 240 places, are likely to be needed in coming years.
- 37. It is expected that the Cathays High School would be fully subscribed at entry to year 7, based on pupil populations in the wider area, until at least 2024, and the school would have eight forms of entry enrolled in some year groups until at least 2028.
- 38. A permanent expansion of Cathays High School to eight forms of entry would provide an opportunity to meet the projected demand for places from within its catchment area and to also accommodate excess demand for places from other neighbouring catchment areas. The central location of the school within the city, and its catchment area being adjacent to catchment areas of five other English-medium community secondary schools of Cardiff High School, Fitzalan High School, Llanishen High School, Whitchurch High School and Willows High School, means that it is well placed to support growth in other areas of the city.
- 39. Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time in

order to provide a suitable balance in the supply of and take-up of places. Catchment areas are only part of the school admission oversubscription criteria and being resident within a catchment area is not a guarantee of admission. The Council has to ensure sufficient place in the secondary sector regardless of catchment boundaries.

Additional Learning Needs (ALN) Provision

- 40. At present, both secondary and primary schools in Cardiff host Specialist Resource Bases (SRB). The purpose of an SRB is to enable learners with additional learning needs to succeed in a mainstream learning environment. Pupils are supported to attend mainstream lessons and benefit from the full range of educational opportunities available to all pupils at the school.
- 41. A Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18.
- 42. The SRB staff provide additional pastoral and teaching support to the pupils, and provide training and information to main school staff to support the inclusion of young people. The SRB has designated accommodation where the pupils may access small group or individual teaching. The base also provides a nurturing and 'safe' environment for young people when it is required. The provision provided to the young people is tailored, according to need. Young people experience short or prolonged periods where they are taught mainly or solely in the SRB, because of anxiety or sensory challenges, or as part of a transition from a more specialist environment.
- 43. The majority of children with an autism spectrum condition do not require a special school place in order to learn and thrive. Young people attend a local mainstream school and access additional support through the specialist resource base.
- 44. Although the Council increased ASC places between 2012 and 2017, from 82 to 140, it is anticipated that demand for ASC SRB places will continue to grow over the next 5-10 years. Due to increased demand, and the shortage of specialist ASC places in Cardiff, separate proposals have been brought forward to expand another existing ASC base at Cantonian High School.
- 45. It is proposed to retain the SRB at Cathays High school, as part of the future school, to ensure continued provision for current and future pupils. The current expertise and inclusive practice of the school would be maintained. Additional places would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.
- 46. The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the

specialist provision within the school and to increase the number of places available from 16 to 50.

47. Cardiff Council is committed to the principles of inclusion and recognises that the majority of children and young people with additional needs are best supported in their local mainstream schools. The Council will continue to provide support, training and resources to schools, promote the sharing of best inclusive practice and ensure that learners with ALN access effective support in their local school.

Mutual Investment Model (MIM)

- 48. MIM is a national scheme that has been developed to borrow funds via the private sector to design and build the school, and maintain the building fabric over a 25 year period. Welsh Government has procured a Private Sector Delivery Partner (PSDP) to work with it on the delivery of education and community facilities. The successful bidder was Meridiam Investments II SAS. The PDSP and a subsidiary of the Development Bank of Wales have entered into a Special Purpose Vehicle (SPV) called WEPCo, which will deliver the services to participants.
- 49. At its meeting on 16 July 2020, Cabinet agreed to enter into the Strategic Partnering Agreement (SPA) with WEPCo. Cardiff Council, along with other local authorities and further education institutions, are a participant to the SPA. The SPA provides for how the parties act together over the long term in a collaborative partnering, non-adversarial and open manner to support the effective planning, procurement and delivery of education and community facilities in Wales and the delivery of infrastructure services. This includes partnering services for the project such as legal, design and technical advice.
- 50. WEPCo will undertake all partnering services (i.e. the design, project development and professional services). Approved MIM Projects will be developed by WEPCo, but delivered (including hard facilities management) by Project Co which will enter into a Project Agreement with the Council to deliver the relevant MIM Project. The Council will be a contracting party with Project Co which will have contracts in place to manage the building and facilities contractors.

Land Matters including improving community facilities

- 51. The Cathays High School site is located on a site measuring approximately 2.1 hectares, adjacent to North Road and Crown Way. The constrained school site limits access for pupils to outdoor facilities and does not include any school pitch provision for pupils.
- 52. Formal arrangements exist at present for Cathays High School to use grass pitches at Heath Park, and transport arrangements are in place to support this at an annual cost to the Council of c£21,000.

- 53. The Maindy Centre, including the indoor leisure centre and pool, the Maindy Cycle and BMX track, and outdoor football pitches, is located in close proximity to the school on the opposite side of Crown Way, also adjacent to North Road.
- 54. The Maindy cycle track was built for the British Empire and Commonwealth Games in 1958 and has been home to the Maindy Flyers Cycling Club since 1995. The club has approximately 200 members aged 5 to 18 years old. Cardiff's Road Safety Centre, providing adult and child cycle training, is also located at the Maindy site.
- 55. Maindy Centre is Cardiff's only outdoor cycle track that is the home of the grassroots cycling talent in the city. The track is a popular outdoor venue that requires investment. Whilst the cycle club has outgrown the facility, the Council acknowledges that Cardiff must continue to support its home-grown talent to excel and progress to represent Wales competitively on the international stage.
- 56. The school project provides an opportunity for a new track facility, located in the heart of Cardiff Bay at the International Sports Village, to be brought forward in the New Year, bringing a greater range of cycle track opportunities to our capital.
- 57. The construction of new facilities for Cathays High School on the Maindy Centre site and potentially on a proportion of the existing site in line with Building Bulletin 98 will enable the expansion of the school in an area that is well located within the community that the school serves.
- 58. The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL), and a long term lease arrangement is in place. As part of a revised lease the school will continue to have access to indoor facilities at Maindy Centre an arrangement will be explored with GLL for the management of external sports facilities and shared use of the carpark outside of the school day.
- 59. The location of the sites, off North Road and Crown Way, provide an opportunity to enable the new investment in the community. The design of the school will support open community access to some multi use games areas outside of school hours and re-provide community land where possible. The land south of the existing Maindy cycle track and other areas will be made available for exercise; dog walking; access between Gelligaer Street and Crown Way/North Road; and general leisure activities. The BMX track is expected to be retained, but could potentially be relocated elsewhere on the Maindy or current school site should it be deemed beneficial to the project and the community. The existing playground will sit outside of the scope of the project and will be retained. There are further opportunities presented by the levels and existing conditions of the site which provide opportunities for a holistic landscape design that incorporates sustainable drainage, ecology and habitat strategies.

60. The proposed strategy to provide a combination of all-weather pitches on-site and retaining current grass pitches at Heath Park would enable curriculum requirements to be met, providing pupils with access to a range of facilities for a variety of sports.

Admissions and Catchment areas

- 61. There are no plans to change the Council's policy on the admission of children to schools, as a result of this proposal.
- 62. In accordance with the limitations set out within the School Organisation Code, the Council has agreed a temporary increase to the Admission Number at Cathays High School to meet the increased demand for places. The Council is able to continue to do so but cannot exceed the school's total published capacity of 1,072 places, using temporary measures, by more than 200 pupils.
- 63. It is proposed that the admission number of 240 places would be implemented from September 2023, in accordance with the requirements set out in the School Organisation Code.
- 64. Detailed information regarding admission arrangements is contained in the Council's Admission to Schools booklet, and this information can be viewed on the Council's website (<u>www.cardiff.gov.uk</u>).
- 65. Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time, in order to provide a suitable balance in the supply of and take up of places.
- 66. The Council will manage admissions to the Specialist Resource Base provision at Cathays High School in accordance with the ALN Code of Practice, which takes effect from September 2021.

Partnerships

- 67. The 'Cardiff Commitment' is the Council's youth engagement and progression strategy. The Cardiff Commitment sets out how the council, together with a wide range of public, private and third sector partners, will work together to ensure a positive destination for every young person in Cardiff after they finish school, either in employment or further education and training.
- 68. To date over 120 businesses have pledged to support Cardiff Commitment and provide opportunities to schools and young people, better preparing them for the world of work, contributing to the future economic growth of the city.
- 69. The Council's proposals for Band B of the 21st Century Schools Programme and the Cardiff 2030 strategy clearly state the link between

improving the environment for learning and raising standards of achievement.

- 70. The Council is keen to assist with the development of opportunities between schools and businesses, to help create a sustainable pool of talent for future workforce needs, and spread skills across the city. An example of this is the Creative Education Partnership that has been established between Cardiff West Community High School and partners from the creative industries to provide opportunities for young people to leave education with skills and competences and to be work ready.
- 71. The significant school developments proposed would provide opportunities for strong partnerships with businesses and employers from a range of sectors in the Cardiff economy. Opportunities for further partnerships are being explored and will be progressed in line with the priorities set out in the Cardiff Commitment.

Impact of the proposal on the Welsh Language

- 72. It is not anticipated that there will be any negative impact on the Welsh Language, as a result of this proposal.
- 73. The teaching of Welsh within an English medium setting is subject to the requirements of the National Curriculum. This would not change with the expansion of the school. This proposal does not seek to change the number of Welsh-medium primary or secondary school places available in the area.
- 74. The Council works closely and constructively with partners on its Welsh Education Forum, which includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. The Forum actively informs the planning of Welsh-medium places, to continue to drive the Council's plan to sustainably increase the number of learners within Welsh-medium schools and those learning Welsh in English-medium schools.
- 75. The council monitors birth rates, the yield from proposed housing and the patterns of take-up in Welsh-medium provision at primary and secondary age, with a view to bringing forward appropriate plans to meet any increased demand.
- 76. Whilst forecasts, based on the number of children in the Welsh-medium primary, indicate that additional capacity will be required to meet the demand for places in Welsh-medium secondary schools, separate proposals will be brought forward at the appropriate time to ensure there are sufficient places available.
- 77. The Council, and its partners on the Welsh Education Forum, are committed to driving the increase in number of pupils educated through the medium of Welsh, to meet the targets within Cardiff's WESP, and to meet the targets set out in the Welsh Government's Cymraeg 2050 strategy.

78. The Council must ensure that the expansion of school provision is brought forward in a strategic and timely manner, which does not compromise existing provision. Expanding Welsh-medium secondary school provision would, inevitably, have an impact on the take-up of places in other schools, and in turn on the ability of schools to balance budgets and to attract or retain staff.

Learner Travel Arrangements

- 79. There are no plans to change the Council's transport policy for school children.
- 80. Any pupils affected by the proposals would be offered the same support with transport as is provided throughout Cardiff in line with the same criteria that apply across Cardiff.
- 81. The Council's transport policy for school children can be viewed on the Council's website <u>www.cardiff.gov.uk/schooltransport</u>.
- 82. Transport may continue to be required for timetabled sports activities on Heath Park as at present, with the need and frequency of provision to be confirmed. There may need to be appropriate provision on the school site for a coach to park and turn round.

Community Impact

- 83. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with schools, local members and any community group to make sure that the proposal avoids negative impacts if possible.
- 84. Cathays High School enables a number of community organisations to make use of its site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school.
- 85. The open space at Maindy is currently used for informal leisure by the local community exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities. It is recognised this is one of few open spaces for residents in Cathays, Maindy, and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. In addition, it is proposed that the playground at Gelligaer Street will remain, the BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site, and open-access MUGA's will continue to be provided.
- 86. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis.

Welsh Government's aim for shared facilities in community-focussed school are to:

- Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
- Operate in line with the national agenda for sport taking into account nationally adopted strategies;
- Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
- Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
- Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.
- 87. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.

Wellbeing of Future Generations

- 88. In line with the Well-being of Future Generations Act Cardiff's Band B programme is committed to providing Local Schools for Local Children, together with encouraging use of sustainable modes to travel to schools, such as walking and cycling. Each School project takes into account key transport issues when they are being designed and the firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools.
- 89. With the current investments in ICT across the city, student movements may be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.
- 90. In order to maximise the long-term impact of this significant investment, any design taken forward for each school included in this proposal would be developed to ensure the delivery of high quality modern facilities that are able to respond to the current pupil populations needs and support the delivery of effective teaching and learning methods. They would also incorporate the flexibility to take account of changes depending on need as time progresses; such as changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.
- 91. The project will consult with all statutory bodies when developing a planning application to ensure that environmental and biodiversity impacts are fully considered.

Reason for Recommendations

92. To meet the demand for English-medium secondary school and post 16 places in the Cathays High School catchment area and neighbouring communities, and to meet demand for additional Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition city-wide.

Financial Implications

- 93. The recommendations to this report request approval for a consultation process to be undertaken in relation to the proposed scheme for Cathays High school. A decision to initiate a consultation process does not, in itself, commit the Council to any capital expenditure commitments and, therefore, there are no capital financial implications directly arising from this report. Should the scheme be taken forward, it will be necessary for a full financial evaluation to be undertaken. The aim of this will be to provide assurance that the scheme remains affordable once all relevant costs and contingencies for potential changes in delivery timescales have been incorporated.
- 94. The preferred funding strategy for this particular scheme remains the WG's revenue funded Mutual Investment Model (MIM). This will mean the new building will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years. The funding required for the Council's contribution will be made available via the SOP Revenue Reserve, which also meets revenue costs arising in relation to programme delivery and capital financing.
- 95. Other capital costs, including those directly connected to the new school, such as FFE and ICT, as well as other costs not directly connected to the new building, such as associated transport infrastructure works, will not qualify for MIM funding. These costs may still be within the scope of the 21st Century Schools Programme and in such an instance will be funded via the traditional capital route, with WG contributing towards 65% of the costs. Further work is required to understand the full extent of these particular costs, however the Band B Capital Programme currently includes an estimated allocation for these works that will need to be balanced against other Band B priorities. In addition, any capital required for maintaining the current schools in the interim will need to be met from within existing resources.
- 96. As well as the capital expenditure commitments directly connected to the main scheme, there would also be capital expenditure incurred in relation to the replacement cycle track. Use of MIM funding would not be available for such uses and therefore funding will need to be identified from within existing Council resources or match-funded via external grant funding, if applicable. Further to the capital costs of the main school build, there would also be significant revenue expenditure implications,

both connected to the project delivery and on an ongoing basis, once the new facility is operational.

- 97. Further consideration may be required in future reports in relation to the Maindy Pool site and car park, particularly in relation to current lease arrangements and potential VAT impact. Additional advice will be sought as appropriate as plans for the new school are developed and any additional costs arising absorbed within the overall envelope for the scheme.
- 98. There continues to be a significant risk surrounding the planned achievement of capital receipts underpinning the overall Band B programme. The total target of £25 million in the current financial model is required prior to the end of 2023/24. Work is being undertaken to ensure that this target remains achievable as a means to secure the affordability of the overall programme.

Legal Implications

- 99. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age.
- 100. Parents have a right to express a preference for the school they wish their child to attend under section 86 of the School Standards and Framework Act 1998. This does not provide a right to attend a certain school, as applications can still be refused for admission where this would prejudice the provision of efficient education or the efficient use of resources.
- 101. A local authority can make proposals to alter a community school under section 42 of the Schools Standards and Organisation (Wales) Act 2013. The Council is required prior to publishing its proposals to undertake a consultation on those proposals in accordance with section 48 of that Act and the School Organisation Code 2018. The proposal is a regulated alteration under paragraph 2.3 of the School Organisation Code 2018. The recommendations seek authority to carry out that statutory consultation. Any proposals must be the subject of full and fair consultation and due regard must be had by the Cabinet to the responses before a final decision is taken. As these proposals affect sixth form provision, they will require the approval of Welsh Ministers in accordance with section 50 of the Schools Standards and Organisation Code 2018.
- 102. Catchment areas and published admission numbers of schools are part of the Council's admission arrangements and therefore the statutory consultation within the School Admission Code and the Education (Determination of Admission Arrangements) Regulations 2006 would need to be followed if following consultation these proposals are taken forward.

- 103. The decision about these recommendations has to be made in the context of the Council's public sector equality duties. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The Protected characteristics are: age, gender reassignment, sex, race including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief - including lack of belief If the recommendations in the report are accepted and statutory notices are published, the Council will have to consider further the equalities implications and an Equality Impact Assessment may need to be completed.
- 104. 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.
- 105. 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.

Traffic Regulation

- 106. The Council as the 'Traffic Authority' has a discretionary power to make 'traffic regulation orders' where it appears to the Council expedient to make the order for any of the purposes specified under Section 1 of the Road Traffic Regulation Act 1984 Act ("the 1984 Act").
- 107. Full legal advice should be sought on the proposed traffic regulation orders, as the same are developed but it should be noted that in making any traffic regulation order the Council must comply with the procedure set out in the Act and the regulations made there under. This process involves at statutory consultation exercise, with associated rights of objection. If objections are received, they must be duly considered and following such consideration the potential exists that the traffic regulation order may be made, be made but in modified form or not proceeded with at all.

HR Implications

108. The proposed expansion of Cathays High School will require the Governing Body to consider their workforce requirements in readiness for expansion and in the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register. In addition, full consultation with staff and trade union colleagues will be needed to ensure there is a smooth transition into the new school building.

109. Further HR implications of the proposal will need to be determined as the project develops, particularly in relation to the operation of the MIM scheme outlined above. Further guidance is required from Welsh Government to understand the full working arrangements in relation to facilities management to assess the impact, if any, on current school staff. The Governing Body and the school's leadership team will also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide this advice and support as necessary.

Traffic and Transport implications

- 110. The Council's policy is to increase the overall share of daily journeys that are made by sustainable modes of transport walking, cycling and public transport. Many journeys to school are very short. 75% of journeys to education in Cardiff are within 3km of people's homes. More of these journeys could be made by active modes if improvements could be made to the safety of roads and routes for walking and cycling within school catchment areas. The health and wellbeing benefits of enabling children to travel actively and independently to school, as opposed to being escorted by car, are well documented and evidenced.
- 111. This proposal will increase educational activity on this site through the expansion of mainstream and SRB places. The expanded provision will result in additional trips to the site, which have the potential to add/alter existing pressures on the local highway network.
- 112. The current target for journeys by sustainable modes of transport (contained in the adopted Local Development Plan) is to achieve a 50:50 split between journeys by car and journeys made by foot, cycle and/or use of public transport by 2026. This will be achieved by ensuring that new development is fully integrated with transport infrastructure which mitigates the transport impacts and maximises opportunities for travel by sustainable modes. It is important that this new school facility fully reflects the Council's transport policies and makes a positive contribution to modal shift.
- 113. This can be achieved by ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. Other critical elements will be the location of access points in positions which take account of the alignment surrounding network of roads and pathways and which serve to minimise walking and cycling distances and avoid unnecessary detours for people travelling on foot and by bicycle. The provision of on-site facilities, such as secure cycle parking spaces and lockers for storage of cycling clothes and equipment will also be essential.
- 114. Cycle parking provision must meet the minimum requirements set out in the Council's Managing Transport Impacts SPG and the site must be able to accommodate increases in cycle parking to meet future demand.

- 115. Cycle parking must be covered and secure and be sited in a convenient location within the site which is easy for pupils for access and where it benefits from surveillance. Sheffield stands are recommended. Tiered cycle parking will not be acceptable.
- 116. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. The SRB pupil learner transport will need appropriate suitably segregated facilities for drop-off and pick-up. However, facilities for general pick up and drop off of other pupils by car should not be provided.
- 117. On-site parking should be in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (2018). The parking requirements for schools within the SPG is one parking space per 30 pupils and this would apply to the mainstream school provision at the site. Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school.
- 118. Transport mitigation for the development will be identified through the Transport Assessment (TA) process, which will inform the proposals submitted for planning permission.
- 119. The first part of the TA, a Traffic Impact Assessment (TIA), has now assessed the traffic impact on the highway network due to potential changes to the existing road layout and also including the proposed construction of Cycleway 1 in the vicinity of the school. The TIA has identified that potential changes are expected to result in some additional queuing at peak periods however it is considered that the overall traffic impact of the development can be accommodated by the network.
- 120. The expansion of Cathays High School, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles. Road layout changes may involve traffic orders and associated legal processes, both requiring sufficient lead-in time and financial resources.
- 121. The subsequent completion of the full TA will identify necessary works associated with required vehicular access onto the site and off-site highway measures including any safety measures, traffic calming and facilities for pedestrians, cyclists and scooting including crossing facilities for all active travel modes. The transport team requires very early engagement with the designers and transport consultants for the project to ensure that appropriate facilities to support sustainable travel

are considered at the outset of the project and incorporated into the site master plan.

- 122. In addition to highways measures within the immediate vicinity of the school gates, this work will need to identify other off-site improvements, including linkage with existing active travel routes and the provision of new routes, necessary to maximise opportunities for pupils to travel to school by walking, cycling and scooting, and for those using public transport.
- 123. Currently no pupils (other than SRB pupils) are eligible for learner transport and so appropriate provision needs to be made for use of public transport services. This will include safe and sufficient waiting facilities for pupils using scheduled and additional school bus services and safe pedestrian access to appropriate bus stop facilities at locations convenient to the school, with crossings appropriate to the desire lines, type and level of use.
- 124. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.
- 125. All schools developed under Band B will need to have such a plan in place from the outset of their operation. The Active Travel Plan for the new Cathays High School should be informed by the Transport Assessment and developed with full involvement of the pupils and staff on the existing Cathays High School site and pupils and staff in the feeder school populations. The Active Travel Plan for the new school should be linked to the Active Travel Plans for the feeder or cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new Cathays High School are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan.
- 126. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff.

Property Implications

- 127. The Strategic Estates Department are part of the project team for delivery of the new Cathays High. Considerations have been given to the existing leasing arrangements with Maindy Leisure Centre, relocation of the Velodrome and any disposal opportunities from surplus land to support the capital programme.
- 128. Where there are resultant land transactions, further negotiations or valuations required to deliver these proposals, they should be done so in

accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

Equality Impact Assessment

129. An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society. This assessment will be reviewed after the consultation. Further equality impact assessments would also be carried out if the proposal goes ahead.

RECOMMENDATIONS

Cabinet is recommended to:

- 1. authorise officers to consult on proposals to:
 - Expand the school from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places) from September 2023;
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
 - Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community.
 - Provide space for the local community to continue to have access to off-road open spaces for informal leisure use.
- 2. Note that officers will bring a report on the outcome of the consultation to a future meeting to seek authorisation as to whether to proceed to publish proposals in accordance with section 48 of The School Standards and Organisation (Wales) Act 2013.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	11 December 2020

The following appendices are attached:

Appendix 1: Cabinet Report, 14 December 2017

Appendix 2: Projected availability of and demand for secondary school places Appendix 3: Statutory Screening Tool including Equality Impact Assessment

21st Century Schools Consultation Document 2021

THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

29 January - 19 March 2021



This document can be made available in Braille.

A summary version of this document is available at www.cardiff.gov.uk/cathayshighproposals Information can also be made available in other community languages if needed. Please contact us on 029 2087 2720 to arrange this



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Have your say!

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Introduction

What is this booklet about?

This booklet is for parents/carers, school staff, school governors and anyone who has an interest in education in Cardiff. It will be of particular interest to parents/ carers of children attending, or expecting to attend, Cathays High School.

It sets out changes we are suggesting to provide high quality secondary school places and the reasons for these proposed changes.

Background

On 14 December 2017, the Cabinet approved the scheme as part of Cardiff's Band B 21st Century Schools Programme.

The Band B Programme seeks to address the most acute sufficiency and condition issues in Cardiff.

On 17 December 2020, the Cabinet approved a recommendation to hold public consultation on proposals for the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes.

This booklet contains information about the proposals for Cathays High School.

We want everyone to understand what is being proposed, so you can tell us what you think about the changes.

This is your chance to ask questions and make comments. We want to know your views because this helps us to make sure any proposals that go forward really work for children, young people and the community local to Cathays High School.

What are we proposing to do?

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site

Consultation

Who are we consulting with?

Our consultation process must follow the Welsh Government guidelines as set out in the School Organisation Code 2018.

As part of this, we are asking people what they think about the changes we are proposing.

Whilst the current pandemic is posing unique challenges and will require some changes to how we normally undertake face to face consultation opportunities, there continue to be a number of ways for people to tell us their views.

Table 1 below sets out who the Council is consulting:

Table 1: Groups the Council is consulting with	
Children and young people	Welsh Ministers
Parents/carers	Police & Crime Commissioner
School staff	Central South Consortium Joint Education Service (CSCJES)
School Governing Bodies	Welsh Language Commissioner
Local residents	Rhieni dros Addysg Gymraeg (RhAG)
Local Members/Assembly Members (AMs)/ Regional Assembly Members/Member of Parliament (MPs)	Trade Unions
Diocesan Directors of Education	Childcare providers
Neighbouring Authorities	Mudiad Meithrin
All Cardiff schools	Wales Pre-School Providers Association
Estyn	Clybiau Plant Cymru Kids Club
Communities First Partnership	National Day Nurseries Association
Community Council's	Future Generations Commissioner
Children's Commissioner	Cardiff and Vale University Health Board
Voluntary Sector organisations	Cardiff and Vale College
St David's College	Welsh Education Forum (WEF)

Views of children on the proposed changes

Cardiff is a Child Friendly City and the views of children and young people are key to the way education is delivered. It is important that when bringing forward proposals, suitable arrangements are made to consult with pupils. The Council will consult with pupils in local schools and the information gathered in these sessions will be included in the final consultation report.

How can you find out more and let us know your views?

- The full consultation document and a summary document are available on the Council website at www. cardiff.gov.uk/cathayshighproposals
- If you are unable to access the document online, printed copies of this consultation document will be available by post on request. You may request a copy by telephoning **02920 872720**.
- We will also advise families with children in Cathays High School, and those with children of primary school age in the local area how they can access a copy of the document.
- We have organised opportunities for interaction with you. There are online meetings that you can attend where the changes we are proposing will be explained. You will have an opportunity to ask questions as part of these sessions. If you would like to attend an online meeting please contact us via e-mail to **schoolresponses@cardiff.gov.uk** confirming which meeting you would like to attend and we will provide a link and instructions on how you can access the meeting.
- Council officers will meet with the Governing Body and staff of Cathays High School. Given the ongoing pandemic and the public health restrictions arising out of this, these meetings will also take place online.
- You can also write to the Council to tell us what you think.

The dates of the public consultation meetings are set out below:

Table 2: Consultation Meeting Dates

Nature of Consultation	Date/Time
Cathays High School Governing Body meeting	Wednesday 10th February, 5.00 p.m.
Cathays High School Staff Meeting	Monday 22nd February, 3.00 p.m.
Online public meeting	Wednesday 24 February 2021 5:30pm – 7pm
Online public meeting	Monday 01 March 2021 2pm – 3:30pm

Your views are important to us

Your views matter and we want you to tell us what you think about the changes we have suggested in this document.

You can do this by:

- Attending one of the online meetings listed above.
- Completing the online response form at www.cardiff.gov.uk/cathayshighproposals
- Completing the consultation response form, which you can find on page 37.
- Contacting the School Organisation Planning Team on (029) 2087 2720, by e-mail to schoolresponses@ cardiff.gov.uk or by post to Room 401, County Hall, Cardiff, CF10 4UW. This can include requesting an officer call back if you have a specific question that you feel you would like further information about.

The closing date for responses to this consultation is 19 March 2021.

The Council is not able to consider any consultation responses received after this date.

Explanation of terms used in this document

Please note the following terms used throughout this document:

Admission Number - all maintained schools admit pupils up to at least their Published Admission Number. The admission number is the number of pupil places available in each year group.

ALN - Additional Learning Needs. This may be due to learning difficulties, physical disabilities or behavioural problems. (ALN is sometimes referred to as Special Educational Needs).

BREEAM - BREEAM (Building Research Establishment Environmental Assessment Method) is a sustainability assessment method that is used to masterplan projects, infrastructure and buildings

Capital funding for schools – money used to build new school buildings or improve existing facilities.

Community Schools – a primary or secondary school where the Council arranges school admissions.

Catchment area – an area that a community school would normally serve. In Cardiff, children living within this area have higher priority for admission to the school than children outside of this area.

ESOL - English for Speakers of Other Languages. Students who did not learn English as their first language and/or continue to use a language other than English as a dominant language

Local Authority – an organisation that is officially responsible for all the public services and facilities in a particular area.

Mainstream - a mainstream school is a maintained school which is not a special school. Mainstream schools are not selective and do not require students to pay fees.

NEET - Not in Education, Employment, or Training. A person who is not in education, is not employed and not in any form of training.

Number on Roll data - the number of pupils at a school (not including nursery pupils).

PLASC - Pupil Level Annual School Census. In January of every year, the Welsh Government collects information from schools. This includes the number of pupils at each school, their age groups, home addresses, ethnicity, and data on Welsh language, Special Educational Needs, first language and pupils who have Free School Meals.

School Action - when a class or subject teacher gives extra support to a pupil with ALN.

School Action Plus - when outside specialists help the class or school staff to give extra support to a pupil with ALN. This is different or additional to the support provided through School Action.

SRB - Specialist Resource Base. A small class in a mainstream school for pupils with significant ALN. All pupils attending an SRB have a statement of ALN and are taught by specialist teachers and learning support assistants. Sometimes SRB pupils also have opportunities to attend some mainstream classes.

Statement of Additional Learning Needs - a child with a statement of ALN has learning difficulties which need special support. This means:

- the child has significantly greater difficulty learning than most children of the same age, or
- the child has a disability that needs different educational facilities from those that the school generally provides for children.

Surplus places - empty/unfilled places in a school.

Statutory Notice - a statutory notice is the formal publication of a finalised proposal. This will only be undertaken if a decision is made by the Council Cabinet to proceed with a proposal following consideration of all responses from the consultation process. This is a legal requirements as outlined in the School Organisation Code (2018).

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What is the Band B 21st Century Schools Programme?

The 21st Century Schools Programme is a major, long-term, strategic capital investment programme. It is jointly funded by the Welsh Government and Local Authorities and aims to create a generation of 21st century schools in Wales.

The first part of the Programme (Band A) ran until March 2019.

The second part of this funding (Band B) started in April 2019. As part of this, Cardiff Council is planning a c£284million investment programme.

Cardiff's Band B proposals focus on:

- providing enough school places across the city that are in the right place
- providing high quality educational facilities that will meet the diverse requirements of the 21st Century
- optimising the use of education facilities for the benefit of the wider community across Cardiff
- ensuring best value for money

The provision of school places

All local authorities in Wales must make sure they provide enough school places for pupils of all ages.

School places must meet the needs of all pupils and must be suitable for any additional learning needs.

In order to provide the best quality of education it is important that funding provided by the Welsh Government is used effectively. This means matching the number of children to the number of school places as closely as possible.

Condition & Suitability

As well as having the right number of school places, the Council must ensure that school facilities are fit for purpose. Schools must support the delivery of high quality learning for their pupils.

Cardiff has a very large education estate with over 127 school properties. Many sites comprise of multiple blocks, that were constructed during different decades. A large number of primary, secondary and special schools are in a poor state of repair.

Approximately £17m, or 14%, of maintenance and condition issues of the estate were addressed through Band A of the 21st Century Schools investment programme. There has been significant investment in the construction of two new high schools in the East and West of the City, new primary school provision and suitability works undertaken in primary schools.



Table 3: Secondary schools serving the area				
Name of School	Language medium and category of school	Age range	Published Admission Number	
Cathays High School	English-medium Community Secondary School	11-18	165	
Corpus Christi Catholic High School	English medium Voluntary Aided Secondary School	11-16	215	
St Illtyd's Catholic High School	English medium Voluntary Aided Secondary School	11-16	176	
Bishop of Llandaff CiW High School	English medium Voluntary Aided Secondary School	11-18	180	
St Teilo's CiW High School	English medium Voluntary Aided Secondary School	11-18	240	
Ysgol Gyfun Gymraeg Glantaf	Welsh-medium Community Secondary School	11-18	240	
Ysgol Gyfun Gymraeg Bro Edern	Welsh-medium Community Secondary School	11-18	180	

Table 3 below sets out the secondary schools serving the Cathays High School catchment area:

Children from the Cathays High School catchment area also attend other English-medium schools although the number of children able to do so is likely to reduce as populations across the city increase.

The English-medium community primary schools that are within the catchment area of Cathays High School are listed below.

Name of School	Language medium and category of school	Age range	Published Admission Number
Albany Primary School	English medium Community Primary School	3-11	60
Allensbank Primary School	English medium Community Primary School	3-11	45
Gladstone Primary School	English medium Community Primary School	3-11	30
Ysgol Mynydd Bychan	Welsh medium Community Primary School	3-11	30
St Joseph's Catholic Primary School	English medium Faith Primary School	3-11	30
St Peter's RC Primary School	English medium Faith Primary School	3-11	60
St Monica's Church in Wales Primary School	English medium Faith Primary School	4-11	20

Why expand and replace Cathays High School?

Demand for places city-wide

Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years.

City-wide projections show that the demand for places in the English-medium secondary sector will further increase during the period of the Band B investment programme. The number of pupils in each of the year 3 to year 6 age groups in English-medium primary schools exceeded the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools at January 2020.

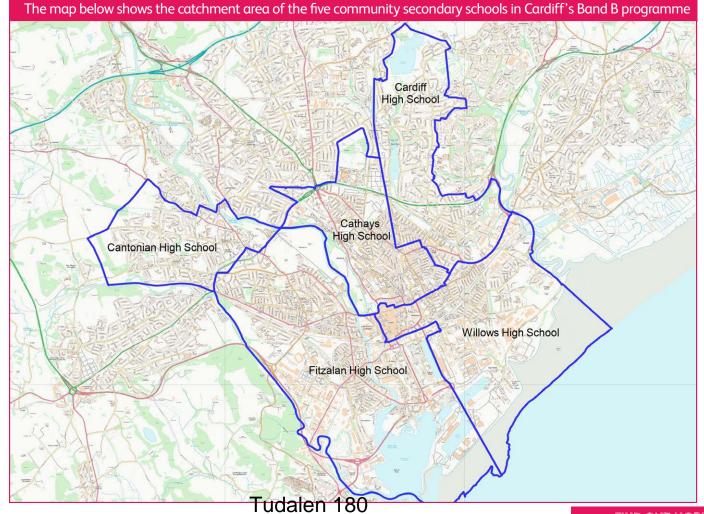
The projections, based upon the most recent school census data (PLASC) received in 2020, show that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.

Based on the existing housing city-wide, the highest intakes at entry to secondary education (Year 7) of around 4,115 pupils are expected in 2022/2023 and 2023/2024. The intakes that follow are expected to reduce to around 3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/2029.

Separate to this, additional secondary school places will be required to accommodate children from new housing developments in the catchment areas of some existing schools.

The five secondary schools included in Cardiff's Band B 21st Century schools programme, including Cathays High School, are proposed to expand from a combined capacity of around 35.5 forms of entry to around 44 forms of entry. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows.

The map below shows the catchment area of the five community secondary schools in Cardiff's Band B programme.



Demand for places in the Cathays High School catchment area and neighbouring areas

Between 2016-2020 the average number of children taking up English-medium places living in the Cathays catchment area has been 108 per year group. This has varied during the period with the lowest take up being 82 places and the highest 133 places.

The average number of children starting in English-medium reception classes over the last 3 years that live in the Cathays High School catchment area is 117 pupils (approximately four Forms of Entry). Current data shows that the local demand for places is projected to drop off slightly. However, there is expected to be some additional demand for places from new housing citywide that would have some effect on all schools. Data is not yet available for age groups that would enter primary education beyond 2024/25.

The numbers of pupils in some primary school year groups, that live in the catchment area of Cathays High School, have fluctuated significantly. Numbers per year group across the area have varied by between 11-48 pupils (on average 24% changes within age groups).

On average, 91 children per year group have transferred to English-medium community secondary schools, and 33 children per year group have transferred to English-medium Faith-based secondary schools in recent years. The remaining young people transfer to Welsh-medium secondary schools.

The majority of children in Year 6 in the area normally transfer to Year 7 (almost all children in the area continue to attend community or faith schools in Cardiff when they transfer to secondary school).

Current data shows that in the Band B investment period, 68-105 English-medium community secondary school places will be required to serve children and young people living in the existing Cathays High School catchment area. This would include approximately 33 places being taken up within Faith-based schools by pupils resident in the area.

Table 5 below sets out the net number of places that may be required to meet the demand for English-medium community and foundation places in each secondary school catchment area of the city (existing housing only), having taken account of the forecast take-up of places at Faith-based schools in each area.

um secondary school catchment area (c						<u>.</u>		
Catchment Area		ists based nrolled in			Fore	casts bas	ed on NH	S data
	2023	2024	2025	2026	2027	2028	2029	2030
Cantonian High School	98	106	113	85	78	77	71	70
Cardiff High School	285	252	268	282	281	270	236	195
Cardiff West Community High School	221	200	193	219	173	177	171	150
Cathays High School	68	105	87	89	82	69	69	68
Eastern High School	326	269	323	283	313	278	298	274
Fitzalan High School	384	309	328	317	343	265	257	241
Llanishen High School	330	308	302	330	302	281	265	238
Radyr Comprehensive School	180	176	170	191	159	146	139	132
Whitchurch High School	353	313	327	320	347	276	295	267
Willows High School	189	171	150	148	165	142	144	108
Total demand for English-medium and Community/ Foundation places	2429	2266	2308	2323	2299	2094	2058	1918

Table 5: Forecast net demand for places at any English-medium community secondary school in each English-medium secondary school catchment area (at entry to Year 7), allowing for consistent take-up in faith-based schools

> st Century Schools expansion and redevelopment of ays High School

The numbers in Table 5 take account of the most recent take-up of places. They do not allow for changes of pupil preference patterns expected as a result of planned changes to secondary schools in Cardiff. Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as result of large new housing developments.

Based on the numbers of pupils in existing housing in the Cathays High School catchment area an English-medium community secondary school of three forms of entry, providing 90 places per year group, would be sufficient to serve the existing catchment area. This would apply for the duration of the Band B investment period and the years immediately after this.

However, planned housing in the south of the city will significantly increase pupil numbers in neighbouring school catchment areas.

The current and projected demand for places at entry to secondary school within the neighbouring catchment areas of Fitzalan High School and Cardiff High School exceed the number of places available at each school. The projected demand from housing within the catchment area of Llanishen High School is also at a high level. It is expected to increase further within and beyond the Band B period as new housing is developed between the communities of Lisvane and Pontprennau.

Planned housing developments within the Fitzalan High School catchment area, including those with outline or full planning permission, will affect neighbouring English-medium community schools, including Cathays High School.

If Cathays High School remained at its existing capacity of 5.5 forms of entry, or a minor expansion to six forms of entry, there would not be enough places to meet the demand from within its catchment area and the excess demand from within the neighbouring catchment area of Fitzalan High School.

A temporary increase to the admission number at Cathays High School, to eight forms of entry in Year 7 (240 places), was implemented for the 2020/21 intake, and all extra places were allocated. The central location of the school enabled it to meet the excess demand for places, and to accommodate late applicants, from the south, central and north areas of the city. Even with this increase, Cardiff retained less than 5% surplus places city-wide in the year group. Current projection data shows that similar measures, retaining the intake at Cathays High School of 240 places, are likely to be needed in coming years.

It is expected that Cathays High School would be fully subscribed at entry to Year 7, based on pupil populations in the wider area, until at least 2024. The school would therefore have eight forms of entry enrolled in some year groups until at least 2028.

A permanent expansion of Cathays High School to eight forms of entry would:

- Create an efficient class organisation;
- Provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area, requiring a place in an English-medium community high school, to attend;
- Provide surplus capacity to enable the excess demand from neighbouring catchment areas to be accommodated;
- Ensure that citywide capacity and surplus places would be appropriately balanced, in the context of projected reductions in secondary school pupil numbers at the end of the decade and potential uplift in the birth cycle in future years.

Cathays High School Condition & Suitability

In order to prioritise schools within the Band B programme all school properties were given a rating.

The ratings were based on:

- Sufficiency of places available
- Condition of the school buildings
- Suitability of the environment for teaching

Ratings were from A to D, with D being the lowest rating.

All Councils in Wales were informed by the Welsh Government that in order to receive capital funding investment from the Band B 21st Century Schools programme, all school buildings rated as D for condition were to be replaced/upgraded.

Table 6: Condition	n and suitability gradings	
Grading	Condition	Suitability
A	Good and operating efficiently.	Good. Facilities suitable for teaching, learning and wellbeing in school.
В	Satisfactory but with minor deterioration.	Satisfactory. Performing as intended, but does not effectively support the delivery of the curriculum in some areas.
С	Poor with major defects.	Poor. Teaching methods inhibited / adverse impact on school organisation.
D	End of Life; life has expired or risk of imminent failure.	Very Poor. Buildings seriously inhibit the staff's ability to deliver the curriculum.

Table 7 below gives information on school capacity, condition and suitability of Cathays High School.

Table 7: School cap	acity, condition and suita	bility		
Name of School	Type of school	* Condition of School Buildings	* Suitability of School Buildings	Capacity
Cathays High School	Secondary English-medium	C- Poor	C- Poor	1,072

Cathays High School is rated as a "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is housed in demountable accommodation.

Cathays High School is located on a site measuring approximately 2.1 hectares, adjacent to North Road and Crown Way. The constrained school site limits access for pupils to outdoor facilities and does not include any school pitch provision for pupils.

Cathays High School has been assessed as Condition category C (Poor with major defects) and Suitability category C (Poor). Whilst some priority maintenance issues are currently being resolved through the Council's Capital Asset programme, this would not address all condition issues. Planned works would not significantly improve the suitability of the main building nor all demountable accommodation.

Autism Spectrum Condition (ASC) Provision

Why expand the Specialist Resource Base (SRB)?

Places for pupils with Autism Spectrum Condition (ASC) are offered in a range of settings across Cardiff, which support identified pupil needs. This includes supported placements at both primary and secondary level in mainstream schools and places in Specialist Resource Bases (SRB) and special schools.

At present, both secondary and primary schools in Cardiff host Specialist Resource Bases (SRB).

The purpose of an SRB is to enable learners with additional learning needs to succeed in a mainstream learning environment. Pupils are supported to attend mainstream lessons and benefit from the full range of educational opportunities available to all pupils at the school.

Most children with an ASC do not require a special school place in order to learn and thrive. Many young people successfully attend a local mainstream school and access additional specialist support through an SRB.

Although the Council increased ASC places between 2012 and 2017, from 82 to 140, it is anticipated that demand for ASC SRB places will continue to grow over the next 5-10 years. Due to increased demand, and the shortage of specialist ASC places in Cardiff, an increase in the number of places available at the ASC base at Cantonian High School has been agreed.

A Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18.

The SRB has designated accommodation where the pupils may access small group or individual teaching.

The SRB staff provide additional pastoral and teaching support to the pupils, and provide training and information to main school staff to support the inclusion of young people.

The base also provides a nurturing and 'safe' environment for young people when it is required.

The provision for the young people is tailored according to need. Young people experience short or prolonged periods where they are taught mainly or solely in the SRB, because of anxiety or sensory challenges, or as part of a transition from a more specialist environment.

It is proposed to retain the SRB at Cathays High school, as part of the future school, to ensure continued provision for current and future pupils.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the specialist provision within the school and to increase the number of places available from 16 to 50.

The current expertise and inclusive practice of the school would be maintained.

The additional places would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.

How would Post 16 provision be affected?

Research suggests that the minimum size of sixth form provision should be no less than 200 places. Much of the funding that a school receives is based on the number of pupils in the school. The amount of funding for pupils in sixth form (age 16-19) is less than it is for pupils in years 7 -11 (age 11-16).

A sixth form of 250 places should provide a level of funding that would support the range of relevant courses and qualifications available without the need for financial subsidy from 11 – 16 funding or alternative sources.

Cathays High School currently offers Post 16 provision to learners undertaking Entry Level, Level 1, Level 2 or Level 3 programmes of study. Typically, 50 - 60% undertake a range of qualifications either at A Level or equivalent. Subjects offered currently include Art, Biology, Chemistry, Physics, Medical Science, Business, Health and Social Care, Sociology, History, English Language & Literature, Maths and the Welsh Baccalaureate Qualification (WBQ).

Around 25-30% of pupils complete Level 2 qualifications in GCSE resits in English, Maths, Science, Media Studies, Health & Social Care, IT, Art. In addition, pupils also have the opportunity to undertake the Skills Challenge Certificate as part of the Welsh Baccalaureate.

Typically, around 25% of students pursue English for Speakers of Other Languages (ESOL) qualifications from Entry Level 3 to Level 1. These pupils are recent arrivals to the UK and having completed the ESOL gualification they will often progress to a L2 programme. Others, having completed ESOL will move into Further Education provision or employment.

At present, post-16 learning is integrated within the whole school; pupils are taught in classrooms alongside Key Stage 3 and Key Stage 4 learners with no designated sixth form space with the exception of a sixth form study space.

The school currently retains approximately 50% of its pupils moving from Key Stage 4 to Post 16 learning, whilst there are around 25% of students in the school post-16 provision who have not been in school in the UK prior to post-16 as they are new arrivals to the country. The remaining learners either continue their education at college or undertake work-based learning; 0% of pupils were not in Education, Employment or Training (NEET) in 2018/19.

As part of the expansion of Cathays High School, it is proposed to increase post-16 (sixth form provision) to allow for up to 250 pupils. This is consistent with the average proportion of learners continuing on to sixth form provision in English-medium schools across the city.

This will enable pupils to have access to a broader curriculum, providing increased opportunities for all learners. With improved facilities and a discrete sixth form learning environment the school will be able to offer a bespoke curriculum that would be facilitated through close collaboration with industries, colleges and work-based learning providers. This will ensure that there is an appropriate and purposeful learning pathway for all pupils of both an academic or vocational route. This would be particularly beneficial for learners who are new arrivals to the UK to have a potentially broader qualification base alongside their ESOL studies and would increase opportunities for community groups and multiagencies to support their learning, wellbeing and post-19 pathways.

Creating a larger sixth form at Cathays High School creates the capacity and economies of scale to be able to improve:

- standards and achievement raising standards of success and achievement and increasing progression to Higher Education and employment;
- choice improving the breadth and depth of curriculum creating greater choice for all young people to choose learning pathways that best enable them to mix and match vocational, academic and occupational qualifications and experience;
- participation increasing participation and attendance rates;
- equality to ensure every sixth form student is able to access the curriculum of choice including those who are new arrivals to the UK:
- financial viability and effectiveness providing a cost effective and efficient model for delivery, generating economies of scale and expanding economies of scope.

Sixth form projections will be kept under review and proposals to increase/ decrease provision would be brought forward at the relevant time if required.

Land Matters including improving community facilities

The current Cathays High School site is located on a site measuring approximately 2.1 hectares, adjacent to North Road and Crown Way.

The constrained school site limits access for pupils to outdoor facilities and does not include any full size school pitch provision for pupils. Formal arrangements exist at present for Cathays High School to use grass pitches at Heath Park, and transport arrangements are in place to support this at an annual cost to the Council of $c \le 21,000$.

The Maindy Centre, including the indoor leisure centre and pool, the Maindy Cycle and BMX track, and outdoor football pitches, is located in close proximity to the school on the opposite side of Crown Way, also adjacent to North Road.

The Maindy cycle track was built for the British Empire and Commonwealth Games in 1958 and has been home to the Maindy Flyers Cycling Club since 1995. The club has approximately 200 members aged 5 to 18 years old. Cardiff's Road Safety Centre, providing adult and child cycle training, is also located at the Maindy site.

Maindy Centre is Cardiff's only outdoor cycle track and is the home of the grassroots cycling talent in the city. The track is a popular outdoor venue that requires investment. However the cycle club has outgrown the facility. The Council is keen to continue to support Cardiff's home-grown talent to excel and progress to represent Wales competitively on the international stage.

In order to further enhance the development and promotion of cycling in the city, a new track facility, located in the heart of Cardiff Bay at the International Sports Village, is to be brought forward in 2021, bringing a greater range of cycle track opportunities to our capital.

The construction of new facilities for Cathays High School on the Maindy Centre site will enable the expansion of the school in an area that is well located within the community that the school serves.

The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL), and a long term lease arrangement is in place. As part of a revised lease the school will continue to have access to indoor facilities at Maindy Centre and an arrangement will be explored with GLL for the management of external sports facilities and shared use of the carpark outside of the school day.

The location of the sites, off North Road and Crown Way, provide an opportunity to enable significant new investment in the community and in the range of facilities available for use by all. The design of the school would support open community access to some multi use games areas outside of school hours and re-provide community land where possible.

If agreed to proceed, the land south of the existing Maindy cycle track and other areas would be made available for exercise; dog walking; access between Gelligaer Street and Crown Way/North Road; and general leisure activities.

The BMX track is expected to be retained, but could potentially be relocated elsewhere on the Maindy or current school site should it be deemed beneficial to the project and the community.

The existing playground will sit outside of the scope of the proposed redevelopment and will be retained. There are further opportunities presented by the levels and existing conditions of the site which provide opportunities for a holistic landscape design that incorporates sustainable drainage, ecology and habitat strategies.

The proposed strategy to provide a combination of all-weather pitches on-site and retaining current grass pitches at Heath Park would enable curriculum requirements to be met, providing pupils with access to a range of facilities for a variety of sports. Tudalen 186

Facilities included in a school

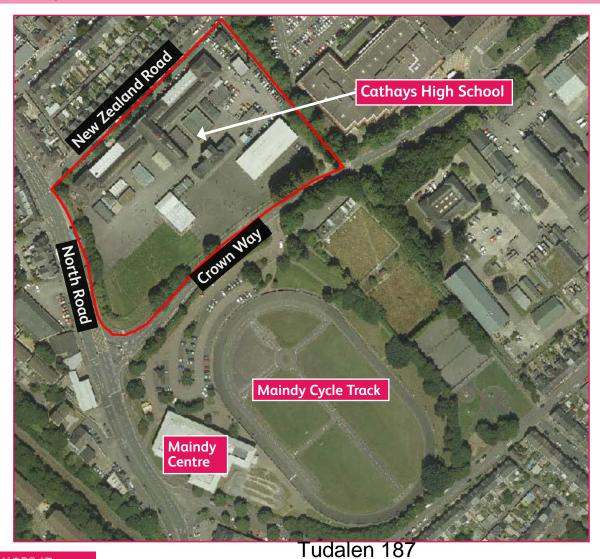
Any new buildings would meet Welsh Government funding conditions such as BREEAM certification and be designed in accordance with the Department of Education: Area guidelines which set out that the following facilities need to be included in any school:

- Teaching space
- Internal and external halls/ dining area
- Learning resource areas
- Staff and administration
- Storage
- Toilets and personal care
- Kitchen facilities
- Circulation, plant and internal walls
- Withdrawal areas to support small group/SEN working

Detailed designs would be agreed with relevant Headteachers and governing bodies if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

The design process for the new school has not yet commenced. This would include input from a range of stakeholder including governing bodies, headteachers, staff and children.

Site map



Quality and Standards

The Council works closely with two organisations in order to monitor the performance of schools and to support school improvement.

Estyn is the office of Her Majesty's Chief Inspector of Education and Training in Wales.

Estyn inspects quality and standards in schools and other education providers in Wales.

The Central South Consortium Joint Education Service (CSCJES) is the regional School Improvement Service for the five councils of Bridgend, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff and the Vale of Glamorgan. The Council works with the Consortium to support and challenge all schools in Cardiff.

Local Authorities, such as Cardiff Council, must consider Estyn reports and other evidence about school performance and effectiveness when suggesting changes to schools.

Local Authorities must also consider the likely impact of the proposed changes on:

- standards, wellbeing and attitudes to learning
- teaching and learning experiences
- care support and guidance
- leadership and management (leadership, improving quality, partnership working and resource management)

Estyn

Schools are inspected as part of a national programme of school inspection. The purpose of an inspection is to identify good features and shortcomings in schools in order that they may improve the quality of education offered and raise standards achieved by their pupils (Estyn).

The relevant Estyn Inspection reports provide grades against Key Questions and provide schools with recommendations for improvement.

Inspections carried out between 2010 and 2017 provided judgements against three key questions

Key Question 1: How good are the outcomes? Key Question 2: How good is provision? Key Question 3: How good are leadership and management? Inspectors also provided an overall judgement on the school's performance at that time and prospects for improvement.

In these evaluations, inspectors used a four-point scale as set out in Table 8 below:

Judgement	What the judgement means
Excellent	Many strengths, including examples of sector-leading practice
Good	Many strengths and no important areas requiring significant improvement
Adequate	Good Strengths outweigh areas for improvement
Unsatisfactory	Important areas for improvement outweigh strengths

If a school is judged as adequate or unsatisfactory, they will be subject to monitoring by Estyn or the Local Authority until such time as they are judged to have made sufficient progress to be removed from the list of schools requiring improvement,

Welsh Government categorisation of schools

In 2014, the Welsh Government introduced a new categorisation system.

It looks at each school's standards and how much a school is able to improve. This identifies the level of support schools require. Organisations such as the Central South Consortium (CSCJES) and the school improvement service then work with schools' leaders to identify, provide and/or broker any support required for further improvement.

The categorisation system is described in Table 9 below:

Category of support	What the category means
Green	A highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement.
Yellow	An effective school which is already doing well and knows the areas it needs to improve.
Amber	A school in need of improvement which needs help to identify the steps to improve or to make change happen more quickly.
Red	A school in need of greatest improvement and will receive immediate, intensive support.

A school's colour-coded category is decided by how it is rated for standards (1-4) and for how able it is to improve (A-D).

1 is the best rating for standards and A is the best for improvement.

Updated categorisations for each school are published every year in January.

More information about the categorisation scheme can be found in the Welsh Government's parents' guide to the National School Categorisation System here: http://gov.wales/docs/dcells/publications/150119-parents-guide-en.pdf

Cathays High School

Estyn inspected Cathays High School in February 2013.

At that time, the school's performance was judged as good.

In the inspection report, Estyn stated that:

- The school's strong performance in key stage 4 compares favourably with that of similar schools and is higher than expectations, especially in the level 2 threshold including English and mathematics;
- pupils have positive attitudes towards the school community and are fully engaged in learning;
- pupils who receive additional support to meet their individual needs make clear progress;
- teachers ensure a positive learning environment in lessons and plan a sequence of learning activities that enable pupils to sustain their learning and make progress;
- the wellbeing of pupils is a high priority and provision to support the diverse nature of pupils' needs has a number of strengths;
- the school works effectively with a range of partners to enhance pupils' learning experiences and offers an extensive range of opportunities for out of school hours activities.

The school's prospects for improvement were also judged as good.

In the most recent Welsh Government School Categorisation at January 2020, Cathays High School was categorised as Green.

This means Cathays High School is:

- a well run school with strong leadership
- clear about priorities for improvement
- has a track record in raising standards
- has the capacity to support other schools

How would standards be affected by the proposed changes?

Standards

The Council has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The delivery of 21st Century, Learning environments will ensure that there are appropriate, high quality school places for young people, which meets the needs of Cardiff's growing and changing population.

The Council works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education. The Council expects that 21st century school facilities will better support the delivery of high quality education.

Teaching and learning experiences

The new school facilities will support the delivery of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022.

The new curriculum will adopt an approach, which is inclusive and designed to address the need to prepare children and young people in Wales to thrive and be successful in a rapidly changing world.

It is recognised that the new curriculum should provide breadth, enable greater depth of learning, ensure better progression, provide scope for more imaginative and creative use of time, and place a much greater emphasis on skills.

The proposed new 21st Century School will meet the needs of this new, flexible curriculum along with providing facilities that allow for real-world practical learning with local organisations and employers context

Care support and guidance

All schools have a suitable range of policies and provision in place to promote pupils' health and wellbeing.

Cathays High School is committed to fostering a school community in which learning is valued and pupils achieve their potential in a happy and safe environment in which they show respect and tolerance for others.

The Council would work with the leadership of the school to make sure everyone at the school understands their responsibility for helping to improve and sustain care support and guidance.

Leadership and Management

The Council would continue to work with the leadership of the school to make sure everyone in the school understands their responsibility for helping to improve and sustain high performance. It would support the school to have good relationships with parents and other partners so that pupils receive a high quality education.

The proposed changes would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.

Additional support for pupils

Table 10 below shows the 2020 percentages of:

- Pupils with Additional Learning Needs
- Pupils receiving Free School Meals
- Pupils with English as an Additional Language
- Minority Ethnic pupils

Table 10: The 2020 percentage of pupils at Cathays High School with Additional Learning Needs, receiving Free School Meals (FSM), with English as an Additional Language and identified as a Minority Ethnic pupils:

School	% of Pupils on School Action	% of Pupils on School Action Plus	% of Pupils with a statement of ALN	% of Free School Meal Pupils - 3 year average	% of Pupils with English as an Additional Language	% of Minority Ethnic Pupils
Cathays High School	13.8 %	7.4%	3.0 %	31.9 %	30.7 %	80.7 %
Cardiff average (Secondary)	11.7 %	7.4%	3.0 %	20.5 %	7.1 %	32.9 %
Wales average (Secondary)	12.9%	7.7 %	2.3 %	17.0 %	2.8 %	10.8 %

*further information can be found on the website: www.mylocalschool.gov.wales

How would support for pupils with English as an Additional Language be affected?

Pupils that receive support because they have English as an additional language can be supported in any school in Cardiff.

As set out at Table 10, 30.7 % of the pupil population at Cathays High School have English as an additional language (EAL).

There is no information available that suggests that the proposals would have a negative effect on how children with English as an additional language are supported. Cathays High School would continue to provide support that is appropriate to the individual needs of each pupil.

How would pupils receiving Free School Meals be affected?

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

As set out at Table 10, 31.9% of the pupil population at Cathays High School receive Free School Meals.

There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals.

How would Minority Ethnic pupils be affected?

As set out at Table 10, the majority of the current pupil population at Cathays High School (80.7%) identify as Minority Ethnic.

The needs of individual pupils are assessed and provided for as appropriate. There is also no information available that suggests that the proposals would have a negative effect on provision for any ethnic group. The options that will become available to enhance learning opportunities would make use of the expertise and skills within the local area.

Impact on pupils in the Autism Specialist Resource Base (SRB)

A 21st Century school building will allow the new SRB facilities to be tailored to the needs of the young people who access it. It can be designed to fit their learning needs and provide a calm and structured environment to help with anxiety and sensory challenges.

The current expertise and inclusive practice of the school would be maintained. The expansion, and new facilities, would provide opportunities for staff development and for enhancing pupils' learning in purpose built facilities.

The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. Pupils attending the ASC SRB would be supported by ASC staff to enable them to adapt to the changes proposed.

How would other schools be affected

At present, a proportion of pupils that live in the Cathays High School catchment area choose to attend other English-medium or Welsh-medium secondary schools or faith based secondary schools across Cardiff.

As the city-wide population entering secondary education increases, there are will be fewer surplus places at secondary schools overall. This will reduce the number of pupils resident in the Cathays catchment area that are able to gain access to other English-medium community schools. This would occur regardless of whether these proposals proceed or do not proceed.

The proposal to expand and replace Cathays High School with new build facilities is expected to further reduce the number of pupils within the catchment area who choose to commute to other English-medium community schools.

The Cathays High School catchment is adjacent to the catchment areas of Cardiff High School, Fitzalan High School, Llanishen High School, Whitchurch High School and Willows High School.

The number of pupils resident in the neighbouring Fitzalan High School catchment area who choose to attend an English-medium secondary school is already in excess of the numbers of places available at the school. The number of houses in this catchment area will increase further in coming years as a result of new housing. As fewer children resident in the catchment area of Fitzalan High School will gain admission to St Cyres High School, Penarth in future years the number of children requiring places in Cardiff schools will increase.

The pupil population in the wider area will therefore remain at a high level with pupils accessing places in neighbouring areas. Intakes to Fitzalan High School and Cathays High School are expected to remain at a similar level to those at present, throughout the Band B investment period (2019-2024).

Tables 11 and 12 below set out how the number of pupils enrolled at local schools may be affected by the proposed changes.

Table 11: Numbe	er of pupils e	enrolled at l	ocal school	s if the prop	osals were	implemen	ted from Se	eptember 2	023	
School	Recent nu	ımber of p	upils enroll	ed		Forecast	number of	pupils enro	olled	
	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026
Cathays High School	782	847	913	917	1021	1115	1206	1297	1372	1426
Cardiff High School	1554	1627	1643	1645	1776	1761	1736	1732	1728	1728
Fitzalan High School	1712	1709	1724	1742	1776	1770	1783	1786	1786	1787
Llanishen High School	1543	1546	1542	1557	1650	1701	1729	1748	1757	1757
Whitchurch High School	2255	2285	2339	2373	2431	2409	2409	2402	2394	2392
Willows High School	554	581	619	665	704	698	706	712	719	758

Table 12: Numb	er of pupils	enrolled at	local schoo	ols if the pro	posals were	e not imple	emented			
School	Recent n	umber of p	upils enrol	led		Forecast	number of	pupils enr	olled	
	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026
Cathays High School	782	847	913	917	1021	1115	1206	1231	1240	1228
Cardiff High School	1554	1627	1643	1645	1776	1761	1736	1732	1728	1728
Fitzalan High School	1712	1709	1724	1742	1776	1770	1783	1786	1786	1787
Llanishen High School	1543	1546	1542	1557	1650	1701	1729	1748	1757	1757
Whitchurch High School	2255	2285	2339	2373	2431	2409	2409	2402	2394	2392
Willows High School	554	581	619	665	704	698	706	712	719	758
Pupils to be placed*	0	0	0	0	0	0	0	66	132	198

*If the proposed changes were not to be implemented, it is expected that most of these additional pupils would be placed at other community or faith-based secondary schools in Cardiff. A number of schools are expected to be fully subscribed at entry to the schools. The number enrolled at most schools may therefore not change, but some of the pupils enrolled to those schools would be from different areas of the city. Overall, it is expected that the number of pupils admitted to Willows High School would increase by the greatest amount.

The proposed expansion of Cathays High School is not anticipated to affect the take up of places at Welshmedium community secondary schools or faith-based schools serving the area.

Admission Arrangements

There are no plans to change the Council's policy on the admission of children to schools as a result of this proposal.

Detailed information about admission arrangements is in the Council's Admission to Schools booklet. You can find this information on the Council's website (**www.cardiff.gov.uk**).

Consultation on changes to English-medium community secondary school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places. Catchment areas are only part of the school admission oversubscription criteria and being resident within a catchment area is not a guarantee of admission. The Council has to ensure sufficient places in the secondary sector regardless of catchment boundaries.

The Council will continue to manage all admissions to the ASC provision at Cathays High School in accordance with the ALN Code of Practice. Admissions to ALN provision are county-wide.

Interim Arrangements

In accordance with the limitations set out within the School Organisation Code, the Council has agreed a temporary increase to the Admission Number at Cathays High School, from 165 places to 240 places at entry to Year 7 in the 2020/21 school year, to meet the increased demand for places.

It is proposed that the admission number of 240 places would be permanently implemented from September 2023, in accordance with the requirements set out in the School Organisation Code. Pupil projections will be kept under review and interim arrangements would be brought forward as necessary to ensure continuation of education for pupils.

What are the benefits of the proposal?

- the proposal would increase the number of English-medium secondary school places. It would contribute towards meeting projected demand in the local and wider area;
- the proposal would increase the number of SRB places for learners aged 11 19 with an Autistic Spectrum Condition;
- new school buildings will address the substandard condition of the existing buildings and reduce the maintenance backlog;
- new build schools provide high quality facilities, which improve learning choices and opportunities for pupils. The Cardiff 2030 vision sets out the need to provide high quality school places. High quality learning environments have a strong impact on improving pupil outcomes;
- the new building will be fully accessible and compliant with the Equality Act 2010;
- improved outdoor sports facilities would provide enhanced opportunities for both pupil and community use.

Potential disadvantages of the proposal

- there is potential for increased traffic congestion around the school site at the start and end of the school day, as the number of pupils on roll at the school increases. However, the Council would work with the Governing Body of the school to develop a Travel Plan to minimise any potential disruption;
- some pupils with ALN can find change difficult. They may find moving to a new building on a new site unsettling. We know they will need carefully planned support to adapt to the new setting. However, there would be sufficient time to plan and support such a transition.

Risks associated with the proposal

- there is a risk that the projected increase in the number of pupils does not happen. However, based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff this appears unlikely. The Council will keep its projections under review and would respond to any such changes in demand if required;
- there may be development constraints that have not yet been identified. If any became apparent, there could be implications for cost and delay. Site surveys and geo-technical reports would take place. These would provide further information around this and inform management strategies;
- the proposal may not be achievable if Welsh Government capital funding is not secured at the business case stage:
- if the Council did not get this funding from the Welsh Government then the Council would be fully responsible for all costs relating to the proposal. In this case, investment options would be reviewed to ensure the delivery of sufficient school places.

Alternative Options

'Doing Nothing'

The Cathays High School buildings have a backlog of maintenance issues and 'doing nothing' is not an appropriate option. Addressing the maintenance backlog would only address health and safety issues. It would not provide a sustainable school for the future.

The Council would also need to identify alternative means of accommodating the projected increase in pupils requiring secondary school places in coming years.

Refurbishment of existing buildings

Refurbishment would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area. Refurbishing the school would not be cost effective and would not significantly improve the learning environment. There may still be long-term maintenance issues, which would compromise the value for money which can be achieved through the investment of public money.

Replacement of buildings on the existing site

Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be, accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.



Century Schools

Financial Matters

The proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). The new school will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years.

Expenditure required that does not fall within the scope of the MIM will be met jointly by the Council and Welsh Government with Welsh Government funding a minimum of 65% via the 21st Century Schools Band B capital grant.

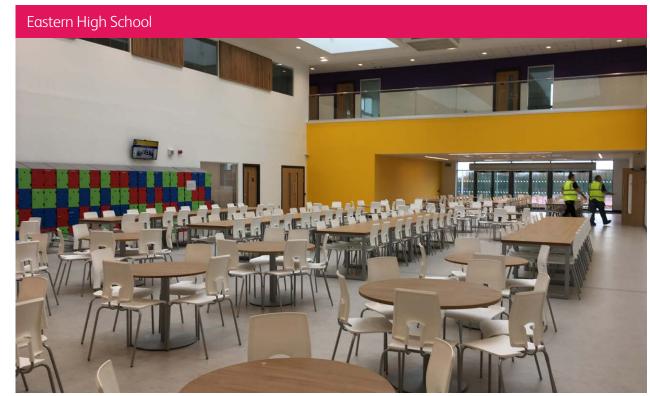
Operational costs incurred in managing the scheme and transition from current buildings into new buildings will be met from a dedicated revenue budget.

The additional revenue costs of increased pupil numbers will be met through the school funding formula on the basis of pupil numbers.

Human Resources Matters

The proposed expansion of Cathays High School would require the Governing Body to consider their workforce requirements in readiness for expansion and the potential increased staff numbers required. In the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

Further HR implications of the proposal would need to be determined as the project develops, particularly in relation to the operation of the MIM scheme outlined above. Further guidance is required from Welsh Government to understand the full working arrangements in relation to facilities management to assess the impact, if any, on current school staff. The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide advice and support as necessary.



Transport Matters

The Council's policy is to increase the use of sustainable modes of transport. Most journeys to education in Cardiff are within 3km of people's homes. Improvements to the safety of roads and routes for walking and cycling within school catchment areas would encourage more active travel. There are well evidenced health and wellbeing benefits from walking, cycling and scooting to school as opposed to travelling by car.

This proposal will increase educational activity on this site through the expansion of mainstream and SRB places. The expanded provision will result in more trips to the site. These have the potential to add/alter existing pressures on the local highway network.

The Council's Local Development Plan (2006-2026) includes a target of 50% of all journeys to be made by sustainable transport. This will be achieved by ensuring that new development is fully integrated with transport infrastructure. This mitigates the transport impacts and maximises opportunities for travel by sustainable modes. It is important that this new school facility fully reflects the Council's transport policies and makes a positive contribution to modal shift. This can be achieved by ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. The provision of on-site facilities, such as secure cycle parking spaces and lockers for storage of cycling clothes and equipment will also be essential.

Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. Currently no pupils (other than SRB pupils) are eligible for learner transport. The SRB pupil learner transport will need appropriate suitably segregated facilities for drop-off and pick-up. However, facilities for general pick up and drop off of other pupils by car should not be provided.

Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school. The expansion of Cathays High School, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles.

Transport mitigation for the development will be identified through the Transport Assessment (TA) process. The first part of the TA has now assessed the traffic impact on the highway network. It has identified that potential changes are expected to result in some additional queuing at peak periods. However it is considered that the overall traffic impact of the development can be accommodated by the network.

The subsequent completion of the full TA will identify necessary works, including any safety measures, traffic calming and facilities for pedestrians, cyclists and scooting.

The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.

The Active Travel Plan for the new school should be linked to the Active Travel Plans for the local cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new Cathays High School are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff.

Learner Travel Arrangements

There are no plans to change the Council's policy on the transport of children to and from school. Any pupils affected by this proposal would be offered the same support with transport as is provided throughout Cardiff and in line with the same criteria that apply across Cardiff.

The Council's transport policy for school children can be viewed on the Council's website (www.cardiff.gov.uk)

In the event of the proposal being progressed to implementation, all pupil's entitlement to free home to school transport will be re-assessed from the new location.

The Council provides free home to school transport for pupils with statements for ALN dependent on the shortest available walking distance that they live from their home address to the school/base location nearest appropriate gate.

The distance criteria used are that pupils of primary school age need to live two or more miles, and secondary aged pupils three or more miles, from the school via the shortest available walking distance to the nearest appropriate gate.

For pupils with ALN the Council also takes into consideration their:

- cognitive age, and then applies the relevant distance criteria for the cognitive age
- any disabilities that will impact their ability to walk these distances.

All pupils distance assessments for entitlement to free home to school transport are undertaken on the basis that the child is accompanied on the route to school as appropriate. It is the responsibility of parents or guardians of a child to arrange for their child to be accompanied along the walking route to school.

Partnerships

The 'Cardiff Commitment' (www.cardiffcommitment.co.uk) is dedicated to inspiring ambition, creating opportunities and developing skills in all children and young people, to support their progression and future career choices. Through school, employer, community, voluntary sector, higher and further education partnerships, the Cardiff Commitment aims to support all Cardiff pupils to realise their potential and contribute to the economic growth of our capital city. Working in partnership, the vision is to ensure that no Cardiff child or young person is left behind and that the talents of all are recognised and nurtured.

To date over 200 partners have pledged to support Cardiff Commitment and the programme priorities are aligned to the following principles:

- Enhancing delivery of the Curriculum for Wales 2022 by supporting schools across Cardiff with access to knowledge, skills and experiences that bring the curriculum to life and make teaching and learning relevant for the children and young people of today in readiness for the jobs of tomorrow.
- Supporting the realisation of the four key purposes of the Curriculum for Wales 2022, enabling learners to develop as:
 - ambitious, capable learners ready to learn throughout their lives
 - enterprising, creative contributors, ready to play a full part in life and work
 - ethical, informed citizens of Wales and the world
 - healthy, confident individuals, ready to lead fulfilling lives as valued members of society.
- Aligning the knowledge, opportunities and skills children and young people experience in Cardiff Schools to the needs of employers in the economic growth sectors in the Cardiff Capital Region, Wales and globally.
- Raising awareness of the breadth of career opportunities available in the Cardiff Capital Region and beyond, to develop skills to sculpt future growth for the benefit of all.
- Securing sustainable progression routes date point 8 eople post 16.

Century Schools

The Council's proposals for Band B of the 21st Century Schools Programme, and the Cardiff 2030 strategy, clearly state the critical link between improving the learning environment, raising standards of achievement and postive learner progression beyond statutory schooling.

The Council is keen to assist with the development of opportunities between schools and business to create a sustainable pool of talent for future workforce needs. ESTYNs most recent report on Preparing for the Curriculum for Wales – case studies and cameos from secondary, all-age and special schools November 2020 cites Cantonian High School as an example of where integrating real life experiences into the curriculum through Cardiff Commitment facilitated partnerships has been a success and positively impacted young people.

Impact of the proposal on the Welsh Language

The Council does not expect any negative impact on the Welsh Language from this proposal.

The proposal would not change the number of Welsh-medium secondary school places available in the area.

Welsh is taught in English-medium schools in line with the National Curriculum. This would continue to apply if Cathays High School was expanded.

The Council works closely and constructively with partners on its Welsh Education Forum (WEF). The forum includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. It actively informs the planning of Welsh-medium places. It also supports the Council's plan to sustainably increase the number of Welsh learners. This includes learners in Welsh-medium schools and those learning Welsh in English-medium schools.

The Council and the Welsh Education Forum are committed to driving the increase in the number of pupils in Welsh-medium education. They aim to meet the targets within Cardiff's Welsh Education Strategic Plan (WESP) and set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the number of extra pupils that may come from new housing and the patterns of how many pupils are in Welsh-medium schools. This allows the Council to bring forward suitable plans to deal with any increase in demand.

Forecasts suggest that extra places will also be needed in Welsh-medium secondary schools. Separate proposals will be brought forward to address this. This will be at an appropriate time to ensure there are enough places available.

The Council must make sure that the expansion of school provision is brought forward in a strategic and timely manner.

These proposals do not include opportunities to develop Welsh medium ALN provision. The Council is taking separate steps to expand specialist ALN provision in the Welsh medium sector. This is through the WESP, the Educational Tribunal (ALNET) Act Regional Implementation Plan and the Cardiff ALN Strategy.

Since 2016 the number of SRB places for Welsh medium learners has increased from 20 SRB places at Ysgol Coed Y Gof to 60 SRB places between Ysgol Coed Y Gof and Ysgol Gymraeg Pwll Coch. At January 2019, about 25 SRB places will be taken up. There is spare capacity for growth in the Welsh-medium sector of up to 35 places.

In addition to these, a Welsh-medium primary 'wellbeing class' was established in 2016-17. It offers 6 month placements for up to 8 pupils in each year group with significant emotional health and wellbeing needs and 26 assessment/ 'Pupil Referral Unit -type' places.

In January 2018, a secondary 'virtual Pupil Referral Unit' offering specialist support to pupils learning through the medium of Welsh, at risk of exclusion was established, offering places for up to 18 pupils in each year group in the three Welsh medium secondary schools. These are sufficient to meet demand.

The Council is keeping capacity under review and will take steps to extend places in response to pupil needs.

In addition to the establishment of a greater number of places for learners in Cardiff with ALN, the Council are leading on the ALNET Regional Implementation Plan, Priority 7. This is to 'Review and improve Welsh medium provision and specialist support to increase regional capacity to support ALN'.

The objectives are to:

- Analyse how widespread ALN and the level of need are in the Welsh-medium sector. This will look at each local authority across the region (Cardiff, Vale of Glamorgan, Bridgend, Rhondda Cynon Taf, Merthyr);
- Map what Welsh-medium provision and support is available across the region;
- Increase sharing of good practice for ALN in the Welsh medium sector;
- Ensure that the ALNET Regional Implementation Plan supports and complements regional WESP priorities.

Governance Arrangements

There are no proposed changes to governance arrangements arising out of this proposal.

Equalities

An Equality Impact Assessment (EIA) is a process that looks at a policy, project or scheme to make sure it does not discriminate against anyone based on the protected characteristics set out in the Equality Act 20 (age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion/ belief, sex, sexual orientation).

An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society.

This assessment will be reviewed after the consultation and at key points if the proposals were to proceed.

If the proposal goes ahead, another equality impact assessment would be carried out at the design stage. This would identify accessibility to the new build high school site. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as BS8300, Part M and relevant Building Bulletins.



Community Impact

The following are taken into account when considering a proposal:

- Public Open Space
- parkland
- noise
- traffic congestion

Officers will work with schools, local members and any community group to make sure that the proposal avoids negative impacts if possible.

Cathays High School enables a number of community organisations to make use of its site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school.

The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities.

It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.

In addition, it is proposed that the playground at Gelligaer Street will remain, the BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site. The open-access MUGAs will also continue to be provided.

Many schools have established or are developing sports and wider leisure provision for use by the public.

A key objective is to enable third party access to the sports facilities at schools. This would be on a sustainable financial basis.

Welsh Government's aim for shared facilities in community-focused schools are to:

- provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
- operate in line with the national agenda for sport taking into account nationally adopted strategies;
- generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
- increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
- use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

The Council will make the most of Community Benefits wherever possible. This would include benefits for children and young people, through its procurement practices, and has explicitly identified this as one aspect of its programme to promote children's rights as a participating member of the UNICEF Child Rights Partner Programme.

The Council intends to work proactively with contractors and the local community to progress Community Benefit procurement initiatives and exchange best practice wherever possible.

The Council will work with contractors to ensure that their supply chains are aware of the Council's aspirations for Community Benefits and ensure the credentials of suppliers in this respect. This will safeguard, wherever possible, the Council's aspiration to secure Community Benefits is integrated into the specification.

In line with Welsh Government guidelines on Community Benefits, the Council will strive to meet the benchmark targets.

These four targets are:

- Jobs
- Apprenticeships
- STEM Engagement
- Training

Wellbeing of Future Generations

The Wellbeing of Future Generations (Wales) Act 2015 requires the Council to think about the long-term effect of decisions, and to work better with people, communities and each other and to prevent persistent problems such as poverty, health inequalities and climate change.

In line with the Act, Cardiff's Band B programme is committed to providing local schools for local children. It encourages use of sustainable modes of travel to schools, such as walking and cycling. Each school project takes into account key transport issues when they are being designed. The firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools is considered and supported.

With the current investments in digital working, blended learning and improved ICT across the city, student movements may be further reduced as mobile technology develops. This allows more flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.

We are keen to maximise the long-term impact of this investment. Any design taken forward for this proposal would be developed to ensure the delivery of high quality modern facilities. Facilities would be able to respond to pupils' needs and support the delivery of effective teaching and learning methods. Facilities would be designed to incorporate the flexibility to take account of changes in needs over time. These could be affected by changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.

Potential Disruption to Pupils

The Council has significant experience in the successful delivery of building projects on the sites of occupied schools as a result of progressing a large and growing school organisation programme. The proposed replacement of Cathays High School with separate new buildings would limit the disruption to pupils, staff and parents.

Any building work carried out would be managed effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained.

What would happen to the existing Cathays High School site?

The future use of the existing High School site will be subject to further consideration, taking account of the views of a range of stakeholders.

The construction of new facilities for Cathays High School will take place on the Maindy Centre site and potentially on a proportion of the existing site.

It is proposed that the design of the new school site will support open community access to some multi use games areas outside of school hours and will re-provide community land where possible. The land south of the existing Maindy cycle track and other areas will be made available for exercise; dog walking; access between Gelligaer Street and Crown Way/North Road; and general leisure activities. The BMX track is expected to be retained, but could potentially be relocated elsewhere on the Maindy or current school site should it be deemed beneficial to the project and the community.

The design of the school building, the layout of the school site, open space and school areas open for community access would each form part of the design.

Frequently asked questions

Will pupils' education be disrupted as a result of the proposals?

The Council has significant experience in the successful delivery of building projects on the sites of occupied schools resulting from the progression of a large and growing school organisation programme.

Pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready.

What is the intended timescale of development?

If the proposal is progressed, it is intended that building work would start in the 2023/24 school year and be completed in readiness for pupils to use all new facilities in the 2025/26 school year.

Will there be a new school uniform?

There are no proposed changes to school uniform arising out of this proposal.

Will the catchment area change?

Cardiff's Band B 21st Century Schools Programme proposes investment in five English-medium community secondary schools, and an increase in the number of school places overall. To date, proposals for Fitzalan High School and Cantonian High School has been approved and are being progressed.

Consultation on changes to school catchment areas would be required at the appropriate time in order to provide a suitable balance in the supply of and take-up of places in each area and city-wide.

What happens next?

Key Dates

The Council will collect and summarise the feedback from this consultation. Council officers will then report this to the Council's Cabinet to report stakeholders views to elected members, and to inform decision making. This consultation report will be available for anyone to view/download on the Council website. You can also get a copy by using the contact details in this document.

If the proposals are agreed to proceed following consultation there are a number of further stages that the Council would have to go through before a final decision is made.

These stages are set out in Table 13 below:

Table 13: Future stages (This timetable may be subject to change)	
Statutory Process	Timescale
Consultation Period	29 January - 19 March 2021
Consultation report considered by the Council Cabinet and published on the Council website	June 2021
Expected date for start of Objection Period, when statutory notice has been issued (when formal objections can be made)	June 2021
Expected date for end of Objection Period	July 2021
Final decision (determination) by the Council's Cabinet	October 2021
Objection report published on the Council website and notification of Cabinet's decision	October 2021

Consultation period

The consultation period for these proposals starts on 29 January 2021 and ends on 19 March 2021.

See page 37 for further details of how to respond and make your views known.

The Council will publish a consultation report on its website. The report must be published at least two weeks prior to the publication of a statutory notice.

You can also ask for a hard copy of the report.

The report will go over the issues raised during the consultation period and give the Council's response to these issues. The report will also contain Estyn's view of the proposals.

The Council's Cabinet will consider the consultation report and decide whether or not to go ahead with the proposed changes.

If the Cabinet decides to continue with the changes the Council must publish a document called a 'statutory notice'. This is an official statement saying that the changes will go ahead.

Statutory Notice

A statutory notice is the formal publication of a finalised proposal. The approval to publish a statutory notice must be given by the Council's Cabinet. This would only be considered after the Cabinet have received a report on all the consultation responses. This is a legal requirement as outlined in the School Organisation Code 2018.

The Council would publish the statutory notice on its website. It would also put copies of the notice at or near the main entrance to the school(s)/site(s) affected by the notice. Schools that are affected would also be given copies of the notice to give out to pupils, parents, guardians, and staff members (the school may also distribute the notice by email). The notice sets out the details of the proposals and asks anyone who wants to object to do so. Objections must be written. They must be sent to the Council within the dates given on the notice.

Determination of the proposals

Cardiff Council Cabinet would determine the proposal. This means they will make a final decision on whether the changes go ahead. The Cabinet may decide to approve or reject the proposal, or they may approve the proposal with some changes (modifications). The Cabinet will take any objections received in the Objection Period into account when making this decision.

Decision Notification

After determination, Cardiff Council would let everyone affected by the proposal know what the decision was. It will also be published on the Council's website.









You can complete this response form online at www.cardiff.gov.uk/cathayshighproposals

We are proposing to:

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023;
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road;
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings;
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community;
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

1.	Please tell us whether you are responding as (tick all that apply)
	Parent or Guardian* Grandparent*
	Member of Staff*
	Governor* Local Resident
	Other (please specify)
	Please confirm which schools you are affiliated with
2.	Do you support the proposal to increase the number of places at Cathays High School from 1,072 to 1,450?
	Yes No No opinion
	Please explain why
3.	Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities? Yes No
	Yes No No opinion
	Please explain why
	Tudal 007
	Tudalen 207

	Yes No No opinion Please explain why
•	Are there any changes you think could improve these proposals?
	Are there any alternatives options you would like to suggest?
ī	
•	Do you have any other comments?
•	Do you have any other comments?
	Do you have any other comments?
•	Do you have any other comments?
	Name
 	Name
 	Name
 	NameAddress Address Post Code The closing date for responses to this consultation is 19 March 2021.
	NameAddress Address Post Code The closing date for responses to this consultation is 19 March 2021. The Council is not able to consider any consultation responses received after this date.
	Name
	Name
	Name

The information you have provided above with be processed by Cardiff Council in line with the Data Protection Act 2018 and General Data Protection Regulation. The information provided to us in relation to this consultation will be treated as confidential but it may be used by the Council or disclosed to others when required by law. The purpose of processing the personal data is required to perform a specific tasks in the public interest. Any responses received can be requested under the precedent of Information Act and may have to be made public, however any information that would identify an individual such as many and the processing the personal data.

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CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 17 JUNE 2021

THE EXPANSION AND REDEVELOPMENT OF CATHAYS HIGH SCHOOL

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM:5

Reason for this Report

1. The purpose of this report is to inform Cabinet of the responses received following consultation on proposal regarding the expansion and redevelopment of Cathays High School and to seek authorisation to proceed, where appropriate to publish proposals in accordance with section 48 of The Schools Standards and Organisation (Wales) Act 2013.

Background

- 2. At its meeting on 17th December 2020, the Council's Cabinet agreed a recommendation to hold public consultation on the proposals to:
 - Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition (ASC) from 16 to 50 places in purposebuilt accommodation in the new school buildings
 - Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community
 - Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

Issues

- 3. The consultation period ran from 29 January until 19 March 2021.
- 4. The consultation process involved:

- Publication of a bilingual consultation document outlining background, rationale and implications to parents, Headteachers and Chairs of Governors of nearby schools, all Members of local wards, local residents and other stakeholders (a copy of the consultation documents can be seen at Appendix 1);
- Publication of a bilingual summary document setting out the main points of the consultation document (a copy of the summary document can be seen at Appendix 2);
- Publication of information in community languages upon request;
- Consultation meetings via Microsoft Teams with Governors and staff at Cathays High School (notes from the meetings can be seen at Appendix 3);
- Consultation meetings via Microsoft Teams with pupil representatives at Cathays High School, Albany Primary School, Allensbank Primary School and Gladstone Primary School (notes from the meetings can be seen at Appendix 4);
- An online pupil survey for pupils at Cathays High School;
- Public consultation meetings via Microsoft Teams Live Event at which the proposal was explained and questions answered (notes from the meetings can be seen at Appendix 5);
- Drop-in sessions via Microsoft Teams where officers were available to answer questions (notes from the drop-in sessions can be seen at Appendix 6);
- Letters setting out details of the proposal and where further information could be found were sent to local residents and businesses;
- A consultation response slip for return by post or e-mail, attached to the consultation document
- An online response from at <u>www.cardiff.gov.uk/cathayshighproposals</u>
- 5. In line with national Coronavirus restrictions that were in place during the consultation period all meetings took place virtually via Microsoft Teams and Microsoft Teams Live Event platforms.
- 6. For stakeholders who did not have access to digital platforms the opportunity to discuss the proposed changes via telephone was available.
- 7. The views expressed at Council organised meetings, drop in sessions, telephone calls, and on paper or electronically through the appropriate channels, have been recorded.

Responses received regarding the proposal during the consultation period

- 8. In total 494 responses were received including 194 online survey responses, nine email responses and 291 pupil survey responses.
- 9. Formal responses were received from:

- Local Members Cllr Rhys Taylor & Cllr Ashley Wood (Gabalfa Ward)
- Estyn
- Cathays High School Governing Body
- Cathays High School Headteacher
- Gladstone Primary School Chair of Governors
- Whitchurch High School Headteacher
- Cardiff Ajax Cycling Club
- Cardiff Junior Triathlon Club
- Whitchurch Cycling Club
- 10. The response from Estyn sets out its view that the proposal is likely to maintain at least the current standards of education and provision in the area.
- 11. Full copies of the formal responses can be seen at Appendix 7.
- 12. Views were sought from interested stakeholders via an online survey and a hard copy version of the survey within the consultation document.
- 13. Of the 194 respondents to the wider stakeholder survey, just under a half (47.4%) agreed with the proposal to increase the number of spaces at Cathays High School, this figure rises to three in five (59.7%) if the respondents that selected no opinion are excluded from the analysis.
- 14. A half (50.0%) of respondents support the proposal to transfer Cathays High School into a new building with upgraded community facilities, this figure rises slightly (56.1%) if no opinion responses are discarded.
- 15. Over a half (56.5%) of respondents agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places. However, if no opinion responses are excluded from the analysis, agreement with this increases to around four in five (82.0%).
- 16. Of the nine E-mail responses received, three were formal responses and six were from stakeholders who identified themselves as residents.
- 17. The views expressed in the wider stakeholder survey reflect those raised in the e-mail responses received.
- 18. The details presented in this report, represent the views expressed during the consultation process. These include the wider stakeholder survey, formal responses, e-mail responses, views expressed at public meetings, drop in sessions, telephone calls and pupil consultation meetings.
- 19. A summary of the responses received from all stakeholders, and appraisal of views expressed, can be seen at Appendix 8.

20. A summary analysis of the responses received are included in Appendix9.

Views expressed

- 21. Reasons for supporting the proposed changes included:
 - addressing the suitability and condition of the existing buildings;
 - the school will benefit significantly from a new school building and enhanced community facilities;
 - the new facilities will be integral to ensuring the school continues the journey as an excellent school. It will allow the school to develop the new curriculum for Wales with flexible and purpose-built facilities;
 - the school will be able to use these facilities to ensure the very best teaching and learning in every classroom and that the school continues to be an inclusive and welcoming community;
 - improved access to outdoor facilities;
 - the provision of additional Additional Learning Needs (ALN) places in new, purpose-built facilities will allow the school to use their expertise and experience to support more young people who would otherwise not be able to access the facilities and provision.
- 22. Whilst there was support for the redevelopment of the school there were a number of concerns raised related to:
 - the need to increase the number of places at the school to the level proposed;
 - insufficient information being available during the consultation e.g. site plan;
 - the potential loss of existing community green space;
 - continued access to the existing leisure centre facilities;
 - a pre-existing land covenant;
 - the loss of the Maindy Velodrome as a valued local community resource;
 - the new cycling track proposed at the International Sports Village should be in addition to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate.
 - the potential loss of the existing BMX track
 - uncertainty around the future of the existing school site;
 - the impact on the local community of the proposed expansion of Cathays High School;
 - the potential for increased traffic in the local area and the impact of this as a consequence of increased pupil number and changes to the road network;
 - potential changes to Crown Way and/ or to New Zealand Road;
 - potential disruption during construction for pupils and local residents
 - pupil behaviour;
 - potential for increase litter in the local area
- 23. A number of alternative suggestions were put forward. These included:

- Retain the status quo;
- Refurbish the existing buildings;
- Expanding and redeveloping Cathays High School on its existing site;
- Utilising the Maindy Barracks site for a new build school;
- Utilising the Companies House site for a new build school;
- Utilising the Heath Hospital site for a new build school;
- Expanding provision elsewhere local to the pupil population.

Cathays High School Pupil representation

- 24. Officers met virtually with members of the Cathays High School, School Council to discuss the proposals and gather their opinions.
- 25. The points raised by the pupils included the following:
 - A new building would improve education
 - A bigger school would provide more places for those needing them
 - A new building would provide a better environment for pupils and access for the community to facilities
 - Additional ASC places would be good
 - Improved physical and mental wellbeing
 - Space for creative subjects
 - Hub for community providing space during the weekend/holidays
 - Any new school build would need to be sustainable and environmentally friendly
 - What would happen to the old school?
 - The size of school could be daunting for some pupils
 - The existing school building has a lot of history which would be lost
 - Most of the children already at Cathays High School would not benefit from the new school
 - Potential disruption during construction
 - Potential for increased traffic
 - Pupils would like to be involved in the development of any plans taken forward
- 26. Notes of the meeting can be seen at Appendix 4.

Cathay High School Pupil Survey

- 27. An online pupil survey sought the views of pupils at Cathays High School on the proposed changes, any changes or alternatives to the proposals, what pupils like and dislike about their current schools and what pupils would like to see in any new build school.
- 28. A total of 291 Cathays High School pupils completed the survey.
- 29. Three quarters (75.9%) of pupils agreed with the proposal to increase the number of places at Cathays High School. However, if no opinion responses are discarded this figure to rises to over nine in ten (91.6%).

- 30. The reasons given for supporting the proposed expansion of the school included increased space, better facilities and the opportunity for a greater number of children to attend a good school.
- 31. Those who did not support the expansion had concerns about the increased number of pupils resulting in less individual attention.
- 32. More than four in five (87.4%) pupils responding to this question agreed with the proposal to transfer Cathays High School into a new building with upgraded community facilities. This figure increase to 98.0% if no opinion responses are discarded from the analysis.
- 33. The reasons given for supporting the transfer to new build accommodation included an improved learning environment and the current facilities were outdated and not fit for purpose.
- 34. Those who did not support the transfer to new build accommodation thought that the school was fine as it is.
- 35. Two thirds (67.0%) of pupils responding to this question agreed with the proposal to increase the number of places at the Specialist Resource Base. This figure increase to 96.9% if no opinion responses are discarded from the analysis.
- 36. The reasons given for supporting the expansion of the SRB provision included the opportunity for children in Cardiff with ALN needs to attend the school and the need to focus on non-mainstream children.
- 37. Those who did not support the expansion, felt that the proposed increase in numbers was too great.
- 38. Details of the pupil survey can be seen at Appendix 9

Albany Primary School representation

- 39. Officers met with Year 6 pupils at Albany Primary School via Microsoft Teams to discuss the proposal and gather their opinions following their return to school.
- 40. The pupils were excited by the idea of new school building/facilities.
- 41. The points raised by the pupils related to school facilities (classrooms, gaming room, outdoor space, energy efficiency). The pupils were concerned that the school would take a long time to build and they would not benefit from it.
- 42. Notes of the meeting can be seen at Appendix 4.

Allensbank Primary School representation

- 43. Officers met with Year 5 pupils at Allensbank Primary School via Microsoft Teams to discuss the proposal and gather their opinions following their return to school.
- 44. The pupils liked the idea of a new school building/facilities.
- 45. The points raised by the pupils related to the retention of the skate park (BMX track), the size of the school and classrooms, the proposed timescale, continued access to the leisure centre provision, what will happen to the existing Cathays High School building and whether there will be opportunities for pupils to be part of the design process.
- 46. Notes of the meeting can be seen at Appendix 4.

Gladstone Primary School representation

- 47. Officers met with Year 6 pupils at Gladstone Primary School to discuss the proposal and gather their opinions following their return to school.
- 48. The pupils liked the idea of a new school building/facilities overall and thought it was a good idea to increase the number of places as this would ensure that all children wo wanted to go to Cathays High School could do so. They thought that increasing the number of SRB places was a good idea and that community would benefit by having access to the school facilities outside of school hours.
- 49. They were however concerned about potential of increased traffic, overcrowding and the proposed transfer of the cycle track to Cardiff Bay.
- 50. Notes of the meeting can be seen at Appendix 4.

Response to views expressed

- 51. The Council welcomes the expressions of support for the proposals.
- 52. It is however acknowledged that there are a number of concerns raised particularly around the need for school places, the level of detailed information in respect of the proposed school buildings and site provided during the consultation, the potential impact on open access space, the future of the velodrome/BMX track, a pre-existing land covenant, existing leisure centre facilities, the future use of the existing school site, potential disruption to the school and wider community during construction, pupil behaviour and littering and traffic management.

School Places

53. The consultation document set out the need for additional school places. Forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area and the wider area.

- 54. Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.
- 55. There are currently no large planned housing developments within, or close to, the Cathays High School catchment area. However, there are planned housing developments in the north east and south of the city. This will significantly increase pupil numbers in neighbouring school catchment areas.
- 56. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
- 57. A new Cathays High School with 240 places in each year group would:
 - create an efficient class organisation
 - provide sufficient capacity for local children expected to want an English-medium community high school place, and
 - contribute some additional places to meet the projected demand from the wider area.

Detailed plans for new buildings and school site

- 58. The consultation sought views at the formative stage on school organisation proposals to expand school provision and to relocate the school on the adjacent site at the Maindy Centre.
- 59. As set out during the consultation, any design taken forward would be developed in partnership with the school and the appointed contractor at a later stage and would be subject to statutory planning processes which allow for all interested parties to comment on and inform what is delivered.
- 60. However, the views expressed during the consultation regarding the uncertainty around the site layout and the implications for access to open space are acknowledged. Further work has been undertaken to produce an indicative red line boundary map for the proposed school site and indicative building footprint, which takes account of views submitted during consultation. This identifies the extent of the open access space that would be available, and includes the retained leisure centre and BMX track areas outside of the development boundary, the require land for the school and remaining community open access land. As part of the project the Council is intending to landscape parts of the open access areas to provide the most appropriate and usable area possible, subject to design. The open space areas would be in addition to the facilities that would be provided within the boundary of the school that would be available to the community outside of school hours. Comparative red line boundary maps for the existing arrangements and the redeveloped sites are attached as Appendix 10

Open Access Space

- 61. A number of responses to the consultation raised concerns in respect of uncertainty around the extent of open space available for use by the local community.
- 62. Issues related to open access space are addressed at paragraph 60 and within Appendix 10.

Velodrome/ BMX Track

- 63. A number of responses to the consultation raised concerns in respect of the loss of the velodrome from the Maindy Centre site, and whether this track would be replaced.
- 64. The Council's Cabinet considered a report on 18 March 2021 A Cabinet report from March 2021 detailing its Velodrome and International Sports Village (ISV) Development Strategy. This report set out the proposal to relocate the cycle track to the ISV, and the Cabinet approved in principle the plans for the new Velodrome. The proposal is part of the overall improvement of facilities and links to the cycle superhighway and local cycling groups have been consulted as part the development of the proposal. The Cabinet Report is attached as Appendix 11.
- 65. If the proposal to relocate the velodrome were to go ahead, this would be in place before development on the Maindy Centre site, with no loss of cycling facilities.
- 66. The Council has engaged with local cycling clubs and governing representative bodies to understand the required design of the new facility so it will meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision.
- 67. As outlined in the consultation document, the BMX track is expected to be retained in its existing position, but could potentially be relocated elsewhere on the Maindy site or current school site should it be deemed beneficial to the project and the community.

Land Covenant

- 68. A pre-existing land covenant sets out that the Maindy Centre land is restricted to use for park, open space, recreation and playground.
- 69. Where the Council proposes to obtain planning permission to redevelop its land, the Council would use its powers to appropriate land for planning purposes to override covenants or other third party interests at the appropriate stage of the planning process for the development.

70. As the land forms part of a recreation ground the Council would advertise its intention to appropriate for a period of two consecutive weeks and take into account any representations made, before making a final decision to appropriate the land for this purpose. This is the recommended means of overcoming title difficulties which might otherwise frustrate the development land under the proposed planning permission which is intended for the benefit of the Council's area.

Existing Leisure Facilities

71. As set out during the consultation there are no proposed changes to the existing leisure centre facilities. The Council agreed in 2016 that the leisure and sporting facilities at Maindy Centre would be operated by Better Leisure (GLL) and a long term lease arrangement is in place. As part of a revised lease the school will continue to have access to indoor facilities at Maindy Centre and an arrangement will be explored with GLL for the shared use of the carpark outside of the school day. Car parking spaces dedicated for use by patrons of the leisure centre would be retained.

The future use of the existing school site

- 72. A number of responses to the consultation queried the future use of the existing school site and whether this site may be considered for the location of a new primary school.
- 73. As set out in paragraph 59, further work has been undertaken to produce an indicative red line boundary map for the proposed school site. The existing school site is to be retained in order that the proposed expanded school may meet the site area requirements set out in Building Bulletin guidance for schools on confined sites. This indicative boundary also identifies a large area of community space, outside of the school and leisure centre boundary, of c13,500m² to be retained. This represents an increase in unrestricted access open space available for use by the local community. Further consideration of the layout of the site would be necessary at the design stage.

Potential Disruption during construction

74. In respect of concerns raised around disruption on and around the Cathays High School site during the construction period, the Council has significant experience of delivery building projects on the sites of occupied schools and any work carried out on the site would be managed effectively to ensure the continued delivery of high education standards and that safety and safeguarding standards are maintained.

Pupil behaviour and littering

75. The school is actively managing issues that have been raised regarding litter. The school has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the site team now

clears litter on New Zealand Road, the lane and Crown Way. The school is developing a programme to reduce the quantity of litter around the site.

76. The proposed new site will be bigger with better catering facilities. There is an expectation that more pupils would remain on site during the day which has a number of potential benefits such as safeguarding and the minimising of littering.

Traffic Management

- 77. The consultation document noted that the expansion of school, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles. A number of responses to the consultation queried changes that may be made and the potential impact on traffic elsewhere in the local community.
- 78. Transport mitigation for the development would be identified through the Transport Assessment process, which will inform the proposals submitted for planning permission (subject to approval to progress to implementation) at a later stage of the planning process for the school.
- 79. The assessment identifies works associated with improving vehicular access and off-site highway measures including a school safety zone, traffic calming and pedestrian crossing facilities. Further transport assessment work will be required to support the detailed proposals for the new school site and to inform the future planning application for the development.
- 80. In addition to highways measures within the immediate vicinity of the school gates, this work will need to identify other off-site improvements which can help to increase opportunities for pupils to travel to school by walking and cycling.
- 81. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2020. All schools developed under Band B will need to have such a plan in place from the outset of their operation and therefore, in the event the proposed development proceeds, it would need to be supported by an Active Travel Plan, which should be informed by the Transport Assessment.

Alternative Options

- 82. Retaining the school at its current capacity in its existing buildings would not allow for the projected increase in pupils requiring secondary school places in coming years.
- 83. Refurbishment of the existing buildings would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area.

- 84. Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.
- 85. The alternative site options put forward during the consultation are not in Council ownership or available for consideration.

Community Impact

- 86. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with schools, local members and any community group to make sure that the proposal avoids negative impacts if possible.
- 87. Cathays High School enables a number of community organisations to make use of its site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school.
- 88. The open space at Maindy is currently used for informal leisure by the local community exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities. It is recognised this is one of few open spaces for residents in Cathays, Maindy, and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. In addition, it is proposed that the playground at Gelligaer Street will remain, the BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site, and open-access MUGAs will continue to be provided.
- 89. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis.
- 90. Welsh Government's aim for shared facilities in community-focussed school are to:
 - Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - Operate in line with the national agenda for sport taking into account nationally adopted strategies;
 - Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 - Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;

- Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.
- 91. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.

Wellbeing of Future Generations

- 92. In line with the Well-being of Future Generations Act Cardiff's Band B programme is committed to providing Local Schools for Local Children, together with encouraging use of sustainable modes to travel to schools, such as walking and cycling. Each School project takes into account key transport issues when they are being designed and the firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools.
- 93. With the current investments in ICT across the city, student movements may be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.
- 94. In order to maximise the long-term impact of this significant investment, any design taken forward for each school included in this proposal would be developed to ensure the delivery of high quality modern facilities that are able to respond to the current pupil populations needs and support the delivery of effective teaching and learning methods. They would also incorporate the flexibility to take account of changes depending on need as time progresses; such as changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.
- 95. The project will consult with all statutory bodies when developing a planning application to ensure that environmental and biodiversity impacts are fully considered.

Local Member consultation

96. Local members were consulted as part of the consultation. A formal response from Cllr Rhys Taylor & Cllr Ashley Wood is included at Appendix 7.

Reason for Recommendations

97. To meet the demand for English-medium secondary school and post 16 places in the Cathays High School catchment area and neighbouring communities, and to meet demand for additional Specialist Resource Base (SRB) places for learners with Autism Spectrum Condition city-wide.

Financial Implications

- 98. The reason for this report is to highlight post consultation feedback and seek approval to publish proposals in relation to Cathays High school. At present this would not result in a commitment of capital expenditure. There are no capital financial implications directly arising from this report but once a site plan is finalised, it will be necessary for a full financial evaluation to be undertaken. The aim of this will be to provide assurance that the scheme remains affordable once all relevant costs and contingencies for potential changes in delivery timescales have been incorporated.
- 99. The preferred funding strategy for this particular scheme remains the WG's revenue funded Mutual Investment Model (MIM). This will mean the new building will be constructed via a Special Purpose Vehicle and the Council will make a net contribution of 19% (with WG providing 81% of the revenue funding required) towards the annual unitary charge for a period of 25 years. The funding required for the Council's contribution will be made available via the SOP Revenue Reserve, which also meets revenue costs arising in relation to programme delivery and capital financing.
- 100. Other capital costs, including those directly connected to the new school, such as FFE and ICT, as well as other costs not directly connected to the new building, such as associated transport infrastructure works, will not qualify for MIM funding. These costs may still be within the scope of the 21st Century Schools Programme and will be funded via the traditional capital route, with WG contributing towards 65% of the costs. Further work is required to understand the full extent of these particular costs, however the Band B capital programme currently includes an estimated allocation for these works. However these will need to be balanced against other Band B priorities and must remain affordable within the overall Band B envelope. If necessary, the programme may need to be reviewed, and certain schemes slipped to future iterations of the 21st Century Schools Programme, in order to accommodate additional costs arising. In addition, any capital required for maintaining the current schools in the interim will need to be met from within existing resources.
- 101. As well as the capital expenditure commitments directly connected to the main scheme, there would also be expenditure incurred in relation to the replacement cycle track, current contributions are set at £2.4 million. Funding will need to be identified from within existing Council resources or match-funded via external grant funding, if applicable. Traffic management costs that fall outside of the red line boundary for the school site will also require careful consideration, as these would fall outside of MIM funding. Further to the capital costs highlighted above, there would also be significant revenue expenditure implications, both connected to the project delivery and on an ongoing basis, once the new facility is operational. Use of MIM funding would not be available for costs in relation to any site acquisitions or preparations, and no funding has been identified for these costs at present.

- 102. There continues to be a significant risk surrounding the planned achievement of capital receipts underpinning the overall Band B programme. The total target of £25 million in the current financial model is required prior to the end of 2023/24. The planned community use of part of the current Maindy site would decrease the affordability of the overall programme and may result in additional delays or cancellation of other planned schemes.
- 103. Any revenue expenditure implications connected to Cathays High School capital project would need to be funded from within the SOP Revenue Reserve, including any costs that will be incurred in advance of the scheme commencing. Any additional operational costs would be met from within the delegated school budget, including those relating to any projected increases in pupil numbers, which would need to be considered as part of the Council's annual budget setting process. Similar consideration would need to be given to the impact upon school transport budgets, particularly in light of the proposed increases to ALN provision as part of this scheme.

Legal Implications

- 104. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age.
- 105. A local authority can make school organisation proposals, including regulated alterations to a maintained school, under sections 42-44 of the Schools Standards and Organisation (Wales) Act 2013.
- 106. The proposals set out in the report must be considered having regard to the provisions of the 2013 Act and the School Organisation Code 2018, which sets out factors to be considered in respect of different proposals, the statutory procedures, legal requirements and guidance.
- 107. The Council is required, prior to publishing its proposals, to undertake a consultation on its proposals in accordance with section 48 of that Act and the School Organisation Code 2018. Following the public consultation, the Council is required to publish and circulate to all interested parties (listed in the Code) a consultation report:
 - (i) summarising each of the issues raised by consultees;
 - (ii) responding to these by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons;
 - (iii) setting out Estyn's response to the consultation in full; and
 - (iv) responding to Estyn's response by means of clarification, amendment to the proposal or rejection of the concerns, with supporting reasons.
- 108. The consultation report may also make recommendations to the Cabinet about how to proceed, i.e. to publish the proposals as consulted on with

any appropriate modifications, to abandon the proposals and retain the status quo or to significantly recast the proposals and re-consult.

109. This Cabinet report, together with the appendices, constitutes the required consultation report; and seeks the Cabinet's approval to proceed to publish the proposals, with the modifications set out. In considering this matter, the Cabinet is required to review the proposals, having regard to all further relevant information put forward during the consultation period (and otherwise).

Land matters

110. The Council has power to appropriate any land held by it for planning purposes pursuant to s122 of the Local Government Act 1972 to facilitate the development of that land. An implication of such appropriation is that it may be used to override third party interests in land, such as covenants, that may otherwise interfere with development, and converting those rights to an entitlement to compensation. Where any land to be appropriated form part of an open space, the Council is required to first advertise the appropriation for two consecutive weeks in a newspaper circulating in the locality of the land. It is understand stood that a further decision will be made regarding this process and considered in detail at a later date when planning proposal for the development are finalised.

Statutory process for school proposal

- 111. If the Cabinet decides to proceed, the proposals must be published within 26 weeks from the end of the consultation period (unless an extension of time is obtained from the Welsh Ministers). Proposals must be published by way of a statutory notice, allowing a minimum of 28 days for objections ('the Objection Period'). The content of the statutory notice, manner of publication and persons to be notified are prescribed in the Code.
- 112. Within 16 weeks from the end of the Objection Period, the Council must conscientiously consider any objections received and determine whether or not to implement its proposals (under section 53 of the 2013 Act). Members will note that the recommendation is for Cabinet to receive a further report at that stage.
- 113. If any objections are received during the Objection Period, the Council is required to publish an Objections Report summarising all objections made (and not withdrawn) and its response to those objections. The Objections Report must be published within 7 days from the date of the Council's determination of the proposals, and made available to the interested parties listed in the Code. At the same time as publishing the Objections Report, the Council must also notify its decision to the Welsh Ministers, the school governing body and all interested parties listed in the Code.

- 114. If the proposals are taken forward, the admission arrangements, including admission numbers and catchment areas, will need to be determined, following consultation, in accordance with the School Admission Code and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006.
- 115. In considering the proposals, the Council must have regard to its public sector equality 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.
- 116. 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 and must be able to demonstrate how it has discharged its duty.
- 117. An Equalities Impact Assessment should be carried out to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
- 118. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
- 119. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how the proposals will contribute towards meeting its well being objectives (set out in the Corporate Plan). Members must also be satisfied that the proposals comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 120. The decision makers must be satisfied that the proposals fall within the Council's approved policy and budget framework.
- 121. Further legal advice, including advice in relation to planning, transport and land matters, will be provided as proposals are progressed.

HR Implications

122. The full HR implications of the development of the new school would be determined as the project develops. The Governing Body and the school's leadership may require HR advice, guidance and support to

ensure that its staffing structure is appropriate for a new build school, and in particular this will include the consideration of estates and facilities requirements.

- 123. The Governing Body and the school's leadership team would also need to consider whether any staffing changes are required to support the use of school premises by the wider community. HR People Services will provide advice and support as necessary.
- 124. In the event that any vacancies arise, these should be considered as redeployment opportunities for staff on the school redeployment register.
- 125. In addition, full consultation with staff and trade union colleagues would be needed to ensure there is a smooth transition into the new school building.

Property Implications

- 126. The Estates team are aware of the covenants and will work with the Education and Legal teams as and when appropriate.
- 127. In addition, there are other land matters relating to the relocation of the Velodrome which is subject to further land negotiations which Estates will manage in conjunctions with other Council departments.
- 128. Depending on the option, there may be a land disposal of part of the site and the Estates team will address this as and when the site becomes formally surplus.
- 129. There is a lease matter to address with the adjoining Leisure Centre and negotiations are underway with the occupier and Estates will liaise with the client department being Parks.

Traffic and Transport Implications

- 130. The adopted Local Development Plan sets a target to achieve a 50:50 split between journeys by car and journeys made by foot, cycle and/or use of public transport by 2026.
- 131. The Council's Transport White Paper sets a much more ambitious modal shift target and seeks to achieve over 60% of daily work trips to be made by sustainable modes of travel by 2025 with this share increasing to around 75% by 2030.
- 132. Achieving this target will require changes to the way children travel to school by reducing journeys by car and maximising trips by walking and cycling.
- 133. Transport mitigation for the development will be identified through the Transport Assessment process, which will inform the proposals submitted for planning permission (subject to approval to progress to implementation).

- 134. The Transport Assessment will assess the movement impacts of the development and identify the on-site and off-site measures required to mitigate these impacts and accord with the Council's transport and planning policies which seek to maximise travel by sustainable modes and achieve a significant shift away from car travel.
- 135. The Transport Assessment work will help inform the design of the new school development. As well as identifying measures to accommodate vehicular access to the site, it will also identify on-site and off-site infrastructure to facilitate journeys to school by active travel. These may include measures such as cycle lanes, speed reduction features, restricted access for vehicles, parking controls and new crossing facilities. Opportunities for connecting the site to existing and planned future active travel routes (as identified on the existing Active Travel Integrated Network Map and the planned Active Travel Network Map which is set to replace it by 2022) will need to be identified within the Transport Assessment. Facilities to accommodate access to school by public transport will also need to be identified within the Transport Assessment.
- 136. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. All new schools will need to have such a plan in place from the outset of their operation and therefore, in the event the proposed development proceeds, it would need to be supported by an Active Travel Plan, which will be informed by the Transport Assessment.
- 137. Feedback from the consultation regarding Crown Way is noted. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

RECOMMENDATIONS

Cabinet is recommended to:

- 1. Authorise officers to issue a statutory notice to:
 - Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
 - Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
 - Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings

2. Note that prior to implementation of the proposals a further report will be provided to the Cabinet providing details of any objections received, the proposed responses to those objections and recommendations for implementation or otherwise of the proposals.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	11 June 2021

The following appendices are attached:

The following background papers have been taken into account

Appendix 1 – Consultation Document

Appendix 2 – Summary Document

Appendix 3 – Notes of meetings with Cathays High School Governing Body and

Cathays High School Staff

- Appendix 4 Notes of pupil engagement
- Appendix 5 Notes of public meetings
- Appendix 6 Notes of drop in sessions
- Appendix 7 Formal responses received

Appendix 8 – Summary of consultation responses

Appendix 9 – Summary analysis of consultation responses

Appendix 10 – Indicative red line boundary

Appendix 11 – Cabinet Report, 18 March 2021

Appendix 12 – Statutory Screening Tool and Equality Impact Assessment



SCHOOL STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM SECONDARY SCHOOL PROVISION, CATHAYS HIGH SCHOOL

NOTICE IS HEREBY GIVEN in accordance with Section 42 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after "the Authority"), having consulted such persons as appeared to them to be appropriate, propose to alter Cathays High School, Crown Way, Gabalfa, Cardiff, CF14 3XG as follows:

- Increase the capacity of Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places) from September 2023
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings

It is proposed to implement the proposed increase of the capacity, and the expansion of the Specialist Resource Base, from September 2023.

It is anticipated that pupils would occupy the new build accommodation on the Maindy Centre site from September 2025.

Cathays High School is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority's responses and the views of Estyn is available to view at:

Agenda for Cabinet on Thursday, 17th June, 2021, 2.00 pm : City of Cardiff Council (moderngov.co.uk)

The current school capacity is 1,072 places with 247 sixth form places. The current number of pupils at the school is 873 (11-16) and 173 (sixth form)

The number of pupils to be admitted to the school in Year 7 (the relevant age group), at age 11, in the first school year in which the proposal is to be implemented will be 240.

The school's proposed capacity once the proposal is implemented will be 1,450 places including sixth form.

Admissions to the school are managed by the local authority.

The SRB is currently resourced for 16 pupils aged 11 - 19 with statements of special educational need specific to autism spectrum conditions. It is proposed to increase the SRB places from 16 to 50 to meet predicted demand for places.

Admissions to the SRB are managed by the local authority. Placements would be subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018 (when in force).

There are no plans to change the Council's policy on the admission of children to schools as a result of these proposals.

Any arrangements for the transport of pupils will be made in accordance with the Authority's existing policies on school transport.

Within a period of 28 days of the date of publication of these proposals, that is to say by 26 July 2021, any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: <u>SchoolResponses@cardiff.gov.uk</u>

Please note that any such objection must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 28 days beginning with the end of the objection period, that is to say by 26 July 2021.

Dated this 29th day of June 2021

Signed: Davina Fiore Director of Legal, Governance and Monitoring Officer For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

It is proposed that the capacity of Cathays High School is increased from 165 pupils per year group to 240 pupils per year group and that the existing SRB provision at the school be expanded from 16 to 50 places from September 2023.

It is proposed to replace the existing school with enlarged new build accommodation.

The proposal would also:

- provide upgraded community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider community
- provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

An indicative site map is available to view on the Council website at:

www.cardiff.gov.uk/cathayshighproposals

The map identifies the open access space that would be available, the retained leisure centre and BMX track areas outside of the development boundary, the required land for the school and remaining community open access land.

The map also identifies a large area of community space, outside of the school and leisure centre boundary of c13,500m² which would be retained. This represents an increase in unrestricted open access space available for use by the local community.

The open access space areas would be in addition to the facilities which would be provided within the boundary of the school that would be available to the community outside of school hours.

Any new buildings required in the event of the proposal proceeding to implementation would be designed to meet Welsh Government Funding conditions such as BREEAM and also be designed in accordance with the Department of Education Building Bulletins which sets out that the following facilities need to be included in any school:

- Teaching space: internal and external
- Halls
- Dining area
- Learning resource areas
- Staff and administration
- Storage
- Toilets and personal care
- Kitchen facilities
- Circulation
- Plant and internal walls

Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 18 MARCH 2021

VELODROME & INTERNATIONAL SPORTS VILLAGE DEVELOPMENT STRATEGY

INVESTMENT & DEVELOPMENT (COUNCILLOR RUSSELL GOODWAY)

AGENDA ITEM: 13

Appendices 2 to 6 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

- 1. To seek approval of a revised masterplan for the leisure component of the International Sports Village (ISV) development in Cardiff Bay.
- 2. To seek authority to develop a detailed delivery strategy including consideration of the long-term operation of the various leisure facilities at ISV.
- 3. To set out a plan for delivery of a new Velodrome facility at ISV.

Background

- 4. The Council commenced the redevelopment of the peninsula site known as the International Sports Village in Cardiff Bay, in 1999. The site has proven to be a complex long-term project involving extensive land reclamation and remediation works and significant infrastructure investment. The Cardiff Pointe residential site was sold by the Council to fund the replacement for the Empire Pool, which needed to be demolished to make way for the construction of the Principality Stadium, and was later acquired by Greenbank Partnerships Ltd in 2010.
- 5. The Council completed construction of the new Cardiff International Pool in 2008 and the Cardiff International White Water (CIWW) attraction in 2010. CIWW has subsequently enhanced with a Flowrider surfing attraction, a High-Ropes experience, and an outdoor climbing wall. The Council also disposed of it's leasehold interest in circa 4 acres of land off Olympian Drive to enable construction of a new 40,000 sq ft retail warehouse building to enable the relocation of Toys R Us out of the city centre to make way for delivery of the St David's 2 shopping centre. Appendix 1 provides a plan of the site and an illustration of the development that has been delivered to date.

- 6. In 2012, the Council entered into a long-term Development Agreement with Greenbank Partnership Limited (GPL) following a market procurement exercise. GBL put forward an exciting and comprehensive strategy for the redevelopment of the peninsula site covering their own Cardiff Pointe site and the Council's Waterfront site. The Council's principle priority at the time was to construct a new Ice Arena to replace the one demolished to make way for the St David's 2 shopping centre, and to deliver a Snow-Dome attraction.
- The Development Agreement involved the transfer of land from the Council to GPL on a 999 year lease in two phases as illustrated by the plan at Appendix 1: Phase One on committing to the Ice Arena development; and Phase Two on committing to the delivery of the Snow-Dome facility.
- 8. The cost of delivering the new Ice Arena far outweighed its anticipated commercial value. To ensure delivery of a state-of-the-art facility, the Council agreed to commute a proportion of s106 contributions and affordable housing contributions generated by the planning permission for residential development on the adjacent Cardiff Pointe site. To meet the Council's aspirations, GPL decided to forward fund early delivery of the new Ice Rink in advance of residential sales on Cardiff Pointe.
- 9. GPL completed the Ice Arena development in 2016. They have also delivered 100 private residential properties on Cardiff Pointe and c150 units of affordable housing on adjacent sites. However, since 2018 further development has stalled.
- 10. The Council retains a significant land holding at the International Sports Village site illustrated by the ownership plan attached at Appendix 1. In March 2018, Cabinet provided authority to secure the freehold reversion of the former Toys R Us building including a large service yard and circa 300 car parking spaces. The rationale for the acquisition was to improve the development potential of the Council's adjoining land holding known at Retail 3, as the former Toys R Us lease contained several covenants that affected the development potential of the Retail 3 site.
- 11. In October 2019, Cabinet approved a new strategic plan for completing the ISV development which involved repositioning the proposed leisure development on to lower value land to the rear of the site (former Toys R Us and Retail 3). This would help to establish a critical mass of leisure attractions by positioning new leisure facilities adjacent to the existing leisure facilities and would free up the Waterfront site for higher value residential-led mixed use development. Delivery of the plan was subject to reaching agreement with Greenbank regarding land interests in the area.

Issues

12. The Council and Greenbank have been engaged in dialogue over an extended period of time regarding their respective land interests, including the land subject to the Development Agreement. The Cardiff Pointe residential scheme is an important development in its own right, planned to deliver circa 850 new homes in the Local Development Plan. The Council remains keen for the next phase of construction to commence as soon as possible, not least to provide

existing residents with certainty regarding the future of the site. The Council is in the process of negotiating a land transaction with Greenbank that will enable further development on the site to be accelerated and will return to Cabinet in the spring/early summer for authority to proceed, once draft terms are ready for approval.

Velodrome

- 13. In December 2020, Cabinet gave authority to begin the consultation process relating to the proposed expansion of Cathays High School. The Council has been keen to modernise the city's Velodrome facility for some time. The delivery of a new Velodrome facility on an alternative site would allow the land currently occupied by the Maindy Velodrome to be used to support the school expansion should it be required.
- 14. The current Velodrome benefits from having access to Maindy Leisure Centre for storage of circa 400 cycles, workshop space, welfare facilities and studio space to ensure sessions can continue in poor weather and also to allow for meetings and off-bike training.
- 15. The proposal is to deliver a new purpose built Velodrome facility at the International Sports Village. The relocation of the track element is to be funded by a capital contribution from the Council. The balance of development the Performance Hub including storage, workshop space and welfare facilities will be delivered through revenue income. The current program set out in Confidential Appendix 2 anticipates the Velodrome could be operational within the International Sports Village by the end of 2022.
- 16. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre without the Velodrome facility thereafter.
- 17. Estimated costs associated with the relocation of the Velodrome are set-out in Confidential Appendix 3 and the strategy for meeting these costs is set out in Confidential Appendix 4. At this stage authority is being sought to progress the development of a detailed business plan. This will include the development of detailed designs to a stage where they are ready for submission for planning approval. Given that an element of the cost of delivering this facility is based on income a final approval from Cabinet is required once detailed costs and projected income are fully understood and can be presented in a final business case.
- 18. The business case will also set out the proposal for operating the Velodrome facility. It is not intended for the Council to operate the facility. At this point in the process it is envisaged that the facility will be operated via a management agreement or lease with a third party. The various options and wider considerations will need to be considered in detail at a future date.

New Development Strategy

- 19. The relocation of the Velodrome to the International Sports Village site has presented an opportunity to further refine the development strategy presented to Cabinet in October 2019. The strategic plan to deliver residential-led mixed use development on the waterfront land and leisure development clustered around existing facilities to the rear of the site remains in place. The Velodrome presents an opportunity to amend the strategy for development of the leisure destination.
- 20. A new indicative masterplan is attached as Appendix 5. The scheme accommodates the new Velodrome facility and a small number of additional leisure assets to complete the scheme. The key features of the leisure development strategy are as follows:
 - A new 333m dedicated Velodrome facility with associated bicycle storage, workshop space, clubhouse and spectator stand.
 - A new 1km closed-loop circuit for cyclists, runners and other activity uses. Currently specified at 3m wide, this facility has the potential to be upgraded to 6m wide to enable use as a competition facility subject to attracting additional funding from relevant bodies. The intention is to provide free to use access for local residents. If the track is extended to 6m, dedicated access will also need to be provided for competitive sport purposes.
 - The former Toys R Us building (circa 40k sq ft) will be retained and refurbished to create an attractive and valuable commercial retail asset. The intention is to attract a large format bicycle retail store to complement the Velodrome and the closed-loop circuit. There will also be adequate space within the building to accommodate an additional leisure attraction.
 - Over the longer-term there is the potential to extend the CIWW to position the entrance of the facility in direct alignment with the current alignment of Olympian Drive to provide a focal point for the new public realm and improved visibility of the facility from the main entrance to the site.
 - The existing Ice Rink has the potential to be extended at the rear to complete the development. A new attraction could be provided as part of a review of the facility to improve its overall commercial viability and long-term sustainability. Ideally, the attraction would make use of the plant and machinery already available within the Ice Arena. This will be brought forward on a commercial basis.
 - Olympian Drive to be reduced, and subsequently eliminated once an adequate alternative access has been provided across the rear of the waterfront land to create an enhanced pedestrian environment at the heart of the leisure development. In particular, removal of the road will improve safe pedestrian connection between key facilities and establish a new all year-round external event space. Opportunities to improve biodiversity will be delivered through the proposed public realm

improvement including the planting of trees, the introduction of pocket parks and the general greening of the area as appropriate.

- As an initial step, undeveloped land will be set out as surface car parking to meet the on-site contractual requirements and to provide additional spaces to avoid visitors parking in adjacent residential areas. The long-term strategy is to consolidate parking to release further land for leisure development and for the site to become established as a Park & Ride destination. The intention is for the Council to retain full control of all on-site car parking to generate income to support delivery of the masterplan and the long-term upkeep of the leisure destination.
- Highways improvements including the removal of the round-a-bout on Watkiss Way to make way for a new shared surface crossing to provide better connections between the new leisure facilities and CIWW.
- A new road to be provided by the developers of the residential scheme on the waterfront land linking the Cardiff Pointe residential scheme to the existing round-a-bout joining International Drive with Ferry Road eliminating the need for Olympian Drive.
- There is also the potential to accommodate a hotel on-site.
- 21. The Bay edge walkway will be fully retained and maintained for public use with public access protected. The proposed residential-led development of the waterfront land has potential to deliver a new 'destination' food & beverage promenade at ground level along the water's edge with views across Cardiff Bay fully open to the public. Above this active ground floor will be a series of relatively high-density residential-led mixed-use blocks, medium height (10-14 stories) to create a new district befitting of its unique, high quality waterfront aspect.
- 22. As the plans develop, the Council will consider utilisation of s106 contributions generated from the waterfront land to support completion of the ISV leisure destination.

Transport Strategy

- 23. Transport connectivity will become an increasingly important factor in the longterm success of the project. The site is within walking distance of Cogan Station via the Pont-y-Werin Bridge and this important link will need to be promoted as a primary link to increase usage. There is potential to improve access to the Station and to improve signage.
- 24. There are regular bus services which connect the site to the city centre in circa 15 minutes. As the site matures and additional car parking provision is provided, the Council will explore its use as a Park & Ride destination. The potential establishment of a Park & Ride could help to increase the regularity of bus services from the ISV to the Inner Harbour and the City Centre.
- 25. Cycling access to the site will be improved significantly by the plans to deliver a bridge across the River Taff as part of the Channel View redevelopment. This will help to link the site to the existing cycle superhighway in Cardiff Bay. This is an important development given the nature of the leisure destination being

proposed, and the focus on delivering cycling facilities on-site, where users will need to access the site via bicycle.

- 26. There is an opportunity to make better use of the Bay itself and the River Taff to link the site to the Inner Harbour and the City Centre via water-taxi. As part of the development of the waterfront promenade, a new water taxi landing bay will be explored.
- 27. Whilst the Council is keen to improve public transport access to the site, there will also need to be an adequate number of parking spaces provided in order to meet existing contractual/planning obligations relating to the International Pool and the Ice Arena as well as the proposed new leisure development and to ensure local residents are not adversely impacted.

Delivery Strategy

- 28. It is anticipated that completion of the leisure destination, including parking provision, landscaping, public realm improvements and highways adaptations will cost in the region of £20m. Initial appraisal of potential income streams associated with the various facilities proposed, including parking income and rental income suggests that the development could be funded on a commercial basis.
- 29. At this stage the Council is only committing to delivery of the Velodrome track facility and is not seeking authority to deliver any other aspect of the masterplan through this report. Authority is being sought to develop a business case setting out detailed costs, income streams and a proposed investment programme for completion of the development to be presented back to a future meeting of Cabinet for authority to proceed.
- 30. A key aspect of the business plan will be the future operation of the facilities on-site and the ongoing maintenance of landscaping and public realm. Prior to the pandemic a number of operators/providers showed interest in developing a destination experience at the ISV. Most of these discussions were around developing a wider offer bringing in further adventure experiences such as rock climbing, sky-diving, indoor skiing (conveyor belt), zip-wire alongside new esport experiences. New facilities could be managed in conjunction with the International Pool, Ice Arena and CIWW under a singular brand giving customers easier access to a wider range of activities. As part of the development of the business case it is proposed to undertake a soft-marketing exercise to determine the level of interest in operating the site as a destination and to confirm the level of income/rent that could be generated to support the business plan.
- 31. The car parking strategy will also be central to the business plan given the level of income that can potentially be generated. The site will initially need to provide a minimum of 800 spaces on-site for use by the International Pool, Ice Arena, CIWW and the new Velodrome. These spaces are already available on site but will need to be relocated around the site to align with the masterplan. It is proposed that leisure users will receive a concession for a number of hours (to be agreed).

Waterfront Land

32. The Council has been engaged in discussions with Greenbank regarding the Development Agreement entered into in 2012 and the need to reset arrangements to enable the wider development to progress. The discussions have progressed amicably and have involved potential asset swaps as well as various disposal/acquisition proposals. It is intended to return to Cabinet in spring/early summer with a final proposal that will conclude the 2012 Development Agreement and enable future development to progress.

Reasons for Recommendation

33. To set out a plan for completion of the International Sports Village development in Cardiff Bay including the new Velodrome facility.

Financial Implications

- 34. This report sets out and seeks Cabinet approval of a revised development strategy for the completion of the International Sports Village (ISV). Whilst approval is being sought at this stage for the wider development strategy, it is anticipated that further detailed proposals will be brought to Cabinet on some of the specific elements of the wider masterplan as set out in paragraph 20 in due course. More detailed financial implications will be provided as and when these detailed proposals are brought forward, with clear funding strategies identified to implement these proposals.
- 35. At present, there is no specific funding available within the budgetary framework for the redevelopment of the International Sports Village. Any proposals brought forward must therefore be on a self-financing basis utilising capital receipts and s106 contributions generated.
- 36. This report seeks approval in principal to relocate the Velodrome to International Sports Village, as well as delegated authority to progress a Final Business Case including a planning application to be presented back to a future meeting of Cabinet for final approval. The proposed cost plans for delivery of the Velodrome and wider development are set out in **Confidential Appendix 4**, with the majority of these costs supported by an independent development appraisal attached in **Confidential Appendix 3**. It is anticipated that the capital costs of relocating the Velodrome will be funded by a capital contribution from the Council, whilst the delivery of the Performance Hub is expected to be funded on an Invest to Save basis by future revenues it will generate.
- 37. The operational business plan costs and revenues for the Velodrome are included within **Confidential Appendix 4.** These remain high level at this stage and will be further tested within a Final Business Case which will be brought back to Cabinet for a final decision in due course, along with final costs and funding solutions for approval.
- The sensitivities regarding the delivery of the Velodrome by May 2023 are covered in the main body of the report, with the proposed timescales for delivery set out in **Confidential Appendix 2**. This delivery programme will

need to be proactively managed, reviewed and closely monitored to minimise the risk of financial implications, as well as potential downtime for the velodrome or delays to the construction of the school.

- 39. The final recommendation within the report seeks delegated authority to prepare a business case and conduct a soft market testing exercise for potential operating partners of leisure components within International Sports Village ahead of returning to Cabinet for a final decision. Proposed costs for this are allocated and shown with **Confidential Appendix 4**, although at this stage no suitable funding source has been identified to cover these costs.
- 40. Careful consideration must be given to the VAT implications of these proposals due to the tax status of the International Sports Village sites. The Council opted to tax this land as part of the original International Sports Village development, with specific VAT advice provided at the time setting out a range of potential uses and categories of suitable partner organisations for these sites, as well as some restrictions in order to protect the Council's VAT partial exemption position. Restrictions on future operational arrangements of velodrome are likely to include the Council being unable to bring operation of the facility inhouse at any point, instead granting an operating lease to a third party with VAT chargeable on the lease in order to protect Council's partial exemption position. Further detailed VAT advice will be required on specific proposals for the future operation of the Velodrome, as well as vacation of existing leases with GLL, which must be taken into account in a timely manner during the decision making process. Initial advice can found at Confidential Appendix 6.
- 41. This report proposes that the Council will bring forward a long-term car parking strategy in a phased approach subject to development/operational interest within the wider ISV Development. In the interim, the Council will need to retain a minimum of 800 spaces within the Sports Village for the use of the International Pool, Ice Arena, CIWW, Toys'R'Us and the new Velodrome. The Council intends to retain full control over the car parking arrangements, with the income generated being utilised to maintain the car parking, associated public space and to service debt.
- 42. The Council previously acquired the Toys R Us site in March 2018 to consolidate its land ownership in the area, with the cost of this acquisition funded initially from forthcoming capital receipts with the intention to recover these through disposals at a later date. Incorporated within this report are a range of proposals, including retaining the Toys R Us site and pursuing a land exchange deal with Greenbank. The financial implications of this revised development proposal will include the non-recovery of the original capital receipt utilised to acquire the Toys R Us site in March 2018, therefore reducing the amount of capital receipts available to be used in other regeneration projects.

Legal Implications

43. This report proposes a masterplan for the future development of the International Sports Village and the provision of a new velodrome facility, which will require the Council to enter into contractual arrangements for works and services, as well as property transactions

- 44. With regard to the intended property transactions, the Council will need to comply with its rules and procedures for the acquisition of and disposal of land and seek advice where appropriate from its qualified valuer. With regard to the intended procurement of works and services, the Council is required to follow its internal Contract Standing Orders and Procurement Rules internal together with the relevant statutory procurement requirements. This ensure the terms of the transactions represent best value.
- 45. It is expected that further reports will prepared relating to the proposals arising from this report upon which detailed legal and financial consideration, including taxation, and any wider consideration such as Equality duties, will need to be provided in relation to these matters at the relevant time.
- 46. The Cabinet needs to take account of the Council's fiduciary duties to the local residents and taxpayers. As such, proper consideration needs to be given to the risks, rewards and potential future liabilities of the proposals which are the subject of this report.
- 47. The decision about these recommendations has to be made in the context of the Council's public sector equality duties. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The Protected characteristics are: age, gender reassignment, sex, race including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief including lack of belief. If the recommendations in the report are accepted and when any alterative options are considered, the Council will have to consider further the equalities implication and an Equality Impact Assessment may need to be completed.
- 48. 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.
- 49. 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 wellbeing objectives are set out in Cardiff's Corporate Plan 2018-21: http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf
- 50. The wellbeing 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
- 51. 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
- 52. 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.
- 53. 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.

Property Implications

54. At this stage, as the Council is only committing to delivery of the Velodrome track facility and is not seeking authority to deliver any other aspect of the masterplan, there are no specific property implications in respect of this report. The Strategic Estates team will liaise where necessary with Major Projects, Finance and other relevant departments on any property related elements are required to deliver any proposals. Where there are Valuation, Estate Management or Transactional elements necessary to deliver the Velodrome and wider International Sports Village proposals, these should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

HR Implications

55. There are no HR implications arising from this report.

RECOMMENDATIONS

Cabinet is recommended to:

- (i) Approve the new masterplan to complete the leisure attraction at the International Sports Village attached at Appendix 5.
- (ii) Approve in principle the plans for the new Velodrome at the International Sports Village and delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment & Development and

statutory officers to prepare a detailed business case including the appointment of professional advisors, procurement of a contractor and the development of a planning application to be presented back to a future meeting of Cabinet for final approval before entering contracts.

(iii) Delegate authority to the Director of Economic Development in consultation with the Cabinet Member for Investment & Development and statutory officers to prepare a detailed business case for completing the leisure attraction at the International Sports Village as set out in the masterplan at Appendix 5 and the development appraisal at Confidential Appendix 4, including undertaking a soft-market testing exercise relating to the future operation of the site, and to return to a future meeting of Cabinet for final approval.

SENIOR RESPONSIBLE	Neil Hanratty
OFFICER	Director of Economic Development
	12 March 2021

The following appendices are attached:

Appendix 1 - Site Plan Confidential Appendix 2 - Velodrome Programme Confidential Appendix 3 - ISV Stage 1-2 Feasibility Study Confidential Appendix 4 - Financial Summary Confidential Appendix 5 - ISV Master-plan Confidential Appendix 6 – Tax Advice (March 21) Mae'r dudalen hon yn wag yn fwriadol

Equality Impact Assessment Corporate Assessment Template



Appendix 6

SCHOOL ORGANISATION PLANNING: Cathays High School

Updating: Post Statutory Notice

Who is responsible for developing and i Policy/Strategy/Project/Procedure/Serv	
Name: Richard Portas	Job Title: Programme Director
Service Team: Schools Programme	Service Area: Education
Assessment Date: September 2021	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

To inform Cabinet of the responses received following public consultation held from 29 January until 19 March 2021 on the following proposal regarding the expansion and redevelopment of Cathays High School:

- Expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023
- Replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road
- Expand the current Specialist Resource Base (SRB) for learners with Autism Spectrum Condition from 16 to 50 places in purpose-built accommodation in the new school buildings
- Upgrade community facilities in Cathays and Gabalfa through the significantly enhanced school facilities being made available for shared use with the wider local community
- Provide space for the local community to continue to have access to off-road open spaces for informal leisure use, recognising this is the current use at the Maindy site.

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

Officers consulted with a range of stakeholders including pupils, local residents, local schools, Councillors, local community groups and residents on the proposal as set out at section 1.

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Equality Impact Assessment Corporate Assessment Template

The consultation process involved:

- Publication of a bilingual consultation document outlining background, rationale and implications to parents, local childcare providers, Headteachers and Chairs of Governors of nearby schools, all Members of local wards and other stakeholders;
- Publication of a bilingual summary document setting out the main points of the consultation document;
- Publication of information in community languages upon request;
- Consultation meetings via Microsoft Teams with Governors and staff at Cathays High School;
- Consultation meetings via Microsoft Teams with pupil representatives at Cathays High School, Albany Primary School, Allensbank Primary School and Gladstone Primary School;
- An online pupil survey for pupils at Cathays High School;
- Public consultation meetings via Microsoft Teams Live Event at which the proposal was explained and questions answered;
- Drop-in sessions via Microsoft Teams where officers were available to answer questions;
- Letters setting out details of the proposal and where further information could be found were sent to local residents and businesses;
- A consultation response slip for return by post or e-mail, attached to the consultation document
- An online response from at <u>www.cardiff.gov.uk/cathayshighproposals</u>

In line with national Coronavirus restrictions that were in place during the consultation period all meetings took place virtually via Microsoft Teams and Microsoft Teams Live Event platforms.

For stakeholders who did not have access to digital platforms the opportunity to discuss the proposed changes via telephone was available.

The views expressed at Council organised meetings, drop in sessions, telephone calls, and on paper or electronically through the appropriate channels, have been recorded.

Responses to the public consultation included the following concerns:

- The need for school places;
- The level of detailed information available during the consultation;
- The potential impact on open access space;
- The future of the velodrome/BMX track;
- A pre-existing land covenant;
- Existing leisure centre facilities;
- The future use of the existing school site;

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Equality Impact Assessment Corporate Assessment Template

- Potential disruption to the school and wider community during construction;
 - Pupil behaviour and littering and traffic management.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact** [positive/negative/] on younger/older people?

	Yes	No	N/A
Up to 18 years	х		
18 - 65 years	х		
Over 65 years	х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The impact will be positive as the proposals will support the sufficiency of places in high quality learning environments in both mainstream and special provision.

The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to further develop the specialist provision within the school and to increase the number of places available from 16 to 50. This will have a positive impact.

The transfer of the school would allow the indoor facilities at Maindy centre to continue to be provided and, when completed, external sports facilities used by the school during the school day would be made available for wider community use outside of these hours.

What action(s) can you take to address the differential impact?

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment		х	
Physical Impairment		x	
Visual Impairment		x	
Learning Disability		х	

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Equality Impact Assessment Corporate Assessment Template

Long-Standing Illness or Health Condition	Х	
Mental Health	х	
Substance Misuse	х	
Other	х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

What action(s) can you take to address the differential impact?

If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People		х	
(People who are proposing to undergo, are undergoing, or have			
undergone a process [or part of a process] to reassign their sex			
by changing physiological or other attributes of sex)			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

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If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

The proposal would need to ensure compliance with the Council's policies on equal opportunities.

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage		х	
Civil Partnership		х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

N/A

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

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Equality Impact Assessment Corporate Assessment Template

	Yes	No	N/A
Pregnancy		х	
Maternity		х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

The proposal would need to ensure compliance with the Council's policies on equal opportunities.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White		х	
Mixed / Multiple Ethnic Groups		х	
Asian / Asian British		х	
Black / African / Caribbean / Black British		х	
Other Ethnic Groups		Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposal would not have a differential impact upon one particular ethnic group as the provision would be available to all.

Specialist provision in Cardiff for children with complex learning disabilities or

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Equality Impact Assessment Corporate Assessment Template

autism spectrum conditions have a higher than average BME population.

All pupils, of all ethnicities, will continue to have access to specialist provision, in all settings, on an equal basis.

What action(s) can you take to address the differential impact?

The provision being proposed would be accessible to all ethnic groups and compliance with the Council's policies on equal opportunities would need to be ensured.

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		х	
Christian		х	
Hindu		х	
Humanist		х	
Jewish		х	
Muslim		х	
Sikh		х	
Other		х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposal would not have a differential impact upon people with different religions, beliefs or non-beliefs as the provision would be available to all.

What action(s) can you take to address the differential impact?

The senior staff in a school would be best placed to manage diversity in terms of belief. (e.g. provision of a space for prayer).

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men		х	
Women		х	

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Equality Impact Assessment Corporate Assessment Template

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

Maintained school provision admits pupils of both sexes and this would continue to be the case.

The Council's procedure for managing staffing changes arising from the proposal would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		х	
Gay Men		х	
Gay Women/Lesbians		х	
Heterosexual/Straight		х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

Evidence collated by the Stonewall lobby group alleges that Lesbian, Gay, Bisexual people are likely to be discriminated against in workplace recruitment.

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this

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Equality Impact Assessment Corporate Assessment Template

proposal. This would ensure that 21 good practice is followed, including the application of the Council's policies on equal opportunities.

3.10 Socio-economic Duty

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the Socio-economic Duty?

Yes	No	N/A
х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes is expected to have a positive impact on the Socioeconomic Duty.

The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The delivery of 21st Century Learning environments will ensure that there are appropriate, high quality school places for young people, which needs to needs of Cardiff's growing and changing population.

The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education for mainstream of ALN pupils, at Cathays Highs School.

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils.

There is no information available that suggests that the proposals would have a negative effect on pupils who receive Free School Meals.

What action(s) can you take to address the differential impact?

3.11 Welsh Language

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Equality Impact Assessment Corporate Assessment Template

Will this Policy/ Strategy/Project/Procedure/Service/Function have a **differential impact (positive/negative)** on the Welsh Language?

Yes	No	N/A
	Х	

Please give details/ consequences of the differential impact, and provide supporting evidence, if any.

The Council does not expect any differential impact on the Welsh Language from this proposal.

The proposal would not change the number of Welsh-medium secondary school places available in the area.

Welsh is taught in English-medium schools in line with the National Curriculum. This would continue to apply if Cathays High School was expanded.

The Council works closely and constructively with partners on its Welsh Education Forum (WEF). The forum includes representatives of nursery, primary, secondary and further education, childcare, RhAG and the Welsh Government. It actively informs the planning of Welsh-medium places. It also supports the Council's plan to sustainably increase the number of Welsh learners. This includes learners in Welsh-medium schools and those learning Welsh in English-medium schools.

The Council and the Welsh Education Forum are committed to driving the increase in the number of pupils in Welsh-medium education. They aim to meet the targets within Cardiff's Welsh Education Strategic Plan (WESP) and set out in the Welsh Government's Cymraeg 2050 strategy.

The Council monitors birth rates, the number of extra pupils that may come from new housing and the patterns of how many pupils are in Welsh-medium schools. This allows the Council to bring forward suitable plans to deal with any increase in demand.

Forecasts suggest that extra places will also be needed in Welsh-medium secondary schools. Separate proposals will be brought forward to address this. This will be at an appropriate time to ensure there are enough places available.

The Council must make sure that the expansion of school provision is brought forward in a strategic and timely manner.

These proposals do not include opportunities to develop Welsh medium ALN provision. The Council is taking separate steps to expand specialist ALN provision in the Welsh medium sector. This is through the WESP, the Educational Tribunal (ALNET) Act Regional Implementation Plan and the Cardiff

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ALN Strategy.

Since 2016 the number of SRB places for Welsh medium learners has increased from 20 SRB places at Ysgol Coed Y Gof to 60 SRB places between Ysgol Coed Y Gof and Ysgol Gymraeg Pwll Coch. At January 2019, about 25 SRB places will be taken up. There is spare capacity for growth in the Welsh-medium sector of up to 35 places.

In addition to these, a Welsh-medium primary 'wellbeing class' was established in 2016-17. It offers 6 month placements for up to 8 pupils in each year group with significant emotional health and wellbeing needs and 26 assessment/ 'Pupil Referral Unit -type' places.

In January 2018, a secondary 'virtual Pupil Referral Unit' offering specialist support to pupils learning through the medium of Welsh, at risk of exclusion was established, offering places for up to 18 pupils in each year group in the three Welsh medium secondary schools. These are sufficient to meet demand.

The Council is keeping capacity under review and will take steps to extend places in response to pupil needs.

In addition to the establishment of a greater number of places for learners in Cardiff with ALN, the Council are leading on the ALNET Regional Implementation Plan, Priority 7. This is to 'Review and improve Welsh medium provision and specialist support to increase regional capacity to support ALN'.

The objectives are to:

• Analyse how widespread ALN and the level of need are in the Welsh-medium sector. This will look at each local authority across the region (Cardiff, Vale of Glamorgan, Bridgend, Rhondda Cynon Taf, Merthyr);

Map what Welsh-medium provision and support is available across the region;
Increase sharing of good practice for ALN in the Welsh medium sector;

• Ensure that the ALNET Regional Implementation Plan supports and complements regional WESP priorities.

What action(s) can you take to address the differential impact?

4. Consultation and Engagement

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Equality Impact Assessment Corporate Assessment Template

What arrangements have been made to consult/engage with the various Equalities Groups?

The Council's Accessibility Officer would be given the opportunity to comment on the scheme.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	
Disability	
Gender Reassignment	
Marriage & Civil	
Partnership	
Pregnancy & Maternity	
Race	
Religion/Belief	
Sex	
Sexual Orientation	
Socio-economic Duty	
Welsh Language	
Generic Over-Arching	If the proposal were to proceed:
[applicable to all the	
above groups]	compliance with the Council's policies on equal
	opportunities would need to be ensured.
	 an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

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Equality Impact Assessment Corporate Assessment Template

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Rachel Burgess Willis	Date: September 2021
Designation: Project Officer	
Approved By: Brett Andrewartha	
Designation: School Planning Team Manager	
Service Area: Education	

7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 2536 / 3262 or email <u>equalityteam@cardiff.gov.uk</u>

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Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD

CABINET MEETING: 14 OCTOBER 2021



SCHOOL ORGANISATION PROPOSALS: PROVISION FOR CHILDREN AND YOUNG PEOPLE WITH ADDITIONAL LEARNING NEEDS (ALN)

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM: 4

Reason for this Report

- 1. To enable the Cabinet to consider recommendations to hold public consultation on a range of proposals, consistent with the Cardiff 2030 vision for education and learning, to strategically extend and realign special school and Specialist Resource Bases which would provide:
 - 136 additional Secondary and post-16 Emotional health and wellbeing needs (EWHN) places
 - 139 additional Secondary age Complex Learning and Autism Spectrum Condition places
 - 42 additional Age 3-19 Complex Learning and Autism Spectrum Condition places
 - 150 additional Primary Complex Learning and Autism Spectrum Condition places

Background

- 2. At its meeting on the 12 of October 2017, the Cabinet received a report 'Developing the School Estate' which outlined the challenges and opportunities facing Cardiff in the development of the education estate.
- The report outlined the sufficiency, suitability and condition issues in Cardiff which provide the basis of the funding request from Cardiff to Welsh Government under the 21st Century Schools Band B Programme. A copy of the 14 December 2017 Cabinet Report is included at Appendix 1.
- 4. The Band B Programme seeks to address the most acute sufficiency and condition issues in Cardiff. Four special schools are identified for redevelopment: Riverbank Special School and Woodlands High School, for pupils with complex learning needs/ autism, and The Court School and Greenhill School, for pupils with emotional health and wellbeing needs.

- 5. Proposals in relation to Riverbank and Woodlands were agreed by the Welsh Minister on 21 July 2020.
- 6. At its meeting on 15 July 2021 the Cabinet authorised officers to consult on proposals for The Court Special School and the establishment of Specialist Resource Base provision at Moorland Primary School for learners with complex learning needs. A copy of the 15 July 2021 Cabinet Report is included at Appendix 2.
- 7. This report brings forward the proposals to expand Emotional Health & Wellbeing provision for secondary age and post 16 learners, identified in the Council's 21st Century Schools Band B programme, to address the shortfall of places and to provide the best opportunities for learners.
- 8. While the 21st Century Schools Band B Programme will provide opportunities to address special school sufficiency issues, there will also be a need to take steps to extend provision to meet demand for places beyond this.

Achieving Cardiff's Learning Entitlement Goal

- 9. Cardiff's 2030 vision for education and learning in Cardiff sets a goal of A Learning Entitlement, in which all children and young people are able to access appropriate routes into education and learning opportunities that enable them to achieve, thrive and realise their individual dreams and ambitions. In order to improve outcomes for Cardiff's most vulnerable learners, many of whom face barriers to engagement in education and learning, addressing inequality is key.
- 10. An effective, inclusive approach to supporting ALN in Cardiff includes the following principles:
 - Schools and settings that deliver an innovative curriculum with effective whole school approaches to teaching and learning; emotional health and wellbeing.
 - Excellent specialist services to enhance the capacity of schools and other settings to include children and young people with a range of ALN
 - Effective early identification and research-based intervention to prevent the escalation of ALN wherever possible
 - High levels of accessibility in every school building with sufficient flexible accommodation in every school appropriate to the age and stage of learning
 - Strong partnerships to ensure a holistic, collaborative response to a child or young person's ALN (including health, children and adult services, early years and FE providers)

- Effective multi-agency transition planning at every stage, from early years through to primary, secondary, post 16 and adult destinations, to support admission without delay
- 11. The number of children requiring specialist placement as a result of their learning disabilities has been increasing in Cardiff over the last 5 years, and steps were taken in 2018 to increase the number of specialist places available.
- 12. The proposals identified within this report seek to improve access to education from early years, through to Post 16 education, consistent with the above principles of inclusion. The expansion of specialist provision brings forward effective pathways for specific groups of learners who face greater challenges, including Children Looked After, young people educated other than at school (EOTAS) and pupils eligible for free school meals who are disproportionately represented in specialist provision.
- 13. The proposed expansion of special school and specialist resource base provision provides a strategic solution that focuses on sustainable growth of established and successful specialist provision and reduces the Council's reliance on out of county and independent placements in coming years.
- 14. The development of purpose-built accommodation, and the adaptation of existing buildings to extend successful provision, greatly improves accessibility to meet the needs of learners.
- 15. The overall increase in provision, to more closely match the projected need for places, would enable a greater number of learners to be placed in provision that is within or closer to their local community, to reduce travel times for those learners, and in turn reduce the average cost per learner of travel to school.

Issues

Sufficiency in the Special Sector

- 16. Cardiff Council is committed to the principles of inclusion and recognises that the majority of children and young people with additional needs are best supported in their local mainstream schools. The Council will continue to provide support, training and resources to schools, promote the sharing of best inclusive practice and ensure that learners with ALN access effective support in their local school.
- 17. However, it is recognised that in order to thrive and fulfil their potential, children and young people with the most complex Additional Learning Needs require access to the specialist environments and expertise of a special school or Specialist Resource Base.
- 18. At present, both primary and secondary schools in Cardiff host specialist resource base provision. Some are designated to support children with complex learning needs who require a specialist curriculum taught in a

small class environment and some are designated for learners with autism or hearing impairments who require specialist support to access mainstream learning, with access to a nurturing base for some learning and unstructured time.

- 19. The purpose of a Specialist Resource Base (SRB) is to enable learners with learning difficulties to succeed in a mainstream school environment. Pupils are taught in a small class by specialist staff and benefit from a specialist curriculum, while benefiting from the full range of education opportunities available to all pupils at the school.
- 20. In 2020-21, a total of 1,116 places were funded in specialist resource bases or special schools, while the wellbeing and speech and language classes had capacity for up to 48 primary learners on temporary placements and 90 places in the Pupil Referral Unit.
- 21. Whilst there are a number of existing specialist settings across Cardiff, there are currently insufficient places available. This insufficiency of places compared to need is projected to increase over coming years.
- 22. Owing to insufficient places in Cardiff maintained special schools, the Council has also funded some places at special schools maintained by other LAs, or in independent schools. In addition, the Council is responsible for funding additional support or specialist placement provided by other local authorities for children looked after who are placed out of area. The total spend on all 'out of county' provision, was £6.3m in 2020-21. The budget for 2021-22 is currently set at £7.3m.
- 23. Spending on independent places and special school places in neighbouring local authorities has grown to c£3.8m in 2020/21, of which c£2.5m has funded places in specialist provision for those learners with Emotional Health & Wellbeing Needs. Some of these may have been able to be placed at Greenhill Special School if a greater number of places were available. Without investment in additional places, this figure would be expected to grow significantly in future years.
- 24. The majority of learners with Additional Learning Needs attend a local mainstream school, and benefit from effective Additional Learning Provision, without the need for special school or Specialist Resource Base places. However, the number of pupils with severe and complex needs, requiring a place in a special school or specialist resource base has continued to grow due to:
 - Pupil population growth, especially at primary phase, with the larger primary cohorts now moving through to secondary phase
 - Improved survival rates for children born with significant disabilities, resulting in a higher incidence of severe and complex disabilities. Cardiff schools are highly inclusive, and the extent to which pupils' additional learning needs can be met in their local schools has increased steadily; however, the increased complexity of the population has meant that the need for specialist provision has

continued to grow, and the range of expertise, specialist support and facilities required in special schools and SRBs has also increased.

- Increased incidence and identification of specific needs such as autism, Attention Deficit & Hyperactivity Disorder (ADHD), physical disabilities and sensory impairments
- Higher incidence of children and young people with emotional health and wellbeing needs, a trend which pre-dates COVID 19, but has been exacerbated by school closures and other measures to manage the pandemic
- 25. At the end of March 2021 there were 2,265 learners in Cardiff whose Additional Learning Needs were identified in a statement, which sets out their needs and the support they require. As the population grows, so will the number of children and young people with significant and complex Additional Learning Needs.

Demand for places

- 26. The development of specialist provision in Cardiff has not kept pace with the growth in needs and demand for places. This has resulted in a deficit of approximately 370 places in 2020-21. The deficit is predicted to grow to approximately 485 by 2025-26 if no further provision is developed. Information regarding projections and forecasts and the methodologies used to establish likely demand are set out in Appendix 3.
- 27. The below table provides a summary of the current and projected deficit of specialist places.

Table: City-wide special school and SRB capacity 2021/2022 and projected deficit of places (including 10% allowance for growth)

	Capacity 2021-22	Projected deficit 2021-22	Projected deficit 2025-26
Primary complex learning and Autism Spectrum Condition	472	89	108
Primary Emotional Health and Wellbeing Needs	90	28	38
Secondary complex learning and Autism Spectrum Condition	556	82	123
Secondary Emotional Health and Wellbeing Needs	172	182	211
Post 16 Emotional Health and Wellbeing Needs	8	19	28
Total	1,298	400	508

28. The 21st Century Schools Band B Programme sets out proposals to provide additional places at four schools, Proposals for Riverbank

Special School and Woodlands High School were approved by welsh Government in September 2019 and will provide 42 and 100 additional places respectively. The Council is consulting in autumn 2021 on proposals to provide 30 additional places at The Court School and to establish a new Specialist Resource Base of 20 places at Moorland Primary School. These proposals will reduce the projected deficit by 190 places but will not deliver additional places for some time.

- 29. The shortfall in Cardiff maintained specialist provision has led to significant growth in pupils in education other than at school (EOTAS), continued over-reliance on places in the independent sector and pupils supported in mainstream schools while awaiting placement.
- 30. The majority of Cardiff parents of children who require specialist placement express a preference for places in Cardiff special schools or Specialist Resource Bases for their child.
- 31. Whilst the Council works closely with the independent sector and with other Local Authorities to ensure there are sufficient appropriate placements to support the Council in fulfilling its statutory responsibilities, there is a further risk that there would be insufficient places in future, especially for primary aged pupils. Over-reliance on the sector could therefore result in the Council being unable to fulfil statutory responsibilities.
- 32. The shortfall in Cardiff's specialist provision has resulted in:
 - Significant continued reliance on places in the independent sector and in neighbouring Local Authorities
 - Some learners remaining in mainstream schools with high levels of support, contributing to the significant growth in the cost of mainstream statements
 - A number of learners with highly complex needs who would be better placed in special schools, attending SRBs. While the bases have the expertise to meet the needs of these learners, the pupils themselves receive little benefit from placement in a mainstream environment and this over-reliance on SRBs reduces the places available for learners who need and can benefit from an SRB.
 - Increased risk of appeals to Tribunal

Secondary and Post 16 Emotional Health and Wellbeing Needs provision

- 33. In 2021/22 there are a total of 172 secondary age (age 11-16) specialist emotional health and wellbeing needs places in Cardiff maintained schools (Including EOTAS commissioned places).
- 34. Taking account of all children requiring such a placement, including those placed out of county, and in mainstream awaiting specialist placement, the total demand for places is estimated to be circa 322 in 2021/2022, projected to rise to 348 by 2025/2026.

- 35. Allowing for a 10% surplus to support flexibility, capacity is required for 354 pupils in 2021/22, and 383 places by 2025/ 2026. In summary, there is an estimated deficit of 182 secondary places in 2021/ 2022, rising to 211 by 2025/ 2026.
- 36. Until 2018, Cardiff did not maintain any post-16 places for emotional health and wellbeing needs, however pupils funded in the independent sector often remain to age 19 (Year 14). Eight Post-16 places were established at Greenhill following formal consultation in 2018. The number of learners enrolled has already risen to 15 in 2021/2022. There is an estimated deficit of 19 places in 2021/2022, rising to 28 by 2025/2026.
- 37. It is difficult to accurately predict demand for places in this age group, but it is known that the majority of special school pupils are not able to sustain a successful transition to an FEI or to employment at age 16.
- 38. Secondary special school provision should include post-16 provision with capacity for the majority of Key Stage 4 pupils to stay on until they are age 18 or 19 i.e. a special school for 56 Key Stage 3 and 4 learners should include 24 post-16 places.

Secondary and post 16 Complex Learning and Autism Spectrum Condition provision

- In 2020/21 there is a total of 461 secondary age and post-16 specialist Complex Learning and Autism Spectrum Condition places in Cardiff maintained schools.
- 40. Taking account of all children requiring such a placement, including those placed out of county, and in mainstream awaiting specialist placement, the total demand for places is estimated to be circa 580 in 2021/2022, projected to rise to 629 by 2025/2026.
- 41. Allowing for a 10% surplus to support flexibility, capacity is required for 638 pupils in 20/21, and 692 places by 2025/ 2026. In summary, there is an estimated deficit of 177 places in 2021/ 2022, reducing to 131 places by 2025/ 2026.

Primary Complex Learning/ and Autism Spectrum Condition provision (age 4-11)

- 42. In 2021/ 2022 Cardiff maintains 413 primary special school and Specialist Resource Base places for children with complex learning needs or autism. Projects previously agreed by Cabinet, to extend and rebuild Riverbank Special School and to establish a Specialist Resource Base at Ysgol Gymraeg Pwll Coch, will increase the total to 465 places by 2025.
- 43. Taking account of all children requiring such a placement, including those placed out of county, and in mainstream awaiting specialist

placement, the true demand for places is estimated to be circa 510 in 2020/ 2021, rising to 547 by 2025/ 2026.

- 44. Allowing for a 10% surplus to support flexibility, capacity is required for 550 pupils in 2020/ 2021, and 602 pupils by 2025/ 2026.
- 45. In summary, there is an estimated deficit of 148 in 2021/2022. If there were no further growth beyond current plans in relation to Riverbank Special School and Ysgol Gymraeg Pwll Coch, a deficit of circa 137 places will remain in 2025/2026.
- 46. The Cabinet, at its meeting in July 2021, authorised officers to consult on proposals to establish a Specialist Resource Base at Moorland Primary School. This additional provision would reduce the projected deficit by 20 places, and would improve the geographical distribution of provision in the south of the city.
- 47. Additional information, regarding projections and forecasts and the methodologies used to establish likely demand are set out in Appendix 2.

Proposed Schemes

- 48. The Council has taken, and will continue to take, a range of steps to increase provision within existing accommodation and designated numbers wherever possible. Such actions do not require formal consultation unless they require a 'regulated alteration'.
- 49. The proposed schemes set out below require 'regulated alterations'. Under the Schools Standards and Organisation (Wales) Act 2013, a Local Authority can make proposals to make regulated alterations and is required prior to publishing its proposals to undertake a consultation on those proposals in accordance with section 48 of that Act and the School Organisation Code.
- 50. Any proposals must be the subject of full and fair consultation and due regard must be had by the Cabinet to the responses before a final decision is taken.
- 51. Admissions to Special School and Specialist Resources Bases are managed by the Council. Admission is subject to a statement of Special Educational Need and is managed by the Council, in line with the SEN Code of Practice for Wales, which will be replaced by the ALN Code from September. All types of provision offer places to pupils from across the city.
- 52. The Council has identified a number of proposals that would increase the number of ALN places at existing provision as follows:
 - increase the capacity of Greenhill Special School from 64 to 160 places. The school would transfer to new build accommodation across two sites at the Ty Glas in Llanishen and the Dutch Garden Centre site with 80 places on each site from September 2025

- establish a 20-place Specialist Resource Base for emotional health and wellbeing at Cardiff West Community High School from September 2022
- establish a 20-place Specialist Resource Base for emotional health and wellbeing at Eastern High from September 2022
- increase the designated number of the Llanishen High School Autism Specialist Resource Base from 20 to 45 places from September 2022
- increase the designated number at The Marion Centre Specialist Resource Base from 42 to 66 places from September 2022
- increase the designated number of the Whitchurch High School Specialist Resource Base from 70 to 100 places from September 2022
- establish a 30 place Specialist Resource Base for complex learning needs at Willows High School from September 2023
- establish a 30 place Autism Special Resource Base alongside the existing 30 place Specialist Resource Base at Ysgol Gyfun Gymraeg Glantaf from September 2023
- increase the designated number of Ty Gwyn Special School from 198 to 240 from September 2022
- increase the designated place number of the Specialist Resource Base at Llanishen Fach Primary School from 20 to 30 places from September 2023
- increase the designated number at Marlborough Primary School Specialist Resource Base from 20 to 30 from September 2022
- increase the designated place number of Meadowbank Special School from 40 to 98 from September 2022
- increase the designated number at the Pentrebane Primary School Autism Specialist Resource Base from 20 to 24 spaces from September 2022
- increase the designated number at Springwood Primary School Autism Specialist Resource Base from 20 to 28 from September 2022
- increase the designated number of The Hollies Special School from 90 to 119 from September 2022
- further increase the designated number of The Hollies Special School from 119 to 150 from September 2023
- 53. These proposals would provide:
 - 136 additional Secondary and post-16 Emotional health and wellbeing needs (EWHN) places
 - 139 additional Secondary age Complex Learning and Autism Spectrum Condition places
 - 42 additional Age 3-19 Complex Learning and Autism Spectrum Condition places
 - 150 additional Primary Complex Learning and Autism Spectrum Condition places
- 54. Details of the proposed changes are set out at paragraphs 53 135.

Secondary age and Post 16 Emotional Health and Wellbeing proposals

Greenhill Special School

- 55. Greenhill Special School is a 64 place special school for city-wide learners aged 11 – 19. All of the children have significant Emotional Health and Wellbeing Needs (the PLASC designation is Behaviour Emotional and Social Difficulties – BESD).
- 56. The Council consulted on proposals to extend the age range of the school from 11-16 to 11-19, and to increase the capacity of the school from 56 places to 64 places, in spring 2018 and the proposals were determined by the Welsh Government in November 2018.
- 57. All pupils enrolled at Greenhill Special School have a statement of special educational needs. The statutory assessment process for these young people has identified that their additional learning needs cannot be met in a less specialised environment.
- 58. The purpose of Greenhill Special School is to provide a specialist learning environment and curriculum, where learners can fulfil their potential.
- 59. To meet the increasing demand for secondary special school places for learners with emotional health and wellbeing needs it is proposed to:
 - increase the capacity of Greenhill Special School from 64 to 160 places. The school would transfer to new build accommodation across two sites at the Dutch Garden Centre site, Maes Y Bryn Road (near to M4 J30) and Ty Glas Road in Llanishen, with 80 pupils on each site from September 2025.
- 60. An expansion of Greenhill over two sites, each of 80 places, would support the school to further develop its curriculum and would enable it to transform learning opportunities for a greater number of Cardiff's most vulnerable learners in a purpose built, 21st Century specialist learning environment.

Land matters relating to Greenhill Special School

Existing site

- 61. The Council has appraised a number of sites city-wide that would most suitably accommodate replacement of and expansion of the current Greenhill School. Given the land requirement to deliver schools compliant with Building Bulletin 102, the search has been expanded to land not currently in within the ownership of the Council.
- 62. In the context of the specific needs of the learners accessing such provision, both class sizes and overall site capacities are subject to reduced limits compared to mainstream schools. The expansion of Greenhill to accommodate up to 160 learners aged 11-19, as 80 places

each on two sites, therefore provides the most appropriate organisation of places.

- 63. The existing school site measures approximately 2.7Ha and accommodates up to 64 learners. Whilst this site is sufficiently large to accommodate part of the future proposed capacity of Greenhill, site constraints make this site difficult to develop as a replacement fit-for purpose 21st Century school whilst pupils remain on site.
- 64. Construction of a new school on-site, or redevelopment of the existing school, would impact teaching and learning and would be excessively disruptive to the vulnerable learners on a very confined area of the site. The proximity of the works to the existing school building would cause significant disruption, and this would be exacerbated for those students with sensory issues. Much of the Greenhill curriculum is delivered outdoors, so the overall ability to operate effectively to meet the needs of these learners would be greatly compromised for an extended period of time.
- 65. The redevelopment of the Greenhill site for a replacement school has therefore been discounted.
- 66. It is anticipated that the existing site of Greenhill School would be disposed of for capital receipt at the end of the build programme.

Dutch Garden Centre site

- 67. In February 2018, the Council's cabinet agreed the acquisition of land adjacent to Junction 30 of the M4, occupied by the Dutch Garden Centre, in order to secure an important strategic site. The Cabinet Report of 15 February 2018 is attached as Appendix 4. The total site area measures c2.84Ha.
- 68. The site is located outside of the existing settlement boundary but has an established mixture of buildings to include a functional garden centre, storage facilities and small businesses.
- 69. The Cabinet Report outlined that subject to planning permission, the site had a number of potential uses to satisfy Council requirements to include Additional Learning Needs / Special Education Needs school facilities. Due to its location on the edge of the city boundary, the site would benefit from the wide catchment area served by such schools including the provision of out-of-county placements. It was also noted that the designation of the area as Green Wedge, rather than Green Belt, was significant in that it would allow the status of the area to be reviewed every time the Local Development Plan is reviewed. Notwithstanding the above, any proposal would need to be considered against up to date policy and have regard to all relevant planning considerations.
- 70. The site is presently occupied by commercial tenants on short-term agreements, which would enable the Council to bring forward proposals without significant delay.

71. In order that this site may be considered for redevelopment, further feasibility work and the relevant assessments for its location have been undertaken. Findings from these reports suggests that a new-build school on this site would need to be designed with sympathetic build materials and landscaping consistent with its location. The design and landscaping would also need to demonstrate planning acceptability in terms of impact on the landscape character and quality. In order to establish the principle of development at this location a full justification regarding the site's location within the green wedge will need to be provided along with details to address all relevant planning considerations.

Ty Glas site, Llanishen

- 72. The Council was presented with an opportunity to secure a strategic site in north Cardiff on Ty Glas Road extending to c7.2Ha which is in third party ownership. The acquisition of this site was subject to a separate Cabinet report in September 2021, a copy of which is attached as Appendix 5.
- 73. The site lies within the settlement boundary and subject to addressing all material considerations, it is considered that the principle of developing the site for educational use can be justified. The site does have a number of constraints but with appropriate investigation and mitigation it is considered that this site would be an excellent location for both mainstream secondary school provision and Additional Learning Needs education provision.
- 74. As part of feasibility studies undertaken, The Council's Traffic & Transport Department encourages and supports new access proposals for both the ALN and secondary provision, noting the site provides an opportunity to redesign accesses in more appropriate locations, and linking this site to the wider community with sustainable transport and active travel measures.
- 75. Site size & phasing will be reviewed against any constraints, but there is an opportunity to accommodate an 80 place school for pupils with social, emotional and behavioural issues, and mainstream secondary school provision. The ALN school falls within Band B of the Council's and Welsh Government's 21st Century Schools programme, and any future development on the site is likely to fall under the Band C programme.

Cardiff West Community High School Emotional Health and Wellbeing Base

- 76. Cardiff West Community High School is an English-medium community high school for pupils aged 11-18. The school is located at Penally Road, Caerau.
- 77. To meet the increasing demand for secondary specialist resource places for learners with emotional health and wellbeing needs it is proposed to:

- establish a 20 place Specialist Resource Base for emotional health and wellbeing needs at Cardiff West Community High School from September 2022.
- 78. It is proposed that the newly established base would be accommodated within the existing school buildings.

Eastern High Emotional Health and Wellbeing Base

- 79. Eastern High is an English-medium community high school for pupils aged 11-16. The school is co-located with Cardiff & Vale College post-16 provision at Trowbridge Road, Trowbridge.
- 80. To meet the increasing demand for secondary specialist resource places for learners with emotional health and wellbeing needs it is proposed to:
 - establish a 20 place Specialist Resource Base for emotional health and wellbeing needs at Cardiff West Community High School from September 2022.
- 81. It is proposed that the newly established base would initially be accommodated within the existing buildings shared by Eastern High and Cardiff and Vale College, with later works to be undertaken to provide additional accommodation and facilities.

Secondary Complex Learning Needs and Autism Spectrum Condition proposals

Llanishen High School

- 82. Llanishen High School is an English-medium community high school for pupils aged 11-19. The school hosts an Autism Spectrum Condition base and base for hearing impaired learners. The school is located at Heol Hir in Llanishen.
- 83. The designated number for the Autism Spectrum Condition base is 20, however, there are currently 45 learners on roll who access the base.
- 84. To meet increasing demand for secondary specialist resources places for learners with Autism Spectrum Condition it is proposed to:
 - increase the designated number of the Llanishen High School Autism Spectrum Condition Specialist Resource Base from 20 to 45 places from September 2022
- 85. Interim works have been undertaken and further works would be necessary to improve and extend the current Specialist Resource Base facilities and accommodation.
- 86. No changes are proposed in relation to the school's Specialist Resource Base for learners with a hearing impairment.

Marion Centre, The Bishop of Llandaff Church in Wales High School

- 87. The Bishop of Llandaff is an English-medium Church in Wales High School for pupils aged 11-18. The school hosts a Specialist Resource Base, named the Marion Centre, designated for pupils with autism. The School is located at Rookwood Close in Llandaff.
- 88. The designated number for the centre is 42 however there are currently 66 learners on roll.
- 89. To meet the demand for secondary specialist resource places for learners with complex learning needs it is proposed to:
 - increase the designated number at The Marion Centre Specialist Resource Base from 42 to 66 places from September 2022.
- 90. It is proposed that the current Specialist Resource Base accommodation would be improved and refurbished, creating additional classrooms and learning spaces.
- 91. As set out in the School Organisation Code (011/2018), the governing bodies of voluntary schools may make proposals to make a regulated alternation to their school. The proposed increase in the designated number would constitute a regulated alteration. The Governing Body of the school would therefore be required to undertake a public consultation prior to the publication of any proposal.
- 92. The Governing Body of the school has agreed that the consultation process required for the proposed regulated alterations be supported by the Council. Following consultation, the Governing Body would be required to issue a consultation report, responding to issues raising during the consultation, and may then proceed to publish its statutory proposals.

Whitchurch High School

- 93. Whitchurch High School is an English-medium Foundation school for pupils aged 11-18. The school hosts a Specialist Resource Base designated for complex learning needs. The school is located over two sites at Manor Way and Penlline Road in Whitchurch.
- 94. The designated number for the base is 70 however there are currently 96 learners on roll.
- 95. To meet the demand for secondary Specialist Resource Base places for learners with complex learning needs it is proposed to:
 - increase the designated number at Whitchurch High School Specialist Resource Base from 70 to 100 places from September 2022.

- 96. Works have been undertaken by the school to extend and improve the current Specialist Resource Base accommodation to facilitate the additional pupils.
- 97. As set out in the School Organisation Code (011/2018), the governing bodies of Foundation schools may make proposals to make a regulated alternation to their school. The proposed increase in the designated number would constitute a regulated alteration. The Governing Body of the school would therefore be required to undertake a public consultation prior to the publication of any proposal.
- 98. The Governing Body of the school has agreed that the consultation process required for the proposed regulated alterations be supported by the Council. Following consultation, the Governing Body would be required to issue a consultation report, responding to issues raising during the consultation, and may then proceed to publish its statutory proposals.

Willows High School

- Willows High School is an English-medium community high school for pupils aged 11 – 16. The school is currently located at Willows Avenue, Tremorfa.
- 100. At its meeting on 23 September 2021 the Cabinet agreed to proceed with the Band B 21st Century Schools Programme proposals to transfer the school to new build accommodation at Lewis Road, Splott. It is anticipated that the new buildings would be completed in September 2025.
- 101. To meet increasing demand for secondary Specialist Resource Base places for learners with complex learning needs it is proposed to:
 - establish a 30 place Specialist Resource Base at Willows High School from September 2023
- 102. Consistent with the proposals to establish a Specialist Resource Base for primary age learners at Moorland Primary School within the catchment area of Willows High School, as set out in paragraph 30, this additional provision would improve the geographical distribution of provision in the south of the city.
- 103. It is proposed that works would be undertaken to adapt existing accommodation within the school to accommodate the Specialist Resource Base from September 2023, and purpose-built accommodation would also be developed as part of the new Willows High School.

Ysgol Gyfun Gymraeg Glantaf

104. Ysgol Gyfun Gymraeg Glantaf is a Welsh-medium community high school located at Bridge Road in Llandaff North for pupils aged 11-18.

The school hosts a Specialist Resource Base designated for complex learning disabilities.

- 105. To meet the increasing demand for secondary Specialist Resource Base places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector it is proposed to:
 - establish a 30 place Autism Spectrum Condition Specialist Resource Base, alongside the existing 30 place Learning Resource Base, from September 2023
- 106. It is proposed that new accommodation would be developed on site to provide purpose-built facilities for both resource bases.

3-19 Complex Learning Needs and Autism Spectrum Condition places

Ty Gwyn Special School

- 107. Ty Gwyn is a special school located at Vincent Road in Caerau and is designated to provide 198 places for learners aged 3-19 with complex learning disabilities and autism spectrum conditions. The school has been federated with Riverbank Special School and Woodlands High School, as the Western Learning Campus Federation, since January 2018.
- 108. The Council consulted on proposals to increase the capacity of the school from 150 places to 198 places in spring 2018 and the proposals were determined in July 2018.
- 109. To meet the increasing demand for primary and secondary special school places for learners with complex learning disabilities or Autism Spectrum Condition it is proposed to:
 - increase the designated number of Ty Gwyn Special School from 198 to 240 places from September 2022.
- 110. It is proposed that the school would expand by adapting the former Trelai Youth Centre to provide additional accommodation and facilities.

Primary Complex Learning Needs and Autism Spectrum Condition proposals

Llanishen Fach Primary School

- 111. Llanishen Fach Primary School is an English-medium community primary school for pupils aged 3 – 11. The school hosts a 20 place Specialist Resource Base for children with complex learning needs. The school is located at Heol Uchaf, Rhiwbina.
- 112. The designated number for the base is 20 and there are 19 pupils on roll at present.

- 113. To meet increasing demand for primary Specialist Resource Base places for learners with complex learning needs it is proposed to:
 - increase the designated place number of the Special Resource Base at Llanishen Fach Primary School from 20 to 30 places from September 2023.
- 114. It is proposed that works would be undertaken to provide new accommodation and facilities, to facilitate the growth of the resource base.

Marlborough Primary School

- 115. Marlborough Primary School is an English-medium community primary school for pupils aged 3-11. The school hosts a Specialist Resource Base, for pupils with moderate, severe and complex learning difficulties. The school is located at Blenheim Road, Penylan.
- 116. The designated number for the base is 20, however there are 28 pupils on roll.
- 117. To meet the increasing demand for primary specialist resource places for learners with moderate, severe and complex learning difficulties it is proposed to:
 - increase the designated number at the Marlborough Primary School Specialist Resource Base from 20 to 30 places from September 2022.
- 118. Works have been undertaken to adapt existing accommodation within the school to increase the capacity of the resource base and to provide a sensory room.

Meadowbank Special School

- 119. Meadowbank is a special school designated for up to 40 places for pupils aged 4-11 with speech language and communication needs and complex learning disabilities. The school is located in Llandaff North and admits pupils from across the authority. The number on roll at the school currently stands at 50.
- 120. To meet demand for primary special school places for complex learning disabilities, it is proposed to:
 - increase the designated number of Meadowbank Special School from 40 to 98 places from September 2022
- 121. It is proposed that works would be undertaken to provide new accommodation and facilities, and adaptation of the existing accommodation, to facilitate the growth of the school.

Pentrebane Primary School

- 122. Pentrebane Primary School is an English-medium community primary school for pupils aged 3-11. The school hosts a primary Autism Spectrum Condition Specialist Resource Base. The school is located at Beechley Drive, Pentrebane.
- 123. The designated number for the base is 20, however there are 24 pupils on roll.
- 124. To meet the increasing demand for primary specialist resource places for learners with ASC it is proposed to:
 - increase the designated number at the Pentrebane Primary School Autism Spectrum Condition Specialist Resource Base from 20 to 24 places from September 2022
- 125. It is proposed that works would be undertaken to improve and extend facilities and accommodation.

Springwood Primary School

- 126. Springwood Primary School is an English-medium community primary school for pupils aged 3-11. The school hosts a primary Autism Spectrum Condition Specialist Resource Base. The school is located at Circle Way Llanedeyrn.
- 127. The designated number for the base is 20, however there are 28 pupils on roll.
- 128. To meet the increasing demand for primary specialist resource places for learners with Autism Spectrum Condition it is proposed to:
 - increase the designated number at Springwood Primary School Autism Spectrum Condition Specialist Resource Base from 20 to 28 places from September 2022.
- 129. Works have been undertaken to improve and adapt existing accommodation within the school.

The Hollies Special School

- 130. The Hollies is a special school designated to provide 90 places for learners aged 4-11 with Autism Spectrum Conditions and physical and medical needs. The school is located at Bryn Heulog in Pentwyn.
- 131. The demand for specialist places at the school for leaners with physical and medical needs has fallen over several years, while the city-wide demand for places for children with Autism Spectrum Conditions as increased. All pupils at the school are those with Autism Spectrum Conditions.

- 132. The Council consulted on proposals to extend the age range of The Hollies School from 4-11 to 4-14 and increase the designated place number to 138 in 2018 but these proposals were not progressed.
- 133. The designated number for the school is 90, however there are 119 pupils on roll.
- 134. To meet increasing demand for special school places for learners with Autism Spectrum Conditions it is proposed to:
 - increase the designated number of The Hollies Special School from 90 to 119 places from September 2022
 - further increase the designated number of The Hollies Special School from 119 to 150 places from September 2023.
- 135. It is proposed that the school buildings would be extended to provide additional classrooms, in addition to works that are currently underway to improve existing facilities and to establish additional classrooms in the existing accommodation.

Health provision

- 136. The proposals to expand specialist provision at the above school sites will have implications for health and other specialist services, working in partnership with schools to meet Additional Learning Needs. An additional factor is the ALN Reform Act 2018, which will introduce new responsibilities for health, education and social care to work together to coordinate assessment and provision. The Act 2018 will be implemented over a three-year period, beginning in September 2020.
- 137. In order to address these challenges together, the local authority and Cardiff and the Vale University Health Board are undertaking a joint review of health and specialist provision in Cardiff special schools and pupil referral units. The findings of the review, overseen by a project group of representatives from health, education, social services, schools, and parents, will inform the design of the specialist provision.

Addressing Condition and Suitability

- 138. Cardiff has a very large education estate, with over 127 school properties. Many sites comprise of multiple blocks, constructed during different decades. A large number of primary, secondary and special schools are in a poor state of repair.
- 139. Approximately £17m, or 14%, of maintenance and condition issues of the estate have been addressed through Band A of the 21st Century Schools investment programme. There has been significant investment in the construction of two new high schools in the East and West of the City, new primary school provision and suitability works undertaken in primary schools.

- 140. This nonetheless leaves a significant maintenance backlog of approximately £68m, of which circa £8m is Equality Act 2010 compliance. The Local Authority's current spend on school asset renewal has been circa £4.7m per annum. In 2018-2019, the Council allocated an additional £25m of funding over the next 5 years to the school's asset renewal budget. This resource is allocated on a priority basis and is predominantly limited to keeping properties safe and watertight.
- 141. As part of the prioritisation of schools within the Band B programme, all properties across the school estate were given a rating from A to D for the following issues, with D being the worst category:
 - Sufficiency of places available;
 - Condition of the school buildings;
 - Suitability of the environment for teaching.
- 142. Greenhill Special School is rated C for condition and D for suitability, with 'unsuitable' learning environments, which seriously inhibit the school's capacity to deliver the curriculum.
- 143. Replacing and significantly expanding this school is therefore essential if the Council is to fulfil its statutory responsibility to provide appropriate education for children with Additional Learning Needs.

Admissions Arrangements

144. The Council would manage admissions to each of the special schools and Special Resource Bases in accordance with the ALN Code.

Impact of the proposals on the Welsh Language

- 145. The level of special educational needs/ additional learning needs in the Welsh-medium sector has historically been lower than in the English medium sector. This has been changing over the last 4-5 years, with schools reporting an increased incidence of Additional Learning Needs, in all areas of need.
- 146. A review of Additional Learning Needs provision in the Welsh-medium sector was undertaken with Welsh medium schools in 2016 to inform the Welsh in Education Strategic Plan (WESP). Schools reported a small but significant number of examples of pupils with Additional Learning Needs leaving the Welsh-medium sector in order to access specialist resource bases or special schools. 7
- 147. There was also some anecdotal evidence to suggest that some families who would otherwise choose Welsh-medium education opt instead for English medium if their child has Additional Learning Needs, through concern that their child may need to transfer to the specialist sector at a later date.
- 148. Through the WESP, Cardiff has invested in specialist provision in the sector, including some capacity to respond to growing demand and to

generate more confidence in the availability of specialist provision in the sector.

- 149. A new primary base was established at Ysgol Gymraeg Pwll Coch, within the catchment area of Ysgol Gyfun Gymraeg Glantaf, where the secondary base is established. The two bases cater for learners with severe learning difficulties, providing a specialist curriculum and supporting a range of secondary needs including physical and medical needs, speech and language difficulties and autism.
- 150. In 2021 there is growing demand for resource bases for pupils with autism, who are average to high achievers, and would need a more integrative model of support than that provided by the two existing bases. There are currently 8 secondary aged learners, and 15 primary aged learners who would benefit from placement in an Autism Spectrum Condition base. This is a short term priority, given the risk that if current placements fail, the only option would be to offer a transfer to an English medium setting.
- 151. A primary wellbeing class has been established, hosted at Ysgol Gynradd Pen y Groes. The wellbeing class works flexibly to address needs in different age phases, or to provide an outreach model, depending on current need. 81. To support emotional health and wellbeing needs in secondary phase, a 'virtual' base/ Pupil Referral Unit has been piloted across the three secondary schools, starting in 2018. The pilot is due for further review in 2021.
- 152. The priority is to ensure the three schools have adequate facilities and accommodation to provide effective Step 3 and 4 provision, complemented by the virtual base/ Pupil Referral Unit. Medium term, the virtual base/ Pupil Referral Unit will eventually need a fixed location at one of the schools, with designated accommodation, to reduce the risk that young people with the most complex needs may need to leave the Welsh sector to access more specialist provision.
- 153. As the Welsh sector continues to grow it will be important to develop additional provision in anticipation of the need, to ensure Welsh-medium education is a genuine choice for learners with complex Additional Learning Needs.
- 154. The pool of Additional Learning Needs qualified and experienced teaching staff is limited in number, in comparison to the English sector. Any plan to develop Welsh medium specialist provision will need to be supported by an Additional Learning Needs Workforce Development Plan.
- 155. In accordance with the timetable set by Welsh Government, the Council is working closely with its partners on the Cardiff Welsh Education Forum to develop the new ten year WESP for the city. It is expected the plan will be available for public consultation in autumn 2021 before being submitted for approval to the Welsh Government in early 2022. The first ten year Plan will commence on 1 September 2022 and expire on 31

August 2032. Consultation on the draft WESP will seek views on how best to grow Welsh-medium education and on how to meet the local targets set by Welsh Government, in order to inform future proposals. The WESP will set out how the Council will increase the provision of Welsh-medium education for pupils with additional learning needs.

Learner Travel Arrangements

- 156. There are no plans to change the Council's transport policy for school children.
- 157. Any pupils affected by the proposals would be offered the same support with transport as is provided throughout Cardiff in line with the same criteria that apply across Cardiff.
- 158. The Council's transport policy for school children can be viewed on the Council's website www.cardiff.gov.uk/schooltransport.
- 159. Any increase in demand for Learner Transport will require funding.

Community Impact

- 160. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with schools and any community group to make sure that proposals avoid negative impacts if possible.
- 161. The schools that might be affected by the proposals are existing schools. Some offer after school activities and some have community organisations offering services from the school. It is not thought that there would be a negative impact on any of these activities.
- 162. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis. Welsh Government's aim for shared facilities in community-focussed school are to:
 - Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - Operate in line with the national agenda for sport taking into account nationally adopted strategies;
 - Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
 - Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;

- Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.
- The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.

Wellbeing of Future Generations

- 163. In line with the Well-being of Future Generations Act Cardiff's Band B programme is committed to providing Local Schools for Local Children, together with encouraging use of sustainable modes to travel to schools, such as walking and cycling. Each School project takes into account key transport issues when they are being designed and the firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools.
- 164. With the current investments in ICT across the city, student movements may be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.
- 165. In order to maximise the long-term impact of this significant investment, any design taken forward for each school included in this proposal would be developed to ensure the delivery of high quality modern facilities that are able to respond to the current pupil populations needs and support the delivery of effective teaching and learning methods. They would also incorporate the flexibility to take account of changes depending on need as time progresses; such as changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.

Local Member consultation (where appropriate)

166. Additional learning needs provision is city-wide and members would be consulted as part of the public consultation.

Scrutiny Consideration

167. The Children and Young People's Scrutiny Committee will consider this report on 13 October 2021. Any comments received will be circulated at the Cabinet meeting.

Reason for Recommendations

168. To meet increasing demand for special school places for primary, secondary and Post-16 age learners with emotional health and wellbeing needs and complex learning needs.

Financial Implications

- 169. This report outlines the request to proceed to public consultation on changes to ALN provision and schools intake within the 15 schools identified. Proceeding to consultation does not, in itself commit the Authority to future expenditure so there are no capital financial implications directly arising from this report. However, once a final options paper is provided it will be necessary for a full financial evaluation to be undertaken. This evaluation will consider both capital and revenue implications for both the totality and each individual proposal. The aim of this will be to provide assurance that having considered all relevant costs each proposal remains both affordable and does not have an impact on the budgetary pressures facing the Council.
- 170. The outline 21st Century Schools Band B Programme was approved by Cabinet in December 2017. At that time the overall value of the programme amounted to £284m, including the Greenhill Special School and Fairwater campus projects. The Welsh Government (WG) have not formally approved individual project budgets, but have given their in principle support to each project within Cardiff Council's programme.
- 171. The overall projected costs of the Band B projects are included in the current 21st Century Schools cash-flow forecast, to be partially funded through Welsh Government Grant (Greenhill 75% and Fairwater 70%). Any revenue costs in relation to these schemes, including capital financing costs will be funded through the SOP Revenue Reserve.
- 172. A capital receipts target of £25m is expected to fund part of the overall Band B programme. The source of these receipts has yet to be identified, but any site disposals resulting from building schools on new sites should be prioritised to fund Band B.
- 173. This report sets out proposals that create additional school places in the ALN setting across Cardiff Schools. These additional places will need to be funded from the existing delegated schools budget. This report highlights the high cost provision currently being incurred for this population of pupils either through Out of County Placements or enhanced CNE payments to mainstream pupils. Further work is required to establish whether or not the savings on Out of County Placements or enhanced CNE Payments will cover the additional costs of additional places and any associated Home to Transport costs.
- 174. Regarding revenue, there will need to be a review of the budget for each Specialist Resource Base or Special School which has an increase in the number of places. The due diligence undertaken must provide assurance that the additional places will be taken up and that the cost and numbers of Out of County Placements and CNE enhancements will reduce.in order to ensure no significant pressure ongoing on school budgets. Over the medium term, Regular review and analysis needs to be undertaken comparing the projected number of places available to places taken up. This will ensure that the optimum benefits are achieved by the financial resources used.

175. Regarding capital implications, any further work required to accommodate increased pupil numbers will require full financial evaluation and an identified funding source. Should the Council be required to make a contribution towards these costs, these will need to be funded from within existing approved resources or factored into future iterations of the Council's Capital Programme. As part of the further evaluation that is required, it will be necessary to consider VAT implications arising from land and property ownership arrangements in relation to VA and Foundation schools. Should there be any cost associated with the required VAT treatment, these will need to be included within the overall financial envelope of the scheme.

Legal Implications

- 176. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age, including appropriate provision for pupils with special educational needs (or additional learning needs). Parents have a right to express a preference for the school they wish their child to attend under section 86 School Standards and Framework Act 1998, but this does not provide a right to attend a certain school, as applications can still be refused where this would prejudice the provision of efficient education or the efficient use of resources.
- 177. A local authority can make school organisation proposals, including making 'regulated alterations' to a community school or a community special school, under sections 42-44 of the Schools Standards and Organisation (Wales) Act 2013. The proposals set out in the report constitute 'regulated alterations' and must be considered having regard to the provisions of the 2013 Act and the School Organisation Code 2018, which sets out factors to be considered in respect of different proposals, the statutory procedures, legal requirements and guidance.
- 178. Where an increase in a school's capacity is proposed, the Council must have regard to evidence of current or future need/demand in the area for additional places, with reference to the school's language category (and religious character / gender intake if applicable). The Code also includes specific factors to be considered in relation to proposals for the reorganisation of provision for Special Educational Needs (or Additional Learning Needs). Cabinet will need to be satisfied that all relevant factors are properly considered in relation to the proposals.
- 179. The Council is required, prior to publishing its proposals, to undertake a consultation on its proposals in accordance with section 48 of that Act and the School Organisation Code 2018. The recommendations seek authority to carry out that statutory consultation. Case law has established that the consultation process should: (i) be undertaken when proposals are still at a formative stage; (ii) include sufficient reasons and information for particular proposals to enable intelligent consideration and response; (iii) provide adequate time for consideration and response;

and; (iv) ensure that the product of consultation is conscientiously taken into account when the ultimate decision is taken.

- 180. The Schools Organisation Code sets outs further detailed requirements and guidance in relation to the statutory consultation, including the requirement for publication of a consultation document (and the contents of that document), a minimum 42 days consultation period including at least 20 school days, and a list of statutory consultees, including parents, pupils, governing bodies, religious bodies, the Welsh Ministers and Estyn.
- 181. If the proposals are taken forward, the admission arrangements, including admission numbers and catchment areas, will need to be determined, following consultation, in accordance with the School Admission Code and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006. In relation to the proposals which relate to religious schools, these may make provision for faith based oversubscription criteria, subject to compliance with the Code and equalities legislation.
- 182. The report refers to the need to undertake property transactions should matters proceed following consultation. It is expected that the detail of those proposals will be provided in a future report where they can be considered in detail at that time.
- 183. In considering the proposals, the Council must have regard to its public sector equality 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. 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 and must be able to demonstrate how it has discharged its duty. An Equalities Impact Assessment should be carried out to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
- 184. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
- 185. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how the proposals will contribute towards meeting its

well-being objectives (set out in the Corporate Plan). Members must also be satisfied that the proposals comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.

186. Following the public consultation, the Council is required to issue a consultation report, setting out the issues raised by consultees and its response to those issues. At that stage, a further report is to be submitted to the Cabinet to decide how to proceed.

HR Implications

Greenhill Special School

187. There are significant HR implications arising from the proposal. Firstly, the proposed increase in pupil numbers for the school will require the Governing Body to plan for the workforce requirements in readiness for the expansions. The Governing Body will be encouraged to undertake this work in line with the School Organisation Planning HR Framework. HR People Services will provide advice, support and guidance to the Governing Body for the workforce planning and consequential recruitment processes. Where the Governing Body has adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of an increase in the numbers on roll will provide opportunities for school based staff on the school redeployment register. Secondly, the proposal includes the relocation of Greenhill Special School with the school proposed to operate dual site arrangements This will require high levels of staff and trade union consultation; clear communication plans regarding the arrangements for the transition from one school site to another; in addition to staff involvement in the development of building specifications or designs.

Cardiff West Community High School

188. HR People Services will work with the Governing Body to address the HR implications arising from the establishment of a Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the establishment of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Eastern High

189. HR People Services will work with the Governing Body to address the HR implications arising from the establishment of a Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the establishment of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Llanishen High School

190. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Autism Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Autism Special Resource Base will provide opportunities for school based staff on the school redeployment register.

The Bishop of Llandaff Church in Wales High School

191. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number at The Marion Centre Special Resource Base at the school and the resulting need for additional staffing. The Governing Body would be encouraged to provide opportunities for school based staff on the school redeployment register arising as a consequence of any new vacancies resulting from the increase in the designated number at The Marion Centre Special Resource Base.

Whitchurch High School

192. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Willows High School

193. HR People Services will work with the Governing Body to address the HR implications arising from the establishment of a Special Resource Base at the school and the resulting need for additional staffing. The Governing Body and the school's leadership team may require HR advice, guidance and support to ensure that its staffing structure is appropriate for a new build school. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the establishment of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Ysgol Gyfun Gymraeg Glantaf

194. HR People Services will work with the Governing Body to address the HR implications arising from the establishment of an Autism Specialist Resource Base alongside the existing Specialist Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the establishment of the Autism Specialist Resource Base will provide opportunities for school based staff on the school redeployment register.

Ty Gwyn Special School

195. The proposed increase in pupil numbers for the school will require the Governing Body to plan for the workforce requirements in readiness for the expansion. The Governing Body will be encouraged to undertake this work in line with the School Organisation Planning HR Framework. HR People Services will provide advice, support and guidance to the Governing Body for the workforce planning and consequential recruitment processes. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of an increase in the numbers on roll will provide opportunities for school based staff on the school redeployment register.

Llanishen Fach Primary School

196. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Marlborough Primary School

197. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Meadowbank Special School

198. The proposed increase in pupil numbers for the school will require the Governing Body to plan for the workforce requirements in readiness for the expansion. The Governing Body will be encouraged to undertake this work in line with the School Organisation Planning HR Framework. HR People Services will provide advice, support and guidance to the Governing Body for the workforce planning and consequential recruitment processes. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of an increase in the numbers on

roll will provide opportunities for school based staff on the school redeployment register.

Pentrebane Primary School

199. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Autism Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Autism Special Resource Base will provide opportunities for school based staff on the school redeployment register.

Springwood Primary School

200. HR People Services will work with the Governing Body to address the HR implications arising from the increase in the designated number of the Autism Special Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the increase in the designated number of the Autism Special Resource Base will provide opportunities for school based staff on the school redeployment register.

The Hollies Special School

201. The proposed increase in pupil numbers for the school will require the Governing Body to plan for the workforce requirements in readiness for the expansion. The Governing Body will be encouraged to undertake this work in line with the School Organisation Planning HR Framework. HR People Services will provide advice, support and guidance to the Governing Body for the workforce planning and consequential recruitment processes. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of an increase in the numbers on roll will provide opportunities for school based staff on the school redeployment register.

Property Implications

- 202. In supporting the School Organisation Programme, there is a requirement to review the existing school settings that will be potentially declared surplus in the future. Estates will continue to undertake the necessary due diligence in order to prepare sites and resolve any issues that may hamper this process in the future.
- 203. Since the acquisition of the Dutch Garden Centre site in 2018, the Estates team have continued to manage the existing tenants and any new lettings that have been administered in order to safeguard vacant possession as and when Education require the site. A number of site investigations have been undertaken recently, and this will continue as

further feasibility work progresses. Estate will liaise with the tenants accordingly.

204. The acquisition of the Ty Glas site and future management has been subject to a separate report in September 2021.

Traffic and Transport Implications

- 205. The Council's Local Development Plan (2006-2026) includes a target of 50% of all journeys to be made by sustainable transport. Minimising the proportion of school journeys made by car and maximising opportunities for travel to school by active and sustainable modes can make an important contribution to achieving this target and reducing pressures on the transport network at peak times.
- 206. The individual needs of pupils at special schools and SRBs, together with the larger catchment sizes and distances travelled, necessarily limit the scope for high rates of active travel compared with mainstream schools. The existing high numbers of pupils eligible for Learner Transport are not generally expected to change significantly, however a proportion are able to, and may already, travel to school independently. These pupils as well as staff and school visitors would benefit from any required improvements in facilities for active travel to school or public transport facilities.
- 207. Each of the various school proposals to establish, expand or change designation of ALN facilities may require a Transport Assessment or Transport Statement which will identify measures to be included as part of the application to maximise travel by sustainable modes.
- 208. The Council's current Corporate Plan includes a commitment to every school in Cardiff developing an Active Travel Plan. Such a plan will identify actions by the school to support and encourage active travel to school and also any improvements to on-site and off-site infrastructure required to facilitate active journeys.
- 209. Increasing travel to school by active modes will have a positive impact on children's health and wellbeing and will support the delivery of key actions and outcomes under Goal 5 the Council's Child Friendly City Strategy (2018), which relates to ensuring access to safe outdoor environments for formal and informal play, walking, cycling and scooting and active travel to school.
- 210. A number of initiatives have successfully demonstrated support and encouragement for active and sustainable travel amongst the ALN cohort, including Independent Travel Training for older pupils, cycle maintenance and cycle training.
- 211. Some pupils are able to travel independently or with parent/carers and if resident within the two-mile qualifying distance may not be eligible for Learner Transport.

- 212. Provision of recommended improvements for active travel would benefit these pupils as well as staff and visitors to the sites.
- 213. Numbers of pupils who continue to use Learner Transport for their journey to school will be likely to increase in line with the trend for increasing numbers of pupils requiring places at special schools or specialist resource bases. Each school location with increased demand for Learner Transport vehicles will require suitable improved and / or expanded facilities for drop-off and pick-up within the site. The areas required would need to accommodate appropriate numbers of vehicles which may approximate to one taxi for a typical average of 3 pupils. In some cases minibuses may be suitable, but this is also dependent on individual pupil needs, home locations and co-ordination of routes.
- 214. Car parking provision would be in line with the Council's parking standards. Allocations for special schools and specialist resource bases are agreed on a case-by-case basis but requirements are expected to generally correlate with 1 car space per typical number of pupils in a class. This is in line with the standard 1 space per 30 pupils in mainstream schools, but results in a higher ratio of spaces due to the much smaller class sizes.

Transport matters relating to Greenhill School at the proposed Ty Glas site

- 215. From a transport standpoint the Ty Glas site would provide an excellent location for Greenhill School given its relatively central location, proximity to public transport routes and facilities, and potential for active travel connections. The development proposals will require a Transport Assessment which will identify measures to be included as part of the application to make further improvements and maximise travel by sustainable modes.
- 216. There is a significant proportion of current Greenhill pupils who live in the Llanishen and Gabalfa areas (and who do not require Learner Transport). There is therefore good potential for pupils as well as staff who live within a reasonable cycling or walking distance to travel to the site by active modes. Greenhill School has already developed its own Active Travel Plan well ahead of many mainstream schools.
- 217. Greenhill School pupils are supported by the Council's Independent Travel Training initiative where school pupils are supported in planning and making journeys to school independently. The site location near public transport services would lend it itself well to pupils being supported by this initiative.
- 218. Greenhill School forms part of the Cardiff Schools Bike Fleet project. Through this project, bespoke bike fleets are being placed in schools to allow everyone access to cycling. Greenhill School is shortly due to receive 16 standard bikes for pupils and 2 adult bikes, (as well as 5 scooters). The bikes will be used for extra cycle training of pupils and staff but also to embed cycling into the school culture as part of lessons and break times as well as using them to cycle to and from some of their

off-site activities. Greenhill School has embraced the project enthusiastically with the aim of encouraging their pupils to cycle to school and to cycle as part or curricula and extra curricula activity. Space for storage of the bike fleet will need to be provided within the new site as well as secure cycle parking in line with SPG requirements for pupils cycling to school. The scope for providing secure cycle storage facilities within the school building should be investigated in the first instance.

- 219. Special school learner transport will need appropriate facilities for dropoff and pick-up.
- 220. Learner Transport is currently provided by a number of taxis for the majority of Greenhill pupils. This was surveyed by the school as 92% in September 2020, although this was not a representative time and there is scope to reduce this proportion. Consideration will be required to where these vehicles can pick up and drop off on the proposed site in a safe area segregated from the pedestrian and cyclist entrances to avoid pedestrian/cyclist/vehicle conflict.
- 221. The site is located close to Ty Glas rail station on the Coryton line. The station can be accessed directly from within the industrial estate via Malvern Drive. The roads and junctions within the industrial estate are very wide which encourages high vehicle speeds so measures are required including crossing facilities and narrowing of junction radii to ensure that pupils travelling by train can safely access the school site on foot. The existing bus gate between Malvern Drive and Smith Road provides the opportunity for buses to access the site from both Ty Glas Avenue and Caerphilly Road so bus stop and bus drop off facilities should be located close the main vehicular access to the school on Parc Ty Glas.
- 222. Appropriate provision would need to be made for use of public transport services to access the school site. This would include safe waiting facilities for pupils and staff using scheduled and additional school bus services with safe pedestrian access to bus stops at locations convenient to the school, and assessment of existing crossings to confirm appropriate to the desire lines, type and level of use.

<u>Transport matters relating to Greenhill School at the proposed Dutch Garden</u> <u>Centre site</u>

- 223. The location of the Dutch Garden Centre site presents challenges in terms of transport sustainability. The development proposals will require a Transport Assessment which will identify measures to be included as part of the application to maximise travel by sustainable modes. The location across the grade separated junction 30 of the M4 from Pontprennau, the nearest residential area of Cardiff, will require provision of additional measures to accommodate access by any means other than vehicle.
- 224. Public transport does not currently serve this area to the north of the M4 and suitable bus service provision would need to be identified. Bus

access and safe waiting facilities for staff and any pupils travelling independently and using scheduled and additional school bus services will need to be provided, with safe pedestrian access to bus stops at locations convenient to the school, ideally adjacent to or inside the proposed site.

- 225. There are no pedestrian links to the site from the footways in the Cardiff Gate area further to the south side of junction 30. Consideration will be required for a pedestrian route across the grade separated junction roundabout and slip roads and links each side.
- 226. There are no existing or proposed cycling facilities linking to the site. Consideration will be required for suitable safe cycle facilities to access the north side of the junction and into the site. Existing facilities further south of the motorway would require improvement and additional extension up to and across the grade separated junction. Cycle network improvements further south are planned to be identified longer term (2027/28 and beyond) on St Mellons Road and on Pentwyn Link Road (but not currently planned to extend to the motorway junction).
- 227. Learner Transport will need appropriate facilities for drop-off and pick-up.
- 228. Learner Transport is currently provided by a number of taxis for the majority of Greenhill pupils. This was surveyed by the school as 92% in September 2020, although this was not a representative time and there is scope to reduce this proportion. Consideration will be required to where these vehicles can pick up and drop off on the proposed site in a safe area segregated from other vehicles and from pedestrian and cyclist accesses.

Equality Impact Assessment

229. An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society. This assessment will be reviewed after consultation. A Statutory Screening Tool including Equality Impact Assessment is attached as Appendix 6.

RECOMMENDATIONS

Cabinet is recommended to

- 1. authorise officers to consult on proposals as outlined in paragraph 54.
- 2. note the proposal for an increase in the designated number at The Marion Centre Specialist Resource Base, at The Bishop of Llandaff Church in Wales High School, from 42 to 66 places from September 2022.
- 3. note that the statutory consultation process to increase the designated number at the Marion Centre at The Bishop of Llandaff Church in Wales

High School is to be undertaken by the governing body of the school, and instruct officers to provide all reasonable assistance in this regard.

- 4. note the proposal for an increase in the designated number at Whitchurch High School Specialist Resource Base from 70 to 100 from September 2022
- 5. note that the statutory consultation process to increase the designated number at the Whitchurch High School Special Resource Base is to be undertaken by the governing body of the school, and instruct officers to provide all reasonable assistance in this regard.
- 6. authorise the Director of Education & Lifelong Learning to formally respond on behalf of the Council to the public consultations issued by the governing bodies of The Bishop of Llandaff Church in Wales High School and Whitchurch High School in due course.
- 7. note that officers will bring a report on the outcome of the consultation to a future meeting to seek authorisation as to whether to proceed to publish proposals in accordance with section 48 of The School Standards and Organisation (Wales) Act 2013.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	8 October 2021

The following appendices are attached:

Appendix 1: Cabinet Report, 14 December 2017

- Appendix 2: Cabinet Report, 15 July 2021
- Appendix 3: Projections and Forecasts
- Appendix 4, Cabinet Report, 15 February 2018
- Appendix 5: Cabinet Report, 23 September 2021

Appendix 6: Statutory Screening Tool

Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 14 DECEMBER 2017

$\mathbf{21^{ST}}$ CENTURY SCHOOLS CARDIFF COUNCIL'S BAND B PRIORITIES

REPORT OF DIRECTOR OF EDUCATION AND LIFELONG LEARNING

AGENDA ITEM: 4

PORTFOLIO: EDUCATION, EMPOLYMENT & SKILLS (COUNCILLOR SARAH MERRY)

Reason for this Report

- 1. To seek Cabinet approval for the priority schemes to be undertaken as part of Cardiff's Band B 21st Century Schools Programme.
- 2. To note the approval in principle by Welsh Government of the Strategic Outline Case submitted by Cardiff Council for Band B of the 21st Century Schools Programme and to authorise discussion with the Welsh Government to secure business case approval for individual schemes.

Background

- 3. At its meeting on the 12th of October 2017, the Cabinet received a report which outlined the challenges and opportunities facing Cardiff in the development of the education estate. This included:-
 - Sufficiency needs resulting from population growth.
 - Condition of the current school estate;
 - Suitability of the current estate to meet the demands of 21st century learning.
- 4. That report set out the Council's proposed vision for its Band B 21st Century School Strategy in that it was to deliver:

"Inspiring, sustainable, community-focused schools in which children and young people can achieve their potential"

- 5. This vision was to be realised through the achievement of four key educational aims that directly link to the Welsh Government's national programme objectives:-
 - Aim 1: To provide a sufficiency of school places across the city that are in the right place and are at the right size to enable the delivery of excellent education provision.
 - Aim 2: To provide high quality educational facilities that will meet the diverse requirements of the 21st Century.
 - Aim 3: To optimise the use of education infrastructure for the benefit of the wider community across Cardiff.
 - Aim 4: To ensure that Cardiff achieves best value from its resources to improve the efficiency and cost effectiveness of the education estate.
- 6. The report outlined the sufficiency, suitability and condition issues in Cardiff which provide the basis of the funding request from Cardiff to Welsh Government under the Band B programme. The Band B phase of the 21st Century Schools Programme will commence in April 2019 and is scheduled to run until 2024.
- 7. Funding was therefore required to enable the Council to address the following priorities:-
 - Remove all "D" condition, end of life, school properties;
 - Address the eight form of entry sufficiency issue in the English medium secondary sector in the central area of the city;
 - Address the sufficiency, condition and suitability issues in the special sector, in both primary & secondary settings;
 - Address local sufficiency issues in welsh medium primary schools in the east and west of the city;
 - Address local sufficiency issues in english medium primary schools in Cardiff Bay and west of the city.
- 8. It was agreed at this meeting that the proposed schemes for Cardiff under the Band B phase of the 21st Century School Programme would be the subject of a Cabinet report, once the budget allocation from Welsh Government was known.
- 9. The Cabinet Secretary for Education, Kirsty Williams, announced on 10 November 2017 that £2.3bn had been earmarked to modernise education infrastructure in Wales. The announcement confirmed that Welsh Government is committed to supporting projects submitted in the Outline Strategic Business Cases by local authorities and further education institutions, subject to the approval of business cases for specific schemes.
- 10. The value of the programme submitted by Cardiff Council was £284 million, of which half would be funded by Welsh Government, and half by the Council. Welsh Government have subsequently confirmed approval in principle of the programme envelope for this sum, subject to the

approval of individual project business cases. This report outlines the proposed schemes in Cardiff under this programme.

Proposed Band B Schemes

- 11. The Band B submission for 21st Century funding can only seek to address the most acute sufficiency and condition issues in Cardiff. Using a detailed and robust methodology that was directly aligned to Welsh Government's Strategic Objectives for its 21st Century School Programme, a prioritisation matrix was developed to identify those schools in the most need of investment. All properties across the school estate were given a rating from A to D for the following issues, with D being the worst category:
 - Sufficiency of places available;
 - Condition of the school buildings;
 - Suitability of the environment for teaching.
- 12. The sufficiency ratings for all schools were prepared using the corporate population database and projection methodology used for the planning of school places. The condition and suitability rating were prepared independently, using Welsh Government approved methodology via independent specialist.
- 13. Welsh Government is committed to removing all "D" condition schools from Wales. Any schools that are classified as "D" category for condition should be automatically prioritised for investment under Band B.
- 14. Any project to increase the size of a school establishment, change its configuration or location will require statutory consultation and Cabinet determination. The statutory consultation would set out the detailed proposals and proposed location for each scheme. It would also indicate whether there were any proposed co-locations with other educational establishments. It is important that these are considered in full, alongside any collaborative opportunities, in order to optimise the economies and educational benefits that can be delivered from the projects. It is anticipated that any statutory consultation on the matters in this report this would commence during the spring of 2018.
- 15. It should be noted that because of the scale and number of proposed projects in the Band B investment programme, the delivery of the schemes will be undertaken in batches over the timespan of the programme commencing in 2019. As a result of the phasing, it may be necessary to put interim measures in place where sufficiency issues arise before new schools with increased capacity can be delivered.

Secondary schools - proposed Band B schemes

16. To address the eight form of entry sufficiency issue that is forecast in the central area of the city from 2019, schemes affecting five english medium schools are proposed. Three of these secondary schools are also

catergorised as being in "D" Condition, ie. at the limit of planned lifespan. The schemes are as follows:

Cantonian High School

17. It is proposed that Cantonian High School is rebuilt and expanded to provide a new 11-18 high school, with eight forms of entry (8FE). This is a two form of entry expansion, or 60 places per year (+2FE). This will address "D" condition categorisation and address the "D" rated sufficiency issues within the local catchment. It includes an expansion of post 16 by 55 places to 150 places.

Fitzalan High School

18. It is proposed that Fitzalan High School is rebuilt as a new 11-18 high school, with ten forms of entry (10FE). This will address the "D" condition categorisation and "D" categorised sufficiency issues in the local area.

Willows High School

19. It is proposed that Willows High School is rebuilt and expanded to provide a new 11-16 high school, with eight forms of entry (8FE). This is a two form of entry expansion, or 60 places per year (+2FE). This will address "D" condition categorisation and address the "D" rated sufficiency issues within the local catchment.

Cathays High School

20. It is proposed that Cathays High School is rebuilt and expanded to provide a new 11-18 high school, with eight forms of entry (8FE). This is a two form of entry expansion, or 60 places per year (+2FE). This will address "C" condition categorisation and address the "D" rated sufficiency issues within the local catchment.

Cardiff High School

21. It is proposed that Cardiff High School is expanded and remodelled to provide an 11-18 high school, with ten forms of entry (10FE). This is a two form of entry expansion, or 60 places per year (+2FE). It will address a "D" category sufficiency issue and remodelling and refurbishment works will address the "C" condition rating.

Special Schools - proposed Band B schemes

- 22. Four special schools have been 'D' rated for suitability and are in need of replacement:
 - Riverbank School, for children aged 4-11 with severe and complex learning disabilities
 - Woodlands School, for pupils aged 11-19 with severe and complex learning disabilities

- The Court School for children aged 4-11 with emotional health and wellbeing needs also commonly referred to as 'behavior emotional and social needs.
- Greenhill School for pupils aged 11-16 with emotional health and wellbeing needs.
- 23. However, the sufficiency issues in relation to additional learning needs (ALN) are not limited to the areas of need currently served by these four schools. Cardiff is anticipating a significant increase in the need for special school places for children and young people with:
 - profound and multiple learning disabilities
 - autism spectrum conditions
 - severe and complex learning disabilities
 - emotional health and wellbeing needs
- 24. Sufficiency issues are also not limited to the populations currently served by the special schools. Cardiff lacks:
 - suitable provision for secondary aged girls with emotional health and wellbeing needs
 - suitable provision for post-16 pupils with emotional health and wellbeing needs, who are not yet ready for transition to college or employment
- 25. The Council recognises that special schools are more than providers of education: at their best, they provide a locus for multi-agency assessment, planning and support. The multidisciplinary potential of special schools is of increasing importance in light of the Social Services and Wellbeing Act (date) and the Additional Learning Needs and Education and Tribunal Bill, both of which set out statutory responsibilities for agencies to follow a person-centred approach, with the child and their family at the heart of the process, and to implement a single unified plan to promote positive outcomes in relation to health, social care and education.
- 26. Special schools also play an important role in providing support, information and training for families and for mainstream schools.
- 27. Band B special sector schemes will therefore be required to deliver on several interconnected goals:
 - to replace the 'D' rated accommodation at the four schools named in paragraph 22;
 - to increase capacity across the four areas of need identified in paragraph 23;
 - to address the gaps in provision identified in paragraph 24;
 - to enhance opportunities for multi-agency support and provision;
 - to enhance the role of special schools as a source of support for families and for mainstream schools.

- 28. The four capital schemes described below will provide a number of different options for re-shaping special school provision in Cardiff in line with these goals. They should not be regarded as 'rebuild and replace' projects, affecting only the four named schools, but as opportunities to review the pattern of provision across the seven special schools in Cardiff.
- 29. The Council will therefore work with our stakeholders including schools, health, and social services, to shape and appraise the options for reshaping special school provision in Cardiff.

Primary special school: complex learning disabilities and autism spectrum conditions

- 30. It is proposed to build a new 140 place primary special school, for children with severe and complex learning disabilities and children with autism spectrum conditions.
- 31. This project will enable the council to address the unsuitable accommodation currently used by Riverbank School, and to address sufficiency issues in relation to severe and complex leaning needs and autism spectrum conditions at primary phase.
- 32. In shaping options for this project, the implications for the respective roles and remit of Ty Gwyn, Riverbank and The Hollies Schools, and for health services that work with the schools, will need to be considered.

Secondary special school: complex learning disabilities and autism spectrum conditions

- 33. It is proposed to build a new 240 place secondary special school for pupils with severe and complex learning disabilities and pupils with autism spectrum conditions.
- 34. This project will enable the council to address the unsuitable accommodation currently used by Woodlands School, and to address sufficiency issues in relation to severe and complex leaning needs and autism spectrum conditions at secondary phase.
- 35. In shaping options for this project, the implications for the respective roles and remit of Ty Gywn, Woodlands, the Marion Centre and for health services that work with the schools, will need to be considered.

Primary special schools: emotional health and wellbeing needs

- 36. It is proposed to build a new primary special school, for children with emotional health and wellbeing needs.
- 37. This project will enable the council to address the unsuitable accommodation currently used by The Court School, and to address sufficiency issues in relation to emotional health and wellbeing needs at primary phase.

38. The planned place number for this project is 48, but it is yet to be determined whether all of these places should be on a single discrete, special school site, or whether some classes should be based on mainstream school sites, operating as special school 'outreach classes', to enhance the opportunities for children with emotional health and wellbeing needs to maintain links with mainstream education, and to make a successful reintegration if appropriate.

Secondary special school: emotional health and wellbeing needs

- 39. It is proposed to build a new secondary special school, for pupils with emotional health and wellbeing needs. This project will enable the council to address the unsuitable accommodation currently used by Greenhill School, and to address sufficiency issues in relation to emotional health and wellbeing needs at secondary phase.
- 40. The planned place number for this project is 112, but these places will be provided on 2 separate sites to ensure the number of vulnerable young people educated on one site does not exceed 56. The project will address the need for designated provision for girls, and for young people post-16 who are not yet ready to transfer to college or employment.
- 41. The Council will continue to develop collaboration between education and social services, and with Cardiff and the Vale University Health Board, to develop a more holistic approach to therapeutic support for vulnerable learners and their families.

Primary Schools - proposed Band B schemes

42. Four primary schemes that have been prioritised for investment within Band B. These include two English medium and two Welsh medium schools. This will address localised sufficiency issues that will present within the catchment areas within the timescale of the Band B investment. These four primary schools are:

St Mary the Virgin Primary School

43. It is proposed that St Mary the Virgin Primary School is replaced with a new school and its capacity increased by 30 places per year to a two form of entry school (2FE). This is will address projected English-medium sufficiency issues in Grangetown/Butetown area, along with addressing additional pupil yield generated from a number of new housing developments that have gained approval. This scheme was deferred from the Band A Investment programme.

Fairwater Primary School

44. It is proposed that Fairwater Primary School is enlarged and its capacity increased by 30 places per year to establish a two form of entry school (2FE). This will address projected English-medium sufficiency issues in its catchment area, along with addressing additional pupil yield

generated from a number of new housing developments that have gained approval.

Ysgol Pen y Pil

45. It is proposed that Ysgol Pen y Pil is enlarged and its capacity increased by 30 places per year to a two form of entry school (2FE). This will address projected shortfall in Welsh-medium primary school places in the east of Cardiff.

Ysgol Gymraeg Nant Caerau

46. It is proposed that Ysgol Gymraeg Nant Caerau is enlarged and its capacity increased by 30 places per year to a two form of entry school (2FE). This will address projected shortfall in Welsh-medium primary school places in the south west of Cardiff.

Maximising investment for community benefit

- 47. Educational assets are a vital investment into the heart of a community. Significant investment in school should actively contribute a wide variety of benefits to the local area.
- 48. To date, the Council has ensured that all its new facilities are accessible to the local community. New facilities are designed in such a way to allow extended use of all the facilities, whether internal such as main hall, dance or recording studios or external facilities such as MUGA's and 3G sports pitches.
- 49. The Council seeks to maximise community benefits wherever possible, including benefits for children and young people, through its procurement practices. The Council has explicitly identified this as one aspect of its programme to promote children's rights, as a participating member of the UNICEF Child Rights Partner Programme. This commitment will be reflected in any tender documentation, on a project-by-project basis.
- 50. In line with Welsh Government guidelines on Community Benefits, the Council will strive to meet the benchmark targets through the delivery of Band B 21st Century Schools programme. These will build stronger communities and in turn develop the local economy to reduce social exclusion and poverty in deprived areas.
- 51. Delivery of Community Benefits is overseen by a Community Benefits Board, which was established in January 2017. The role of the Board is to co-ordinate the social value agenda across Cardiff Council and maximise the community benefits delivered. The Board includes senior managers from across the Council and meets on a quarterly basis.

Indicative Cost of Programme and Funding Options

52. The indicative cost of the Council's outline Band B programme is £284 million, based on standardised construction cost rates as provided by

Welsh Government. This total cost represents the full "rolled-up" cost of all schemes within the preferred programme. External cost consultants have confirmed that delivering the programme should be possible within the overall envelope identified. As schemes progress, it is felt that it will be possible to identify further efficiencies and various cost-saving measures to ensure that the overall cost envelope is not exceeded.

- 53. The Welsh Government's funding model requires the Council to match fund 50% of the total capital cost, with the Welsh Government contributing the other 50% in the form of capital grant. Therefore, the Council will be required to identify capital funding totalling £142 million. In line with the approach taken to Band A, this funding will predominantly take the form of external prudential borrowing and any available capital receipts. External borrowing will give rise to revenue expenditure in the form of capital financing costs and, therefore, the Council will be required to identify revenue funding sources to meet those costs.
- 54. In addition to the traditional funding model that Band A was predicated on, the Welsh Government made an additional option available to local authorities as part of Band B, known as the Mutual Investment Model (MIM). MIM is a revenue funded option and is based on a 75:25 cost sharing arrangement in the favour of local authorities. The basic premise of the model is that any new schools created would be funded through the private sector through Special Purpose Vehicles, in which Welsh Government would be represented, and local authorities would lease the assets created over a period of 25 years. As such, local authorities would pay an annual lease payment for use of the new school facilities, rather than incurring the up front capital costs associated with constructing and then owning the facilities. The Welsh Government's proposal would be to provide revenue funding towards 75% of the annual lease payments for the 25 year period. At the end of the 25-year period, the assets would transfer over to the respective local authorities.
- 55. The Council reviewed the options available, particularly the MIM option, using example information provided by Welsh Government. In doing so, the Council decided to express an interest in the traditional capital funding model only, when submitting its Strategic Outline Business Case. This followed consideration of the overall cost of MIM, the Welsh Government's proposed contribution rate and the overall level of risk exposure. As such, the intention is that the £284 million programme, if fully approved, will be funded on the traditional capital grant model basis. The final confirmation of funding anticipated from Welsh Government is expected to be on the basis of the traditional model.

Local Member Consultation

56. Any proposals to increase the size of an educational establishment, change its configuration or its location would require statutory consultation. Such consultation would include local members, and would follow publication of detailed proposals and proposed locations.

Reason for Recommendations

57. To approve the schemes that have been prioritised for investment under the Band B phase of the 21st Century School programme/

Financial Implications

- 58. The recommendations to this report do not themselves commit the Council to any capital expenditure commitments and, therefore, there are no capital financial implications directly arising from this report. However, the report outlines a potential capital programme totalling £284 million, the financial implications of which will be significant. External borrowing totalling a maximum of £142 million would result in significant annual revenue capital financing costs and funding sources would need to be identified in order to meet the expenditure commitments resulting. The significance of these commitments necessitate the need for consideration as part of the wider Council budget process and, therefore, the preferred funding solution will form part of the annual budget report presented to Cabinet and Council in February 2018.
- 59. In addition to the capital, and consequent revenue, funding implications arising from the Band B programme, revenue expenditure in relation to programme management, school transition and business case development will also arise. These costs will also form part of the funding considerations made as part of the Council's annual budget process. However, Recommendation 2 to this report, which highlights the need to progress initial business case development, may result in the need to incur revenue costs in the form of external advice prior to February 2018. It is anticipated that it will be possible to fund these costs from within the current SOP Revenue Reserve, set aside for revenue costs arising from the current 21st Century Schools Band A programme and other school organisation projects.

Legal Implications

- 60. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to consider parental preference which includes preference for Welsh medium education. The Council also has obligations under the School Standards and Framework Act 1998 and School Funding Regulations 2010 to provide capital funding for maintained schools.
- 61. Section 84 and 85 of the School Standards and Organisation (Wales) Act 2013 and the Welsh in Education Strategic Plans and Assessing Demand for Welsh Medium Education (Wales) Regulations 2013, set out the statutory obligations for all local authorities to prepare, submit, publish and revise Welsh in Education Strategic Plans (WESPs).
- 62. The Council also has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of

opportunity and (3) foster good relations on the basis of protected characteristics. The Protected characteristics are:

- Age
- Gender reassignment
- Sex
- Race including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief including lack of belief
- 63. The Council also has to consider its obligation under section 88 and schedule 10 of the Equality Act 2010 to prepare and implement an accessibility strategy. The strategy should increase disabled pupils' access to the curriculum and improve the physical environment and the provision of information.
- 64. The report identifies that the Equality Impact Assessment has been completed. The purpose of the Equality Impact Assessment is to ensure that the Council has understood the potential impacts of the proposal in terms of equality so that it can ensure that it is making proportionate and rational decisions having due regard to its public sector equality duty. 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.

HR Implications

- 65. HR People Services will work with the Governing Body of all schools within Band B on any HR matters arising from the expansion of individual schools. In line with the SOP HR Framework, the Headteacher and the Governing Body of the schools concerned will be encouraged in to undertake a review of their staffing structure and assess the workforce requirements required for the increase in pupil numbers. This will have to be balanced against the forecasted school budget. However, it is likely that the permanent expansion schools within Band B will result in the creation of new posts in each of the schools concerned.
- 66. HR People Services will also provide support for the additional recruitment. This will take into account the School Redeployment and Redundancy Policy and Procedure whereby new posts may provide opportunities for any school based staff on the school redeployment register at that particular time.

Equality Impact Assessment

67. An Equality Impact Assessment for the 21st Century Schools Band B Programme has been carried out. The assessment concluded that the programme would not adversely affect a particular group in society. Any proposals brought forward following this report would be subject to further equality impact assessments including an assessment on any changes to accommodation. (Details of the Equality Impact Assessment can be seen at Appendix 1).

Sustainability Assessment

68. A Strategic Environmental Assessment (SEA) of the proposal has been carried out in accordance with European Legislation. The assessment confirms that the proposal is compatible with the Council's 'What Matters' strategy which seeks to deliver 7 strategic outcomes. Any proposals brought forward following this report would be subject to an environmental assessment which would be carried out as part of the planning application process. (Details of the Sustainability Assessment can be seen at Appendix 2).

Transport Matters

- 69. High level transportation issues have been reviewed for the sites in question to ensure that consideration is given to the ability of the potential locations to support Active Travel, in terms of pedestrian and cycle access to the sites.
- 70. All new developments will require a Transport Assessment to be undertaken, this will determine whether any changes are deemed necessary to the immediate highway network to enable pupils and staff to access the schools using Active Travel modes. All schools within Cardiff are also encouraged to develop robust Travel Plans which will help them address issues relating to how their staff and pupils travel to school, with the emphasis on encouraging and promoting Active Travel such as walking and cycling.
- 71. Any highway improvement works identified from the Transport Assessments will be have to be funded and delivered as part of the 21st Century Schools Programme.

Community Impact

- 72. The Welsh Assembly Government School Organisation Code 2013 requires local authorities to conduct a Community Impact Assessment and a Welsh Language Impact Assessment when proposing changes to school organisation.
- 73. The following are taken into account when developing proposals
 - Public Open Place/parkland
 - Noise and traffic congestion
 - School designation
 - School links to the local community
 - Impact on parents and families
 - Travelling implications for pupils/families
 - Impact on community activities, impact on community facilities

74. Any proposals brought forward following this report which would be subject to public consultation would include a full assessment of any community impact.

RECOMMENDATIONS:

The Cabinet is recommended to:

- 1. Approve the prioritised schemes under Band B of the 21st Century Schools Programme.
- 2. note the approval in principle of Cardiff Council's Band B Strategic Outline Case by Welsh Government and to authorise the Director of Education and Lifelong Learning to secure Welsh Government approval in principle for the schemes within the programme.
- note that a subsequent report to Cabinet will propose arrangements to secure sufficient capacity and appropriate governance in order to deliver the Cardiff Band B 21st Century Schools Programme.

NICK BATCHELAR

Director of Education & Lifelong Learning 8 December 2017

The following Appendices are attached

Appendix 1 - Equality Impact Assessment Appendix 2 - Sustainability Assessment Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD

CABINET MEETING: 15 JULY 2021



SCHOOL ORGANISATION PROPOSALS: PROVISION FOR CHILDREN AND YOUNG PEOPLE WITH ADDITIONAL LEARNING NEEDS (ALN)

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM: 4

Reason for this Report

- 1. To enable the Cabinet to consider recommendations to hold public consultation on proposals to transfer, expand and redevelop The Court Special School in line with the Band B 21st Century Schools priority scheme, and on the proposed establishment of specialist learning resource base provision at Moorland Primary School.
- 2. It is proposed to:
 - Increase the capacity of The Court Special School from 42 to 72 places. The school would transfer to new build accommodation across two sites at Fairwater Primary School and the current St Mellons, CiW Primary School site in Llanrumney with 36 pupils on each site from September 2025.
 - Establish a Special Resource Base (SRB) for primary aged children with Complex Learning Needs (CLN) at Moorland Primary School from September 2022.

Background

- 3. At its meeting on 14 December 2017, the Cabinet approved the prioritised scheme under Band B of the Cardiff's Band B 21st Century Schools Programme.
- 4. The Band B Programme seeks to address the most acute sufficiency and condition issues in Cardiff. Four special schools are identified for redevelopment: Riverbank Special School and Woodlands High School, for pupils with complex learning needs/ autism, and The Court School and Greenhill School, for pupils with emotional health and wellbeing needs.

- 5. Proposals in relation to Riverbank and Woodlands were agreed by the Welsh Minister on 21 July 2020. This paper sets out the proposals in relation to The Court School. Proposals regarding specialist provision for secondary age pupils with emotional health and wellbeing need and Greenhill School will be brought forward in later in the year. A copy of the 14 December 2017 Cabinet Report is included at Appendix 1.
- 6. Places for pupils with Complex Learning Needs are offered in a range of settings across Cardiff which support identified pupil needs. This includes supported placements at both primary and secondary level in mainstream school and places in Specialist Resource Bases and special schools.
- 7. At present, both primary and secondary schools in Cardiff host specialist resource base provision. Some are designated to support children with complex learning needs who require a specialist curriculum taught in a small class environment; some are designated for learners with autism or hearing impairments who require specialist support to access mainstream learning, with access to a nurturing base for some learning and unstructured time.
- 8. The purpose of a SRB designated for complex learning is to enable learners with severe learning difficulties to succeed in a mainstream school environment. Pupils are taught in a small class by specialist staff and benefit from a specialist curriculum, while benefiting from the full range of education opportunities available to all pupils at the school.
- 9. The number of children requiring specialist placement as a result of their complex learning disabilities has been increasing in Cardiff over the last 5 years, and steps were taken in 2018 to increase the number of specialist places available.
- 10. A review of cases of children aged 0-3 with ALN, known to the Council, confirms that the number of children with complex needs admitted to Reception year will continue to grow in coming years despite a fall in total school intakes.
- 11. Band B projects to expand special school places at Riverbank and Woodlands Special Schools are underway, but further work is needed to increase resource base provision in the short term to increase the range of options for learners with complex learning needs.
- 12. The majority of resource base places are currently located in the north and east of the city. To improve access to resource base places for children living in the central south areas of the city, it is proposed to establish a base at Moorland Primary School.

Issues

Condition and Suitability

- 13. Cardiff has a very large education estate, with over 127 school properties. Many sites comprise of multiple blocks, constructed during different decades. A large number of primary, secondary and special schools are in a poor state of repair.
- 14. Approximately £17m, or 14%, of maintenance and condition issues of the estate have been addressed through Band A of the 21st Century Schools investment programme. There has been significant investment in the construction of two new high schools in the East and West of the City, new primary school provision and suitability works undertaken in primary schools.
- 15. This nonetheless leaves a significant maintenance backlog of approximately £68m, of which circa £8m is Equality Act 2010 compliance. The Local Authority's current spend on school asset renewal has been circa £4.7m per annum. In 2018-2019, the Council allocated an additional £25m of funding over the next 5 years to the school's asset renewal budget. This resource is allocated on a priority basis and is predominantly limited to keeping properties safe and watertight.
- 16. As part of the prioritisation of schools within the Band B programme, all properties across the school estate were given a rating from A to D for the following issues, with D being the worst category:
 - Sufficiency of places available;
 - Condition of the school buildings;
 - Suitability of the environment for teaching.
- 17. The Court Special School is rated D for condition and D for suitability, with 'unsuitable' learning environments, which seriously inhibit the school's capacity to deliver the curriculum.
- 18. Replacing and significantly expanding this school is therefore essential if the Council is to fulfil its statutory responsibility to provide appropriate education for children with Additional Learning Needs.

Sufficiency in the Special Sector

- 19. The majority of learners with ALN attend a local mainstream school, and benefit from effective Additional Learning Provision (ALP), without the need for special school or Specialist Resource Base places. However, the number of pupils with severe and complex needs, requiring a place in a special school or specialist resource base has continued to grow due to:
 - Pupil population changes, with the larger primary cohorts now moving through to secondary phase.

- Improved survival rates for children born with significant disabilities, resulting in a higher incidence of severe and complex disabilities. Cardiff schools are highly inclusive, and the extent to which pupils' additional learning needs can be met in their local schools has increased steadily; however, the increased complexity of the population has meant that the need for specialist provision has continued to grow, and the range of expertise, specialist support and facilities required in special schools and SRBs has also increased.
- Increased incidence and identification of specific needs such as autism, ADHD, physical disabilities and sensory impairments.
- Higher incidence of children and young people with emotional health and wellbeing needs, a trend which pre-dates COVID 19, but has been exacerbated by school closures and other measures to manage the pandemic.
- 20. At the end of March 2021, Cardiff maintained 2265 statements. As the population grows, so will the number of children and young people with significant and complex Additional Learning Needs.
- 21. Cardiff Council is committed to the principles of inclusion and recognises that the majority of children and young people with additional needs are best supported in their local mainstream schools. The Council will continue to provide support, training and resources to schools, promote the sharing of best inclusive practice and ensure that learners with ALN access effective support in their local school.
- 22. However, it is recognised that in order to thrive and fulfil their potential, children and young people with the most complex Additional Learning Needs require access to the specialist environments and expertise of a special school or specialist resource base (SRB).
- 23. In 2020-21, a total of 1,116 places were funded in Specialist Resource Bases or special schools, while the wellbeing and speech and language classes had capacity for up to 48 primary learners on temporary placements and 90 places in the Pupil Referral Unit (PRU).
- 24. Whilst there are a number of existing specialist settings across Cardiff, there are currently insufficient places available. This insufficiency of places compared to need is projected to increase over coming years.
- 25. Owing to insufficient places in Cardiff maintained special schools, the Council has also funded some places at special schools maintained by other LAs, or in independent schools. In addition, the Council is responsible for funding additional support or specialist placement provided by other local authorities for children looked after who are placed out of area. The total spend on all 'out of county' provision, was £6.3m in 2020-21. The budget for 2021-22 is currently set at £7.3m.
- 26. Spending on independent places and special school places in neighbouring local authorities has grown to c£3.8m in 2020/21, of which c£2.5m has funded places in specialist provision for those learners with

Emotional Health & Wellbeing Needs. Some of these may have been able to be placed at The Court if a greater number of places were available. Without investment in additional places, this figure would be expected to grow significantly in future years. To address the shortfall of places in the primary phase, the replacement and expansion of the existing Court buildings in 21st Century facilities would provide the best opportunities for learners and would represent a more efficient use of resources.

27. The cost to the Council of school transport for learners with Emotional Health & Wellbeing Needs to these placements averaged c£6,000 per child in 2018/19 (the most recent year pre-Covid restrictions). It is anticipated that replacement and expansion of the existing Court school would significantly reduce average transport costs per learner, as average journey lengths would reduce for those currently transported over longer distances to schools outside/further from Cardiff.

Primary Emotional Health and Wellbeing Needs provision (age 4-11)

- 28. In 2020/ 2021 Cardiff maintains 42 primary special school places, and 40 places in primary Wellbeing classes, for children with emotional health and wellbeing needs. This will increase to a total of 90 in 2021/ 2022, as the Wellbeing Class at Lakeside Primary School is due to open 8 further places.
- 29. The primary Wellbeing Classes provide a temporary specialist placement for children at risk of exclusion or experiencing significant emotional difficulties. The pupils are dual registered, and are supported to reintegrate to their local school. This early intervention approach can help to prevent the escalation of needs, and reduce the risk that children will need placement in the special school. The Wellbeing Classes have reported good learning and wellbeing outcomes for pupils who have accessed the programme.
- 30. The Court Special School caters for children with more complex, long term needs who require a more permanent placement in a specialist setting.
- 31. Taking account of all children requiring such a placement, including those placed out of county, and in mainstream awaiting specialist placement, the demand for places is estimated to be circa 103 in 20/21, rising to 119 by 2025/ 2026. Allowing for a 10% surplus to support flexibility, capacity is required for 113 pupils in 20/21, and 131 pupils by 2025/ 2026.
- 32. In summary, there is an estimated provision gap of 31 places in 20/21, rising to 41 places in 2025/2026. The proposed expansion of The Court would provide 30 additional places, reducing this gap to 11 places.
- 33. This projection does not take account of a possible further increase in needs as an outcome of 'lockdown' measures during the COVID 19 pandemic. It is likely that further additional provision, focussed on early

intervention in Wellbeing Classes, will be needed over the next few years to address this issue.

Primary Complex learning/ autism provision (age 4-11)

- 34. In 2020/21 Cardiff maintains 445 primary special school and specialist resource base places for children with complex learning needs or autism. Projects previously agreed by Cabinet, to extend and rebuild Riverbank Special School and to establish a Specialist Resource Base at Ysgol Pwll Coch, will increase the total to 524 places by 2025.
- 35. Taking account of all children requiring such a placement, including those placed out of county, and in mainstream awaiting specialist placement, the true demand for places is estimated to be circa 500 in 2020/ 2021, rising to 547 by 2025/ 2026.
- 36. Allowing for a 10% surplus to support flexibility, capacity is required for 550 pupils in 2020/ 2021, and 602 pupils by 2025/ 2026.
- 37. In summary, there is an estimated provision gap of 89 in 2021/ 2022, rising to 108 by 2024/25. If there were no further growth beyond current plans in relation to Riverbank Special School and Ysgol Pwll Coch, a provision gap of circa 78 places will remain in 2025/ 2026.
- 38. Additional information, regarding projections and forecasts and the methodologies used to establish likely demand are set out in Appendix 2.

Geographical distribution of specialist provision

- 39. The location of Specialist Resource Bases and Wellbeing Classes is not well-distributed across the city. A specialist provision map showing location of existing provision is attached at Appendix 3.
- 40. The lack of Specialist Resource Bases in some localities can disadvantage learners living in those areas. For example, many schools in the 'southern arc' of the city report that families are unwilling to take up the offer of a Specialist Resource Base or special school place because they are unfamiliar with the areas where provision is located and/ or may lack the means to travel easily to those areas.
- 41. Although free home to school transport is available for such children, sending a young child to school in an unfamiliar area is a difficult decision for parents/ carers. A better distribution of specialist resource bases across the city would improve access for pupils, and reduced travel times for many pupils, as well as increasing the number of places available.
- 42. The cost of transport for children with Additional Learning Needs has increased significantly in recent years. Further increases are expected given the growth in the ALN population. However, a better geographical distribution of specialist provision would mitigate this increase through reduced journey times and distances.

Summary of provision

- 43. The shortfall in provision has resulted in:
 - Significant continued reliance on places in the independent sector.
 - Some learners remaining in mainstream school with support, contributing to the significant growth in the cost of mainstream statements.
 - A number of learners with highly complex needs who would be better placed in special schools, attending Specialist Resource Bases. While the bases have the expertise to meet the needs of these learners, the pupils themselves receive little benefit from placement in a mainstream environment and this over-reliance on specialist resource bases reduces the places available for learners who need and can benefit from a specialist resource base.
 - Increased risk of appeals to Tribunal.

The Court Special School

- 44. The Court Special School is a 42 place school for city-wide learners aged 4-11 although the majority of placements are for children in Key Stage 2, aged 7-11. All of the children have significant emotional health and wellbeing needs (the PLASC designation is Behaviour Emotional and Social Difficulties – BESD although Cardiff avoids the use of this term as it tends to be shortened to 'behaviour' and can have a negative connotation).
- 45. All pupils enrolled at The Court School have a statement of special educational needs. The statutory assessment process for these young people has identified that their additional learning needs cannot be met in a less specialised environment.
- 46. The purpose of The Court School is to provide a specialist learning environment and curriculum, where learners can fulfil their potential.
- 47. Admission to the school is subject to a statement of Special Educational Need and is managed by the local authority, in line with the SEN Code of Practice for Wales, which will be replaced by the ALN Code from September 2021.

Land Matters related to The Court School

- 48. The Council has identified the existing sites of Fairwater Primary School and St Mellons Church in Wales Primary School as the preferred sites for The Court, replacing the existing provision and operating over split sites.
- 49. Fairwater Primary School has a generous site of c4.8Ha and has been identified as of sufficient size to be shared with a new-build special school.
- 50. The current capacity of Fairwater Primary School is 239 places and the school had 210 children on roll in October 2020. The school has

sufficient classroom space to accommodate a greater number of pupils and has re-designated these rooms for other purposes. Whilst the number of pupils in year groups fluctuates significantly between 19 and 41 pupils, the school has been able to accommodate all applicants for admission at the time of the greatest intakes to primary schools. The school also accommodates a Wellbeing Class.

- 51. Although Fairwater Primary School makes full use of its site and buildings, the size and configuration of the site would support the development of a new special school and would still enable Fairwater Primary School to retain a site which exceeds the site size requirements of a large community primary school.
- 52. In January 2020, The Council determined proposals for St Mellons Church in Wales Primary School to transfer from its existing site at Dunster Road, Llanrumney, to a new school site on the St Edeyrn's development.
- 53. The current capacity of St Mellons Church in Wales Primary School is 116 places and the school had 107 children on roll in October 2020. The school's site of c0.46Ha is lies adjacent to the 2.2Ha site of Pen Y Bryn Primary School. St Mellons Church in Wales Primary School will vacate its existing site in summer 2022 and the Council will take responsibility for the site and buildings.
- 54. Each of these sites, and local infrastructure off-site, would support the development of special school provision. If, following consultation and further feasibility work on preferred options, the Council decided not to proceed with establishing a school on the St Mellons Church in Wales Primary School site, the Council would consider alternative uses for the site or could dispose of the site for a capital receipt.
- 55. It is anticipated that the existing site of The Court School would be disposed of for capital receipt at the end of the build programme.

Complex Learning Needs Specialist Resource Base

- 56. A Specialist Resource Base is a small class in a mainstream school, taught by specialist staff.
- 57. There are five Cardiff primary schools currently hosting Specialist Resource Bases for complex learning needs at present. These are hosted by Ysgol Gymraeg Pwll Coch, Bryn Hafod Primary School, Llanedeyrn Primary School, Llanishen Fach Primary School and Marlborough Primary School.
- 58. All Specialist Resource Bases are open to admission from across the authority, although as far as possible, pupils are offered places in the Specialist Resource Bases closest to their home.
- 59. In addition to complex learning needs bases, there are 2 primary specialist autism resource bases, at Springwood Primary School and Lakeside Primary School, a speech and language class at Allensbank

Primary School and five primary Wellbeing Classes, hosted by Ysgol Gymraeg Pen y Groes, Fairwater Primary School, Springwood Primary School, Lakeside Primary School and Fitzalan High School.

- 60. The Specialist Resource Bases designated for complex learning provide two classes of up to 10 pupils; a class at Foundation Phase and a class at Key Stage 2. The pupils benefit from being taught in small classes with favourable pupil-staff ratios, taught by specialist staff. Pupils also benefit from opportunities to learn and socialise with their mainstream peers.
- 61. Admissions to the Specialist Resource Bases are managed by the Council, subject to a statement of Special Education Needs (SEN). Under the ALN Code, placement will be subject to an Individual Development Plan (IDP). The proposed capacity for 20 pupils would be in addition to the capacity of mainstream places in the school.
- 62. The opportunity to employ specialist staff and to work more closely with specialist services in Cardiff would enhance the school's capacity for inclusion and benefit all pupils in the school.
- 63. The provision of a Specialist Resource Base for complex learning at Moorland Primary School is proposed, to increase the number of places available to meet demand, and ensure that pupils living in the south central area of the city travel shorter distances to access specialist provision.

Land matters relating to Moorland Primary School

- 64. The Council is progressing works to replace early years accommodation at Moorland Primary School and to locate Flying Start provision on the site.
- 65. Early years provision for Moorland Primary School is located in a demountable unit at the rear of the school site. The unit has been rated as condition C. It currently accommodates 64 part-time Nursery places and 60 Reception class places.
- 66. This unit would be removed and a new building provided, accommodating the existing number of nursery class and Reception places.
- 67. Accommodation for the Specialist Resource Base would be provided as part of this planned work.
- 68. There is currently a boxing club located on part of the Moorland Primary School site. At present, the school redevelopment project is not reliant on the boxing club land. However, if this was to become available at a later date it would be beneficial to the school as it is a confined site.
- 69. The former Ysgol Glan Morfa school building is currently being appraised by the Council's housing department in relation to the delivery of Council

housing on the site. The proposals will seek to deliver a replacement new boxing club facility on the former Ysgol Glan Morfa site as part of the residential scheme to free up the land currently occupied by the boxing club for use by Moorland Primary School.

70. The Caretaker's house sits within the school footprint. This will be demolished as part of the project. There is no capital receipt to be realised associated with this as the land will be reallocated for the school's use.

Health provision

- 71. The proposals to expand specialist provision at the above school sites will have implications for health and other specialist services, working in partnership with schools to meet Additional Learning Needs. An additional factor is the ALN Reform Act 2018, which will introduce new responsibilities for health, education and social care to work together to coordinate assessment and provision. The Act 2018 will be implemented over a three-year period, beginning in September 2020.
- 72. In order to address these challenges together, the local authority and Cardiff and the Vale University Health Board are undertaking a joint review of health and specialist provision in Cardiff special schools and pupil referral units. The findings of the review, overseen by a project group of representatives from health, education, social services, schools, and parents, will inform the design of the specialist provision.

Admissions Arrangements

73. The Council would manage admissions to The Court and the Specialist Resource Base provision at Moorland, in accordance with the ALN Code.

Impact of the proposal on the Welsh Language

- 74. The level of special educational needs/ additional learning needs in the Welsh-medium sector has historically been lower than in the English medium sector. This has been changing over the last 4-5 years, with schools reporting an increased incidence of ALN, in all areas of need.
- 75. A review of ALN in the Welsh-medium sector was undertaken with Welsh medium schools in 2016 to inform the Welsh in Education Strategic Plan (WESP). Schools reported a small but significant number of examples of pupils with ALN leaving the Welsh-medium sector in order to access specialist resource bases or special schools.
- 76. There was also some anecdotal evidence to suggest that some families who would otherwise choose Welsh-medium education opt instead for English medium if their child has ALN, through concern that their child may need to transfer to the specialist sector at a later date.
- 77. Through the WESP, Cardiff has invested in specialist provision in the sector, including some capacity to respond to growing demand and to

generate more confidence in the availability of specialist provision in the sector.

- 78. A new primary base was established at Ysgol Gymraeg Pwll Coch, within the catchment area of Ysgol Gyfun Gymraeg Glantaf, where the secondary base is established. The two bases cater for learners with severe learning difficulties, providing a specialist curriculum and supporting a range of secondary needs including physical and medical needs, speech and language difficulties and autism.
- 79. In 2021 there is growing demand for resource bases for pupils with autism, who are average to high achievers, and would need a more integrative model of support than that provided by the two existing bases. There are currently 8 secondary aged learners, and 15 primary aged learners who would benefit from placement in an ASD base. This is a short term priority, given the risk that if current placements fail, the only option would be to offer a transfer to an English medium setting.
- 80. A primary wellbeing class has been established, hosted at Ysgol Gynradd Pen y Groes. The wellbeing class works flexibly to address needs in different age phases, or to provide an outreach model, depending on current need.
- 81. To support emotional health and wellbeing needs in secondary phase, a 'virtual' base/ PRU has been piloted across the three secondary schools, starting in 2018. The pilot is due for further review in 2021.
- 82. The priority is to ensure the three schools have adequate facilities and accommodation to provide effective Step 3 and 4 provision, complemented by the virtual base/ PRU. Medium term, the virtual base/ PRU will eventually need a fixed location at one of the schools, with designated accommodation, to reduce the risk that young people with the most complex needs may need to leave the Welsh sector to access more specialist provision.
- 83. As the Welsh sector continues to grow it will be important to develop additional provision in anticipation of the need, to ensure Welsh-medium education is a genuine choice for learners with complex ALN.
- 84. The pool of ALN qualified and experienced teaching staff is limited in number, in comparison to the English sector. Any plan to develop Welsh medium specialist provision will need to be supported by an ALN Workforce Development Plan.
- 85. In accordance with the timetable set by Welsh Government, the Council is working closely with its partners on the Cardiff Welsh Education Forum to develop the new ten year WESP for the city. It is expected the plan will be available for public consultation in autumn 2021 before being submitted for approval to the Welsh Government in early 2022. The first ten year Plan will commence on 1 September 2022 and expire on 31 August 2032.

86. Consultation on the draft WESP will seek views on how best to grow Welsh-medium education and on how to meet the local targets set by Welsh Government, in order to inform future proposals. The WESP will set out how the Council will increase the provision of Welsh-medium education for pupils with additional learning needs.

Learner Travel Arrangements

- 87. There are no plans to change the Council's transport policy for school children.
- 88. Any pupils affected by the proposals would be offered the same support with transport as is provided throughout Cardiff in line with the same criteria that apply across Cardiff.
- 89. The Council's transport policy for school children can be viewed on the Council's website <u>www.cardiff.gov.uk/schooltransport</u>.

Community Impact

- 90. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with schools and any community group to make sure that proposals avoid negative impacts if possible.
- 91. The schools that might be affected by the proposals are existing schools. Some offer after school activities and some have community organisations offering services from the school. It is not thought that there would be a negative impact on any of these activities.
- 92. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis. Welsh Government's aim for shared facilities in community-focussed school are to:
 - Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
 - Operate in line with the national agenda for sport taking into account nationally adopted strategies;
 - Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
 - Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
 - Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
 - Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

93. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.

Wellbeing of Future Generations

- 94. In line with the Well-being of Future Generations Act Cardiff's Band B programme is committed to providing Local Schools for Local Children, together with encouraging use of sustainable modes to travel to schools, such as walking and cycling. Each School project takes into account key transport issues when they are being designed and the firm need to provide safer routes to encourage walking, cycling and other active travel modes to schools.
- 95. With the current investments in ICT across the city, student movements may be further reduced as mobile technology develops further allowing for flexible teaching methods. These have the potential to result in a more efficient Travel Plan and further contribute to the Council's targets to reduce its carbon emissions.
- 96. In order to maximise the long-term impact of this significant investment, any design taken forward for each school included in this proposal would be developed to ensure the delivery of high quality modern facilities that are able to respond to the current pupil populations needs and support the delivery of effective teaching and learning methods. They would also incorporate the flexibility to take account of changes depending on need as time progresses; such as changing demographics and pupil numbers, changing curriculum and changing types of pupil needs.

Local Member consultation (where appropriate)

97. Additional learning needs provision is city-wide and members will be consulted as part of the public consultation.

Scrutiny Consideration

98. The Children and Young People's Scrutiny Committee will consider this report on 13 July 2021. Any comments received will be circulated at the Cabinet meeting

Reason for Recommendations

99. To meet demand for special school places for primary age learners with emotional health and wellbeing needs and complex learning needs.

Financial Implications

100. This report outlines the request to proceed to public consultation on changes to ALN provision and schools intake within The Court and Moorland Primary Schools. Proceeding to consultation does not, in itself commit the Authority to future expenditure so there are no capital financial implications directly arising from this report. However, once a

final options paper is provided it will be necessary for a full financial evaluation to be undertaken. The aim of this will be to provide assurance that the scheme remains affordable once all relevant costs and contingencies for potential changes in delivery timescales have been incorporated.

- 101. The outline 21st Century Schools Band B Programme was approved by Cabinet in December 2017. At that time the overall value of the programme amounted to £284m, including the Court Special School project. The Welsh Government (WG) have not formally approved individual project budgets, but have given their in principle support to each project within Cardiff Council's programme.
- 102. The overall projected costs of the Court are included in the current Band B cash-flow forecast, to be funded through Welsh Government Grant (75%) and 21st Century Schools Invest to Save borrowing (25%). Any revenue costs in relation to these schemes, including capital financing costs will be funded through the SOP Revenue Reserve.
- 103. A capital receipts target of £25m is expected to fund part of the overall Band B programme. The source of these receipts has yet to be identified, but any site disposals resulting from building schools on new sites should be prioritised to fund Band B.
- 104. Financial implications in relation to the acquisition of the Ty Glas site are detailed in a separate cabinet paper and these should be considered in conjunction with these proposals.
- 105. This report sets out proposals that create additional school places in the ALN setting that will need to be funded from the existing delegated schools budget. This report highlights the high cost provision currently being incurred for this population of pupils either through Out of County Placements or enhanced CNE payments to mainstream pupils. Further work is required to identify the extent to which the additional costs identified can be covered by the savings in other costs without there being a significant pressure on overall school budgets.
- 106. The Moorland Early Years Unit is to be funded from WG Flying start grant of £1.3m, with remainder to be funded from the Education Asset Renewal budget. In order to ensure sufficient budget there will be a need to prioritise this scheme within the current asset renewal programme, with additional funding to be made available through the invest to save allocation of the schools capital budget.

Legal Implications

107. Under the Education Act 1996, the Council has a general statutory obligation to promote high standards of education and to provide sufficient school places for pupils of compulsory school age, including appropriate provision for pupils with special educational needs (or additional learning needs). Parents have a right to express a preference for the school they wish their child to attend under section 86 of the

School Standards and Framework Act 1998, but this does not provide a right to attend a certain school, as applications can still be refused where this would prejudice the provision of efficient education or the efficient use of resources.

- 108. A local authority can make school organisation proposals, including making 'regulated alterations' to a community school or a community special school, under sections 42-44 of the Schools Standards and Organisation (Wales) Act 2013. The proposals set out in the report constitute 'regulated alterations' and must be considered having regard to the provisions of the 2013 Act and the School Organisation Code 2018, which sets out factors to be considered in respect of different proposals, the statutory procedures, legal requirements and guidance.
- 109. Where an increase in a school's capacity is proposed, the Council must have regard to evidence of current or future need/demand in the area for additional places, with reference to the school's language category (and religious character / gender intake if applicable). The Code also includes specific factors to be considered in relation to proposals for the reorganisation of provision for Special Educational Needs (or Additional Learning Needs). Cabinet will need to be satisfied that all relevant factors are properly considered in relation to the proposals.
- 110. The Council is required, prior to publishing its proposals, to undertake a consultation on its proposals in accordance with section 48 of that Act and the School Organisation Code 2018. The recommendations seek authority to carry out that statutory consultation. Case law has established that the consultation process should:

(i) be undertaken when proposals are still at a formative stage;

(ii) include sufficient reasons and information for particular proposals to enable intelligent consideration and response;

(iii) provide adequate time for consideration and response; and;

(iv) ensure that the product of consultation is conscientiously taken into account when the ultimate decision is taken.

- 111. The Schools Organisation Code sets outs further detailed requirements and guidance in relation to the statutory consultation, including the requirement for publication of a consultation document (and the contents of that document), a minimum 42 days consultation period including at least 20 school days, and a list of statutory consultees, including parents, pupils, governing bodies, religious bodies, the Welsh Ministers and Estyn.
- 112. The proposals in this report highlight the need to undertake property transactions should matters proceed following consultation. It is expected that the detail of those proposals will be provided in a future report where they can be considered in detail at that time.
- 113. If the proposals are taken forward, the admission arrangements, including admission numbers and catchment areas, will need to be determined, following consultation, in accordance with the School

Admission Code and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006.

- 114. In considering the proposals, the Council must have regard to its public sector equality 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. 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 and must be able to demonstrate how it has discharged its duty. An Equalities Impact Assessment should be carried out to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
- 115. The Council must also be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards and consider the impact of its proposals upon the Welsh language.
- 116. The Well-being of Future Generations (Wales) Act 2015 requires the Council to consider how the proposals will contribute towards meeting its well-being objectives (set out in the Corporate Plan). Members must also be satisfied that the proposals comply with the sustainable development principle, which requires that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 117. Following the public consultation, the Council is required to issue a consultation report, setting out the issues raised by consultees and its response to those issues. At that stage, a further report is to be submitted to the Cabinet to decide how to proceed.
- 118. Further legal advice will be provided as proposals are progressed.

HR Implications

The Court Special School

119. There are significant HR implications arising from the proposal. Firstly, the proposed increase in pupil numbers for the school will require the Governing Body to plan for the workforce requirements in readiness for the expansions. The Governing Body will be encouraged to undertake this work in line with the School Organisation Planning HR Framework.

HR People Services will provide advice, support and guidance to the Governing Body for the workforce planning and consequential recruitment processes. Where Governing Bodies have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of an increase in the numbers on roll will provide opportunities for school based staff on the school redeployment register. Secondly, the proposal includes the relocation of the Court School with the school proposed to operate dual site arrangements This will require high levels of staff and trade union consultation; clear communication plans regarding the arrangements for the transition from one school site to another; in addition to staff involvement in the development of building specifications or designs.

Moorland Primary School

120. HR People Services will work with the Governing Body to address the HR implications arising from the establishment of a Specialist Resource Base at the school and the resulting need for additional staffing. Where the Governing Body have adopted the Council's School Redeployment and Redundancy Policy, any new vacancies arising as a consequence of the establishment of the Specialist Resource Base will provide opportunities for school based staff on the school redeployment register.

Transport Matters

Transport matters relating to The Court at the proposed Fairwater Primary School site

- 121. There are very good public transport links with several bus services a short walk from the school. Waun-gron Park rail station is approximately 0.75 miles (1.2km) from the school.
- 122. There is good walking route access to the school and good existing and proposed cycling links. Short term improvements due through the Ely Mill development with links via Cycleway 5 to the city centre. The Ely Trail runs along Bwlch Road immediately to the south of the site and continues to Cardiff Bay of varying standards: traffic-free/ on-road. Signed routes link through Canton to the centre with medium term improvements due for on-road light segregation cycle tracks.
- 123. A recent Transport Assessment for this site identified acceptable traffic impact due to a comparable (but larger) development.
- 124. Further various facilities for walking and cycling, including upgrading of the Bwlch Road crossing are proposed in the Fairwater area for another school project with provision due by late 2023. These would also improve walking and cycling access to/from Ely south of the railway line and river Ely and north east through Fairwater, Llandaff and the wider network.
- 125. The proposed location at the Fairwater Primary School site would give potential for a separate second access from the existing primary school access.

- 126. The development proposals may require a revised Transport Assessment which will confirm measures to be included as part of the application to maximise travel by sustainable modes and identify any further provision relating specifically to a proposal for The Court.
- 127. Learner Transport will need appropriate facilities for drop-off and pick-up.

Transport matters relating to The Court at the proposed St Mellons CiW Primary School site

- 128. There are good public transport links via Llanrumney & Countisbury Avenue and also from Newport Road which are within short walking distance for staff access. There is good walking route accessibility for local pupils and staff.
- 129. Cycleway 2 is planned along this section of Newport Road. A shortmedium term future phase will replace the existing cycle lanes provision on this busy main road.
- 130. There are current parking issues outside the adjacent Pen Y Bryn Primary along Dunster Road. While the Transport team is monitoring the situation and reviewing the need for additional measures and parking controls outside all schools, the need for any additional measures outside the proposed site would be considered as part of that process.
- 131. The development proposals require a Transport Assessment which will identify measures to be included as part of the application to maximise travel by sustainable modes.
- 132. Learner Transport will need appropriate facilities for drop-off and pick-up.

Transport matters relating to Moorland School SRB

- 133. The proposed SRB on the site of Moorland Primary School would serve pupils in the south central area of Cardiff and so is well-placed given its relatively central location, proximity to public transport routes and facilities, and potential for active travel connections.
- 134. The development proposals require a Transport Statement which has already identified measures to be included as part of the application to maximise travel by sustainable modes.
- 135. Learner Transport will need appropriate facilities for drop-off and pick-up. As the site is very constrained, initial considerations suggest the use of the adjacent turning circle on the Singleton Road cul-de-sac along the western boundary of the site to provide a designated area. This is directly adjacent to the school building access and would provide suitable access from Learner Transport vehicles.
- 136. A review of parking and loading restrictions and the provision of a School Street on both the adjacent streets (including Moorland Road on the east

side of the site) would improve safety by deterring vehicle access, and reducing congestion and parking issues.

137. Further proposed school safety measures would include improvements to road crossings, and general improved facilities for pedestrians and cyclists, including along desire lines through Moorland Park.

Property Implications

- 138. This report outlines a number of property actions with any decisions relating the development, acquisition or disposal of property in regards to these schemes to be undertaken in conjunction with Strategic Estates in accordance with the agreed asset management processes and delegated authorities.
- 139. With respect of St Mellons Church in Wales School, there will be the management of the handover and transfer of the asset to Education.
- 140. Strategic Estates are supporting Education on the funding of the Moorland School development through managing the disposal of the former Ysgol Glan Morfa site which adjoins the Moorland Primary site. This capital receipt is ring fenced towards the delivery of the Moorland School Nursery and we will ensure best value is achieved through the disposal process.

Equality Impact Assessment

- 141. An initial Equality Impact Assessment has been carried out. It concluded that the proposed changes would not negatively affect a particular group in society. This assessment will be reviewed after consultation.
- 142. A Statutory Screening Tool including Equality Impact Assessment is attached as Appendix 4.

RECOMMENDATIONS

The Cabinet is recommended to

- 1. authorise officers to consult on proposals to:
 - Increase the capacity of The Court Special School from 42 to 72 places. The school would transfer to new build accommodation across two sites at Fairwater Primary School and the current St Mellons, CiW Primary School site in Llanrumney from September 2025.
 - Establish a Specialist Resource Base (specialist resource base) for up to 20 primary aged children with Complex Learning Needs (CLN) at Moorland Primary School from September 2022.
- 2. Note that officers will bring a report on the outcome of the consultation to a future meeting to seek authorisation as to whether to proceed to

publish proposals in accordance with section 48 of The School Standards and Organisation (Wales) Act 2013.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	9 July 2021

The following appendices are attached:

- Appendix 1: Cabinet Report, 14 December 2017 Appendix 2: Projections and Forecasts
- Appendix 3: Specialist provision maps showing location of existing provision

Appendix 4: Equality Impact Assessment

Projections and Forecasts

Projection methodology for existing and new schools

Cardiff employs a robust projection methodology for planning school places which takes account of NHS GP registration data and school census data (PLASC) submitted by and verified by all Cardiff schools. As projections can only take account of historic and current information the Council also identifies trends within projections, and analyses school preference data and other contextual information to produce forecasts on a city wide basis and in each locality.

Data analysis allows projections to be prepared based on localised patterns at primary school catchment area level, by secondary school catchment area and on a city-wide basis. Each of these provide differing contextual information to inform the forecasting on the number of places that may be needed to meet the requirements of each area and of Cardiff as a whole. Specialist provision is considered on a city-wide basis.

Forecast methodology for specialist provision

The determination of future Additional Learning Needs (ALN) provision requirements based on historical trends adds additional complexity to population projections. Data analysis must additionally take into account:

- Cohort size: ALN numbers being a small fraction of the total population would have an associated smaller numerical error but a significantly greater percentage error
- Need identification: The identification and categorisation of primary need has been a developing process such that it is challenging to establish a pattern of requirement against a common frame of reference for each need type.
- ALN placement: Pupils with significant additional learning needs can be placed in a wide variety of settings both in and out of county, and in both LA and independent facilities. The Pupil Level Annual School Census which forms the basis of pupil population projections in Cardiff therefore does not clearly capture the full range of ALN needs.
- Effects of covid-19: Historical patterns do not capture the increase in needs that is likely to have been caused by measures to mitigate the effects of the covid-19 pandemic.
- LDP: The population data capture in 2019 (PLASC) would not be able to capture future build rates of housing building on the strategic sites and hence patterns of occupancy
- Children and young people may not need specialist provision throughout their school career- some pupils succeed in mainstream for several years before they need to transfer to a specialist setting; others may make sufficient progress in a specialist setting to be able to return to a local mainstream school. The age at which pupils may need to access specialist provision therefore varies and cannot be precisely predicted.
- As a capital city, hosting the Children's Hospital for Wales and a range of special schools, Cardiff experiences a high number of new arrivals each year who require to go directly into a special school. In 2019-20 the number of new arrivals with this level of need was 18: in special school terms, this was the equivalent of 2-3 new classes that needed to be provided.

Emotional Health & Wellbeing (EHW)

As limited historical data is available, EHW projections have therefore been predicated on an extensive data capture exercise undertaken in 2019 to identify the need type and number of Cardiff resident pupils, and evaluated as a percentage of the verified PLASC 2019 dataset. Demand has then been projected based on an estimated annual growth of ALN pupils of 0.05% of the whole pupil population, from the baseline established in 2019.

It has been estimated that EHW pupils make up around 40% of pupils with complex ALN in Cardiff which corresponds to a projected growth of 0.02% per annum. In order to mitigate the risk of under provision and to allow for flexibility in the system, a further 10% uplift has been applied.

Existing EHW Primary Phase Provision

Table 1 sets out EHW primary provision currently available in Cardiff.

Establishment	Primary EHW Capacity 2021/22
The Court	42
Fitzalan WBC	8
Fairwater WBC	8
Springwood WBC	8
Lakeside WBC	16
Pen y Groes WBC	8
Total capacity	90

Projected EHW Primary Phase Demand

Table 2 below sets out EHW Primary projected future demand based on historical patterns of need growth

Primary places	2021/22	2022/23	2023/24	2024/25	2025/26
Projected demand	107	110	112	116	119
Projected demand (+10%)	118	121	123	128	131
Place Deficit	28	31	33	38	41

The ALN Provision Deficit in Primary- Emotional Health and Wellbeing Needs

In 2021/22 Cardiff maintains 90 primary special school and Wellbeing Class places for children with EHW needs.

Taking account of children out of county, and in mainstream awaiting specialist placement, the demand for places is estimated to be circa 107 in 2021/22, rising to 119 by 2025/26. With a 10% tolerance to allow flexibility, sufficient capacity would be to provide 118 places in 2021/22, and 131 places by 2025/26.

In summary, there is an estimated provision deficit of 28 places in 2021/22, rising to 41 places in 2025/26. The Council's Cabinet has authorised officers to consult on proposals to expand The Court Special School, which would reduce the projected deficit in 2025/26 by 30 places.

This projection does not take account of a possible further increase in needs as an outcome of 'lockdown' measures during the COVID 19 pandemic. It is likely that further additional provision, focussed on early intervention in Wellbeing Classes, will be needed over the next few years to address this issue.

Existing EHW Secondary and Post-16 Provision

Table 3 sets out the Secondary phase EHW provision currently available in categorised by Key Stage.

Establishment	KS3	KS4	Post-16
Greenhill	32	24	8
Carnegie	-	28	-
Bryn y Deryn	-	48	-
ACT special	-	40	-
Total provision	32	140	8

Projected EHW Secondary Phase Demand

Table 4 sets out the EHW Secondary projected future demand based on historical patterns of need growth

Secondary EHW Places	2021/22	2022/23	2023/24	2024/25	2025/26
Projected KS3 demand	122	125	127	129	129
Projected KS3 demand (+10%)	134	138	140	142	142
KS3 Deficit	102	106	108	110	110
Projected KS4 demand	200	210	217	218	219
Projected KS4 demand (+10%)	220	231	239	240	241
KS4 Deficit	80	91	99	100	101
Projected Post-16 demand	25	27	28	31	32
Projected Post-16 demand (+10%)	27	29	31	34	36
Post-16 Deficit	19	21	23	26	28
Total Deficit	201	218	230	236	239

The ALN Provision Deficit in Secondary- KS3/4 Emotional Health and Wellbeing Needs

In 2021/22 there are a total of 172 KS3/4 specialist EHW places in Cardiff maintained schools (Including EOTAS commissioned places).

Taking account of pupils out of county, and in mainstream awaiting specialist placement, the total demand for places is estimated to be circa 322 in 2021/22, projected to rise to 348 by 2025/26.

With a 10% tolerance to allow flexibility, sufficient capacity would be to provide 354 places in 2021/22, and 383 places by 2025/26. In summary, there is an estimated provision deficit of 182 places in 2021/22, rising to 211 by 2025/26.

Post 16 Emotional Health and Wellbeing Needs

Until 2018, Cardiff did not maintain any post-16 places for EHW, although pupils funded in the independent sector often remain to Y14. Eight Post-16 places were established at Greenhill following formal consultation in 2018. The number of pupils enrolled has already risen to 15 in 2021-22.

It is difficult to accurately predict demand for this age group, due to the lack of demand patterns to base projections on, but it is known that the majority of special school pupils are not able to sustain a successful transition to an FEI or employment at age 16. The table below is based on the known provision deficit, i.e those pupils who are post 16 in Independent settings.

Ideally, secondary special school provision should include post-16 provision with capacity for the majority of KS4 pupils to stay on until they are 18 or 19 i.e. a special school for 56 KS3/4 learners should include 24 post-16 places.

Complex Learning Needs

In 202/22 Cardiff maintains 445 primary special school and SRB places for children with Complex Learning/ Autism Spectrum Condition. Projects previously agreed by Cabinet, to extend and rebuild Riverbank Special School and to establish an SRB at Ysgol Pwll Coch, will increase the total to 524 places by 2025.

Existing CLN/ASC Primary Phase Provision

Establishment	Current Primary CLN/ASC Capacity
Ty Gwyn	75
Riverbank	70 (112*)
Meadowbank	40
Hollies	90
Bryn Hafod	20
Llanedeyrn	20
Llanishen Fach	20
Marlborough	20
Springwood	20
Pwll Coch	10 (20*)
Pentrebane	20
Allensbank SLCN	8
Total places	413 (465)

Table 5 sets out Primary CLN/ASC provision currently available in Cardiff

* Provision expansion previously agreed by Welsh Government / Cabinet but not yet implemented

Projected CLN/ASC Primary Phase Demand

Future demand projections are based on the 2019 ALN data captured and normalised against the verified PLASC 2019 survey.

Primary places	2021/22	2022/23	2023/24	2024/25	2025/26
Projected demand	510	515	522	536	547
Projected Demand (+10%)	561	567	574	590	602

Table 6 sets out projected demand for Primary CLN provision

The ALN Provision Deficit in Primary- Complex Learning/ Autism

Taking account of children out of county, and in mainstream awaiting specialist placement, the true demand for places is estimated to be circa 510 in 2021/22, rising to 547 by 2025/26. With a 10% tolerance to allow flexibility, sufficient places would be to provide 561 places in 2021/22, and 602 places by 2025/26.

The Welsh Government has approved a proposal to expand Riverbank Special School, and expand the SRB at Ysgol Pwll Coch which would reduce the projected deficit in 2025/26 by a total of 52 places (42 places and 10 places respectively). In summary, there is an estimated provision deficit of 148 places in 2021/22. If there were no further growth beyond current plans in relation to Riverbank and Pwll Coch, a provision deficit of circa 137 places will remain in 2025/26.

The Council's Cabinet has authorised officers to consult on proposals to establish a Specialist Resource Base at Moorland Primary School, which would reduce the projected deficit in 2025/26 by a further 20 places.

NB The projections have been calculated to take account of a falling birth rate in Cardiff over the last 3 years. However, to date, the Inclusion Service has not seen a fall in the incidence of complex needs in the 0-3 age group, referred to Education by Health. 35 extra primary places p.a. were needed in 2020 and 2021. If growth continues at this rate, 140 extra places will be needed over next 4 years.

Existing Complex Learning Needs /Autism Spectrum Condition Secondary Phase Provision

Table 7 sets out Secondary Complex Learning Needs /Autism Spectrum Condition provision currently available in Cardiff and projected future demand.

Secondary places	Secondary Phase CLN/ASC capacity (2021/22)
Ty Gwyn	123
Woodlands	140 (240*)
WHS Learning Base	70
Marion Centre ASC	42
Cathays ASC	16
Cantonian ASC	20
Llanishen ASC	20

Glantaf	30
2020 capacity	461 (561)

* Provision expansion agreed by Welsh Government but not yet implemented

Projected Secondary Phase Complex Learning Needs /Autism Spectrum Condition Demand

Table 8 sets out Secondary CLN/ASC projected future demand.

Secondary places	2021/22	2022/23	2023/24	2024/25	2025/26
Projected demand	580	600	617	623	629
Projected demand (+10%)	638	660	679	685	692

The ALN Provision Deficit in Secondary- Complex Learning Needs /Autism Spectrum Condition

In 2021/22 there are a total of 461 secondary specialist places in Cardiff maintained schools.

Taking account of pupils out of county, the true demand for places is estimated to be circa 580 in 2021/22, rising to 629 by 2025/26. With a 10% tolerance to allow flexibility, sufficient places would be to provide638 places in 2021/22 and 692 places by 2025/26.

In summary, there is an estimated provision deficit of 177 places in 2021/22, reducing to 131 by 2025/6.

The Welsh Government has approved a proposal to expand Woodlands High School, which would reduce the projected deficit in 2025/26 by 100.

There will be a significant challenge managing the provision deficit in the interim period ahead of the completion of the new Woodlands High School.

As with primary, the projections may underestimate the actual rate of growth. In 2020 and 2021, approximately 35-40 additional places per annum have been needed. If growth continues at this rate, 140 extra places will be needed over next 4 years.



CABINET MEETING: 15 FEBRUARY 2018

LAND ADJACENT TO JUNCTION 30 OF THE M4

INVESTMENT & DEVELOPMENT (COUNCILLOR RUSSELL GOODWAY)

AGENDA ITEM:10

DIRECTOR OF ECONOMIC DEVELOPMENT

Appendices 3 and 4 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14 of part 4 and paragraph 21 of part 5 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

1. To obtain Cabinet agreement for the acquisition of land adjacent to Junction 30 of the M4, currently occupied by the Dutch Garden Centre, in order to secure an important strategic site.

Background

- 2. The site is located directly adjacent to Junction 30 of the M4 and consists of circa 8 acres, shown edged red on the plan attached at Appendix 1. The current owner has marketed the site for sale (Appendix 2) and has agreed to dispose of the site to the Council. A report from the Council's commercial valuer supporting the Council's acquisition of the site is attached as Confidential Appendix 3.
- 3. Although the site resides in an area designated as 'Green Wedge' in the Local Development Plan 2006 2026, the site is occupied by existing uses and a variety of different buildings, structures, storage areas, hard and soft surfaces and therefore may have potential to accommodate appropriate development, subject to planning permission.

Issues

4. The Council is seeking to acquire a strategic site in north Cardiff to future proof the provision of a number of key Council services as the city's population continues to grow through the development of the strategic housing sites in north Cardiff. The scale of this site offers potential, subject to planning permission to provide for a number of potential Council uses but especially a new Additional Learning Needs (ALN) / Special Learning Needs (SEN) school facilities in the city which would benefit from

direct motorway access due to the wide catchment area served by such schools including the provision of out-of-county placements. Other potential uses, all subject to appropriate planning consent, could include: an additional strategic Park & Ride facility to assist the alleviation of commuter congestion and improve traffic management associated with major events; an expansion of the city's cemetery facilities; infrastructure to meet the city's potential and future waste management requirements, as well as some potential commercial opportunities.

- 5. In addition to the potential provision of additional services, the Council requires flexibility to relocate existing services as it seeks to dispose of a number of land assets within the city to secure capital receipts to support the delivery of the new Band B schools programme and Capital programme more generally. The scale and strategic location of this site offers the Council potential flexibility to manage its estate including the potential provision of temporary solutions.
- 6. Although the site is allocated as Green Wedge in the extant Cardiff Local Development Plan, redevelopment of the site could significantly improve the visual amenity and environment of the site and could help to better reflect its designation as Green Wedge.
- 7. The Green Wedge designation along with other policies and guidance will provide a significant constraint over what is likely to be permissible in terms of any future development of the site. Whilst the site contains existing uses, it cannot be assumed that development will automatically be permissible. Planning advice on the current status of the site is provided in confidential Appendix 4.
- 8. However, the designation of the area as Green Wedge, rather than Green Belt, is significant in that it allows the status of the area to be reviewed every time the Local Development Plan is reviewed. The statutory review of the Local Development Plan must be undertaken four years after the plan was adopted in January 2016.

Reasons for Recommendation

9. To seek approval for the acquisition of a key strategic site in Cardiff.

Financial Implications

10. There are a number of schemes in the proposed capital programme between 2018/19 and 2022/23 that need to consider alternatives sites for future service delivery. Subject to acceptance of the Council's offer, acquisition of the site would need to be managed within existing budgets allocated for those schemes. This includes proposals as part of the Council's 21st Century Schools Band B initiative funded by the Council and WG, subject to approval of individual business cases. The financial implications attached to the provision of future services will be considered in subsequent reports to Cabinet where required and will be subject to appropriate planning consent. This will also need to consider

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the value added tax implications of the agreed use for the site for which the seller has not elected to tax.

- 11. The appendices set out the costs of acquisition and include additional costs for stamp duty and associated costs of securing the site until a future use is determined. The commercial terms in Appendix 2 are supported by an independent valuation and the offer made considers the wider strategic benefits of securing the site. The seller has not elected to tax or not opted to tax"
- 12. The Council will need to consider the proposed short term uses of the site in terms of security, management and maintenance. Any additional costs revenue costs will need to managed within existing revenue budgets of Strategic estates and 21st Century Schools in the short term.

Legal Implications

13. The Council has power to acquire land for the benefit improvement or development of its area pursuant to section 120 of the Local Government Act 1972. The Council's Procedure Rules for the Acquisition of Land require the advice of a professional valuer to be taken. The Council also has economic, social and environmental well-being powers in relation to matters contained within its community plan and subject to value for money being achieved.

RECOMMENDATION

Cabinet is recommended to agree to the purchase of the site adjacent to Junction 30 of the M4 as outlined at Appendix 1.

NEIL HANRATTY

Director of Economic Development 9 February 2018

The following appendices are attached:

Appendix 1 – Plan Appendix 2 – Sales Particulars Confidential Appendix 3 – Valuation Report Confidential Appendix 4 – Planning Status Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 23 SEPTEMBER 2021

SCHOOL ORGANISATION PLANNING: TY GLAS ROAD LAND ACQUISITION

EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)

AGENDA ITEM:2

Appendices 3,4,5 and 6 to this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Reasons for this Report

1. This report seeks approval for the acquisition of the freehold interest of land at Ty Glas Road, Llanishen to allow the Council to progress options for a mainstream community secondary school and special school provision, in line with an independent valuation and delegate authority to conclude the acquisition.

Background

- 2. Cardiff 2030 is a ten year vision for a Capital City of Learning and Opportunity which builds on the progress and achievements which have been accomplished across the city's education system, since the launch of Cardiff 2020.
- 3. The strategy sets out an ambitious vision, underpinned by five goals and priority commitments:
 - A Learning Entitlement;
 - Learners' health and wellbeing;
 - Realising the Curriculum for Wales 2022 in Cardiff;
 - A world class education workforce; and
 - High quality learning environments.
- 4. The Council's Capital Ambition strategy has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life. The delivery of 21st century learning environments will ensure that there are appropriate, high

quality school places for young people which meets the needs of Cardiff's growing and changing population.

- 5. The Council are committed to ensuring the Future Generations (Wales) Act and improving the social, economic, environmental and cultural wellbeing of Wales to create:
 - A prosperous Wales
 - A resilient Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities
 - A Wales of vibrant culture and thriving Welsh language
 - A globally responsible Wales
- 6. In recent years there has been significant investment in the development of the education estate in Cardiff. However, significant challenges remain around:
 - sufficiency of places to meet growth in the secondary school age population;
 - increased demand for additional learning needs provision;
 - suitability of the school estate to meet the demand of 21st Century Learning; and
 - Projected growth in education provision resulting from the Local Development Plan.
- 7. The Council has set out its vision to invest in its education estate to deliver "Inspiring, sustainable, community-focused schools in which children and young people can achieve their potential".
- 8. A Cabinet report outlining the strategic investment in the city's education estate through its Band B 21st Century School Programme was approved on 12 October 2017 (attached as Appendix 1). Key programme benefits have been mapped to the four key educational aims as part of the realignment of the Council's 21st Century Schools Programme as noted above.
- 9. The Council is seeking a strategic acquisition of the Ty Glas site, which is a key flexible site in north Cardiff, that allows the Council to bring forward options for secondary Education. The site is of a suitable size to locate a community secondary school and subject to design a secondary special school. The acquisition would enable a future proofing of secondary education provision as the city's population continues to grow through the development of the strategic housing sites.
- 10. The strategic acquisition would also accelerate delivery of the Council's 21st Century Schools programme and provide for greater flexibility in the overall programme particularly in relation to the Council's ability to bring forward secondary school projects for schools with condition issues on constrained sites. Subject to planning permission, the site could offer accommodations with options of potential uses, such as education for secondary and/ or Additional Learning Needs (ALN).

- 11. The Council requires flexibility to provide educational services as it seeks to dispose of a number of land assets within the city to secure capital receipts to support the delivery of the new Band B schools programme and capital programme more generally. The scale and strategic location of this site offers the Council potential flexibility to manage its estate, including the potential provision of temporary solutions.
- 12. The site is well located in the city and benefits from good transport links for the wide area the site could serve. The site is located with the secondary school catchment areas of Llanishen High School and Ysgol Gyfun Gymraeg Glantaf, and is in close proximity to the catchment areas of a number of community secondary schools. The area is also served by Corpus Christi Catholic High School and St Teilo's Church in Wales High School.
- 13. The general benefits of acquiring a new school site rather than developing a constrained existing one may also include the following:
 - No impact on educational delivery and attainment during the construction period;
 - The school would be designed to be located in the optimum location within the new site, rather than on a constrained existing site;
 - No need to consider potentially complex decant arrangements;
 - The school could be designed with greater effectiveness around the vision for the school without limitations brought about by no phasing or site constraints; and
 - The potential forlower construction costs as a result of a faster construction programme.
- 14. Therefore, consideration has been given to purchasing this site and in doing so supporting the Council's aims and wider aims of the Welsh Government. In line with the agreed heads of terms, the site could be disposed of in the future subject to certain conditions should any Education purposes not be brought forward.
- 15. Ministerial approval has been given for the acquisition of the Ty Glas site. Welsh Government will support the Council with the full acquisition and demolition costs. This allocation is likely to be reflected within the Band C programme envelope of the Council's 21st Century Schools Programme. The Council will fund operational and holding costs through the SOP Revenue Reserve. It is anticipated that the Council would provide its intervention rate contribution when future workflows are confirmed. Should an education project not come forward in future the Council will look to dispose of the Ty Glas site in accordance with the Council's procedures and reimburse Welsh Government the initial outlay from the land receipts.

Issues

Sufficiency of mainstream and specialist school places

- 16. When considering likely demand for places across the area, a number of factors have been used to inform projections and forecasts, including:
 - Recent and historic numbers on roll taken from verified PLASC (Pupil Level Annual School Census) for Cardiff schools;
 - Recent and historic populations known to be living in each area utilising NHS data;
 - Recent and historic numbers and percentages of children attending English-medium and Welsh-medium community and faith places in Cardiff;
 - Recent and historic numbers and percentages of children transferring from primary schools in Cardiff to secondary schools elsewhere; and
 - Birth rate and population data currently available indicates a cyclic pattern in Cardiff, and nationally. Whilst school reorganisation proposals must be appropriate for current and projected pupil populations, an appropriate level of surplus capacity should be available to respond to population changes.
- 17. The Council prepares school forecasts based on:
 - Current residential populations;
 - Likely child populations from the future residential developments currently in construction and proposed;
 - Likely demand if parental take-up patterns were to remain consistent with the most recent years applying these trends to the relevant populations in future years; and
 - Likely demand if parental take-up patterns at entry to secondary schools were consistent with the type of primary school (English-medium community, Welsh-medium community or Faith) attended, applying this information to the relevant populations in future years.

Sufficiency of mainstream primary school places city-wide

- 18. City-wide intakes to primary education in September 2021 to September 2023 are projected to reduce significantly as a consequence of a further fall in the birth rate and changes to migration patterns, which are evidenced in data published by the Office of National Statistics and the most recent NHS GP registration data sets. However, changes to populations are not consistent in all parts of the city.
- 19. Overall existing capacity in the mainstream primary sector is projected to be sufficient to accommodate demand in existing residential areas of the city until at least 2024, in each language medium. Additional primary school provision is planned to serve new housing developments in the north east and north west of the city. In order to allow for changes in population as birth rates and migration changes, a reasonable level of surplus places must be retained.

Sufficiency of mainstream secondary school places city-wide

- 20. Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city-wide in the past five years. City-wide projections indicate that the demand for places in the mainstream secondary sector will further increase until the 2023/24 academic year.
- 21. City-wide, peak intakes at entry to secondary education of c4,115 pupils are projected in 2022/ 2023 and 2023/ 2024, following which intakes remain at high levels but reduce to c3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/ 2029.
- 22. However, it is anticipated that, as a result of the yield of pupils from the new housing developments, additional school provision will be required to provide school places local to new housing in some parts of Cardiff.
- 23. Each of the existing secondary schools in and serving North Cardiff areon sites adjacent to housing or other geographical constraints. Any significant redevelopment of secondary schools on operational sites would therefore be difficult, may be disruptive to existing pupils and staff, and may not result in the most appropriate layout of a school site. Consideration should therefore be given to the acquisition of a new site in order to continue to provide sufficient places to achieve the transformation goals of developing existing Cardiff schools into a 21st Century Schools estate.

Sufficiency of specialist places for children with Additional Learning Needs

- 24. The number of young people with Additional Learning Needs (ALN), including those with severe and complex needs who require a place in a special school or Specialist Resource Base (SRB), has grown significantly since 2012. This can be partly attributed to the overall school-age population increase but it is also related to other factors including:
 - Improved survival rates for children born with significant disabilities, resulting in a higher percentage incidence of severe and complex disabilities
 - Increased incidence of specific needs such as autism
 - Higher incidence of children and young people with social emotional and mental health needs
- 25. Four of Cardiff's special schools are classified as "D" for suitability and are also at full capacity. Whilst agreed proposals to replace and expand Woodlands High School and Riverbank School will address the suitability issues, the Council does not have sufficient specialist provision to meet fully the current and projected need.
- 26. At present, Cardiff has a shortfall in its specialist ALN (Social, Emotional & Mental Health) provision of c120 places, which is therefore met in private provision, out of county provision or with support in mainstream schools, and there is a projected shortfall of c189 places by 2025.

- 27. The reliance on independent schools to provide such places, and the increasing cost of supporting greater numbers of children with statements in mainstream schools, is a significant and growing financial challenge for Cardiff.
- 28. Feasibility work undertaken to identify potential sites to expand ALN provision has concluded that the required scale of expansion of places on existing sites is not possible, and consideration should therefore be given to the acquisition of a new site.

Ty Glas site

- 29. A site at Ty Glas Road of c7.2Ha has been identified as suitable for the development of a 21st century school campus. A plan attached as Appendix 2 sets out the location and boundaries of the site.
- 30. The site is conveniently located for public transport, with regular bus services and railway stations close by.
- 31. Each of Cardiff's existing special schools provide places that meet a different additional learning need and/ or age range, and each serves the entire Cardiff area.
- 32. Community access to the new build school facilities and opportunities for use of these by third party organisations would be a key consideration when designing any new school site.
- 33. The Ty Glas site, and local infrastructure off-site, would support the development of secondary and/or special school provision. If, following consultation and further feasibility work on preferred options, the Council decided not to proceed with establishing a school on the Ty Glas site, the Council would consider alternative uses for the site or could dispose of the site for a capital receipt.

Land Matters

- 34. Land requirements for schools in Wales must following Building Bulletin Guidelines 98, 99 and 103 for secondary, primary and special schools respectively. Given the land requirements to deliver schools that are compliant with Building Bulletin requirements, the search for developable sites has included sites not currently within the ownership of the Council.
- 35. The Council has engaged with the existing owners and has agreed Heads of Terms which are appended as Confidential Appendix 3.
- 36. As part of the process, due to the nature of the site, extensive due diligence has been undertaken and this report is outlined in Confidential Appendix 4.
- 37. Independent external valuers have been engaged to advise the Council on the proposed acquisition and will take account of the costs outlined in

Confidential Appendix 4 to provide the Council with a valuation report which is appended in Confidential Appendix 5.

38. A full commercial summary of the acquisition can also be found in Confidential Appendix 6.

Community Benefits

- 39. Cardiff Council is committed to contributing to the social, economic and environmental well-being of the wider communities involved in projects awarded through SEWSCAP. All contractors on SEWSCAP are contractually bound to commit to working with the Council to achieve community benefits related targets. A specific Community Benefits Plan will be produced with input from SOP at the time of developing a specific set of proposals.
- 40. Community benefits will be a non-core aspect to the contract and will not be a factor in the decision to award the contract but will be a key requirement of these schemes.
- 41. The key community benefits deliverables required of Contractors for every project are:
 - Training and employment opportunities, including apprenticeships, NVQs and H&S training;
 - Opportunities to recruit and train long term economically inactive persons as part of the workforce;
 - Maximising supply chain opportunities for SMEs, including social enterprises and supported businesses;
 - Advertising sub-contracting opportunities on Sell2Wales and using the Welsh Government's Supplier Development Service to hold "Meet the Buyer" events;
 - Working with local schools and colleges to develop knowledge and experience of pupils relating to the construction industry as well as promoting opportunities for work experience / work placements.
 - Contributing to community schemes; and
 - Minimising Environmental Impacts and taking part in the Considerate Contractors Scheme.

Sustainability-Low carbon and Bio-diversity

- 42. Within the design of school sites, the vegetation and drainage on site would offer the opportunity to increase site biodiversity and encourage ecological development. Proposals should provide links and continuity with the surrounding habitats and existing ecology.
- 43. Cardiff expects its schools to reduce the city's dependency on fossil fuels and be designed in such a way as to be a low carbon emission building. In doing so, the design and construction process shall identify and implement methods to reduce carbon emissions and water demand and shall implement sustainable drainage systems, and minimise embodied carbon by sourcing recyclable and reclaimable products wherever possible.

- 44. All users including the school and wider communities will be shown and encouraged to use the school buildings to optimise the operational energy used as part of the wider school sustainability strategy.
- 45. The briefing documents will be aligned with industry best practice and the procurement process will stipulate that the principal contractors will be required to produce a net zero operation pathway for the project at tender stage, monitor during the design development, verify at practical completion and monitor for five years post completion.
- 46. The key themes to achieve this are:
 - Reduce demand by passive measures of orientation and building form, fabric and air permeability and to simplify the MEP installation using highly efficient plant.
 - Optimise use of on-site renewables and minimise any offsetting.
 - Use low carbon materials that can be part of the circular economy.
 - Eliminate the need to use fossil fuels.
 - Improve monitoring and data collection of both operational and embodied carbon.

Local Member consultation and Scrutiny Consideration

47. The Children and Young People's Scrutiny Committee will consider this report at its meeting on 21 September 2021. Any comments received will be circulated at the Cabinet meeting.

Reason for Recommendations

48. To progress the acquisition of the site as outlined in Appendix 2 in order to facilitate the development of new-build education facilities in North Cardiff.

Financial Implications

- 49. This report recommends the acquisition of sites in readiness for use in future 21st Century Schools projects. This decision would enable officers to acquire freehold interest of land at Ty Glas Road, Llanishen. The following paragraphs set out the points for consideration prior to any acquisition. Cost estimates have been provided by the SOP team and supported by cost consultants.
- 50. Whilst the planned acquisition will support the 21st Century Schools Programme by providing flexibility in considering options, this should be accompanied by confidence that a specific planned use for the site will ultimately be identified. In the event of no education use being identified for all or part of the site acquired, the likelihood of a return equal to the investment not used should be factored into any risk assessment. Equal consideration should be given to the length of time that all or part of the site will not be used for building purposes and any associated ongoing costs need to be factored into the Business Plan.

- 51. Welsh Government are considering opportunities to initially fund the acquisition, through the ongoing 21st Century School capital programme. Current discussions indicate that the WG funding would be capped and would only be available for the capital acquisition and ground remediation costs. No funding would be made available for site security or holding costs. Should any portion of the site be used for non-education purposes the grant could be clawed back on a pro rata basis (with an equal split of any profit if sold). The grant award will stipulate that education provision on the site would need to be developed within 7 years of acquisition and continue for 30 years from the date of the grant award. In addition any resulting capital receipts identified due to development of Ty Glas will need to be reinvested into Cardiff's educational estate or shared with WG.
- 52. Any additional revenue costs in relation to site acquisition and ongoing security costs will need to be met from the SOP revenue reserve for the duration, along with any ongoing capital financing costs relating to any borrowing required. Any unused land will need to be considered within the context of VAT in order to ensure that no financial liabilities are incurred unnecessarily, and this risk would be mitigated if there is a clear understanding of the planned use for the whole of the site prior to initiation so that tax implications can be worked through early in the project timeframe.
- 53. Due to the age of the buildings on the site asbestos is prevalent. Due diligence has been undertaken in relation to asbestos removal required as part of any demolition of existing buildings, but the estimated costs are subject to change as work is undertaken. Under the current proposal Welsh Government will fund capital costs associated with the acquisition and demolition of the Ty Glas site, with the Council funding site holding costs (including security and insurance) through the SOP Revenue Reserve. At present, estimates are based on ground investigations with limited site access, along with desktop valuations from demolition specialists with a level of contingency added. These costs will be kept under review in line with the planned demolition and site use to ensure these additional costs are affordable within the SOP Revenue Reserve. Risks related to the site will be identified and actions taken to mitigate against them.
- 54. The site has previously been opted to tax for VAT by the current owner. Current plans would mean acquisition of the site with VAT payable, which would be recoverable, with the future use of the site intended for nonbusiness or standard rated supply services. Any exempt supply would require the Council to consider opting to tax, so usage of the site should be closely monitored to ensure no adverse impact on the Councils overall partial exemption calculation.

Legal Implications

Property Advice

55. Section 120 of the Local Government Act 1972 enables the Council to acquire land for either (a) the benefit, improvement or development of its area or (b) for any of it functions under any enactment. The Council's

Disposal and Acquisition of Land Procedure Rules requires the decision maker to have regard to advice from a qualified valuer, to ensure value for money.

56. The Cabinet needs to take account of the Council's fiduciary duties to the local residents and taxpayers. As such, proper consideration needs to be given to the risks, rewards and potential future liabilities of the proposals which are the subject of this report.

Equalities & Welsh Language

- 57. 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.
- 58. An equalities impact assessment would need to be undertaken at the time of developing proposals for the relevant site.
- 59. 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

- 60. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national wellbeing 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 wellbeing objectives are set out in Cardiff's Corporate Plan 2020 -23.
- 61. 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 wellbeing objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

- 62. The wellbeing 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 wellbeing 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
- 63. 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/futuregenerations-act/statutory-guidance/?lang=en

Policy and Budget Framework

64. 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

65. There are no HR implications arising out of this report.

Property Implications

- 66. The Strategic Estates Department has worked closely with the Education Directorate to appraise a number of potential school sites. Given the need comply with Building Bulletin site requirements it has been necessary to consider land not currently in within the ownership of the Council.
- 67. Much of the property matters and implications are identified and discussed in the body of this report and also in further detail in the Confidential Appendices.
- 68. Where there are resultant land transactions, or further negotiations or valuations required to deliver these proposals, these should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.
- 69. Further due diligence is required on the title and the agreed Heads of Terms outlined a specific timescale for exchange and completion of the

acquisition in the event of a Cabinet approval. Strategic Estates will continue to work with Education on the site acquisition and the advice on management of the site thereafter.

Traffic and Transport Implications

- 70. The Council's Transport White Paper sets out the Council's commitment to deliver a range of transformational transport projects to help tackle climate change, air pollution and the adverse impacts of car dependency on people's health.
- 71. The White Paper highlights that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle, whilst fear of traffic and the cars clogging up our streets have put a stop to children playing outside and limited their independence.
- 72. The adopted Local Development Plan sets a target to achieve a 50:50 split between journeys by car and journeys made by foot, cycle and/or use of public transport by 2026.
- 73. The Council's Transport White Paper sets a much more ambitious modal shift target and seeks to achieve over 60% of daily work trips to be made by sustainable modes of travel by 2025 with this share increasing to around 75% by 2030.
- 74. Achieving this target will require changes to the way children travel to school.
- 75. Travel to school creates considerable pressure on Cardiff's transport network. 30% of all car-based trips during the morning peak are journeys to school. There are around 40,000 car trips to school each day in Cardiff.
- 76. Yet, journeys to school are often very short; 75% of journeys to education are within 3km of people's homes. More of these journeys could be made by active modes if all schools are well connected to their catchment areas by safe and convenient active travel routes.
- 77. The Transport White Paper includes the commitment to "Develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools".
- 78. The new school developments being brought forward as part of the Council's 21st Century Schools programme provide the opportunity to deliver on this commitment by ensuring that active travel infrastructure is properly planned and provided as an essential and integral element of the scheme design.
- 79. Key to this will be ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. Other critical elements will be the location of access points in positions which take account of the alignment of the surrounding network of roads and pathways and which serve to minimise walking and cycling

distances and avoid unnecessary detours for people travelling. Development of the proposed new site provides an opportunity to design accesses in more appropriate and convenient locations to suit desire lines.

- 80. A Transport Assessment (TA) will be required to assess the traffic impacts and off-site infrastructure required to accommodate any development and facilitate sustainable access to the development in a way which accords with national planning policies in Planning Policy Wales (Edition 11, 2021) and the Council's Local Development Plan.
- 81. Planning Policy Wales requires the use of a sustainable transport hierarchy in relation to all new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Effectively this requires the designers of the new schools on the Ty Glas site to give priority to how children can access the site on foot and by bicycle before considering requirements for access by motorised transport. The Council's Local Development Plan requires all development proposals to maximise access by sustainable transport to contribute to modal shift from car travel to walking, cycling and public transport.
- 82. The TA will identify the on-site and off-site infrastructure to maximise access by sustainable modes, including provision to prioritise active journeys to school separated cycle routes, crossings, speed reduction measures as well as necessary works associated with required vehicular access onto the site. The transport team has already commenced engagement with the designers and transport consultants for the project to ensure that appropriate facilities to support sustainable travel are considered at the outset of the project and incorporated into the site master plan.
- 83. Opportunities to make existing roads and streets within the surrounding area safer for active travel by managing vehicle speeds and filtering out through traffic will also be investigated as part of the Transport Assessment. Work to develop the new Active Travel Network Map for Cardiff as required under the Active Travel Act is now underway and is currently being consulted on. This identifies measures and schemes to expand Cardiff's existing active travel network and provide better off road and on road active travel routes to key trip destinations including schools. The outputs of this work will be useful in informing the infrastructure measures required off-site to maximise access to the new school by active modes.

School Active Travel Plans

84. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.

85. All new schools will need to have such a plan in place from the outset of their operation. An Active Travel Plan for an expanded or new school site should be informed by both the Transport Assessment and any existing Active Travel Plan and developed with full involvement of the pupils and staff, both at the existing school and involving pupils and staff in the catchment school populations. The Active Travel Plan for the new school should be linked to the Active Travel Plans for the feeder or cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new school are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff. The Council's Active Travel Schools and Road Safety Teams will provide vital inputs to inculcate and support sustainable and active travel to the new school from the day it opens.

Off-site infrastructure

- 86. The site is located next to a large industrial estate which is served by heavily trafficked local distributor roads, Ty Glas Road and Ty Glas Avenue. These roads, by way of the volume of traffic they carry, and the poor quality of pedestrian facilities, physically sever the site of the proposed new school from parts of the immediate Llanishen area for walking to school. Therefore, it is essential that pedestrian crossing facilities both new 'stand-alone' crossings and crossings provided as part of modifications to existing junctions (including the junction of Ty Glas Road and Ty Glas Avenue and the junction with the site access) are designed in a way which connects with key off-site walking routes and facilitates pedestrian desire lines.
- 87. The western edge of the existing site is currently severed from the residential areas to the west of the site boundary. It is essential that pupils travelling on foot/bicycle from this side of the site can access the school directly, without having to make any inconvenient detour.
- 88. It is recommended that engagement with children and parents living in the local area takes place to ensure that off-site routes and crossings facilitates the routes that children will want to use, and parents will be happy with them being used.
- 89. Given the potential large size of the catchment area for the new school, it is also essential to take the opportunity to build in connections to the wider strategic cycle network so that cycling to school becomes an option for children who live beyond a reasonable walking distance from the site but may not qualify for free school transport. The opportunities to provide off-road routes and separated on-road routes for cycling connecting with the school will need to be investigated as part of the Transport Assessment process.
- 90. The roads within adjacent industrial estate are wide and offer the potential for the provision of on-road separated cycle routes. Opportunities for connecting these facilities to the wider existing and planned strategic

cycle network must be investigated. For example, there is potential to provide a direct walking and cycling access to residential areas to the east of the industrial estate which could potentially connect with future sections of Cycleway 1 along Lake Road North and planned routes along the Roath Recreation Ground/Roath Park Lake corridor. Onward cycling connections to Cyncoed and the Llanedeyrn and Pentwyn areas of the school catchment must also be investigated. These routes are likely to feature within the Council's new Active Travel Network Map (required under the Active Travel (Wales) Act 2013) which is currently being developed.

91. Off-site infrastructure design must anticipate the imminent introduction of legislation in the Senedd (2023) that will make 20mph the default speed limit in built-up areas. Ty Glas Road, Ty Glas Avenue and roads within the adjacent industrial estate will almost certainly fit the criteria for having a 20mph speed limit.

Public Transport

- 92. The site is located close to Ty Glas rail station on the Coryton line. The station can be accessed directly from within the industrial estate via Malvern Drive. The roads and junctions within the industrial estate are very wide which encourages high vehicle speeds so measures are required including crossing facilities and narrowing of junction radii to ensure that pupils travelling by train can safely access the school site on foot. The existing bus gate between Malvern Drive and Smith Road provides the opportunity for buses to access the site from both Ty Glas Avenue and Caerphilly Road so bus stop and bus drop off facilities should be located close the main vehicular access to the school on Parc Ty Glas.
- 93. Appropriate provision would need to be made for use of public transport services to access the school site. This would include safe waiting facilities for pupils and staff using scheduled and additional school bus services with safe pedestrian access to bus stops at locations convenient to the school, and assessment of existing crossings to confirm appropriate to the desire lines, type and level of use.

On-site infrastructure

- 94. Direct pathways of sufficient width which avoid navigating through or near to on-site parking areas should be provided for pupils accessing the site on foot or by bicycle.
- 95. The provision of secure cycle parking spaces and lockers for storage of cycling clothes and equipment will be essential. At this early stage of the project, the opportunity must be taken to build in the best possible secure on-site cycle parking provision. The scope for including secure cycle storage within the main school building should be investigated in the first instance.
- 96. Any external cycle parking must be covered and secure and be sited in a convenient location within the site which is easy for pupils for access and

where it benefits from surveillance. Sheffield stands are recommended. Tiered cycle parking will not be acceptable.

- 97. Cycle parking provision must meet the minimum requirements set out in the Council's Managing Transport Impacts SPG and the site must be able to accommodate increases in scooter and cycle parking to meet future demand.
- 98. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing.
- 99. On-site car parking should be in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (2018). The maximum car parking requirements for mainstream schools within the SPG is one parking space per 30 pupils. In the case of special schools a specific agreement would be made and could be expected to be in the order of one parking space per 8 pupils.
- 100. Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. Where the street layout is suitable this approach could potentially be used to restrict parking and access associated with a new school at the site.

Equality Impact Assessment

101. A Statutory Screening Tool including Equality Impact Assessment would be undertaken at the appropriate time of education proposals being developed for the site, and would be updated as the proposals are progressed.

RECOMMENDATIONS

The Cabinet is recommended to:

- 1. Subject to contract, acquire the freehold interest for the land at Ty Glas, Llanishen in line with an independent valuation.
- 2. Delegate responsibility to the Director of Economic Development (in consultation with Director of Education) and Section 151 officer for all matters relating to the acquisition of land and demolition.

SENIOR RESPONSIBLE	Melanie Godfrey
OFFICER	Director of Education & Lifelong Learning
	17 September 2021

The following appendices are attached:

Appendix 1: Cabinet Report, 12 October 2017

Appendix 2: Red Line site boundary

Appendix 3: Heads of Terms (confidential item)

Appendix 4: Due Diligence (confidential item)

Appendix 5: Valuer's Report (confidential item)

Appendix 6: Commercial Summary (confidential item)

Mae'r dudalen hon yn wag yn fwriadol

Equality Impact Assessment Corporate Assessment Template



Appendix 6

Policy/Strategy/Project/Procedure/Service/Function Title: School Organisation Planning: Provision for children and young people with Additional Learning Needs (ALN)

New/Existing/Updating/Amending: Pre consultation

Who is responsible for developing and implementing the			
Policy/Strategy/Project/Procedure/Service/Function?			
Name: Richard Portas Job Title: Programme Director			
Service Team: Schools Programme Service Area: Education			
Assessment Date: September 2021			

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

To enable the Cabinet to consider recommendations to hold public consultation on a range of proposals to extend and realign special school and specialist resource places.

It is proposed to:

- increase the capacity of Greenhill Special School from 64 to 160 places. The school would transfer to new build accommodation across two sites at the Ty Glas in Llanishen and the Dutch Garden Centre site with 80 pupils on each site from September 2025
- establish a 20-place Special Resource Base for emotional health and wellbeing at Cardiff West Community High School from September 2022
- increase the designated number of the Llanishen High School Autism Special Resource Base from 20 to 45 places from September 2022
- increase the designated number at The Marion Centre Special Resource Base from 42 to 66 places from September 2022
- establish a 30 place Special Resource Base at Willows High School from September 2025
- establish a 30 place Autism Special Resource Base alongside the existing 30 place Special Resource Base at Ysgol Gyfun Gymraeg Glantaf from September 2023
- increase the designated number of Ty Gwyn Special School from 198 to 240 from September 2022
- increase the designated place number of the Special Resource Base at Llanishen Fach Primary School from 20 to 30 places from September 2023
- increase the designated number at Marlborough Primary School Special Resource Base from 20 to 30 from September 2022
- increase the designated place number of Meadowbank Special School from 40 to 98 from September 2022

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- increase the designated number at the Pentrebane Primary School Autism Special Resource Base from 20 to 24 spaces from September 2022
- increase the designated number at Springwood Primary School Autism Special Resource Base from 20 to 28 from September 2022
- increase the designated number of The Hollies Special School from 90 to 119 from September 2022
- further increase the designated number of The Hollies Special School from 119 to 150 from September 2023

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

At its meeting on the 12 of October 2017, the Cabinet received a report 'Developing the School Estate' which outlined the challenges and opportunities facing Cardiff in the development of the education estate.

The report outlined the sufficiency, suitability and condition issues in Cardiff which provide the basis of the funding request from Cardiff to Welsh Government under the 21st Century Schools Band B Programme. A copy of the 14 December 2017 Cabinet Report is included at Appendix 1.

The Band B Programme seeks to address the most acute sufficiency and condition issues in Cardiff. Four special schools are identified for redevelopment: Riverbank Special School and Woodlands High School, for pupils with complex learning needs/ autism, and The Court School and Greenhill School, for pupils with emotional health and wellbeing needs.

Proposals in relation to Riverbank and Woodlands were agreed by the Welsh Minister on 21 July 2020.

At its meeting on 15 July 2021 the Cabinet authorised officers to consult on proposals for The Court Special School and the establishment of specialist resource base provision at Moorland Primary School for learners with complex learning needs. A copy of the 15 July 2021 Cabinet Report is included at Appendix 2.

At present, both primary and secondary schools in Cardiff host specialist resource base provision. Some are designated to support children with complex learning needs who require a specialist curriculum taught in a small class environment and some are designated for learners with autism or hearing impairments who require specialist support to access mainstream learning, with access to a nurturing base for some learning and unstructured time.

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The purpose of a SRB is to enable learners with learning difficulties to succeed in a mainstream school environment. Pupils are taught in a small class by specialist staff and benefit from a specialist curriculum, while benefiting from the full range of education opportunities available to all pupils at the school.

The number of children requiring specialist placement as a result of their learning disabilities has been increasing in Cardiff over the last 5 years, and steps were taken in 2018 to increase the number of specialist places available.

A review of cases of children aged 0-3 with ALN, known to the Council, confirms that the number of children with a range of learning need admitted to Reception year will continue to grow in coming years despite a projected fall in total school intakes.

While the 21st Century Schools Band B Programme will provide opportunities to address special school sufficiency issues, there will also be a need to take steps to extend provision to meet demand for places beyond this.

This report sets out the Band B Programme proposals in relation to Greenhill Special School and for the expansion of other special school and specialist resource base provision.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	Х		
18 - 65 years	Х		
Over 65 years	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The impact will be positive as the proposals will support the sufficiency of places in suitable specialist learning environments.

This provision is age dependent and therefore not accessible to pupils outside of this age range, or adults, either locally or in the wider community.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

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If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment			
Physical Impairment			
Visual Impairment			
Learning Disability	Х		
Long-Standing Illness or Health Condition			
Mental Health			
Substance Misuse			
Other			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The impact will be positive as the proposals will support the sufficiency of places in suitable specialist learning environments.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

If the proposal were to proceed, an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

				Yes No			N/A	
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Transgender People		Х
(People who are proposing to undergo, are undergoing, or have		
undergone a process [or part of a process] to reassign their sex		
by changing physiological or other attributes of sex)		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and specialist resources bases will continue to apply the Council's policies on equal opportunities.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			Х
Civil Partnership			Х

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and specialist resource bases will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.5 Pregnancy and Maternity

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Equality Impact Assessment Corporate Assessment Template

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy			Х
Maternity			Х

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and specialists resource bases will continue to apply the Council's policies on equal opportunities.

What action(s) can you take to address the differential impact?

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White			Х
Mixed / Multiple Ethnic Groups			Х
Asian / Asian British			Х
Black / African / Caribbean / Black British			Х
Other Ethnic Groups			Х

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and specialist resource bases will continue to apply the Council's policies on equal opportunities.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

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3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist			Х
Christian			Х
Hindu			Х
Humanist			Х
Jewish			Х
Muslim			Х
Sikh			Х
Other			Х

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and specialist resource bases will continue to apply the Council's policies on equal opportunities.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact? The senior staff in a school would be best placed to manage diversity in terms of belief. (e.g. provision of a space for prayer).

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men		Х	
Women		Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and special resources bases will continue to apply the Council's policies on equal opportunities.

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The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

Maintained school provision admits pupils of both sexes and this would continue to be the case.

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		Х	
Gay Men		Х	
Gay Women/Lesbians		Х	
Heterosexual/Straight		Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes would not have a differential impact as the schools and special resource bases will continue to apply the Council's policies on equal opportunities.

The Council would manage admissions to special school and specialist resource base provision in accordance with the ALN Code.

What action(s) can you take to address the differential impact?

Evidence collated by the Stonewall lobby group alleges that Lesbian, Gay, Bisexual people are likely to be discriminated against in workplace recruitment.

The Council's procedure for managing staffing changes arising from reorganisation would be used in implementing any changes as a result of this proposal. This would ensure that good practice is followed, including the application of the Council's policies on equal opportunities.

3.10 Socio-economic Duty

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the Socio-economic Duty?

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Yes	No	N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed changes is expected to have a positive impact on the Socioeconomic Duty. The Council's has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life (www.cardiffcommitment.co.uk).

The delivery of 21st Century Learning environments will ensure that there are appropriate, high quality school places for young people, which needs to needs of Cardiff's growing and changing population.

The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.

The Council does not expect the proposal to have any negative impact on the quality of standards of education for pupils, at these schools.

Some of the funding that a school receives is based on the number of pupils in the school who receive Free School Meals. All schools in Cardiff would receive funding for these pupils. There is no information available that suggests that the proposals would have a negative effect on pupils who receive Free School Meals.

What action(s) can you take to address the differential impact?

N/A

3.11 Welsh Language

Will this Policy/ Strategy/Project/Procedure/Service/Function have a **differential impact (positive/negative)** on the Welsh Language?

Yes	No	N/A

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Please give details/ consequences of the differential impact, and provide supporting evidence, if any.

The level of special educational needs/ additional learning needs in the Welsh medium sector has historically been lower than in the English medium sector. This has been changing over the last 4-5 years, with schools reporting an increased incidence of ALN, in all areas of need.

A review of ALN in the Welsh medium sector was undertaken with Welsh medium schools in 2016 to inform the Welsh in Education Strategic Plan (WESP). Schools reported a small but significant number of examples of pupils with ALN leaving the Welsh medium sector in order to access specialist resource bases or special schools.

There was also some anecdotal evidence to suggest that some families who would otherwise choose Welsh medium education, opt instead for English medium if their child has ALN, in case their child needs to transfer to the specialist sector at a later date.

Through the WESP, Cardiff has invested in specialist provision in the sector, including some capacity to respond to growing demand and to generate more confidence in the availability of specialist provision in the sector.

A new primary base was established at Ysgol Pwll Coch; a 'feeder' school for Ysgol Glantaf, where the secondary base is established. The two bases cater for learners with severe learning difficulties, providing a specialist curriculum and supporting a range of secondary needs including physical and medical needs, speech and language difficulties and autism.

In 2021 there is growing demand for resource bases for pupils with autism, who are average to high achievers, and would need a more integrative model of support than that provided by the two existing bases. There are currently 8 secondary aged learners, and 15 primary aged learners who would benefit from placement in an ASD base. This is a short term priority, given the risk that if current placements fail, the only option would be to offer a transfer to an English medium setting.

A primary wellbeing class has been established, hosted at Ysgol Pen y Groes. The wellbeing class works flexibly to address needs in different age phases, or to provide an outreach model, depending on current need.

To support emotional health and wellbeing needs in secondary phase, a 'virtual' base/ PRU has been piloted across the three secondary schools, starting in 2018. The pilot is due for further review in 2021.

The priority is to ensure the three schools have adequate facilities and accommodation to provide effective Step 3 and 4 proviso, complemented by the

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virtual base/ PRU. Medium term, the virtual base/ PRU will eventually need a fixed location at one of the schools, with designated accommodation, to reduce the risk that young people with the most complex needs may need to leave the Welsh sector to access more specialist provision.

As the Welsh sector continues to grow it will be important to develop additional provision in anticipation of the need, to ensure Welsh medium education is a genuine choice for learners with complex ALN.

The pool of ALN qualified and experienced teaching staff is limited in comparison to the English sector. Any plan to develop Welsh medium specialist provision will need to be supported by an ALN Workforce Development Plan.

In accordance with the timetable set by Welsh Government, the Council is working closely with its partners on the Cardiff Welsh Education Forum to develop the new ten year WESP for the city. It is expected the plan will be available for public consultation in autumn 2021 before being submitted for approval to the Welsh Government in early 2022. The first ten year Plan will commence on 1 September 2022 and expire on 31 August 2032.

Consultation on the draft WESP will seek views on how best to grow Welshmedium education and on how to meet the local targets set by Welsh Government, in order to inform future proposals. The WESP will set out how the Council will increase the provision of Welsh-medium education for pupils with additional learning needs.

What action(s) can you take to address the differential impact?

Demand for WM ALN places will be kept under review and proposals brought forward in line with the Welsh in Education Strategic Plan

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

The Council's Accessibility Officer would be given the opportunity to comment on the schemes.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	See Generic Over Arching below
Disability	
Gender Reassignment	

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Marriage & Civil Partnership Pregnancy & Maternity Race Religion/Belief Sex Sexual Orientation Socio-economic Duty Welsh Language Generic Over-Arching [applicable to all the	If the proposals were to proceed:
above groups]	 compliance with the Council's policies on equal opportunities would need to be ensured. an equality impact assessment would be carried out to identify the accessibility of the new school building. The equality impact assessment would take into account policies such as the Equality Act 2010, TAN 12: Design 2014 as well as building regulations such as, BS8300, Part M and relevant Building Bulletins. Demand for WM ALN places will be kept under review and proposals brought forward in line with the Welsh in Education Strategic Plan

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Hibah Iqbal	Date: September 2021
Designation: School Organisation Project Officer	
Approved By:	
Designation:	
Service Area: Education	

7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality*

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Equality Impact Assessment Corporate Assessment Template

Impact Assessments - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 2536 / 3262 or email <u>equalityteam@cardiff.gov.uk</u>

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CYNGOR CAERDYDD CARDIFF COUNCIL

CYFARFOD CABINET: 14 HYDREF 2021



CYNLLUNIO TREFNIADAETH YSGOLION: CYNLLUN STRATEGOL CYMRAEG MEWN ADDYSG (CSCA) CAERDYDD 2022-2032

ADDYSG, CYFLOGAETH A SGILIAU (Y CYNGHORYDD SARAH MERRY)

EITEM AGENDA:5

Rheswm dros yr Adroddiad hwn

1. Ystyried y Cynllun Strategol Cymraeg mewn Addysg (CSCA) drafft a amgaeir yn Atodiad 1 a chymeradwyo'r broses ymgynghori ffurfiol.

Cefndir

- 2. Cyhoeddodd Llywodraeth Cymru ei strategaeth Cymraeg 2050 yn 2017, sy'n nodi gweledigaeth o greu miliwn o siaradwyr Cymraeg erbyn 2050.
- 3. Erbyn 2050, y nod yw y bydd 40 y cant o blant (ym mhob grŵp blwyddyn) yn derbyn addysg trwy gyfrwng y Gymraeg. O blith y rhai sydd mewn addysg cyfrwng Saesneg, y dybiaeth yw y bydd hanner y rhai sy'n gadael yr ysgol yn dweud eu bod yn gallu siarad Cymraeg. Mae'r strategaeth yn rhagdybio, yn genedlaethol, y bydd 70 y cant o bobl ifanc 15 oed yn gallu siarad Cymraeg erbyn 2050, sy'n cynnwys 40 y cant yn dod o ysgolion Cymraeg a 30 y cant yn dod o ysgolion cyfrwng Saesneg.
- 4. Mae Rheoliadau Cynlluniau Strategol Cymraeg mewn Addysg (Cymru) 2019 yn gwneud darpariaeth i awdurdod lleol baratoi Cynllun deng mlynedd, y cyntaf i ddod i rym o 1 Medi 2022, yn amodol ar gymeradwyaeth Gweinidogion Cymru. Mae'r penderfyniad i symud i ffwrdd o gynllun 3 blynedd i gwmpasu cyfnod o ddeng mlynedd ar gyfer y cynlluniau sydd i ddod yn caniatáu golwg strategol tymor hwy ar sut i gefnogi'r Gymraeg mewn Addysg yng Nghaerdydd ar adeg o newid sylweddol yn y byd addysg.

Twf y Gymraeg ac Addysg Gymraeg yng Nghaerdydd

5. Dros y 25 mlynedd diwethaf, mae nifer siaradwyr y Gymraeg yng Nghaerdydd wedi mwy na dyblu gyda ffigyrau'r cyfrifiad diwethaf yn dangos bod dros 16% o boblogaeth y ddinas yn meddu ar un neu fwy o sgiliau yn y Gymraeg. Mae Caerdydd nawr yn y pedwerydd safle o ran y nifer fwyaf o siaradwyr Cymraeg, y tu ôl i Sir Gâr, Gwynedd ac Ynys Môn yn unig.

- 6. Mae hyn yn adlewyrchu'r gwaith rhagorol a wnaed ar draws y ddinas yn cynnwys amrywiaeth o bartneriaid i hyrwyddo'r Gymraeg ac yn dangos effaith mentrau partneriaeth fel y rhai a ddatblygwyd gan Weithgor Caerdydd Ddwyieithog.
- 7. Yr hyn sy'n amlwg hefyd yw pwysigrwydd canolog addysg Gymraeg ar gyfer twf y Gymraeg. Mae data'r Cyfrifiad yn dweud wrthym, ymhlith unigolion 5-15 oed, fod canran y disgyblion sy'n gallu siarad Cymraeg wedi cynyddu o 7.5% yn 1981 i 26.7% yn 2011. Mae data derbyn i ysgolion mwy diweddar hefyd yn dangos bod nifer y plant sydd wedi cofrestru mewn addysg Gymraeg wedi cynyddu 16% (1,752 o ddisgyblion) rhwng 2012 a 2018.
- 8. Mae'r ymrwymiad i wneud pob ysgol yng Nghaerdydd yn ysgol dda, y buddsoddiad o £280m i ddarparu rhaglen o ansawdd uchel mewn ysgolion a'r gwelliant parhaus o ran cyrhaeddiad addysgol i gyd wedi bod yn sail i'r twf hwn. Wrth i Gaerdydd edrych i'r 10 mlynedd nesaf, bydd y Cyngor yn cadw ei ymrwymiad i wneud pob ysgol yng Nghaerdydd yn ysgol dda tra'n sicrhau bod y Gymraeg yn parhau i fod yn nodwedd ddiffiniol o addysg yng Nghaerdydd.
- 9. Mae'r Cynllun Strategol Cymraeg mewn Addysg yn nodi cyfres o ymrwymiadau uchelgeisiol i adeiladu ar y cynnydd a wnaed hyd yma. Bydd y rhain yn sicrhau bod pob plentyn yn y ddinas yn gallu derbyn addysg Gymraeg, y bydd y nifer sy'n derbyn addysg Gymraeg yn cynyddu ac, drwy'r defnydd sylweddol ar y Gymraeg mewn addysg cyfrwng Saesneg, y bydd pob plentyn yn teimlo'n hyderus yn siarad Cymraeg.

Cynllun Strategol Cymraeg Mewn Addysg

Egwyddorion

- 10. Wrth i'r Cyngor weithio i gyflawni ei ymrwymiadau o fewn y CSCA, bydd yn gwneud hynny yn unol â chyfres o egwyddorion allweddol:
 - Bydd egwyddorion "cymdogaeth 15 munud" yn cael eu cymhwyso i sicrhau bod pob dysgwr yn gallu cyrchu addysg Gymraeg o fewn pellter rhesymol i'w cartrefi.
 - Ceisio sefydlu o leiaf 50% o'r ddarpariaeth newydd ar safleoedd CDLI fel darpariaeth Gymraeg.
 - Gellir addysgu pob plentyn yn y ddinas yn yr iaith o'u dewis gyda manteision addysg ddwyieithog yn cael eu hyrwyddo'n weithredol i bob rhiant o eni'r plentyn.
 - Bydd rhieni'n cael cymorth i drosglwyddo eu plentyn, neu blant, i addysg Gymraeg ar unrhyw oedran, gyda throchi o ansawdd uchel yn cael ei gynnig i gefnogi ceisiadau trosglwyddo yn ystod y flwyddyn.

- Bydd dysgwyr sydd wedi cael eu haddysg drwy gyfrwng y Gymraeg drwy'r cyfnod cynradd yn cael eu cefnogi'n rhagweithiol i barhau â darpariaeth uwchradd cyfrwng Cymraeg.
- Bydd y Cyngor yn gweithio gydag ystod eang o bartneriaid i hyrwyddo a chynyddu'n rhagweithiol ddwyieithrwydd Cymraeg/Saesneg.
- Bydd pob dysgwr yn cael cymorth i fod yn hyderus mewn o leiaf dwy iaith.
- Bydd holl ysgolion Caerdydd yn cynyddu faint o Gymraeg a addysgir, a ddefnyddir ac a glywir yn eu hysgolion, yn gyson â'r cwricwlwm newydd i Gymru
- Bydd dysgwyr ag anghenion dysgu ychwanegol (ADY) yn cael cyfle ieithyddol cyfartal.
- Bydd dysgwyr sydd â'r Gymraeg neu'r Saesneg fel ieithoedd ychwanegol yn cael cyfle ieithyddol cyfartal.
- Er mwyn hwyluso twf addysg Gymraeg byddwn yn ceisio cynnal capasiti ledled y ddinas yn y sector Cymraeg ar 10% dros y nifer a ragwelir.

<u>Deilliannau</u>

- 11. I gefnogi'r broses gynllunio, mae canllawiau Llywodraeth Cymru yn gofyn i Gynlluniau gael eu trefnu o amgylch saith deilliant sy'n adlewyrchu taith addysg dysgwr ac sy'n gyson â meysydd polisi Cymraeg 2050 ac Addysg yng Nghymru: Ein cenhadaeth Genedlaethol.
- 12. O dan bob un o'r saith deilliant ceir gwybodaeth am rai o'n cyflawniadau diweddaraf ynghyd â'r sefyllfa bresennol ac yn olaf y camau penodol a gymerwn ar gyfer pob un dros oes y cynllun hwn wedi'i rannu'n ddwy ran o bum mlynedd yr un.
- 13. Felly, bydd y Cyngor yn gweithio tuag at gyflawni'r deilliannau canlynol:
 - Mwy o blant meithrin/tair oed yn derbyn eu haddysg drwy gyfrwng y Gymraeg
 - Mwy o blant dosbarth derbyn/pump oed yn derbyn eu haddysg drwy gyfrwng y Gymraeg
 - Mwy o blant yn parhau i wella eu sgiliau Cymraeg wrth drosglwyddo o un cam o'u haddysg statudol i'r llall.
 - Mwy o ddysgwyr yn astudio ar gyfer cymwysterau asesedig mewn Cymraeg (fel pwnc) a phynciau drwy gyfrwng y Gymraeg.
 - Mwy o gyfleoedd i ddysgwyr ddefnyddio'r Gymraeg mewn gwahanol gyd-destunau yn yr ysgol.

- Cynnydd yn y ddarpariaeth Gymraeg ar gyfer disgyblion ag anghenion dysgu ychwanegol (ADY) yn unol â'r dyletswyddau a osodir gan Ddeddf Anghenion Dysgu Ychwanegol a Thribiwnlys Addysg (Cymru) 2018.
- Cynnydd yn nifer y staff addysgu sy'n gallu addysgu Cymraeg (fel pwnc) ac addysgu drwy gyfrwng y Gymraeg.

Targedau Cenedlaethol a Lleol

- 14. Mae Rheoliadau Cynlluniau Strategol Cymraeg mewn Addysg (Cymru) 2019 yn ei gwneud yn ofynnol i Awdurdodau Lleol osod targed deng mlynedd yn amlinellu'r cynnydd disgwyliedig yn y plant Blwyddyn 1 a gaiff eu haddysgu drwy gyfrwng y Gymraeg yn ardal yr awdurdod lleol yn ystod oes Cynllun.
- 15. Y targed cenedlaethol yw:

Cynyddu cyfran pob grŵp blwyddyn ysgol sy'n derbyn addysg Gymraeg o 22 y cant (yn seiliedig ar 7,700 o ddysgwyr saith oed yn 2015/16) i 30 y cant (tua 10,500 ym mhob grŵp blwyddyn) erbyn <mark>203</mark>2, ac yna 40 y cant (tua 14,000 ym mhob grŵp blwyddyn) erbyn 2050.

- 16. Rhaid i bob awdurdod lleol bennu ei darged yn unol â'r ystod a ddarperir gan Lywodraeth Cymru er mwyn cyfrannu at y targed cenedlaethol cyffredinol. Rhaid i'r targed gael ei gefnogi gan ddatganiad yn nodi sut y byddai Awdurdod Lleol yn cyflawni'r cynnydd disgwyliedig yn nifer y plant Blwyddyn 1 a addysgir drwy gyfrwng y Gymraeg yn ystod oes y Cynllun. Dyma'r targed deng mlynedd cyffredinol ar gyfer CSCA 2022 - 2032.
- 17. Mae Awdurdodau Lleol wedi'u grwpio i gategorïau gwahanol sy'n adlewyrchu'r gwahaniaethau (ac yn cydnabod elfennau tebyg) rhwng y 22 awdurdod. Roedd y ffactorau a ystyriwyd wrth grwpio yn cynnwys canran y dysgwyr a addysgir yn Gymraeg ym mhob ardal, y modelau darpariaeth addysg Gymraeg a fabwysiadwyd gan Awdurdodau Lleol, a natur ieithyddol ardal.
- 18. Y targed a osodwyd ar gyfer Caerdydd gan Lywodraeth Cymru yw sicrhau twf fod rhwng 25% a 29% o ddysgwyr Blwyddyn 1 yn derbyn addysg Gymraeg erbyn diwedd y cyfnod o ddeng mlynedd (ceir esboniad manwl o'r fethodoleg a weithredir ar gyfer pennu'r targed hwn, ochr yn ochr ag amcanestyniadau Caerdydd, yn Atodiad 2).

Hyrwyddo'r Gymraeg drwy gydol ein Sector Addysg

19. Mae Caerdydd wedi buddsoddi'n sylweddol yn nhwf addysg Gymraeg drwy ddarparu lleoedd ychwanegol ar fynd i addysg gynradd ac ar drosglwyddo i addysg uwchradd ynghyd â sefydlu'r ddarpariaeth drochi hynod lwyddiannus sydd wedi cefnogi a chynyddu nifer y trosglwyddiadau yn ystod blwyddyn.

- 20. Ers 2010, mae Caerdydd wedi cynyddu'r capasiti cyfrwng Cymraeg sydd ar gael ar fynd i'r sector cynradd oddeutu 6 dosbarth mynediad (DM) ac mae nifer y disgyblion derbyn wedi cynyddu tua 0.25% y flwyddyn ar gyfartaledd rhwng Medi 2015 a Medi 2020.
- 21. Yn yr un cyfnod, ar lefel uwchradd mae'r awdurdod wedi sefydlu trydedd ysgol Gymraeg yng Nghaerdydd ynghyd ag ychwanegu capasiti yn un o'r ysgolion oedd yma'n barod gan arwain at gynnydd cyffredinol o 7DM wrth fynd i flwyddyn 7.
- 22. Mae twf addysg Gymraeg yn llwyddiant y dylid ei ddathlu'n briodol, ond mae'n amlwg bod mwy i'w wneud. Er y bu cynnydd o ran maint y ddarpariaeth o ansawdd uchel a'r nifer sy'n manteisio ar leoedd cyfrwng Cymraeg, mae heriau'n parhau o hyd ynghlwm â thwf parhaus, yn enwedig o ystyried y gostyngiad yn y cyfraddau geni a'r angen i ddiwallu anghenion ein cymunedau amrywiol.
- 23. Wrth symud ymlaen byddwn yn sicrhau, fel dinas amrywiol, bod pawb yn deall manteision addysg Gymraeg a'r manteision cadarnhaol o gofleidio'r Gymraeg. Bydd hyn yn golygu ymgysylltu â chymunedau nad ydynt yn draddodiadol efallai wedi ystyried addysg Gymraeg i'w plant a datblygu dulliau wedi'u teilwra ar gyfer pob cymuned.
- 24. Yn ogystal â chynyddu nifer y bobl sy'n derbyn darpariaeth Gymraeg o'r blynyddoedd cynnar ac ar ddechrau addysg statudol, mae angen hefyd ystyried ymhellach rôl bosibl y ddarpariaeth Trochi Cymraeg fel rhan o strategaeth ragweithiol ar gyfer twf yn y dyfodol.
- 25. Mae hyn yn rhan o ddull cydgysylltiedig o sicrhau bod teuluoedd yn teimlo'n hyderus ac yn cael eu cefnogi pe baent yn dewis darpariaeth Gymraeg. Bydd hyn yn gofyn am rwydwaith cymorth pwrpasol sy'n rhan o'r cynnig ysgol ffurfiol ac nid yw'r pandemig diweddar ond wedi pwysleisio'r angen am gymorth caffael iaith dwys o'r math hwn. Yn ychwanegol at hyn, mae angen pwysleisio argaeledd lleoedd arbenigol yn y sector Cymraeg ar gyfer plant sydd ag Anghenion Dysgu Ychwanegol (ADY) a fydd yn eu galluogi i weld cynnydd yn unol â'u potensial.
- 26. Yn gyson ag ymrwymiadau'r Cyngor fel Dinas sy'n Dda i Blant, bydd y Cyngor yn parhau i ymgysylltu â phobl ifanc a'u teuluoedd ar nifer o faterion pwysig. Mae deall y rhesymau pam mae teuluoedd wedi dewis addysg Gymraeg, neu efallai pam nad ydynt wedi dewis Cymraeg i'w plant, yn parhau i fod yn flaenoriaeth. Mae angen deall hefyd pam y byddai pobl ifanc a allai fod wedi derbyn addysg statudol Gymraeg yn dewis peidio â dilyn addysg bellach neu addysg uwch drwy gyfrwng y Gymraeg. Yn yr un modd, mae angen deall yn well pam y gallai diffyg hyder fod ar rai pobl ifanc i ddefnyddio unrhyw Gymraeg yn eu gyrfaoedd fel oedolion a'r hyn y credant y gallem ni ei wneud i newid hyn.
- 27. Roeddem hefyd yn cydnabod nad yw manteision clywed, siarad a mwynhau dysgu yn Gymraeg wedi'u cyfyngu i'r rhai sy'n dewis addysg

Gymraeg. Mae'n bwysig bod y Cyngor yn gosod disgwyliadau uchel o ran sut y bydd y cwricwlwm newydd i Gymru yn cael ei gyflwyno o ran darparu mwy o gyfleoedd ar gyfer caffael iaith drwy ddysgu a defnyddio mwy o Gymraeg yn ein hysgolion Saesneg. Mae blaenoriaethu datblygiad ein model iaith ddeuol newydd i sicrhau ei fod yn cael ei weithredu'n llwyddiannus yn flaenoriaeth os ydym am sefydlu hyn fel templed ar gyfer ysgolion newydd eraill yn y dyfodol. Mae'r Strategaeth hon felly'n ailddatgan ymrwymiad Cyngor Caerdydd i gynyddu nifer y siaradwyr Cymraeg yn y ddinas a gwella faint o Gymraeg a ddefnyddir ym mhob un o'n hysgolion a'n darpariaethau addysgol.

Ystyriaethau Cyflawni Allweddol

- 28. Rhaid cyflwyno'r CSCA yng nghyd-destun ystyriaethau ehangach, sy'n rhaid eu cydnabod yn llawn er mwyn cyflawni dyheadau'r Cyngor.
 - Demograffeg: Newidiodd nifer a chanran y plant sy'n mynd i addysg gynradd Gymraeg yn fawr rhwng 2009/10 a 2016/17. Yn gyson â'r boblogaeth gyffredinol, roedd nifer y plant a oedd yn mynd i addysg Gymraeg yn cynyddu. Amcanestynir y bydd y nifer sy'n cael eu derbyn i addysg gynradd ledled y ddinas rhwng Medi 2021 a Medi 2023 yn lleihau'n sylweddol o ganlyniad i ostyngiad pellach yn y gyfradd enedigaethau a newidiadau i batrymau mudo, y ceir tystiolaeth ar ei gyfer mewn data a gyhoeddwyd gan y Swyddfa Ystadegau Gwladol a setiau data cofrestru meddygon teulu diweddaraf y GIG. Fodd bynnag, nid yw newidiadau poblogaeth yn gyson ym mhob rhan o'r ddinas.

Nid yw data cyfraddau geni ar gyfer plant sy'n mynd i addysg gynradd o fis Medi 2025, hyd at ddiwedd cyfnod y CSCA yn 2032, yn wybyddus eto. Mae'r data cyfraddau geni a phoblogaeth sydd ar gael ar hyn o bryd yn dangos patrwm cylchol yng Nghaerdydd, ac yn genedlaethol. Yng nghyd-destun gostyngiad yn nifer y disgyblion sy'n derbyn addysg gynradd yn narpariaeth bresennol y Cyngor, mae amcanestyniadau yn awgrymu y bydd y ddarpariaeth bresennol mewn ysgolion ac sydd wedi ei chynllunio eisoes yn cynnig lefel gymharol uchel o leoedd gwag mewn ysgolion cynradd Cymraeg ledled y ddinas i gefnogi twf cynaliadwy yng nghamau cynnar cyfnod y cynllun.

- <u>Newid Canfyddiadau</u>: Mae'r Cyngor wedi ymrwymo i gynyddu'r ddarpariaeth Gymraeg ond hefyd i sicrhau y gellir addysgu pob plentyn yn y ddinas yn eu dewis iaith. Bydd hyrwyddo manteision addysg ddwyieithog i bob rhiant yn hanfodol. Bydd hyn yn gofyn am ddull cydgysylltiedig o sicrhau bod teuluoedd yn deall manteision siarad mwy nag un iaith, yn teimlo'n hyderus ac yn cael eu cefnogi os byddant yn dewis darpariaeth Gymraeg ac yn gallu cael mynediad at rwydwaith cymorth pwrpasol sy'n rhan o'r cynnig ysgol ffurfiol.
- <u>Y Gweithlu:</u> Er mwyn cyflawni'r targedau uchelgeisiol a osodwyd yn genedlaethol, ac er mwyn llwyddo i gyflawni ein dyheadau o ran addysg Gymraeg, mae angen ar fyrder i gynyddu nifer yr athrawon

sy'n siarad Cymraeg yn rhugl. Mae hon yn her genedlaethol na ellir ei gorbwysleisio ac mae'n un a fydd yn gofyn am ymateb cydgysylltiedig gan bob lefel o Lywodraeth yng Nghymru. Felly, mae maint yr her yn mynnu lefelau digynsail o gydweithio ac ymyrraeth i sicrhau nad yw ansawdd uchel addysg Gymraeg yn cael ei wanhau a bod modd gwella faint o Gymraeg a addysgir ar draws y system addysg.

Ymgysylltu â Rhanddeiliaid

- 29. Mae'r Cyngor yn parhau i weithio'n agos ac yn adeiladol gyda phartneriaid ar ei Fforwm Addysg Gymraeg, sy'n cynnwys cynrychiolwyr o'r sectorau meithrin, cynradd, uwchradd ac addysg bellach, gofal plant, RhAG a Llywodraeth Cymru. Mae'r Fforwm hwn yn cyflwyno gwybodaeth ar gyfer cynllunio lleoedd cyfrwng Cymraeg, er mwyn parhau i sbarduno cynllun y Cyngor i gynyddu mewn modd cynaliadwy niferoedd y dysgwyr mewn ysgolion Cymraeg a'r rhai sy'n dysgu Cymraeg mewn ysgolion cyfrwng Saesneg.
- 30. Cyn cyhoeddi canllawiau ar y CSCA, sefydlodd y Fforwm Addysg Gymraeg nifer o weithgorau i ystyried ffactorau sy'n cefnogi twf addysg Gymraeg, gan gynnwys Hyrwyddo a Marchnata, Cymorth i Rieni a Theuluoedd, a Chynllunio Gyrfaoedd a'r Gweithlu.
- 31. Amrywiaeth o gwbl ddwyieithog sesiynau ymgysylltu â rhanddeiliaid. Cefnogodd y rhain fewnbwn pellach gan y Fforwm Addysg Gymraeg a rhanddeiliaid allweddol eraill. Bwriad y sesiynau oedd cryfhau ymwybyddiaeth ymhlith y grŵp estynedig ynglŷn â'r sefyllfa bresennol yng Nghaerdydd, a sicrhau perchnogaeth a mewnbwn ehangach rhanddeiliaid a fyddai'n gweithio'n uniongyrchol i gyflawni'r camau y cytunwyd arnynt yn y CSCA terfynol.
- 32. Roedd y rhai a oedd yn bresennol yn cynnwys Aelodau Etholedig Cyngor Caerdydd gan gynnwys y Dirprwy Arweinydd a'r Aelod Cabinet dros Addysg; cynrychiolwyr cyrff llywodraethu ysgolion; Bwrdd Iechyd Prifysgol Caerdydd a'r Fro; Cyfarwyddwr Addysg Cyngor Caerdydd; Cynrychiolwyr Llywodraeth Cymru a Swyddogion y Cyngor o Addewid Caerdydd, Cyfathrebu, Dechrau'n Deg, Gwasanaethau Pobl Adnoddau Dynol, y Gwasanaeth Cynhwysiant a Chludiant Ysgolion. Adeiladodd y sesiynau hyn ar y wybodaeth a gasglwyd yn ystod y misoedd diwethaf drwy weithio gydag aelodau'r Fforwm Addysg Gymraeg a defnyddio eu profiad a'u gwybodaeth o'r sector yng Nghaerdydd a thu hwnt.

Ymgynghoriad

33. Mae Rheoliad 9 Rheoliadau Cynlluniau Strategol Cymraeg mewn Addysg (Cymru) 2019 yn nodi'r cyrff y mae'n rhaid i'r Awdurdod Lleol ymgynghori â hwy ar y Cynllun Strategol Cymraeg mewn Addysg drafft cyn ei gyflwyno i Weinidogion. Cynhelir ymgynghoriad cyhoeddus ar y CSCA drafft gydag ystod eang o randdeiliaid gan gynnwys Aelodau etholedig, ysgolion, rhieni, disgyblion, y sefydliadau partner perthnasol a phartïon â diddordeb.

- 34. Mae Llywodraeth Cymru wedi nodi bod yn rhaid cynnal ymgynghoriad ar y cynllun arfaethedig am ddim llai nag 8 wythnos. Bydd yr ymgynghoriad cyhoeddus yn cael ei gynnal ar-lein i raddau helaeth gyda thudalen we i roi cartref i'r cynllun drafft ac arolwg ar-lein i gasglu barn partïon â diddordeb. Bydd y model hwn yn ceisio sicrhau bod yr holl wybodaeth angenrheidiol ar gael yn rhwydd mewn un lle a bod gan breswylwyr un lle i gyfeirio ato er mwyn sicrhau bod yr holl wybodaeth ganddynt er mwyn gallu cynnig ymateb ystyriol.
- 35. Ochr yn ochr â'r arolwg ar-lein, bydd swyddogion yn monitro lefelau ymateb ac yn ceisio ennyn diddordeb grwpiau sy'n cael eu tangynrychioli o fewn darpariaeth cyfrwng Cymraeg ar hyn o bryd er mwyn sicrhau bod y cynllun yn adlewyrchu uchelgais y Cyngor i symud i ffwrdd o'r *status quo* a sicrhau bod y Gymraeg yn iaith i holl ddinasyddion y Cyngor.
- 36. Bydd yr ymgynghoriad yn cael ei hyrwyddo'n helaeth drwy gyfrwng tîm cyfathrebu'r Cyngor gyda negeseuon cyfryngau cymdeithasol aml ac wedi'u targedu i annog ymgysylltu. Bydd dolenni i dudalen we'r cynllun a'r arolwg hefyd yn cael eu dosbarthu i randdeiliaid statudol a enwir yn y canllawiau gan gynnwys yr holl aelodau etholedig, ysgolion, sefydliadau sy'n aelodau o'r Fforwm, Estyn a Phanel leuenctid Caerdydd.
- 37. Yn dilyn y dyddiad cau, caiff ymatebion eu crynhoi a'u defnyddio i lywio'r drafft terfynol a gaiff ei gynnig i'r Cabinet ym mis Ionawr 2022 gyda gofyniad i'r CSCA gael ei gytuno a'i gyflwyno i Lywodraeth Cymru erbyn 31 Ionawr 2022 fan bellaf.

Ymgynghoriad Aelodau Lleol (lle bo hynny'n briodol)

38. Mae'r CSCA yn ddogfen bolisi strategol ac ymgynghorir ag aelodau etholedig fel rhan o'r ymgynghoriad cyhoeddus.

Ystyriaethau Craffu

39. Mae'r Pwyllgor Craffu Plant a Phobl Ifanc wedi derbyn cyflwyniad ar y cynnwys allweddol sydd i fod yn sail i'r Cynllun Drafft ar 21 Medi 2021 ac mae eu sylwadau wedi'u cynnwys yn y drafft presennol lle bo hynny'n briodol. Gwnaed y cais i dderbyn y CSCA llawn adeg yr ymgynghoriad i lywio ei ddatblygiad ymhellach cyn ei gyhoeddi'n derfynol.

Rhesymau dros yr Argymhellion

40. Cydymffurfio â'r gofyniad i baratoi ac ymgynghori ar Gynllun Strategol y Cymraeg mewn Addysg 2022-2032.

Goblygiadau Ariannol

- 41. Y rheswm dros yr adroddiad hwn yw nodi cynnwys y Cynllun Strategol Cymraeg mewn Addysg drafft a'r ymgynghoriad gofynnol. Ar hyn o bryd ni fyddai hyn yn arwain at ymrwymiad o wariant cyfalaf ac ni fyddai unrhyw oblygiadau ariannol yn deillio'n uniongyrchol o'r adroddiad hwn.
- 42. Bydd unrhyw waith ychwanegol i ysgolion presennol neu ysgolion newydd neu wariant a wneir o fewn y gyfarwyddiaeth Addysg o ganlyniad i'r CSCA yn gofyn am gynnal gwerthusiad ariannol llawn er mwyn rhoi sicrwydd ynghylch fforddiadwyedd o fewn y rhaglen cyfalaf addysg neu dalu amdano o ddyraniadau'r adnoddau presennol.

<u>Goblygiadau Cyfreithiol (gan gynnwys Asesiad o'r Effaith ar</u> <u>Gydraddoldeb lle bo hynny'n briodol)</u>

Dyletswydd Cydraddoldeb

- 43. Wrth ystyried y mater hwn, rhaid i'r Cyngor barchu ei ddyletswyddau cyfle cyfartal sector gyhoeddus o dan Deddf Cydraddoldeb 2010 (gan gynnwys dyletswyddau penodol i'r sector gyhoeddus yng Nghymru). Mae'r dyletswyddau yn mynnu bod y Cyngor yn rhoi ystyriaeth briodol i'r angen i (1) gael gwared ar wahaniaethu anghyfreithlon, (2) hybu cyfle cyfartal a (3) meithrin perthnasoedd da ar sail y nodweddion a ddiogelir. Y nodweddion a ddiogelir yw: oed, ailbennu rhywedd, rhyw, hil gan gynnwys tras ethnig neu genedlaethol, lliw neu genedligrwydd, anabledd, beichiogrwydd a mamolaeth, priodas a phartneriaeth sifil, cyfeiriadedd rhywiol, crefydd neu gred gan gynnwys diffyg cred.
- 44. Wrth wneud penderfyniadau strategol, mae gan y Cyngor ddyletswydd statudol hefyd i roi sylw dyledus i'r angen i leihau anghydraddoldebau o ran canlyniadau sy'n deillio o anfantais economaidd-gymdeithasol ('y Ddyletswydd Economaidd-Gymdeithasol' a osodir o dan adran 1 Deddf Cydraddoldeb 2010). Wrth ystyried hyn, rhaid i'r Cyngor ystyried y canllawiau statudol a gyhoeddir gan Weinidogion Cymru (WG42004 Cymru Fwy Cyfartal Y Ddyletswydd Economaidd-gymdeithasol Deddf Cydraddoldeb 2010 (llyw.cymru) a rhaid iddo allu dangos sut y mae wedi cyflawni ei ddyletswydd.

Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015

- 45. Mae Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 ("y Ddeddf") yn gosod 'dyletswydd llesiant' ar gyrff cyhoeddus â'r nod o geisio cyflawni 7 nod llesiant cenedlaethol Cymru – Cymru sydd yn ffyniannus, yn wydn, iachach, mwy cyfartal, a chymunedau cydlynol, diwylliant bywiog a'r Gymraeg yn ffynnu, ac sy'n gyfrifol ar lefel byd-eang.
- 46. Wrth arfer ei ddyletswyddau o dan y Ddeddf, mae'r Cyngor wedi gosod a chyhoeddi amcanion llesiant sydd wedi'u dylunio i wneud y gorau o'i gyfraniad i gyflawni'r nodau llesiant cenedlaethol. Nodir yr amcanion llesiant yng Nghynllun Corfforaethol Caerdydd ar gyfer 2021-24. Wrth arfer ei swyddogaethau, mae'n ofynnol i'r Cyngor gymryd pob cam rhesymol i gyflawni ei amcanion llesiant. Golyga hyn y dylai'r sawl sy'n penderfynu ystyried sut bydd y penderfyniad arfaethedig yn cyfrannu at

gyflawni'r amcanion llesiant a'u bod wedi eu bodloni bod pob cam rhesymol wedi ei gymryd i gyflawni'r amcanion hynny.

- 47. Mae'r ddyletswydd llesiant hefyd yn gofyn bod y Cyngor yn gweithredu yn unol â'r 'egwyddor datblygu cynaliadwy'. Mae'r egwyddor yn mynnu bod y Cyngor yn gweithredu mewn modd sy'n ceisio sicrhau bod anghenion y presennol yn cael eu bodloni heb gyfaddawdu ar allu cenedlaethau'r dyfodol i ateb eu hanghenion eu hunain. Yn syml, golyga hyn fod gofyn i'r rhai sy'n penderfynu yn y Cyngor ystyried effaith eu penderfyniadau ar bobl sy'n byw eu bywydau yng Nghymru yn y dyfodol. Wrth wneud hynny, rhaid i'r Cyngor:
 - Edrych i'r tymor hir
 - Canolbwyntio ar atal trwy ddeall gwreiddiau problemau
 - Cyflawni ymagwedd integredig i gyflawni'r 7 nod llesiant cenedlaethol
 - Gweithio mewn cydweithrediad gydag eraill i ddod o hyd i ddatrysiadau cynaliadwy
 - Cynnwys pobl o bob rhan o'r gymuned o ran y penderfyniadau sy'n effeithio arnynt
- 48. Rhaid i'r person sy'n gwneud penderfyniad fod yn hyderus bod y penderfyniad arfaethedig yn unol â'r egwyddorion uchod; a rhaid rhoi ystyriaeth fanwl i'r Canllawiau Statudol a gyflwynwyd gan Weinidogion Cymru, y mae modd eu gweld ar y ddolen isod: <u>https://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?skip=1&lang=cy</u>

<u>Cyffredinol</u>

- 49. Dylai'r sawl sy'n penderfynu fod yn fodlon bod y penderfyniad yn unol â'r polisi ariannol a chyllidebol.
- 50. Rhaid i'r sawl sy'n penderfynu fod yn ystyriol hefyd, wrth benderfynu, o rwymedigaethau ehangach y Cyngor dan Fesur y Gymraeg (Cymru) 2011 a Safonau'r Gymraeg.
- 51. Mae'r adroddiad hefyd yn nodi y cynhelir ymgynghoriad gyda'r cyhoedd. Rhaid i unrhyw ymgynghoriad fod yn addas a theg. Bydd cynnal ymgynghoriad yn arwain at ddisgwyliadau teg y caiff canlyniad yr ymgynghoriad eu hystyried fel rhan o'r broses o wneud penderfyniadau.

Goblygiadau AD

- 52. Er mwyn cyflawni'r strategaeth 10 mlynedd hon, bydd angen gweithlu digon medrus sy'n gallu dysgu Cymraeg a thrwy gyfrwng y Gymraeg ar draws y ddinas.
- 53. Bydd Gwasanaethau Pobl AD yn parhau i gefnogi Penaethiaid a Chyrff Llywodraethu cyfrwng Cymraeg i fynd i'r afael ag unrhyw heriau recriwtio y gallant ddod ar eu traws, yn benodol o ran cynllunio ac agor ysgolion newydd ac ehangu'r ddarpariaeth mewn eraill. Bydd cyngor hefyd yn

parhau i fod ar gael ynghylch cynllunio'r gweithlu a strwythurau staffio ysgol gyfan.

54. Wrth i'r Cyngor barhau i gynyddu darpariaeth y Gymraeg ar draws ein hysgolion, bydd Gwasanaethau Pobl AD yn parhau i weithio gyda'r gyfarwyddiaeth Addysg a phartneriaid i nodi cyfleoedd i ddatblygu'r gweithlu presennol ac yn y dyfodol i ddiwallu anghenion ysgolion yng Nghaerdydd. Bydd hyn yn cynnwys cefnogi'r amrywiaeth gynyddol o fewn y gweithlu addysg cyfrwng Cymraeg.

Goblygiadau Eiddo

55. Bydd Ystadau Strategol yn cefnogi cydweithwyr Addysg ar unrhyw ofynion tir ac eiddo i gefnogi'r Cynllun hwn.

Goblygiadau Traffig a Thrafnidiaeth

Cyd-destun Polisi Trafnidiaeth

- 56. Mae Papur Gwyn Trafnidiaeth y Cyngor yn nodi ymrwymiad y Cyngor i gyflawni amrywiaeth o brosiectau trafnidiaeth trawsnewidiol er mwyn helpu i fynd i'r afael â newid yn yr hinsawdd, llygredd aer ac effeithiau andwyol dibyniaeth ar geir ar iechyd pobl.
- 57. Targed y Cynllun Datblygu Lleol mabwysiedig yw sicrhau rhaniad 50:50 rhwng siwrneiau ceir a rhai ar droed, beic neu drafnidiaeth gyhoeddus erbyn 2026.
- 58. Mae Papur Gwyn Trafnidiaeth y Cyngor yn gosod targed newid moddol llawer mwy uchelgeisiol ac mae'n ceisio sicrhau fod dros 60% o deithiau gwaith dyddiol i gael eu gwneud drwy ddulliau teithio cynaliadwy erbyn 2025 gyda'r gyfran hon yn cynyddu i tua 75% erbyn 2030.
- 59. Er mwyn cyrraedd y targed hwn bydd angen newidiadau i'r ffordd y mae plant yn teithio i'r ysgol.
- 60. Mae teithio i'r ysgol yn creu pwysau sylweddol ar rwydwaith trafnidiaeth Caerdydd. Mae 30% o'r holl deithiau ceir yn ystod oriau brig y bore yn deithiau i'r ysgol. Mae tua 40,000 o deithiau car i'r ysgol bob dydd yng Nghaerdydd.
- 61. Mae llawer o deithiau i'r ysgol yn fyr iawn: mae 75% o siwrneiau i addysg yng Nghaerdydd o fewn 3km i gartrefi pobl. Gallai mwy o'r teithiau hyn gael eu gwneud drwy ddulliau llesol os yw pob ysgol wedi'i chysylltu'n dda â'u dalgylchoedd drwy lwybrau teithio llesol diogel a chyfleus.
- 62. Mae'r Papur gwyn Trafnidiaeth yn cynnwys yr ymrwymiad i "Ddatblygu Cynlluniau Teithio Llesol a llwybrau cerdded a beicio hygyrch ar gyfer pob ysgol drwy weithio gyda phlant, athrawon, rhieni a llywodraethwyr i hyrwyddo cerdded, sgwtera a beicio nôl a blaen i'r ysgol;

Pellteroedd teithio

- 63. Nodir bod y pellter teithio cyfartalog i ddisgyblion ysgolion Cymraeg yn hirach nag i ysgolion Saesneg sydd yn nes at ei gilydd ac sydd â dalgylchoedd llai.
- 64. Gallai cyflawni'r targedau CSCA o weld disgyblion a addysgir mewn ysgolion Cymraeg yn cynyddu o 18% yn 2021 i 25-29% yn 2032 olygu y gallai fod angen mwy o ysgolion cyfrwng Cymraeg a gweld rhai ysgolion Saesneg yn newid i addysg cyfrwng Cymraeg. Gyda chynnydd yn nosbarthiad ysgolion Cymraeg, gallai'r pellter teithio cyfartalog i ysgolion cyfrwng Cymraeg leihau, gyda chynnydd cyfatebol yn y pellter teithio cyfartalog i ysgolion cyfrwng Saesneg. O ganlyniad, gall teithio cyfartalog cyffredinol i bellteroedd ysgol gynyddu oherwydd bod y rhan fwyaf o ddisgyblion yn cael eu haddysgu mewn ysgolion Saesneg.

Teithio gan Ddysgwyr

- 65. Mae canllawiau Llywodraeth Cymru i'r CSCA yn ei gwneud yn ofynnol i'r Cyngor nodi sut y bydd yn hyrwyddo mynediad i addysg o ran cludiant i ddysgwyr. Dylai'r Cyngor hefyd ystyried effaith polisïau cludiant ysgol a allai gael effaith andwyol ar gyfraddau trosglwyddo mewn ysgolion Cymraeg.
- 66. Mae Cyngor Caerdydd yn darparu cludiant am ddim o'r cartref i'r ysgol i ddisgyblion Cymraeg sydd o oed ysgol statudol (5 i 16) sy'n byw 2 filltir neu fwy yn yr oed cynradd, neu 3 milltir neu fwy yn yr oed uwchradd, (wedi'i fesur yn ôl y pellter cerdded byrraf sydd ar gael) o'u hysgol dalgylch briodol agosaf ar gyfer eu cyfeiriad cartref.
- 67. Mae polisi cludiant presennol Cyngor Caerdydd o'r cartref i'r ysgol yn nodi bod 4 categori/math o ran yr ysgol briodol agosaf. Sef:-

i. Yr Ysgol Gymunedol Cyfrwng Saesneg agosaf
ii. Yr Ysgol Gymunedol Cyfrwng Cymraeg agosaf
iii. Ysgol agosaf yr Eglwys yng Nghymru
iv. Yr Ysgol Gatholig agosaf

- 68. Yn unol â pholisi presennol y Cyngor, darperir cludiant am ddim i ddisgyblion sy'n byw mwy na'r pellteroedd cerdded statudol o'u hysgol Gymraeg ddalgylch briodol agosaf, heb ystyried a oes ysgol Saesneg neu ysgol Ffydd agosach.
- 69. Pan agorir ysgolion newydd a bod dalgylchoedd yn cael eu dynodi ar gyfer pob math/categori o ysgol, mae Caerdydd yn cymhwyso'r un egwyddor i bob ysgol gan fod y dalgylch newydd yn berthnasol i bob disgybl sy'n dechrau mewn ysgol o'r mis Medi y mae'r newid yn dod i rym. Mae'r dalgylch newydd hefyd yn berthnasol i unrhyw ddisgyblion sy'n dechrau yn yr ysgol ym mhob blwyddyn ddilynol wedi hynny.
- 70. Gyda'r gostyngiad cyfartalog mewn pellter teithio i'r ysgol ar gyfer disgyblion cyfrwng Cymraeg, disgwylid y ceid gostyngiad yn nifer y disgyblion sy'n gymwys i gael cludiant i'w hysgol Gymraeg agosaf. I'r gwrthwyneb, efallai y bydd rhywfaint o gynnydd yn nifer y disgyblion sy'n

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mynychu ysgolion cyfrwng Saesneg sy'n gymwys i gael cludiant am ddim.

71. Bydd angen ystyried goblygiadau Teithio Dysgwyr unrhyw gynigion ar gyfer ysgolion Cymraeg newydd a throsi ysgolion Saesneg presennol yn rhai cyfrwng Cymraeg yn ofalus ar lefel cynllunio strategol y ddarpariaeth a thrwy bob cam o ddatblygu prosiectau unigol (adeiladau newydd a newidiadau i ysgolion presennol). Bydd hyn yn cynnwys ystyried goblygiadau cost unrhyw gynnydd yn yr hawl i gludiant am ddim o'r cartref i'r ysgol ac effaith polisïau cludiant o'r cartref i'r ysgol y Cyngor ar fynediad i addysg Gymraeg.

Cynlluniau Teithio Llesol i'r Ysgol

- 72. Mae'r Cyngor am gynyddu nifer y disgyblion sy'n teithio i ysgolion cyfrwng Cymraeg a Saesneg drwy gerdded a beicio yn hytrach na chael eu gyrru. Mae'r Cyngor wedi ymrwymo i sicrhau bod gan bob ysgol yng Nghaerdydd Gynllun Teithio Llesol erbyn 2022. Mae cynllun felly'n nodi camau gan yr ysgol i gynorthwyo ac annog teithio llesol i'r ysgol a bydd hefyd yn nodi unrhyw welliannau i seilwaith ar ac oddi ar y safle sy'n angenrheidiol i hwyluso teithiau llesol.
- 73. Bydd unrhyw ddatblygiadau ysgol newydd neu ehangu safleoedd ysgol presennol sy'n deillio o'r CSCA yn rhoi cyfle i sicrhau bod seilwaith teithio llesol yn cael ei gynllunio a'i ddarparu'n briodol fel elfen hanfodol ac annatod o ddyluniad y cynllun.
- 74. Yn allweddol i hyn fydd sicrhau fod dyluniad a gosodiad yr adeiladau a'r trefniadau mynediad i'r safle yn rhoi blaenoriaeth i deithio llesol a dulliau teithio cynaliadwy. Elfennau allweddol eraill fydd lleoliad y pwyntiau mynediad mewn safleoedd a fydd yn ystyried aliniad y rhwydwaith ffyrdd a llwybrau ger llaw ac a fydd yn anelu at gadw pellteroedd cerdded a beicio mor fyr â phosib ac osgoi gwyriadau diangen i bobl yn teithio ar droed ac ar feic. Mae datblygu'r safle newydd arfaethedig yn rhoi cyfle i ddylunio mynedfeydd mewn lleoliadau mwy priodol a chyfleus sy'n gweddu'r hyn y dymunir ei weld.
- 75. Bydd angen i bob ysgol Gymraeg newydd neu ysgol sydd wedi newid/ehangu i fod yn gyfrwng Cymraeg gael Cynllun Teithio Llesol ar waith o ddechrau eu gweithrediad. Dylai Cynllun Teithio Llesol ar gyfer safle ysgol newydd neu ysgol sydd wedi newid i fod yn Gymraeg gael ei lywio gan Asesiad Trafnidiaeth (ar gyfer adeiladu o'r newydd neu ehangu safle sy'n bodoli eisoes) ac unrhyw Gynllun Teithio Llesol sy'n bod eisoes a'i ddatblygu gyda chyfranogiad llawn y disgyblion a'r staff a chynnwys disgyblion a staff ym mhoblogaethau'r ysgolion sy'n bwydo, lle bo'n bosibl. Dylai'r Cynllun Teithio Llesol ar gyfer ysgol uwchradd fod yn gysylltiedig â'r Cynlluniau Teithio Llesol ar gyfer yr ysgolion clwstwr lleol. Bydd hyn yn helpu i annog teithio llesol ar draws pob grŵp oedran a sicrhau v bydd pob disgybl sy'n mynd i'r ysgol newydd yn meddu ar y sgiliau sydd eu hangen arnynt i deithio i'r ysgol trwy ddulliau llesol. Gall swyddogion Cynlluniau Teithio Llesol y Cyngor gefnogi datblygu Cynllun Teithio Llesol a'i roi ar waith. Gellir cynnig cymorth arall drwy Dîm

Diogelwch ar y Ffyrdd y Cyngor sy'n darparu Hyfforddiant Beicio Safonau Cenedlaethol i ysgolion yng Nghaerdydd.

Asesiad o'r Effaith ar Gydraddoldeb

- 76. Mae'r Asesiad o'r Effaith ar Gydraddoldeb cychwynnol wedi'i wneud. Daeth i'r casgliad y byddai'r CSCA drafft yn cael effaith gadarnhaol ar ddatblygiad y Gymraeg ac na fyddai'n effeithio'n negyddol ar grŵp penodol mewn cymdeithas.
- 77. Bydd yr Asesiad Effaith hwn yn cael ei adolygu ar ôl yr ymgynghoriad.

ARGYMHELLION

Argymhellir bod y Cabinet yn:

- (i) Cytuno i ymgynghori ar gynnwys y Cynllun Strategol Cymraeg mewn Addysg (CSCA) drafft yn ystod hydref 2021.
- (ii) Noder y bydd swyddogion yn cyflwyno adroddiad ar ganlyniad yr ymgynghoriad i gyfarfod yn y dyfodol i ofyn am awdurdodiad i'w gyflwyno i Weinidogion Cymru a'i ystyried.

UWCH SWYDDOG CYFRIFOL	Melanie Godfrey Cyfarwyddwr Addysg a Dysgu Gydol Oes		
	8 Hydref 2021		

Atodir yr atodiadau canlynol:

Atodiad 1:CSCA Caerdydd 2022-2032 - Drafft YmgynghoriAtodiad 2:Nodyn Technegol yn nodi amcanestyniadau disgyblion aMethodoleg Llywodraeth Cymru ar gyfer pennu targedau

Rhoddwyd ystyriaeth i'r papurau cefndir canlynol:

Canllawiau Llywodraeth Cymru ar Gynlluniau Strategol Cymraeg mewn Addysg, Ionawr 2021. Asesiad o'r Effaith ar Gydraddoldeb

CSCA Caerdydd 2022-2032 - Drafft Ymgynghori

Rhagair

Ein gweledigaeth yw gweld Caerdydd sy'n wirioneddol ddwyieithog.

Rydym wedi cymryd camau breision tuag at y weledigaeth hon, ond ni allwn orffwys ar ein rhwyfau. Mae rhagor gennym i'w wneud o hyd er mwyn sicrhau bod prifddinas Cymru yn fan lle mae'r Gymraeg yn iaith fyw a bywiog y mae pob person ifanc yn cael cyfle i'w chlywed, ei siarad a'i mwynhau ym mhob agwedd ar eu bywydau ac yn cael ei chydnabod fel iaith sy'n agos at galon prifddinas ein cenedl.

Teimlaf yn gryf dros bwysigrwydd creu cyfleoedd i blant a phobl ifanc Cymru ddod yn siaradwyr hyderus yn y Gymraeg a'r Saesneg. Rydym am i'n system addysg sicrhau bod pob person ifanc, o bob un cymuned ledled Caerdydd yn cael y cyfle i siarad Cymraeg, i fod yn falch o'u hunaniaeth ac yn gallu dathlu a mwynhau'r ddwy iaith yn eu bywydau bob dydd.

Mae twf parhaus ein sector addysg Gymraeg ar draws pob cyfnod yn hanfodol i gyflawni hyn er mwyn cynyddu nifer y bobl o bob oed sy'n dod yn rhugl yn y Gymraeg a'r Saesneg. Rydym yn falch o fod yn ddinas amrywiol amlieithog; ein hawydd yw adeiladu ar hyn ac i bob person ifanc gael yr hyder a'r gallu i ddefnyddio eu holl ieithoedd yn hyderus gyda'u teuluoedd, eu cymunedau ac yn ddiweddarach i gario'r cyfoeth hwn o wybodaeth ieithyddol i'w mannau gwaith a'u bywydau fel oedolion.

Profwyd bod gallu dwyieithog neu amlieithog ag iddo nifer o fanteision, o enedigaeth hyd at henaint gyda dros hanner poblogaeth y byd yn gallu siarad dwy iaith neu fwy. Drwy alluogi ein pobl ifanc i fod yn ddwyieithog rydym yn gwneud dewis gweithredol i gynyddu datblygiad eu gweithrediadau gwybyddol a chymdeithasol. Wrth iddynt ddod yn oedolion dwyieithog, byddant yn cael mwy o gyfleoedd o fewn y gweithlu wrth i fwy o sefydliadau ledled y wlad ddarparu eu gwasanaethau yn Gymraeg ac yn Saesneg. Pan ychwanegwch at hyn, y gall bod yn ddwyieithog helpu i ddiogelu rhag dechrau dementia, mae'n amlwg yng Nghymru mai'r Gymraeg yw ein rhodd i'w rhannu, rhodd sy'n ehangu cyfleoedd nid yn unig ar gyfer plentyndod ond am gydol oes.

Mae'r Strategaeth Cymraeg mewn Addysg 10 mlynedd hon yn ceisio nodi'n glir ymrwymiad cadarn, dyheadau clir a'r camau yr ydym yn bwriadu eu blaenoriaethu yng Nghaerdydd gyda'n partneriaid i gryfhau twf addysg cyfrwng Cymraeg ymhellach a nifer ein dinasyddion sy'n ymgysylltu'n weithredol â'r Gymraeg ac yn ei defnyddio'n hyderus. Bydd hyn yn ei dro yn cyfrannu at godi proffil a'r mwynhad ar ein hiaith genedlaethol nawr ac yn y dyfodol.

Yr Arweinydd, Yr Aelod Cabinet dros Addysg, Y Cyfarwyddwr Addysg

Prifddinas Cymru. Prifddinas Gymraeg.

Yn ogystal â bod yn Brifddinas Cymru, mae gan Gaerdydd rôl bwysig i'w chwarae fel Prifddinas Gymraeg.

Mae hyn yn fwy na rôl symbolaidd. Ar ôl gweld twf sylweddol yn y boblogaeth dros y ddau ddegawd diwethaf, mae Caerdydd wedi gwneud cyfraniad trawiadol at dwf y Gymraeg.

Dros y 30 mlynedd diwethaf, mae nifer siaradwyr y Gymraeg yng Nghaerdydd wedi mwy na dyblu gyda ffigyrau'r cyfrifiad diwethaf yn dangos bod dros 16% o boblogaeth y ddinas yn meddu ar un neu fwy o sgiliau yn y Gymraeg. Ar hyn o bryd Caerdydd yw'r awdurdod lleol sydd â'r trydydd nifer¹ fwyaf siaradwyr Cymraeg yng Nghymru. Mae hyn yn adlewyrchu'r gwaith rhagorol a wnaed ar draws y ddinas - yn cynnwys amrywiaeth o bartneriaid - i hyrwyddo'r Gymraeg ac yn dangos effaith mentrau partneriaeth fel y rhai a ddatblygwyd gan Weithgor Caerdydd Ddwyieithog.

Yr hyn sy'n amlwg hefyd yw pwysigrwydd canolog addysg Gymraeg ar gyfer twf y Gymraeg. Mae data'r Cyfrifiad yn dweud wrthym, ymhlith unigolion 5-15 oed, fod canran y disgyblion sy'n gallu siarad Cymraeg wedi cynyddu o 7.5% yn 1981 i 26.7% yn 2011. Mae data derbyn i ysgolion mwy diweddar hefyd yn dangos bod nifer y plant sydd wedi cofrestru mewn addysg Gymraeg wedi cynyddu 16% (1,752 o ddisgyblion) rhwng 2012 a 2018.

Mae'r ymrwymiad i wneud pob ysgol yng Nghaerdydd yn ysgol dda, y buddsoddiad o £280m i ddarparu rhaglen o ansawdd uchel mewn ysgolion a'r gwelliant parhaus o ran cyrhaeddiad addysgol i gyd wedi bod yn sail i'r twf hwn. Wrth i Gaerdydd edrych i'r 10 mlynedd nesaf, bydd y Cyngor yn cadw ei ymrwymiad i wneud pob ysgol yng Nghaerdydd yn ysgol dda tra'n sicrhau bod y Gymraeg yn parhau i fod yn nodwedd ddiffiniol ar addysg yng Nghaerdydd.

Mae'r Cynllun Strategol Cymraeg mewn Addysg yn nodi cyfres o ymrwymiadau uchelgeisiol i adeiladu ar y cynnydd a wnaed hyd yma. Bydd y rhain yn sicrhau bod pob plentyn yn y ddinas yn gallu derbyn addysg Gymraeg, y bydd y nifer sy'n derbyn addysg Gymraeg yn cynyddu ac, drwy'r defnydd sylweddol ar y Gymraeg mewn addysg cyfrwng Saesneg, y bydd pob plentyn yn teimlo'n hyderus yn siarad Cymraeg.

¹ Arolwg Poblogaeth Blynyddol

Ein gweledigaeth: Caerdydd wirioneddol ddwyieithog.

Byddwn yn sicrhau twf ein sector addysg Gymraeg ar draws pob cyfnod er mwyn cynyddu nifer y bobl o bob oed sy'n dod yn rhugl yn y Gymraeg a'r Saesneg gyda'r hyder a'r awydd i ddefnyddio eu holl ieithoedd ym mhob agwedd ar eu bywydau.

Yn sail i'n gweledigaeth mae'r egwyddorion canlynol:

- Bydd egwyddorion y "cymdogaethau 15 munud" yn cael eu cymhwyso i sicrhau bod pob dysgwr yn gallu cyrchu addysg Gymraeg o fewn pellter rhesymol i'w cartrefi.
- Ceisio sefydlu o leiaf 50% o'r ddarpariaeth newydd ar safleoedd CDLI fel darpariaeth cyfrwng Cymraeg.
- Gellir addysgu pob plentyn yn y ddinas yn yr iaith o'u dewis gyda manteision addysg ddwyieithog yn cael eu hyrwyddo'n weithredol i bob rhiant o eni'r plentyn.
- Bydd rhieni'n cael cymorth i drosglwyddo eu plentyn, neu blant, i addysg Gymraeg ar unrhyw oedran, gyda throchi o ansawdd uchel yn cael ei gynnig i gefnogi ceisiadau trosglwyddo yn ystod y flwyddyn.
- Bydd dysgwyr sydd wedi cael eu haddysg drwy gyfrwng y Gymraeg drwy'r cyfnod cynradd yn cael eu cefnogi'n rhagweithiol i barhau â darpariaeth uwchradd cyfrwng Cymraeg.
- Bydd y Cyngor yn gweithio gydag ystod eang o bartneriaid i hyrwyddo a chynyddu'n rhagweithiol ddwyieithrwydd Cymraeg/Saesneg.
- Bydd pob dysgwr yn cael cymorth i fod yn hyderus mewn o leiaf dwy iaith.
- Bydd holl ysgolion Caerdydd yn cynyddu faint o Gymraeg a addysgir, a ddefnyddir ac a glywir yn eu hysgolion, yn gyson â'r cwricwlwm newydd i Gymru
- Bydd dysgwyr ag anghenion dysgu ychwanegol (ADY) yn cael cyfle ieithyddol cyfartal.
- Bydd dysgwyr sydd â'r Gymraeg neu'r Saesneg fel ieithoedd ychwanegol yn cael cyfle ieithyddol cyfartal.
- Er mwyn hwyluso twf addysg Gymraeg byddwn yn ceisio cynnal capasiti ledled y ddinas yn y sector Cymraeg ar 10% yn uwch na'r nifer a ragamcenir.

Er mwyn cyflawni ein gweledigaeth byddwn yn cyflawni:

- Mwy o blant meithrin/tair oed yn derbyn eu haddysg drwy gyfrwng y Gymraeg
- Mwy o blant dosbarth derbyn/pump oed yn derbyn eu haddysg drwy gyfrwng y Gymraeg
- Mwy o blant yn parhau i wella eu sgiliau Cymraeg wrth drosglwyddo o un cam o'u haddysg statudol i'r llall.
- Mwy o ddysgwyr yn astudio ar gyfer cymwysterau asesedig mewn Cymraeg (fel pwnc) a phynciau drwy gyfrwng y Gymraeg.
- Mwy o gyfleoedd i ddysgwyr ddefnyddio'r Gymraeg mewn gwahanol gyd-destunau yn yr ysgol.
- Cynnydd yn y ddarpariaeth Gymraeg ar gyfer disgyblion ag anghenion dysgu ychwanegol (ADY) (yn unol â'r dyletswyddau a osodir gan Ddeddf Anghenion Dysgu Ychwanegol a Thribiwnlys Addysg
- (Cymru) 2018.
- Cynnydd yn nifer y staff addysgu sy'n gallu addysgu Cymraeg (fel pwnc) ac addysgu drwy gyfrwng y Gymraeg.

Cymraeg 2050 Miliwn o Siaradwyr Cymraeg a phwysigrwydd Addysg Cyfrwng Cymraeg

Cyd-destun Strategol

Yn 2017, cyhoeddodd Llywodraeth Cymru ei strategaeth iaith Gymraeg *Cymraeg 2050: Miliwn o Siaradwyr Cymraeg* yn unol ag Adran 78 Deddf Llywodraeth Cymru 2006. Mae'r strategaeth yn cefnogi 'hyrwyddo a hwyluso'r defnydd o'r Gymraeg' a'i nod hirdymor yw i Gymru gael miliwn o siaradwyr Cymraeg erbyn 2050.

Mae'r strategaeth yn enwi addysg drochi cyfrwng Cymraeg fel y 'prif ddull ar gyfer sicrhau bod plant yn gallu datblygu eu sgiliau Cymraeg, ac ar gyfer creu siaradwyr newydd' (*Cymraeg 2050: Miliwn o Siaradwyr Cymraeg, tud21).* Felly, bydd argaeledd addysg Gymraeg yn allweddol i gyrraedd y targed o filiwn o siaradwyr Cymraeg.

Y targed cenedlaethol yw "Cynyddu cyfran pob grŵp blwyddyn ysgol sy'n derbyn addysg Gymraeg o 22 y cant (yn seiliedig ar 7,700 o ddysgwyr saith oed yn 2015/16) i 30 y cant (tua 10,500 ym mhob grŵp blwyddyn) erbyn 2031, ac yna 40 y cant (tua 14,000 ym mhob grŵp blwyddyn) erbyn 2050."

Cydnabyddir yn y strategaeth y bydd y dull yn amrywio ar draws gwahanol ranbarthau yng Nghymru yn dibynnu ar nodweddion eu poblogaethau. Mae'r strategaeth hefyd yn nodi ardaloedd sydd â dwysedd poblogaeth uchel ond canran is o siaradwyr Cymraeg fel ardaloedd sydd â photensial penodol ar gyfer twf.

Mae Rheoliadau Cynlluniau Strategol Cymraeg mewn Addysg (Cymru) 2019 yn ei gwneud yn ofynnol i Awdurdodau Lleol osod targed deng mlynedd yn amlinellu'r cynnydd disgwyliedig yn y plant Blwyddyn 1 sy'n cael eu haddysgu drwy gyfrwng y Gymraeg yn ardal yr awdurdod lleol yn ystod oes Cynllun.

Mae Caerdydd wedi ymrwymo i sicrhau graddfa o dwf yn unol â'r 25-29% fel y'i darperir gan Lywodraeth Cymru². Fodd bynnag, rhaid i'r targed lleol gydbwyso uchelgais gyda dealltwriaeth o'r tueddiadau sy'n bodoli, sy'n cynnwys gostyngiad yn y cyfraddau geni ac ansicrwydd cynyddol yn ymwneud â dewisiadau derbyn i ysgolion oherwydd y pandemig.

Targed deng mlynedd Caerdydd felly yw "cynyddu canran y plant Blwyddyn 1 sy'n cael eu haddysgu drwy gyfrwng y Gymraeg yng Nghaerdydd 9% i 27% o'r garfan gymwys."

Cyd-destun Demograffig

Dadansoddiad manwl o dueddiadau poblogaeth yng Nghaerdydd, gan ddefnyddio amcanestyniadau poblogaeth Llywodraeth Cymru a'r rhagolygon a baratowyd gan ddefnyddio data cofrestru meddygon teulu'r GIG, sy'n darogan lleihad mewn cyfraddau geni ledled y ddinas. O'r herwydd, bydd sicrhau'r twf a dargedir yn y sector Cymraeg yn gofyn am ddull sy'n cydnabod holl anghenion a nodweddion gwahanol cymunedau lleol wrth ddwyn cynigion ger bron ar gyfer newid.

² I gael esboniad manwl o'r fethodoleg a weithredwyd ar gyfer pennu'r targed hwn, gweler y Nodyn Technegol yn (<u>canllawiau-gynlluniau-strategol-cymraeg-addysg.pdf (llyw.cymru)</u>)

Bydd y Cyngor yn parhau i weithio gyda'r holl bartneriaid a rhanddeiliaid er mwyn sicrhau bod addysg Gymraeg yn cael ei dosbarthu'n effeithiol ledled y ddinas, gan wneud y mwyaf o'r ddarpariaeth bresennol a'i gwella ac ychwanegu capasiti yn ôl yr angen yn y lleoliadau cywir. Bydd hyn yn berthnasol i bob cam dysgu, o'r blynyddoedd cynnar drwy'r ddarpariaeth addysg statudol yr holl ffordd drwodd i addysg uwch ac addysg bellach.

Ehangu Addysg Gymraeg

Mae Caerdydd wedi buddsoddi'n sylweddol yn nhwf addysg Gymraeg drwy ddarparu lleoedd ychwanegol wrth fynd i addysg gynradd ac wrth drosglwyddo i addysg uwchradd. Mae sefydlu'r ddarpariaeth drochi hynod lwyddiannus hefyd wedi chwarae rhan hanfodol o ran cefnogi a chynyddu nifer y trosglwyddiadau yn ystod y flwyddyn.

Ers 2010, mae Caerdydd wedi cynyddu'r capasiti Cymraeg sydd ar gael ar fynd i'r sector cynradd oddeutu 6 dosbarth mynediad (DM) ac mae nifer y disgyblion derbyn wedi cynyddu tua 0.25% y flwyddyn ar gyfartaledd rhwng Medi 2015 a Medi 2020.

Yn yr un cyfnod, ar lefel uwchradd mae'r awdurdod wedi sefydlu trydedd ysgol Gymraeg yng Nghaerdydd ynghyd ag ychwanegu capasiti yn un o'r ysgolion a oedd yma'n barod gan arwain at gynnydd cyffredinol o 7DM wrth fynd i flwyddyn 7.

Mae Caerdydd hefyd wedi sefydlu ei darpariaeth Drochi Cymraeg hynod lwyddiannus. Wedi'i sefydlu i ddechrau yn y sector cynradd i gefnogi rhieni i drosglwyddo eu plant i addysg cyfrwng Cymraeg, mae'r ddarpariaeth wedi tyfu i groesawu disgyblion yn CA3 a CA4. Mae hyn wedi golygu y galldisgyblion o Gaerdydd ac awdurdodau cyfagos bontio'n effeithiol o ysgolion Saesneg i ysgolion Cymraeg, gan ddod yn fyfyrwyr cwbl ddwyieithog a phrofi llwyddiant wrth gyrraedd pob carreg filltir allweddol.

Cydnabod heriau Cyflawni a Hyrwyddo'r Gymraeg drwy gydol ein Sector Addysg

Mae twf addysg Gymraeg yn llwyddiant y dylid ei ddathlu'n briodol, ond mae'n amlwg bod mwy i'w wneud. Er y bu cynnydd o ran maint y ddarpariaeth o ansawdd uchel a'r nifer sy'n manteisio ar leoedd cyfrwng Cymraeg, mae heriau'n parhau o hyd ynghlwm â thwf parhaus, yn enwedig o ystyried y gostyngiad yn y cyfraddau geni a'r angen i ddiwallu anghenion ein cymunedau amrywiol.

Wrth symud ymlaen byddwn yn sicrhau, fel dinas amrywiol, bod pawb yn deall manteision addysg Gymraeg a'r manteision cadarnhaol o gofleidio'r Gymraeg. Bydd hyn yn golygu ymgysylltu â chymunedau nad ydynt yn draddodiadol efallai wedi ystyried addysg Gymraeg i'w plant a datblygu dulliau wedi'u teilwra ar gyfer pob cymuned.

Yn ogystal â chynyddu nifer y bobl sy'n derbyn darpariaeth Gymraeg o'r blynyddoedd cynnar ac ar ddechrau addysg statudol, mae angen hefyd ystyried ymhellach rôl bosibl y ddarpariaeth Trochi Cymraeg fel rhan o strategaeth ragweithiol ar gyfer twf yn y dyfodol.

Mae hyn yn rhan o ddull cydgysylltiedig o sicrhau bod teuluoedd yn teimlo'n hyderus ac yn cael eu cefnogi pe baent yn dewis darpariaeth Gymraeg. Bydd hyn yn gofyn am rwydwaith cymorth pwrpasol sy'n rhan o'r cynnig ysgol ffurfiol ac nid yw'r pandemig diweddar ond wedi pwysleisio'r angen am gymorth caffael iaith dwys o'r math hwn. Yn ychwanegol at hyn, mae angen pwysleisio argaeledd lleoedd arbenigol yn y sector Cymraeg ar gyfer plant sydd ag Anghenion Dysgu Ychwanegol (ADY) a fydd yn eu galluogi i weld cynnydd yn unol â'u potensial.

Yn gyson ag ymrwymiadau'r Cyngor fel Dinas sy'n Dda i Blant, bydd y Cyngor yn parhau i ymgysylltu â phobl ifanc a'u teuluoedd ar nifer o faterion pwysig. Mae deall y rhesymau pam mae teuluoedd wedi dewis addysg Gymraeg, neu efallai pam nad ydynt wedi dewis Cymraeg i'w plant, yn parhau i fod yn flaenoriaeth. Mae angen deall hefyd pam y byddai pobl ifanc a allai fod wedi derbyn addysg statudol Gymraeg yn dewis peidio â dilyn addysg bellach neu addysg uwch drwy gyfrwng y Gymraeg. Yn yr un modd, mae angen deall yn well pam y gallai diffyg hyder fod ar rai pobl ifanc i ddefnyddio unrhyw Gymraeg yn eu gyrfaoedd fel oedolion a'r hyn y credant y gallem ni ei wneud i newid hyn.

Rydym hefyd yn cydnabod nad yw manteision clywed, siarad a mwynhau dysgu yn Gymraeg wedi'u cyfyngu i'r rhai sy'n dewis addysg Gymraeg. Mae'n bwysig bod y Cyngor yn gosod disgwyliadau uchel o ran sut y bydd y cwricwlwm newydd i Gymru yn cael ei gyflwyno o ran darparu mwy o gyfleoedd ar gyfer caffael iaith drwy ddysgu a defnyddio mwy o Gymraeg yn ein hysgolion Saesneg. Mae blaenoriaethu datblygiad ein model iaith ddeuol newydd i sicrhau ei fod yn cael ei weithredu'n llwyddiannus yn flaenoriaeth os ydym am sefydlu hyn fel templed ar gyfer ysgolion newydd eraill yn y dyfodol. Mae'r Strategaeth hon felly'n ailddatgan ymrwymiad Cyngor Caerdydd i gynyddu nifer y siaradwyr Cymraeg yn y ddinas a gwella faint o Gymraeg a ddefnyddir ym mhob un o'n hysgolion a'n darpariaethau addysgol.

Llunio darpariaeth yn y Ddinas

Bydd sicrhau twf cynaliadwy lleoedd cyfrwng Cymraeg a sicrhau cynnydd yn y galw yng nghyd-destun gostyngiad mewn cyfraddau geni yn gofyn am gynllunio manwl ar sail gwybodaeth. Mae dyrannu lleoedd cyfrwng Cymraeg o fewn y rhaglen fuddsoddi ysgolion Band B bresennol yn fan cychwyn rhagorol. Wrth symud ymlaen, mae'r cyfle i wneud y mwyaf o effaith grantiau cyfalaf Cymreig, dyraniad ysgolion newydd a gaiff eu sicrhau drwy'r Cynllun Datblygu Lleol a'r potensial i ehangu'r ddarpariaeth ymhellach drwy Raglen Buddsoddi Mewn Ysgolion Band C yn cynnig cyfleoedd pellach sylweddol.

Mae Caerdydd hefyd yn parhau i fod â'r swm a argymhellir o lefydd gwag yn y sector cynradd Cymraeg, er bod amrywiannau yn y cyfraddau derbyn ar draws y ddinas. Mae hyn yn golygu bod pocedi o annigonolrwydd a nifer fach o ysgolion sy'n ei chael hi'n anodd denu nifer gyson o ddisgyblion i gefnogi hyfywedd.

Yn yr uwchradd, mae'r galw am leoedd wrth bontio i Flwyddyn 7 yn uchel ac mae lleoedd wedi'u cynyddu i ymateb i hyn wrth i'r garfan fwy o ddysgwyr symud ymlaen o'r sector cynradd. Fodd bynnag, roedd hyn cyn y gostyngiad a ragwelir yn y boblogaeth gyffredinol. Yn yr ysgolion cynradd ac uwchradd hynny, mae gwaith yn mynd rhagddo i fynd i'r afael ag unrhyw gynnydd dros dro tymor byr a ragwelir i ddarparu ar gyfer carfanau poblogaeth ehangach penodol er mwyn sicrhau digonolrwydd lleoedd yn yr ardaloedd perthnasol. Gwneir hyn yng nghyd-destun ymarfer tymor hwy i nodi sut y gall buddsoddiad cyfalaf ar raddfa fawr yn hanner olaf y CSCA hwn gefnogi twf yn effeithiol ac yn gynaliadwy.

Wrth symud ymlaen, bydd Rhaglen Ysgolion Band B yr 21ain Ganrif uchelgeisiol y Cyngor yn buddsoddi £283 miliwn yn Ysgolion Caerdydd. Fel y rhaglen fuddsoddi ysgolion fwyaf yng Nghymru, bydd yn cynyddu'r ddarpariaeth ac yn gwella dosbarthiad capasiti ysgolion meithrin ac ysgolion cynradd cyfrwng Cymraeg. Bydd hefyd yn gwella'r cyfleusterau cymunedol sydd ar gael i gefnogi anghenion gofal plant ehangach. Mae'r Cyngor yn rhagweld y bydd unrhyw raglenni buddsoddi mewn ysgolion - fel Band C - yn cynnwys buddsoddiad ar raddfa fawr i ehangu'r sector Cymraeg uwchradd.

Er mwyn cyflawni'r targedau uchelgeisiol a osodwyd yn genedlaethol, ac er mwyn llwyddo i gyflawni ein dyheadau o ran addysg Gymraeg, mae angen ar fyrder i gynyddu nifer yr athrawon sy'n siarad Cymraeg yn rhugl. Mae hon yn her genedlaethol na ellir ei gorbwysleisio ac mae'n un a fydd yn gofyn am ymateb cydgysylltiedig gan bob lefel o Lywodraeth yng Nghymru. Felly, mae maint yr her yn mynnu lefelau digynsail o gydweithio ac ymyrraeth i sicrhau nad yw ansawdd uchel addysg Gymraeg yn cael ei wanhau a bod modd gwella faint o Gymraeg a addysgir ar draws y system addysg.

Prifddinas Gymraeg

Fel Prifddinas i Gymru, mae Caerdydd wedi ymrwymo i gefnogi'r gwaith o gyflawni Cymraeg 2050, ac mae'r Cyngor yn cydnabod yn llawn bwysigrwydd y gyfundrefn addysg wrth gyflawni'r dyhead hwn.

Felly, mae'r Cynllun Strategol Cymraeg mewn Addysg (CSCA) yn nodi cynllun deng mlynedd Cyngor Caerdydd i gynyddu a gwella'r ddarpariaeth addysg cyfrwng Cymraeg a'r Gymraeg fel pwnc addysgol. Mae'n adeiladu ar ein cyflawniadau hyd yma ac yn nodi'r camau y bwriadwn eu cymryd er mwyn gwneud pob dysgwr yng Nghaerdydd yn siaradwyr Cymraeg hyderus.

Ymrwymiad Caerdydd i Weithredu

Mae'r adran hon o'r cynllun yn nodi'r camau y bwriadwn eu cymryd fel Cyngor Caerdydd ynghyd â'n partneriaid fel ein hymrwymiad ar y cyd i gyflawni'r canlyniadau a nodwyd. O dan bob un o'r saith deilliant ceir gwybodaeth am rai o'n cyflawniadau diweddaraf a'r sefyllfa bresennol, ynghyd â'r camau penodol a gymerwn ar gyfer pob un dros oes y cynllun hwn.

Mae'r camau hyn wedi'u rhannu'n ddau gyfnod o bum mlynedd. Y cyntaf yw'r rhai y disgwyliwn eu blaenoriaethu yn hanner cyntaf y cynllun. Bydd llawer o'r rhain yn sail i'r hyn sy'n dilyn a/neu'n sicrhau bod y camau gweithredu yn ystod y pum mlynedd olaf wedi eu seilio ar wybodaeth ac yn adeiladu ar ddealltwriaeth gadarn o'r hyn y mae cymunedau lleol yn ei ddymuno gan eu hysgolion ac mae angen iddynt sicrhau bod yr hyder ganddynt i gofleidio'r iaith gyda'u plant ac ar gyfer eu haddysg. Bydd hefyd yn cynnwys unrhyw gamau y mae eu hangen i sicrhau unrhyw gapasiti angenrheidiol i sicrhau ein bod yn gallu cynnig lle cyfrwng Cymraeg i unrhyw deulu sy'n gofyn am le, ynghyd ag ymateb i'r angen i wella'r gefnogaeth yn dilyn y pandemig er mwyn sicrhau bod plant a phobl ifanc yn gallu cyflawni eu potensial waeth beth fo'r heriau a achosir gan yr ymyriad hwn i'w darpariaethau dysgu arferol.

Bydd yr ail bum mlynedd yn cynnwys mwy o gapasiti parhaol a fydd yn golygu bod angen ymgynghori statudol ac mewn rhai achosion gyfnodau cyn-adeiladu a chyfnodau adeiladu. Bydd hefyd yn adeiladu ar yr enillion cynnar o ran uwchsgilio iaith ymhlith y gweithlu ac yn galluogi mwy o gynnydd yn y Gymraeg a addysgir, a ddefnyddir ac a glywir ar draws pob ysgol yng Nghaerdydd ac mewn ystod ehangach o sefyllfaoedd cymdeithasol a gweithgareddau allgyrsiol. Erbyn diwedd y cyfnod hwn byddem yn disgwyl i fod wedi cyflawni'r camau gweithredu a nodir yn y cynllun hwn a bod gennym ddealltwriaeth gadarn o sut rydym yn bwriadu symud ymlaen ac adeiladu ar ein cyflawniadau i gynllunio ar gyfer y CSCA nesaf er mwyn sicrhau ein bod yn parhau ar ein taflwybr fel rhan o'r daith genedlaethol tuag at Gymru gydag o leiaf 1 miliwn o bobl sy'n nodi eu bod yn hyderus i siarad a defnyddio'r Gymraeg.

Deilliant 1 - Mwy o blant meithrin/plant tair oed yn cael eu haddysg drwy gyfrwng y Gymraeg.

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Sefydlu ac agor Cylch Meithrin Pwll Coch ym mis Medi 2020.
- Cynyddu nifer y lleoedd addysg feithrin Cymraeg sydd ar gael mewn ysgolion cymunedol a gynhelir.
- Sefydlu Is-grŵp Hyrwyddo Fforwm Addysg Gymraeg Caerdydd gweithredol i symud gwaith yn ei flaen o ran datblygu hyrwyddo ymhellach opsiynau addysg cyfrwng Cymraeg yn Ardal yr Awdurdod Lleol.

Ar hyn o bryd mae 18.5% o blant meithrin/ plant tair oed sy'n cymryd lle mewn addysg feithrin yng Nghaerdydd yn derbyn eu haddysg drwy gyfrwng y Gymraeg.

Niferoedd a % y plant 3 oed sy'n derbyn eu haddysg drwy gyfrwng y Gymraeg									
2022 - 2023		2023 - 2	2024	2024 - 2	2025	2025 - 2	2026	2026 - 2	2027
698- 740	19.0- 19.8%	733- 790	19.8- 21%	755- 826	20.5- 22.1%	778- 863	21.3- 23.3%	803- 902	22- 24.4%
2027 - 2028		2028 - 2	2029	2029 - 2	2030	2030 - 2	2031	2031 - 2	2032
830- 943	22.8- 25.6%	857- 984	23.5- 26.7%	883- 1024	24.3- 27.9%	911- 1066	25- 29%	931- 1090	25.8- 30.2%

Mae ein targedau ar gyfer y deng mlynedd nesaf fel y nodir yn y tabl isod:

Er mwyn cyflawni'r canlyniad hwn a thyfu'r nifer sy'n manteisio ar leoedd addysg feithrin Cymraeg o 18.5% i rhwng 25-30% o'r garfan poblogaeth gymwys yn y 5 mlynedd cyntaf byddwn yn:

- Datblygu opsiynau gofal plant cofleidiol cyfrwng Cymraeg i gefnogi rhieni i fanteisio ar y cynnig 30 awr ar y cyd â'n partneriaid gan gynnwys Mudiad Meithrin drwy sefydlu lleoliadau Cylch Meithrin newydd ar gyfer Ysgol Melin Gruffydd a'r ysgol newydd i'w sefydlu ym Mhlasdŵr.
- 2. Darparu gwybodaeth hygyrch o ansawdd uchel i rieni a gofalwyr ar y cyd â sefydliadau partner ynghylch addysg Gymraeg a darpariaeth leol i hyrwyddo ymwybyddiaeth, ysgogi diddordeb a chefnogi penderfyniadau ar sail gwybodaeth*
- 3. Cynnal prosiect peilot i gasglu gwybodaeth gan rieni wrth gofrestru genedigaethau eu plentyn/plant er mwyn sefydlu ffordd fwy uniongyrchol o gyfathrebu â theuluoedd, gan ganiatáu ar gyfer arolwg wedi ei dargedu o rieni newydd er mwyn hwyluso cyfathrebu mwy effeithiol ynghylch opsiynau meithrin ac ysgolion.
- 4. Cynnal a gweithredu ar ganlyniad yr arolwg i rieni yn gofyn ynghylch pa ffynonellau y maent yn tueddu eu defnyddio ar gyfer gwybodaeth am addysg er mwyn targedu negeseuon yn well e.e. cyfryngau cymdeithasol, gwefan Awdurdod Lleol, gwefannau partner neu ffynonellau llafar.

- 5. Cynnal â ymchwil ar lefel micro gan gynnwys ardaloedd penodol o'r ddinas lle mae'r nifer sy'n manteisio ar addysg Gymraeg yn isel a/neu o fewn grwpiau/cymunedau penodol sydd heb gynrychiolaeth ddigonol (gan gynnwys Pobl Dduon, Asiaidd a Lleiafrifoedd Ethnig) i ddeall y rhesymau dros hyn ynghyd â gweithredu hyrwyddiadau pwrpasol o enedigaeth i oed meithrin yn ogystal â hyrwyddo manteision cyffredinol cadarnhaol bod yn ddwyieithog a dysgu Cymraeg
- 6. Archwilio potensial swydd a rennir gydag awdurdodau eraill de-ddwyrain Cymru i gefnogi ymchwil a hyrwyddo wedi'i deilwra i gymunedau penodol yn ogystal â llywio deunydd hyrwyddo cyffredinol Caerdydd.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- Cynyddu nifer y lleoedd addysg feithrin cyfrwng Cymraeg sy'n cyd-fynd â'r ddarpariaeth gynradd er mwyn sicrhau bod gennym gapasiti a dosbarthiad priodol o leoedd ledled y ddinas.
- 8. Datblygu rhagor o opsiynau gofal plant cofleidiol cyfrwng Cymraeg er mwyn cefnogi rhieni i fanteisio ar y cynnig 30 awr ar y cyd â'n partneriaid gan gynnwys Mudiad Meithrin drwy:
 - Archwilio dichonoldeb adeiladu gofod a chyfleusterau ar gyfer darparu gofal plant cyfrwng Cymraeg (fel darpariaeth Cylch Meithrin) i'w gynnwys ym mhob ysgol gynradd Gymraeg newydd.
 - Archwilio cyfleoedd i adeiladu gofod a chyfleusterau ar gyfer darparu gofal plant cyfrwng Cymraeg (fel darpariaeth Cylch Meithrin) i'w cynnwys mewn ysgolion cynradd cyfrwng Cymraeg sydd eisoes yn bod gan ddefnyddio grantiau cyfalaf Cymreig.
- 9. Sicrhau bod cydweithwyr iechyd a gwasanaethau cyffredinol eraill yn ymwybodol o'r CSCA ac yn mynd ati i hyrwyddo negeseuon cyson ynghylch manteision bod yn ddwyieithog ac yn gallu chwalu mythau a phryderon i gefnogi penderfyniadau rhieni ynghylch addysg eu plentyn

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd
- Mudiad Meithrin a Chylchoedd Meithrin
- Menter Caerdydd
 - Ymwelwyr lechyd a Meddygfeydd y GIG
 - Gwasanaethau Plant
- Cymdeithas Genedlaethol Meithrinfeydd Dydd
- Ysgolion Caerdydd

Deilliant 2 - Mwy o blant dosbarth derbyn/plant pump oed yn derbyn eu haddysg drwy gyfrwng y Gymraeg.

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Cynnal adolygiad dalgylch a gweithredu'r newidiadau cysylltiedig o fis Medi 2021 i gefnogi twf a chynaliadwyedd y Sector Cyfrwng Cymraeg yng Nghaerdydd yn y dyfodol.
- Datblygu ysgol ffrwd ddeuol newydd i wasanaethu datblygiadau tai newydd yng ngogledd-orllewin y Ddinas. Bydd hyn yn cynnwys un ffrwd Gymraeg a ffrwd ddwy iaith lle dysgir y Gymraeg a'r Saesneg hyd at 50:50
- Sicrhau a manteisio i'r eithaf ar fuddsoddiad cyfalaf mewn amrywiaeth o ysgolion cynradd Cymraeg er mwyn sicrhau cyfleusterau o ansawdd uchel i gadarnhau atebion ehangu dros dro.

Ar hyn o bryd mae 18% o blant oed Derbyn yng Nghaerdydd yn cael eu haddysg drwy gyfrwng y Gymraeg. Mae hyn yn arwydd bod twf o fewn y sector cynradd cyfrwng Cymraeg ar daflwybr cadarnhaol.

Bu twf cyfartalog o tua 0.25% y flwyddyn yn ystod y blynyddoedd diwethaf yng nghanran y plant sy'n mynd i Ddosbarthiadau Derbyn cyfrwng Cymraeg. Mae'r tabl isod yn dangos, er bod cynnydd wedi bod, nad yw wedi bod yn gyson.

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Cymraeg	695	747	710	706	683	749
% Cyfrwng	15.9%	17.2%	17.2%	17.0%	16.5%	18.0%
Cymraeg						

Mae ein targedau ar gyfer y deng mlynedd nesaf fel y nodir yn y tabl isod:

Niferoe	Niferoedd a % y plant 5 oed sy'n derbyn eu haddysg drwy gyfrwng y Gymraeg								
2022 - 2023 2023 - 2024 2024 - 2025 2025 - 2026 2026 - 2027									
725-	19.0 –	747-	19.8-	785-	20.5-	809-	21.3-	833-	22.0-
765	19.8%	792	21%	846	22.1%	885	23.3%	924	24.4%
2027 - 2	2028	2028 - 2	2029	2029 - 2	2030	2030 - 2	2031	2031 - 2	2032
860-	22.8-	889-	23.5-	918-	24.3-	946-	25-	975-	25.8-
965	25.6%	1010	26.7%	1054	27.9%	1095	29%	1141	30.2%

Er mwyn cyflawni'r canlyniad hwn a thyfu canran y plant oedran Derbyn a addysgir yn Gymraeg o 18% i 27% erbyn 2031 yn y 5 mlynedd cyntaf byddwn yn:

1. Ceisio cynnal capasiti ledled y ddinas yn y sector Cymraeg cynradd ar 10% uwchlaw'r nifer a ragamcenir i gefnogi twf a chaniatáu derbyn yn ystod y flwyddyn a hyblygrwydd ar gyfer pontio.

- Darparu capasiti o 2DM Cymraeg newydd o leiaf ar lefel gynradd (gyda meithrinfa) yn ogystal â chynyddu'r nifer sy'n manteisio ar leoedd gwag sydd ar gael mewn rhai ardaloedd.
- 3. Datblygu a gweithredu'r model iaith ddeuol lle mae'r Gymraeg a'r Saesneg yn cael eu haddysgu hyd at 50:50 sydd i ddechrau ym Mhlasdŵr a chael ei uwchraddio i ardaloedd eraill y CDLI newydd.
- 4. Ehangu'r ddarpariaeth drochi cynradd i gefnogi caffael iaith dwys yn ôl y gofyn.
- 5. Mynd ati i hyrwyddo'r ddarpariaeth trochi Cymraeg cynradd i bob ymholiad newydd ar drosglwyddo yn ystod y flwyddyn ar gyfer derbyn i ysgolion Caerdydd.
- 6. Gwneud addysg Gymraeg yn brif opsiwn a awgrymir i deuluoedd sy'n chwilio am le mewn addysg yng Nghaerdydd gan ein gwasanaeth derbyn ac yn llenyddiaeth ein canllawiau derbyn.
- 7. Ymgymryd ag ymchwil gwell gan gynnwys ardaloedd penodol o'r ddinas lle mae'r nifer sy'n manteisio ar addysg Gymraeg yn isel a/neu o fewn grwpiau/cymunedau penodol heb gynrychiolaeth ddigonol gan gynnwys BAME a PYADd (FSM) i ddeall y rhesymau dros hyn ynghyd â gweithredu ymgyrchoedd hyrwyddo micro pwrpasol fel y bo'n briodol.
- 8. Gwella ystod a'r hyrwyddo ar weithgareddau allgyrsiol a chyfleoedd cymdeithasol eraill o fewn a thu allan i'r ysgol ar y cyd â'n partneriaid gan gynnwys Menter Caerdydd, yr Urdd, cymuned ein hysgolion, busnesau lleol a gwirfoddolwyr/cynddisgyblion Cymraeg eu hiaith.
- 9. Cynyddu'r llenyddiaeth a'r canllawiau sydd ar gael i gefnogi teuluoedd sy'n gwneud penderfyniadau ynghylch addysg eu plentyn gydag ystod well o astudiaethau achos i ddangos yr amrywiaeth yn ein hysgolion Cymraeg a'r manteision i ddysgu Cymraeg beth bynnag fo'ch iaith gartref.
- 10. Erbyn diwedd y cynllun 10 mlynedd byddwn yn:
- 11. Sicrhau'r capasiti mwy sydd ei angen i gyflawni cyfanswm o 8 DM Cymraeg newydd ar lefel capasiti cynradd (gyda meithrinfa) ar draws oes y cynllun
- 12. Archwilio y cwmpas sydd i addasu'r model iaith ddeuol er mwyn cefnogi ysgolion cyfrwng Saesneg presennol i ystyried a ydynt yn barod i symud ar hyd y continwwm dwyieithog i gategori ieithyddol gwahanol gyda mwy o addysgu a dysgu yn cael eu cynnig drwy gyfrwng y Gymraeg.
- 13. Cynyddu'r cyfleoedd i bartneriaethau traws-ysgol wella ymwybyddiaeth o addysg cyfrwng Cymraeg ac annog plant i fod â mwy o awydd i ddysgu ac o bosibl i ystyried trosglwyddo i addysg Gymraeg

- 14. Cefnogi pob ysgol i ddatblygu a gweithredu Cwricwlwm i Gymru 2022 i sicrhau twf yn y cyfleoedd i bob plentyn yn y ddinas ddysgu Cymraeg a theimlo'n hyderus wrth ddatblygu eu sgiliau a siarad yr iaith
- 15. Uwchsgilio cymhwysedd ieithyddol y gweithlu addysgu a dysgu cyfrwng Saesneg presennol i sicrhau eu bod yn teimlo'n hyderus i gefnogi dysgu Cymraeg gwell gyda phob disgybl fel rhan o gynnig y Cwricwlwm Cymru newydd

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd
- Consortiwm Canolbarth y De
- Cymdeithas Genedlaethol Meithrinfeydd Dydd
- Ysgolion Caerdydd
- Gwasanaethau Plant

- Menter Caerdydd
- Ymwelwyr lechyd a Meddygfeydd y GIG
- RhAG
- Yr Urdd
- Mudiad Methrin

Deilliant 3: Mwy o blant yn parhau i wella eu sgiliau Cymraeg wrth drosglwyddo o un cam o'u haddysg statudol i'r llall.

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Ychwanegu 1DM ar gyfer Ysgol Gyfun Gymraeg Plasmawr o flwyddyn academaidd 2020/21 i gynnig mwy o gapasiti i ateb y galw a ragwelir am leoedd Cymraeg mewn ysgolion uwchradd.
- Cynhaliwyd adolygiad dalgylch gyda newidiadau cysylltiedig a weithredwyd o flwyddyn academaidd 2021/22 i wella'r cydbwysedd rhwng nifer y plant a nifer y lleoedd sy'n gwasanaethu pob ardal yng Nghaerdydd.
- Tyfu'r ddarpariaeth Trochi Cymraeg i ddarparu ar gyfer myfyrwyr oedran uwchradd a chynyddu nifer y bobl ifanc sy'n gallu trosglwyddo'n llwyddiannus o addysg gynradd Saesneg i addysg uwchradd cyfrwng Cymraeg.

Mae data CYBLD yn dangos nad yw'n ymddangos bod trosglwyddo dysgwyr rhwng cyfnodau allweddol yn broblem sylweddol. Fodd bynnag mae pandemig COVID-19 a'r angen am ddysgu o bell wedi cyflwyno heriau i ysgolion a theuluoedd. Rydym yn ymwybodol bod hyn wedi cael effaith tymor byr gyda nifer fach o deuluoedd yn dewis tynnu eu plant allan o addysg Gymraeg. Bydd yn rhaid aros i weld os oes goblygiadau hirdymor o'r tarfu, o ran trosglwyddiadau diweddarach ar ddiwedd blwyddyn neu ar adegau pontio.

Bu cynnydd bychan yn nifer y trosglwyddiadau yn ystod y flwyddyn allan o ysgolion Cymraeg yn ystod y pandemig. Gwelwyd hefyd nifer tebyg o ddisgyblion yn symud allan o Gaerdydd ac yn symud i ddarpariaeth amgen (gan gynnwys addysg ddewisol yn y cartref, ysgol arbennig, UCD ac addysg breifat).

Dyma'r sefyllfa yn gysylltiedig â phlant sy'n trosglwyddo allan o ysgolion Cymraeg yn ystod y flwyddyn dros y tair blynedd diwethaf:

	2018-19		2019-20		2020-21	
Symud o Gaerdydd	64	37%	66	36%	61	30%
Trosglwyddo i ysgol Gymraeg arall yng Nghaerdydd	55	32%	48	27%	35	17%
Trosglwyddo i ysgol Saesneg yng Nghaerdydd	42	25%	59	33%	93	47%
Arall*	11	6%	8	4%	11	6%
Cyfanswm	172	100%	181	100%	200	100%

I le'r aeth disgyblion sy'n gadael ysgolion cynradd ac uwchradd Cymraeg yn ystod blwyddyn

*Yn cynnwys Addysg Ddewisol yn y Cartref, EOTAS, ysgol arbennig neu UCD, ysgol breifat

Mae'n werth nodi, o ddisgyblion a drosglwyddodd i ysgol awdurdod lleol prif ffrwd arall yng Nghaerdydd, fod newid sylweddol o ran y rhaniad rhwng y rhai yn aros yn y sector Cymraeg a'r rhai yn trosglwyddo i addysg Saesneg. Byddwn yn parhau i fonitro hyn yn y blynyddoedd i ddod i asesu a yw hwn yn ddigwyddiad ynysig sy'n deillio o heriau'r pandemig neu batrwm cylchol.

Er bod nifer o ddisgyblion wedi trosglwyddo allan o addysg Gymraeg, mae hyn wedi ei liniaru i raddau gan nifer o ddisgyblion sy'n dewis trosglwyddo i'r sector Cymraeg o'r sector Saesneg. Mae gan Gaerdydd ddarpariaeth Trochi Cymraeg uchel ei barch a hynod effeithiol. Gwelwyd niferoedd cynyddol o ddisgyblion yn trosglwyddo'n llwyddiannus o ddarpariaeth Saesneg i ymuno â chyfoedion newydd mewn darpariaeth Gymraeg.

Er mwyn cyflawni'r deilliant hwn a chynyddu nifer y plant sy'n parhau i wella eu sgiliau Cymraeg wrth drosglwyddo o un cam o'u haddysg statudol i'r llall, yn ystod y 5 mlynedd cyntaf byddwn yn:

- 1. Ceisio defnyddio o leiaf un o safleoedd ysgolion uwchradd y CDLI i gynyddu nifer y lleoedd uwchradd cyfrwng Cymraeg yng Nghaerdydd.
- Ceisio sicrhau cyllid i dreialu ehangu'r ddarpariaeth drochi cynradd i dreialu nifer cynyddol o leoedd i gefnogi caffael iaith dwys yn ôl yr angen er mwyn gwella hyder dysgwyr a rhoi mwy o sicrwydd i rieni sy'n dewis addysg Gymraeg y bydd eu plentyn yn cael y cyfle i gyrchu cymorth os bydd ei angen.
- 3. Ceisio sicrhau cyllid i ehangu'r ddarpariaeth drochi uwchradd i gynnig lleoedd ychwanegol i alluogi strategaeth hyrwyddo ragweithiol er mwyn annog ystyriaeth i roi'r cyfle i drosglwyddo o ysgolion Saesneg a/neu ysgol fodel ddwy iaith i addysg Gymraeg wrth drosglwyddo i'r sector uwchradd.
- 4. Gweithio mewn partneriaeth agos ag ysgolion i wella'r wybodaeth sylfaenol sydd ar gael ar wefannau ysgolion unigol i esbonio'r gwerth a osodir ar ddatblygu sgiliau ieithyddol Cymraeg, manteision bod yn ddwyieithog a'r wybodaeth ddiweddaraf am sut y caiff plant a phobl ifanc eu cefnogi yn eu dysgu.
- 5. Cynyddu'r cyfeirio at gyfleoedd dysgu Cymraeg a chymdeithasu y tu allan i'r ysgol er mwyn normaleiddio'r defnydd o'r Gymraeg y tu allan i amgylchedd dysgu ffurfiol yr ysgol.
- 6. Nodi a darparu cymorth â ffocws i ysgolion lle gallai cyfraddau pontio fod yn destun pryder a chyhoeddi adnoddau i gynyddu hyder disgyblion, ynghyd â chefnogi a rhoi sicrwydd i rieni/gofalwyr ynghylch pontio rhwng cyfnodau i annog cyfraddau cadw disgyblion.
- 7. Darparu cyngor, dysgu proffesiynol ac adnoddau i ysgolion Saesneg i gynyddu canran y cwricwlwm a addysgir drwy gyfrwng y Gymraeg a gweithredu'r Gymraeg Ar Draws y Cwricwlwm gan gynyddu faint o ddysgu a gynigir a mwy o gyfleoedd ai ddefnyddio'r Gymraeg.

- 8. Cefnogi cydweithio rhwng ysgolion cynradd ac uwchradd i gynhyrchu adnoddau sy'n hyrwyddo dilyniant ieithyddol i rieni/gofalwyr ac sy'n rhoi sicrwydd er mwyn cefnogi cadw disgyblion.
- 9. Sicrhau bod y daith addysgol gyfan o'r feithrinfa i ôl-16 yn glir i deuluoedd er mwyn datblygu hyder pellach wrth ddewis addysg Gymraeg gan gynnwys tynnu sylw at y cymorth sydd ar gael i blentyn ddatblygu a magu hyder wrth ddefnyddio'r Gymraeg y tu allan i'r ysgol.
- 10. Dathlu a rhannu arfer da ledled Caerdydd a rhanbarth ehangach y de-ddwyrain mewn amrywiaeth o ffyrdd e.e., gweminarau, podlediadau, blogiau a theithiau cerdded dysgu.
- 11. Annog ysgolion cynradd Cymraeg i gymryd rhan mewn hyfforddiant i athrawon ac mewn ffeiriau gyrfaoedd i gefnogi nifer uwch o'n pobl ifanc i ystyried manteision ac amrywiaeth y cyfleoedd sydd i addysgu drwy gyfrwng y Gymraeg.
- 12. Monitro ceisiadau ar gyfer trosglwyddo o ysgolion cyfrwng Cymraeg i'r sector Saesneg yn y ddinas a chynnal ymchwil pellach lle mae'r rhai sy'n optio allan o'r sector hwn yn dod o faes/grŵp penodol i sicrhau gwell dealltwriaeth o bryderon a sicrhau bod sicrwydd a chymorth priodol yn cael eu darparu gyda'r bwriad o annog ailystyriaeth i aros.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- 13. Datblygu cynlluniau strategol i gynyddu capasiti parhaol y ddarpariaeth uwchradd Gymraeg
- 14. Cynyddu capasiti darpariaeth uwchradd Gymraeg gan gynnwys ceisio sefydlu capasiti ledled y ddinas yn y sector Cymraeg sydd 10% uwchlaw'r niferoedd a ragamcenir.
- 15. Ceisio sicrhau cyllid i dreialu ehangu cwmpas y ddarpariaeth drochi Gymraeg uwchradd er mwyn cynnig dosbarth trochi ym mhob ysgol uwchradd i gefnogi caffael iaith dwys yn CA2 yn ôl y gofyn er mwyn rhoi mwy o sicrwydd i rieni sy'n dewis addysg Gymraeg y bydd eu plentyn yn cael cyfle i gael cymorth os oes ei angen.
- 16. Cefnogi rhaglenni lleol, rhanbarthol a chenedlaethol ar gyfer Datblygu'r Gymraeg drwy gynnig cyngor, dysgu proffesiynol a chymorth i ymarferwyr gaffael a gwella eu sgiliau ieithyddol Cymraeg. Bydd hyn yn cynyddu capasiti'r staff sy'n gallu addysgu Cymraeg a thrwy gyfrwng y Gymraeg ar draws pob sector.
- 17. Parhau i ddatblygu ar y cydweithrediad presennol gyda'r sector uwchradd Cymraeg i ddarparu dysgu proffesiynol pwnc-benodol, yn enwedig mewn meysydd lle ceir prinder ymarferwyr drwy gyfrwng y Gymraeg.

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd
- Consortiwm Canolbarth y De
- Ysgolion Caerdydd
- Gwasanaethau Plant
- Menter Caerdydd
- CCAF (CAVC)

- RhAG
- Meddygfeydd y GIG
- Yr Urdd
- Prifysgol Metropolitan Caerdydd
- Prifysgol Caerdydd
- Cyngor y Gweithlu Addysg

Deilliant 4 - Mwy o ddysgwyr yn astudio ar gyfer cymwysterau a asesir yn y Gymraeg (fel pwnc) a phynciau drwy gyfrwng y Gymraeg

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Cynyddu nifer y bobl ifanc sy'n astudio'n ddwyieithog a thrwy gyfrwng y Gymraeg yng Ngholeg Caerdydd a'r Fro
- Wedi llwyddo i gefnogi myfyrwyr i fanteisio ar ystod eang o opsiynau a chyrsiau TGAU ac ôl-16 drwy gydweithio agos rhwng y tair ysgol uwchradd Gymraeg sy'n galluogi myfyrwyr i barhau â'u hastudiaethau yn y Gymraeg.

Ar hyn o bryd mae dysgwyr ym mhob un o dair ysgol uwchradd gymunedol Gymraeg Caerdydd yn astudio pob pwnc (heblaw am Saesneg laith a Llenyddiaeth) drwy gyfrwng y Gymraeg ar lefel TGAU a Safon Uwch. Mae'r cynnig academaidd yn cynnwys amrywiaeth o opsiynau pwnc i ddysgwyr eu dewis gyda pheth gweithio trawsysgol yn i wella'r ystod o bynciau 14-19 sydd ar gael. Mae deilliannau dysgwyr ar draws y tair ysgol yn gryf. Mae nifer y disgyblion sy'n cael eu derbyn ym Mlwyddyn 7 yn cynyddu'n gyson â'r carfannau mwy sy'n symud drwy'r system.

Astudir Cymraeg fel ail iaith drwy holl ysgolion uwchradd cymunedol Saesneg Caerdydd gydag ymwybyddiaeth ehangach o'r cyfle i drosglwyddo o'r cyfrwng Saesneg i'r cyfrwng Cymraeg ar lefel uwchradd drwy fynychu darpariaeth drochi Cymraeg CA3/4.

Mae Coleg Caerdydd a'r Fro hefyd wedi nodi cynnydd yn nifer y bobl ifanc sy'n astudio'n ddwyieithog a thrwy gyfrwng y Gymraeg, gan gynnwys 46 o bobl ifanc sy'n astudio gwallt a harddwch, a 24 o ddysgwyr sy'n astudio cymwysterau BTEC lefel 3 dwyieithog. Nododd y coleg newid mawr yn agweddau dysgwyr tuag at y Gymraeg a gallu gweld sut fydd yr iaith yn eu helpu yn y dyfodol. Y bwriad yw y bydd y ddau gwrs yn hyrwyddo drwy gyfrwng y Gymraeg yn unig ar gyfer Medi 2021.

Yn amlwg, gan gysylltu â'r deilliant blaenorol, er mwyn sicrhau mwy o ddisgyblion yn astudio ar gyfer cymwysterau drwy gyfrwng y Gymraeg, mae'n dal yn hanfodol ceisio cadw dysgwyr sydd wedi dechrau yn y sector cynradd Cymraeg wrth bontio i ysgol uwchradd.

Mae darparu dysgu ac addysgu ar-lein wedi bod yn hanfodol yn ystod y pandemig. Er bod hyn wedi deillio o angen, mae uwchsgilio'r gweithlu a'r cymhwysedd technegol yn rhoi'r cyfle posibl i archwilio a darparu ystod o ddarpariaeth a chofleidio technoleg fel mecanwaith ar gyfer ehangu'r cwricwlwm Cymraeg sydd ar gael ar draws yr awdurdod lleol. Mae darpariaeth eisoes yn cael ei rhannu ar draws ysgolion.

I gyflawni'r deilliant hwn a sicrhau bod mwy o ddysgwyr yn astudio ar gyfer cymwysterau a asesir yn y Gymraeg (fel pwnc) a phynciau drwy gyfrwng y Gymraeg, yn y 5 mlynedd cyntaf byddwn yn:

1. Gweithio gyda phartneriaid ar draws y Fforwm Addysg Gymraeg, Caerdydd Ddwyieithog ac Addewid Caerdydd i dynnu sylw at fanteision y Gymraeg gan gynnwys cyfleoedd ar gyfer prentisiaethau, profiad gwaith a/neu gyfleoedd gwirfoddoli mewn sefydliadau a gweithleoedd Cymraeg eu hiaith sy'n manteisio i'r eithaf ar botensial siaradwyr dwyieithog. *

- 2. Nodi a manteisio i'r eithaf ar adnoddau pellach i ehangu a bywiogi'r enghreifftiau o'r ystod o yrfaoedd lle defnyddir y Gymraeg gan ysgogi mwy o bobl ifanc i fanteisio arnynt ymhellach i'w gyrfa ddysgu ac annog defnydd ehangach o'r Gymraeg y tu hwnt i'r cwricwlwm a chymwysterau.
- 3. Gweithio gyda phartneriaid i hyrwyddo manteision y Gymraeg a bod yn ddwyieithog gyda rhieni / gofalwyr ynghyd â sut y gallant gefnogi dilyniant disgyblion hyd yn oed os nad y Gymraeg yw'r iaith lafar gartref.
- 4. Gweithio gyda darparwyr allanol a LIC ar unrhyw fentrau cenedlaethol i hyrwyddo'r Gymraeg fel pwnc Safon Uwch.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- 5. Archwilio'r cwmpas i wneud defnydd mwy strategol o'r opsiynau e-ddysgu Cymraeg presennol ochr yn ochr â ph'un a oes potensial i ddatblygu modiwlau dysgu ar-lein Caerdydd er mwyn darparu ystod ehangach o bynciau ac ehangu'r cynnig o gymwysterau a phrofiadau dysgu posibl ar draws sector addysg Gymraeg Caerdydd ynghyd â chefnogi datblygiad sgiliau mewn dysgu digidol yng Nghyfnod Allweddol 4 ac yn gynharach.
- Ymgysylltu â byrddau arholi i gynrychioli'r awydd sydd am ystod ehangach o gyrsiau a chymwysterau (yn enwedig o ran cyfleoedd dysgu galwedigaethol) a gyflwynir trwy gyfrwng y Gymraeg i sicrhau lefel gydradd â'r ystod sydd ar gael yn Saesneg.

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd
- Consortiwm Canolbarth y De
- Ysgolion Caerdydd
- CCAF (CAVC)

- Prifysgol Caerdydd
- Prifysgol Metropolitan Caerdydd
- Byrddau Arholi yn cynnwys CBAC
- Cyngor y Gweithlu Addysg

Deilliant 5 - Mwy o gyfleoedd i ddysgwyr ddefnyddio'r Gymraeg mewn gwahanol gyd-destunau yn yr ysgol

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- cynnal 'Gyrfa Gymraeg Ffair Swyddi Cymraeg Caerdydd' dan arweiniad Caerdydd Ddwyieithog i dynnu sylw at opsiynau gyrfa a manteision gweithio drwy gyfrwng y Gymraeg.
- Mae'r pandemig wedi bod yn gatalydd ar gyfer mwy o gynnwys ar-lein yn Gymraeg, gan gynnwys sianel youtube S4C ar gyfer plant 11-13 oed a Hansh yn gweithio gyda phobl ifanc i greu cynnwys.
- Mae'r cyfleoedd dysgu a chymdeithasu ar-lein wedi cynyddu'n sylweddol drwy gydol y pandemig ac er bod llawer o weithgareddau wyneb yn wyneb wedi ailddechrau, mae'n parhau i ategu'r cynnig hwn gydag amrywiaeth o gyfleoedd dysgu ar-lein

Mae Caerdydd yn cydnabod gwerth i bobl ifanc ddefnyddio'u sgiliau Cymraeg mewn amrywiaeth o gyd-destunau i wella eu caffael ar iaith a meithrin eu hyder wrth siarad yr iaith wrth gyfathrebu bob dydd er mwyn bodloni dyheadau Cymraeg 2050. Er gwaethaf y tarfu yn sgil y pandemig mae partneriaid Fforwm Addysg Gymraeg Caerdydd wedi parhau i ddarparu gweithgareddau cyfoethogi drwy gyfrwng y Gymraeg yn yr ysgolion, fel gweithgareddau allgyrsiol gyda llawer yn symud ar-lein lle bo hynny'n bosibl yn ystod y pandemig.

Yng Nghaerdydd, mae 17 o ysgolion cynradd Cymraeg wedi ennill Gwobr Efydd y Siarter laith gydag 8 yn symud ymlaen i ennill y wobr arian erbyn 2021. Mewn ysgolion uwchradd, mae 2 ysgol wedi ennill y wobr efydd.

Mae'r cynllun Campws Cymraeg Campus wedi'i gyflwyno ar gyfer ysgolion lle mae iaith yr addysgu yn Saesneg ac o 2021, mae 15 o ysgolion cynradd wedi cael efydd gyda 2 ysgol uwchradd yn treialu cynllun uwchradd Cymraeg Campus.

Anogir dysgwyr sy'n mynychu ysgolion Cymraeg a Saesneg i gymryd rhan mewn ystod eang o weithgareddau diwylliannol, cymdeithasol a chwaraeon drwy gyfrwng y Gymraeg er mwyn gwella eu hyder a chadw eu rhuglder yn y Gymraeg gan gynnwys ymhlith lefelau uchel arall o gyfranogiad a chynrychiolaeth yn nigwyddiadau a chyfleoedd cymdeithasol yr Urdd (Eisteddfod yr Urdd, cystadlaethau chwaraeon cenedlaethol, gweithgareddau awyr agored a theithiau preswyl) ynghyd â chynyrchiadau'r celfyddydau perfformio mewn ysgolion.

Mae fforwm partneriaid Caerdydd Ddwyieithog wedi gwneud gwaith i nodi a choladu cyfeirlyfr o brofiad gwaith a chyfleoedd gwirfoddoli sy'n gofyn am sgiliau Cymraeg. Wrth symud ymlaen, disgwylir i hyn fod o fudd wrth arddangos gwerth a throsglwyddo sgiliau Cymraeg y tu hwnt i'r ystafell ddosbarth. Y gobaith yw y bydd hyn yn cryfhau'r Gymraeg fel rhan lewyrchus o ddiwylliant Caerdydd ac yn hanfodol i hunaniaeth y Brifddinas.

Dyma'r sefyllfa bresennol sy'n ymwneud â chyfleoedd i ddysgwyr ddefnyddio'r Gymraeg mewn gwahanol gyd-destunau yn yr ysgol a'n prif darged ar gyfer y deng mlynedd nesaf:

Sicrhau bod pobl ifanc yn cael eu cefnogi i fwynhau a chadw eu defnydd a'u hyder yn eu sgiliau Cymraeg y tu hwnt i'r ysgol drwy sicrhau amrywiaeth eang o gyfleoedd hygyrch yng Nghaerdydd a fydd yn cyffroi, yn ymgysylltu ac yn annog pobl ifanc gan gyfrannu felly at y dyhead i gofleidio'r iaith fel iaith fyw yn ein prifddinas.

Er mwyn cyflawni'r canlyniad hwn a sicrhau bod dysgwyr yn cael mwy o gyfleoedd i ddefnyddio'r Gymraeg mewn gwahanol gyd-destunau yn yr ysgol, yn y 5 mlynedd cyntaf byddwn yn:

- Mynd i'r afael â'r gwaith o fapio'r ddarpariaeth bresennol y tu allan i'r ysgol ar y cyd â darparwyr eraill i nodi bylchau a bod yn sail i drafodaethau sy'n ymwneud â chydweithredu / partneriaethau newydd er mwyn cynyddu / ehangu'r ddarpariaeth i ateb y galw.
- 2. Ymgymryd â gweithgareddau ymgysylltu â ffocws iddynt gyda phobl ifanc ynghylch pa gyfleoedd dysgu a chymdeithasu Cymraeg yr hoffent eu gweld yn cyd-fynd ag ymrwymiad Dinas sy'n Dda i Blant Caerdydd.
- Archwilio a manteisio i'r eithaf ar y cyfleoedd i gydweithio o fewn yr Awdurdod Lleol rhwng y Gwasanaeth leuenctid a sefydliadau partner y Fforwm Addysg Gymraeg gan gynnwys Menter Caerdydd a'r Urdd i wella'r amrywiaeth o gyfleoedd sydd ar gael mewn Prifddinas a'r holl gyfleoedd sydd ar gael i bobl ifanc yn lleol.
- 4. Ymgymryd ag ymchwil gyda phobl ifanc ac oedolion sydd wedi cyrraedd lefel o ruglder yn y Gymraeg yn y gorffennol ond sydd wedi colli hyder i'w ddefnyddio er mwyn deall a mynd i'r afael yn well â'r her o gadw iaith y tu hwnt i addysg statudol.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- 5. Cynnal arolwg gyda busnesau Caerdydd a chyn-fyfyrwyr ysgolion cyfrwng Cymraeg i archwilio'r posibiliadau i gefnogi cyfleoedd pellach ar gyfer cyfleoedd amgen i'r rhai sydd eisoes ar gael wer mwyn ehangu'r cwmpas ac ymgysylltu â diddordebau mwy arbenigol.
- 6. Darparu cymorth i ysgolion ddefnyddio'r Gymraeg mewn ysgolion gyda Chymraeg, Llythrennedd a Chyfathrebu o ansawdd uchel a chyfleoedd dysgu proffesiynol gan gynnwys cymorth pwrpasol ar gyfer ysgolion/clystyrau unigol a chyfleoedd i gydweithio rhwng ysgolion ac ysgolion a phartneriaethau rhwng cymheiriaid fel y bo'n briodol.
- 7. Darparu swyddog consortia dynodedig i bob ysgol i gefnogi'r Siarter laith a chynnydd Cymraeg Campus sy'n canolbwyntio ar hyrwyddo, cefnogi, herio ac achredu holl ysgolion Caerdydd i wneud cynnydd gyda'r Gwobrau Siarter laith a Chymraeg Campus.

8. Gwerthuso effaith y Siarter laith a Chymraeg Campus i gefnogi'r gwaith o fireinio'r cynlluniau dros amser, yn enwedig ochr yn ochr â gweithredu'r cwricwlwm newydd.

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd, gan gynnwys Caerdydd Ddwyieithog ac Addewid Caerdydd
- Yr Urdd
- Menter Caerdydd

- S4C
- Ysgolion
- CCAF (CAVC)
- Partneriaid y Brifysgol, y Coleg Cymraeg, Prifysgol Caerdydd a Met Caerdydd

Deilliant 6 - Cynnydd yn y ddarpariaeth addysg Gymraeg ar gyfer disgyblion ag anghenion dysgu ychwanegol (ADY) (yn unol â'r dyletswyddau a osodir gan Ddeddf Anghenion Dysgu Ychwanegol a Thribiwnlys Addysg (Cymru) 2018

Yng nghyfnod y CSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Sefydlu sylfaen ddysgu newydd ar gyfer hyd at 20 o ddisgyblion Ysgol Pwll Coch
- Ymestyn y rhif dynodedig ar gyfer y ganolfan adnoddau arbenigol yn Ysgol Glantaf i 30, a chymerwyd camau i wella'r cyfleusterau
- Sefydlu dosbarth Llesiant cynradd yn Ysgol Pen-y-Groes, gan gynnig lleoedd cofrestredig dros dro i hyd at 8 disgybl
- Gweithio gyda'r tair ysgol uwchradd i ddatblygu 'canolfan lesiant rithwir' sy'n gweithredu ar draws y tair ysgol, ar gyfer hyd at 18 o ddisgyblion sydd mewn perygl o gael eu gwahardd neu o ymddieithrio

Mae'r sefyllfa bresennol o ran darparu addysg Gymraeg i ddisgyblion ag anghenion dysgu ychwanegol (ADY) yng Nghaerdydd a'n targedau ar gyfer y deng mlynedd nesaf fel a ganlyn:

Mae nifer yr achosion o ADY yn y sector Cymraeg yn parhau i fod yn is nag ar gyfer ysgolion Caerdydd yn gyffredinol:

Ebrill 2021	Pob ysgol	% y	Ysgolion	% у
		boblogaeth	Cymraeg	boblogaeth
		ddisgyblion.		ddisgyblion.
Gweithredu gan yr				
Ysgol a Mwy	3045	5.54	320	3.72
datganiad	1360	2.48	116	1.35

Fodd bynnag, bu cynnydd yn nifer y disgyblion ag ADY sylweddol a chymhleth sy'n dewis addysg Gymraeg, fel y dengys y twf yn y galw am ddarpariaeth arbenigol:

- Agorodd y ganolfan ddysgu yn Ysgol Pwll Coch yn 2018-19 gyda 2 ddisgybl: 9 disgybl yn 2021.
- Roedd y ganolfan ddysgu yn Ysgol Glantaf yn darparu ar gyfer 11 o ddisgyblion yn 2016: 24 o ddisgyblion yn 2021

Cynhaliwyd arolwg o'r angen presennol gan y Tîm Cymorth Awtistiaeth yn 2020-21 a nodwyd 21 o ddisgyblion cynradd sy'n debygol o fod angen lleoliad mewn canolfan awtistiaeth naill ai wrth bontio i'r ysgol uwchradd neu ar ryw adeg yn ystod CA2.

I gyflawni'r deilliant hwn a gwireddu cynnydd yn y ddarpariaeth addysg Gymraeg i ddisgyblion sydd ag anghenion dysgu ychwanegol (ADY), yn y 5 mlynedd cyntaf byddwn yn:

1. Datblygu nifer cynyddol o leoedd arbenigol uwchradd i'w darparu mewn CAA sydd wedi'i leoli ym mhob ysgol uwchradd Gymraeg gydag anghenion arbenigol gwahanol ym mhob canolfan i gyflawni lefel o ddarpariaeth arbenigol sy'n gydradd â sectorau eraill ac sy'n ymateb yn briodol i anghenion unigol.

- 2. Datblygu nifer cynyddol o leoedd arbenigol cynradd i'w darparu mewn CAA sydd wedi'u lleoli mewn tair ysgol gynradd man lleiaf, sy'n pontio i'r ysgolion uwchradd perthnasol ynghyd â dosbarthiadau ymyrraeth/llesiant cynnar / dosbarthiadau anogaeth wedi eu dosbarthu ledled y ddinas i gyflawni lefel o ddarpariaeth sy'n gydradd â sectorau eraill.
- 3. Nodi ac uwchsgilio nifer uwch o staff addysgu a dysgu Cymraeg rhugl i sicrhau bod digonedd o leoedd addysg arbenigol o ansawdd uchel i ddisgyblion ag ADY gan gynorthwywyr cymorth dysgu unigol ymlaen hyd at swyddi arwain.*
- 4. Monitro ceisiadau am drosglwyddo o ysgolion Cymraeg i'r sector Saesneg yn y ddinas a chynnal ymchwil bellach lle mae gan y rhai sy'n optio allan o'r sector hwn CDau ADY ar waith i sicrhau gwell dealltwriaeth o bryderon a sicrhau bod sicrwydd a chymorth priodol yn cael eu darparu gyda'r bwriad o'u gweld yn ailystyried ac aros.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- 5. Darparu gwell hyfforddiant ar draws y sector Cymraeg i gefnogi cynllunio a chymorth priodol i blant ag ADY mewn ysgolion Cymraeg er mwyn sicrhau cyfle ieithyddol cyfartal.
- 6. Adolygu darpariaeth Cyfnod 3 a Chyfnod 4 yn y sector uwchradd Cymraeg er mwyn sicrhau ei fod yn gallu ymateb i angen yn effeithiol.

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- Cyngor Caerdydd
- Consortiwm Canolbarth y De
- Ysgolion Caerdydd
- Gwasanaethau'r GIG
- Gwasanaethau Plant

Deilliant 7 - Cynyddu nifer y staff addysgu sy'n gallu addysgu Cymraeg (fel pwnc) ac addysgu drwy gyfrwng y Gymraeg

Yng nghyfnod yCSCA blaenorol (2017-2020) mae Cyngor Caerdydd a phartneriaid wedi:

- Galluogi staff yr ysgol i gyrchu datblygiad proffesiynol yn y Gymraeg drwy amrywiaeth o gyfleoedd, o gyrsiau i ddechreuwyr hyd at y Rhaglen Sabothol Cymraeg dwys
- Cefnogwyd nifer cynyddol o staff yng Nghaerdydd i'w derbyn i'r Rhaglen Darpar Benaethiaid yn 2020/21 sy'n arwain at asesiad NPHQ.
- Mae ehangu aelodaeth y Fforwm Addysg Gymraeg i gynnwys Prifysgol Metropolitan Caerdydd i elwa o'u mewnbwn ynghylch Hyfforddiant Cychwynnol Athrawon yng Nghaerdydd wedi cael ei werthfawrogi'n fawr o ran rhoi mwy o ddealltwriaeth ynghylch y potensial a'r rhwystrau i gynyddu'r gweithlu.

Mae'r sefyllfa bresennol o ran cynyddu nifer y staff addysgu sy'n gallu addysgu Cymraeg (fel pwnc) ac addysgu drwy gyfrwng y Gymraeg yng Nghaerdydd a'n targedau ar gyfer y deng mlynedd nesaf fel a ganlyn:

Yn y flwyddyn 2020 roedd Caerdydd yn cyflogi 6575 o staff mewn rolau addysgu a chymorth mewn ysgolion. Mae'r data diweddaraf o fis Tachwedd 2020 (statsCymru) yn dangos bod gan 19.4% (1275) o weithlu ysgolion Caerdydd sgiliau Cymraeg ar lefel ganolradd neu uwch.

Ar hyn o bryd rydym yn aros am ddata pellach gan Lywodraeth Cymru i lywio'r gwaelodlin ar gyfer y deilliant hwn. Os nad yw'r wybodaeth angenrheidiol ar gael, byddwn yn ceisio sefydlu gwaelodlin ar gyfer yr adroddiad blynyddol cyntaf ac addasu targedau yn unol â hynny.

Mae twf sylweddol yn y gweithlu sy'n gallu dysgu Cymraeg a thrwy gyfrwng y Gymraeg yn hollbwysig er mwyn i Gaerdydd lwyddo i sicrhau twf siaradwyr Cymraeg drwy addysg yn ein hysgolion a chyfleoedd dysgu ehangach.

Mae Cyngor Caerdydd yn cydnabod bod recriwtio gweithlu digonol eisoes yn cyflwyno heriau ar draws pob sector addysg. Hyd yma, mae Caerdydd yn bennaf wedi parhau i ddenu staff yn lleol ac o bob cwr o Gymru gyda'r heriau i'w teimlo fwyaf mewn ysgolion uwchradd, yn enwedig mewn pynciau fel mathemateg a gwyddoniaeth. Fodd bynnag, wrth i'r sector ehangu fel rhan o'r ymdrech genedlaethol i gynyddu Addysg Gymraeg a mwy o Gymraeg drwy ysgolion dwy iaith, fe ddaw'r her hon yn fwy ar draws yr ystodau oedran. Mae hyder cenedlaethol o ran adnoddau digonol yn isel ar hyn o bryd.

Darlun rhannol yw sicrhau bod digon o athrawon Cymraeg rhugl o ansawdd uchel i staffio'r nifer cynyddol o ysgolion cyfrwng Cymraeg a dwy iaith. Ar ben hynny, bydd y disgwyliadau uwch i addysgu a dysgu gan ddefnyddio mwy o Gymraeg mewn ysgolion

Saesneg hefyd yn golygu bod angen uwchsgilio ar draws llawer o'r gweithlu addysgu a dysgu.

Felly, rydym wedi ymrwymo i weithio'n agos gydag ALlau eraill yng Nghonsortiwm Canolbarth y De (CCD) i gynllunio a chefnogi staff ysgolion ar draws pob sector i wella eu sgiliau Cymraeg ymhellach ynghyd â darparwyr hyfforddiant y gweithlu Addysg Hyfforddiant Gychwynnol a'r gweithlu Gofal Plant cyfrwng Cymraeg i gefnogi cynnydd mewn Athrawon Newydd Gymhwyso, staff cymorth dysgu ac ymarferwyr gofal plant er mwyn helpu i leihau'r prinder gweithlu a ragwelir yn y dyfodol a sicrhau y gellir gweithredu Cynlluniau Strategol Cymraeg mewn Addysg lleol ar y cyd yn effeithiol yn y dyfodol i gyrraedd targed y llywodraeth.

l gyflawni'r deilliant hwn a chynyddu nifer y staff addysgu sy'n gallu addysgu Cymraeg (fel pwnc) ac addysgu drwy gyfrwng y Gymraeg, yn y 5 mlynedd cyntaf byddwn yn:

- Cynnal archwiliad canolog o'r gweithlu i adolygu staffio presennol ynghyd ag ystyried swyddi gwag staff addysgu a staff cymorth yn y presennol ac yn y dyfodol i gefnogi recriwtio a chadw staff sydd â sgiliau Cymraeg gan gynnwys staff addysgu a dysgu sy'n gwbl rhugl.
- Dadansoddi canlyniad data cyfrifiad gweithlu'r ysgol a ffynonellau tystiolaeth ansoddol i gefnogi cynllunio'r gweithlu i lywio'r gwaith o gynllunio rhaglenni dysgu proffesiynol sy'n adlewyrchu anghenion ein gweithlu lleol sy'n benodol i gynyddu'r defnydd a wneir o'r Gymraeg ym mhob ysgol.
- Cynnal archwiliad i adolygu ac adlewyrchu newidiadau mewn math o ysgol/dynodiad ieithyddol ar draws pob cyfnod a chynllunio'n strategol i gefnogi uwchsgilio lle bo angen.
- Crhoi cyngor, cymorth ac arweiniad i ysgolion ar sut i adlewyrchu sgiliau Cymraeg staff yn gywir drwy wneud y gorau o gyfraniad Swyddog Cymraeg mewn Addysg CCD.
- Monitro Cynlluniau Datblygu Ysgolion i sicrhau bod arweinwyr yn dangos ystyriaeth weithredol ac yn cynllunio ar gyfer gwella sgiliau ieithyddol gweithlu eu hysgolion ac yn annog staff i gymryd rhan mewn cyfleoedd dysgu Cymraeg a chaffael iaith.
- Sicrhau bod pob tîm arweinyddiaeth ysgol a llywodraethwyr yn cael gwybod am y Cynllun Strategol Cymraeg mewn Addysg a'r angen am sgiliau dwyieithog a bod monitro uwchsgilio eu staff yn allweddol fel rhan o'u hyfforddiant fel llywodraethwyr a'u DPP.
- Sicrhau bod staff o ysgolion Cymraeg yn gwneud cais am raglenni datblygu arweinyddiaeth cenedlaethol perthnasol gan gynnwys y Rhaglen Darpar Brifathrawon sy'n arwain at gymhwyster CPCP.
- Monitro nifer yr ymgeiswyr Cymraeg eu hiaith sy'n dewis symud ymlaen i swyddi arwain ar ôl cwblhau rhaglenni datblygu arweinyddiaeth cenedlaethol ac annog ymarferwyr ac arweinwyr cymwys iawn i barhau i chwilio am

gyfleoedd i wneud y mwyaf o'u cymwysterau er budd ysgolion a disgyblion Caerdydd.

- Gweithio'n agos gyda phartneriaethau AGA i gefnogi hyfforddiant myfyrwyr o athrawon Cymraeg rhugl, gan gynnwys sicrhau bod ysgolion Cymraeg Caerdydd yn cael eu nodi fel ysgolion arweiniol, hyfforddiant neu ysgolion lleoliad.
- Mae gweithio gyda phartneriaid allanol i hyrwyddo mentrau ar lwybrau i addysgu a rhannu unrhyw wybodaeth berthnasol gydag ysgolion a pharhau i ddarparu dysgu a chymorth proffesiynol i athrawon ANG, yn enwedig drwy rôl mentoriaid sefydlu rhanbarthol.
- Ceisio ategu gwaith y Cyngor Gweithlu Addysg o hyrwyddo'r llwybrau a'r cymhellion lluosog ar gyfer hyfforddiant athrawon. Nid mater i Gaerdydd yn unig yw hwn, ac edrychwn ymlaen at weld a gweithio i gefnogi cynllun datblygu gweithlu blaengar a phendant sydd ag adnoddau priodol ac wedi ei gymell gan Lywodraeth Cymru a'r CGA y gallwn roi cyhoeddusrwydd pellach iddo yng Nghaerdydd.
- Archwilio'r posibiliadau i ddatblygu ymgyrch hyrwyddo a recriwtio leol i dargedu'r angen am amrywiaeth pellach ar draws y gweithlu addysgu a dysgu, yn enwedig yn y gweithlu sy'n siarad Cymraeg i gefnogi cynyddu amrywiaeth yn y sector addysg Gymraeg y yr hirdymor a sicrhau bod pob teulu a disgybl yn teimlo bod eu hysgol yn adlewyrchu eu cymuned leol.
- Darparu cymorth rhagweithiol ar ôl y cynllun sabothol i ymarferwyr a chwilio am gyfleoedd i gyfranogwyr ddefnyddio a datblygu eu sgiliau Cymraeg ymhellach yn eu cyd-destun proffesiynol yn rheolaidd gyda golwg ar weld staff yn gweithio mewn darpariaeth sydd ymhellach ar hyd y continwwm dwyieithog (h.y. ysgolion/lleoliadau iaith ddeuol neu rai cyfrwng Cymraeg.
- Annog a monitro'r defnydd o gwrs y Ganolfan Dysgu Cymraeg Genedlaethol newydd gan staff addysgu fel llwybr arall ar gyfer datblygu hyder ieithyddol o fewn y gweithlu addysgu a dysgu.

Erbyn diwedd y cynllun 10 mlynedd byddwn yn:

- Dadansoddi data'r Fframwaith laith ynghyd â CCD fel gwaelodlin ar gyfer y gwelliant sydd angen ei weld. Bydd CCD yn parhau i ddarparu dysgu proffesiynol Cymraeg ar wahanol lefelau i gefnogi dilyniant.
- Ei gwneud yn ofynnol i lywodraethwyr pob ysgol gynnwys adroddiad ar y Gymraeg i ddathlu ac ystyried gwell defnydd a datblygiad sgiliau Cymraeg disgyblion ynghyd â chyfleoedd caffael iaith â ffocws iddynt ar gyfer eu staff addysgu a dysgu, a hynny yn eu hadroddiad blynyddol i rieni.
- Sicrhau bod ysgolion yn gosod ac yn adrodd ar dargedau ar gyfer datblygu sgiliau Cymraeg o fewn cynlluniau datblygu ysgolion yng nghyd-destun gwella

safonau er mwyn sicrhau bod ffocws cryf ar flaenoriaethu datblygiad proffesiynol parhaus sy'n cynnwys gwella sgiliau ieithyddol.

- Dwysáu gwaith gyda darparwyr AGA ynghyd â'r CCD i sicrhau bod y Cynllun Sabothol Cymraeg yn cael ei ddefnyddio'n fwy strategol i ddiwallu anghenion ysgolion, yn enwedig y rhai lle bydd newidiadau o ran faint o Gymraeg a addysgir a fydd felly yn effeithio ar anghenion sgiliau staff.
- Gwerthuso effaith cwrs y Ganolfan Dysgu Cymraeg Genedlaethol newydd ar gyfer staff addysgu yng Nghaerdydd ac a yw'n profi i fod yn effeithiol fel ffordd o ddatblygu hyder ieithyddol o fewn y gweithlu addysgu a dysgu.

Mae'r prif bartneriaid sy'n gyfrifol am weithredu'r camau uchod yn cynnwys:

- CCD
- Darparwyr AGA. Met Caerdydd, Y Brifysgol Agored, Coleg Cymraeg
- Cyngor y Gweithlu Addysg
- Addewid Caerdydd

Cynllun y fersiwn derfynol i gynnwys:

Ffeithiau, dyfyniadau gan siaradwyr Cymraeg adnabyddus enwog a lluniau/darluniau

Ffeithiau allweddol i gynnwys

A oeddech chi'n gwybod?

Mae ymchwil yn dangos bod gan allu dwyieithog neu amlieithog nifer o fanteision, mae'n cryfhau galluoedd gwybyddol a chymdeithasol sy'n amrywio o resymu di-eiriau a llafar i'r ffordd y maent yn cydymdeimlo ag eraill - mae pobl ddwyieithog yn aml yn ei chael yn haws i wneud sawl tasg ar yr un pryd ac yn tueddu i fod yn fwy creadigol, yn gallu datrys problemau'n haws a meddu ar well hyblygrwydd meddyliol (erthygl ymchwil y BBC).

A oeddech chi'n gwybod?

Mae dros hanner poblogaeth y byd eisoes yn elwa o fod yn ddwyieithog neu'n amlieithog, mae'n fwy anarferol siarad ond un iaith yn hytrach na defnyddio dwy neu fwy yn hyderus. Yng Nghymru gall eich plentyn ddod yn ddwyieithog drwy fynychu un o'n hysgolion cyfrwng Cymraeg rhagorol.

A oeddech chi'n gwybod?

Mae dros 70% o'r disgyblion sy'n mynychu ysgolion Cymraeg yng Nghaerdydd yn dod o deuluoedd nad sy'n deuluoedd Cymraeg eu hiaith. Gall eich plentyn integreiddio a sicrhau canlyniadau uchel yn llwyddiannus yn y Gymraeg a'r Saesneg beth bynnag fo iaith gartref eich teulu, hyd yn oed os na siaradwyd gair o Gymraeg cyn iddynt ddechrau!

A oeddech chi'n gwybod?

Mae'n bosibl gwahaniaethu rhwng pobl ddwyieithog a rhai uniaith drwy edrych ar sganiau o'u hymennydd. Mae gan bobl ddwyieithog lawer mwy o fater llwyd na phobl uniaith yn eu cortecs cenglaidd blaen am eu bod yn ei ddefnyddio gymaint amlach. Mae rhan yma'r ymennydd yn cryfhau, yn tyfu'n fwy ac yn fwy hyblyg po fwyaf y byddwch yn ei defnyddio. (Jubin Abutalebi, Prifysgol San Raffaele, Milan)

A oeddech chi'n gwybod?

Mae ymchwil ddiweddar yn dangos y gall bod yn ddwyieithog ohirio dechrau dementia a chlefyd Alzheimer o'i gymharu â pherson uniaith sydd â phatholeg clefyd yr un fath.

Mae'r dudalen hon yn wag yn fwriadol

Atodiad 2

Taflwybr Caerdydd 2050

CSCA 2022 – 2032

Awst 2021

Cynnwys

1. Cyd-destun Polisi

- (i) Cyd-destun Polisi Cenedlaethol Cymraeg 2050
- (ii) Strategaeth Caerdydd Ddwyieithog 2017-2022

2. Data cefndirol

- (i) Cylchred poblogaeth diweddar
- (ii) Capasiti ysgolion a lleoedd gwag
- (iii) Ysgolion Cynradd Capasiti
- (iv) Ysgolion Cynradd Niferoedd diweddar ar y gofrestr a lleoedd gwag
- (v) Ysgolion Uwchradd Capasiti
- (vi) Ysgolion Uwchradd Niferoedd diweddar ar y gofrestr a lleoedd gwag

3. Newidiadau arfaethedig i gapasiti ysgolion: 2021 - 2025

4. Newidiadau Diweddarach: 2026 - 2031

- (i) Poblogaeth
- (ii) Newidiadau i ddarpariaeth ysgolion yn y dyfodol (2026-2031)
- (iii) Taflwybr
- (iv) Methodoleg taflwybr
- (v) Amcanestyniadau nifer disgyblion
- (vi) Casgliadau

Cyd-destun Polisi Cenedlaethol Cymraeg 2050

Yn 2017, cyhoeddodd Llywodraeth Cymru ei strategaeth Gymraeg *Cymraeg 2050: Miliwn o Siaradwyr Cymraeg* yn unol ag Adran 78 Deddf Llywodraeth Cymru 2006. Mae'r strategaeth yn cefnogi 'hyrwyddo a hwyluso'r defnydd o'r Gymraeg'. Ei nod yn y tymor hir yw i Gymru gael miliwn o siaradwyr Cymraeg erbyn 2050.

Mae'r strategaeth yn enwi addysg drochi cyfrwng Cymraeg fel y 'prif ddull ar gyfer sicrhau bod plant yn gallu datblygu eu sgiliau Cymraeg, ac ar gyfer creu siaradwyr newydd' (*Cymraeg 2050: Miliwn o Siaradwyr Cymraeg, tud21*). Felly, bydd argaeledd addysg Gymraeg yn allweddol i gyrraedd y targed o filiwn o siaradwyr Cymraeg.

Y targed cenedlaethol yw:

 Cynyddu cyfran pob grŵp blwyddyn ysgol sy'n derbyn addysg Gymraeg o 22 y cant (yn seiliedig ar 7,700 o ddysgwyr saith oed yn 2015/16) i 30 y cant (tua 10,500 ym mhob grŵp blwyddyn) erbyn 2031, ac yna 40 y cant (tua 14,000 ym mhob grŵp blwyddyn) erbyn 2050.

Cydnabyddir yn y strategaeth y bydd y dull yn amrywio ar draws gwahanol ranbarthau yng Nghymru yn dibynnu ar nodweddion eu poblogaethau. Mae'r strategaeth hefyd yn nodi ardaloedd sydd â dwysedd poblogaeth uchel ond canran is o siaradwyr Cymraeg fel ardaloedd sydd â photensial penodol ar gyfer twf.

Mae Rheoliadau Cynlluniau Strategol Cymraeg mewn Addysg (Cymru) 2019 yn ei gwneud yn ofynnol i Awdurdodau Lleol osod targed deng mlynedd yn amlinellu'r cynnydd disgwyliedig yn y plant Blwyddyn 1 sy'n cael eu haddysgu drwy gyfrwng y Gymraeg yn ardal yr awdurdod lleol yn ystod oes Cynllun.

Rhaid i'r targed gael ei gefnogi gan ddatganiad yn nodi sut y byddai Awdurdod Lleol yn cyflawni'r cynnydd disgwyliedig yn nifer y plant Blwyddyn 1 a addysgir drwy gyfrwng y Gymraeg yn ystod oes y Cynllun. Dyma'r targed deng mlynedd cyffredinol ar gyfer CSCA 2022 - 2032.

Mae'r fethodoleg a ddefnyddir gan Lywodraeth Cymru i gyfrifo'r targed yn gyson â'r cerrig milltir yn Gymraeg 2050 sy'n ymwneud â'r cynnydd yn nifer y dysgwyr mewn addysg Gymraeg sydd eu hangen i gyrraedd y targed o filiwn o siaradwyr Cymraeg erbyn 2050.

Bydd nifer y dysgwyr sy'n cael eu haddysgu drwy gyfrwng y Gymraeg yn amrywio ym mhob grŵp blwyddyn, felly bydd y targed yn seiliedig ar nifer y dysgwyr Blwyddyn 1 (5/6 oed), sy'n cynrychioli dechrau addysg statudol. Data CYBLD ar gyfer dysgwyr Blwyddyn 1 yw'r set ddata fwyaf cynhwysfawr sydd ar gael ar gyfer dysgwyr sydd ar gamau cynharaf addysg gynradd. Mae CYBLD yn gasgliad electronig o ddata ar lefel disgyblion ac ysgolion a ddarperir gan bob ysgol a gynhelir yn y sector cynradd, canol, uwchradd, meithrin ac arbennig ym mis Ionawr bob blwyddyn; fodd bynnag, yn 2021, cafwyd y data ym mis Ebrill. Mae Awdurdodau Lleol wedi'u grwpio i gategorïau gwahanol sy'n adlewyrchu'r gwahaniaethau (a chydnabod elfennau tebyg) rhwng y 22 awdurdod. Roedd y ffactorau a ystyriwyd wrth grwpio yn cynnwys canran y dysgwyr a addysgir yn Gymraeg ym mhob ardal, y modelau darpariaeth addysg Gymraeg a fabwysiadwyd gan Awdurdodau Lleol, a natur ieithyddol ardal.

Mae Caerdydd wedi'i gosod yn 'Grŵp 3' sy'n cael ei ddisgrifio fel a ganlyn:

"Roedd rhwng 14% ac 19% o blant Blwyddyn 1 yn yr awdurdodau lleol hyn yn cael eu haddysg drwy gyfrwng y Gymraeg yn 2019/20. Efallai mai addysg gymunedol Gymraeg yw'r norm mewn un/nifer fach iawn o ardaloedd, ond dyma'r eithriad nid y rheol. Fel arfer mae dewis i'w gael rhwng addysg Gymraeg ac addysg Saesneg."

Mae'r tabl isod yn nodi gwaelodlin 2019/2020 a nodwyd gan Lywodraeth Cymru, a'r targedau a bennwyd gan Lywodraeth Cymru, ar gyfer Caerdydd:

	2019/20		2030/31		2030/31	
			Ystod Is		Ystod Uwch	
	Nifer	Canran	Nifer	Canran	Nifer	Canran
Caerdydd	702	16.9%	1,035	25%	1,200	29%
Cymru	7848	23.3%	10415	31%	11690	35%

Tabl 1: Gwaelodlinau a thargedau Caerdydd a gyhoeddwyd yng nghanllawiau'r CSCA

Mae'r niferoedd ar y gofrestr (NAG) ar gyfer Ionawr 2020 yn dangos bod ychydig o dan 4,700 o blant yn mynychu ysgolion cynradd Cymraeg (4-11 oed) yng Nghaerdydd ac ychydig dros 3,200 mewn ysgolion uwchradd Cymraeg (11-18 oed). Mae'r ffigurau NAG yn dangos bod cyfran gyffredinol y plant sydd mewn addysg Gymraeg llawn amser (4-18 oed) yng Nghaerdydd yn 16% ym mis Ionawr 2020.

Strategaeth Caerdydd Ddwyieithog 2017-2022

Gosododd Cyngor Caerdydd ei *Caerdydd Ddwyieithog: Strategaeth 5 Mlynedd yr laith Gymraeg 2017-2022* yn 2016. Nod y strategaeth hon yw creu 'Caerdydd wirioneddol ddwyieithog.' Mae hefyd yn anelu at gyfrannu at ddyblu nifer y siaradwyr Cymraeg yng Nghaerdydd erbyn 2050 yn unol â *Cymraeg 2050.*

Yn gynwysedig yng nghynllun gweithredu'r strategaeth roedd y targedau i:

- Gynyddu nifer y myfyrwyr sy'n mynychu ysgolion Cymraeg 12.3% erbyn 2022.
- Cynyddu nifer y plant saith oed a addysgir trwy'r Gymraeg 1.2%, o 15.2% yn Ionawr 2016 i 16.4% erbyn 2020.

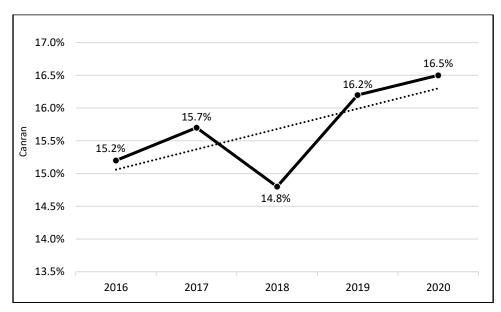
Rhan annatod o Strategaeth Caerdydd Ddwyieithog oedd Cynllun Strategol Cymraeg mewn Addysg 2017-2020 (CSCA), a oedd yn canolbwyntio ar dwf a darpariaeth addysg cyfrwng Cymraeg.

O'r saith deilliant strategol yn CSCA 2017-2020, edrychodd Deilliant 1 ar ddarparu lleoedd cyfrwng Cymraeg yng Nghaerdydd ac ychwanegodd darged ychwanegol i'r ddau a nodwyd yn y strategaeth Caerdydd Ddwyieithog:

• Cynyddu nifer y plant oed Derbyn sy'n mynd i addysg Gymraeg bob blwyddyn.

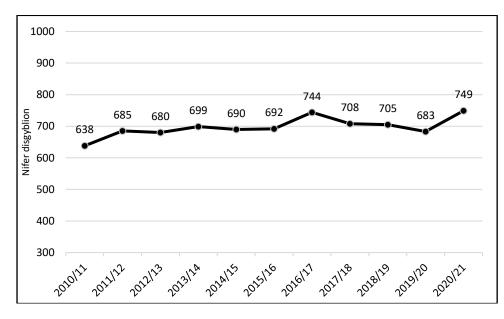
O'r tri tharged a nodir yn Strategaeth Caerdydd Ddwyieithog a'r CSCA, mae dau eisoes wedi'u cyrraedd.

Mae ffigurau NAG ar gyfer Ionawr 2020 yn dangos bod 16.5% o blant saith oed yng Nghaerdydd yn cael eu haddysgu drwy gyfrwng y Gymraeg. Mae'r ganran yn amrywio rhwng 2016 a 2020, gyda gostyngiad yn 2018, ond y duedd gyffredinol yw cynnydd yn nifer y plant saith oed sy'n cael eu haddysgu drwy gyfrwng y Gymraeg.

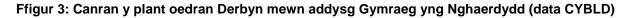


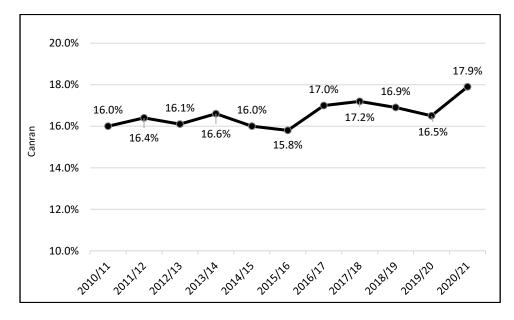
Ffigur 1: Canran y plant saith oed mewn addysg Gymraeg

Mae nifer y plant oedran Derbyn sy'n mynd i addysg Gymraeg wedi amrywio rhwng 2010 a 2020, er bod y duedd gyffredinol yn gynnydd araf. Fodd bynnag, gall hyn fod oherwydd newidiadau yn nifer y plant ym mhob carfan, a hefyd newidiadau o ran dewis o blaid addysg Ggymraeg. O edrych ar ganran y plant oedran Derbyn mewn addysg Gymraeg mae amrywiadau o hyd o flwyddyn i flwyddyn, ond mae'r duedd gyffredinol yn gynnydd mwy serth.



Ffigur 2: Niferoedd i'r Dosbarth Derbyn mewn ysgolion Cymraeg yng Nghaerdydd (data CYBLD)





Pennwyd y trydydd targed i gynyddu nifer y disgyblion sy'n mynychu ysgolion Cymraeg 12.3% ar gyfer 2022. Ym mis Ionawr 2017 roedd 7,272 o ddisgyblion 4-18 oed yn mynd i ysgolion Cymraeg. Roedd hyn wedi cynyddu i 7,902 o ddisgyblion cyfrwng Cymraeg ym mis Ionawr 2020, sy'n gynnydd o 8.7%. Ar gyfartaledd mae nifer y disgyblion mewn ysgolion Cymraeg wedi cynyddu dros 200 o ddisgyblion bob blwyddyn. Er mwyn cyrraedd y targed o 8,107 o ddisgyblion erbyn 2022, a nodir yn Strategaeth Caerdydd Ddwyieithog, dim ond cynnydd o 205 o ddisgyblion eraill fyddai eu hangen ar y nifer presennol. Felly mae'n debygol iawn y bydd y cyrhaeddir y targed o 12.3% erbyn 2022. Fodd bynnag, mae llawer o'r cynnydd hwn yn cael ei lywio gan batrymau poblogaeth yn hytrach na newid o ran dewis.

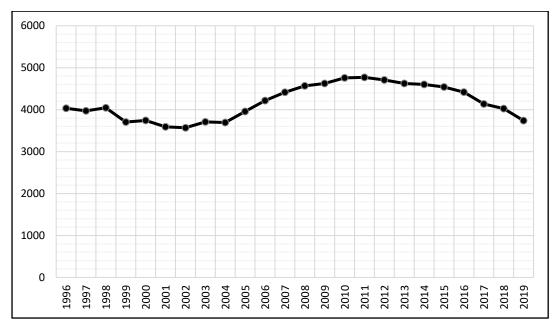
Er mwyn cyfrannu at dargedau newydd Cymraeg 2050, bydd y ddogfen hon yn edrych ar y ddarpariaeth bresennol yng Nghaerdydd a pha gamau y gellir eu cymryd er mwyn helpu i gyrraedd targed Llywodraeth Cymru o filiwn o Siaradwyr Cymraeg.

Data cefndirol Cylchred poblogaeth diweddar

Mae cyfraddau geni yng Nghaerdydd wedi amrywio'n sylweddol yn y blynyddoedd diweddar. Mae data poblogaeth a gyhoeddwyd ar wefan Llywodraeth Cymru (Stats Wales) yn dangos patrwm cylchol dros y 25 mlynedd diwethaf.

Mae Ffigur 7 isod yn dangos bod nifer y genedigaethau wedi gostwng rhwng 1996 a 2002, ac ar yr adeg honno fod y nifer wedi gostwng i 3,569. Yn nhermau cynllunio lleoedd ysgol, mae hyn yn cyfateb i 119 o Ddosbarthiadau Mynediad (DM).

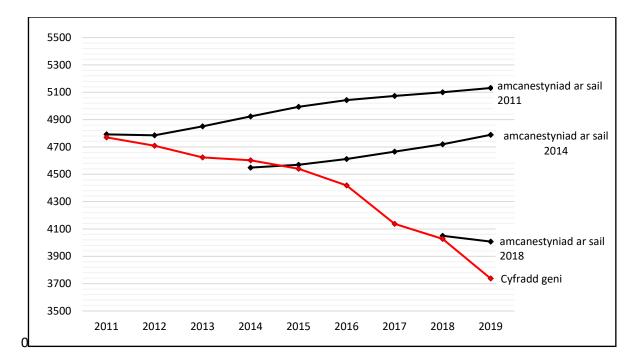
Dilynwyd hynny gan gyfnod o dwf tan yr uchafbwynt o 4770 (159 DM) yn 2011, cynnydd o dros 33%. Dechreuodd genedigaethau ostwng yn 2012 ac maent wedi bod yn gostwng oddi ar hynny. Yn dilyn y patrwm hwn, mae'n fwy tebygol y byddwn yn parhau i weld cynnydd a chwymp yn y gyfradd enedigaethau yn hytrach na chynnydd mwy graddol a chyson dros amser.



Ffigur 4: Genedigaethau yng Nghaerdydd 1996 - 2019 (Stats Cymru)

Mae'r cylchred hwn a welwyd yn nata cyfraddau geni Caerdydd yn wahanol i'r amcanestyniadau poblogaeth a gyhoeddwyd gan Lywodraeth Cymru yn 2011 a 2014, ac mae hefyd yn wahanol i'r amcanestyniadau diweddaraf yn 2018 a gyhoeddwyd yn 2020:

Ffigur 5: Amcanestyniadau Llywodraeth Cymru ar gyfer nifer y plant 0 oed o gymharu â'r gyfradd enedigaethau



Mae Llywodraeth Cymru wedi gosod targedau rhif a chanran ar gyfer Caerdydd sy'n seiliedig ar boblogaeth 2030/31 yn y garfan berthnasol o c.4,140 o blant. Fodd bynnag, mae dadansoddiad o'r data poblogaeth diweddaraf a gyhoeddwyd gan Lywodraeth Cymru yn dangos amcanestyniad poblogaeth sy'n is.

Mae'r Cyngor yn casglu data cofrestru meddygon teulu gan y GIG bob blwyddyn sy'n dangos y bydd y gyfradd enedigaethau yng Nghaerdydd 2020, pan gaiff ei chyhoeddi, yn is na'r gyfradd enedigaethau a ragwelir gan Lywodraeth Cymru. Felly, rhaid i unrhyw dargedau tymor byr neu ganolig a osodir yng Nghaerdydd ystyried y data cyfraddau geni diweddaraf sydd ar gael.

Capasiti ysgolion a lleoedd gwag

Ar hyn o bryd mae'r ddarpariaeth Gymraeg yn cyfrif am oddeutu 16% o gapasiti lleoedd ysgol (4-18 oed) yng Nghaerdydd.

Darperir tua 18% o leoedd cynradd (4-11 oed) a 15% o leoedd uwchradd (11-18 oed) drwy gyfrwng y Gymraeg. Wrth ystyried ysgolion cymunedol yn unig (h.y. ac eithrio ysgolion ffydd sydd yn ysgolion cyfrwng Saesneg yn unig yng Nghaerdydd), darperir tua 20% o'r lleoedd cynradd (4-11 oed) a 23% o'r lleoedd uwchradd (11-18 oed) drwy gyfrwng y Gymraeg.

Mae'r Cod Trefniadaeth Ysgolion yn nodi'r canlynol ynghylch lleoedd gwag:

"Mae angen rhai lleoedd gwag fel y gall ysgolion ymdopi ag amrywiadau mewn niferoedd disgyblion, ond mae gormod o leoedd gwag, y gellid eu dileu, yn golygu bod adnoddau'n cael eu gwastraffu'n ddiangen. Os oes mwy na 10% o leoedd gwag mewn ardal yn gyffredinol, dylai awdurdodau lleol adolygu eu darpariaeth ac ystyried os y dylent wneud cynigion ar gyfer cael gwared arnynt, os y bydd yn gwella effeithiolrwydd ac effeithlonrwydd y ddarpariaeth.

Fel arfer, ni ddylid bod angen darparu lleoedd ychwanegol mewn ysgolion os oes gan ysgolion eraill o'r un fath leoedd gwag o fewn pellter rhesymol. Fodd bynnag efallai y bydd cynigion i gynyddu nifer y lleoedd mewn ymateb i'r galw am fath arbennig o ddarpariaeth e.e. cyfrwng Cymraeg, yn dal yn briodol - yn enwedig os oes darpariaeth effeithiol o leoedd wedi'i chynllunio ar gyfer ardal yr awdurdod lleol."

Ysgolion Cynradd - Capasiti

Y Niferoedd Derbyn a Gyhoeddwyd (NDGau) cyfredol ar gyfer mynediad i'r flwyddyn Dderbyn ym mhob ysgol gynradd sy'n rhoi'r mesur mwyaf priodol o gapasiti, ar gyfer derbyn disgyblion i'r ysgol, yn yr ystod oedran cynradd. Y rheswm am hyn yw y gallai rhai ysgolion fod ran o'r ffordd drwy newid graddol, i gynyddu neu leihau cyfanswm y capasiti, yn dilyn gweithredu cynnig.

Mae Tabl 2 isod yn dangos cyfanswm nifer y Dosbarthiadau Mynediad (DM) ar gyfer addysg gymunedol Saesneg, addysg Saesneg yn seiliedig ar ffydd ac addysg Gymraeg ar gyfer Derbyn yn 2020/21.

	Cyfanswm DM	Canran
Cymunedol Cyfrwng	101.7	64.4%
Saesneg		
Saesneg yn seiliedig ar	28.4	18%
ffydd		
Cyfrwng Cymraeg	27.9	17.6%
Cyfanswm	158	100%

Tabl 2: Cyfanswm y dosbarthiadau mynediad ar gyfer Derbyn yn 2020/21

Ym mis Medi 2020, roedd 17.6% o'r ddarpariaeth gynradd yng Nghaerdydd yn Gymraeg.

Mae Tabl 3 yn dangos data'r niferoedd diweddaraf ar y gofrestr (NAG), a gymerwyd o fis Ebrill 2021. Ar y pryd, roedd 16.1% o'r plant ar y gofrestr ysgolion cynradd prif ffrwd yng Nghaerdydd mewn addysg Gymraeg.

	Nifer ar y Gofrestr	Canran
Cymunedol Cyfrwng	19,422	66.3%
Saesneg		
Saesneg seiliedig ar ffydd	5,144	17.6%
Cyfrwng Cymraeg	4,707	16.1%
Cyfanswm	29,273	100%

 Tabl 3: NAG ar gyfer ysgolion cynradd ym mis Ebrill 2021 (CYBLD 2021)

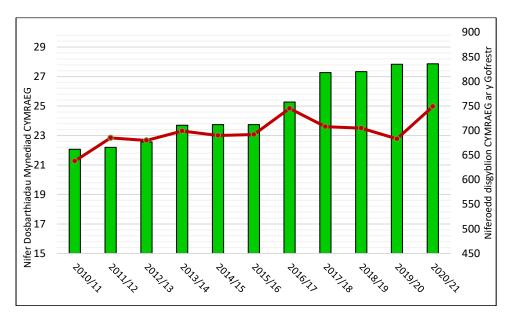
Mae nifer y disgyblion sy'n mynd i addysg gynradd Gymraeg yng Nghaerdydd wedi bod yn cynyddu'n gyson dros y deng mlynedd diwethaf ac mae'r ddarpariaeth wedi cynyddu yn unol â hynny. Ers 2010, mae Caerdydd wedi cynyddu capasiti parhaol fel a ganlyn:

Blwyddyn	Ysgol(ion)	Newid yn yr Hinsawdd	Newid capasiti net
2012	Ysgol Gymraeg Melin Gruffydd	Ehangu o 1.5DM i 2DM*	+0.5DM
2013	Ysgol Gymraeg Treganna	Ehangu o 1.8DM i 3DM	+1.2FE
2013	Ysgol Tan Yr Eos	Cau 1DM (cynnig cysylltiedig)	
2016	Ysgol y Wern	Ehangu o 2DM i 2.5DM*	+0.5DM
2016	Ysgol Gymraeg Hamadryad	Sefydlu ysgol newydd i ddechrau yn 1DM	+1DM
2017	Ysgol Glan Morfa	Adeilad newydd ac ehangu o 1DM i 2DM	+1DM
2018	Ysgol Glan Ceubal	Adeilad newydd ac ehangu o 0.9DM i 1DM	+0.1DM
2017	Ysgol Gymraeg Hamadryad	Adeilad newydd ac ehangu o 1DM i 2DM	+1DM
2019	Ysgol y Wern	Ehangu o 2.5DM i 3DM*	
2012-2021	Cynnydd capasiti (Cynradd:	5.8DM

Tabl 4: Mwy o gapasiti wrth fynd i addysg gynradd, 2012-2021

• Yn dynodi ehangu dros dro cyn cynnydd parhaol

Ar y cyfan, cynyddodd nifer y dosbarthiadau mynediad Cymraeg yng Nghaerdydd 5.8DM yn y cyfnod 2010-2020.

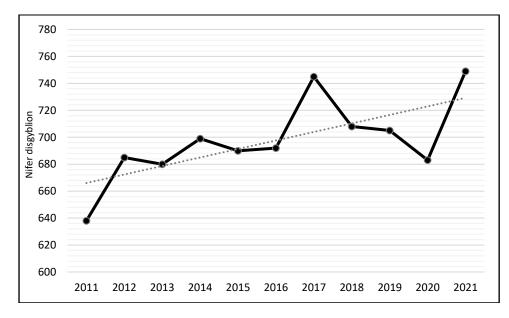


Ffigur 6: NAG Dosbarthiadau mynediad a Derbyn (Ionawr) mewn addysg Gymraeg o 2010/11 - 2020/21

Ysgolion Cynradd – Niferoedd diweddar ar y gofrestr a lleoedd gwag

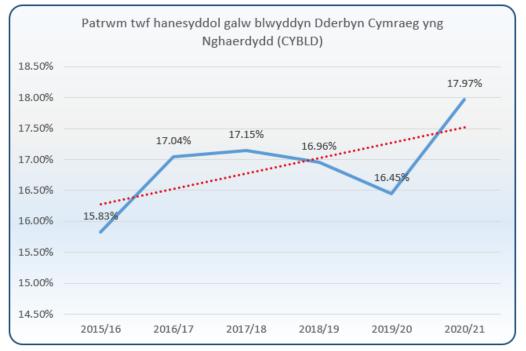
Yn gyffredinol, mae nifer y disgyblion sy'n cymryd lleoedd Derbyn mewn ysgolion Cymraeg wedi cynyddu o 638 (21.3DM) ym mis Ionawr 2011 i 749 ym mis Ionawr 2021. Fel rheol, mae nifer y plant sy'n cael llefydd Derbyn mewn ysgolion Cymraeg yn uwch yn nhymor yr hydref ond yn gostwng erbyn dyddiad CYBLD mis Ionawr.

Nid yw'r cynnydd cyffredinol wedi bod yn gyson, gyda'r niferoedd yn codi mewn rhai blynyddoedd ac yn gostwng mewn eraill, ond y duedd fu cynnydd yn nifer y disgyblion Cymraeg dros y cyfnod o ddeng mlynedd.



Ffigur 7: *Niferoedd disgyblion i ysgolion Cymraeg yn y Dosbarth Derbyn* (Data CYBLD mis Ionawr)

Mae canran y disgyblion Derbyn mewn addysg Gymraeg yn dilyn patrwm tebyg gyda chynnydd mewn rhai blynyddoedd a gostyngiad mewn eraill, ond gyda chynnydd cyffredinol yn y ganran dros y deng mlynedd.



Ffigur 8: Canran y disgyblion sy'n mynd i'r Dosbarth Derbyn mewn ysgolion Cymraeg

Y cynnydd canrannol blynyddol rhwng 2015 a 2021 oedd 0.25%. Felly, mae'n rhesymol rhagweld y byddai'r galw'n parhau i godi ar gyfradd debyg am y deng mlynedd nesaf. Amcanestyniadau yw'r canrannau a ragwelir os yw'r patrymau a'r tueddiadau presennol, o'u cymharu â'r boblogaeth, yn parhau.

At ei gilydd, mae nifer y plant sy'n cofrestru mewn Addysg Gymraeg wedi cynyddu'n raddol ac mae lefel gynaliadwy o leoedd gwag ledled y ddinas o dros 10% wedi'i chynnal bob blwyddyn dros y cyfnod 2016-2021. Mae'r gwarged hwn wedi sicrhau bod y Cyngor yn gallu derbyn pob plentyn sy'n dymuno cofrestru i gael addysg Gymraeg. Fodd bynnag, mae lefel y gwarged yn amrywio ledled y ddinas.

Ysgolion Uwchradd - Capasiti

Mae'r tabl isod yn dangos cyfanswm nifer y Dosbarthiadau Mynediad (DM) ar gyfer addysg gymunedol Saesneg, addysg Saesneg yn seiliedig ar ffydd ac addysg Gymraeg ar gyfer Blwyddyn 7 yn 2020/21.

	Cyfanswm DM	Canran
Cymunedol Cyfrwng	85.5	61.6%
Saesneg		
Saesneg seiliedig ar ffydd	32.3	23.3%
Cyfrwng Cymraeg	21	15.1%
Cyfanswm	138.83	100%

Tabl 5: Cyfanswm y Dosbarhiadau Mynediad ar gyfer Blwyddyn 7 yn 2020/21

Ar hyn o bryd mae 15.1% o'r ddarpariaeth uwchradd yng Nghaerdydd drwy gyfrwng y Gymraeg.

Mae'r data NAG diweddaraf o fis Ebrill 2021, yn Nhabl 6, yn dangos bod 15% o'r plant ar y gofrestr mewn ysgolion uwchradd prif ffrwd yng Nghaerdydd mewn addysg Gymraeg.

Tabl 6: NAG ar gyfer ysgolion uwchradd (11-18 oed) ym mis Ebrill 2021

	Nifer ar y Gofrestr	Canran
Cymunedol Cyfrwng	13,496	60.5%
Saesneg		
Saesneg yn seiliedig ar	5,457	24.5%
ffydd		
Cyfrwng Cymraeg	3,356	15%
Cyfanswm	22,309	100%

Cynyddodd y ddarpariaeth addysg uwchradd Gymraeg yng Nghaerdydd yn sylweddol - 6DM rhwng 2011 a 2012, gydag Agor Ysgol Gyfun Gymraeg Bro Edern, gan gymryd cyfanswm y capasiti o 14DM i 20DM. Cynyddodd y capasiti 1DM ymhellach yn Ysgol Gyfun Gymraeg Plasmawr yn 2020 i ddarparu lle ar gyfer pob disgybl sy'n dymuno cofrestru mewn addysg uwchradd Gymraeg, tra'n cadw lefel gynaliadwy o leoedd gwag.

Ffigur 9: Dosbarthiadau mynediad a NAG ar gyfer Blwyddyn 7 mewn addysg Gymraeg o 2010-2020



Ysgolion Uwchradd – Niferoedd diweddar ar y gofrestr a lleoedd gwag

At ei gilydd, mae nifer y plant sy'n pontio i addysg uwchradd cyfrwng Cymraeg wedi cynyddu'n raddol o 394 (13.1DM) ym mis Ionawr 2011 i 601 (20DM) ym mis Ebrill 2021. Mae'r Cyngor wedi gallu derbyn pob plentyn sy'n dymuno pontio i addysg uwchradd Gymraeg, yn gyntaf drwy drefniadau i ehangu Ysgol Gyfun Gymraeg Glantaf ac Ysgol Gyfun Gymraeg Plasmawr ac yna i sefydlu Ysgol Gyfun Gymraeg Bro Edern.

Gostyngodd lefel y lleoedd gwag dros gyfnod estynedig yn dilyn sefydlu Ysgol Gyfun Gymraeg Bro Edern yn 2012, o warged o 36.6% yn 2012/13 i 8.3% erbyn 2018/19. Parodd twf Bro Edern, a llai o niferoedd yn mynd i Ysgol Gyfun Gymraeg Glantaf, anawsterau sefydliadol ac ariannol ar gyfer y ddwy ysgol.

Newidiadau arfaethedig i gapasiti ysgolion: 2021 - 2025

Cytunwyd ar y newidiadau parhaol canlynol i gapasiti ysgolion a chânt eu gweithredu yn y cyfnod 2021-2025:

- Ehangu Ysgol Gynradd yr Eglwys yng Nghymru Llaneirwg o 0.5DM i 1DM
- Cadarnhau Ysgol Gynradd Allensbank, o 1.5DM i 1DM
- Sefydlu ysgol gynradd 2 DM ddwy ffrwd i wasanaethu camau cynnar datblygiad Plasdŵr.
- Ehangu Ysgol Uwchradd Cantonian o 6DM i 8DM
- Cadarnhau Ysgol Uwchradd Willows o 7.4DM i 6DM
- Ehangu Ysgol Gyfun Radur o 7DM i 8DM

Mae'r Cyngor wedi cytuno i ymgynghori ar y newidiadau parhaol canlynol i gapasiti ysgolion:

• Ehangu Ysgol Gynradd Pentyrch o 0.7DM i 1DM

Mae'r newidiadau parhaol canlynol i gapasiti ysgolion wedi'u cynllunio o fewn Rhaglen Band B Ysgolion y 21 Ganrif Caerdydd yn y cyfnod 2021-2025:

- Ehangu Ysgol Uwchradd Cathays o 5.5DM i 8DM
- Ehangu Ysgol Uwchradd Caerdydd o 8DM i 10DM
- Gwerth 1DM yn rhagor o leoedd i wasanaethu dalgylch Ysgol Gymraeg Nant Caerau
- Gwerth 1DM yn rhagor o leoedd i wasanaethu dalgylch Ysgol Pen Y Pil

Mae'r Cyngor hefyd wedi sicrhau cyllid Grant Cyfalaf Llywodraeth Cymru ar gyfer ehangu'r ddarpariaeth Gymraeg fel a ganlyn:

• Gwerth 1 DM yn rhagor o leoedd i wasanaethu dalgylch Ysgol Mynydd Bychan

Byddai cynigion yr ysgolion cynradd yn cynyddu'r ddarpariaeth Saesneg 1.3DM a'r ddarpariaeth Gymraeg 4DM, a fyddai'n cynyddu cyfanswm y Dosbarthiadau Mynediad (DM) ar gyfer addysg Gymraeg ar gyfer y Dosbarth Derbyn i 19.5% o'r ddarpariaeth sydd ar gael erbyn mis Medi 2025.

	Cyfanswm DM	Canran	
Cymunedol Cyfrwng	103DM (+0.8DM)	62.9%	
Saesneg			
Saesneg yn seiliedig ar	28.9 (+0.5DM)	17.6%	
ffydd			
Cyfrwng Cymraeg	31.9 (+4DM)	19.5%	
Cyfanswm	163.8 (+5.3DM)	100%	

Tabl 7: Cyfanswm y Dosbarthiadau Mynediad ar gyfer Derbyn erbyn Medi 2025

Byddai'r cynigion ysgolion uwchradd yn cynyddu'r ddarpariaeth Saesneg 6.1 DM, a fyddai'n gostwng canran y Dosbarthiadau Mynediad (DM) i addysg uwchradd Gymraeg i 14.5% o'r ddarpariaeth a fydd ar gael erbyn mis Medi 2025

Tabl 8: Cyfanswm y Dosbarthiadau Mynediad ar gyfer Blwyddyn 7 erbyn mis Medi 2025

	Cyfanswm DM	Čanran
Cymunedol Cyfrwng	91.6 (+6.1DM)	63.2%
Saesneg		
Saesneg seiliedig ar ffydd	32.3 (Dim newid)	22.3%
Cyfrwng Cymraeg	21 (Dim newid)	14.5%
Cyfanswm	144.9 (+6.1DM)	100%

Newidiadau yn y Dyfodol

Poblogaeth

Mae Llywodraeth Cymru yn cyhoeddi amcanestyniadau poblogaeth ar gyfer Cymru, sy'n seiliedig ar amcanestyniadau poblogaeth cenedlaethol y Swyddfa Ystadegau Gwladol (SYG) ar gyfer y Deyrnas Gyfunol. Cyhoeddwyd y set ddiweddaraf o amcanestyniadau, yn seiliedig ar ddata 2018, ar 4 Awst 2020. Maent yn cwmpasu'r cyfnod o 25 mlynedd rhwng 2018 a 2043.

Nid yw'r amcanestyniadau'n darogan yr hyn fydd yn digwydd mewn gwirionedd yn yr un modd ag y byddai rhagolwg yn yn ei wneud. Yn hytrach, maent yn gwneud rhagdybiaethau am newidiadau yn y dyfodol ac yn dangos yr hyn fyddai'r boblogaeth pe bai'r newidiadau hynny yn y dyfodol yn digwydd. Nid ydynt yn rhagweld effaith ffactorau allanol fel polisïau'r llywodraeth neu amodau economaidd.

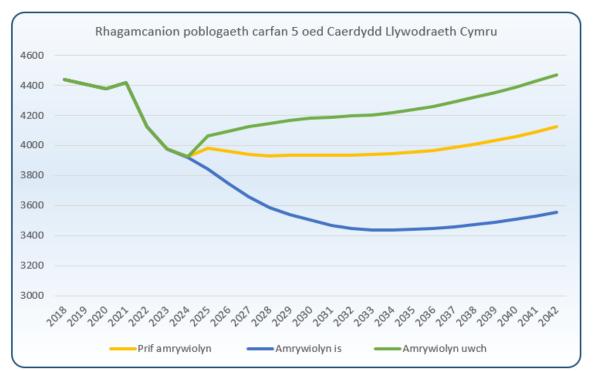
Cyhoeddwyd tri amrywiolyn gwahanol yn 2020: prif, uchel ac isel. Mae'r rhain yn seiliedig ar ragdybiaethau am ffrwythlondeb, marwolaethau a mudo yn y dyfodol. Y prif amrywiolyn yw'r prif amcanestyniad h.y. yr adlewyrchiad gorau o batrymau demograffeg. Mae'r rhai uchel ac isel yn cynnig senarios amgen yn y dyfodol, gan ystyried tybiaethau gwahanol ar gyfer y tri ffactor poblogaeth. Nid yw'r amrywiolion wedi'u gosod fel terfynau, ond yn hytrach maent yn rhoi lefel o hyblygrwydd sy'n adlewyrchu'r ansicrwydd o ragweld newidiadau poblogaeth.

Mae amcanestyniadau 2018 yn dangos cynnydd is yn y boblogaeth yng Nghaerdydd na'r amcanestyniadau blaenorol yn 2014. Mae'r cynnydd yn y boblogaeth 6.8% yn is na'r amcanestyniadau o gynnydd blaenorol. Fodd bynnag, rhagwelir y bydd poblogaeth Caerdydd yn dal i gynyddu 3.2%. Er nad dyma'r cynnydd canrannol mwyaf yng Nghymru, Caerdydd yw'r awdurdod lleol mwyaf o hyd gyda phoblogaeth ragamcanol o dros 375,700 erbyn 2028.

Yn wahanol i ardaloedd eraill, mae'r cynnydd ym mhoblogaeth Caerdydd yn deillio'n bennaf o nifer uwch o enedigaethau na marwolaethau, gyda chynnydd bach yn unig o fudo net. Er bod yr amcanestyniadau'n dangos gostyngiad yn nifer y plant a'r bobl ifanc rhwng 0 a 15 oed, rhagwelir y bydd nifer y genedigaethau'n cynyddu rhwng 2018 a 2028.

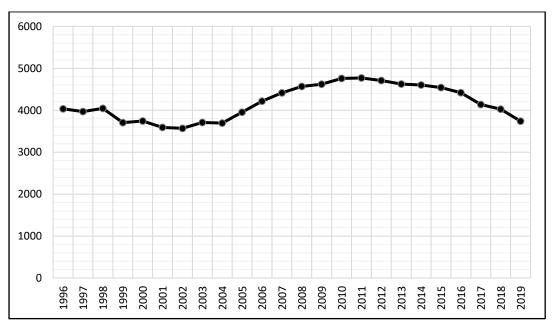
Rhagamcenir y bydd nifer y plant 5 oed (plant oedran Derbyn) yng Nghaerdydd yn gostwng i ddechrau, rhwng 2018 a 2024, cyn cynyddu'n araf hyd at 2043. Byddai hyn yn awgrymu na fydd cynnydd mawr yn y galw am leoedd ysgolion hyd at 2043.

Ffigur 10: Amcanestyniadau Llywodraeth Cymru ar gyfer nifer y plant 5 oed yng Nghaerdydd 2018-2043



Fodd bynnag, fel yr amlinellir ar dudalen 8, mae cyfraddau geni yng Nghaerdydd wedi dilyn patrwm cylchol dros y 25 mlynedd diwethaf. Mae'r cyfraddau geni wedi gostwng yn is na phob un o dri taflwybr amcanestyniad poblogaeth Llywodraeth Cymru a gyhoeddwyd yn 2011, 2014 ac yn fwyaf diweddar yn 2020 (yn seiliedig ar ddata 2018).

Mae Ffigur 11 yn dangos cynnydd y genedigaethau hyd at 2011 a sut y dechreuodd genedigaethau ostwng yn 2012 a gostwng ers hynny. Yn dilyn y patrwm hwn, mae'n bosibl y byddwn yn parhau i weld cynnydd a chwymp yn y gyfradd enedigaethau yn hytrach na chynnydd mwy graddol a chyson dros amser.

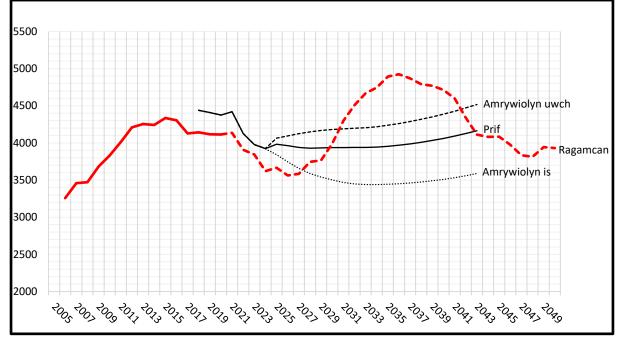


Ffigur 11: Genedigaethau yng Nghaerdydd 1996 - 2019

Mae Ffigur 12 yn dangos amcanestyniad amgen ar gyfer nifer y plant pum mlwydd oed sy'n dechrau yn y Dosbarth Derbyn hyd at 2050. Mae'r taflwybr amgen hwn yn ailadrodd y cyfraddau geni blaenorol a'r niferoedd a gofrestrwyd mewn ysgolion ac yn ymgorffori'r niferoedd gros rhagamcanol o flwyddyn i flwyddyn o'r datblygiadau tai strategol a gyhoeddwyd yn CDLI mabwysiedig y ddinas.

Pe dilynid y taflwybr amgen hwn, gallai Caerdydd weld y gyfradd enedigaethau yn cyrraedd uchafbwynt tua 2031, a fyddai'n rhoi uchafbwynt o ran nifer y disgyblion 5 oed sy'n cofrestru mewn ysgolion tua'r flwyddyn 2036 ar ychydig o dan 5,000. Byddai'r niferoedd wedyn yn dechrau gostwng eto, er y byddent yn aros yn uwchlaw isafbwynt blaenorol y cylchred oherwydd y cynnydd cyffredinol yn y boblogaeth yn deillio o'r tai newydd yn y ddinas. Mae'r taflwybr hwn yn wahanol iawn i amcanestyniadau poblogaeth cyhoeddedig Llywodraeth Cymru, yn is na'r amcanestyniadau yn y tymor byr (2021-2026) ac yn uwch na'r amcanestyniadau yn y tymor hwy (y tu hwnt i 2031).

Gan fod nifer rhagamcanol y Cyngor o blant 5 oed yn y cyfnod 2021-2025 yn seiliedig ar ddata cofrestru meddygon teulu'r GIG a ddarparwyd ym mis Awst 2021, gellir bod yn go hyderus yn yr amcanestyniadau tymor byr hyn. Mae hefyd yn rhesymol dod i'r casgliad yn seiliedig ar gylchredau poblogaeth y gorffennol, er bod amseriad a chyfradd y newid yn ansicr, mae nifer y disgyblion sy'n cofrestru yn y dyfodol y tu hwnt i 2025 yn debygol o gynyddu. Felly, dylid cadw lefel ddigonol ond cynaliadwy o gapasiti dros ben mewn ysgolion er mwyn ymateb i newidiadau yn y boblogaeth yn y dyfodol.



Ffigur 12: Rhagamcan o nifer y plant 5 oed yng Nghaerdydd 2020-2050

Newidiadau diweddarach i ddarpariaeth ysgolion (2026-2031)

Byddai'r newidiadau arfaethedig i ddarpariaeth ysgolion yn y cyfnod 2021 – 2025 a amlinellir ar dudalen 15 yn cynyddu nifer y lleoedd sydd ar gael wrth fynd i addysg Gymraeg o 836 o leoedd (27.9DM) i 956 o leoedd (31.9DM).

Bydd angen cyflwyno sawl cynnig y tu hwnt i 2025 i ateb y galw cynyddol am leoedd mewn ysgolion cynradd mewn rhai ardaloedd yng Nghaerdydd a chyflwyno ysgolion newydd i ddarparu ar gyfer mwy o alw o safleoedd tai maes glas strategol newydd a gynlluniwyd ar gyrion y ddinas. Mae'r safleoedd tai newydd yn cynnwys:

- Datblygiad Churchlands, Llys-faen
- Tir i'r gogledd o Bontprennau/ i'r dwyrain o Lys-faen
- Datblygiad tai Llanilltern i'r gogledd o Gyffordd 33 yr M4.
- Camau diweddarach datblygiad tai Plasdŵr yng ngogledd-orllewin Caerdydd.

Ochr yn ochr â chynigion i newid peth ar ddarpariaeth bresennol y ddinas, gallai'r ysgolion newydd ychwanegu hyd at wyth dosbarth mynediad i leoedd ysgolion cynradd yn y cyfnod 2026-2031. Rhagwelir y caiff darpariaeth newydd i wasanaethu datblygiadau Churchlands a Llanilltern eu cyflwyno tua 2025/2026, a darpariaeth bellach ym Mhlasdŵr ac i'r gogledd o Bontprennau tua diwedd y degawd.

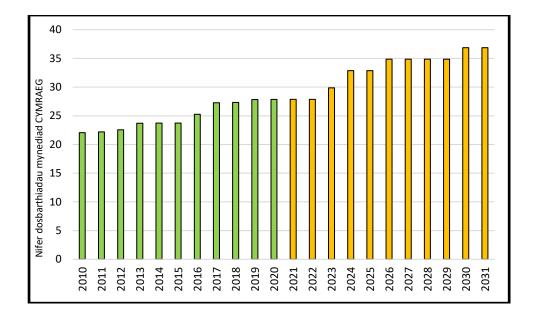
Yn absenoldeb cynigion datblygedig, mae'r Cyngor wedi modelu newidiadau capasiti yn seiliedig ar ddarpariaeth newydd sydd yn 50% cyfrwng Cymraeg. Mae'r tabl isod yn cynnwys yr holl newidiadau i gapasiti a gynlluniwyd yn y cyfnod 2021-2025 a'r lleoedd ychwanegol yn y cyfnod 2026-2031.

	Cyfanswm DM	Canran
Cymunedol Cyfrwng	107DM (+4.8DM)	62.3%
Saesneg		
Saesneg yn seiliedig ar	28.9 (+0.5DM)	16.8%
ffydd		
Cyfrwng Cymraeg	35.9 (+8DM)	20.9%
Cyfanswm	171.8 (+13.3DM)	100%

Tabl 9: Cyfanswm y Dosbarthiadau Mynediad ar gyfer Derbyn yn 2030/31

Mae Ffigur 13 yn dangos sut y gallai nifer y dosbarthiadau mynediad Cymraeg wrth fynd i addysg gynradd gynyddu o flwyddyn i flwyddyn, wrth i ysgolion gael eu codi neu eu hehangu.

Ffigur 13: DM Cymraeg arfaethedig yn y dyfodol yng Nghaerdydd ar gyfer derbyn mis Medi



Taflwybr

Pennwyd targedau ar gyfer awdurdodau lleol unigol gan Lywodraeth Cymru ar gyfer blwyddyn ysgol 2030/31, yn seiliedig ar amcanestyniadau poblogaeth Llywodraeth Cymru. Mae'r targedau hyn yn cynnwys ystod is ac ystod uwch ac yn rhoi niferoedd a chanran y disgyblion ar gyfer pob un. Mae targed Caerdydd wedi'i nodi yn y tabl isod.

	2019/20		2030/31		2030/31	
	Gwaelo	dlin LIC	Targed:	Ystod Is	Targed: Y	stod Uwch
	Nifer	Canran	Nifer	Canran	Nifer	Canran
Caerdydd	702	16.9%	1,035	25%	1,200	29%

Tabl 10: Targedau ar gyfer disgyblion cyfrwng Cymraeg yng Nghaerdydd 2030-31

Yn 2020/2021, nifer y disgyblion Derbyn Cymraeg oedd 749, sef 18.0% o gyfanswm y disgyblion a dderbyniwyd. Felly, er mwyn cyrraedd y targed ystod is byddai angen cynnydd canrannol o tua 7.0%. Er mwyn cyrraedd y targed ystod uwch byddai angen cynnydd canrannol o tua 11.0%.

Felly, dylid sefydlu taflwybrau i nodi'r twf posibl yn y niferoedd yn y Flwyddyn Dderbyn i ysgolion Cymraeg ym mis Medi 2030, ac i ddangos sut y gallai'r rhain gyd-fynd â thargedau Cymraeg 2050 Llywodraeth Cymru.

Byddai taflwybr targed yn amlinellu'r canlyniad gofynnol i ddeillio o unrhyw gamau y gellid eu cymryd i gynyddu'r niferoedd sy'n dewis addysg Gymraeg i'r trothwy a argymhellir, ond ni fwriedir iddo nodi'r camau gweithredu eu hunain.

Cynhyrchwyd taflwybrau yn seiliedig ar gyfuniad o'r galw diweddar am leoedd Derbyn Cymraeg, a gymhwyswyd at ddata amcanestyniadau poblogaeth a gyhoeddwyd gan Lywodraeth Cymru, ynghyd â modelu'r niferoedd disgyblion o'r rhaglen adeiladu tai safleoedd strategol sydd ar y gweill yng Nghaerdydd.

Dros y deng mlynedd diwethaf, bodlonwyd y galw cynyddol am leoedd a'i yrru/ei gefnogi drwy ehangu'r ddarpariaeth Gymraeg bresennol 5.8 dosbarth mynediad. Er y gallai fod angen rhagor o ddarpariaeth ar gyfer cynnydd pellach yn y galw mewn rhai ardaloedd yng Nghaerdydd (ymagwedd sy'n seiliedig ar alw), mae cyfle hefyd i gynyddu niferoedd cyfrwng Cymraeg ymhellach drwy agor neu ehangu mwy o ysgolion Cymraeg (ymagwedd sy'n cael ei lywio gan bolisi).

Er y gallai'r gyfradd enedigaethau yng Nghaerdydd yn y blynyddoedd i ddod fod yn is nag y bu yn y degawd diwethaf, mae nifer o ddatblygiadau tai wedi'u cynllunio yn y ddinas. Bydd datblygiadau tai newydd yn cynyddu nifer y plant fydd angen lleoedd ysgol mewn rhai ardaloedd yn y ddinas. Darperir ysgolion newydd gan ddatblygwyr ar rai safleoedd fel rhan o'r cytundeb cynllunio gyda'r Cyngor, er mwyn lleihau'r effaith ar argaeledd lleoedd mewn ysgolion sy'n bod eisoes.

Mae sicrhau bod darpariaeth Gymraeg ar gael yn yr ysgol leol ar gyfer preswylwyr datblygiadau tai newydd yn debygol o gynyddu'r nifer sy'n manteisio ar addysg

Gymraeg yn gynt na phe bai'r ddarpariaeth ond yn cael ei hehangu yn unol â galw cynyddol.

Methodoleg taflwybr

Mae creu'r taflwybr yn gofyn am amcangyfrif ynghylch faint o ddisgyblion a allai o bosib fynd i addysg Gymraeg pe bai darpariaeth Gymraeg ychwanegol ar gael yn eu hardal leol. Mae'r modelu hwn hefyd yn rhagamcanu sut y byddai darparu ysgolion Cymraeg ar gyfer datblygiadau tai newydd yn debygol o effeithio ar nifer y disgyblion sy'n mynd i addysg Gymraeg.

Defnyddiwyd y patrwm twf diweddar sy'n seiliedig ar ddata CYBLD 2015/16 - 2020/21 i bennu'r twf cynhenid yng nghanran y plant sy'n mynd i addysg Gymraeg, ac i allosod hyn i 2031 fel gwaelodlin ar gyfer twf o fewn cymunedau sy'n bod yn barod.

Fodd bynnag, ni ellir defnyddio twf hanesyddol y galw am addysg Gymraeg mewn cymunedau sefydledig i bennu'r nifer fydd am addysg Gymraeg o blith preswylwyr y dyfodol yn y cymunedau newydd a gynlluniwyd ar safleoedd tir glas strategol ar gyrion y ddinas. Mae'r niferoedd sy'n cymryd lleoedd yn amrywio'n fawr o gymuned i gymuned yng Nghaerdydd. O ganlyniad, mae'r patrymau twf yn y galw am addysg Gymraeg wedi'u dadgyfuno a'r llwybr wedi ei bennu ar wahân, fel a ganlyn:

- Mae prif amcanestyniadau poblogaeth Llywodraeth Cymru ar gyfer plant 5 oed yn cael eu haddasu i gyd-fynd â'r flwyddyn ysgol (blwyddyn Dderbyn)
- Addasir yr amcanestyniadau ymhellach o'u cymharu â data'r cyfrifiad ysgolion diweddar (CYBLD) i sefydlu gwaelodlin o niferoedd disgyblion
- Caiff y niferoedd disgyblion a ragwelir, yn seiliedig ar gwblhau tai ar y datblygiadau tai safleoedd strategol, eu tynnu allan o ffigur amcanestyniad Llywodraeth Cymru.
- Mae patrwm twf hanesyddol yn cael ei allosod ar gyfer carfan y boblogaeth Dderbyn i greu gwaelodlin.
- Yna caiff y niferoedd disgyblion o safleoedd tai maes glas strategol eu dosrannu rhwng y cyfrwng Cymraeg a'r cyfrwng Saesneg ar gymhareb 50:50
- Ychwanegir nifer y disgyblion Cymraeg o'r tai newydd ar i'r ffigur gwaelodlin ar gyfer y nifer sydd am addysg Gymraeg mewn cymunedau sefydledig, er mwyn rhoi cyfanswm nifer y disgyblion sy'n mynd i addysg Gymraeg

Drwy gyfuno'r data hwn o'r safleoedd maes glas gyda data'r cymunedau presennol, crëwyd taflwybr ar gyfer Caerdydd, i nodi nifer posibl y disgyblion cyfrwng Cymraeg os ychwanegir lleoedd cyfrwng Cymraeg ychwanegol.

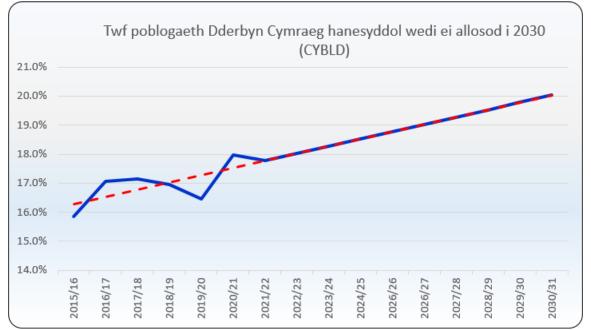
Amcanestyniadau nifer disgyblion

Mae amcanestyniadau poblogaeth Llywodraeth Cymru a'r patrwm cyfraddau geni cylchol blaenorol yn rhoi syniad o sut y gallai nifer y disgyblion mewn ysgolion newid dros y degawdau nesaf.

Cynyddodd canran y disgyblion sy'n cofrestru mewn dosbarthiadau Derbyn Cymraeg 0.25% y flwyddyn rhwng 2015/16 a 2020/21.

Y nifer o blant a ragamcenir i fynd i'r flwyddyn dderbyn mewn addysg Gymraeg yw'r nifer a ragwelir os bydd y patrymau a'r tueddiadau presennol, o'u cymharu â'r boblogaeth, yn parhau.

Os bydd canran y disgyblion yn cynyddu ar yr un gyfradd rhwng 2021 a 2030, byddai 20% o ddisgyblion sy'n dechrau yn y Dosbarth Derbyn ym mis Medi 2030 yn mynychu ysgolion Cymraeg.



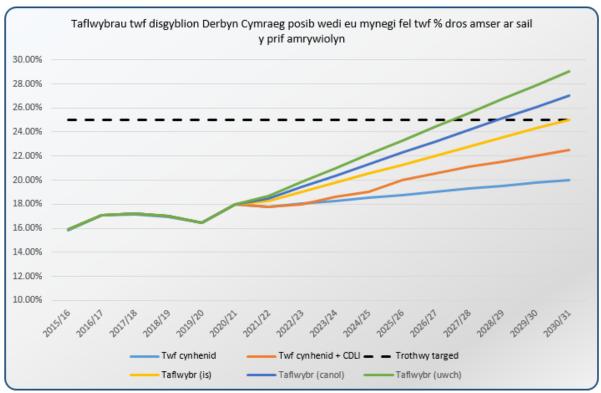
Ffigur 14: Cynnydd rhagamcanol yng nghanran y disgyblion cyfrwng Cymraeg 2021-2030

Mae'r amcanestyniad hwn yn ymwneud â'r patrwm twf diweddar mewn cymunedau sefydledig, a all fod yn wahanol i ddatblygiad y safleoedd tai strategol mawr fel y nodwyd yn y Cynllun Datblygu Lleol. Nid yw amcanestyniadau'n dangos unrhyw newidiadau i batrymau ymddygiad nad ydynt yn cael eu hadlewyrchu yn y data hanesyddol, megis darpariaeth yn y dyfodol a/neu newidiadau polisi.

Mae cyfuno'r patrwm twf cynhenid a nodir yn ffigur 11, gyda data rhagamcanol ar niferoedd disgyblion y safleoedd tai datblygu strategol, yn caniatáu cymharu'r taflwybrau twf oed derbyn Cymraeg isod, sef:

- parhad ar y twf cynhenid ledled y ddinas (h.y. twf ar sail y patrwm diweddar, tystiolaethol) mewn cymunedau sefydledig
- rhagolwg gan ystyried cynnydd yn y niferoedd ar safleoedd tir glas strategol (ar gyfradd uwch) sy'n manteisio ar addysg Gymraeg, a
- y taflwybr sy'n angenrheidiol i gyrraedd y trothwy targed o 25%, a'r trothwy ar gyfer 27% a 29%

Fel yr amlinellwyd ar dudalen 21, yn absenoldeb cynigion datblygedig, mae'r Cyngor wedi modelu newidiadau o ran capasiti yn seiliedig ar ddarpariaeth ysgol newydd sydd yn 50% cyfrwng Cymraeg ar safleoedd tir glas strategol.



Mae Ffigur 15 (isod) yn cynnig cymhariaeth o'r taflwybrau hyn.

Mae twf blynyddol yn seiliedig ar CYBLD 2015/16 – 2020/21 yn rhoi twf o tua 0.25% y flwyddyn.

Mae ychwanegu'r boblogaeth bosibl o bobl yn symud i'r safleoedd CDLI, a chymryd bod 50% o'r plant yma yn mynd i addysg Gymraeg, yn rhoi cyfradd twf bosibl gyfunol o 0.52% y flwyddyn. Fodd bynnag, byddai'r twf cyfunol hwn yn dal i fod yn annigonol i gyrraedd y targedau cyhoeddedig.

Er mwyn cyflawni'r dangosydd trothwy o 25% erbyn 2030, mae angen tua 0.75% o dwf blynyddol.

Er mwyn cyflawni 27% erbyn 2030, mae angen tua 0.95% o dwf blynyddol.

Er mwyn cyrraedd y trothwy uchaf o 29% erbyn 2030, mae angen tua 1.15% o dwf blynyddol.

Mae'r taflwybr yn dangos y byddai canran y disgyblion mewn addysg Gymraeg yn cyrraedd y targed ystod is o 25% o ddisgyblion oedran Derbyn mewn addysg Gymraeg erbyn mis Medi 2030 os cyflawnir twf ychwanegol o 0.23% y flwyddyn yn seiliedig ar hanner yr holl ddisgyblion sy'n byw ar y safleoedd strategol yn ymgymryd â darpariaeth Gymraeg.

Mae Tabl 11 isod yn nodi'r nifer a ragwelir o blant yn y garfan berthnasol, ym mhob blwyddyn academaidd, y niferoedd a fodelwyd ar gyfer dosbarthiadau Derbyn Cymraeg, a nifer y plant y byddai angen iddynt gofrestru mewn dosbarthiadau Derbyn Cymraeg er mwyn gwneud cynnydd cyson yn erbyn y targedau a bennwyd.

Blwyddyn Academaidd	Prif amcanestyniad poblogaeth	Twf cynhenid rhagamcanol (cymunedau sefydledig)	Twf cynhenid + twf cymunedau CDLl	Twf i gyrraedd targed o 25%	Twf i gyrraedd targed o 27%	Twf i gyrraedd targed o 29%
2021/22	3937	696	700	720	728	735
2022/23	3810	687	685	725	740	755
2023/24	3777	690	704	747	770	792
2024/25	3822	708	728	785	815	846
2025/26	3801	714	759	809	847	885
2026/27	3781	719	776	833	878	924
2027/28	3774	728	796	860	913	965
2028/29	3777	738	815	889	949	1010
2029/30	3780	748	833	918	986	1054
2030/31	3937	757	850	946	1021	1096

Casgliadau

Mae Cyngor Caerdydd wedi ymrwymo i gyrraedd y targedau a bennwyd gan Lywodraeth Cymru, ac ar ddarparu digon o leoedd ysgol Cymraeg i gefnogi'r cynnydd yn y nifer sy'n manteisio ar addysg Gymraeg a fyddai'n angenrheidiol i gyflawni'r targedau hyn. Er bod twf wedi bod yn y nifer sy'n manteisio ar leoedd dros y pum mlynedd diwethaf, byddai parhau â thueddiadau'r gorffennol yn golygu na fyddai Caerdydd yn cyrraedd y targedau a bennwyd.

Mae datblygiadau tai newydd yn y ddinas yn cynnig cyfle i gyflymu'r nifer sy'n manteisio ar addysg Gymraeg, gan fod y cynnydd yn y boblogaeth o'r tai newydd yn ddigonol i'w gwneud yn ofynnol i godi ysgolion newydd fel rhan o'r datblygiadau. Byddai ehangu'r ddarpariaeth Gymraeg yn cefnogi cynnydd yn nifer y disgyblion fyddai'n mynychu ysgolion cyfrwng Cymraeg.

Mae mabwysiadu CSCA deng mlynedd yn cefnogi Awdurdodau Lleol i osod ymagwedd hirdymor, strategol a chynaliadwy ger bron ar gyfer twf addysg Gymraeg. Mae data cyfraddau geni a phoblogaeth ar gael ar gyfer y plant hynny sy'n mynd i addysg gynradd o 2021 i flwyddyn ysgol 2024/25, ond nid oes data cadarn ar gael y tu hwnt i'r cyfnod hwn.

2021/2022 - 2025/2026

O'i gymharu â data diweddaraf y cyfrifiad ysgolion ar gyfer dosbarthiadau Derbyn ym mis Ebrill 2021, mae'r capasiti presennol mewn ysgolion cynradd Cymraeg a dosbarthiadau o 27.9DM yn gadael c10% o lefydd gwag mewn dosbarthiadau Derbyn Cymraeg.

Mae'r capasiti presennol o 27.9DM wrth fynd i'r Flwyddyn Dderbyn yn ddigonol i ddarparu ar gyfer hyd at 20.3% o'r boblogaeth ddisgyblion, y disgwylir iddynt gofrestru yn hydref 2021.

Mae data Derbyn i Ysgolion yn dangos, yn sgil poblogaeth is, mai c.690 o ddisgyblion a gaiff eu derbyn yn hydref 2021, a bod y gwarged yn debygol o gynyddu i >15% gyda niferoedd yr hydref 2021. Byddai'r lefel uwch o leoedd gwag ledled y ddinas yn cefnogi'r Cyngor i gynyddu canran y boblogaeth sy'n manteisio ar leoedd Cymraeg yn y dyfodol.

O'i gymharu â phrif amcanestyniadau poblogaeth Llywodraeth Cymru, byddai'r capasiti presennol o 27.9DM yn ddigonol i ddarparu ar gyfer hyd at 21.8% o'r boblogaeth ddisgyblion, y disgwylir iddynt gofrestru ym mlwyddyn ysgol 2024/2025.

Byddai'r cynigion a nodwyd eisoes i gynyddu'r capasiti i 31.9DM erbyn 2025, i fodloni ac i yrru'r galw mewn rhannau o'r ddinas, yn caniatáu hyd at 25.2% o boblogaeth disgyblion oed Derbyn ledled y ddinas i gofrestru erbyn 2025/2026.

Er mwyn gwneud cynnydd cyson tuag at y targed o rhwng 25% a 29% o'r garfan Dderbyn sy'n cofrestru ar gyfer addysg Gymraeg erbyn diwedd cyfnod y cynllun yn 2031, yn seiliedig ar brif amcanestyniadau Llywodraeth Cymru, y targedau interim ar gyfer blwyddyn 2025/2026 fyddai rhwng 809 o ddisgyblion (21.3% o'r boblogaeth) ac 885 o ddisgyblion (23.3%).

Mae cymharu'r ffigurau hyn yn erbyn y capasiti a gynlluniwyd yn dangos y byddai rhwng 7.4% a 15.4% o warged wrth fynd i'r Flwyddyn Dderbyn mewn ysgolion a dosbarthiadau cynradd Cymraeg yn 2025/2026, gan ystyried y ddarpariaeth arfaethedig o 31.9DM. Pe bai Caerdydd yn anelu at ganol yr ystod darged (27%), byddai 11.4% o warged.

Byddai rhwng 24.4% a 26.3% o warged hefyd mewn darpariaeth gymunedol Saesneg a ffydd Saesneg ar y pwynt hwn, gan ystyried darpariaeth o 131.9DM.

Er y byddai angen lefel resymol o warged yn y sector Cymraeg i gefnogi twf yn y dyfodol, rhaid ystyried yr effaith ar y ddarpariaeth ysgolion bresennol o gario lefel uchel o leoedd gwag yn y sector Saesneg.

2026/2027 - 2030/2031

Gallai'r ddarpariaeth ysgolion newydd o hyd at wyth dosbarth mynediad a gynlluniwyd i wasanaethu'r cymunedau newydd ar ddatblygiadau tai strategol yng ngogledd-orllewin a gogledd-ddwyrain y ddinas gynyddu capasiti addysg gynradd Gymraeg ymhellach i 1,076 o leoedd (35.9DM) erbyn 2031.

O'i gymharu â'r amcanestyniad poblogaeth o 3,937, byddai hyn yn caniatáu i c.27.3% o'r boblogaeth oed Derbyn ledled y ddinas gofrestru. Gan ystyried y niferoedd a fodelwyd yn nhabl 11, gallai'r cynigion a nodwyd eisoes ddarparu hyd at 12% o warged ar adeg derbyn i ysgolion cynradd Cymraeg yn 2030/2031, pe bai 25% o blant yn cymryd lleoedd mewn darpariaeth Gymraeg.

O'i gymharu â'r amcanestyniad poblogaeth o 3,937, byddai angen nodi cynigion pellach fel rhan o Gynllun Strategol Cymraeg mewn Addysg Caerdydd er mwyn i Gaerdydd gyrraedd y trothwy targed uchaf o 29%.

Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 14 OCTOBER 2021

JAMES STREET REGENERATION, CARDIFF.

INVESTMENT & DEVELOPMENT (COUNCILLOR GOODWAY)

AGENDA ITEM: 6

Appendices 4 to 9 of this report are not for publication as they contain exempt information of the description contained in paragraphs 14 of part 4 and paragraph 21 of part 5 of Schedule 12A of the Local Government Act 1972.

Reason for this Report

- 1. To seek authority to dispose of a collection of buildings known as Merchant's Place/Cory's Buildings situated on the corner of James Street and Bute Street, Butetown.
- 2. To seek authority to appropriate Council owned land at James Street, Butetown, to the Housing Revenue Account.

Background

- 3. The regeneration of Cardiff Bay has been a core Council priority for a number of decades. The political administration remains committed to the on-going regeneration of the Bay and to restoring and upgrading the remaining heritage assets that require investment as confirmed in their strategic policy vision document *Capital Ambition* which includes a commitment to "writing a new chapter in Cardiff Bay's regeneration story".
- 4. A report was presented to Cabinet in November 2018 outlining a strategic plan to secure investment into the city's heritage buildings. In March 2020, Cabinet provided authority for the Council to assemble a development site at James Street (see Appendix 1) to bring an area of land that had remained vacant and largely derelict for circa 30 years back into effective use.
- 5. In November 2020, Cabinet provided authority for the Council to acquire a collection of buildings known as Merchant Place/Cory's Buildings on the corner of James Street and Bute Street (see Appendix 1). These buildings have been vacant and in decline for over 20 years and given their prime location in the heart of Cardiff Bay, this was a strategic

acquisition to complement the Council's regeneration proposals for Atlantic Wharf and the remainder of the Bay area.

6. In February 2021, the Council commenced a soft market exercise to seek development proposals for both sites. A comprehensive marketing brochure was prepared for each site (see **Appendices 2 & 3**), together with a data room to assist with the detailed surveys undertaken for the sites over many years.

Issues

- 7. Whilst Cardiff Bay has been transformed from its derelict state following the decline of the Coal and Steel industries, there remains several small pockets of dereliction that have required Council intervention to unlock development either through the provision of repayable loan finance or through the Council proactively assembling land into development sites.
- 8. The Council is committed to securing the future of the city's heritage buildings and has intervened in recent years to bring a number of buildings back into effective use including most recently the former Cardiff Bay Train Station on Bute Street. Although Cardiff Bay has some of the best examples of historic buildings in the city there are relatively few compared to other cities. This means the preservation of such buildings is even more important for Cardiff. Such buildings have often presented significant challenges for the private sector to overcome which has left buildings vacant and in decline.
- 9. The Council's interventions are primarily aimed at stimulating the private sector to deliver investment to reclaim derelict land and/or regenerate declining buildings. The Council's investment is always on the basis that it will seek to recover the initial outlay required to unlock a site for development. The Council's intervention seeks to simplify opportunities and provide confidence to the market with a view to accelerating the investment required to bring property back into effective use.
- 10. Cardiff Bay is framed as the city's focal point for leisure and tourism activity. The Council's Economic Regeneration Strategy sets out two strategic regeneration priorities: Metro Central, which involves the regeneration of the area around Cardiff Central Station for office-led mixed use development, and Atlantic Wharf, Cardiff Bay, for leisure-led regeneration centred around a new indoor arena. Securing investment to promote the continued development of leisure and tourism activity in Cardiff Bay remains a core priority.

Merchant Place/Cory's Buildings

11. Following the Cabinet Decision in November 2020, the Council agreed terms to acquire Merchant Place/Cory's Buildings in January 2021. The collection of historic buildings have been vacant for over 20 years and given the prime location in the heart of Cardiff Bay coupled with the Council's commitment, this was a strategic acquisition to complement proposals at Atlantic Wharf and the remainder of the Bay area.

- 12. In February 2021, the Council began a soft market testing exercise to seek offers from the market. Independent agents were appointed to manage the process. 37 legal packs were downloaded from a variety of interested parties to bring forward schemes including hotels, residential, education and mixed use. Several viewings of the buildings were undertaken.
- 13. A significant number of offers came forward through the marketing process with a variety of uses and opportunities. Given the volume of interest and variety in offers the Council's agents advised to invite second bids to firm up on detail and to establish a framework for fair comparison and assessment. A scoring matrix was included as part of the marketing material with the aim of guiding interested parties on the level of detail required and the key considerations that were important to the Council, so that offers could be channelled and similar detail supplied by all parties.
- 14. The Council's key considerations were to recoup its initial investment and to deliver a mixed use scheme which contributed to the Council's strategy for the area. 4 such bids were received.
- 15. The soft market testing exercise was undertaken jointly with the James Street site (detailed later in this report). Despite clear guidance not to specifically link the Merchant Place/Cory's building opportunity to the James Street site opportunity, a number of developers required both sites to deliver their proposals.
- 16. Following further consideration, the Council decided to remove the James Street site from the market and will instead bring forward a proposal to develop the James Street site for Council housing. Details of this scheme will be presented to Cabinet at a later date. As a result of this internal consideration, the anticipated timescales for the disposal of Merchant Place/Cory's Building has been impacted by a few months.
- 17. The Council's appointed agents have prepared an independent report reviewing each bid and providing professional opinion on the recommended Preferred Bidder. The report is attached as **Confidential Appendix 4.**
- 18. A formal offer letter has been received from the Preferred Bidder which is attached as **Confidential Appendix 5**. Heads of Terms have been agreed in principle set-out in **Confidential Appendix 6**.
- 19. The Preferred Bidder is Dukes Education, owners of the Cardiff 6th Form College currently based on Newport Road with residential accommodation based in the Unite Student block on Adam Street. The college attracts students from all over the world and provides an intense residential based education package aimed at helping students gain access to the world's top 100 universities. Around one fifth of places are allocated to students from Cardiff and the surrounding area, most of which are provided by the college's scholarship scheme and 100% subsidised.

- 20. Dukes Education has been seeking alternative premises in Cardiff for a number of years. They currently lease office space on Newport Road for their teaching accommodation and lease space at the Unite Student block on Adam Street for their residential accommodation. The company would prefer to own their own premises and to co-locate their teaching accommodation with their residential accommodation. The company has been unable to find a suitable location in Cardiff, despite extensive consideration, and has begun to consider options in Oxford, the base of their administrative HQ.
- 21. Their proposal for the Merchant's Place/Cory's building will see the historic buildings totally reclaimed and upgraded for use as teaching accommodation with ground floor activity including a coffee shop. The site to the rear of the buildings off Docks Lane will be developed to provide a proportion of the required residential accommodation. A second site has also been secured on Pierhead Street to deliver the remaining residential accommodation.
- 22. The bid from Dukes Education is regarded by the Council's independent agents as the best bid. The proposal provides the most confidence of the heritage buildings being fully refurbished, and the Council fully recovering the capital expended in acquiring the site. The proposal provides a vibrant scheme attracting a significant number of young people to the area. Dukes Education is a well funded organisation backed by a number of high profile pension funds. They will deliver a self-funded, owner-occupied scheme, minimising development risk, particularly risk relating to the attraction of finance and tenants. Initial drawings for the Dukes Education proposal are attached as **Confidential Appendix 7**.

James Street

- 23. The James Street development site is made up of 3 separate parcels of land as illustrated by the plan attached at **Appendix 1**. The whole site is now under the Council's control. The substantive part of the site is an area of derelict land consisting of circa 0.5 acres fronting James Street and Adelaide Street. The second parcel is Mandalay House, a circa 2,000 sq ft, two-storey office building fronting Royal Stuart Lane, adjacent to the Council owned Royal Stuart and Douglas Workshops. The third parcel is the existing Western Power Sub Station. The Sub Station is now subject to an agreement between the Council and Western Power that will enable a new Sub Station to be re-provided in an alternative location as part of the final development scheme. Once the final scheme is agreed, the new Sub Station will be commissioned by Western Power. The Council will then provide a long-term lease to Western Power. Once the new Sub Station is operational, Western Power will dispose of their freehold interest in the existing Sub Station to the Council.
- 24. The James Street site benefits from a strategic location in close proximity to Mount Stuart Square and the Coal Exchange as well as Cardiff Bay's key visitor attractions at the Inner Harbour and the proposed new Atlantic Wharf development. The site also sits immediately adjacent to Mount Stuart Primary School. Given the derelict state of the site over a number of

decades, it has become a significant blight on the local community and environment.

- 25. Following the acquisition, the Council has cleared the site and hoarded the entire site in order to improve the general appearance of the immediate area. A planning application is being prepared for the demolition of the remaining structures and the relocation of the Sub Station.
- 26. In February 2021, the Council jointly marketed the development site alongside Merchants Place/Cory's Buildings. At the same time the Council's Housing department undertook feasibility work to determine if the site was suitable for the delivery of council housing.
- 27. Capital Ambition sets out the Council's target of delivering at least 1,000 new council homes by 2022 and to have a development programme capable of delivering over 2,000 new council homes in the longer term.
- 28. The housing need is increasing year on year and there are currently around 8,000 people on the housing waiting list. The most recent Local Housing Market Assessment indicated that 2,024 new affordable homes are required each year to meet the current demand. However, on average over the last 5 years the social housing sector has delivered around 250 new homes each year in Cardiff. This represents a significant gap between demand and supply.
- 29. The Council's programme can also directly target specific housing need, provide more accessible homes and promote downsizing and deliver more specialist properties or adapted properties. These type of properties are in high demand but are not currently being delivered in volume through more traditional delivery routes.
- 30. Specifically, the James Street site developed as new council housing can provide homes suitable for inter-generational, family housing within the ward of Butetown. This is a unique housing need identified for the Ward. Such development would provide suitable and adaptable а accommodation for larger, extended families delivering accommodation that provides for older family members who wish to live with their extended families. The site is well located close to local facilities and parkland and the development would provide a private communal garden.
- 31. The indicative scheme prepared by Economic Development for the soft market testing of the James Street site is being adapted by Housing and Communities to deliver the required council housing scheme. A high-level financial feasible has been undertaken using the indicative scheme and estimated build costs which has shown the scheme to be viable for delivery through the council house build programme. The proposal therefore is to appropriate the James Street site into the Housing Revenue Account (HRA) in order that a council led redevelopment of the site can be delivered.
- 32. In order to accelerate the regeneration of the site, a series of enabling works have been prepared to take place over the next few months. It is

proposed that these works will progress as planned in advance of a detailed planning application for with the proposed scheme and the costs will be recovered into the General Fund. A full schedule of works already undertaken alongside the proposed works to be undertaken is attached as **Confidential Appendix 8**.

- 33. Initial feedback from the Local Planning Authority on the proposed development scheme requires the ground floor frontages along James Street and Adelaide Street to have active frontages with a commercial interest. Economic Development has committed to continue to work with Housing and Communities to develop a solution to enable delivery of the required ground floor uses.
- 34. An external valuation of the whole development site is attached as **Confidential Appendix 9**. A commensurate accounting transaction will take place between the Housing Revenue Account and the General Fund accordingly. In addition, the transaction will address the reasonable costs already incurred by Economic Development in preparing the site for development, as well as the programmed costs set out in **Confidential Appendix 8**.

Reason for Recommendations

35. To enable the regeneration of James Street by protecting and refurbishing the iconic Merchant Place/Cory's Buildings and redeveloping derelict land to deliver new Council housing.

Financial Implications

- 36. The report identifies the freehold disposal of Merchant Place/Cory's Building and the appropriation of the James Street development site into the Housing Revenue Account.
- 37. In terms of Merchant Place/Cory's Building, any revenue implications will need to be managed within the existing Economic Development revenue budget, including any short-term rental income losses as a result of the disposal. However, the disposal would also result in removal of any holding costs and maintenance liabilities, support wider economic regeneration, and allow re-investment in an alternative asset to secure a longer-term equivalent income stream.
- 38. The initial acquisition costs of Merchant Place were funded from three different sources: balance of £1.7m for Economic Development Initiatives included in the current Capital Programme, an earmarked receipt held from the sale of the Medicentre for reinvestment, £1.28 million, with the balance met from disposal receipts already received as part of the Council's Investment Property Strategy.
- 39. Any proceeds from the disposal of the site would be earmarked and available for further re-investment in Economic Development initiatives or for re-investment as part of the Councils Investment Property Strategy.

The disposal process adopted should aim to secure best value for the site as recommended by valuation advice.

- 40. As part of the original purchase of Merchant Place/Cory's Building, the Council chose to opt to tax the site to minimise any impact on the Council's partial exemption position. Therefore, any disposal must charge VAT in accordance with the process set out by HMRC.
- 41. The report also proposes the appropriation of James Street development site to the HRA for the purpose of developing new affordable council housing to let at social rent levels. Any decision to appropriate the site should be based on a valuation demonstrating best value for the site as well as an indication of the total costs of both the site acquisition and an estimate of total development costs. An initial housing viability assessment to support decision making is included as part of the report and will need to be updated as part of the due diligence process set out by the HRA in respect to housing developments. (See Confidential Appendix 8 and 9)
- 42. Funding to acquire and develop the site can be re-prioritised from within the overall 5 year capital programme approved as part of the HRA budget setting proposals in March 2021.
- 43. The certified value of the appropriation has been agreed by a qualified valuer employed by the authority. The appropriation does not result in any cash transfer between the General Fund and the HRA, but a transfer of debt (CFR) which is an accounting transaction.
- 44. Following the appropriation, the HRA will incur interest and will need to make prudent repayment of debt.
- 45. The responsibility for the land appropriated will transfer to the Housing Revenue Account who will be responsible for all subsequent capital and revenue costs, benefits and risk in relation to the property transferred. On appropriating the land the HRA will be responsible for the holding costs of the site until development proceeds.
- 46. The report proposes that any development may include a commercial element. Whereas part of any development other commercial or community uses are proposed, any due diligence needs to include consideration of the ability to use HRA funds to pay for and operate such facilities, the approved budget framework in place for such facilities and the VAT impact on the council. These items need to be considered at an early stage of any development work.

Legal Implications

47. The Council has power to appropriate land for any of its statutory functions where that land is no longer required for the purpose for which it is currently held pursuant to section 122 of the Local Government Act 1972. It is proposed in this case that the land at James Streetwill be appropriated to the HRA to be used for Housing purposes.

- 48. Section 123 of the Local Government Act 1972 gives power to the Council to dispose of land and is required to obtain the best consideration reasonably attainable.
- 49. The Council's Disposal and Acquisition of Land Procedure Rules requires the decision maker to have regard to advice from a qualified valuer, to ensure value for money.

Equalities & Welsh Language

- 50. 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.
- 51. 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.
- 52. An Equalities Impact Assessment aims to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
- 53. 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

- 54. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national wellbeing 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 wellbeing objectives are set out in Cardiff's Corporate Plan 2020 -23.
- 55. 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 wellbeing objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

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

Policy and Budget Framework

57. 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

58. There are no HR implications arising from this report

Property Implications

- 59. Strategic Estates Projects acquired Merchant Place/Cory's Buildings some 8 months ago and have proactively managed the asset during this time. Agents were appointed to market the building in February 2021 and the report outlines the results of this process. A recommendation report is included as confidential appendix 4 together with draft Heads of Terms.
- 60. James Street was acquired in July 2020 and although the site is largely derelict, there have been site management issues in particular holding costs on Mandalay House. Progress has been made on securing and hoarding the entire site, and preliminary work to relocate the substation is progressed and as the report notes, relocating the substation relies on demolition of Mandalay House and the planning preparatory work for this is underway. Once this is secured, we can progress with completing the

freehold acquisition of the sub-station structure with Western Power. The enabling works undertaken to date assists future site preparation.

RECOMMENDATIONS

Cabinet is recommended to delegate authority to the Director of Economic Development, in consultation with the Cabinet Member for Investment & Development, the Section 151 Officer and the Legal Officer to:

- a) Conclude the disposal of the property known as Merchants Place/Cory's Building marked red on the site plan attached at Appendix 1 to the Preferred Bidder set out in this report and in line with the Heads of Terms set out in Confidential Appendix 6.
- b) Appropriate land at James Street marked blue on the plan attached as Appendix 1 to the Housing Revenue Account in line with the valuation attached at Confidential Appendix 9.

SENIOR RESPONSIBLE OFFICER	NEIL HANRATTY DIRECTOR OF ECONOMIC DEVELOPMENT
	8 October 2021

The following appendices are attached:

Appendix 1 - Site Plan

Appendix 2 - Marketing Brochure (Merchants Place)

Appendix 3 - Marketing Brochure (James Street)

Confidential Appendix 4 - Surveyors Recommendation Report (Merchants Place)

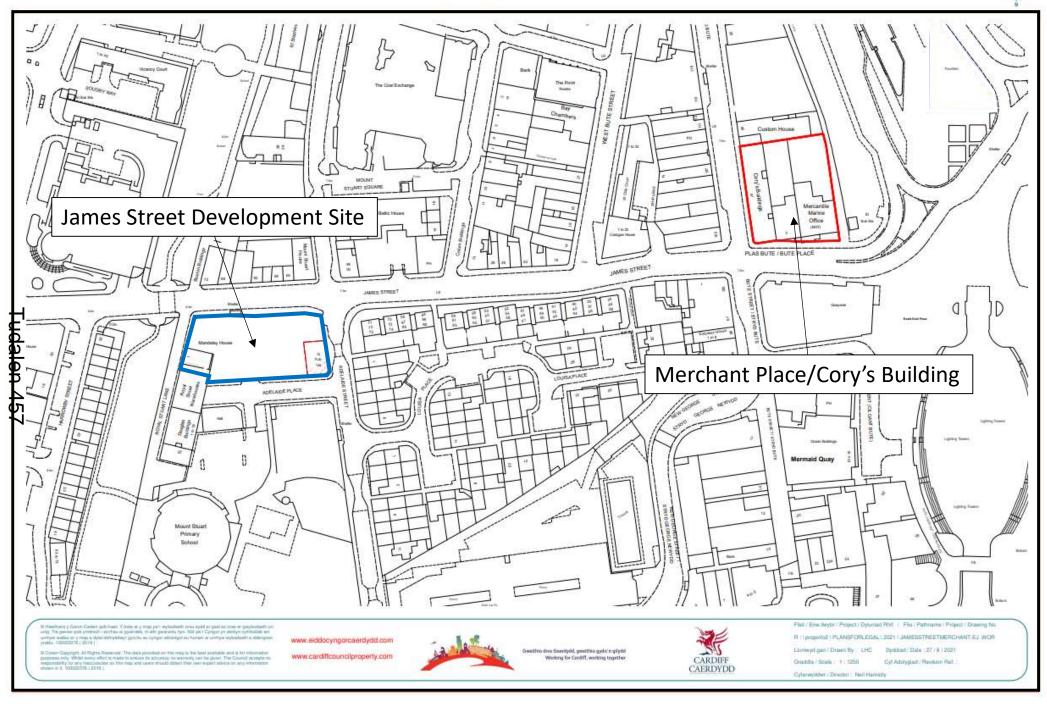
Confidential Appendix 5 - Offer letter (Merchants Place)

Confidential Appendix 6 - Proposed Heads of Terms (Merchants Place)

Confidential Appendix 7 - Scheme proposals (Merchants Place)

Confidential Appendix 8 - Enabling Works (James Street)

Confidential Appendix 9 - Market Value Report (James Street)



Mae'r dudalen hon yn wag yn fwriadol

FOR SALE ON THE INSTRUCTIONS OF CARDIFF COUNCIL

Merchant Place & Cory's Buildings

BUTE PLACE AND BUTE STREET, CARDIFF BAY

Prime Cardiff Bay development opportunity

udalen 459

Gandmark Development Opportunity

Freehold Site Sale

Located in the heart of Cardiff Bay

Potential uses including Build To Rent, Hotel, Private Residential, Apart-Hotel could be considered on a Subject to Planning Basis

Vacant Possession

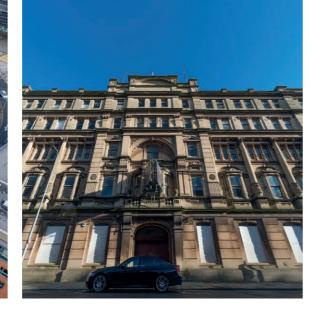




The Properties

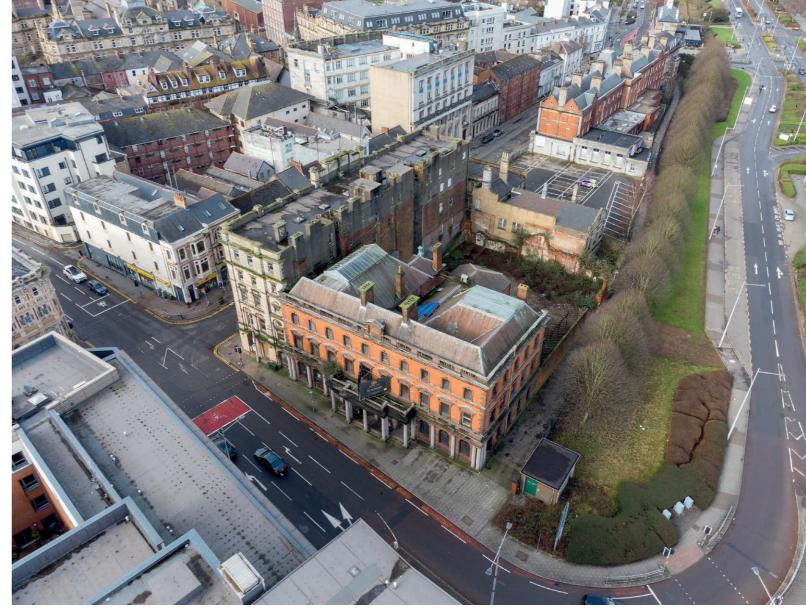
The site is located within the historic core of the Cardiff Bay area and is bounded by Bute Place to the south, Bute Street to the west and Lloyd George Avenue to the east.





The opportunity comprises two listed buildings known as Merchant Place and Cory's Buildings, a development site of circa 0.20 hectares (0.5 acres).

Merchant Place (the former Post Office) is a Grade II Listed building dating from 1881 and Cory's Buildings an ornate five storey property dating from 1889, facing on to Bute Street.





Location & Connectivity

The property is located at Bute Street, in the heart of the historic Mount Stuart Square core of the Cardiff Bay area.

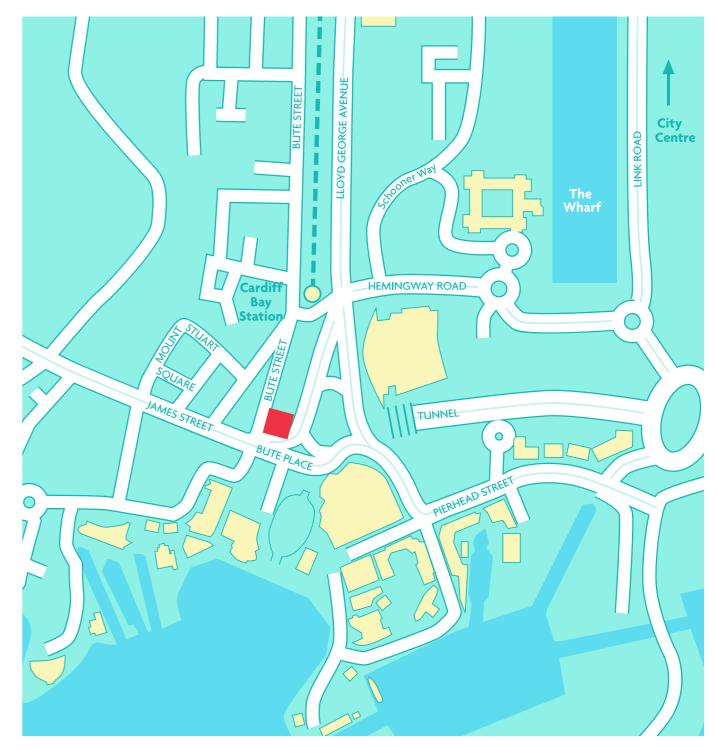


Cardiff Bay has seen substantial improvements and redevelopments over the last 20 years including the construction of Mermaid Quay, The Senedd and the completion of the Wales Millennium Centre.

The site already has good links to the wider City with major improvement immanent with the delivery of the Metro in 2023.

Cardiff itself is served by the M4 motorway which links east/west with access at Junction 30 five miles to the north and Junction 29 around eight miles to the east.

The Cardiff Bay train line terminus is around 100 metres to the north of the site, and there is a regular bus service to the City Centre from Bute Place.



Surrounded by outstanding communications infrastructure, offering superb access by rail and road, with an airport and heliport within an easy commute.

CAR

Less than a mile to the city centre, A4232 link road leading to the M4 motorway.

TRAIN

Approximately 100 yards to Cardiff Bay railway station

BUS

The Bay Express links the city centre to the waterfront with scheduled routes every 10 minutes.

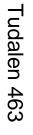
WATER BUS

Cardiff Water Bus offers a scheduled service from Penarth to Cardiff Bay and the city centre.

The Opportunity

Merchant Place & Cory's Buildings is a renowned local landmark. They have the potential to provide an iconic development in the Heart of Cardiff Bay.





RE-PURPOSING & RE-VITALISATION

The properties lend themselves to be re-vitalised to create a sympathetic development for a range of uses, including office accommodation, residential and hotel.

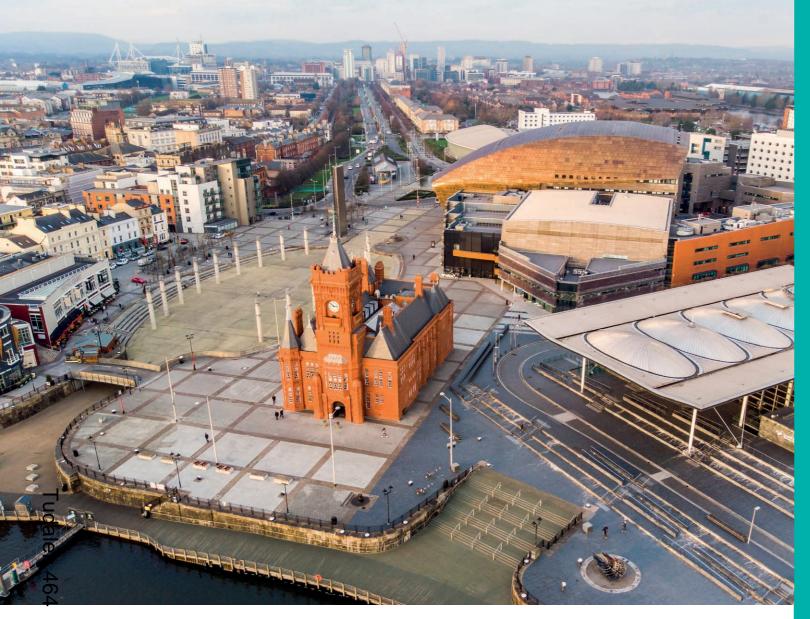
ALTERNATIVE USES

The property is situated within an area that has and continues to be subject to significant development for commercial, leisure and residential uses.

Given its excellent location, the property offers an exciting refurbishment / redevelopment opportunity. Prospective purchasers are advised to make their own enquiries of the Local Planning Authority.









Cardiff Bay

Cardiff Bay is one of the largest waterfront redevelopment project in Europe.





Cardiff Bay Cardiff owes much of its history to the Industrial Revolution of the 1790's. During the 1880's it was home to the largest port handling more coal than any other port in the world.

Mermaid Quay is the core of Cardiff Bay set in a stunning waterfront location providing over 30 restaurants, bars and cafés, The Glee comedy club and a new 5-screen Everyman boutique.

> The seat of Welsh politics, The Senedd overlooks the Bay.

The Wales Millennium Centre is home to the Welsh National Opera.

> Walk from Cardiff Bay to Penarth along the Barrage.

You can enjoy white water rafting inside the city at Cardiff International White Water.

Pobol y Cwm, Doctor Who & Casualty are filmed in the Bay

Hotels

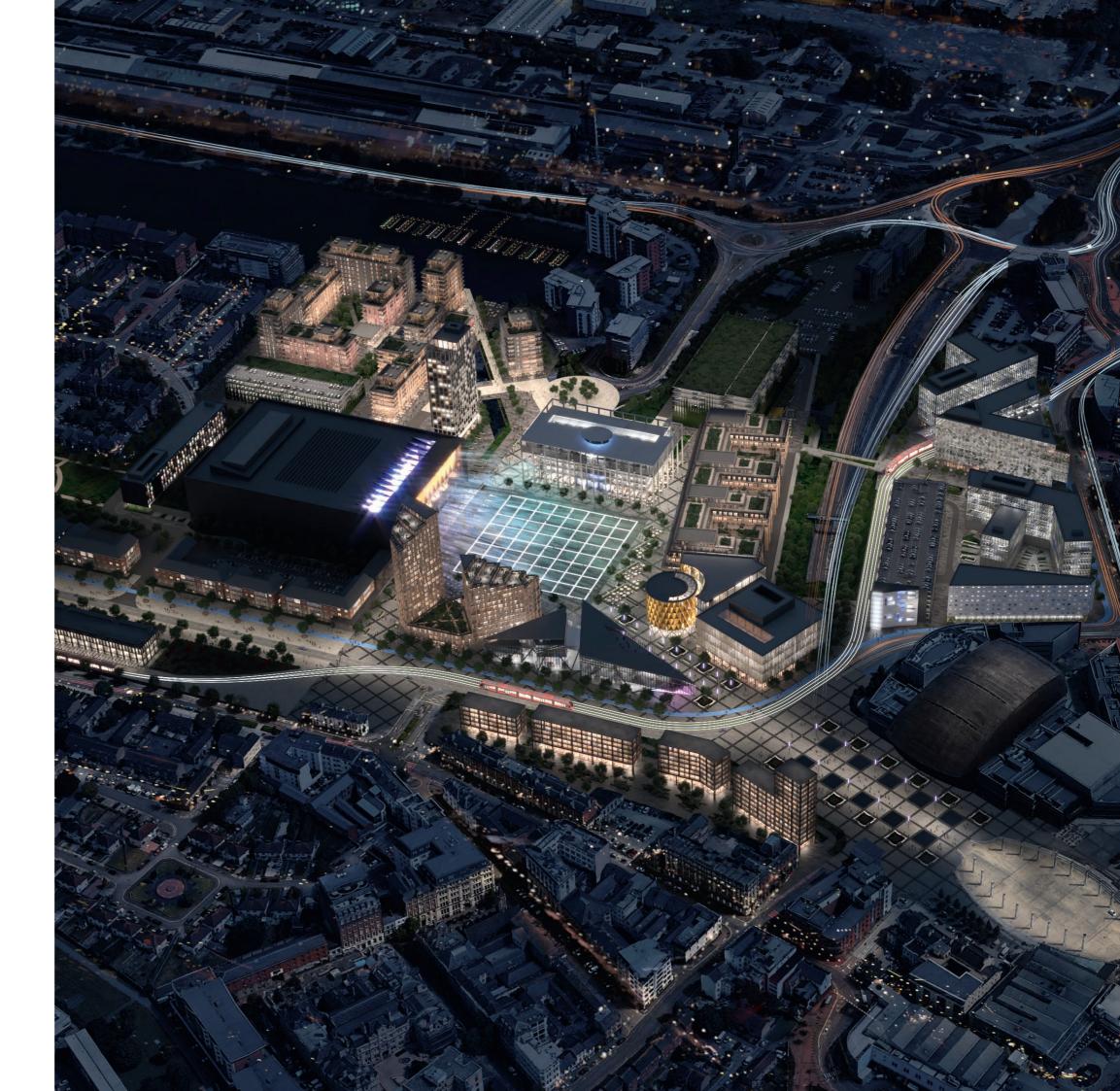
Cardiff has a well-established hotel sector supported by a broad base of demand including commercial, Government, major events and leisure tourism. Hotel market performance has been robust in recent years with 80.2% occupancy across the city in 2019 at an average daily rate (ADR) of £69.63.

The majority of hotel supply is in and around the city centre, with only six hotels (and two serviced apartments) in the Cardiff Bay area. The majority of hotel rooms in the Bay are at the limited service and economy end of the market, and there are a number of product and brand gaps currently. Whilst there is a large pipeline of new supply

Whilst there is a large pipeline of new supply in the city centre, there are only two schemes in Cardiff Bay.

Major accommodation demand drivers in Cardiff Bay include the Wales Millennium Centre, National Assembly for Wales, BBC Wales studios, Life Sciences Hub Wales and the International Sports Village. There are numerous other commercial and leisure demand drivers across the city centre.

Merchant Place is less than 200 metres from the proposed new 15,000 capacity Arena at Atlantic Wharf that will drive significant new accommodation demand to the Bay. The Arena will be operated by Live Nation and is scheduled to open in 2024. Over the coming years, the Atlantic Wharf master plan will deliver further commercial and leisure demand drivers to Cardiff Bay.



The Existing Space

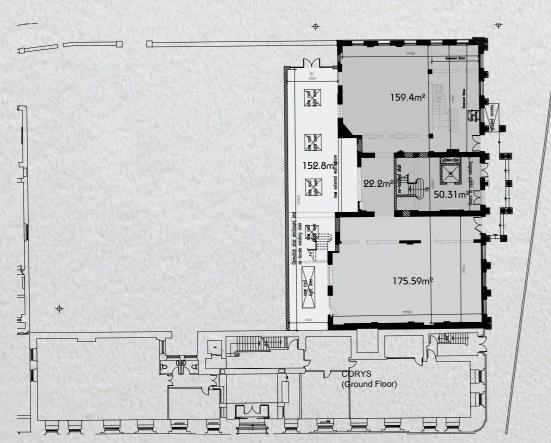
EXISTING SCHEDULE OF AREAS

	NIA		GIA	
UNIT	Sq Ft	Sq M	Sq Ft	Sq M
Cory's Buildings	19,647	1,825	25,517	2,370
Merchant Place	10,426	969	13,370	1,242
TOTAL	30,073	2,794	38,887	3,612

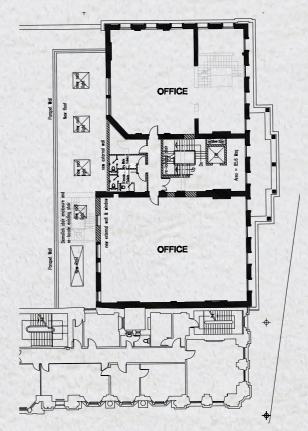
NB: Knight Frank and Avison Young did not have access to all areas during our

Inspection of the property.

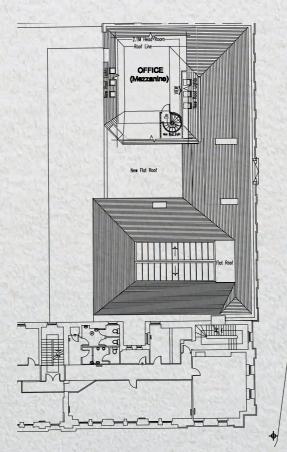
Amerchant place ground floor plan



MERCHANT PLACE FIRST AND SECOND FLOOR PLAN



MERCHANT PLACE THIRD FLOOR AND ROOF PLAN



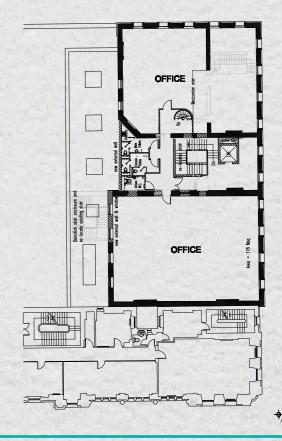
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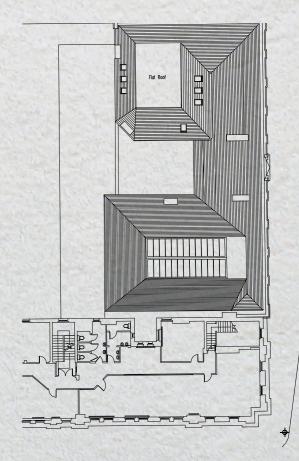
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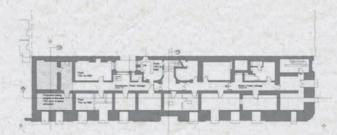




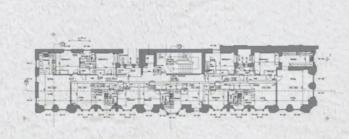
The Proposed Space

Indicative Plans - alternative options will be considered

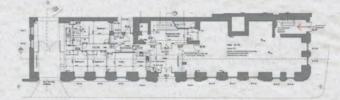
PROPOSED BASEMENT FLOOR PLAN



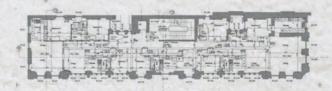
PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



PROPOSED FIFTH FLOOR PLAN

 701	N. S. M.
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VAT

VAT will be charged on the sale of the property.

EPC

Certificates are available on request.

Dataroom

Detailed legal, planning and technical information is available on the dataroom at: www.MerchantPlaceCardiff.co.uk

Transaction Structure

Interested parties are requested to formally register their interest and will be informed of the tender process in due course.

Contacts

For further information and to arrange a viewing please contact:



Leah Mullin 02920 440138 Leah.mullin@knightfrank.com **Tom Griffiths** 02920 440140 tom.griffiths@knightfrank.com



Tom Merrifield 02920 440138 tom.merrifield@avisonyoung.com

Andrew Renouf 07584 186520 andrew.renouf@avisonyoung.com

Jodie Al-Khafaji 07769 285207 Jodie.al-khafaji@avisonyoung.com

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Appendix 3

JAMES STREET, CARDIFF BAY

PRIME CARDIFF BAY DEVELOPMENT OPPORTUNITY FOR SALE ON THE INSTRUCTIONS OF CARDIFF COUNCIL



OPPORTUNITY SUMMARY

- Prime Development
 Opportunity
- Freehold Site Sale with
 Vacant Possession
- ♦ Located in Cardiff Bay
- Redevelopment which could include ground floor commercial, Build to Rent or private residential. Subject to Planning.



JAMES STREET, CARDIFF BAY

Location

The property is located on James Street, Cardiff in the heart of the historic Mount Stuart Square core of the Cardiff Bay area.

Cardiff Bay has seen substantial improvements and redevelopments over the last 20 years including the construction of Mermaid Quay, Cardiff Waterside, The Senedd and the completion of the Wales Millennium Centre.

Links to the city centre are provided by Lloyd George Avenue and Bute Street. The Florish, to the south of Lloyd George avenue part of the Atlantic Wharf Masterplan, which includes the Cardiff Bay Arena.

Cardiff itself is served by the M4 motorway which links east/west with access at Junction 30 five miles to the north and Junction 29 around eight miles to the east.

The Cardiff Bay train line terminus is around 100 metres to the south of the site, and there is a regular bus service to the City Centre from Bute Place.

The Site

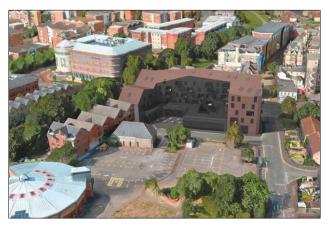
James Street is situated south of Cardiff city centre in Cardiff Bay and is the main access road into Cardiff Bay and just a short walk from both Cardiff Bay, Cardiff Bay Train Station.

The site is located within the historic core of the Cardiff Bay area and is bounded by James Street to the north, Adelaide Street to the east and Adelaide Place to the south.

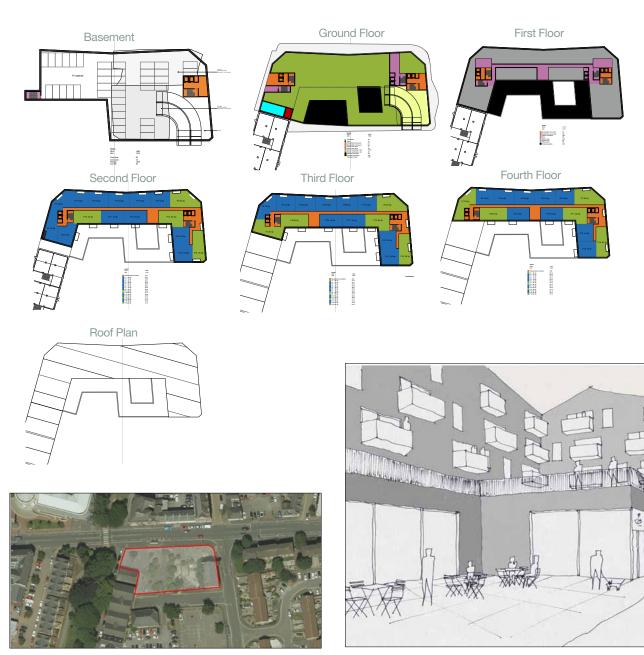
The opportunity comprises a vacant island site which extends to 0.193 Ha (0.476 acres). The regular shaped site is mainly level and is vacant with the exception of the substation building which will be relocated.







This is a computer generate image. Details may vary. Credit - Dow Jones Architects.



Please note all plans and images are for illustrative purposes only and have no status

The Opportunity

Redevelopment - The site lends itself to be re-vitalised to create a statement development for a range of uses, including office accommodation, residential and hotel. Situated within an area that has and continues to be subject to a number of developments including commercial, leisure and residential uses.

Recent developments include, The Bank, Cardiff Bay Railway Station and Marine House have been successfully converted to provide commercial space and residential apartments.

Given its excellent location, the property offers an exciting development opportunity, which could complement the adjacent Royal Stuart and Douglas Workshops. Prospective purchasers are advised to make their own enquiries of the Local Planning Authority.

Connectivity

Surrounded by outstanding communications infrastructure, offering superb access by rail and road, with an airport and heliport within an easy commute.

Road – James Street is less than a mile to the city centre and offers instant access to the A4232 link road leading to the M4 motorway.

Rail - For commuters, Bute Street railway station is within walking distance from the development and provides connections with Cardiff Central Station and Valley Lines. A journey to London Paddington can be completed in two hours.

Bus - Regular bus services operate in the immediate locality with direct services to the city centre. The Bay Express links the city centre to the waterfront with scheduled routes every 10 minutes.

Water Bus - Cardiff Water Bus offers a scheduled service from Penarth to Cardiff Bay and the city centre along the River Taff.

Tudalen 471

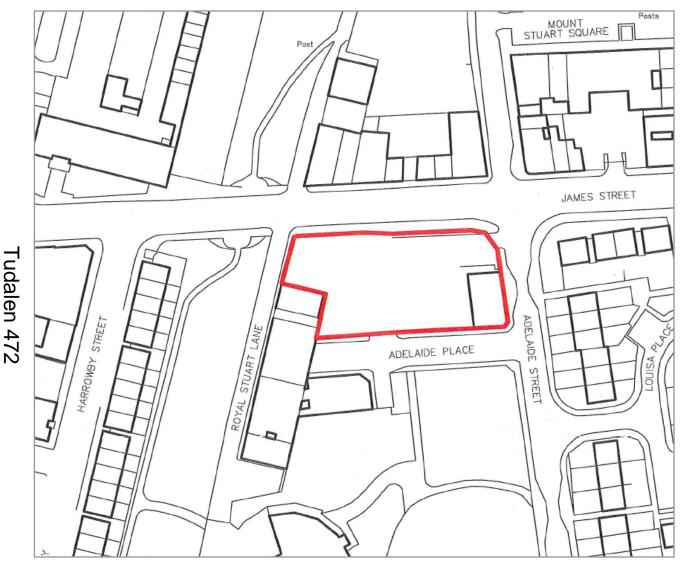
Potential Development

Knight Frank

OnTheMarket.com

RPA

DOW JONES



ARCHITECTS

VAT

VAT will be charged on the sale of the property.

Dataroom

Detailed legal, planning and technical information is available on the dataroom at:

www.jamesstreetcardiff.co.uk

Transaction Structure

Offers are invited on a freehold basis.

Further Information

Interested parties are requested to formally register their interest and will be informed of the tender deadline in due course.

For further information and to arrange a viewing please contact:

Leah Mullin

029 2044 0138

leah.mullin@knightfrank.com

Tom Griffiths

029 2044 0140

tom.griffiths@knightfrank.com

Important Notice

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Tudalen 503

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Mynediad Cyfyngedig i'r Ddogfen

Tudalen 509

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Mae'r dudalen hon yn wag yn fwriadol

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Mynediad Cyfyngedig i'r Ddogfen

Mae'r dudalen hon yn wag yn fwriadol

CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 14 OCTOBER 2021

WORLD HEALTH ORGANISATION: AGE FRIENDLY CITIES AND COMMUNITIES

SOCIAL CARE, HEALTH & WELLBEING (COUNCILLOR SUSAN ELSMORE)

AGENDA ITEM: 7

Reason for this Report

- 1. To seek approval for Cardiff's submission to the World Health Organisation to join the global network for Age Friendly Cities and Communities.
- 2. To commit to an Age Friendly promise to the people of Cardiff.

Background

- 3. By 2050, the world's urban population is expected to nearly double. Fiftyseven per cent of people 60 years and older live in towns and cities. Globally, the total number of people over 60 is set to double by 2050, rising from 1 billion to 2 billion.
- 4. While most people can expect to live to 60 years and beyond, there is little evidence to suggest that these extra years are spent in good health. Cities and other human settlements can affect health directly, or through barriers or incentives that affect opportunities, decisions and behaviour.
- 5. Between 2005 and 2015 Cardiff's population grew by 11.1%. This is a bigger percentage increase in population than any of the 'Core Cities' apart from Manchester and Nottingham. This growth is set to continue with projected growth of over 20% by 2035, making Cardiff the fastest growing core city in percentage terms.
- 6. A closer look at our growing population shows that Cardiff's rapid growth will not be evenly spread across age-groups. There will be significantly more people between the age of 30 and 50, more school children and more people over 65 years old. These changes in the make-up of Cardiff's population will put pressure on services because it is well known that certain age-groups are more likely to rely on public services.

- 7. The number of citizens in Cardiff aged between 65 and 84 is projected to rise by 44% over the next 20 years, and the number over 85 years old is expected to nearly double.
- 8. Older people, particularly those over 85 years, are far more likely to need health and care services to help them live independent lives. So, whilst population growth is a sign of the success of the city, there are challenges to be managed.
- 9. The number of people living with dementia is also projected to rise significantly. There is evidence that the risk of developing dementia at any given age is actually starting to fall, but this decline does not sufficiently offset the rise in the population size. As with diabetes, there are thought to be many people currently living with dementia whose condition has not yet been diagnosed.
- 10. Cardiff, together with other European cities, committed to Age Friendly action in 2013 by signing The Dublin Declaration on Age-Friendly Cities and Communities in Europe. This took place during the EU Summit on Active and Healthy Ageing.
- 11. Published in March 2017, Cardiff's Local Well-being Assessment and Action plan already set out commitments to older people. The Assessment provides an analysis of Cardiff's social, economic, environmental and cultural well-being and identified the key opportunities and challenges facing Cardiff as the city grows. While the Wellbeing plan sets out the priorities of the Public Services Board and focuses on areas of public service delivery that require partnership working. Actions related to Older People are encapsulated within Wellbeing objective 6 Cardiff is a great place to grow older.

Issues

World Health Organisation Network for Age-friendly Cities and Communities

- 12. The WHO Global Network for Age-friendly Cities and Communities was established in 2010 to connect cities, communities and organizations worldwide, with the common vision of making their community a great place to grow older and aspire to:-
 - inspire change by showing what can be done and how it can be done.
 - connect cities and communities worldwide to facilitate the exchange of information, knowledge and experience; and
 - support cities and communities to find appropriate innovative and evidence-based solutions

- 13. Currently there are 1114 cities and communities in 44 countries, covering over 262 million people worldwide within the WHO network. UK membership does not currently include any cities or communities in Wales.
- 14. Membership of the Network will demonstrate a commitment to the development and sustenance of Age Friendly Environments

"Age-friendly environments foster healthy and active ageing . In practical terms, age-friendly environments are free from physical and social barriers, and are supported by policies, systems, services, products, and technologies that:

- promote health, and build and maintain physical and mental capacity throughout people's lives
- enable people, even when experiencing capacity loss, to continue to do the things they value.
- recognize the wide range of capacities and resources among older people
- anticipate and respond flexibly to ageing related needs and preferences
- respect older people's decisions and lifestyle choices
- reduce inequities
- protect those who are most vulnerable; and
- promote older people's inclusion in and contribution to all areas of community life" World Health Organisation
- 15. Welsh Government's Age Friendly Wales: Our strategy for an Aging Society will launch shortly and include an aspiration for all councils in Wales to apply to join the Network.
- 16. The Older People's Commissioner of Wales approached Cardiff Council pre-pandemic to outline the opportunities that membership of the network represents.
- 17. Although this work was somewhat curtailed by the challenges that the Pandemic represented, liaison has been taking place with the Older Person's Commission for Wales to progress the work required to initiate the application process.

Cardiff, working towards an Age Friendly City - Action Plan

18. A core element of the process is the collating of a Cardiff 'Working Towards an Age Friendly City Action plan. There are a number of current older person strategies and plans that have been developed across the Public Service Partnership and beyond. Each individual strategy was coproduced with older people fully involved in the process. These strategies have been brought together into a combined action plan detailing work in progress and aspirations to make Cardiff a better place to live for Older People. This plan "Cardiff, working towards an Age Friendly City" is set out at appendix 1.

Cardiff's We Will Commitments

19. The Action Plan sets outs a number of commitments to the Older people of Cardiff, these commitments are fully aligned with existing strategies and plans, are set out below:

We will:

- Ensure that our citizens can live independently, and are connected to their communities, taking into account what matters to them
- Create resilient communities and develop strong community networks that can support older people to live well
- Deliver services in a locality setting, close to citizens homes as a foundation for the provision of seamless, person-centred services
- Work towards a Dementia Friendly City which helps people living with dementia and their families to thrive
- Ensure that older people are able to enjoy all aspects of city life and are provided with opportunities to participate in activities and events to improve wellbeing and enrich their lives
- Deliver a city that is open and accessible to all, and work towards a transport system that everyone has the confidence to use
- Deliver the best housing outcomes for all older people in Cardiff
- Collaborate with older people, their carers, support workers and families to improve assessment, diagnosis and care planning practices so that their plan reflects what is important to them and achieves the outcomes they seek

Age Friendly Domains

20. The World Health Organisation have set out 8 domains to describe age friendly cities, these domains have been used as a framework for the development of the plan. Examples of the content under each domain is set out below:

Outdoor space and public buildings

- Age Friendly focus in developing our Replacement Local Development Plan 2021-2036
- Age Friendly design in public buildings (Grand Avenue Day Centre)
- Cardiff's Parks in an Age Friendly City
- Age Friendly Community Hubs

Housing

- Older Persons Housing Strategy & Developments
- Rehousing Solutions for Older People
- Care & Repair supporting older people to repair, adapt and maintain their homes

Transport

 Cardiff Transport White Paper – supporting improvements that will facilitate better access

Community Support & Health

- Regional Partnership Board (Aging Well) improving outcomes for older people
- Cardiff and the Vale Health Board Re-imagining Aging into the Future
- Public Health Wales Improving health outcomes for older people
- Dementia Friendly Cardiff working towards a Dementia Friendly city
- Dementia Learning & Development Team Cardiff and the Vale University Health Board
- Independent Living Service (Community Re-ablement Team) supporting older people to live independently
- Hub Services including the Wellbeing Support Service bespoke advice and support services for older people
- Fire Service targeted support for older citizens
- Police Service The Herbert Protocol
- Cardiff University focus on research to make a difference to the lives of older people
- Cardiff Metropolitan University developing innovative devices to improve the lives of people living with late stage dementia

Communication & Information

- DEWIS providing access to information that help people with their wellbeing
- Age Connects Cardiff and the Vale supporting older people to be connected and engaged in their community
- Dementia Friendly Cardiff Website providing information on services available to people living with dementia and their families
- Age Friendly Cardiff Website a digital platform to be developed as part of the Age Friendly City initiative providing information and links to the Age Friendly services available across the City

Civic Participation & Employment

- 50+ Forum enabling older people to have a voice in issues that affect them
- ASK Cardiff annual survey capturing feedback from citizens on public services
- Citizen Panel Shaping local decision making (strong representation from older people 35% of panel are aged 55+)
- Into Work targeted employment events and training aimed at the older job seeker

Social Participation

- Goldies singing groups for older people
- Friends and Neighbours groups bringing people together
- Community Hub Activities older people's events programme

Respect & Social Inclusion

- Social Care/Schools Pen pal Scheme creating penpal schemes within Care Homes and Schools
- Stay Steady Schools training young people to work with older people to raise awareness of and reduce the risk of falling
- Love Where you Live a growing network of volunteers across Cardiff tackling litter and making a difference to their communities (36% are aged 55+)
- Arts in Health initiatives supporting older people to share their experiences

Toilet Strategy

21. The Public Health (Wales) Act 2017 requires Local Authorities including Cardiff Council to assess local needs and facilities, and to publish a local toilets strategy. This regulatory requirement also includes planning to meet those needs in collaboration with partners within the city. It is evident, from preliminary consultation related to the Age Friendly City initiative, that public toilet availability is key to older people's ability to play a full part in community life. This work will therefore be progressed alongside the Age Friendly City and Dementia Friendly Cardiff commitments within the Social Care, Health & Wellbeing portfolio.

Age Friendly Website

22. A dedicated website will be created that will detail the commitment to become an age-friendly community and demonstrate the work of the Public Services Partnership to create and sustain an Age Friendly City. This will support partnership collaboration as well as raising awareness of services available for older people within the City to the citizens of Cardiff.

Application Process

- 23. Applications to the network are submitted through The Centre for Ageing Better who host the UK Network of Age-Friendly Communities, they will undertake initial assessment then submit to WHO. The Older People's Commissioner for Wales is currently potentially applying for affiliate membership which could speed up this process.
- 24. WHO Network Application assessments do not take place immediately on receipt and the decision timeframe is therefore not evident at this stage.

Consultation and Equality Impact Assessment

25. Consultation took place with members of the 50+ Forum and service users of the Independent living service on 10th September in two digital and face to face events at Central Library Hub which were attended by the Cabinet member. Participants gave feedback on the Age Friendly communities

domains and highlighted areas of potential action. The consultation exercise will be shared with the wider membership of the 50+ Forum. Initial responses reveal an appetite for an inclusive welcoming environment within the City which is friendly for all ages and the group are keen to see cultural changes to achieve this. Some members were already aware of Age Friendly Manchester who are already members of the WHO network and the positive impact that this has had within that City. Further work will take place with the group to explore other potential areas of action for consideration

26. An Equality Impact Assessment has been carried out on the application; no significant issues were identified.

Reason for Recommendations

- 27. To capitalise on the support available via the global network to make Cardiff more age friendly. This includes the following incentives and benefits:-
 - Inspiring change by showing what can be done and how it can be done.
 - Connecting cities and communities worldwide to facilitate the exchange of information, knowledge and experiences.
 - Supporting cities and communities to find appropriate innovative and evidence based solutions.
 - Support from a global network of affiliates, practitioners, researchers, experts and advocates committed to fostering age-friendly environments
 - Recognition and visibility in the Networks Activities and WHO's dedicated website Age Friendly World.
 - Opportunities for local and global collaboration such as international research projects, joint publications, networking and sharing amongst each other etc.
 - To build awareness of Age Friendly services and developments across the city's partners and citizens.

Financial Implications

- 28. Whilst there are no additional identified financial implications at this stage, reference is made to potential costs including website creation and maintenance.
- 29. Ongoing funding requirements and available budgets in relation to the network membership are still to be established. Terms and conditions of any funding sources will need to be met and any expenditure managed within confirmed funding.

30. Any projects that may be implemented as part of any approved action plan will need to be met from existing resources or considered amongst other priorities when determining future budget frameworks.

Legal Implications

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

- 31. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national wellbeing 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 wellbeing objectives are set out in Cardiff's Corporate Plan 2021 -24.
- 32. 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 wellbeing objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
- 33. The wellbeing 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
- 34. 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: <u>http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en</u>
- 35. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give 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.

- 36. 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.
- 37. An Equalities Impact Assessment aims to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment (**Appendix 2**).

HR Implications

38. There are no HR implications arising from an application to join the network

Property Implications

39. There are no property implications

RECOMMENDATIONS

Cabinet is recommended to approve the application to the World Health Organisation to join the global network for Age Friendly Cities and Communities and commit to an Age Friendly promise to the people of Cardiff.

SENIOR RESPONSIBLE OFFICER	Jane Thomas
	Director Adults, Housing and Communities
	8 October 2021

The following appendices are attached:

Appendix 1 Cardiff Working Towards an Age Friendly City Action Plan Appendix 2 Equality Impact Assessment Mae'r dudalen hon yn wag yn fwriadol

Appendix 1

Cardiff

Working Towards an Age Friendly City







This document is available in Welshydale a 57 len hon ar gael yn Gymraeg.

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Cardiff – Working towards an Age Friendly City



The number of citizens in Cardiff aged between 65 and 84 is projected to rise by 44% over the next 20 years, and the number over 85 years old is expected to nearly double.

Vision

Cardiff is a great place to grow older and a place where older people are more empowered, healthy and happy.



WHO Global Network for Age-friendly Cities and Communities

The World Health Organisation Global Network for Age-friendly Cities and Communities was established in 2010 to connect cities, communities and organizations worldwide with the common vision of making their community a great place to grow older.

Cardiff aspires to membership of the Network as an opportunity to:

- Inspire change by showing what can be done and how it can be done
- Contribute to the connecting of cities and communities worldwide to facilitate the exchange of information, knowledge and experience
- Discover appropriate innovative and evidence based solutions to challenges

The World Health Organisation has identified eight domains that encompass all aspects of

community life:

- Outdoor space and public buildings
- Housing
- Transport
- Community support and health services
- Communication and information
- Civic participation and employment
- Social participation
- Respect and social inclusion



Tudalen 573

The Wellbeing of Future Generations (Wales) Act 2015 required each local authority area to undertake an assessment of wellbeing; encompassing social, economic and cultural factors, to inform a local wellbeing plan.

Key findings from the Wellbeing Assessment:

- Rapid growth in population age 65+
- The number of citizens over the age of 85 is anticipated to double by 2030
- Older people are more likely to have long term conditions and complex care needs, and therefore require additional primary care services
- Health, affordability of housing, public transport and access to services are significant factors that contribute to the wellbeing of older citizens
- By 2035, it is predicted that over 6,000 people in Cardiff will be living with dementia

Cardiff Well-being Plan 2018-2023

Cardiff's Public Services Board (Cardiff PSB) brings together the city's public service leadership and decision makers, including those from the Council, Health Board, Natural Resources Wales, Welsh Government, The Third Sector and the Fire, Police and Probation Services. The purpose of the PSB is to improve the economic, social, environmental and cultural wellbeing of Cardiff by strengthening joint working across the city's public services.

Cardiff's wellbeing plan sets out the priorities of the Public Services Board and focuses on areas of public service delivery that requires partnership working between the city's public and community services, in collaboration with the citizens of the city. Actions related to older people are encapsulated within Wellbeing Objective 6 – Cardiff is a great place to grow older.

Wellbeing Objective 6

How a society treats people as they get older reflects its values and principles, and sends an important message to future generations. Cardiff's ambition is for the city to be a great place to grow older, where older people are more empowered, healthy and happy, supported by excellent public and community services and integrated within all areas of community life.

Older people will increasingly become an asset to the city, making a significant contribution to the economy, the life of the city and its communities. As the city grows, it will also be important that new communities are designed in a way that accommodates the needs of older people. This will require joint planning alongside the provision of a range of future accommodation options to meet the demand for housing and enable people to remain at home and active in the community.

A preventative approach will be of central importance. Accelerating the integration of services for older people, and joining up our resources and services at a community level, will ensure that as many people as possible are able to receive care in their communities. Meanwhile, investment can be focused on prevention and the promotion of independent living. This will not only deliver better health outcomes, it is also a more sustainable approach to meeting an individual's needs in later life, by reducing pressures and costs on the city's health and care services.

Voluntary sector groups and organisations are developed and run by the people whose interests they represent. The ageing population, together with growing pressure on the NHS and other public services, will make the voluntary sector's role even more important. The sector already provides a range of preventative and responsive services that contribute to the wellbeing of the population, including older people. From formal services aligned to statutory sector provision, through to informal activities and services, the sector helps to connect people – including older people - within our communities. In doing so, it assists in meeting strategic priorities – such as increasing social cohesion, reducing loneliness and improving levels of activity.

Being an Age Friendly City, and being Dementia Friendly, will mean adapting the city's structure and services to be accessible to, and inclusive of older people with varying needs and capacities. This means ensuring that policies and programmes of work which focus on the needs of older citizens, particularly the most disadvantaged or excluded, are central to the work of service providers. Planning practices will require genuine collaboration with older people, their carers and their families. This will help to ensure that information, support, assessment, diagnosis and care plans are citizen-led, reflecting what is important to them and achieves the outcomes they value. This will include drawing on all of the assets within the public and community sectors, and working in partnership on the basis of an equitable distribution of influence and resources, to ensure this approach is developed sustainably.





Cardiff's Commitments to Older People

We Will:

Ensure that our citizens can live independently, and are connected to their communities, taking into account what matters to them

Create resilient communities and develop strong community networks that can support older people to live well

Deliver services in a locality setting, close to citizens homes as a foundation for the provision of seamless, person-centred services

Work towards a Dementia Friendly City which helps people living with dementia and their families to thrive

Ensure that older people are able to enjoy all aspects of city life and are provided with opportunities to participate in activities and events to improve wellbeing and enrich their lives

Deliver a city that is open and accessible to all, and work towards a transport system that everyone has the confidence to use

Deliver the best housing outcomes for all older people in Cardiff

Collaborate with older people, their carers, support workers and families to improve assessment, diagnosis and care planning practices so that their plan reflects what is important to them and achieves the outcomes they seek



Tudalen 576

Cardiff—Working Towards the Age Friendly Domains



- Outdoor space and public buildings
- Housing
- Transport
- Community support and health services
- Communication and information
- Civic participation and employment
- Social participation
- Respect and social inclusion

Outdoor Spaces and Public Buildings

Cardiff Council's Replacement Local Development Plan 2021 to 2036

The new Replacement Local Development Plan will help shape Cardiff for the next 15 years to 2036, ensuring the right development happens in the right place at the right time, benefitting communities and the economy and setting out which areas need to be protected. Specifically, in relation to older people, the plan will aim to:

Ensure effective engagement with older people during preparation of plan so their needs are fully considered in the development of the plan.

Ensure that development proposals assist in the delivery of cohesive communities and address the issues of inclusivity and accessibility and make provision for the needs of older people. Measures include:

- Promoting navigable environments with safe walking and cycling routes, open space and spaces to rest and meet which encourage people to meet and interact with each other, helping to address issues surrounding loneliness.
- Provision of public transport to help to reduce the inequality of access to shops and essential services for those without access to a car.
- Promoting safe and age friendly design of buildings and spaces.

Outdoor Spaces and Public Buildings

- Provide a mix of market and affordable housing types to meet the housing requirement set out in the plan and specifically consider the housing requirements of older people.
- Provide sufficient sites suitable to address the identified needs of older people, and promote sustainable residential mixed tenure communities with 'barrier free' housing. For example, housing built to Lifetime Homes standards which enables people to live independently and safely in their own homes for longer.



Age Friendly Planning and Design

The Equality Act 2010 and the Equality Act 2010 (Disability) Regulations set out a clear definition of 'disabled person' from a disability, discrimination, harassment and victimisation perspective. Consequently, Town and Country Planning legislation and Building Regulations encompass this as a primary objective to ensure that our built environment in Cardiff is developed in a sympathetic manner that is as far as possible capable of meeting the needs of everyone.

The preliminary design process must be supported by an Access Statement which sets out the primary objectives of accessible design for the building. An Access Statement will typically consider a number of fundamental issues including; the relationship with transport infrastructure showing how people can get to the building, the external design of the site of the building demonstrating the means provided for people to approach and gain access to the building, and what they should expect to see or experience in that journey. The statement would then go on to describe and explain how people gain access to the primary entrance, negotiating reception or welcome facilities, the location of lifts and accessible stairs that enable people to move easily through the building to enjoy unfettered access to its facilities.

Part M of the Building Regulations 2010 (as amended) sets out a series of minimum standards of compliance that developers are required to achieve in the design and construction of new buildings and when making significant alterations to existing buildings. Approved Document M or alternatively British Standard 8300 provide a benchmark for minimum design features, taking the principles set out in the Access Statement and developing them into meaningful solutions. Each separate aspect of the journey from the perimeter of the site, car parking, approach to the building, entering the building and navigating its interior are all functions of Part M whether it be in relation to a new dwelling or an office block. Accessibility is not limited to physical factors; sensory features also play an important role and in this respect Part M seeks to ensure that features such as clear signage (written and Braille), audible support, good lighting, textures and colour contrast are all part of the wider aspects of good accessible design.

Outdoor Spaces and Public Buildings



Example of good accessible design: Grand Avenue Dementia Day Centre – An illustration of best practice in Dementia Friendly Design

A huge amount of research and planning went into the refurbishment of Grand Avenue Dementia Day Centre in Ely to ensure that it is a cutting edge facility in regards to accessibility and Dementia Friendly design.

Colour & Contrast

Colour is a visual perception of light reflected by surfaces, fixtures, decoration, fittings, furniture and signage within the built environment. The ageing eye has reduced ability to perceive saturation of colour, therefore colour is less vivid. Every colour is given a light reflectance value (LRV); black is 0 and white is 100, and all surfaces should contrast by at least 30%.

Finishes & Features

The internal finishes and features in an environment can have a huge impact on somebody living with dementia. A user will often have reduced sensory, cognitive and physical abilities, and thus require a steady stream of information to compensate for reduced short-term memory loss; however, care should be taken to avoid excessive information that needs to be processed.



Outdoor Spaces and Public Buildings

Example of good accessible design: Grand Avenue Dementia Day Centre – An illustration of best practice in Dementia Friendly Design

Grand Avenue Dementia Day Centre—Main Entrance Corridor

Before

After



Grand Avenue Dementia Day Centre—Activity Room / Lounge

Before



Grand Avenue Dementia Day Centre—Activity Room

Before





Tudalen 580

Cardiff's 'Age Friendly' Community Hubs

A new approach to building resilient communities within Cardiff was launched in 2011 when the council set out its commitment to the development of Hubs. The Hub project has been very successful, joining up council and partner services to provide sustainable and comprehensive local services based on the needs of the area. This includes library services, housing and benefits advice, money advice, Into Work services and café's.



Initially, the Hub strategy was aimed at areas of greatest need – mainly in the southern arc of the city. Attractive, accessible and vibrant buildings were created that could be enjoyed by everyone in the community. Barriers that can exist for older people in relation to buildings e.g. mobility access, accessible toilets, accessible signage were removed.

With an increasingly older population, there is a need to provide community buildings which have space to deliver improvements to older people's social wellbeing and support healthy and active lifestyles that can help people remain independent and engaged with their communities. The Hub buildings are equipped to deliver on these aspirations with enhancements such as community rooms, outside areas including community gardens, sports halls and cafés.

Work has begun on the implementation of the Hub principles on the North and West of the city.

Whitchurch & Rhydypennau Community Hubs

The most recent Hub projects took place at Whitchurch and Rhydypennau library buildings in 2020. The developments have delivered extensions, new accessible entrances, internal refurbishment, and accessible toilets. The buildings are now more equipped for older people to participate, engage and thrive.

Building improvements include:

- Accessible entrances
- DDA Compliant toilets
- Increased space for community activities
- Tea point areas
- Areas for quiet reading and reflection
- Private interview rooms for sensitive or confidential discussion
- Internal refurbishment to make the spaces welcoming
- Dementia Friendly Design principles

All Hub capital projects have enabled a wider range of Age Friendly activities and services to be delivered within them.

Age Friendly Enhancements



Spaces to stay connected







Spaces to meet and socialise



Accessible toilets



Tudalen 582



Whitchurch Community Hub



Rhiwbina Community Hub

Moving forward, the Rhiwbina Library building will become the latest in the city's network of Community Hubs. The aim of the project is to secure the ongoing sustainability of this valuable facility, where the delivery of a modern library service is combined with the ability for Council and partner organisations to provide a range of services that meet the needs of the community that the Hub will serve.

Successful implementation will build on the achievements of the Council's Community Hubs Programme, which has now embedded joined-up service provision and partnership working in a number of priority neighbourhoods.

The project will deliver the following:-

- New and improved reception facilities
- Dementia friendly internal redecoration throughout the public space, including new library shelving and seating areas
- Additional meeting space to accommodate both service delivery and community activities
- Refurbished public toilets to meet current accessibility standards
- Improved IT facilities and Wi-Fi coverage
- Creation of an attractive and usable outdoor space
- · Improvements to the external elevations of the building



The project will commence during 2021 and is anticipated to be completed in early 2022.



Cardiff Parks in an Age Friendly City

Cardiff is a city of parks with more than 300 named parks and green spaces, and in excess of 1500ha of public green space. Our parks and green spaces provide outdoor community spaces for people to meet up, socialise, exercise and enjoy nature.

The Parks Service was one of the first services in the council to embrace dementia friendly city training for its gardening staff and our parks provide places to sit, enjoy a coffee and discover more about the local environment and heritage of the city.

Parks are by nature sensory spaces, filled with colour, texture, scent and sound. The NLHF Lottery funded

'Parc Cefn Onn: into the garden and beyond', has been developed to promote access to spaces that some, including many older people, may not have considered visiting because of access issues. In Parc Cefn Onn, footpaths have been upgraded, the toilet facilities have been refurbished, a 'Changing Places' facility has been provided (yet to open) and a new 'Tramper hire' service will be operating from later this summer. 4x4 mobility scooters will be provided for people unable to walk up into the park, acknowledging that being outdoors is not just about being energetic; the physical experience of the outdoors is also vitally important for mental health and wellbeing.



The Friends of Parc Cefn Onn have been one of the key elements to the success of the NHLF funded

projects. The Cefn Onn group is one of 23 constituted Friends groups across the city, working with the council to sustain and improve individual parks and green spaces. Supported by the Parks Community Ranger Service, our Friends groups hold regular activity sessions carrying out clearance, planting work and litter picking in local parks throughout the year. The groups welcome all ages, but predominantly older people who have time on their hands and want to stay active in their local community.



Cardiff's Allotment Service also provides another aspect of outdoor activity for all ages. The Council's 28 allotment sites contain over 3,000 allotment plots, let to individuals and community groups for growing food. Allotment sites remained open during the Covid-19 pandemic and provided a much-valued venue for continued outdoor activity during that period. They are places where the older generation can pass their skills and knowledge onto new plot-holders, recognising the importance of the sense of community that allotments bring to those in later years. A new Allotment Strategy is in preparation, which will consider ways of supporting ongoing participation in allotment activity for those who can no longer maintain their plots due to advancing age and health conditions.



Public Toilets

Public conveniences are of significant importance to the whole community, but particularly for older people in order for them to confidently explore and enjoy the city. Part 8 of the *Public Health (Wales) Act 2017: Provision of Toilets* became law in 2018. As such, Cardiff Council has a responsibility to work with partners to expand the network of public conveniences in the city and strategically contribute towards achieving accessible and clean toilets wherever people live, work or visit. Cardiff's local toilets strategy was published in December 2019. It aims to make more toilets available for public use and work with the private sector to promote their facilities.

Key Aims

- Explore options to expand local toilet provision through partnership working
- Improve awareness of availability of toilet provision within the city
- Ensure accessible, clean toilets are available that meet the needs of everyone
- Consider those with additional needs where standard accessible toilets are not sufficient
- Review and update toilet strategy and provision on a regular basis (minimum of 3 yearly basis)

#BeTheChange

#BeTheChange is a campaign that focuses on raising awareness that not all illnesses are visible, and aims to tackle the discrimination that people can experience when visiting accessible toilets. New toilet signage designed by students from Cardiff Metropolitan University in collaboration with Pelican Healthcare, a leading manufacturer of disposable products for stoma care, was rolled out in Cardiff in June 2021. The broken circle symbolises the various illnesses people experience. The signage is representative of those who require accessible toilet facilities who may not necessarily appear on the outside to need them. The signs have been installed onto accessible toilets in all community Hubs and Libraries across the city to support those with invisible illnesses.



It is hoped that the signage will be rolled out across the city, and private business owners will adopt it in acknowledgement of the 92% of disabled toilet users that have a hidden illness.











Older Persons Housing Strategy

The Cardiff Older Persons Housing Strategy sets out the vision of the council and it's partners: "To deliver the best housing outcomes for all older people in Cardiff".

Supporting the vision are a number of key aims:

- Deliver new homes that meet older persons' housing needs and aspirations
- Improve our existing homes to ensure they are fit for purpose
- Plan new homes and communities to address future housing and care needs across all tenures
- Provide person-centred information, advice and assistance
- Help older people maintain their independence for longer
- Ensure the needs of the most vulnerable are met
- Build stronger, inclusive communities and tackle social isolation



Cardiff Older Persons Housing Strategy

2019-2023



Care Ready Housing

New Build Plans

A range of schemes for building new older person/care ready homes are already planned and these will deliver 729 new homes by 2030, of which 629 are rented.

Area	Туре	Total Units	
City and South			
Grangetown	Care Ready*	60	
Butetown	Care Ready	54	
East			
St Mellons	Care Ready*	82	
Rumney	Care Ready*	45	
North			
Llanedeyrn	Care Ready*	45	
Llanishen	Extra Care/Care Ready	60	
Llanishen	Care Ready Over 50	70	
South East			
Roath	Care Ready Over 50	45	
South West			
Caerau	Designated Older Persons	18	
Ely/Caerau	Retirement Village*	250	

If all schemes go ahead, these could meet need for rented accommodation of 585 units if designed appropriately. Tudalen 587

Cardiff Council is working towards delivering the following commitments:-

Work in partnership with Health and RSL partners to develop an evidence based, city wide plan for the future development of affordable housing for older people

Deliver a minimum of 728 new homes for older people by 2030 and develop additional proposals as part of the council's commitment to building 2,000 new homes

Increase the provision of extra care housing, and use this as direct alternative to the use of general residential care beds

Increase the supply of 'care ready' housing for older people that is suitable for ageing and which allows domiciliary care to be provided as required

Care Ready Housing—Meeting Future Demand

What is it?

A home for life which accommodates changing needs and is future proofed to allow for the expansion or introduction of care. It includes high quality communal space to support social interaction.

New Schemes

Maelfa

41 Flats and ground floor communal facilities



St. Mellon's Community Centre

82 flats and ground floor communal facilities



Channel View Replacement Scheme





Rehousing Solutions Team

As part of the Older Persons Housing Strategy, a number of issues relating to current advice and support for older people were identified.

"Older people are often unaware of the different housing options available and concerned about the financial, legal and practical issues associated with moving" (client survey).

- There is a need to improve the specialist housing advice available to older people.
- There is also a need to help older people downsize and to promote the benefits of extra care housing.
- There is a need to join up existing services to form a new unit to assist older people and those with disabilities.
- There is a requirement to address the rehousing issues for other complex housing issues.

The Strategy set out the commitment to provide person centred housing information and assistance by developing a "Rehousing Solutions Team"

Key Aims of the Rehousing Solutions Team

Provide specialist housing advice for all older people, to help them better understand their housing options.

Ensure that high quality advice and information is available on the council website, in Hubs and via information sessions and events.

Support disabled people to access adapted properties.

Actively promote Extra Care Housing as an alternative to residential care and as a step down from hospital—raising awareness of the advantages with older people and professionals.



The new team will bring together existing services and expertise to provide a more streamlined approached to meeting some of the key aims and objectives of the Older Persons Housing Strategy.

Care & Repair Cardiff

Care & Repair Cardiff's mission is to support older people to repair, adapt and maintain their homes.

They aim to ensure that all older people are able to live in safe, secure, warm and comfortable homes which suits them and their lives and maximises their independence.



Care & Repair provide a number of services that support and help older people to complete repairs, improvements and adaptations to their homes, through the provision of expert advice, support and practical assistance. Works range from very small jobs such as the repairing of a small water leak or the installation of handrails, through to major jobs such as bathroom conversions or replacing a roof.

They are committed to providing and delivering holistic, problem-led services that are tailored according to the individual needs of older people.

Care & Repair visit older people at home and listen to what they want and need and will then put together a package with support to make it happen.

The team provides advice on home repair and maintenance solutions, adaptations, security, home safety, falls prevention, fire safety, energy efficiency and possible sources of funding for completing works. Welfare benefits checks are also offered to maximise people incomes.

Technical expertise is given on building works including help to find a suitable tradesperson, help to plan works, get quotes, arrange contracts and monitor works while on site.

Services are available to individuals aged 60 or over.



Home Visiting Service

Older people aged 60 and over are able to secure free advice, information and support tailored to their individual needs. A team of experienced case workers will assess people's needs and can provide advice on the phone, via email or in person in people's homes.

What's available?

Support – Caseworkers can provide personal support and encouragement as clients prepare for and deal with the disruption that may be caused by any adaptions/building work.

Liaise on the client's behalf – staff are able to act as a point of contact between the client, family or carer within various organisations and statuary bodies that provide support.

Applications – staff can visit the client's home to help fill in forms such as Local Authority Grant applications and Attendance Allowance applications.

Signposting –staff can refer to and liaise on client's behalf with appropriate organisations for support which is tailor made to the client's needs, e.g. Energy Advice Centre, Department of Works and Pension, Royal British Legion, Age Cymru.

Advice and Information on local contractors and services.

Grants/Funding options – advice can be provided on sources of funding such as Disabled Facilities Grants, self-funding or benevolent funding for the identified works to be carried out and can assist with the completion of forms or other paperwork.

Affordable Warmth – staff can provide energy efficiency advice, support and solutions including funding options, fuel debt, switching tariffs and suppliers, Warm Home Discount and Priority Service Registration.

Benefits Check – Older people are offered a welfare benefit check to maximise income welfare benefits calculator link

Transport



Transport is recognised as a key enabler to provide the ageing population a means of independence to access services, shopping, leisure and health. The Cardiff Transport White Paper supports improvements that will facilitate better access under the following themes:

- **The Cardiff Metro** (integration of public transport with Action Travel and wider choice of destinations)
- **Bus Growth** (reduced fares, clean and green, supported services, concessionary bus pass, accessible bus stops)
- Active Travel and Streets for People (segregated cycle network, Cycle Hire, Streets for Health, 20mph)
- The Future of the Car (e.g. technology for on-demand transport services)

"Travelling around our city is not always as easy as it should be, especially for people who are often the least mobile in our society. People with disabilities or reduced mobility, those with specific access needs, older people and children and young people should be able to enjoy all our city has to offer and get to the places they need to go easily and affordably. Jobs, training, schools, health-care services, leisure opportunities and childcare facilities should all be connected by our transport network. We need to make sure that everywhere in our city is open and accessible to everyone."

"Walking regularly can reduce the risk of type 2 diabetes, stroke and high blood pressure, contribute to good mental health, and lower levels of anxiety and stress. Encouraging walking and cycling, and reducing air pollution, should result in significant improvements in cardiovascular health. Rates of diabetes, obesity and cancer should fall, our mental health should improve and overall life expectancy should increase."

Transport

The Wales Transport Strategy 2021, 'Good for people and communities' commits to a "transport system that contributes to a more equal and healthier Wales, that everyone has the confidence to use." It will remove barriers through meeting legal, regulatory and policy requirements on accessibility, by adopting best practice on inclusive design and through staff training and service standards. This will align with equality, language and human rights duties, incorporating the six accessible and inclusive Public Transport Objectives and the priorities set out in Action on Disability – the Welsh Government framework for independent living.

Transport Friendly Cardiff Commitments

Engagement on schemes and initiatives through Access and Equality Group for Transport

Partnership working with Welsh Government, Transport for Wales and Operators

Improving walking, cycling and public transport infrastructure

Improving transport related signage, messages and communications

Improving safety and security of transport giving people confidence to travel





Cardiff & Vale of Glamorgan INTEGRATED HEALTH & SOCIAL CARE PARTNERSHIP

Regional Partnership Board

The Regional Partnership Board has a key role to play in bringing together partners to determine where the integrated provision of services, care and support will be most beneficial to people across Cardiff and the Vale of Glamorgan.

The membership of the Board is made up from the following partners:

- City of Cardiff Council
- Vale of Glamorgan Council
- Cardiff and Vale University Health Board
- Welsh Ambulance Services NHS Trust
- Local Third Sector Cardiff Third Sector Council and Glamorgan Voluntary Service
- National Third Sector Llamau and Gofal
- Independent Sector Care Forum Wales
- Representatives of people with needs for care and support YMCA Cardiff
- Carer representative

The objective of the Regional Partnership Board (RPB) is to ensure partnership bodies work effectively together to:

Respond to the Population Needs Assessment undertaken to review care and support needs, support for carers and preventative services across the region

Ensure partnership bodies provide sufficient resources for the partnership

Promote the establishment of pooled budgets where appropriate

Prioritise the integration of services including:

- Older people with complex needs and long term conditions, including dementia
- People with learning disabilities
- Carers



Cardiff & Vale of Glamorgan INTEGRATED HEALTH & SOCIAL CARE PARTNERSHIP

New programme delivery partnerships

Throughout the year, the Regional Partnership Board continues to develop it's programme governance arrangements to ensure that change is driven across the region and at a national level.

The introduction of new programme delivery partnerships will ensure that the partnership focuses on improving outcomes for people at different stages in their lives: Starting Well, Living Well and Ageing Well.

This new approach will ensure that the partnership thinks collectively about ways to improve outcomes for people and their experience of the services they receive.

Engagement

We will continue developing our Engagement Framework through the implementation of practice examples of co-production. Workshops will inform the next phase of development which will include identifying pilot areas for ongoing practical work.

The emerging engagement framework will move towards a fundamental change in service delivery that is focused on the assets of people and places.

Particular emphasis will be placed upon ensuring that our new Ageing Well governance structure is based upon a foundation of co-production and engagement.

Ageing Well

The Local Authority has created an Adult Services and Housing and Communities Directorate which brings together Adult Services, Housing and Communities under one Directorship. Services are working closely together to further develop and mature the whole system approach.

We want to understand what the past and future tells us, and learn from the research and practical experience available. Our ambition is to embed research based practice into our structure and to use learning and research to influence the way in which we approach commissioning services in social care and other areas of the council.

We want to deliver services in the locality setting that bring together a combined set of skills from Community Wellbeing, Social Care and Primary and Acute Health Services into easily accessible locations, close to our citizen's homes, as the foundation for the provision of seamless, person-centred services. We will achieve this by working hand in hand with Health, in both primary and acute care settings, empowering people to have a voice and control, and delivery a network of supported based on what matters to the citizen.

Our locality vision will be delivered in two stages, with Stage 1 well underway, Stage 2 has now started in a joint working programme with Health, therefore aligning our joint approach by March 22.

Stage 1: LA Driven Changes

Ensure our citizens can live independently, and connected to their communities, aligned to what matters to them.

Provide easily accessible locations within the community for colleagues, citizens & partners to deliver shared priorities.

Provide flexible services that adapt with needs of the citizen.

Expand and diversify expertise, sharing best practice across the community and hospital.

Galvanise a whole systems approach to supporting independence, by bringing together a combined set of specialist skills as one locality focused team, ensuring equality of access to those who need care and support.

Develop close relationships by working in partnership with domiciliary care providers to ensure warm handovers and right-sizing based on what matters to the citizen.

Develop working relationships and practice with the six health clusters.

Ageing Well

Stage 2: LA and Health Integrated Changes

Enhance the galvanised whole systems approach by including primary and acute health services, ensuring equality of access to those who need all types of care and support.

Deliver rapid response services to prevent hospital admissions and support people to remain safely in the community.

Reduce demand for statutory services (including hospital avoidance) through prevention.

Remove unnecessary barriers and challenge the system to refocus on what matters to the person.

Provide easily accessible services for health and community solutions at point of entry.

Deliver an efficient and cost effective service, reducing red tape and embedding our learning from the pandemic.

Put the person at the heart of what we do.

Locality working also supports the Social Services and Well-being (Wales) Act 2014, part 2.15; Prevention. The localities will mirror those of the six GP clusters within Cardiff, but the service will be split into two locality settings. These will cover three clusters per locality; North West and South East. To enable this approach, accommodation options are being looked at, which could also enable the facility to be used as a locality hub for Health, Housing and Social care and as one of our locality offices.

We would also aim to procure additional step down accommodation for the purposes of reablement and respite, to support hospital discharge and avoid admissions. We should extend the use of the Smart House (currently in Llanishen) to become a functional assessment suite. This will enable citizens, families/ carers and clinicians to envisage how they or their clients/loved ones will be able to live an independent life and be right-sized into the community, as well as support discharge home.

To align with our domiciliary care providers, we would recommend that all commissioned care receives the same level of training as in-house. This would mean all carers, whether internal or external, would have the Cardiff Passport to care.

Ageing Well

The aim is to create a delivery model which can be managed in the locality, delivering a whole systems approach to supporting people in conjunction with our partners and providers:

- To remain at home
- Support safe discharge from hospital
- Provide step up support to avoid admission
- Rightsizing services in the right place at the right time
- Prevent people from moving into more longer term service such as domiciliary, residential care until such time in their life where there is no alternative
- The service model will have a strong focus on person centred, whole systems support

Our ambition is for Cardiff to be a Dementia Friendly City and to work in the best way for citizens who have any cognitive impairment. We want to offer the best service for the capital city and to do this we need to understand the "as is" level of provision post-pandemic across local authority services.

The local authority recognises the opportunity to restart post-pandemic and to ask the following questions:

- What does good care look like when delivered in the community in peoples home?
- What does good care look like when delivered in a care home?
- What opportunities are there for the development of day centres for older people?
- What is the benchmark of good service provision? Are there examples around the UK, specifically, core cities of care standards that Cardiff can benchmark against?
- How has the local authority built connections and networks with all communities within the city, including Black, Asian and Minority Ethnic?
- How can we strengthen partnerships with the health service, third sector and private sector to better develop sustainable services?
- How can the local authority improve practice across its services to enhance the Team Around the Individual way of working, and deepen its partnerships to provide a sustainable service?





Older People and those with Dementia

The development of integrated services for older people with complex needs and long-term conditions, including dementia, is one of the key priorities for the Regional Partnership Board.

Our vision is to improve the health and wellbeing of older people, no matter how complex their needs, so that they are supported to maintain their independence and live a fulfilling life. Enabled by the Welsh Government's Integrated Care Fund and Transformation Fund, our projects have the following objectives:

- Improving care and support, ensuring people have more choice and control
- Improving outcomes and health and wellbeing
- Providing coordinated, person centred care and support
- Making more effective use of resources, skills and expertise

Projects include:

Get Me Home

People, their needs and preferences are at the heart of the First Point of Contact Service's 'Get Me Home' project. Run by Cardiff Council in partnership with Cardiff and Vale Health Board, it brings health, social care and independent living services closer together.

The team, nicknamed The Pink Army, focus on empowering patients, giving them a voice and helping them to gain control of their hospital journey. The team works to intervene at an early stage, with an aim to get people home, safe and independent. The team help people to go from hospital to their home with the support they need. Advice on benefits, social isolation, home adaptions, housing, telecare, meal management and working with the third sector are just of the areas that the team help people and their families with.

Accelerated Cluster Model & Social Prescribing

One of our Transformation Fund projects has allowed a group of GP practices in the Cardiff South West cluster to develop new ways of working. The key developments for the cluster have been:

- Supporting people better on discharge from hospital
- Improving links to independent living services through a multi-disciplinary approach
- Pioneering a new social prescribing platform

Whilst delivery was hampered by COVID-19, work continued to improved outcomes for local citizens:

- 4,740 patients contacted to offer support and signposting
- Community-based, multi-disciplinary teams discussed 231 individual patients
- GPs referred 277 patients through the social prescribing platform (alternative to traditional approaches) for assistance and support

Future Planning

2021-22 provides a unique opportunity to learn and build on the exemplary work that has been taken forward in response to the pandemic, and to plan for the future as we work to inform priorities for our next Area Plan.

Preparatory work will include:

- Completion of a Market Stability Report
- Delivery of our Population Needs Assessment
- Risk analysis and business case development for priority services currently funded via our shortterm funding streams
- Considering the findings of the Welsh Government Volunteering Recovery Grant Report and the best way of working and building on work with the third sector.

We are also increasingly building the links between the work of the RPB and the two Public Services Boards (PSBs) in our region. We recognise that to improve the health and wellbeing outcomes of our population, influencing the determinants of health and wellbeing are of equal importance.

Our focus on what it takes to start well, live well and age well is a joint agenda with the PSBs, and our revised governance arrangements and programmes of work planned will enable us to have a greater impact on the outcomes that matter to people.

Carers

Cardiff & the Vale of Glamorgan Integrated Health and Social Care Partnership -

Regional Carers Work Stream



Cardiff & Vale of Glamorgan INTEGRATED HEALTH & SOCIAL CARE PARTNERSHIP

Vision

"To identify and recognise carers for the vital contribution they make to the community and the people they care for, and in doing so enable carers to have a life alongside caring"

Commitment to Carers

The Cardiff and the Vale Integrated Health and Social Care Partnership recognises the vital contribution that carers make to our communities and the people they care for. The partnership is committed to ensuring that carers are recognised, and that every step is taken to ensure that the region is an environment that supports the highest quality of life both for those providing and in receipt of care.

A Strategy for Carers

The Partnership is putting together a five year strategy to help improve support for carers. The strategy is a plan of action which sets out what needs to be done, and how this will be achieved.



Based on the information that has been collected, seven priorities have been developed that the strategy will focus on

Carers are identified and recognised within our communities

The right information and advice is given to carers at the appropriate time

We will work to improve the quality of support provided to carers

Voices of carers are heard and inform the development of services and support

We will develop and improve the skills of our workforce to help carers achieve what matters to them

We will make best use of the resources available to contribute to caring for people in our communities

We will ask you to tell us what you think

<u>"We will"</u>

Following extensive consultation with the 'Regional Carers Work Stream', a number of actions have been committed that fall under these priorities.

Ensure the inclusion of carers within hospital admission and discharge planning.

Develop the GP carer accreditation scheme and support more GP Practices in the region to achieve Bronze and Silver levels.

Improve access to carers' assessments and reviews when circumstances change.

Establish a Cardiff and Vale Carers Gateway as a single point of contact for providing carers with information about support available to them in the region, and further develop appropriate training for staff.

Ensure that advocacy is proactively offered, explained, and independent from the advocacy for the person they care for.

Further develop appropriate training for staff.

Utilise carer network groups as a mechanism for sharing information and feedback with front line carers' services.

Further develop support mechanisms and networking opportunities for carers across the region.

Further develop preventative support to avoid carers reaching crisis.

Offer carers an assessment and ask them whether they are willing and able to care.

Plan and deliver actions to provide additional respite.

Promote training and development opportunities for carers and identify any training and development needs which aren't currently being met.

"We will"

Use the Cardiff and Vale Gateway Carers Engagement Panel as a mechanism to engage with carers.

Deliver a coherent and consistent strategy with a clear lead identified for the ongoing development and investment in carers' services.

Identify the physical and emotional support needs of carers, and further develop support mechanisms for them.

Raise awareness amongst professionals of the different needs and experiences of carers from diverse communities.



Cardiff and Vale Carers Gateway

The Cardiff and Vale Carers Gateway <u>Cardiff and Vale Carers</u> <u>Gateway | Carers Trust South East Wales (ctsew.org.uk)</u> provides information and support to unpaid carers in Cardiff and the Vale of Glamorgan.

The aim of the service is to improve the quality of life for carers, and the cared for, in Cardiff and the Vale, helping carers to make the most of their life alongside their caring role and maintain their independence. Cardiff & Vale Carersgateway Caerdydd & Bro Morgannwg porthgofalwyr

The team work with carers and professionals across the region to help carers with things like:

Understanding what support is available for carers across the region

Supporting people to access local services

Identifying new services that are needed to help carers

Raising awareness of who carers are and the issues they may face

Providing training and development opportunities for carers

The service works with partner organisations across Cardiff and the Vale of Glamorgan to ensure carers in local areas get the best possible support. Staff also work from community venues across the region to ensure carers receive support in the places that matter to them.



'Re-imagining Ageing into the Future' - Executive Director Public Health; Cardiff and Vale University Health Board Annual Report



The annual report of the Director of Public Health 2019 identifies key themes that influence people's ability to experience healthy ageing. It calls for all stakeholders to work together to ensure that older people enjoy where they live, develop good connections, and stay active and independent.

What is Healthy Ageing?

Giving recognition to the important role that lifestyles, screening and immunisations play in healthy ageing is key, but there are other factors that play a part in health and wellbeing in later life.

This report focuses upon three areas which we know matter to older people and which can support them to experience good health and wellbeing in later life:

- having purpose
- having social connections
- having healthy places to live

Purpose in Life

Purpose drives us to achieve goals, giving us a sense of meaning and direction. It is also known to contribute to good health as evidence has shown a strong link between being purposeful and living longer. Having a purpose in life might help us to deal better with negative or stressful events by helping us to learn from these experiences constructively and to refocus on wider goals. Purpose and meaning can be found in many aspects of our lives, and as we age that could include our work and retirement.

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Keep healthy in later life

People with higher levels of purpose are more proactive in taking care of their health, have better impulse control, and engage in healthier activities. In order to keep healthy in later life, it is important that people have sufficient health literacy. This equates to having enough knowledge, understanding, skills and confidence to use health information, to be active partners in their care, and to navigate health and social care systems. People should be able to access information in a way that they can understand and be able to learn skills around improving literacy, including digital literacy.

Purpose in Life: Recommended Actions for Cardiff :

Cardiff and Vale of Glamorgan Public Services Boards: Advocate for the development and implementation of age-friendly policies across public services.

Cardiff and Vale University Health Board: Improve support for health literacy and consider accessibility of information when designing or providing services, providing information and advice, or when prescribing medication.

Workplaces and employers: Develop an age-friendly framework for the organisation, which incorporates the adoption of Ageing Better's guide to become an age-friendly employer, or uses the Welsh Government toolkit;

Be flexible about flexible working.

Hire age positively.

Ensure everyone has the health support they need.

Encourage career development at all ages.

Create an age-positive culture.

For employers of physically demanding job roles, consider how jobs can be adapted or assistive technology used to support people in their employment when needed.

Support employees to ensure transition to retirement is well planned. Provide holistic information on financial planning, healthy lifestyles, volunteering opportunities, learning opportunities and activities.

Offer retirement courses for employees to be able to receive specialist advice and information, at various stages in their employment, nor just when they are close to retirement age.

Seek support from Business Wales on training and skills development for the workforce.

Connections in Life

Being connected to others is also important in having a happy later life. Positive social connections with family, friends, community and colleagues help us to feel that we belong, give purpose to our lives and increase our sense of wellbeing.

Social Connections

People differ in the way that they seek out company of others, but humans have a fundamental need to interact. People who have meaningful relationships are happier, have fewer health problems, and live longer than those who do not. Helping people to establish and maintain social connections can be complex, and a range of interventions can support people, such as adequate transport and access to technology. The enablers to this can include volunteering, which can lead to new connections being made, and community connectors in organisations who can signpost people to activities and services that they need.

Connections in Life: Recommended Actions for Cardiff

Welsh Government: Develop a national campaign to raise awareness about loneliness to compliment 'Connected Communities. A strategy for tackling loneliness and social isolation and building stronger social connections'.

Cardiff and Vale of Glamorgan Regional Partnership Board:

• Map the risk factors for loneliness and isolation and identify geographical areas to target interventions across Cardiff and the Vale of Glamorgan.

Cardiff and Vale of Glamorgan Public Services Boards:

- Support those with low levels of digital literacy through involvement with the Digital Communities project, targeting those most in need of support.
- Sign the Digital Inclusion Charter and implement its six principles.
- Implement principles of Age Friendly Communities.

Connections in Life: Actions for Cardiff

Cardiff and Vale University Health Board:

- Promote the Royal College of General Practitioners 'Tackling Loneliness. A community action plan for Wales' amongst primary care colleagues and partners. This will help to raise awareness of loneliness and advise how lonely patients can be identified and supported.
- Ask patients about social connections during their appointments in primary or secondary care and signpost them to social prescribers or community organisations when needed.

Workplaces and employers

- Encourage all staff to 'make every contact count' and ask older clients and service users if they would like support to make social connections, as well as being aware of triggers for loneliness.
- Raise awareness of the opportunities and resources available in local communities to tackle loneliness and isolation. Promote www.Dewis.wales using accessible and appropriate communication tools for older people.
- Support the provision of 'Time Credits' schemes to encourage older people to take up volunteering opportunities.
- Use intergenerational activities to bring older and younger people together to learn from one another, tackle loneliness and improve community connections.
- Promote volunteering opportunities for older people in the local community using methods such as fliers, posters and the local press alongside digital promotion.

Places for Life

The physical environment and where we live plays an important part in how well people are able to connect with others, and maintain health and wellbeing. Being able to get to shops, services and see friends and family enables people to have a good quality of life in a practical sense, but it also supports emotional needs as we can connect to others. Mobility and having social support are key to healthy ageing, and to improve these, there is a need to consider how we can create age-supportive environments. Quality of housing is also one of the key things that can impact on health and wellbeing.

Age Friendly Spaces

When planning and designing outdoor spaces and buildings, there are ways to ensure that the environment is age-friendly and supportive for people as they move into later life. Urban design can be highly beneficial for people with dementia, as well as wider society, to ensure that the local environment is as easy to navigate as possible. With approximately 5,000 people currently diagnosed with dementia living in Cardiff and the Vale of Glamorgan, this is an important element to consider.

Places for Life: Recommended Actions for Cardiff

Welsh Government: Develop more detailed guidance around the design of age-friendly spaces and communities, addressing the needs of older people in urban planning and design. Develop stronger and clearer planning policies and guidance which will facilitate the provision of a wider range of homes for older people, and promote the use of quality design standards such as Lifetime Homes or HAPPI (Housing our Ageing Population Panel for Innovation) to ensure housing for life is available across tenures. Enable older people to able to access advice and information to guide them in moving home, whether purchasing or renting This should include specialised financial advice and help to declutter and pack up their homes, and also get advice about maintaining their homes if they are not moving.

Cardiff and Vale of Glamorgan local authorities:

- Undertake community engagement with older people as part of the local development plan review process and local developments.
- Include specific policy in local development plans to address the needs of older people. To include urban design standards such as the Age-friendly World Health Organisation checklist and housing requirements for older people, including intergenerational developments.
- Apply urban design standards and accessibility criteria when redesigning existing infrastructure, for example increasing timing on light controlled pedestrian crossings to 0.8m/sec to make it safer to cross at slower speed.
- Create partnership opportunities to further advance planning and design opportunities for older people through progressing a World Health Organisation Age Friendly approach in both Cardiff and the Vale of Glamorgan.
- Incorporate urban design principles for older people when designing new buildings or redeveloping existing buildings, both in community and acute sites.



Focus on Falls Prevention

As people age, they may start to find that they become a little unsteady or do not feel as strong as they used to. Other things may be happening too, such as the increased use of medications or changing eyesight. This can increase the risk of having a fall, which, although for many people may not result in significant injury, it can mean that it will happen again.

A third of people aged over 65 will fall every year. However, the good news is that falls are not an inevitable part of ageing, and many are preventable.

Extensive collaboration takes place across a range of key stakeholders in the city to reduce people's risk of having a fall as they age.

Example of work underway:

Cardiff Hubs

- Increase reach of targeted Public Health Wales Health Information to at-risk groups in communities
- Train staff to deliver Age Cymru Low Impact Functional Training (LIFT) to older people
- Delivery of events programme which aims to keep older people active including low impact events, walking, football/netball etc.
- Raise awareness through supporting national campaigns including Falls Awareness Week

Stay Steady Clinics

Sometimes people need support to understand the risk of falling and the steps required to reduce the risk.

Clinics have been set up in Cardiff, run by falls specialist physiotherapists, who provide assessments and then advise on falls risk reduction. These have been offered virtually so people do not need to leave their home, either by phone or a secure video link during the pandemic. They are now being re-introduced on a face to face basis in collaboration with South Wales Fire and Rescue Service, utilising their fire station community rooms.

Individuals over 50 can self refer to the clinics:

- Self refer via telephone: 02921 832552
- Self refer via email: staysteady.cardiff@wales.nhs.uk

Falls Brief Intervention Training

Cardiff and Vale local public health team also deliver a two hour training course for those who work and/ or volunteer with those living in the local communities. The aim of this session is to highlight the risk of falls and help individuals understand how to reduce the likelihood of a fall as we age.





The training upskills staff who work in the community and provides:-

Practical information to identify falls risk and those at risk of falling.

Understanding of where people can get support to reduce their risk of falling.

Useful skills and techniques in starting conversations about falls.

The course helps reduce risk of falls, by providing advice and signposting to appropriate services.

Elderfit

Elderfit are an award-winning, Cardiff based Community Interest Company that specialises in exercise for those aged 50+. Elderfit is particularly focused on maintaining strength and balance, which slowly decreases as people age due to the loss of strength and joint flexibility. This is why it is so important for people to keep active as they get older. Elderfit uses principles from <u>OTAGO</u> training and helps to improve strength and balance for individuals that need it the most. The classes draw on a variety of techniques, including mobility exercises, resistance bands and hand/leg weights. All exercises are adapted to suit individual needs, to ensure that participants feel the full benefits of the classes.

STRENGTH. BALANCE. WELLBEING.

Elderfit run community sessions throughout Cardiff, including within Community Hubs. Classes have been offered virtually during the pandemic but face to face sessions have returned.



Independent Living Services

To improve the health and wellbeing of older people, no matter how complex their needs, so that they are supported to maintain their independence and live a fulfilling life.

First Point of Contact Community

With the increase challenges of Covid 19, the First Point of Contact Community have continued to provide valuable information, advice and assistance to the vulnerable citizens of Cardiff. They have helped people avoid getting into crises by identifying "what matters" to them. The range of information, advice and assistance has also expanded to consider the new needs caused by the pandemic, such as collecting prescriptions and shopping, achieved through an ever-expanding knowledge of community services.





43,842 calls dealt with by First Point of Contact Community

99% answer rate

87% of issues resolved at first point of contact without onward referral to social care

"I am so grateful for the quick help in accessing my prescription and shopping"

First Point of Contact Hospital



Providing a single access point in hospitals in Cardiff to support the transition from hospital to home, meeting the patients needs through "what matters" conversations.

1,862 patients have been supported through discharge

Services expanded to Llandough Hospital, Emergency Unit and Baby Dragon Hospital



"We are forever grateful for your teams support in getting my husband home. At one point it didn't seem a possibility and without your input we wouldn't have known where to start."

Independent Living Services Visiting Team

A team of multi-skilled officers who visit people in their homes to undertake holistic assessments to identify solutions to support clients in removing barriers to independent living.

2,921 assessments to support independent living.

Provided regular welfare calls to Cardiff's most vulnerable citizens to ensure they were managing through lockdowns.



Increased emphasis on telephone and virtual assessments to minimise contacts, but continued Covid safe visits to avoid people getting into crisis.

"Thank you for your care and professionalism when you helped us with Mum's care and finances. You made a massive difference in the help you gave at a very traumatic time in anybody's life"

Occupational Therapy

A client centred profession concerned with promoting health and wellbeing through occupation by enabling people to participate in the activities of everyday life through aids, equipment, and adaptations.

304 critical assessments supporting services under increased pressure, supporting breakdown of care, hospital discharge, end of life arrangements and high—end safeguarding.

Introduced rapid hospital discharge care reviews to maximise patient flows.

Introduced desktop virtual assessments for low level need, to reduce level of face

to face visits.



"I am thrilled to bits with the work done, I feel like I've been let out of prison"

Joint Equipment Service

The provision of equipment to enable speedy hospital discharge and help citizens to live independently in their communities.

572 same / next working day deliveries to support hospital discharge, admission avoidance and breakdown of care (97% increase in demand 19/20)

Rapid implementation of Covid safe deliveries.

Community Resource Team

Providing interim re-enablement support in the community, empowering individuals to live their best independent life.

984 hospital discharges supported

518 service users supported to remain living in the community

Stepped in to support private care homes by providing staffing resource to cover employees shielding or with Covid 19

"Everyone was so nice and caring. I was very happy with the service and its so nice to chat to the carers"

Community Engagement

Encouraging and enabling older people and those with physical impairments to participate in community activities, and removing barriers that prevent community participation.





- Due to restriction of social distancing, the service transformed itself to reduce social isolation through digital platforms. Online sessions included reminiscence, mindfulness, adult learning and low impact exercise.
- Supported community groups to deliver services and activities via online platforms.
- Provided digital inclusion training
- Delivered two virtual Action Body, Healthy Mind festivals that older people could join online, each showcasing a range of services.

"Being able to join in with the groups that are organised by Independent Living Services has helped me make so many new friends"

Gwasanaethau Byw'n Annibynnol

Independent Living Services

Dementia Friendly Cardiff

Dementia Friendly Cardiff is a cross-sector collaboration between Cardiff Council, Cardiff and Vale Health Board and Alzheimer's Society, as part of their Dementia Friendly Communities work strand. This work supports people in Cardiff that are living with dementia, enabling them to live better with the disease. The <u>Dementia Friendly Cardiff</u> website was launched in October 2020, bringing a further collaborative approach with partners across sectors within the city. It provides a one stop shop for health information, services and events as well as promoting exciting, innovative developments such as Cardiff & Vale Health Board's 'Read About Me' scheme (<u>Read About Me - Cardiff and Vale University Health Board (nhs.wales)</u>) and Cardiff Metropolitan University's HUG Project (<u>HUG by LAUGH</u>)

Working with the Programme Partnerships team within Alzheimer's Society, Cardiff Council adapted the Dementia Friend digital learning and made it available to Council Staff through the Council's Academy Learning Pool. This training became mandatory for non-school council staff in order to achieve Dementia Friend status and pledge to positive dementia action. Progress is monitored on a quarterly basis and currently 3,223 friends have been created, as well as a greater understanding of the needs of those living with dementia engaging with council services. At the same time, partners within the city's public and third sector have responded positively to the invitation to sign up and pledge their commitment to supporting Cardiff to become a more dementia friendly city, and raise awareness amongst their staff, membership and service users.



Cardiff Council Corporate Plan Dementia and Age Friendly Commitments

Supporting older people suffering from social isolation and loneliness and delivering our Age Friendly and Dementia Friendly City Ambitions

As a Dementia Friendly City, support those affected to contribute to and participate in the life of their community by:

Undertaking Dementia Friends training across the authority with the aim of full compliance amongst council staff (March 2022)

Developing a school engagement programme to encourage more intergenerational activities and events

Encouraging businesses to become Dementia Friendly by delivering the council's awareness and engagement programme

Delivering Dementia Friendly events – both digital and face-to-face – when restrictions allow

Cardiff and the Vale of Glamorgan Market Position Statement and Commissioning Strategy: Care and Support Services for Older People 2017-2022

Activity	Input	Outcome
Development and delivery of the learning competencies within the Good Work Framework for Wales (informed, skilled and influencer)	 To support organisations, teams, and individuals to understand the role and remit of the Good Work framework for Wales and how this can engage and bring communities together. To engage, co-ordinate and deliver training offerings across partners. To establish a standardised approach to dementia learning across the locality that is understandable and recognisable. To connect with dementia specialists and provide opportunities for wide sharing of knowledge. To complete evaluations that input into evidence-based practise and improve service delivery To inform the dementia delivery group of potential services gaps, risks, and recognition of good practice. To promote the use of local service improvement projects To support organisations, services, or areas to be dementia inclusive To support organisations, services areas to be 'carer' aware and work towards carer accreditation To prowide online and face to face opportunities to ensure that education of dementia is ongoing across the community. To promote engagement in dementia friendly communities. 	To achieve the vision in the Good Work Framework for Wales
'Expert teams' development	 To mentor/coach individual or teams who provide or want to provide dementia education and ensure the governance and standards are maintained. To support facilitators to develop as dementia trainers and engage groups through learning. To monitor and highlight areas of success/improvement 	To establish a systems approach to dementia learning and development
Online 'One in a million' virtual facilitator guide. All Wales access (CAV, HEIW, PHW)	 To develop and produce an online facilitators guide that supports facilitators in their confidence and skills to deliver sessions online 	A supportive guide for facilitators to adapt to online delivery
All Wales continence eLearning module	 To support the Wales continence Network to develop an evidence-based eLearning module 	To have an evidence based All Wales continence eLearning module

Dementia Learning and Development Team Activity



Bwrdd lechyd Prifysgol Caerdydd a'r Fro Cardiff and Vale University Health Board

Dementia Learning and Development Team Activity

Activity	Input	Outcome
Informal carers education project with Improvement Cymru	 To scope out informal carers education across partners. To understand what care education means to informal carers To compile data from informal carers and professionals on current education offerings and accessibility. To understand national third sector developments and offerings within groups in the community. To un recommend what is needed by informal carers during the diagnosis period. To map a vision of an education that meets the needs of informal carers, with a particular focus 12 weeks post diagnosis. To develop resources that support an educational pathway and enable carers to continue providing care. To develop a structure and resources that support staff in providing informal carers with education in a compassionate manner. To evidence 'gaps' of education and provision and propose this for further development. 	All Wales informal carers education programme. Dementia standard 9 'Growing conversations'
By My Side activity resource project with Improvement Cymru	 To scope out public engagement and accessibility To understand organisation – service requirement To develop activity and inclusion 'best practise guidance' for services To develop resources that are supportive of people living with dementia and enable positive connections. To identify 'gaps' in service or resource and provide recommendations of development. 	All Wales activity and occupation resource 'By My Side'
Get There Together project 'National Bevan exemplar'	 To co-ordinate the local CAV group in the governance and management of the project. To connect organisations and individuals in offerings for training and development Highlight priority areas of community need and connect this to volunteers in production of resources. To raise awareness of the resource through communication streams. 	All Wales GTT Project



South Wales Fire and Rescue Service

South Wales Fire and Rescue Service is committed to protecting our communities and reducing deaths and injuries from fires and other emergency situations.

Reducing such injuries is more than providing an efficient emergency response service. It is about providing education to prevent the type of behaviour that leads to the situation in the first instance. The Community Safety and Partnership department provides this education via a number of initiatives.

The department are also statutory partners of the local authority Community Safety Partnership (CSP), and work with partners to engage with local authorities, police, probation services and the local heath board to effectively target those communities most at risk from fire and road traffic collisions. This includes targeted support for citizens in the age range of 65+.

Self- Assessment Initiative

Members of the public are able to complete an assessment of fire safety arrangements within their homes. This is completed online and covers a variety of safety and health elements including, smoke alarms, cooking, smoking and electrics. The results of the assessment will potentially sign post the individual to a 'Home Safety Check'.

Home Safety Check

The Fire Service covers all aspects of fire safety in the home and also includes a falls assessment. The results of the Home Safety Check are scrutinised and support provided where necessary. This includes items like smoke alarm systems for the deaf and hard of hearing. Referral also takes place to partnership organisations from the falls assessment results or if the visit highlights a safeguarding issue where further support is clearly required.



Gwasanaeth Tân ac Achub De Cymru South Wales Fire and Rescue Service

In Cardiff over the last 5 years, the service has carried out nearly 13,000 Home Safety Checks, with 29% of them for people aged 65+.

During the pandemic, engagement with the community has continued. This has included the provision of advice over the phone and delivery of items when needed. For the more vulnerable who are classed in the high risk bracket, Covid compliant visits took place.

South Wales Fire and Rescue Service are aware that not all vulnerable individuals are digitally included. This became of increasing concern when accidental dwelling fires increased during lockdowns, with cooking being the highest cause. As a result of this, 4,000 home safety publications were distributed via the Resilience Hub along with other safety information to reach those that were self isolating who may not have digital access.

The road safety team, who work closely with local authority road safety officers, include older drivers education in their targets.



Safe, Confident and Empowered Communities (Wellbeing Objective 3: Cardiff Wellbeing Action Plan)

The Cardiff Community Safety Partnership brings together key partners, including Cardiff Council, South Wales Police, South Wales Fire & Rescue Service, the Cardiff & Vale University Health Board and Cardiff 3rd Sector Council to support the citizens of Cardiff to develop resilient, confident and empowered communities.

Locality Model

Locality working pilots focusing on community safety have progressed with residents in Butetown, Grangetown and Splott. These initiatives bring together multi-agency working groups to deliver a targeted approach in tackling crime, bringing resources together and empowering local people.

A key development used community workshops to establish the barriers faced by some residents in reporting crime, particularly by older or vulnerable members of society who may have a fear of retribution or lack of confidence of English as a second language. To address this the Community Safety Team has worked with Crimestoppers to develop an inclusive campaign aimed at all members of society.

Crimestoppers is uniquely placed to address the concerns held by some of our more vulnerable members of society and allows reporting in over 150 languages while allowing residents to remain 100% anonymous. Finding ways to support residents in speaking out about crime will provide valuable evidence to the Police and partners and help to create safer and more resilient neighbourhoods that can be enjoyed by all.



Protecting Older People



For older people, the experience of domestic abuse can vary. For some it will be abuse that has been perpetrated by their partner for many years or it may be happening in a relationship that has developed in later life. They may be abused by a family member and for some, the abuse may have started as they have become more frail and/or cognitively impaired. Sometimes the person perpetrating the abuse is also viewed as their carer.

Evidence from criminal cases, domestic homicide reviews and serious case reviews highlight that domestic abuse perpetrated against older people often goes unrecognised. As a result, older victims are often not offered the protective and supportive measures that can be individually tailored to best support them and also reduce the risk of harm.

The Violence Against Women, Domestic Abuse and Sexual Violence (Wales) 2015 legislation has introduced the National Training Framework which places a mandatory duty on those engaged in public services within Cardiff to undertake training, regardless of their role in Violence Against Women, Domestic Abuse and Sexual Violence awareness. This training includes 'myth busting' and an emphasis is placed on highlighting that **anyone** can be affected by violence and abuse, including older people.

Additional training is also available to frontline staff so that they are equipped for situations where the signs and symptoms of Violence Against Women, Domestic Abuse and Sexual Violence are suspected. This enables them to 'Ask and Act' to ensure that referrals to specialist services and safeguarding services can be made.

A specialist service is also available in Cardiff to provide support for older people who are experiencing violence and abuse. Rise (Recovery, information, Safety, Empowerment) is committed to a Cardiff as a place of safety for women and those affected by all forms of violence against women.



South Wales Police—The Herbert Protocol

The Herbert Protocol is an initiative introduced by South Wales Police and other agencies which encourages carers to compile useful information which could be used if a vulnerable person goes missing.

Carers, family members and friends can complete in advance, a form recording all vital details, such as medication required, mobile numbers, places previously located, a photograph etc. In the event of a family member or friend going missing, the form can easily be sent or handed to the police to reduce the time taken in gathering this information.

The form can also be emailed to the Force Control room so information can be quickly shared with the searching officers.



South Wales Police recognise that caring for vulnerable people, including those with dementia or Alzheimer's, can be challenging. There is a risk that people can get lost and go missing. This may of course be only for a short period of time, but can be very stressful for everyone concerned. The Herbert Protocol helps to support carers during these distressing circumstances, as well as in most cases, reunite families as quickly as possible.





Operation Signature

Fraud is becoming more complex and much of it is targeted at vulnerable and older people. Technology now enables fraudsters to carry out attacks more quickly and to employ more complex behaviours to remain undetected.

Operation Signature, an initiative led by South Wales Police, focuses on the protection of vulnerable members of our communities, preventing them from becoming victims of such fraud and subject to financial loss.



South Wales Police recognises victims of all fraud and provides preventative measures to support and protect from further targeting. They work in partnership with major banks and building societies who alert the police of any suspicious transactions which may indicate an attempt to criminally exploit older or vulnerable people.

Perpetrators may include rogue traders, online scammers and even manipulative relatives or carers. Patterns of criminality are met with a swift and preventative response.



Cardiff Hub & Library Strategy 2019–2023

To develop the strategy, Hub and library users of all ages were asked for their views on improvements to the Hubs and Library Service in Cardiff via a survey. The survey included questions on improvements that could be made in our Hubs and Libraries in a variety of areas including resources, reading, digital inclusion, information and advice, health and wellbeing, activities and 'getting involved'.



Vision

Delivering high quality services and support in the heart of the community

The vision is underpinned by key aims and 'we will' commitments. These include:

- Continuing to develop our network of Hubs to provide services across the city, based on local need
- Providing a wide range of literature and other resources to meet the needs and aspirations of our citizens
- Encouraging reading through a wide range of events and activities
- Providing high quality information/advice and promoting digital inclusion
- Tackling poverty by helping people into work and encouraging learning
- Promoting health and wellbeing
- Bringing communities together
- Celebrating our heritage and culture

Supporting Older People

Many users of community facilities are older people, as reflected in our user survey of which 35% of respondents were over the age of 55. The Hubs and Library service supports older people with their specific needs by providing bespoke advice and support. The service also supports the Hubs to positively impact on the Ageing Well agenda and support the aims of the Dementia Friendly city approach.

Bespoke advice and support services for older people currently delivered at Hubs and Libraries include:

- Health information and independent living advice
- Community groups, such as knit and natter and lunch clubs
- Intergenerational activities
- Support for carers to maintain their own wellbeing through events and activities

Health and Wellbeing Service

A health and wellbeing service is now being provided within our Hubs.

Providing Health Information

We work collaboratively with Public Health Wales and the local health board to provide a wide range of information within our Hubs that aims to prevent poor health.

Health books and resources are provided to help individuals understand and manage their health and improve their wellbeing through self-help reading.

The Hubs are working with the local health board to support social prescribing. Health professionals are able to refer their patients into a range of services, social

opportunities and health information targeted at alleviating social isolation.

Health and wellbeing events take place in the Hubs to raise awareness of key national health and wellbeing campaigns. We link to partners within the community to ensure that activities and events that take place within the Hubs and Libraries are fully promoted. **Events include:**

- Smoking cessation sessions at Llanishen Hub in partnership with the NHS
- Drop in sessions at Ely and Caerau and STAR Hubs by the Adult Services Carers' Team
- A Community Resource Team drop-in session at Llandaff North and Gabalfa Hub to provide information about mobility-related assistance such as fall management clinics
- A Stroke Association Coffee Morning at Llanishen Hub to raise awareness and highlight the support available

Fitness Activities

The Hubs support the Healthy Living Agenda by providing venues to partners to provide a wide range of sports activities within a relaxed community setting. This includes a range of activities aimed at people over 50. Staff within our Hubs are trained to host Low Impact Functional Training (LIFT) sessions. LIFT is a series of fun activities and games designed for people who

are over 50 to improve their health and wellbeing in a safe and sociable manner. We will provide further sessions in the future with a particular emphasis on taster sessions that encourage participation, particularly for older people.

Mental Health

Supporting good mental health is a key element of wellbeing. Reading Well for Mental Health Books on Prescription are now available in all our Hubs and Libraries, providing helpful information and support for managing common mental health conditions.









Carer Networks

The Hubs also facilitate the development of carer networks, which provide peer support to carers. Carers are provided with bespoke advice and can attend social activities with those that they care for in a safe and friendly environment.

Dementia Friendly Hubs

- Creating Dementia Friendly Hubs: Dementia Information points to be created in all Hubs in collaboration with Alzheimer's Society which will include targeted resources aimed at supporting people with a diagnosis of dementia.
- Implementation of dementia support sessions within community Hubs, in collaboration with Health partners, to provide informal opportunities to those affected by dementia and their carers to receive help and information in order to enable individuals to "live well with dementia".
- Supportive dementia friendly environments will be established in all of our Hubs. We are committed to ensuring that 100% of Hub staff will receive Dementia Friends Awareness training and this will be included in staff inductions and service training plans on an annual basis.
- Dementia Cafés will be delivered within all our Hubs, providing a safe and supportive space to those affected by dementia and their carers, to meet and learn from other people in similar situations, access health information, keep active and make new friends.
- Reading Well for dementia books are free to borrow from all our Hubs and Libraries. They include information and advice for people living with dementia and their carers, or anyone worried about their memory.

Health & Wellbeing Promises: We Will

Continue to work collaboratively with Public Health Wales to provide health information within our libraries that meets the needs of the local community.

Continue to develop further book collections and resources that support the health and wellbeing targeted groups in our communities.

Support our customers to better understand and manage their health conditions, through health and wellbeing events and resources.

Work with partners to deliver support groups, e.g. for those with mental health issues and carers.





Cardiff Wellbeing Support Service—Responding to the Effects of the Pandemic

Covid-19 has had a negative impact on people's health and wellbeing. This is even more pronounced for those that are socially isolated and/or do not have access or the skills to use digital platforms.

According to the recent Ask Cardiff 2020 survey:

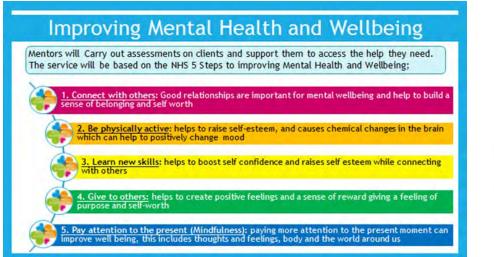
57.5% of respondents reported that their sense of wellbeing has declined over the past 12 months (this is over double the figures from the 2019 survey (25.4%)

11.7% of respondents described their mental health as poor (up from 9.1% in 2019)

Respondents in the most deprived areas were three times as likely to describe their mental health as 'poor' or 'very poor' (**25.7%** compared with 8.4%)

To help mitigate some of the negative impacts of the pandemic detailed above, a new team within the Hubs and community service will be created to deliver on the below objectives:

- Provide short term, one to one mentoring to clients helping them to access the right support they need. This will enable and empower them to take an active role in managing and maintaining their own personal wellbeing.
- Survey clients to understand the impacts of the service on their health and wellbeing and what events/sessions they would like to attend that do not already exist.
- Support and enhance the grassroots and community volunteering offer.
- Map current provision, identify gaps and plug these with additional sessions either through internal trainers or by purchasing from third sector providers.
- Create a specific health and wellbeing section on the Hub website to contribute to the accessibility of activities.





Cardiff Wellbeing Support Service : Partnership Working

The service will actively engage with a variety of partners to expand the reach and diversity of the provision to support as many people as possible.



Timetabled sessions will be held across Hubs and other community locations. These will be open access as well as referred from the Health and Wellbeing Mentors.





Bringing Communities Together

Tackling Social Isolation

Activities to bring networks of people together are being developed and delivered within the Hubs and Libraries. These include friends and neighbours groups, singing groups, Knit and Natter, reminiscence sessions, cafes, art classes, coffee mornings and wellbeing days.



Although our event programme was impacted by the pandemic, staff worked quickly to create online lockdown activities for all ages, delivering virtual sessions via Facebook and establishing a click and collect library service.

More than two million virtual visits were made to Cardiff library services during 20/21. A total of **2,207,772** interactions have been racked up since April 2020, while the total number of physical visits to library and hub buildings takes the overall figure to **2,490,498**.

Virtual visits to library services included visits to the service's pages on the Cardiff Council website, the service's own ibistro reservation portal, use of online ancestry services, interactions with social media and loans of eResources such as e-audiobooks and ebooks.



Almost one million loans of eResources were recorded over the 12 months.

Four core Hubs remained opened throughout the various lockdowns, while other facilities reopened as circumstances allowed, offering essential services to people in need, such as emergency food parcels, emergency face to face advice and support and provision of waste bags to residents.

A return to a face to face programme of activities was made quickly following relaxation in Covid restrictions, in response to a clear need to help communities re-engage and help vulnerable groups that may have experienced greater levels of social isolation. This will continue for those who prefer this method of participation.

The Hubs and Libraries Service are committed to consultation with local communities to ensure that the activities and events at each Hub meet the needs of all age groups.

Cardiff – a focus for research to make a difference to the lives of older people

Cardiff University Dementia Research Centre

The UK Dementia Research Institute (UK DRI) is a joint £290 million investment into dementia research led by the Medical Research Council (MRC), alongside founding charity partners, the Alzheimer's Society and Alzheimer's Research UK.

The UK DRI delivers a step-change in the scientific understanding of dementia, generating new targets for drug development, reinvigorating the therapeutic pipeline and helping to transform care.



The national institute covers dementia across the research spectrum, spanning Alzheimer's disease, Parkinson's disease, frontotemporal dementia, vascular dementia, Huntington's disease and beyond.

Bringing together over 300 world-leading scientists in biomedical, care and translational dementia research, the institute carries out a rich, varied and integrated programme of research.

As <u>one of six UK centres</u>, the research centre at Cardiff University is a significant section of the UK Dementia Research Institute (UK DRI).

The UK DRI forms a vibrant and interactive community, centred on neuroscience, working on around 50 five-year research programmes across the UK in order to:

- Accelerate the pace of discovery research to identify new targets for drug development
- Develop new approaches for delivering effective clinical trials to targeted patient groups
- Create new partnerships with the biopharmaceutical sector to develop new therapeutics and diagnostics
- Develop and promote strategies for interventions that prevent the development or progression of dementia
- Provide new insights and technology-based approaches to delivering more effective care and support to people with dementia and their carers.

Cardiff University Dementia Research Team

We have played a pivotal role in the discovery of more than 70 genes which contribute to the risk of Alzheimer's disease, and we will use that knowledge to work on new theories and discoveries. Building on our world-class expertise in genetics and immunology, led by Professor Julie Williams, the team at Cardiff will use these discoveries as the starting point for understanding disease mechanisms and producing new therapies. **Our strength in understanding Alzheimer's disease, Parkinson's disease and Huntington's disease comes from our collaborative culture.** We would like to thank our funders and everyone who has participated in this research over the past 20 years, as without your support, we would not be able to make the discoveries we are today.





The CARIAD team are a multidisciplinary group of researchers, lecturers and research students based across all schools at Cardiff Metropolitan University.

CARIAD projects involve academics from across all schools in Cardiff Metropolitan University, and enable us to share our substantial subject specific expertise to create truly interdisciplinary approaches to research. For example, combining ethnographic tools from Psychology with performance analysis tools from Sports Science and other Art and Design approaches has enabled us to embrace alternative perspectives on design problems.

The LAUGH project

The LAUGH (Ludic Artefacts Using Gesture and Haptics) research project is developing innovative playful devices that amuse, distract, comfort, engage, bring joy, and promote 'in the moment' living for people with late stage dementia. LA UGH

The project's flagship product, HUG[®] is a soft, wearable sensory device embedded with electronics, designed to provide comfort when cuddled by a patient.

HUG[®] is being evaluated alongside experts from Cardiff and Vale University Health Board and Sunrise Senior Living. Designed as a playful object that can be cuddled, it is also equipped with an electronic beating heart, and plays the owner's favourite music. Dr Ben Jelley is currently evaluating the device with 20 patients at the Stroke Rehabilitation Centre at Llandough Hospital. A further 20 HUGs[®] are being trialled with residents living with dementia at Sunrise Care Home, Cardiff to extend the evaluation of the product.





"We began our project in May 2019 and gradually introduced HUG[®] over 3 months, with 15 residents now using it. Ten of the residents have shown an improvement in wellbeing, which is evident not only in their scores, but also in the experiences reported by staff and families. Five of the residents have shown a small improvement in cognitive function, too." *Jackie Pool, Director of Memory Care from Sunrise Senior Living*

"Finding something for people with dementia to do

that connects them with who they are and the people around them is very important. That's what our products aim to do: provide comfort, joy, pleasure and re-connection. We focus very much on engaging the senses. Most people in the late stages of the disease are confined to a chair or bed. If you can increase someone's wellbeing, it often impacts on their health in a really positive way." *Professor Cathy Treadaway, Cardiff Metropolitan University*

Sensory E-Textiles

This project investigates the development of sensory textiles for people with dementia. The aim is to embed electronics within tactile textile substrates to create innovative yet simple garments that will comfort, soothe, engage and stimulate people in late stage dementia.

The purpose of these e-textiles is to promote positive emotion and support subjective wellbeing of people with dementia. These people are often difficult to care for, and consequently can be some of the most neglected and marginalised members of society.

The project brings together a range of experts including occupational therapists, carers, older people, designers, technologists, and computer scientists and involves collaboration with Gwalia Cyf, a leading social care provider for elderly people in Wales. The project is also supported by Dementia Positive, Age Cymru and David Jones Associates.





Tudalen 632

Announcing the ACTIF study (known as ACE—Active, Connected, Engaged)



Physical inactivity is one of the strongest predictors of physical impairment in older adults. An older person who remains fit and active is more likely to retain physical and cognitive function, prevent disease and disablement, and enjoy independence, mental well-being and a higher quality of life. A key to successful ageing is to find effective ways of helping older people to maintain greater levels of physical activity to break the downward spiral into disablement that is increasingly characteristic of old age.

ACTIF is a low-cost programme where older volunteers (55yrs +) support older people (65yrs +) to improve their mobility by becoming more active within their communities. The older people recruited to the study will be living in the community with functional limitations (i.e. who are at risk of major mobility limitations), but who can still walk independently (including with a walking stick). Participants will mainly be recruited via invitations sent by GPs to patients who meet the ACTIF inclusion criteria.

During the ACTIF programme, volunteers will meet with participants twice to get to know each other, find out about and discuss local community-based activities that the participant would like to join, and identify and address any barriers to taking part. Then, over a 3-month period, the volunteer-participant pairs will attend at least three local activities chosen by the participant. Over the following three months, volunteers will support the participants to continue attending these activities independently through regular phone calls, with further joint visits to activities scheduled if needed. Volunteers will attend a two day ACTIF training course prior to taking part.

Participants will be randomly assigned to either the ACTIF programme or a comparison group who will receive information about healthy ageing, attend two social events including a health ageing presentation, but will not be paired with a volunteer.

ACTIF/ACE volunteer management In Cardiff and Vale is undertaken by Sport Cardiff.



Communication and Information

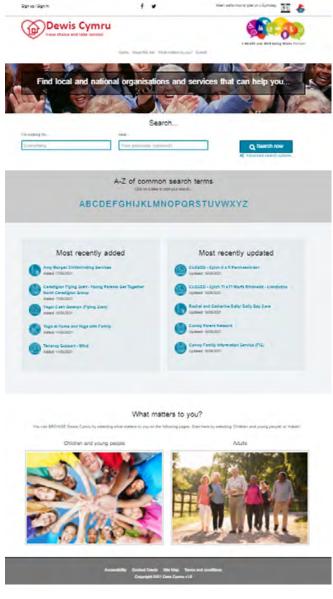


Dewis Cymru

Dewis Cymru is an online directory that allows residents in Cardiff to access information on services in areas such as health, care, benefits, money management, clubs, activities and support for families.

With more than 1,500 wellbeing resources already registered with Dewis Cymru, it is designed to help residents find what they need without going to a professional or calling for help.

Dewis Cymru is funded by local authorities (including Cardiff Council) across Wales, and people and organisations make use of the website by uploading information, activities and events that help people with their wellbeing.



Communication and Information

Age Connects

Age Connects Cardiff and the Vale are an independent registered charity who have a vision to live in a society where older people are respected and enabled to meet their aspirations. Help is provided to support older people, especially those who are vulnerable, isolated and in poverty.

The charity's aims are to:

- Enable older people to secure and uphold their rights at times when they may be vulnerable.
- Provide independent, accurate and up to date information.
- Offer a wide range of information and a variety of services through volunteers.
- Recruit, train, support and supervise volunteers.
- Support older people to remain living in their home of choice for as long as they wish.
- Promote health and wellbeing through the delivery of a range of holistic activities.
- Provide opportunities for older people to participate and engage as active citizens.



Services Include:

- Ageing Well providing recreational activities and classes.
- Advocacy supporting people in care homes.
- Cancer and Older People Advocacy providing independent advocacy for those affected by cancer.
- **Hospital Discharge** a registered domiciliary care service supporting people after a stay in hospital.
- **Keeping People Connected** helping people to remain engaged in the community or to provide home visits for those who are housebound.
- **Nail Cutting Service** The service costs £12 and there are some medical restrictions.
- Advocacy Service in care homes for people living with dementia.

Dementia Friendly Cardiff Website

A website to provide information and advice for people with dementia and their families in Cardiff was launched during the pandemic in 2020.

The Dementia Friendly Cardiff website is a 'one-stop shop' of valuable information about services and support in the city to assist people living with dementia to live well.

Dementia Friendly Cardiff is a partnership between Cardiff Council, Alzheimer's Society Cymru and Cardiff and Vale University Health Board, that over recent years has been working towards making Cardiff a more dementia-friendly community.

The accessible website was developed in consultation with partners, businesses and those living with dementia and their families. It provides localised information on support available in the city from organisations such as Alzheimer's Society Cymru, the Memory Clinic, Public Health Wales and Carers Wales, as well as services such as the council's Independent Living Services, Meals on Wheels and Telecare. · · · · · ·

The site includes details of dementia-friendly events, initially on digital platforms at this current time, but physical events will begin at a later date when appropriate.









Events in Cardiff





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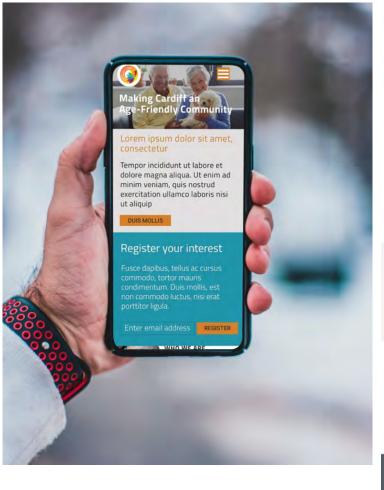
Communication and Information

Cardiff Age Friendly Website



A dedicated website will be created that will detail the commitment to become an age-friendly community and demonstrate the work of the Public Services Partnership to create and sustain an Age Friendly City.

This will help with partnership collaboration, as well as raising awareness of services available for older people within the city.





The 50+ Forum

Cardiff has a 50+ Forum. There are just over 100 people who regularly receive opportunities to contribute to council/Welsh Government and partner organisations consultations/campaigns.



The forum has also fed back on the Older Peoples' Commissioners Strategy and various surveys on a range of relevant matters, including the ASK Cardiff Survey.

Contributions are also made by the other 50+ groups that are prevalent within the city; Conway Road 50+ group, Llandaff North 50+, Friends and Neighbourhood Groups and Lunch Clubs. There is also a citizen panel that feeds into the co-production of services.

Although Cardiff does have a 50+ Forum, engagement also takes place via our general engagement mechanisms e.g. for the most recent resident ASK Cardiff survey, of the 4627 responses, 1273 of the respondents were over 55.



Ask Cardiff

Cardiff Research Centre (CRC) delivers a research and consultation service for Cardiff Council and partners. This includes:

- Management of the Cardiff Citizen's Panel
- Focus group facilitation
- Quantitative and qualitative research and consultation projects
- Collection, analysis and interpretation of primary survey data

Ask Cardiff 2020

Ask Cardiff is an annual survey that gives people living and working in Cardiff, and those visiting the city, the chance to share their experiences of public services.

The 2020 survey included questions on how citizens think Cardiff should recover from the impact of Covid -19. This is a once-in-a-lifetime opportunity to reshape the future that residents want for the city following the disruption caused by the pandemic.

The experiences and ideas for all residents in their neighbourhoods, as well as Cardiff as a whole, are vitally important in helping to plan the future of the city.

The survey gives a voice to citizens and helps the local authority to:

- Better understand how people experience the city and our public services.
- Understand what is important to themselves and their local communities.
- Make changes and improvements to Cardiff's public services.

The Survey for 2020 asked for input on the following aspects of living within Cardiff:

- Public Services
- Your Neighbourhood
- Jobs & Economy
- Local Environment
- Health and Wellbeing
- Community & Social Activity
- Travel

Ask Cardiff 2020 was successful in securing 4627 responses. **1273 of these respondents were aged over 55**. Ask Cardiff actively target face to face participation to ensure that over 55 voices are heard, attending locations such as Hubs when there are events where participants fit this demographic, such as knitting and singing groups.



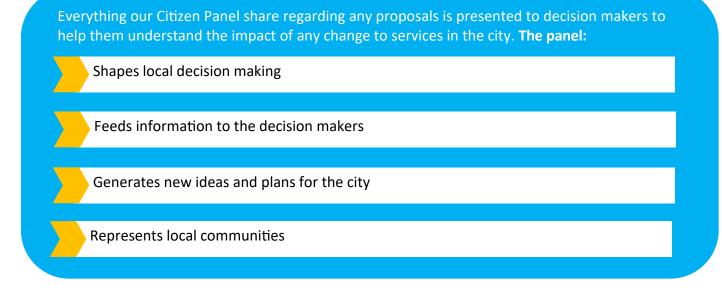
Cardiff Citizens Panel

Cardiff's Citizens' Panel is currently made up of 5,000 representative members of the public across the city. The panel is a forum of residents who advise the council on local policy to shape our city's future. 35% of the panel are aged 55+, ensuring that older people's voices are strongly represented on the panel.

Panel members complete up to five questionnaires a year.



Panel members are also invited to attend group discussions or workshops on particular issues they're interested in or affect their area.



Recent Example:

Over a third (36.0%) of Ask Cardiff respondents felt 'unsafe' when cycling in Cardiff during the day. Such feedback helped to shape the decision for the first separated cycleway on Senghennydd Road, with work commencing on March 18th 2019. This is the first phase of five proposed separated cycleways in Cardiff, and could make up 13 kilometres of designated cycling space.





Into Work

The Council's Into Work Service is a key element of the Hub provision. The team provides employment support to individuals actively seeking work or looking to upskill, in a flexible way tailored to the individual. The service can help job seekers plan a route to employment or access training courses that develop their skills. Job clubs are delivered across the city and assist those who need help with creating or updating their CV and with job searching. Support is also given to those who need to claim or maintain their Universal Credit online. The Into Work Advice Service also has specialist adult mentors who support some of the most vulnerable people back to work. Some of those using the service have never worked, or have not worked for a very long time.

All adult employment projects support people who are 55 and above into employment. Being 55 or over is officially classed as a complex barrier to employment, which is why none of the employment projects have an upper age limit. The Into Work service supports older job seekers to switch careers – including 70+ year olds. The service runs employment events and training aimed at the older jobseeker (e.g. **'No Desire to Retire'**) and recruitment events with age friendly employers.

During the pandemic, Into Work launched a befriending service with funding from Age Cymru

The volunteering team contacted older people who were shielding to check if they required additional support, but also for a chat to reduce social isolation. In addition, over 200 tablets were given to those on low incomes who were socially isolated during the pandemic. The tablets were set up with apps and links to training and council services ready for the customers to use.



Social Participation

Goldies

Goldies CYMRU put smiles on hundreds of faces through their daytime singing and activity sessions. These take place across Cardiff, in partnership with a number of other organisations.

Everyone is welcome at Goldies CYMRU sessions. They are not a choir

but use the popular hits of the 50's onwards at sessions to get people singing out and (quite often!) getting up to dance.

"I looked after my nan for 12 years and am fortunate enough to not have to work but I have anxiety problems and this has been the best thing I've ever done. It's helped me so much. I live for it." "I have been looking for a group for eight years and it's all choirs and having to have auditions which is not what I want. Finding this group makes me the happiest I've ever been."



"I cannot properly put into words how much the Knit & Natter group has made a difference to my health and mental wellbeing. I will always be thankful to the council and the dedicated staff for all their help. Without it I would have felt isolated and would not be enjoying the sense of community, friendship and wellbeing it gives to me."

Knit & Natter Groups

Knit & Natter groups provide an excellent opportunity to get together with like-minded people, connect with others and take part in knitting, crocheting and joint projects.

A number of Knit & Natter groups meet within Cardiff Hubs and Libraries, with participants reporting many benefits to their wellbeing.



Social Participation

Friends and Neighbours (FAN)

FAN Groups exist in Cardiff, South Wales and further afield. Each group holds a weekly meeting where local people and those from around the world come together to meet, talk and listen to each other in a friendly and relaxed way.

FAN Groups are for anyone who wants to meet up with other people living in their community and who are willing to listen with respect.



FAN Groups are for people of any religion (or no religion), background, nationality and age. They provide an opportunity for people to meet who may not otherwise have had the opportunity, and are useful for those who have recently moved to the area or are feeling lonely. For those who are learning English, they offer a supportive environment to practice new skills.

FAN Groups launched in Cardiff in 2003 and prior to the pandemic, 38 FAN Groups met in person every week in community settings including Hubs and Libraries. Although activities were curtailed at an early point during the pandemic, virtual FAN Groups were made available using Zoom. Face to face groups returned in May 2021.

Coffee Mornings & Meet Ups

Coffee Morning and Meet Ups are delivered within community Hubs in the city. They are a safe place where members of the community can sit and socialise with others, have a cup of tea, relax and make new friends. The aim is to tackle social isolation within the community, particularly amongst the older generation who live on their own and do not necessarily have a big family network around them. They also provide an

opportunity to improve their general health and wellbeing.

Due to work that has taken place with Age Cymru and Public Health Wales, several staff members have achieved CPD Skills Active-endorsed Low Impact Functional Training (LIFT) qualifications. LIFT is a series of safe seated and standing exercises designed to get older people or people with physical impairments taking part in physical activity, specifically for people who are 50+. LIFT sessions have been introduced into the Meet Ups.

Attendees occasionally have problems with their mobility and face significant physical challenges. Hub staff encourage them to take part in LIFT sessions. Within a few weeks, it is often evident that improvements in their physical movement can be achieved.

Anecdotal feedback has been received from family members of attendees who have commented on the improvements to their loved ones' quality of life as a result of regularly attending the sessions.

"Intergenerational practice aims to bring people together in purposeful, mutually beneficial activities which promote greater understanding and respect between generations and contribute to building more cohesive communities."

Generations Working Together

Cardiff recognises the benefit of intergenerational work as a vehicle to challenge stereotypes and ageist attitudes. All partners within the city recognise that bringing generations together offers an opportunity to remove barriers that could make older people withdraw from participating in community life. It also contributes to a healthy community by creating positive relationships.

Older people and younger people have so much to offer each other through sharing their knowledge and life experiences. Cross generational projects give an opportunity for learning and the provision of support.

Pen Pals; Keeping in Touch Amidst Covid

Undoubtedly one of the hardest hit demographics throughout the pandemic has been care home residents. They have been most at risk of dying and becoming ill, and many have been unable to see relatives and loved ones for months on end as visits were not allowed due to public health guidance. This has led to feelings of isolation.

With this in mind, a new pen pal scheme was launched with St Joseph's RC Primary School and Millbank Primary School. Pupils put pen to paper to draft letters to residents at The Forge Care Centre, Heol Don and Ely Court care homes to share their experiences and find out more about their new pen pals. There has been some very positive feedback so far from the residents who are developing relationships with the children!



Mona reading a letter from the children



Greater Love : Research, Reflect, Remember

A year-long project bridging the generations to remember local people who served in the Great War culminated with an Armistice Memorial event at Cathays Heritage Library.

To mark the centenary of the end of the First World War, children from St Monica's Church in Wales Primary School in Cathays worked with older members of the community and Cardiff Hubs and Libraries to explore and commemorate people from their area who fought for their country from 1914-1918. Pupils from the school worked closely with Pentyrch Street Baptist Church, The Table, and Cathays Branch and Heritage Library to trace the history of individuals whose names are listed on a memorial plaque in the church.

The project involved Year 5 pupils embarking on their own mini 'Who do you think you are?' investigations using the Heritage Library collection at Cathays to find out about the lives of those featured on the plaque. With access to the wide range of resources, from old public records to photographs and maps, and the expertise available at the Heritage Library, the pupils uncovered a wealth of facts. This included family trees, addresses and jobs to compile biographies of their subjects. Pupils also composed poems about the Great War and used their art skills to design medals to be awarded for attributes including kindness, bravery and friendship. They also made poppies and recruitment posters.

Members of the lunch club who meet at the church shared their memories of the local area from years gone by with the children, and also discussed their experiences of what it was like to live in the city following the conclusion of the Second World War.

The project concluded in a special Remembrance event with a service at The Table, during which the children showcased some of their work. Both generations discussed how they worked together on the project, before proceeding to move to the school for a variety of activities including crafts, readings, games and discussions.

In the final part of the event, the children embarked on a Suffrage march carrying placards they had designed from the school to the library where Year 6 pupils acted as curators in an exhibition of their project work.

St Monica's Primary Headteacher, Abi Beacon, said: "The children have gained such a lot from the project. Many of our children live far away from their own families and intergenerational conversations can be few and far between. They have made genuine friendships with older people in our community, their faces light up when they see each other and there is a palpable air of anticipation and excitement when they know they will be working together again."



Respect and Social Inclusion

Staying Steady Schools

School children across Cardiff and the Vale of Glamorgan have been holding sessions for older people in the local community to raise awareness of and reduce the risk of falling.

Staying Steady Schools was launched in 2018 by Cardiff and Vale University Health Board, with the help of Cardiff University students. A number of sessions took place in local primary schools where children taught older people about the risk of falls and how to reduce them.

Following a successful pilot earlier in the year, Staying Steady Schools was named a Bevan Exemplar for 2019. The Bevan Commission, Wales' premier think tank for health and care, supports NHS professionals in Wales each year to test out their own innovative ideas through its Bevan Exemplars scheme.



The project is based around the Steady on Stay SAFE campaign, the national falls prevention campaign in Wales.

Pupils from local primary schools invited older people from the local community to the schools to learn about strength, balance, falls history and environment.

Sixteen schools held a session involving adults, medical and occupational therapy students and children.

The children taught the adults that falls are not an inevitable part of ageing and there are many things people can do or put in place to reduce the risk of them falling. During the sessions, children and older people discussed and learnt about strength and balance exercises, clearing away clutter and trip hazards, ensuring they are wearing the correct footwear and telling people when they have had a fall.



This project was designed to get the messages out into the local community so people are aware of how to reduce their risk of falls before they end up in hospital which can mean a loss in confidence and independence.

Although the pandemic has restricted the delivery of further sessions, Cardiff and Vale UHB will be commencing additional Staying Steady with Schools sessions in the near future.

Tudalen 647

Re-Live

Re-Live is an award-winning charity that provides a dynamic programme of Life Story Theatre, Arts in Health group work and experiential training.

Based in Cardiff, they work alongside people and communities, supporting participant performers to share their experiences, so that audiences young and old can witness the untold stories of our time.

Their creative process takes people on a transformative journey and places their story centre stage. This process can be thrilling, cathartic and life-changing.

Re-Live theatre productions have included veterans with post-traumatic stress, people diagnosed with a terminal illness and people living with dementia.

City Stories

An advert was placed in the local paper - The South Wales Echo looking for older people in Cardiff who wanted to share their stories of life in this city with a theatre audience.

30 people squeezed into a circle at Chapter Arts Centre for our taster session. The Re-Live Team facilitated a lively debate on Cardiff past and present.

The stories that emerged were funny as well as tragic, heroic and life changing. We discovered a real passion for Cardiff and a yearning for these stories to be heard and not forgotten.

City Stories culminated in three performances at Chapter Theatre, Cardiff, which sold out quickly, with a high demand for additional performances.





8pm, Saturday, 5 July Chapter, Market Rd, Cardiff CFS



Respect and Social Inclusion

Dementia Friendly Businesses

Helping people to live well with dementia – being part of the community and being able to continue with everyday tasks are important factors that help people to live well with dementia. Becoming a dementia-friendly business means enabling people to carry on doing the things they want to do.



Businesses and organisations across Cardiff are being supported to become Dementia Friendly, as part of the Welsh Government's commitment to building Dementia Friendly Communities throughout Wales. Businesses and organisations are provided with resources to identify simple, low-cost changes that can be made to ensure services and premises become more welcoming and accessible for people living with dementia, as well as the people caring for them.

This can mean that people affected by dementia can use their local services with confidence, and businesses can be assured they are helping to make a difference to the lives of customers and staff who are living or working in Cardiff.

Staff are given the opportunity to access free training to become Dementia Friends.

Love Where You Live

Love Where You Live Litter Champions is an ever-growing network of volunteers across Cardiff who want to make sure the city is the best possible place to live and work. Love Where You Live Champions do not only tackle the litter in their area, but create places that show they care about their community.

Volunteering should be open to all regardless of age, gender, ethnicity, ability, religion or political beliefs. Love Where You Live do everything reasonably practicable to make volunteering available to everyone and conform to all relevant legislation. For those interested in volunteering as part of a social group, there are also many 'Keep Tidy' groups that volunteer regularly around Cardiff.

There are currently over 400 individual Litter Champions registered in Cardiff making a difference to their local area and 36% of our champions are aged 55+.





Covid –19 Pandemic—Supporting Older People

Cardiff has risen to the numerous challenges that the crisis has presented to every citizen. This has included assistance for older people who have been supported and helped to remain as connected as possible to their communities.



This support will continue until it is no longer required.

- Bespoke Advice Line ensuring vulnerable citizens have access to immediate support
- **Food Support**—emergency local food deliveries and support for Welsh Government food box scheme.
- Welfare Checks—both in person and through telephone contact
- Support for shielding individuals including Prescription Collection & Delivery
- Co-ordinated, logistical **PPE support** for care homes and domiciliary care settings
- **Digital Social Inclusion** programme including opportunities for social contact delivered by Independent Living Services and the Hubs and Library Service
- Click and Collect library home delivery programme
- Tablet Loan schemes
- **First Point of Contact team**—Facilitating the discharge of patients to care and community settings
- Independent Living Services Visiting Support
- Community Resource Team
- Occupational Therapy
- Covid Recovery—linked to the Commissions Working Towards Age Friendly Recovery
- Volunteering
- Access to third sector support, activities and services—enabled by small grant schemes delivered through the third sector infrastructure organisation C3SC

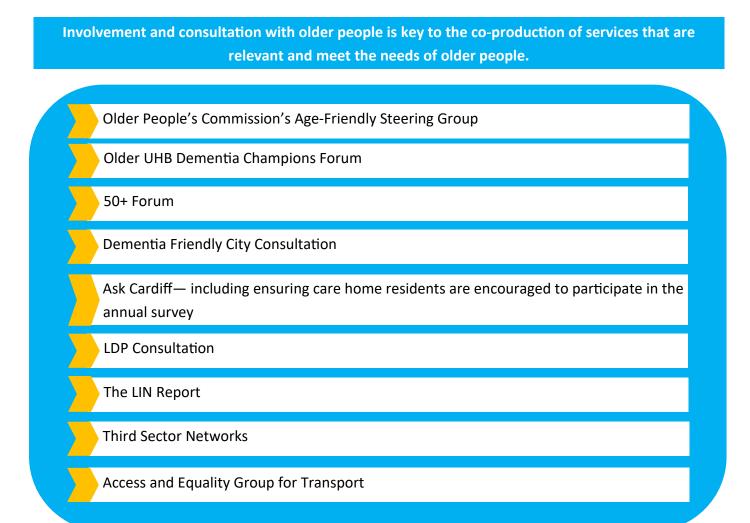
Covid Recovery – Action for an Age-Friendly Recovery

The Older People's Commissioner for Wales set out both long term and more immediate actions within *Leave no-one behind; Action for an age-friendly recovery.*

Cardiff is committed to working with the Older People's Commission to ensure that older people are supported "to rebuild their health, wellbeing and confidence, have their rights protected, and are engaged as participants in the recovery from the health and economic crisis that the pandemic presents". This will be done in ways that recognise that cross-sector provision increases inclusion, social development and value for money.



Consultation Mechanisms



Linked Strategies

Public Services Board Wellbeing Plan

Cardiff Local Development Plan 2006-2026

Llwybr Newydd, The Wales Transport Strategy 2021

Transport White Paper 2020

Delivering Capital Ambition – Cardiff Council Corporate Plan 2021-2024

Cardiff and Vale of Glamorgan Dementia Strategy 2018-2028

Our strategy 2017 - 2022: New Deal on Dementia - Alzheimer's Society

Dementia Action Plan for Wales 2018 - 2022 - Welsh Government

Age Friendly Wales: Our Strategy for an Ageing Society

Connected Communities; Loneliness and Isolation Strategy

Consultation—50+ Forum & Independent Living Service Customers

Consultation took place on the 10th September 2021 with members of Cardiff's 50+ Forum and Independent Living Service customers. Older people were offered the choice to participate in either a digital or face to face session at Cardiff Central Library Hub.

Home and the second sec

Participants were encouraged to identify priority areas of work within the age friendly domains and think aspirationally about what would make Cardiff an age friendly city.

Digital and paper surveys were also distributed to the wider group of members and customers who were unable to attend. Age Friendly Cardiff will continue to work closely with older people to ensure that their knowledge, experience and skills are utilised to highlight concerns, so that we can develop solutions together.



"It's so important for the city to have an inclusive environment where everyone feels welcome"

"Cycle lanes should be safe. There should be no cycling in pedestrian areas!"

"Encourage shops to open toilets for the public to use and make sure that there are clear availability times for all public toilets"

"Good clear communication in plain English without over reliance on online contact only. Do not exclude those who are unable or choose not to make appointments, enquiries or complaints on line only."

"Co-production of services is so important. We need to have our say!"

"We need to make sure that there are no barriers to public services" "It's so important for the city to have an inclusive environment where everyone feels welcome"



"Development of outside spaces like parks where we could have canopied picnic areas which would allow outside groups to meet would be fantastic"

"Bus routes that go regularly to where you want and need to go"





Membership of the Global Network of Age-Friendly Cities and Communities Opportunities



Access to information and knowledge sharing from a global community

Support from a global network of affiliates, practitioners, researchers, experts and advocates committed to fostering age-friendly environments

Recognition and visibility in the Networks Activities and WHO's dedicated website – Age Friendly World

Opportunities for collaboration such as international research projects, joint publications, networking and sharing amongst each other etc.

If successful, what would the Cardiff Age-Friendly promise be?

Demonstrate respect for diversity – Older people are a heterogeneous group with diverse capacities, resources, lifestyles and preferences which should be respected

Equity – Inequities between groups (including, but not limited to age, gender, disability, sexual orientation, socioeconomic status, ethnicity, religion/beliefs) should be identified and addressed

The **participation** of older people in all spheres of life and their **contributions** should be valued and fostered

The **rights** of older people should be respected so that they may age and die with dignity



Equality Impact Assessment Corporate Assessment Template



Appendix 2

Policy/Strategy/Project/Procedure/Service/Function Title: Cardiff – An Age Friendly City – Application to the World Health Organisation New/Existing/Updating/Amending: New

Who is responsible for developing and i Policy/Strategy/Project/Procedure/Serv	
Name: Jane Thomas	Job Title: Director Adults, Housing and Communities
Service Team: Housing & Communities	Service Area: People & Communities
Assessment Date: August 2021	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

Between 2005 and 2015 Cardiff's population grew by 11.1%. This is a bigger percentage increase in population than any of the 'Core Cities' apart from Manchester and Nottingham. This growth is set to continue with projected growth of over 20% by 2035, making Cardiff the fastest growing core city in percentage terms.

Cardiff's rapid growth won't be evenly spread across age-groups. There will be significantly more people between the age of 30 and 50, more school children and more people over 65 years old. These changes in the make-up of Cardiff's population will put pressure on services because we know that certain age-groups are more likely to rely on public services.

The number of people living with dementia is also projected to rise significantly. There is evidence that the risk of developing dementia at any given age is actually starting to fall, but this decline does not sufficiently offset the rise in the population size. There are thought to be many people currently living with dementia whose condition has not yet been diagnosed.

Cardiff committed to Age Friendly action by joining Mayors and senior political representatives of European cities, municipalities, communities and regions in signing The Dublin Declaration on Age-Friendly Cities and Communities in Europe 2013 during the EU Summit on Active and Healthy Ageing.

Published in March 2017, Cardiff's Local Well-being Assessment provides an analysis of Cardiff's social, economic, environmental and cultural well-being and identified the key opportunities and challenges facing Cardiff as the city grows.

Cardiff's wellbeing plan sets out the priorities of the Public Services Board and focuses

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on areas of public service delivery that requires partnership working between the city's public and community services in collaboration with the citizens of the City. Actions related to Older People are encapsulated within Wellbeing objective 6 – Cardiff is a great place to grow older.

The WHO Global Network for Age-friendly Cities and Communities was established in 2010 to connect cities, communities and organizations worldwide with the common vision of making their community a great place to grow older.

A core element of the process is the collating of the Cardiff 'Working Towards an Age Friendly City' action plan. There are a number of live older person strategies/plans across the partnership board and beyond. Each individual strategy was co-produced with older people fully involved in the process. These strategies have been brought together into a combined document detailing work in progress and aspirations to make Cardiff a better place to live in for older people.

Initiatives that are taking place within the city have been included in the document in the framework of the domains outlined by the WHO as constituting Age Friendly communities as below:

Outdoor space and public buildings

- I. Replacement Local Development Plan 2021-2036
- II. Age Friendly Design in public buildings (Grand Avenue Day Centre)
- III. Cardiff's parks in an Age Friendly city
- IV. Age Friendly Community Hubs

Housing

- V. Older Persons Housing Strategy & Developments
- VI. Rehousing solutions for Older People
- VII. Care & Repair supporting older people to repair, adapt and maintain their homes

Transport

VIII. Cardiff Transport White Paper – supporting improvements that will facilitate better access

Community Support & Health

- IX. Regional Partnership Board (Aging Well) improving outcomes for older people
- X. Cardiff and the Vale Health Board Re-imagining Aging into the Future
- XI. Public Health Wales Improving health outcomes for older

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	people
XII.	, 3
	Friendly city
XIII.	Dementia Learning & Development Team – Cardiff and the Vale
	University Health Board
XIV.	Independent Living Service (Community Re-ablement Team) –
	supporting older people to live independently
XV.	Hubs including Wellbeing Support Service – bespoke advice and
	support services for older peoople
	Fire Service – targeted support for older citizens
	Police Service – The Herbert Protocol
XVIII.	Cardiff University – focus on research to make a difference to the lives of older people
XIX.	Cardiff Metropolitan University – developing innovative devices
	to improve the lives of people living with late stage dementia
C ommunicati	an O lafarmatian
	on & Information
ΧΧ.	DEWIS – providing access to information that help people with
	their wellbeing
XXI.	Age Connects Cardiff and the Vale – supporting older people to
	be connected and engaged in their community
XXII.	, , , , , , , , , , , , , , , , , , , ,
	services available to people living with dementia and their
	families
XXIII.	Age Friendly Cardiff Website – a digital platform to be developed
	as part of the Age Friendly City initiative providing information
	and links to the Age Friendly services available across the City
Civic Participa	ation & Employment
XXIV.	50+ Forum – enabling older people to have a voice in issues that
	affect them
XXV.	ASK Cardiff annual survey – capturing feedback from citizens on
	public services
XXVI.	Citizen Panel – Shaping local decision making (strong
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	representation from older people 35% of panel are aged 55+)
XXVII.	
	the older job seeker
Social Particip	pation
-	Goldies – singing groups for older people
XXIX.	Friends and Neighbours groups – bringing people together
XXX.	Community Hub Activities – older people's events programme
	community has neuvices order people's events programme

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Respect & Social Inclusion XXXI. Social Care/Schools Pen pal Scheme – creating penpal schemes within Care Homes and Schools XXXII. Stay Steady Schools – training young people to work with older people to raise awareness of and reduce the risk of falling XXXIII. Love Where you Live – a growing network of volunteers across Cardiff tackling litter and making a difference to their communities (36% are aged 55+) XXXIV. Arts in Health initiatives – supporting older people to share their experiences

2. Please provide background information on the Strategy Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

Age

Published in March 2017, Cardiff's Local Well-being Assessment provides an analysis of Cardiff's social, economic, environmental and cultural well-being and identified the key opportunities and challenges facing Cardiff as the city grows.

Between 2005 and 2015 Cardiff's population grew by 11.1%. This is a bigger percentage increase in population than any of the 'Core Cities' apart from Manchester and Nottingham. This growth is set to continue with projected growth of over 20% by 2035, making Cardiff the fastest growing core city in percentage terms.

It is apparent Cardiff's rapid growth won't be evenly spread across age-groups. There will be significantly more people between the age of 30 and 50, more school children and more people over 65 years old.

Life expectancy, for both men and women, has increased steadily over the last twenty years and is higher in Cardiff than in many of the UK core cities. In fact, women in Cardiff are projected to live longer than in any other major British city.

Dementia

Cardiff and the Vale Health Board carried out a health-based assessment focusing on Dementia. The assessment was carried out through a series of focus groups, interviews and steering groups and included people living with dementia and their carers, plus

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service providers and numerous Third sector organisations.

The assessment aimed to systematically review the needs of people with dementia (PWD) and their carers and to inform a refreshed Dementia Strategy for Cardiff and the Vale. It included the epidemiology of dementia, a summary of the evidence base, examples of best practice, a summary of existing local services, and qualitative evaluation which explored in detail the views of PWD, carers, and professionals.

The number of people living with dementia is also projected to rise significantly. There is evident that the risk of developing dementia at any given age is actually starting to fall, but this decline does not sufficiently offset the rise in the population size. Similarly to diabetes, there are thought to be many people currently living with dementia whose condition has not yet been diagnosed.

At the time of the assessment there were approximately 5,000 people living with dementia within Cardiff and the Vale with only 6 in 10 having an official diagnosis.

Adult Carers

At the 2011 Census, 50,580 carers were recorded in Cardiff and the Vale. This represents a 12% rise over the number in the previous Census 10 years earlier. A survey of adult carers in Cardiff was undertaken in 2011. Three quarters of the respondents (77%) were aged 40 or over, including a quarter (24%) who were 75 or over.

Disability

The 2011 Census indicates that 18% of the Cardiff population have a long term limiting illness. 12% of survey respondents identified themselves as disabled. When asked about their specific condition, 91% reported having a long-standing illness or health condition.

Welsh Language

Cardiff has the second highest number of Welsh speakers of any local authority in Wales, with numbers more than doubling over the last 25 years.

3 Assess Impact on the Protected Characteristics

3.1 Age

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Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact** [positive/negative/] on younger/older people?

	Yes	No	N/A
Up to 18 years	Х		
18 - 65 years	Х		
Over 65 years	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Joining the global network for Age Friendly Cities and Communities will commit to an age friendly promise to the people of Cardiff:-

- Demonstrate respect for diversity Older people are a heterogeneous group with diverse capacities, resources, life-styles and preferences that should be respected
- Equity Inequities between groups (including but not limited to age, gender, disability, sexual orientation, socioeconomic status, ethnicity, religion/beliefs should be identified and addressed
- The participation of older people in all spheres of life and their contributions should be valued and fostered
- The rights of older people should be respected so that they may age and die with dignity

The project ultimately aims to improve the lives of older people in Cardiff across all of the WHO domains by bringing stakeholders together across the city to work collaboratively. The collective knowledge and experience of the City's stakeholders will be enhanced by using the WHO network to follow best practice initiatives taking place across the World.

What action(s) can you take to address the differential impact?

A positive impact upon age is expected, therefore there are no specific actions to be taken.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	'es	INO	N/A
Hearing Impairment	Х		

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Physical Impairment	Х	
Visual Impairment	Х	
Learning Disability	Х	
Long-Standing Illness or Health Condition	X	
Mental Health	Х	
Substance Misuse	X	
Other	Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The application will have a positive impact on people with disabilities by ensuring that the needs of older people living with disabilities are considered. Existing services that are available to meet their needs will also be promoted via the Age Friendly Cardiff digital platform.

What action(s) can you take to address the differential impact?

A positive impact upon disability is expected, therefore there are no specific actions to be taken.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People	Х		
(People who are proposing to undergo, are undergoing, or have			
undergone a process [or part of a process] to reassign their sex			
by changing physiological or other attributes of sex)			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

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	Yes	No	N/A
Marriage		х	
Civil Partnership		Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy		х	
Maternity		Х	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact** on the following groups?

	Yes	No	N/A
White	Х		
Mixed / Multiple Ethnic Groups	Х		
Asian / Asian British	Х		
Black / African / Caribbean / Black British	Х		
Other Ethnic Groups	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The application will have a positive impact on older people of all races. Existing services that are available to meet their needs will also be promoted via the Age Friendly Cardiff digital platform and barriers to access e.g. language will be addressed.

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What action(s) can you take to address the differential impact?

A positive impact upon race is expected, therefore there are no specific actions to be taken.

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist	Х		
Christian	Х		
Hindu	Х		
Humanist	Х		
Jewish	Х		
Muslim	Х		
Sikh	Х		
Other	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	Х		
Women	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The application will have a positive impact on older people of all sexes through promotion of existing services and highlighting areas of concern and action.

What action(s) can you take to address the differential impact?

A positive impact upon older people of all sexes is expected, therefore there are no specific actions to be taken.

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3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual	Х		
Gay Men	Х		
Gay Women/Lesbians	Х		
Heterosexual/Straight	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The application will have a positive impact on people of all sexual orientations.

What action(s) can you take to address the differential impact?

A positive impact upon people of all sexual orientations is expected, therefore there are no specific actions to be taken.

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Х		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The strategy will have a positive impact on the Welsh Language.

What action(s) can you take to address the differential impact?

A positive impact upon the Welsh Language is expected, therefore there are no specific actions to be taken.

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

There are a number of live older person strategies/plans across the different organisations within Cardiff. Each individual strategy was co-produced with Older people fully involved in the process. These strategies have been brought together into a combined Action plan detailing work in progress and aspirations to make Cardiff a better place to live in for Older People.

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Consultation events on the proposed application took place with the 50+ Forum and Independent Living service users on 10th September 2021 and this two way dialogue will be maintained to allow older people to continuously have a voice.

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Groups	Actions
Age	N/A
Disability	N/A
Gender Reassignment	N/A
Marriage & Civil	N/A
Partnership	
Pregnancy & Maternity	N/A
Race	N/A
Religion/Belief	N/A
Sex	N/A
Sexual Orientation	N/A
Welsh Language	N/A
Generic Over-Arching	The project will improve the lives of all citizens in the city as
[applicable to all the	we look to make Cardiff more Age Friendly. Most issues
above groups]	that impact older people also improve the lives of others
	either directly or indirectly. E.g If public toilets are
	improved and made accessible for Older People then
	everybody benefits. This is the case across many of the Age
	Friendly actions that have already been carried out by
	partners as well as future actions that may take place.
	Please note that 'Age Friendly Cardiff' aims to bring
	together partnerships and encourage age friendly practices
	both internally within the Council and externally.

5. Summary of Actions [Listed in the Sections above]

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Nicola Pitman				Date: 14/09/21		
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Designation: Lead Library and Strategy Manager	
Approved By: Jane Thomas	
Designation: Director Adults, Housing and Communities	
Service Area: People & Communities	

7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 2536 / 3262 or email <u>equalityteam@cardiff.gov.uk</u>

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CARDIFF COUNCIL CYNGOR CAERDYDD

CABINET MEETING:14 OCTOBER 2021



FIFTH CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING REPORT

STRATEGIC PLANNING & TRANSPORT (COUNCILLOR CARO WILD)

AGENDA ITEM:8

Reason for this Report

 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

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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 increase 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

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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 Cardiff's Corporate set out in Plan 2019-22 http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-andpolicies/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

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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-andcommunities/people/future-generations-act/statutoryguidance/?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. There are no property implications for this report

RECOMMENDATION

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 Director of Planning, Transport & Environment
	8 October 2021

The following Appendix is attached:

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

Mae'r dudalen hon yn wag yn fwriadol

Appendix 1

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.

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 **Tudalen 677** 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

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 **Tudalen 685** • 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 Wellbeing 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 40μ g/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 Councils 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		•

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.

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

Cardiff Average House Prices 2006 to 2021

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

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- 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

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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	and generated between 2015/16 and 2016/17	collected and generated between 2016/17 and	and generated between 2017/18 and 2018/19	and generated between 2018/19 and 2019/20
			increased by 3% from 170,715 to 177,457 tonnes	decreased by 0.3% from 177,457 to 176,952 tonnes	2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes	decreased by 1.4% from 172,852 to 170,523 tonnes.	increased by 0.6% from 170,523 to 171,528 tonnes.

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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			None		None		
Employment land permitt	· · ·						
allocated sites as a perce employment allocations.	entage of all						
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
T ()) (-			
Total land area of Allocations=132ha	Total land area of Allocations =132		Total land area of Allocations =132ha		nd area of ons =132ha	Total land area of Allocations =132ha	
Employment development permitted on allocated sites (April 2016 - 31 st March 2017) = 11.6ha. This equates to 9%	Employment development per on allocated site 2017 - 31 st Marc = 2.12 ha. This e to 1.7%	s (April h 2018)	Employment development permitted on allocated sites (April 2018 – 31 st March 2019) = 3.16 ha. This equates to 2.4%.	on alloc 2019 – 2020) =	ment ment permitted ated sites (April 31 st March 2.07 ha. This to 1.7 %	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	Indicator				Trigger	
Core Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)		TargetOffices (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 1 st April 2017 to March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019		mance 4 th AMR I 2019 to 31 st 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 (2017 to April 207 14,969 sqm Industrial Take u 2017 to April 207 0.5 ha	18) = ıp (April	Office Take Up (April 2018 to April 2019) = 39,726 sqm Industrial Take up (April 2018 to April 2019) = 1.6 ha	2019 to 36,710	al Take up (April April 2020) =	Office Take Up (April 2020 to April 2021) = 728 sqm (please see analysis) Industrial Take up (April 2020 to April 2021) = 1.04 ha

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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 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 emploidand occurred on protected sites e where the propo- considered a complimentary u under Policy EC2 which satisfied p EC3.	EC1 except sal was se 2, or	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.	land occ protecte where t conside complin under P	of employment curred on EC1 ed sites except he proposal was ered a nentary use Policy EC2, or atisfied policy	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 Ta		Target			Trigger		
				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 ^r 1 st April 2017 to March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019		mance 4 th AMR I 2019 to 31 st 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 completion 14,969sq m Offices under construction – 42 m Offices in pipelin (since April 2017 planning permiss 13,275sq m	2,652sq e ′) with	Office completions – 39,726 sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2018) with planning permission – 49,328sq m.	37,331 Offices construct m Offices (since A planning		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

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.

Please see moi	nitoring table below for a	a breakdown of e	mployment lanc	permitted during	the monitoring period on allocated s
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.	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		10,318 sq m	Under Construction Superseded by 19/03052 to extend the office development by 3,792sq m	

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			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	BRAINS BREWERY AND ADJACENT TO SOUTH OF	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	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
Recommendatior	ns			

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)		15,000			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 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 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 develo granted planning permission as pa this strategic res led mixed use development has yet started.	art of idential	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	granted permiss this stra led mixe	ment has not	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	
Analysis	•						
Although not yet started,	of B1 floorspace. the residential dev	velopmer	/2017 for residential led m at has begun. It is therefore determine the effectivene	consider	ed that policy KP2	2 is functioning effectively.	

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	Allegated Sites	-	Bha by J33 plus 2.5ha flexible local		No trigger set at present but will be revised one further details are known.		
Employment provision on – (KP2 D&E – North of J3		empioyi	ment space.		revised one funt	ier details are known.	
Creigiau)							
Performance 1 st AMR	Performance 2		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st March 2017	1 st April 2017 to 31 st March 2018		1 st April 2018 to 31 st March 2019	1 st April 2019 to 31 st March 2020		1 st April 2020 to 31 st March 2021	
6.7ha employment space including	Not yet started		Not yet started	Not yet	started	Not yet started	
interchange included in							
planning application (ref							
14/00852/MJR) granted 28/02/2017.							
Analysis							
Planning permission 14/0	•		2017 for the residential led Development has not yet s		ise development o	of this strategic site which	
			dered that policy KP2 D&E			The Council will continue	
	o determine the ef	fectivene	ess of this policy framework	< relating	to this issue.		
Recommendations							
No action is required at p	resent. Continue	to monito	pr.				

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		
Employment provision on Allocated Sites E		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 nd 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 v issue.	will continue to mo	onitor this	indicator to determine the	effective	ness of the policy	framework relating to this	
Recommendations							
No action is required at p	resent. Continue	to monito	r.				

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 ther details are known.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AM 1 st April 2017 to 31 March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
No application submitted to date	No application submitted to date	e 	No application submitted to date	No appl submitte	lication ed to date	Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.	
Analysis			•			•	
	, , ,		0sq m B1, B2, B8. To be d			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).		is set at	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 AM 1 st April 2017 to 31 ^s March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 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 Car 208,000 in 2016 Nomisweb.co. u figures (2016).	(latest	Total jobs in Cardiff – 214,000 in 2017 (latest Nomisweb.co uk figures, 2017).	212,000	bs in Cardiff –) in 2018 (latest /eb.co uk 2018).	Total jobs in Cardiff – 213,000 in 2019 (latest Nomisweb.co uk figures, 2019).
Analysis						
The Council will continue			an increase of 1,000 jobs s determine the effectivene			relating to this issue.
Recommendations						
No action required at pres	sent. 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.		within District & Local Centres (Base u 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 ⁿ 1 st April 2017 t March 201	o 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
District Centres – Average of 46% active retail units within centres.	District Centres – Average of 45% A1 retail units wit centres.	active	District Centres – Average of 44% active A1 retail units within centres.	equival	Covid no ent data le for 2020.	District Centres – Average of 44% active A1 retail units within centres.
Local Centres – Average of 47% active A1 retail units within centres.	Local Centres – Average of 46% A1 retail units wit centres.		Local 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.			For an individual breakdown see analysis section.

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District Centre	Total No	No	Percentage
	of Units	active A1 (retail) units	Active A1 (retail) units
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

	Birchgrove	48	
	Bute Street (Loudoun	12	
	Square)		
	Cathedral Road	27	
	Countisbury Avenue	35	
	Caerau Lane	9	
	Fairwater Green	16	
	Gabalfa Avenue	15	
	Grand Avenue	20	
	High Street, Llandaff	34	
	Maelfa, Llanedeyrn*	12	
	Newport Road, Rumney	48	
Tudalen 719	Rhiwbina Village	47	
er l	Salisbury Road	45	
	Splott Road	38	
1	Station Road, Llanishen	29	
U U	Station Road, Llandaff North	32	
	Station Road, Radyr	14	Ĺ
	Tudor Street	35	1

Local Centre

Willowbrook Drive

Wilson Road

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.

Percentage

of Active A1

(retail) units

38%

75%

48%

54%

67%

50%

33%

30%

35% 67%

50%

53%

31%

37%

48%

50%

50%

34%

50%

53%

48%

4

15

Total No

of Units

No

active A1

(retail)

units

18

13

19

6

8

5

6

12 8

24

25

14

14

14

16

12

2

8

Average

7

9

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	Performance 2 nd AMR		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 to 31 st		1 st April 2018 to 31 st	1 st April 2019 to 31st		1 st April 2020 to 31st
March 2017	March 2018		March 2019	March 2020		March 2021
54 of the city centres 64	In 2017/18, 53 of the city		In 2018/19, 53 of the city	In 2019/20, 53 of the city		In 2020/21, 53 of the city
Protected Shopping	centres 64 Protected		centres 64 Protected	centres 64 Protected		centres 64 Protected
Frontages had over 50%	Shopping Frontages had		Shopping Frontages	Shopping Frontages		Shopping Frontages
Class A1 units in	50% or more Class A1		have 50% or more Class	have 50	% or more Class	have 50% or more Class
2016/17.	units.		A1 units.	A1 units.		A1 units.

Analysis

- 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	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 nd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31st March 2020	Performance 5 th AMR 1 st April 2020 to 31st 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.		

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Analysis				
December 2019. The vacancy	rate was 12.3	% for High Street	s (12.1% in Dec1	was 12.2% in March 2020, an increase from 12.1% 9); 14.1% for Shopping Centres (14.4% in Dec19); an acancy Monitor 11 May 2020 (Q1 results / prior to lockdown).
District Centres	I		I	1
District Centre	Total No	No vacant	Percentage	
	of Units	retail units	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%	

The average vacancy rates for District Centres is 10% and below the nation UK average of 12.3%.

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.

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

Local Centre	Total No of Units	No vacant retail units	Percentage vacant retail units
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%

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

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 developm outside the Central Shopp District and Local Centres accordance with Policy Re assessment of need and of the sequential test.	bing Area and s not in 6 and an	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).		outside the Cent District and Loca accordance with	Policy R6 and an eed and strict application	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 ^r 1 st April 2017 1 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 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 retain development out designated central applications were accompanied by assessment of mand the sequenti The remaining 14 not accompanied assessment as set	side res. 3 e an eed al test. 4 were d by an	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.	for retai outside centres were ac an asse and the The ren not acco assessr	ations approved I development designated . 3 applications companied by essment of need sequential test. naining 6 were ompanied by an ment as specific stance did not 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				
	pment within Use Class A demonstrated that they sa	•	esignated centres. 3 of the	e proposals submitted an
 In all cases the flo The retail floorspa The retail floorspa The retail floorspa The retail floorspa the retail park and centres or; 	quire an assessment of nee orspace was below the TA ace formed part of a mixed of ace was considered comple ace consisted of POD units d not considered retail des ace related to the change o ping parades.	N 4 threshold or; use scheme e.g. ground fleementary/ancillary in busine on out of centre retail park stinations in their own right	oor use in high rise residen ess/industrial areas or; s which were considered co such that they would nega	omplementary/ancillary to atively impact designated
	that Policy R6 is functioni policy framework relating to		il will continue to monitor t	his indicator to determine

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
Local Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose:	Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years
	 Work = 45.2% (2014) Education = 57.8% (2014) Shopping (City Centre) = 67.1% (2014) Shopping (Other) = 43.2% (2014) Leisure = 58% (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 = 45.2% 2015 = 45.0% (↓) -0.2% 2016 = 48.1% (↑) +3.1%	1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3%	1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3%	1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2%	All Journeys: 1 st April 2019 to 16 th March 2020 (pre- pandemic average) = 50%
2) Education: 2014 = 57.8% 2015 = 50.4% (↓) -7.4% 2016 = 59.6% (↑) +9.2%	2) Education: 2016 = 59.6% 2017 = 55.9% (↓) -3.7%	2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1%	2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6%	1 st April 2020 to 31 st March 2021 (average during pandemic) = 49% (↓) -1%
 3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) -1.1% 2016 = 67.9% (↑) +1.9% 	3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) -3.2%	3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6%	3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4%	
 4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3% 	4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) -6.8%	4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%	4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1%	
5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) -3.2%	5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) -3.8%	5) Leisure: 2017 = 56.4%	5) Leisure: 2018 = 58.8%	

2016 = 60.2% (↑) +5.4%		2018 = 58.8% (↑) +2.5%	2019 = 63.7% (↑) +4.9%	
particular as a result of a		c transport, nevertheless, i	pril 2020 to 31 st March 202 [.] In recent months the propo	
Sustainable Travel for All Journeys Sustainable Travel for All Journeys 10 10 10 10	(1 st A) 50% 50% 49% 49% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6		2021) 48% 48% 49% 52% 51% 52 48% 48% 49% 52% 51% 52 548% 48% 49% 52% 51% 52% 51% 52% 52% 51% 52% 52% 52% 52% 52% 52% 52% 52% 52% 52	

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:	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
	 Work = 15.9% (2014) Education = 24.1% (2014) Shopping (City Centre) = 16.7% (2014) Shopping (Other) = 22.3% (2014) Leisure = 19% (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 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3%	1) Work: 2016 = 17.9% 2017 = 14.0% (↓) -3.9%	1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0%	1) Work: 2018 = 15.0% 2019 = 18.3% (↑) +3.3%	All Journeys: 1 st April 2019 to 16 th March 2020 (pre- pandemic average) = 19%
2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0%	2) Education: 2016 = 27.6% 2017 = 23.3% (↓) -4.3%	2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3%	2) Education: 2018 = 26.6% 2019 = 21.9% (↓) -4.7%	1 st April 2020 to 31 st March 2021 (average during pandemic) = 18% (↓) -1%
 3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9% 	3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) -2.3%	3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8%	3) Shopping (City Centre): 2018 = 16.9% 2019 = 17.5% (↑) +0.6%	
 4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3% 	4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) -3.6%	4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2%	4) Shopping (Other): 2018 = 21.1% 2019 = 23.4% (↑) +2.3%	

(v)	isure: = 21.8% =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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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.

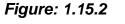
Comparing various data sources on walking for 2019/2020 versus 2020/2021, it is clear that walking has experienced mixed fortunes over the past year, with City Centre footfall in particular being low. Nevertheless, as of August 2021, walking has either been close to pre-pandemic levels or else has increased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

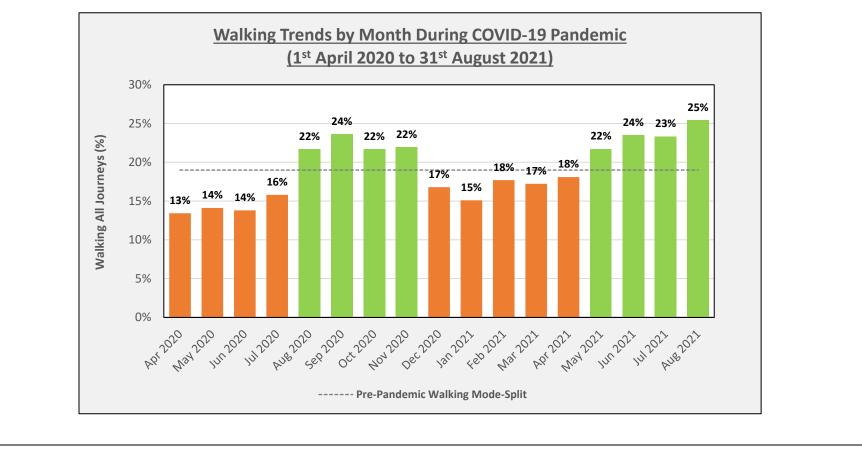
Figure: 1.15.1

	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	<u>60% (↓)</u> -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.





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

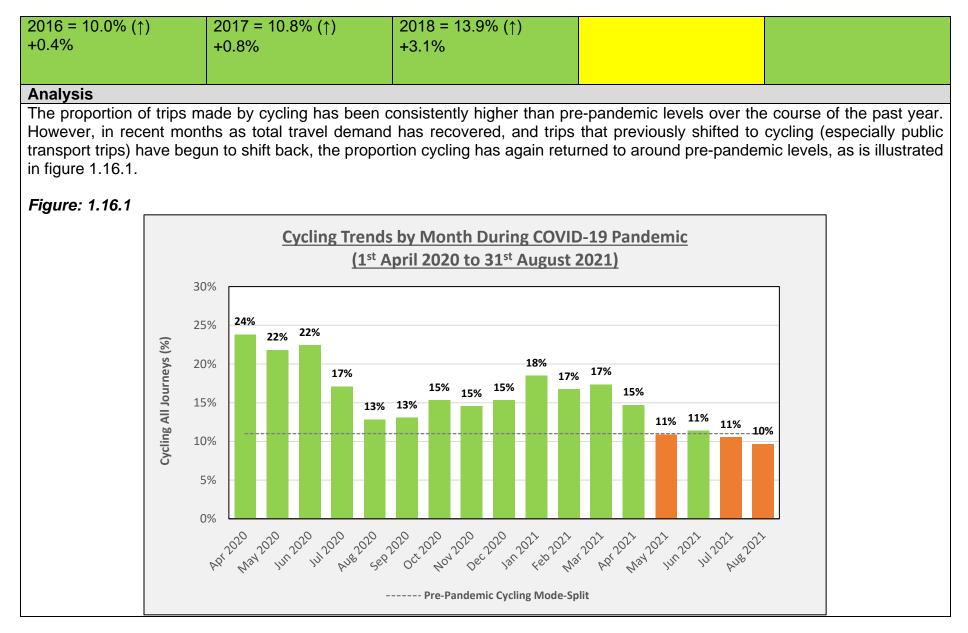
Relevant LDP Policies: KP2, KP6, KP8, T1-T9

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



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% (<u>↑</u>) +18%
Cycling on Eastern Bay Link	116% (↑) +16%	131% (↑) +31%
OVO Bikes (Nextbike) Rentals	95% (↓) -5%	113% (↑) +13%
Cycling on Pont y Werin	122% (<u>↑</u>) +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

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% (\downarrow) -0.4% 2016 = 10.0% (\downarrow) -0.7% 2) Education: 2014 = 13.0% 2015 = 11.6% (\downarrow) -1.4% 2016 = 12.8% (\uparrow) +1.2% 3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2015 = 29.4% () +0% 2016 = 26.7% (\downarrow) -2.7% 4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (\downarrow) -0.2% 2016 = 8.9% (\uparrow) +0.5% 5) Leisure: 2014 = 11.2% 2015 = 10.8% (\downarrow) -0.4%	1) Work: 2016 = 10.0% 2017 = 9.7% (\downarrow) -0.3% 2) Education: 2016 = 12.8% 2017 = 10.7% (\downarrow) -2.1% 3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (\downarrow) -1.4% 4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (\downarrow) -1.7% 5) Leisure: 2016 = 10.5%	1) Work: 2017 = 9.7% 2018 = 10.6% (\uparrow) +0.9% 2) Education: 2017 = 10.7% 2018 = 10.5% (\downarrow) -0.2% 3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (\downarrow) -1.8% 4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (\downarrow) -0.1% 5) Leisure: 2017 = 10.3%	1) Work: 2018 = 10.6% 2019 = 15.9% (\uparrow) +5.3% 2) Education: 2018 = 10.5% 2019 = 13.4% (\uparrow) +2.9% 3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (\uparrow) +5.3% 4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (\uparrow) +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% (\downarrow) - 8%

2016 = 10.5% (↓) -0	0.3%	$2017 = 10.3\% (\downarrow) -0.2\% 2018 = 10.1\% (\downarrow) -0.2\% 2019 = 12.9\% (\uparrow) +2.8\%$
Analysis	I	
Overall, it is unsurp	orising t	hat public transport use has been low over the past year as illustrated in figure 1.17.1, due to travel
restrictions (non-es	sential	travel on public transport not having been permitted prior to August of 2020); limited service frequency
nandatory wearing	of face	e masks from 27/07/2020; and limited on-board capacity such as to maintain social distancing.
Figure: 1.17.1		
		Public Transport Trands by Month During COV/ID 19 Pandomic
		Public Transport Trends by Month During COVID-19 Pandemic
		<u>(1st April 2020 to 31st August 2021)</u>
	20%	6
	18%	6
	16%	
100	8	
) shi 14%	6 <u>12%</u> 13% 13% 13%
	u 12%	
<u>c</u>	(%) 14% 12% 10% 8%	0% or 10%
	IN 8%	
	e ovo	

OCT NON DEC DID TOTO

----- Pre-Pandemic Bus Travel Mode-Split

5002020

4012020 1112020 1112020 112020 112020 50

Bus Trav

6% 4% 2% 0%

22 APT 2021 NOV 2021 JUN 2021 JUN 2021 AUG 2021

Feb 2021

Mar2021

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

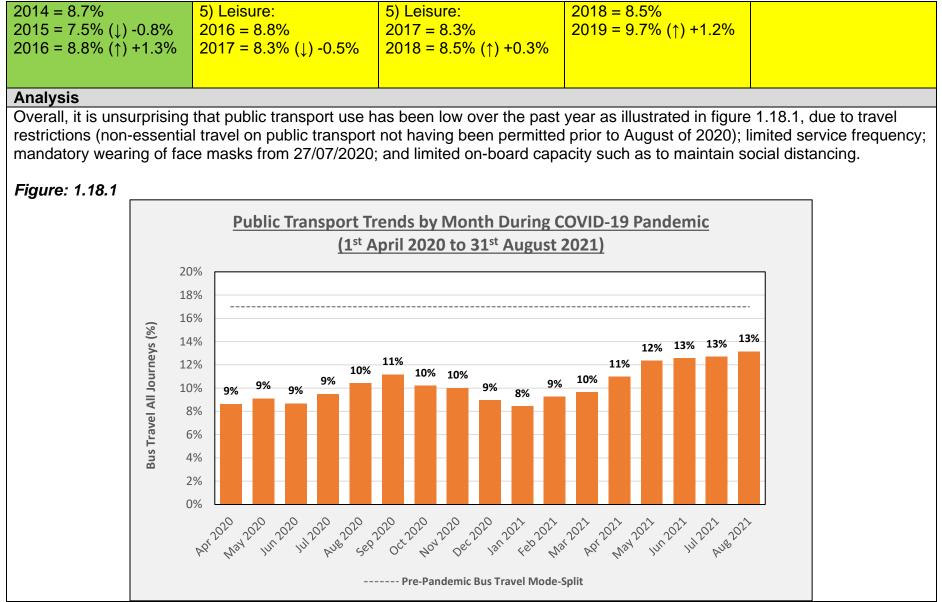
Relevant LDP Policies: KP2, KP6, KP8, T1-T9

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-vear 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:	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
	1) Work = 5.8% (2014) 2) Education = 5.2% (2014)	

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



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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 prepandemic 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.

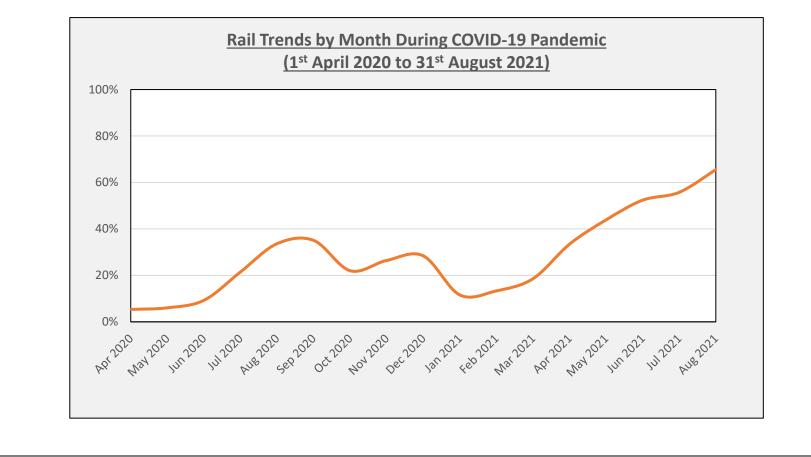


Figure: 1.18.2

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

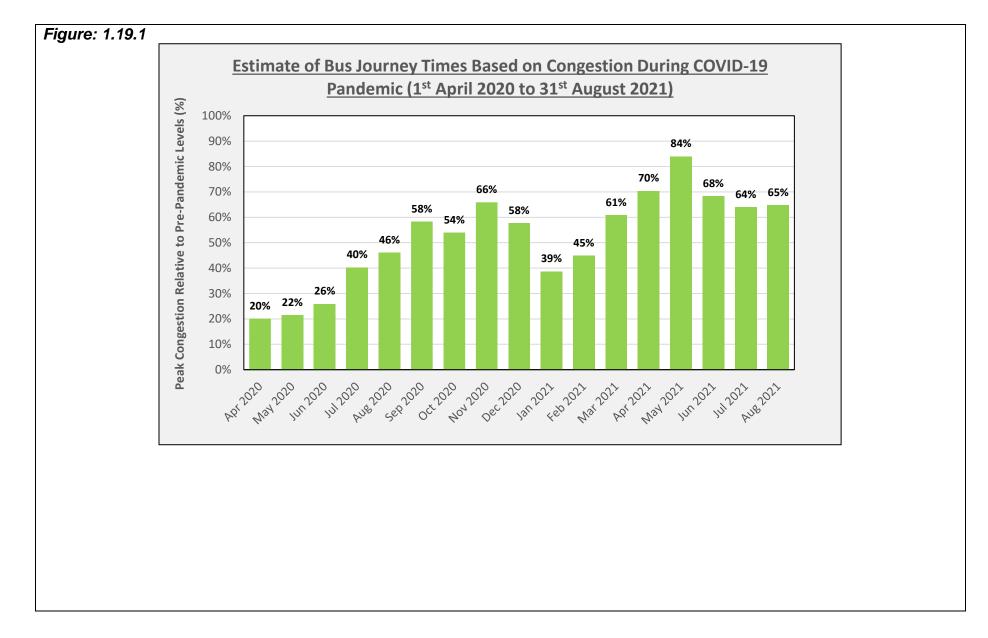
Public Satisfaction Regarding Bus Journey TimesPublic Satisfaction Regarding Bus Journey TimesPublic Satisfaction Regarding Bus Journey TimesPeak Congestion Levels in 2020/2021 relative to those in $(TransportationSurvey):2015 = 59.8%2016 = 62.6% (\uparrow)+2.7%2016 = 62.6%2017 = 52.1% (\downarrow)-10.5%2017 = 52.1%2018 = 54.7% (\uparrow)+2.6%2018 = 54.7%2018 = 54.7% (\downarrow)-13.4%2018 = 54.7%2019 = 41.3% (\downarrow)-13.4%Peak CongestionLevels in 2020/2021relative to those in2019/2020 (as a proxyfor Bus Journey Times)= 44%$	Performance 1 st AMR	Performance 2 nd AMR	Performance 3 rd AMR	Performance 4 th AMR	Performance 5 th AMR
	1 st April 2016 to 31 st	1 st April 2017 to 31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st	1 st April 2020 to 31 st
	March 2017	March 2018	March 2019	March 2020	March 2021
	Regarding Bus Journey Times (Transportation Survey): 2015 = 59.8% 2016 = 62.6% (↑)	Regarding Bus Journey Times (Transportation Survey): 2016 = 62.6% 2017 = 52.1% (↓)	Regarding Bus Journey Times (Transportation Survey): 2017 = 52.1% 2018 = 54.7% (↑)	Regarding Bus Journey Times (Transportation Survey): 2018 = 54.7% 2019 = 41.3% (↓)	Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times)

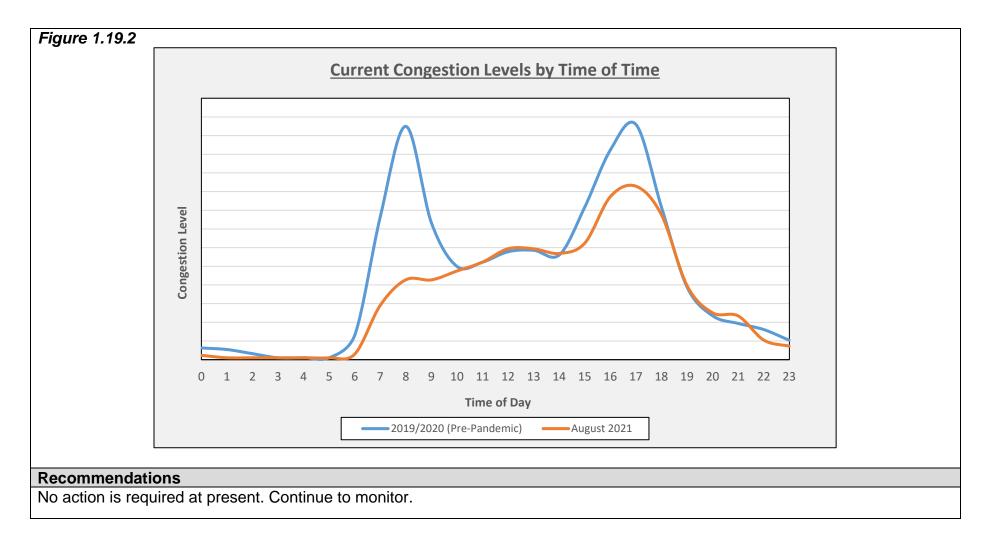
Analysis

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.

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.

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.





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.

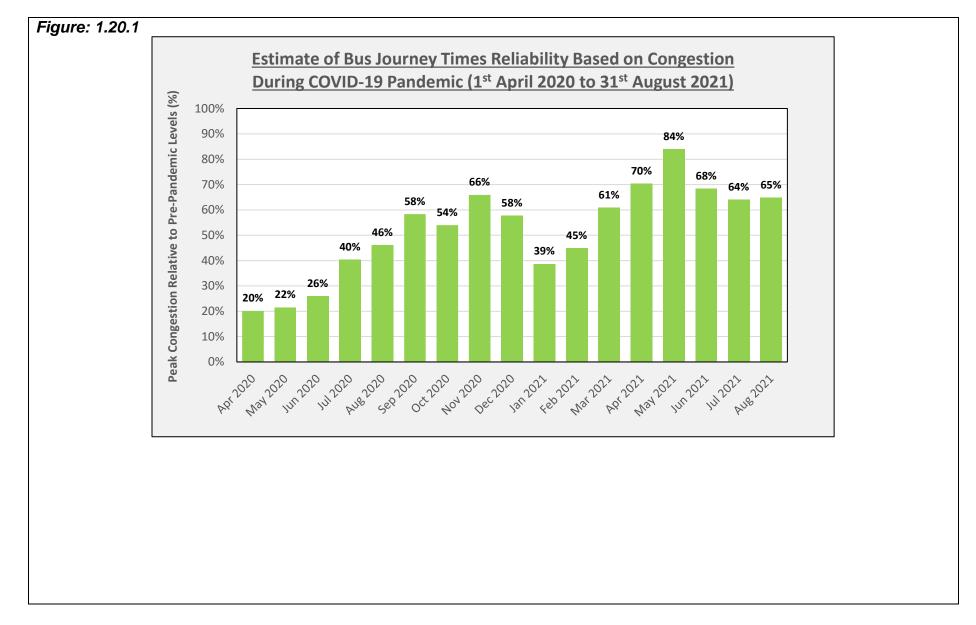
Indicator	Target	Trigger
Local Improvement in bus journey time reliability	An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an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

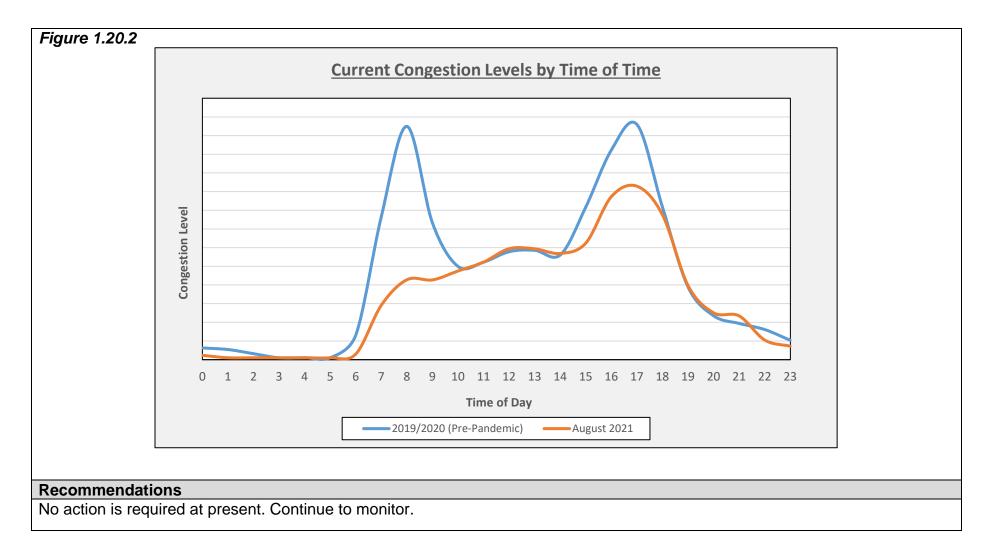
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
Public Satisfaction Regarding Bus	Public Satisfaction Regarding Bus	Public Satisfaction Regarding Bus	Public Satisfaction Regarding Bus	Peak Congestion
Journey Time Reliability	Journey Time Reliability	Journey Time Reliability	Journey Time Reliability	Levels in 2020/2021 relative to those in
(Transportation	(Transportation	(Transportation	(Transportation	2019/2020 (as a proxy
Survey):	Survey):	Survey):	Survey):	for Bus Journey Times)
2015 = 50.4%	2016 = 55.2%	2017 = 43.9%	2018 = 46.7%	= 44%
2016 = 55.2% (↑)	2017 = 43.9% (↓)	2018 = 46.7% (↑)	2019 = 30.8% (↓)	
+4.8%	-11.3%	+2.8%	-15.9%	
Analysis				

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.

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.

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.





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	Performance 2 nd AMR	Performance 3 rd AMR	Performance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 to 31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 2018	March 2019	March 2020	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

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.

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.

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.

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 par 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

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	ator		Target		Trigger	
Delivery of new sustainablestransportation infrastructure including:sRapid Bus Corridors, Cycle Network,wTransport Hubs and LTP schemes tod		To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP		Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12		
Performance 1st AMRPerformance 2nd1st April 2016 to 31st1st April 2017 tMarch 2017March 2017		to 31 st	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021
ALL Schemes:	ALL Schemes:		ALL Schemes:	ALL Scl	nemes:	ALL Schemes:

Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32	Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52	Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60	Completed = 15 (23%) On-going = 35 (55%) On-hold = 14 (22%) TOTAL = 64	Completed = 16 (22%) On-going = 44 (60%) On-hold = 13 (18%) TOTAL = 73
Completed/On-going = 18 (56%)	Completed/On-going = 36 (69%)	Completed/On-going = 42 (70%)	Completed/On-going = 50 (78%) Multi-Modal Schemes: Completed = 1 On-going = 3 On-hold = 0	Completed/On-going = 60 (82%) Multi-Modal Schemes: Completed = 1 On-going = 4 On-hold = 0
			Transport Interchange Schemes: Completed = 0 On-going = 5 On-hold = 0 Walkable Neighbourhoods & Safe Routes in Communities:	Transport Interchange Schemes: Completed = 0 On-going = 4 On-hold = 1 Walkable Neighbourhoods & Safe Routes in Communities:
			Completed = 3 On-going = 2 On-hold = 1 Cycle Network Schemes: Completed = 4 On-going = 11 On-hold = 7	Completed = 3 On-going = 4 On-hold = 4 Cycle Network Schemes: Completed = 5 On-going = 15 On-hold = 3

	Rapid Bus Corridor	Rapid Bus Corridor
	Schemes:	Schemes:
	Completed = 2	Completed $= 2$
	On-going = 6	On-going = 8
	On-hold = 6	On-hold = 5
	Rail Improvement	Rail Improvement
	Schemes:	Schemes:
	Completed = 5	Completed = 5
	On-going = 8	On-going = 9
	On-hold = 0	On-hold = 0
nalysis		

Not all schemes have been able to be delivered within the timeframes originally set out, not least of support recovery, but also due to a lack of funding and resources, together with shifting priorities.

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.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015–2020/2021, are summarised below –

Multi-Modal Schemes:

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	WeITAG 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 WeITAG and feasibility work. Will include further enhancements for active travel and public transport

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

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

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

	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 S	chemes:		
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 Sch	nemes:		
Timeframe:	Scheme:	Status:	Commentary:
Entrance at Cardiff Central Station (Network Rail) [LDP] 2015-2017 New Platform & Building Entrance at Cardiff Queen Street Station (Network Rail) [LDP]		COMPLETED	Opened in January 2017
2015-2017	Entrance at Cardiff Queen Street Station (Network Rail)	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
ail Improvement Schemes: Timeframe: Scheme: 2015-2017 New Platform & Building Entrance at Cardiff Centra Station (Network Rail) [LD 2015-2017 New Platform & Building Entrance at Cardiff Queer Street Station (Network Rail) [LDP] 2015-2021 Rail Station Access, Signa & Information Improvemer (TfW) [LDP] 2016-2017 Metro Station Improvemer Plan (MSIP) - Llandaf Stati (TfW) [LDP] 2016-2017 Metro Station Improvemer Plan (MSIP) - Radyr Static (TfW) [LDP] 2016-2020 Electrification of South Wa Great Western Mainline (TILDP]		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

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					Failure to adopt	SPG within 12 months of			
Central Shopping Area Pr	otected				adoption of the F	Plan			
Frontages SPG					-				
Performance 1 st AMR Performance 2 ^t			Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR			
1 st April 2016 to 31 st 1 st April 2017 to		o 31 st	1 st April 2018 to 31 st	1 st Ap	ril 2019 to 31 st	1 st April 2020 to 31 st			
March 2017	•		March 2019	M	arch 2020	March 2021			
The Central Shopping	It is proposed no	t to	It is proposed not to	It is pro	posed not to	It is proposed not to			
Area Protected	progress a Centr	al	progress a Central	progres	s a Central	progress a Central			
Frontages SPG is due	Shopping Area		Shopping Area Shoppir		ng Area	Shopping Area			
to be issued for public	Protected Shopping				ed Shopping	Protected Shopping			
consultation in March	Frontages SPG at this				es SPG at this	Frontages SPG at this			
2018.	time. Refer to Ar	alysis	time. Refer to Analysis	time. Re	efer to Analysis	time. Refer to Analysis			
	(below).		(below).	(below)		(below).			

Analysis

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.

Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in additional to further guidance that has been provided through the adopted Food, Drink and Leisure Uses SPG, it is not considered necessary to produce supplementary planning guidance relating specifically to Protected Shopping Frontages at this time.

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	jet Trigger								
LOCAL			Failure to adopt	SPG within 18 months of						
Shop Fronts and Signs G	uidance SPG	adoption of the Plan								
Performance 1 st AMR	Performance 2 nd AMR	Performance 3 nd AMR	Performance 4 th AMR	Performance 5 th AMR						
1 st April 2016 to 31 st	1 st April 2017 to 31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st	1 st April 2020 to 31 st						
March 2017	March 2018	March 2019	March 2020	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 Employmen Premises for Business ar Warehousing SPG						SPG within 18 months of Plan				
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	1 st April 2017 to	o 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018 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	Employ Busines SPG wa	otection of ment Land for as and Industry as approved in per 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017				
Analysis		h								
	e. Given this, there		nber 2017 and has been t need to continue to monitor							

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

These indicators compare the Annual Average Requirement set out in the LDP with the number of actual completions that have taken place.

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%).

As progress is now being made with construction of the strategic housing sites it in anticipated that completion rates will increase over the remaining five years of the plan period as set out in the table and diagram below.

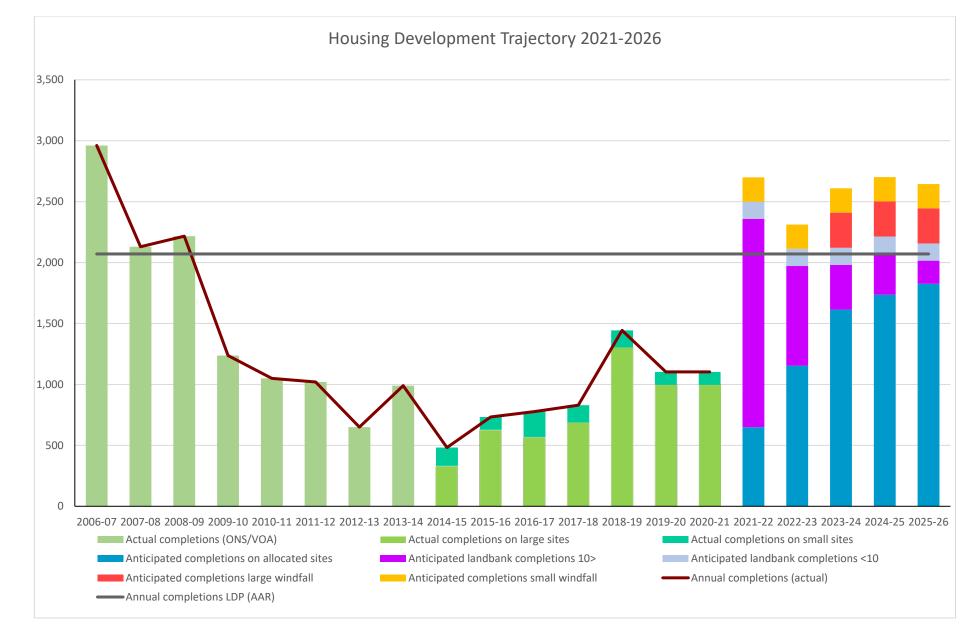
It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the actual completions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

"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																649	1,154	1,614	1,736	1,826
sites																049	1,134	1,014	1,750	1,820
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																199	199	199	199	199
windfall																155	155	155	135	
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.



Tudalen 786

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 F		Provide	ovide 22,555 net general market Failure to deliver				
The number of net general market		dwelling	s over the remaining Plan	period	the required		
dwellings built		in acco	dance with the cumulative	2 year	number of		
		targets	set out below:		dwellings for each		
		2016: 2	,495		2 year period.		
		2018: 4	,096				
		2020: 4	,153				
		2022: 4	,042				
		2024: 4,010					
			2026: 3,759				
Performance 1 st AMR	Performance 2 nd AMR		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 to 31 st		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 2018		March 2019	March 2020		March 2021	
The total number of	The total number of		The total number of		al number of	The total number of	
general market	general market		general market	general market		general market	
dwellings built during	dwellings built du	<u> </u>	dwellings built between	dwellings built		dwellings built between	
2014/15 was 377.	2016/7 was 547.		1 st April 2018 and 31 st	between 1 st April 2019		1 st April 2020 and 31 st	
			March 2019 was 1,135.	and 31 st March 2020		March 2021 was 853.	
The total number of	The total number of			was 853.			
general market	general market		The cumulative total			The cumulative total	
dwellings built during	dwellings built during		number of general		mulative total	number of general	
2015/16 was 489.	2017/18 was 636	б.	market dwellings built to	number of general		market dwellings built to	
			date is therefore 3,184.	market	dwellings built	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 1 st April 2018 was 1,183.		to date is therefore 4,042.				
Analysis	<u> </u>		<u> </u>				
undertaken at the end o carried out between Apr based on an average of It is considered that a ye	early completion figure for becially considering that the	due to Covid restrictions i re the figure presented a general market dwelling	being lifted, a housing mo bove for 1 st April 2020 to s of 858 between 1 st Apri	onitoring survey was 31 st March 2021 is I 2020 and 31 st March			
Good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.							
Recommendations							

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		Provide	rovide 6,646 net affordable units over the		Failure to deliver the required number of	
The number of net addition			ng Plan period (represen	nting an	dwellings for eac	ch 2 year period.
dwellings built (TAN2)		0		housing		
	ł	provisio	n).			
		•	ed delivery rate to meet th	e target		
		set out below: 2016: 735				
		2018: 1,207				
		2020: 1,224				
		2022: 1,191 2024: 1,181 2026: 1,108				
Performance 1 st AMR	Performance 2 nd		Performance 3 nd AMR	Dorfor	mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 to		1 st April 2018 to 31 st		ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 2018		March 2019	-	arch 2020	March 2020
The total number of	The total number	-	The total number of		al number of	The total number of
affordable dwellings	affordable dwelling		affordable dwellings	affordable dwellings		affordable dwellings
provided during provided during		J -	provided during	provided during		provided during
2014/15 was 105. 2016/17 was 230.		2018/19 was 309.	2019/20 was 250.		2020/21 was 250.	
The total number of	The total number	of	The total number of	The total number of		The total number of
affordable dwellings	affordable dwelling	gs	affordable dwellings	affordal	ole dwellings	affordable dwellings

provided during 2015/16 was 244.	provided during 2017/18 was 194.	built to date was therefore 1,082.	built to date was therefore 1,582.	built to date was therefore 1,832.
The combined total of affordable dwellings provided by 1st April 2016 was 349.	The combined total of affordable dwellings provided by 1 st April 2018 was 424.			

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.

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.

Recommendations

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	T	Target			Trigger		
CORE	Provide		29,201 dwellings over the		Failure to deliver the required number of		
Annual dwelling	re	emainir	ng Plan period in accordar	nce with dwellings for ea		ch 2 year period.	
completions (all	th	he cum	ulative 2 year targets set o	out			
dwellings)	b	elow:					
	2	2016: 3	,230				
	2	2018: 5	,303				
	2	2020: 5	,377				
	2	2022: 5	,233				
	2	2024: 5	024: 5,191				
	2	2026: 4	,866				
Performance 1 st AMR	Performance 2 nd AMR		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 to	31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 2018		March 2019	March 2020		March 2021	
The total number of all	The total number of	of all	The total number of all	The total number of all		The total number of all	
dwellings provided	dwellings provided	l	dwellings built by 1 st	dwellings built by 1 st		dwellings built by 1 st	
during 2014/15 was 482.	during 2016/17 was 777		April 2019 was 1,444.	April 2020 was 1,103.		April 2021 was 1,103.	
	The total number of	of all	The total number of all	The total number of all		The total number of all	
The total number of all	dwellings provided		dwellings built to date is	dwellin	gs built to date	dwellings built to date	
dwellings provided during 2015/16 was	during 2017/18 was 830		4,266.	is 5,369	9.	is 6,472.	
733.	The combined tota	al by					
	1 st April 2018 was						
	1,607.						

The combined total by								
1st April 2016 was 1,215.								
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 1 st April 2020 to 31 st March 2021 is based on an average of the two year total.								
It is considered that a yearly completion figure for all dwellings of 1,103 between 1 st April 2020 and 31 st 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.								
Good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.								
Recommendations								
No action is required at present. Continue to monitor.								

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.

y more than 10% above							
num for							
any consecutive 2 year period.							
ce 5 th AMR							
020 to 31 st							
n 2021							
Imber of							
tributions							
)/20 was							
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Ĩ I							
was							
ey was							
021 is							
52110							
based on an average of the two year total.							
nsidered							
allocated							
ve 2(0							

Recommendations

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.			umber of dwellings permitted that are of in accordance with KP3(B) LDP policies			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 1 st April 2017 March 20	to 31 st	Performance 3 nd 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 settlement bound that do not satisf policy.	dary	No applications permitted outside the settlement boundary that do not satisfy policy.	permitte settlem	lications ed outside the ent boundary not satisfy	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

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	Tar	get	Trigger		
LOCAL Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation			Site is no longer Risk Zone C2	categorised within Flood	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AM 1 st April 2017 to 31 March 2018		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 Zon C2 in latest Development Advice Maps	U U U U U U U U U U U U U U U U U U U	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	
deleted from the Plan a development such as Gy Examination that an indic	t the LDP Examination by and Traveller sites cator would be include	sy and Traveller site in the De n in 2015 as it was located are precluded by Welsh Gover d in the Monitoring Framewor the Plan. This will ensure tha	in a C2 Flood Risk Zone mment Planning Guidance k to keep the site under r	e where highly vulnerable e. It was agreed at the LDP review should the position	

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

Topic Area: Gypsy and Traveller Provision – Permanent Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO8

Indicator	Target	Trigger
LOCAL Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	 Agree project management arrangements including reporting structure and representatives – July 2015 Agree methodology for undertaking site search and assessment – December 2015 Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 Undertake a site search and assessment and secure approval of findings – July 2016 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 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 	Failure to achieve these targets

	site(s) required to meet lo need for 65 pitches by Ma				
Performance 1 st AMR	Performance 2 nd AMR	Performance 3 nd AMR	Performance		Performance 5 th AMR
1 st April 2016 to 31 st March 2017	1 st April 2017 to 31 st March 2018	1 st April 2018 to 31 st March 2019	1 st April 2019 March 20		1 st April 2020 to 31 st March 2021
Project management	The detailed technical	The detailed technical	The detailed te	chnical	The detailed technical
arrangements, including	assessments have now	assessments have now	assessments ha	ave now	assessments have now
reporting structure and	been completed and	been completed and	been completed	d and	been completed and
representatives have	the Council is currently	the Council is currently	the Council is c	urrently	the Council is currently
been established and a	considering the	considering the	considering the)	considering the
methodology for	implications of the	implications of the	implications of t	the	implications of the
undertaking site search	findings of these	findings of these	findings of thes		findings of these
and assessment was	assessments and	assessments and	assessments a		assessments and
approved at Cabinet in	options in terms of	options in terms of	options in terms		options in terms of
January 2016. In	taking this work	taking this work	taking this work		taking this work
addition an updated	forward. This has	forward. This has	forward. This ha		forward. This has
Gypsy and Traveller	included ongoing	included ongoing	included ongoir	0	included ongoing
Accommodation	discussions with Welsh	discussions with Welsh	discussions with	h Welsh	discussions with Welsh
Assessment (GTAA) was approved by Welsh	Government.	Government.	Government.		Government.
Government in	Although this	Although this	Although this		Although this
November 2016.	represents a delay to	represents a delay to	represents a de		represents a delay to
	the agreed targets the	the agreed targets the	the agreed targ		the agreed targets the
Cabinet in September	Council recognise that it	Council recognise that it	Council recogni	ise that it	Council recognise that it
2016 noted that good	clearly has an	clearly has an	clearly has an		clearly has an
progress has been	obligation to progress	obligation to progress	obligation to pro	0	obligation to progress
made in undertaking a	the site assessment as	the site assessment as	the site assessi		the site assessment as
city wide search for	soon as possible;	soon as possible;	soon as possibl		soon as possible;
land which could be	however, this needs to	however, this needs to	however, this n		however, this needs to
suitable for Gypsy and	be balanced against the	be balanced against the	be balanced ag		be balanced against the
Traveller sites but	need to find the best	need to find the best	need to find the	best	need to find the best

agreed that the	possible site for the	possible site for the	possible site for the	possible site for the
assessment is not yet	community	community	community	community
fully complete and there				
was a clear need to	The Council also	The Council also	The Council also	The Council also
undertake more	remains firmly and	remains firmly and	remains firmly and	remains firmly and
detailed technical	absolutely committed to	absolutely committed to	absolutely committed to	absolutely committed to
investigations.	comply with the	comply with the	comply with the	comply with the
At Cabinet it was	requirements of the	requirements of the	requirements of the	requirements of the
agreed that it would be	Housing (Wales) Act	Housing (Wales) Act	Housing (Wales) Act	Housing (Wales) Act
premature to conclude	2014.	2014.	2014.	2014.
the site assessment				
process until these				
have been completed.				
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				
Although this				
represents a delay to				
the agreed targets the				
Council recognise that it				
clearly has an				
obligation to progress				
obligation to progress				

the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.		
The Council also remains firmly and absolutely committed to		
comply with the requirements of the		
Housing (Wales) Act 2014.		

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

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

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

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

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

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

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

Recommendations

No action is required at present. Continue to monitor.

Period 1st April 2020 to 31st March 2021

Topic Area: Gypsy and Traveller Provision – Transit Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO9

Indicator	Target	Trigger
LOCAL Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	 Agree project management arrangements including reporting structure and representatives – July 2015 Agree methodology for undertaking site search and assessment – December 2015 Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 Undertake a site search and assessment and secure approval of findings – July 2016 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 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 	Failure to achieve these targets

	site(s) required to meet long need for 65 pitches by May 2			
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 nd 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 detailed technical	The detailed technical	The detailed technical	The detailed technical
Project management		assessments have now	assessments have now	
arrangements, including	assessments have now			assessments have now
reporting structure and representatives have	been completed and the Council is currently	been completed and the Council is currently	been completed and the Council is currently	been completed and the Council is currently
been established and a	considering the			considering the
methodology for	implications of the	considering the implications of the	considering the implications of the	implications of the
undertaking site search	findings of these	findings of these	findings of these	findings of these
and assessment was	assessments and	assessments and	assessments and	assessments and
approved at Cabinet in	options in terms of			
January 2016. In	taking this work	taking this work	taking this work	taking this work
addition an updated	forward. This has	forward. This has	forward. This has	forward. This has
Gypsy and Traveller	included ongoing	included ongoing	included ongoing	included ongoing
Accommodation	discussions with Welsh	discussions with Welsh	discussions with Welsh	discussions with Welsh
Assessment (GTAA)	Government.	Government.	Government.	Government.
was approved by Welsh				Coronnon
Government in	Although this	Although this	Although this	Although this
November 2016.	represents a delay to			
	the agreed targets the			
Cabinet in September	Council recognise that it			
2016 noted that good	clearly has an	clearly has an	clearly has an	clearly has an
progress has been	obligation to progress	obligation to progress	obligation to progress	obligation to progress
made in undertaking a	the site assessment as			
city wide search for	soon as possible;	soon as possible;	soon as possible;	soon as possible;
land which could be	however, this needs to			
suitable for Gypsy and	be balanced against the			
Traveller sites but	need to find the best			

agreed that the	possible site for the	possible site for the	possible site for the	possible site for the
assessment is not yet	community	community	community	community
fully complete and there				
was a clear need to	The Council also	The Council also	The Council also	The Council also
undertake more	remains firmly and	remains firmly and	remains firmly and	remains firmly and
detailed technical	absolutely committed to	absolutely committed to	absolutely committed to	absolutely committed to
investigations.	comply with the	comply with the	comply with the	comply with the
At Cabinet it was	requirements of the	requirements of the	requirements of the	requirements of the
agreed that it would be	Housing (Wales) Act	Housing (Wales) Act	Housing (Wales) Act	Housing (Wales) Act
premature to conclude	2014.	2014.	2014.	2014.
the site assessment				
process until these				
have been completed.				
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				
Although this				
represents a delay to				
the agreed targets the				
Council recognise that it				
clearly has an				
obligation to progress				
obligation to progress				

the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.		
The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.		

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

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

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

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

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

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

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

Recommendations

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	
Total number of Gypsy and Traveller		Ensure the existing supply of pitches is		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 1 st April 2017 March 20	to 31 st	^d AMRPerformance 3 nd AMRPerformance 4 th AMR0 31 st 1 st April 2018 to 31 st 1 st April 2019 to 31 st		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 loss of existing C and Traveller pit provision during monitoring perio	Bypsy ch the	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	loss of e and Tra provisio	as been no net existing Gypsy veller pitch n during the ing period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period
Analysis						
The latest Gypsy and Tra	veller Accommoda	ation Ass	essment (GTAA) approved	by the W	elsh Government	t in November 2016 states

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

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			2,150 dwellings		Failure to deliver	
Total annual dwelling corr	pletions of	will be c	delivered		the required	
Strategic Housing Site A -	- Cardiff Central	over the	9		number of	
Enterprise Zone		remaind	ler of the		dwellings for eac	ch
		Plan pe	riod on this Strategic Site i	n	2 year period.	
			ance with the 2 year cumula			
			rates set out below.			
			ed delivery			
		rates ba	•			
		the JHL	AS 2014			
		and dev	veloper			
		intentions:				
		2016: 231				
		2018: 254				
		2020: 405				
		2022: 400				
		2024: 400				
		2026: 4	60			
Performance 1 st AMR	Performance 2	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 t	to 31 st	1 st April 2018 to 31 st	-	ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 201	8	March 2019	М	arch 2020	March 2021
As at 1st April 2017	As at 1st April 2018		As at 1st April 2019	As at 1 st April 2020		As at 1 st April 2021
there had been no	there had been r	10	there were 102	there w	ere no	there were no
				comple	tions on	completions on

completions on	completions on	completions on	Strategic Housing Site	Strategic Housing Site			
Strategic Housing	Strategic Housing	Strategic Housing	A	A			
Site A.	Site A.	Site A.					
Analysis							
As at 1 st 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:							
 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 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.

Recommendations

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 50 Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road. 9 be Ex de 20 20 20 20 20 20 20		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 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 ⁿ 1 st April 2017 t March 201	o 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 1st April 20 there had been n completions on Strategic Housing Site B.	10	As at 1 st April 2019 there had been no completions on Strategic Housing Site B.	there ha	^{et} April 2020 ad been no tions on ic Housing Site	As at 1 st April 2021 there had been no completions on Strategic Housing Site B.

Analysis				
	ought by the Council and h levelopment will commence		ouncil's housing partnersh	ip programme. On this
	he delivery targets set out a period. The Council will cont		•	
Recommendations				
No action to no surfaced at m		-		

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S013

Indicator		Target			Trigger		
LOCAL Total annual dwelling con Strategic Housing Site C 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.			Failure to deliver the required number of dwellings for each 2 year period.		
			Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060				
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		IR stPerformance 3 nd AMR 1 st April 2018 to 31 st Perform 1 st April 2018 to 31 st		mance 4 th AMR ril 2019 to 31 st arch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	
As at 1st April 2017 there had been no completions on Strategic Housing Site C.	As at 1 st April 201 had been completions Strategic Housin C.	39 on	there had been 128 completions on	there w comple	st April 2020 ere <mark>179</mark> tions on ic Housing Site	As at 1 st April 2021 there were 180 completions on Strategic Housing Site C.	

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 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.

Recommendations

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S014

Indicator	Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110 2018: 240 2020: 300 2022: 400 2024: 450 2026: 500	Failure to deliver the required number of dwellings for each 2 year period.

Performance 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 nd 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 1st April 2017 there had been no completions on Strategic Housing Site D.		there had been no completions on	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.

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 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.

Recommendations

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.

LOCAL Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	of remainc f Strategi year cu	ellings will be delivered over ler of the Plan period on th c Site in accordance with t mulative delivery rates set Expected delivery rates are	nis the 2	Failure to deliver the required number of	-
Strategic Housing Site E - South of	f Strategi year cur	c Site in accordance with t mulative delivery rates set	the 2	number of	
Strategic Housing Site E - South of	f Strategi year cur	c Site in accordance with t mulative delivery rates set	the 2	number of	
5 5	year cu	mulative delivery rates set		durally and familia	
0.0.g.u.u		5		dwellings for eac	:h
				2 year period.	
		loper intensions:	o bacca		
		2016: 150			
		2018: 300			
		2020: 200			
Performance 1 st AMR Perform	ance 2 nd AMR	Performance 3 nd AMR	Dorfor	mance 4 th AMR	Performance 5 th AMR
	il 2017 to 31 st	1 st April 2018 to 31 st			1 st April 2020 to 31 st
•			1 st April 2019 to 31 st		-
	arch 2018	March 2019		arch 2020	March 2021
	April 2018 there	As at 1 st April 2019		^{it} April 2020	As at 1 st April 2021
there had been no had	been no	there had been no	there ha	ad been no	there had been no
completions on completion	ons on	completions on	complet	tions on	completions on
Strategic Housing Strategic	Housing Site	Strategic Housing Site	Strategi	c Housing Site	Strategic Housing Site
Site E. E.		E.	E.		E.
Analysis					

As at 1st 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

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S016

Indicator	Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site F – North East Cardiff	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	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1 st AMR	Performance 2 nd AMR	Performance 3 nd AMR	Performance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 to 31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 2018	March 2019	March 2020	March 2021
As at 1st 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.

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.

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:

- 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

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S017

Indicator	Target			Trigger		
LOCAL		1,300 dwellings will be delivered over the			Failure to deliver	r
Total annual dwelling con	npletions of	remaind	der of the Plan period on th	is	the required	
Strategic Housing Site G	 East of 	Strategi	ic Site in accordance with t	he 2	number of	
Pontprennau Link Road		year cu	mulative delivery rates set	out	dwellings for eac	ch
		below.			2 year period.	
		Expecte	ed delivery rates are based	on		
		develop	per intentions:			
		2016: 1	40			
		2018: 375				
		2020: 285				
		2022: 270				
		2024: 200				
		2026: 30				
Performance 1 st AMR	Performance 2 ⁿ	^d AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 t		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st
March 2017	March 201	8	March 2019	M	larch 2020	March 2021
As at 1st April 2017	As at 1 st April 201		As at 1 st April 2019		st April 2020	As at 1 st April 2021
there had been 62	had been	174	there were 337		vere 134	there were 134
completions on	completions	on	completions on	comple	tions on	completions on
Strategic Housing	Strategic Housir	ng Site	Strategic Housing Site	Strateg	ic Housing Site	Strategic Housing Site
Site G.	G.		G.	G.		G.

*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

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S018

Indicator		Target			Trigger	
LOCAL	LOCAL			livered	Failure to deliver	
Annual affordable dwellin	g completions of	over the	e remainder of the Plan per	riod on	the required	
Strategic Housing Site A	 Cardiff Central 	this Stra	ategic Site in accordance w	vith the	number of	
Enterprise Zone			cumulative delivery rates se		dwellings for eac	ch in the second s
		below. I	Expected delivery rates are	e based	2 year period.	
		on the J	JHLAS 2014 and develope	r		
		intensio				
		2016: 4				
		2018: 50				
		2020: 81				
		2022: 80				
		2024: 80				
		2026: 9				
Performance 1 st AMR	Performance 2 ^r		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 1		1 st April 2018 to 31 st	-	oril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 201	-	March 2019		larch 2020	March 2021
As at 1st April 2017	As at 1 st April 201				st April 2020	As at 1 st April 2021
there had been no	had been no affordable		there were no	there were no		there were no
affordable completions	completions on		affordable completions	affordable completions		affordable completions
on Strategic Housing	Strategic Housi	ng Site	on Strategic Housing		tegic Housing	on Strategic Housing
Site A	Α.		Site A.	Site A.		Site A.

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

Indicator		Target			Trigger		
LOCAL		100 affordable dwellings will be delivered			Failure to delive	r	
Annual affordable dwellin	g completions of	over the	e remainder of the Plan per	riod on	the required		
Strategic Housing Site B	– Gas Works,	this Stra	ategic Site in accordance w	vith the	number of		
Ferry Road		2 year o	cumulative delivery rates se	et out	dwellings for eac	ch	
		below. I	Expected delivery rates are	e based	2 year period.		
		on deve	eloper intentions:				
		2016: 0					
		2018: 1	-				
		2020: 2					
		2022: 34					
		2024: 22					
		2026: 0					
Performance 1 st AMR	Performance 2 ^r		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 1		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 201	-	March 2019		arch 2020	March 2021	
In line with the target for	As at 1 st April 201		As at 1 st April 2019		^{at} April 2020	As at 1 st April 2021	
this indicator, as at 1 st	had been no aff		there were no	there were no		there were no	
April 2017, there had	completions	on	affordable completions	affordable completions		affordable completions	
been no completions on	Strategic Housi	ng Site	on Strategic Housing	on Strategic Housing		on Strategic Housing	
Strategic Site B. B.			Site B.	Site B.		Site B.	
Analysis							
	•		has been included in the C	ouncil's l	nousing partnersh	ip programme. On this	
basis it is expected that d	evelopment will c	ommenc	e 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	LOCAL 1,				Failure to deliver	
Annual affordable dwellin	dwelling	js will be		the required		
Strategic Housing Site C	– North West	delivere	d over the		number of	
Cardiff		remainder of the			dwellings for eac	ch
		Plan pe	riod on this		2 year period.	
			c Site in			
		accorda	ince with the			
		2 year c	cumulative delivery rates se	et out		
		-	Expected			
			rates are			
		based on developer				
		intentions:				
		2016: 41				
		2018: 187				
		2020: 318				
		2022: 318				
		2024: 318				
		2026: 318				
Performance 1 st AMR	Performance 2 ^r	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017 t	to 31 st	1 st April 2018 to 31 st	1 st Ap	ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 2018		March 2019	Μ	arch 2020	March 2021
As at 1st April 2017	As at 1 st April 2018 there		As at 1 st April 2019		st April 2020	As at 1 st April 2021
there had been no	had been no aff	ordable	there were no	there w		there were 45
	completions	on	affordable completions	afforda	ole completions	affordable completions

Affordable completions on	Strategic Ho	ousing Site	on Strategic Housing Site C.	on Strategic Housing Site C.	on Strategic Housing Site C.		
Strategic Housing Site	0.						
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 1 st April 2020 to 31 st March 2021 is based on an average of the two year total.							
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.							
Recommendations							
No action required contin	ue 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		603 affordable dwellings will be delivered			Failure to deliver		
Total annual dwelling completions of		over the remainder of the Plan period on			the required		
Strategic Housing Site D – North of		this Strategic Site in accordance with the			number of		
Junction 33		2 year cumulative delivery rates set out			dwellings for each		
		below. Expected delivery rates are based on developer intentions: 2016: 100 2018: 100 2020: 100			2 year period.		
		2022: 1	00				
		2024: 1	00				
		2026: 1	03				
Performance 1 st AMR	Performance 2 nd AMR		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 to 31 st		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 2018		March 2019	March 2020		March 2021	
As at 1st April 2017	As at 1 st April 20 ⁷	18 there	As at 1 st April 2019	As at 1 ^s	^t April 2020	As at 1 st April 2021	
there had been no	had been no affordable		there were no	there were 13		there were 14	
Affordable completions	completions on		affordable completions	affordable completions		affordable completions	
on	Strategic Housing Site		on Strategic Housing	on Strategic Housing		on Strategic Housing	
Strategic Housing Site	D.		Site D.	Site D.		Site D.	
D.							
Analysis							
It should be noted that d	lue to the Covid-	19 Pand	emic which began in early	y 2020, r	no housing monit	oring 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		195 affordable dwellings will be delivered			Failure to deliver		
Total annual affordable dwelling		over the remainder of the Plan period on			the required		
completions of Strategic Housing Site E -		this Strategic Site in accordance with the			number of		
South of Creigiau		2 year cumulative delivery rates set out			dwellings for each		
J J		below.			2 year period.		
		Expected delivery rates are based on					
		developer intentions:					
		2016: 150					
		2018: 300					
		2020: 200					
Performance 1 st AMR Per	Performance 2 nd AMR		Performance 3 nd AMR	Performance 4 th AMR		Performance 5 th AMR	
1 st April 2016 to 31 st 1 ^s	1 st April 2017 to 31 st		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 2018		March 2019	March 2020		March 2021	
As at 1st April 2017 As a	at 1 st April 2018	3 there	As at 1 st April 2019	As at 1 ^s	^t April 2020	As at 1 st April 2021	
there had been no had	been	no	there were no	there w	ere no	there were no	
	pletions	on	affordable completions	affordat	ole completions	affordable completions	
Strategic Housing Stra	itegic Housing	g Site	on Strategic Housing	on Strat	egic Housing	on Strategic Housing	
Site E. E.			Site E.	Site E.		Site E.	
Analysis							
As at 1st 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

Indicator	Target			Trigger		
LOCAL	1,350 a	ffordable		Failure to delive	r	
Total annual affordable dwelling	dwelling	gs will be		the required	the required	
completions of Strategic Housing Site F -	delivere	ed over the		number of		
North East Cardiff (West of Pontprennau)	remaind	der of the		dwellings for eac	ch	
	Plan pe	riod on this		2 year period.		
	•	ic Site in		<i>y</i> 1		
	•	ance with the				
	2 year o	cumulative				
	•	rates set out				
		Expected				
		rates are				
		on developer				
	intentio					
	2016 : 5	54				
	2018: 3	59				
	2020: 2	42				
	2022: 2	42				
	2024: 2	43				
Performance 1 st AMR Performance 2	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st 1 st April 2017	to 31 st	1 st April 2018 to 31 st	1 st Ap	ril 2019 to 31 st	1 st April 2020 to 31 st	
March 2017 March 20	18	March 2019	Ň	arch 2020	March 2021	
As at 1st April 2017 As at 1 st April 20	18 there	As at 1 st April 2019	As at 1 ^s	^t April 2020	As at 1 st April 2021	
there had been no had been	no	there were no	there we	ere 3 affordable	there were 3 affordable	

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	Ta	arget			Trigger	
LOCAL 390 affo			ordable		Failure to delive	r
Total annual affordable d	welling dv	dwellings will be the required		the required		
completions of Strategic I	Housing Site G de	lelivere	d over the		number of	
- East of Pontprennau Li	nk Road re	emaind	ler of the		dwellings for eac	ch
	P	lan pe	riod on this		2 year period.	
	S	Strategi	c Site in			
	a	iccorda	nce with the			
	2	year c	umulative			
	de	lelivery	rates set out			
	be	elow. E	Expected			
	de	delivery rates are				
	ba	based on developer				
	in	intentions:				
	20	2016: 42				
	20	2018: 113				
	20	2020: 86				
		2022: 8				
		<u>.024: 60</u>				
Performance 1 st AMR	Performance 2 nd		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st		⁴ April 2017 to 31 st 1 st April 2018 to 3			ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 2018		March 2019		arch 2020	March 2021
As at 1st April 2017	As at 1 st April 2018		As at 1 st April 2019		^t April 2020	As at 1 st April 2021
there had been no	had been 39 afford		there were 53	there w		there were 15
affordable completions	housing completion	ns on	affordable completions	affordat	ole completions	affordable completions

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on Strategic Housing Site G.	Strategic Housing S G.	ite on Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.				
Analysis								
*Previous years complete housing monitoring sur	0	e have been adjusted to	avoid double counting erro	ors picked up in the recent				
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 1 st April 2020 to 31 st 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 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.								
Recommendations								
No action required continue to monitor,								

Topic Area: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

Indicator		Target			Trigger	
LOCAL		Provide 6,646 affordable units over the			An increase or decrease of 10% of	
Changes in market value	of property in	remaini	ng Plan period based on		market values of	f properties in Cardiff on
Cardiff on Greenfield and	Brownfield	achievir	ng 30% on Greenfield sites	and	Greenfield and E	Brownfield areas
areas		20% on	Brownfield sites. Expected	d		
		delivery	rate to meet the target set	t out		
		below:				
		2016: 7				
		2018: 1				
		2020: 1	•			
		2022: 1,191				
		2024: 1	•			
	-	2026: 1				
Performance 1 st AMR	Performance 2		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017		1 st April 2018 to 31 st		ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 201	-	March 2019		larch 2020	March 2021
Data not available for	Data not availab	le for	Data not available for		ot available for	Data not available for
2016/17.	2017/18.		2018/19.	2019/20).	2020/21.
Analysis						
It is not considered that t	his indicator provi	des a us	eful assessment of the pe	rformanc	e of the LDP and	is not something that the
Plan could seek to have a	any significant infl	uence.				
Recommendations						
As the data is not readily Reports.	available it is sug	gested th	nat the indicator is deleted	and not r	monitored in future	e Annual Monitoring

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	1 st April 2017	rformance 2 nd AMR Performance 3 nd A st April 2017 to 31 st 1 st April 2018 to 3 March 2018 March 2019		R 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 exceeded the anticipated number completions as a in Indicator OB2	ber of set out	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 p	resent. Continue	to monito	or.				

Tudalen 838

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					Failure to adopt	ailure to adopt SPG within 6 months of	
Affordable Housing SPG					Plan adoption		
Performance 1 st AMR	Performance 2 ^r		Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 t		1 st April 2018 to 31 st		ril 2019 to 31 st	1 st April 2020 to 31 st	
March 2017	March 201		March 2019	•	larch 2020	March 2021	
Detailed supplementary	Detailed supplen	nentary	Detailed supplementary	Detailed	d supplementary	Detailed supplementary	
guidance relating to	guidance relating	g to	guidance relating to	guidanc	e relating to	guidance relating to	
affordable housing	affordable housir	ng	affordable housing	affordat	ole housing	affordable housing	
incorporated in the	incorporated in th	ne	incorporated in the	incorpo	rated in the	incorporated in the	
Planning Obligations	Planning Obligat	ions	Planning Obligations	Plannin	g Obligations	Planning Obligations	
SPG which was	SPG which was		SPG which was		nich was	SPG which was	
approved by the	approved by the		approved by the	approve	ed by the	approved by the	
Council in January	Council in Janua	rv	Council in January		in January	Council in January	
2017	2017	.,	2017	2017	·····	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 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

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					Failure to adopt SPG within 6 months of			
Houses in Multiple Occupation SPG		F		Plan adoption				
Performance 1 st AMR	Performance 2	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR		
1 st April 2016 to 31 st	1 st April 2017	to 31 st	1 st April 2018 to 31 st	1 st Ap	ril 2019 to 31 st	1 st April 2020 to 31 st		
March 2017	March 201	8	March 2019	M	arch 2020	March 2021		
The Houses in Multiple	The Houses in M	Iultiple	The Houses in Multiple	The Ho	uses in Multiple	The Houses in Multiple		
Occupation SPG was	Occupation SPG	i was	Occupation SPG was	Occupa	tion SPG was	Occupation SPG was		
approved in January	approved in Jan	Jary	approved in January	approve	ed in January	approved in January		
2017	2017		2017	2017		2017		
Analysis	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 asses						cil will continue to assess		
the effectiveness of the a	dopted SPG.							

Recommendations

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	Targ	et		Trigger				
LOCAL				Failure to adopt SPG within 12 months of				
Planning Obligations SPC	3	F		Plan adoption				
Performance 1 st AMR 1 st April 2016 to 31 st	Performance 2 nd AM 1 st April 2017 to 31 st			mance 4 th AMR ril 2019 to 31 st	Performance 5 th AMR 1 st April 2020 to 31 st			
March 2017	March 2018	March 2019	M	larch 2020	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		nning ons SPG was ed in January	The Planning Obligations SPG was approved in January 2017			
Analysis								
determined since that dat	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

Topic Area: Community Facilities and Residential Development SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO30

Indicator		Target			Trigger		
LOCAL Community Facilities and Development SPG	nunity Facilities and Residential				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 ^r 1 st April 2017 t March 201	o 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 supplem guidance relating community facilit residential develo has been incorpo in the Planning Obligations SPG was approved by Council in Janua 2017	y to ies and opment orated which y the	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	guidanc commu residen has bee in the P Obligati was app	d supplementary ce relating to nity facilities and tial development en incorporated lanning ons SPG which proved by the in January	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	
2017 2017 2017 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

Indicator		Target			Trigger			
LOCAL						SPG within 18 months of		
Childcare Facilities SPG					Plan adoption			
Performance 1 st AMR	Performance 2 ^r		Performance 3 nd AMR	Dorfor	mance 4 th AMR	Performance 5 th AMR		
1 st April 2016 to 31 st March 2017	1 st April 2017 t March 201		1 st April 2018 to 31 st March 2019	-	ril 2019 to 31 st Iarch 2020	1 st April 2020 to 31 st March 2021		
The Childcare Facilities	The Childcare Fa	acilities	The Childcare Facilities	The Ch	ildcare Facilities	The Childcare Facilities		
SPG was issued for	SPG was approv	red in	SPG was approved in	SPG wa	as approved in	SPG was approved in		
public consultation in	November 2017		November 2017	Novem	oer 2017	November 2017		
June 2017 and is due to								
be considered by								
Cabinet and Council for								
approval in October								
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	Tar	get	Trigger				
LOCAL Health SPG				t SPG within 18 months of			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd Al 1 st April 2017 to 31 March 2018		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 Hea and Wellbeing SPG was approved in November 2017	alth 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							

Topic Area: Gypsy and Traveller Sites SPG

Relevant LDP Policies: H8

Indicator reference: OB2 SO33

Indicator		Target			Trigger			
LOCAL				Failure to adopt SPG within 18 months of				
Gypsy and Traveller Sites	s SPG				Plan adoption			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd 1 st April 2017 to March 2018	o 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021		
The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018	undertaken to a the deliverabilit otherwise of preparation, and	SPG	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		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	Recommendations							
No action required. Conti	nue 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 (paragraph 5.1 development permitted in C1 floodplair 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 1 st April 2017 March 20	to 31 st	Performance 3 nd 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 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 was2permitted in C1pFloodplain areas thatFdid not meet allc		2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests		
Analysis	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.							

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 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

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 1 st April 2017 March 20	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 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							
5		-	hly vulnerable developme ugh advice provided by NF		ermitted in Zone C	2 without flood mitigation	
Given this it is considered	that with these m	neasures	Policy EN14 is functioning	effective	ely. The Council w	ill continue to monitor this	
indicator to determine the effectiveness of the policy framework relating to this issue.							
Recommendations							
No action is required at p	resent. Continue	to monito	r.				

Topic Area: Water Quality

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

Indicator reference: OB3 EN3

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 ^r 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 I been approved of to the advice of I Resources Wale and/or Dŵr Cym (Welsh Water)	contrary Natural s	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 bee status of water bodies.	n approved contra	ary to the	e advice of Dwr Cymru / W	elsh Wat	er or Natural Res	ources Wales concerning	
Recommendations							
No action is required at p	resent. Continue t	to monito	or.				

Topic Area: Water Quality

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

Indicator reference: OB3 EN4

Indicator	Target			Trigger			
LOCAL Number of permissions granted where there is a known risk of deterioration i status	e permiss n Natural	No planning consents granted planning		1 application permitted for development in any 1 year			
1 st April 2016 to 31 st 1 st April 2	ce 2 nd AMR 017 to 31 st h 2018	Performance 3 nd 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		
	ved contrary e of Natural Wales Cymru	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. Cont	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		No planning consents granted planning		1 application permitted for development				
Number of permissions in	corporating	permiss	sion contrary to the advice	of	in any 1 year			
measures designed to imp	prove water	Natural	Resources Wales and/or [Dŵr				
quality where appropriate			(Welsh Water)					
Performance 1 st AMR	Performance 2 ¹		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR		
1 st April 2016 to 31 st	1 st April 2017		1 st April 2018 to 31 st		ril 2019 to 31 st	1 st April 2020 to 31 st		
March 2017	March 201	-	March 2019		arch 2020	March 2021		
No applications have	No applications I		No applications have		lications have	No applications have		
been approved contrary	been approved of		been approved contrary		oproved contrary	been approved contrary		
to the advice of Natural	to the advice of I		to the advice of Natural		dvice of Natural	to the advice of Natural		
Resources Wales	Resources Wale		Resources Wales	Resources Wales		Resources Wales		
and/or Dŵr Cymru	and/or Dŵr Cym	ru	and/or Dŵr Cymru	and/or Dŵr Cymru		and/or Dŵr Cymru		
(Welsh Water)	(Welsh Water)		(Welsh Water)	(Welsh Water)		(Welsh Water)		
Analysis								
	n approved contra	arv to the	e advice of Dwr Cymru / W	elsh Wat	er or Natural Res	ources Wales concerning		
measures to improve wate		,	· · · · · · · · · · · · · · · · · · ·					
Recommendations								
No action is required at p	resent. Continue f	o monito	pr.					

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021

Topic Area: Water Quality and Quantity

Relevant LDP Policies: KP18, EN11 & EN14

Indicator reference: OB3 EN6

Indicator		Target			Trigger		
LOCAL Number of planning perm contrary to the advice of t supplier concerning adeq water quality and quantity water provision	he water uate levels of	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 1 st April 2017 March 20	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st arch 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 con issued where the an outstanding objection from the supplier	ere is	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		No planning consents issued where there is an outstanding objection from the water supplier	
suppliersuppliersupplierAnalysisNo applications have been approved where these 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 p	resent. Continue	to monito	r.				

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 inappropri developments permitted Wedge that do not satisfy	within the Green	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	oril 2016 to 31 st 1 st April 2017		st 1 st April 2018 to 31 st 1 st Apr		mance 4 th AMR ril 2019 to 31 st larch 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 Wedge that do n 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		. P C					
designation. It is conside to be policy compliant an	ered that all the re d did not impact o	levant ap on the op	s for inappropriate developplications approved during enness of the Green Wedgo monitor this indicator to o	g the moi ge. Give	nitoring period we on this it is conside	re considered on balance ered that Policy KP3(A) is	

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Special Landscape Areas

Indicator reference: EN3: Landscape

Indicator reference: OB3 EN8

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 1 st April 2017 March 20	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 po within a Special Landscape Area t not satisfy policy		No applications permitted within a Special Landscape Area that does not satisfy policy	within a Landsca	cations permitted Special pe Area that does fy 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 p	resent. Continue	to monito	or.				
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

Indicator		Target			Trigger		
LOCAL		No inap	No inappropriate developments granted		1 application permitted for development		
Ancient Semi-Natural Woodland		plannin	g permission contrary to Pe	olicy	in any 1 year		
		EN8.					
Performance 1 st AMR 1 st April 2016 to 31 st March 2017			Performance 3 nd 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 of Ancient Semi Woodland that d satisfy policy.	Natural	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.							
No action is required at p	resent. Continue	to monito	pr.				

Topic Area: SSSI's and SNCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

Indicator		Target			Trigger	
LOCAL The number of planning permissions granted on SSSI or SINC designated areas.		No planning permissions granted		1 application permitted for development in any 1 year		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017			Performance 3 nd 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
permitted on SSSIs and SINCs that do not	No applications of permitted on SS SINCs that do no satisfy policy	SIs and	No applications were permitted on SSSIs and SINCs that do not satisfy policy	permitte	ications were ed on SSSIs and hat do not policy	No applications were permitted on SSSIs and SINCs 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

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 AM 1 st April 2017 to 31 March 2018		Performance 3 nd 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 p	No action is required at present. Continue to monitor.						

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

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 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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	been permitted contrary to the advice of NRW or		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	<u>_</u>					
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 p	resent. Continue	to monito	ır.			

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 ⁿ 1 st April 2017 to March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019		nance 4 th AMR I 2019 to 31 st 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.	Latest figures sh 1.16 ha of function open space per population in Ca	onal 1,000	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff.	1.17 ha open sp	igures show of functional bace per 1,000 ion in Cardiff.	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 7.44 ha of open space per 1,000 population.	For all types of or space the equiva figure is 8.07 of or space per 1,000 population.	alent open	For all types of open space the equivalent figure is 8.10 of open space per 1,000 population.	space the space	ypes of open he equivalent s 8.03 of open per 1,000 ion.	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 5th 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 3rd 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

Cardiff Adopted Local Development Plan – 5^{th} Annual Monitoring Report 2021 Period 1^{st} April 2020 to 31^{st} March 2021 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

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 ^r 1 st April 2017 to March 2018			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 AQMA	s within	Cardiff:			
1. Cardiff City Centre- de	eclared 1st April 20	013				
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 1 st April 2017 to March 2018		Performance 3 nd 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 SP incorporating guid on open space w approved in Nove 2017	dance as	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	March 2020 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 30th 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.

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021

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 ^r 1 st April 2017 to March 2018		Performance 3 nd 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 SF incorporating gu on public rights o was approved in November 2017	idance of way	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.							

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 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

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

Indicator		Target			Trigger	
LOCAL Trees and Development	SPG				Failure to adopt adoption of the l	SPG within 18 months of Plan
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 ⁿ 1 st April 2017 to March 2018		Performance 3 nd 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 SP incorporating gui on trees and development was approved in Nov 2017	dance s	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	incorpo on trees develop	ucture SPG, rating guidance	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 30th 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

Topic Area: Biodiversity SPG

Relevant LDP Policies: EN5, EN6, EN7

Indicator reference: OB3 EN18

Indicator		Target			Trigger		
LOCAL Biodiversity SPG				Failure to adopt adoption of the I		SPG within 18 months of Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 ^r 1 st April 2017 to March 2018		Performance 3 nd 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 SF incorporating gu on biodiversity w approved in Nov 2017	idance /as	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							
2017 and has been taker	n into consideratio	n in all pl		nined sin	ce that date. Give	Council on 30 th November en this, there is no need to d 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 1 st April 2017 to March 2018		Performance 3 nd 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 is being prepared to being reviewed finalised internally issued for public consultation	l prior d and	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			I			I		
The Council adopted the of January 2017.	LDP on the 28th of	f Januar	y 2016. The intention was	that the	SPG should have	been adopted by the end		

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

Indicator	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 ⁿ 1 st April 2017 to March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019		nance 4 th AMR I 2019 to 31 st 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 SF incorporating gui on the natural he network was app in November 207	idance eritage proved	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	incorpo on the r network	een ucture SPG, rating guidance natural heritage was approved mber 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017		
Analysis								
November 2017 and has	been taken into c	onsidera	oorated in the Green Infrast tion in all planning applicat Council will continue to as	ions dete	rmined since that			

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 Sensitiv	ve 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 1 st April 2017 to March 2018		Performance 3 nd 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 th Archaeologically Sensitive Areas S was undertaken in November/Decen 2018 and was app in July 2018.	SPG n nber	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Archaed Sensitiv was und Novem	ation on the ologically ve Areas SPG dertaken in per/December nd was approved 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	
Analysis	av Council on 10 th I		8 and has been taken into a	consider	ation in all planning	a 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.

004	Indicator				Trigger		
LOCAL An			ease in the number of rene schemes permitted Performance 3nd AMR	Perfor	No increase in the number of renewable energy schemes permitted for two or more consecutive yearsmance 4th AMRPerformance 5th AMR		
1 st April 2016 to 31 st March 2017	1 st April 2017 March 201		1 st April 2018 to 31 st March 2019	-	ril 2019 to 31 st arch 2020	1 st April 2020 to 31 st March 2021	
nergy schemes were ermitted during the nonitoring period.	5 planning applic were granted du year which incor solar energy am to 0.05MW in tot	ring the porated ounting	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	was gra MW Sol former I site and was gra year wh	ing application inted for an 8.7 lar Farm on the amby Way tip I 1 application inted during the ich incorporated bergy amounting 3 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	

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 mediumlarge 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 1 st April 2017 March 20	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 amo land and facilitie available to cate Cardiff's waste o	s are r for	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	land an availabl	ient amount of d facilities are e to cater for s waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity

Analysis

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.

No significant waste developments were granted permission within the monitoring period.

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

Indicator		Target			Trigger		
LOCAL		Minimum Overall Recycling - 58% by			Minimum Overall Recycling - 58% by		
Amount of household was	Amount of household waste recycled		4% by 2020 and 70% by 2	025.	2016, 64% by 20	2016, 64% by 2020 and 70% by 2025.	
		Maximu	ım Landfill = n/a by 2016, 1	10% by	Maximum Landfi	ll = n/a by 2016, 10% by	
		2020 ar	nd 5% by 2025		2020 and 5% by	2025	
Performance 1 st AMR	Performance 2	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017	to 31 st	1 st April 2018 to 31 st	1 st Ap	oril 2019 to 31 st	1 st April 2020 to 31 st	
March 2017	March 201	8	March 2019	N	larch 2020	March 2021	
The amount of	The amount of		The amount of	The am	ount of	The amount of	
household waste	household waste	9	household waste	househ	old waste	household waste	
recycled in 2015/16	recycled in 2016	/17	recycled in 2017/18	recycled in 2018/19		recycled in 2019/20	
was 58.2% and amount	was 58.1% and a	amount	was 58.3% and amount	was 59.2% and amount		was 58.1% and amount	
sent to landfill was	sent to landfill wa	as	sent to landfill was 1%	sent to landfill was 3%		sent to landfill was 3%	
7.5%	1.6%						
Analysis							
Latest figures produced b	y Welsh Governm	nent show	v that the household recycl	ling rate i	in 2019/20 was 58	3.1% which was below the	
target for recycling in 202	20 of 64% set out	above. 7	This rate shows a slight dro	op on 20	18/19 but overall	there has been a general	
upward trend over the las	st few years as rat	tes in 20'	13/14 were 49.7%. Only 3%	% of hous	sehold waste was	sent to landfill in 2019/20	
which is below the 10% ta	arget for 2020 set	out abov	e. This percentage represe	ents a sig	gnificant reduction	from 2012/13 when 39%	
was sent to landfill.							
Therefore, it is considere	ed that policies KF	P12. W1	and W2 are functioning ef	fectively	in this regard. Th	e 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 p	resent. Continue	to monite	or.				

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN4

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 AMRPerformance 21st April 2016 to 31st1st April 2017March 2017March 2017		to 31 st	o 31 st 1 st April 2018 to 31 st 1 st April 2019 to 31 st		Performance 5 th AMR 1 st April 2020 to 31 st March 2021			
No applications for waste management uses on B2 land refused	No applications f waste managem uses on B2 land refused	ent	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								
During the monitoring period, no applications for waste management uses on B2 land were refused. 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.								
Recommendations	Recommendations							
No action required at pres	sent. 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		10 year supply			Less than 10 ye	ar supply	
Maintain a minimum 10 year landbank of							
crushed rock reserves							
Performance 1 st AMR	Performance 2 ^r		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st	1 st April 2017 t		1 st April 2018 to 31 st	1 st April 2019 to 31 st		1 st April 2020 to 31 st	
March 2017	March 201	8	March 2019	М	arch 2020	March 2021	
More than 10 year supply maintained throughout the plan period	More than 10 yea supply maintaine throughout the pl period	d	More than 10 year supply maintained throughout the plan period	supply r	an 10 year naintained out the plan	More than 10 year supply maintained throughout the plan period	
Analysis			the SWRAWP Annual Rep	t. 0040	and link and in Mar		

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.

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.

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

Indicator		Target			Trigger			
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 AMF 1 st April 2017 to 31 st March 2018		Performance 3 nd 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	Recommendations							
No action is required at p	resent. Continue	to monite	or.					

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		
		formance 2 nd AMRPerformance 3 nd April 2017 to 31 st 1 st April 2018 toMarch 2018March 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	
sterilising developments sterilising developments permitted contrary to per	o permanently erilising develop ermitted contrary blicy M7		No permanently No permanently		ng developments ed contrary to	No permanently sterilising developments permitted contrary to policy M7	
Analysis During the monitoring period, four applications within mineral safeguarding areas were approved:							

• 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

Indicator		Target			Trigger			
LOCAL Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted		1 application permitted for development in any 1 year				
Performance 1st AMRPerformance 21st April 2016 to 31st1st April 2017March 2017March 20		to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	1 st Ap	mance 4 th AMR ril 2019 to 31 st larch 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 ext in line with policy		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				1				
	aining conditions	relating t	aggregate which were not o planning permission 15/(in line with policy M2.			•		
Recommendations	Recommendations							
No action required at pre-	sent. Continue to	monitor.						

Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

Indicator		Target			Trigger		
LOCAL Number of planning perm inappropriate developme mineral working, permitte Buffer Zones contrary to	nt e.g. dwellings/ d in Minerals	1 planni	ing permission permitted		1 application per in any one year	rmitted for development	
Performance 1 st AMR	Performance 2 ⁿ		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR	
1 st April 2016 to 31 st March 2017	1 st April 2017 to March 201		1 st April 2018 to 31 st March 2019	1 st April 2019 to 31 st March 2020		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 performent within the Minera Buffer Zones	mitted	No applications for inappropriate development permitted within the Minerals Buffer Zones	inappro develop	ment permitted Minerals	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 p	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	Target		Trigger	
LOCAL Number of prohibition orders issued on dormant sites				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 nd 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 or served in the mo period. Work ha progressed in se the closure of so and western par Creigiau Quarry with M3	nitoring s curing uthern ts of	No prohibition orders served in the monitoring period		ibition orders in the monitoring	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'.

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 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

Indicator		Target			Trigger	
LOCAL		No developments permitted over the		1 application permitted for development		
Number of applications pe	ermitted	course	of the Plan where there is a	an	in any 1 year wh	ere there is an
contrary to Policy EN9 that	at would	outstan	ding objection from statuto	ry	outstanding obje	ection from statutory
adversely affect Schedule	ed Ancient	heritage	e advisors or that would ad	versely	heritage advisor	S
Monuments, registered hi	istoric parks and	affect S	cheduled Ancient Monume	ents,		
gardens, Listed Buildings	or		ed historic parks and garde			
Conservation Areas			Buildings or Conservation A	Areas		
Performance 1 st AMR	Performance 2 ¹	nd AMR	Performance 3 nd AMR	Perfor	mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017	t o 31 st	1 st April 2018 to 31 st	1 st Ap	ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 201	8	March 2019	M	arch 2020	March 2021
No developments have	No development	s have	No developments have	No developments have		No developments have
been permitted with an	been permitted v		been permitted with an	been pe	ermitted with an	been permitted with an
outstanding objection	outstanding obje		outstanding objection	outstanding objection		outstanding objection
from statutory heritage	from statutory he	eritage	from statutory heritage	from statutory heritage		from statutory heritage
advisors.	advisors.		advisors.	advisor	6.	advisors.
Analysis						
			lications received on histor			
			ommendations placed on t	he permi	ssion. No applica	tions were permitted with
an outstanding objection from statutory heritage advisors						
Recommendations						
No action is required at p	resent. Continue t	o monito	pr.			

Topic Area: Delivery of Strategic Site Infrastructure

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

Indicator reference: OB4 SN12

Indicator	Target	Trigger
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.	Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).	1 (or more) key principles not delivered.

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

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progress over the	C: North West Cardiff	A: Central Enterprise	Construction work has	Construction work has
coming years.	G:East of Pontprennau	Zone	commenced at sites:	commenced at sites:
	Link Road.	C: North West Cardiff		
		(x3)	A: Central Enterprise	A: Central Enterprise
	The S106 Agreements	F: North East Cardiff	Zone	Zone
	for each of the Strategic	G:East of Pontprennau	C: NW Cardiff	B: Ferry Road
	Sites are linked to the	Link Road (x2)	D: North of M4 J33	(meanwhile use)
	infrastructure provision		F: NE Cardiff	C: NW Cardiff
	identified through LDP	The S106 Agreements	G:East of Pontprennau	D: North of M4 J33
	Policies KP2(A-H).	for each of the Strategic	Link Road	F: NE Cardiff
		Sites are linked to the		G:East of Pontprennau
	The delivery of	infrastructure provision	The S106 Agreements	Link Road
	infrastructure provision	identified through LDP	for each of the Strategic	TI 0400 A
	is monitored as	Policies KP2(A-H).	Sites are linked to the	The S106 Agreements
	schemes progress and	The delivery of strategies	infrastructure provision	for each of the Strategic
	is summarised in	The delivery of strategic site infrastructure is now	identified through LDP	Sites are linked to the
	Appendix 2 of the Cardiff Infrastructure		Policies KP2(A-H).	infrastructure provision identified through LDP
		being monitored through a series of	The delivery of strategic	Policies KP2(A-H).
	Plan (Edition 2, Spring 2018).	bespoke monitoring	site infrastructure is	FOLCIES KFZ(A-H).
	2010).	documents that form	monitored through a	The delivery of strategic
		part of the wider Cardiff	series of bespoke	site infrastructure is
		Infrastructure Plan (see	monitoring documents	monitored through a
		below).	that form part of the	series of bespoke
			wider Cardiff	monitoring documents
			Infrastructure Plan (see	that form part of the
			below).	wider Cardiff
				Infrastructure Plan (see
				below).

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

Indicator	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 th 1 st April 2017 March 201	to 31 st	Performance 3 nd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020		Performance 5th AMR 1st April 2020 to 31st 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 Cardiff Infrastruc Plan has recently completed and is be published in t autumn.	ture y been s due to	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 publish on the Council's website.	Infrastru being un part of t Site Mo Docume 2020 ha publishe	20 update of the acture Plan is ndertaken. As his, the Strategic nitoring ents for Spring ave been ed on the '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.

Analy	ysis
• As	review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis. s part of the annual review/update, a series of 'Strategic Site Monitoring Documents' have been produced to monitor ongoing ogress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. The oring 2021 monitoring documents have been published on the Council's website.
Reco	mmendations
• No	o 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		To deliv	To deliver the SPG		Failure to adopt SPG within 6 months of	
Design and Parking Guid					adoption of the F	Plan
(incorporating Access, Ci						
Parking Requirements SI						
sustainable design guida			Derfermente en opd AMD	Denferm		Denfermence Sth AMD
Performance 1 st AMR	Performance 2		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st March 2017	1 st April 2017 March 20 ²		1 st April 2018 to 31 st March 2019	-	ril 2019 to 31 st arch 2020	1 st April 2020 to 31 st March 2021
	Consultation on					
In 2016-2017, the Draft	SPG was undert		The SPG was approved by Council on the 19 th		G was approved ncil on the 19 th	The SPG was approved by Council on the 19 th
SPG was in the process	between Novem					
of being finalised in			of July 2018.	of July 2	2010.	of July 2018.
preparation for consultation.	December 2017	•				
consultation.	The SPG was					
Progress on the	subsequently ad	loptod				
document having been	having been app					
delayed due to	by Council on th					
extensive additional	of July 2018.	613				
technical work required						
in preparing the						
guidance, in						
combination with						
limitations of workloads						
and staffing capacity.						
and stanning supusity.						

Cardiff Adopted Local Development Plan – 5th Annual Monitoring Report 2021 Period 1st April 2020 to 31st March 2021 The Council recommended to approve the 'Managing Transport Impacts SPG' (which incorporates the Design and Parking Guidance) on July 19th 2018. This document will now be considered in the determination of all subsequent planning applications.

A commitment has been made to Council, to review the newly adopted SPG on at least a biennial basis, with the SPG serving as a 'live' working document, to be amended in response to changing approaches within Transport Policy.

Recommendations

No action is required

Topic Area: Waste Management Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN15

Indicator	Ta	arget	Trigger	Trigger		
L OCAL Locating Waste Management Facilities SPG				SPG within 12 months of Plan		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd A 1 st April 2017 to 3 March 2018		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 Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Faciliti SPG was approved January 2017	ties Management Facilities	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

Indicator		Target			Trigger	
LOCAL					SPG within 18 months of	
Infill Sites Design Guidan	ce SPG				adoption of the I	Plan
Performance 1 st AMR	Performance 2 ¹		Performance 3 nd AMR		mance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st	1 st April 2017		1 st April 2018 to 31 st		ril 2019 to 31 st	1 st April 2020 to 31 st
March 2017	March 201	-	March 2019	M	larch 2020	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 D Guidance SPG v approved in Nov 2017	vas	The Infill Sites Design Guidance SPG was approved in November 2017	Guidan	Il Sites Design ce SPG was ed in November	The Infill Sites Design Guidance SPG was approved in November 2017
Analysis			I			
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			Failure to adopt	SPG within 18 months of				
Tall Buildings SPG			adoption of the F	Plan				
Performance 1 st AMR	Performance 2 nd AMR	Performance 3 nd AMR	Performance 4 th AMR	Performance 5 th AMR				
1 st April 2016 to 31 st	1 st April 2017 to 31 st	1 st April 2018 to 31 st	1 st April 2019 to 31 st	1 st April 2020 to 31 st				
March 2017	March 2018	March 2019	March 2020	March 2021				
The Tall Buildings SPG								
was approved in								
January 2017								
Analysis	Analysis							
The SPG was approved	by Council on 26th Janua	ary 2017 and has been ta	aken into consideration in	all planning applications				
determined since that dat	e. Given this, there is no r	need to continue to monitor	this indicator but the Cour	ncil will continue to assess				
the effectiveness of the adopted SPG.								
Recommendations								
No action is required								

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Topic Area: Householder Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN18

Indicator		Target			Trigger	
LOCAL				Failure to adopt SPG within 18 months of		
Householder Design Guid				adoption of the Plan		
Performance 1 st AMR	Performance 2 nd AMR		Performance 3 nd AMR Perfo		nance 4 th AMR	Performance 5 th AMR
1 st April 2016 to 31 st March 2017	1 st April 2017 to 31 st March 2018		1 st April 2018 to 31 st March 2019	1 st April 2019 to 31 st March 2020		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.						
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 1		Target			Trigger			
LOCAL Public Art SPG				-	adoption of the F	SPG within 18 months of Plan		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 ⁿ 1 st April 2017 to March 2018		Performance 3 nd AMR 1 st April 2018 to 31 st March 2019		nance 4 th AMR I 2019 to 31 st 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 SPG is currently preparation prior being reviewed a finalised internal before being issu public consultation	in to and ly ued for	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	progres SPG at	posed not to s a Public Art this time. Refer vsis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).		
Analysis								
other existing (Cardiff Pu produce an updated publ	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.							
This position will be reviewed annually to monitor if any significant contextual changes occur in the future. Recommendations								
 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 L Premises for Eating, Drin Entertainment in Cardiff (king and				Failure to adopt adoption of the F	SPG within 18 months of Plan
Performance 1 st AMR	Performance 2 ⁿ	d AMR	Performance 3 nd AMR	Perform	nance 4 th AMR	Performance 5 th AMR 1 st April 2020 to 31 st
1 st April 2016 to 31 st March 2017	1 st April 2017 to March 2018	31 st	1 st April 2018 to 31 st March 2019	1 st Apri March 2	l 2019 to 31 st 2020	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 ap in November 201		The SPG was approved in November 2017	and the second	G was approved mber 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					Trigger		
LOCAL Waste Collection and Storage Facilities 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 ^r 1 st April 2017 to March 2018		Performance 3nd AMRPerformance 4th AMR1st April 2018 to 31st1st April 2019 to 31stMarch 2019March 2020		Performance 5 th AMR 1 st April 2020 to 31 st March 2021		
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Colle and Storage Fac SPG was approv October 2016	rage Facilities and Storage Facilities and Storage Facilities s approved in SPG was ap		rage Facilities as approved in	The Waste Collection and Storage Facilities SPG was approved in October 2016		
Analysis	I		l				
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		get	Trigger	Trigger		
LOCAL Design Guidance and St Conversions SPG	andards for Flat		Failure to ado adoption of the	ot SPG within 12 months of e Plan		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AN 1 st April 2017 to 31 st March 2018		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 ha been prepared and is currently being reviewed / finalised internally prior to bein issued for public consultation		The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019		
Analysis						
	,	Narch 2019 and has been tand has been tan tan tan tan tan tan tan tan tan ta				

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 Asse	ssments SPG				Failure to adopt adoption of the	SPG within 12 months of Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	formance 1st AMRPerformance 2nd AlApril 2016 to 31st1st April 2017 to 31st				nance 4 th AMR I 2019 to 31 st 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 Renew Energy Assessm SPG is being pre- prior to being re- and finalised inte- and issued for pr consultation	ent epared viewed ernally	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	Energy SPG is prior to and fina	Ift Renewable Assessment being prepared being reviewed alised internally ued for public ation	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	
Analysis	1						
of January 2017. Howeve	er, progress on the ns of new renewa	e docume ble tech	ry 2016. The intention was ent has been delayed due t nologies and evolving nat	o the tecl	hnical nature of th		

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
l udalen 912		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 40µgm ₃ within the declared AQMAs	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 NO ² levels for the City Centre AQMA and for Newport Road AQMA are presented in the graph below.
Tudalen 913					Air Quality (Average Monthly NO ² Levels) During COVID-19 Pandemic (1 st April 2020 to 31 st August 2021)
	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	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

	SA objective	Indicator	Target	Data	Commentary
		and SINCs, ancient woodland)			
Tuda		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.
udalen 914		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 $(\uparrow) +2.8\%$ 2017 = 2,920 (\downarrow) -0.7% 2018 = 2,999 $(\uparrow) +4.0\%$ 2019 = 3,392 $(\uparrow) +1.8\%$ 2020 = 2,646 (\downarrow)	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 – <i>Figure: SA4.1.1</i>

SA objective	Indicator	Target	Data	Commentary
			-22%	Cardiff Traffic Volume Trends
				3,000 2,750 2,500 0 1,500 1,500 1,500 1,500 1,250 500 250 250 0
Tudalen 915				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.

	SA objective	Indicator	Target	Data	Commentary
l udalen 916					Daily Traffic Flows in by Month Cardiff During COVID-19 Pandemic (1st April 2020 to 31st August 2021)Optimizing the colspan="2">Optimizing the colspan="2"Figure: SA4.1.3Optimizing the colspan="2"<
					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%

SA objective	Indicator	Target	Data	Commentary			
				Leeds	7,806	6,223	-20.3%
				Liverpool	2,809	2,335	-16.9%
				Manchester	3,213	2,592	-19.3%
				Newcastle	1,946	1,535	-21.1%
				Nottingham	1,689	1,412	-16.4%
				Sheffield	3,285	2,665	-18.9%
				Figure: SA4.1.4			
				Regional Authority:	2019	2020	Change
				Blaenau Gwent	448	347	-22.5%
				Bridgend	1,515	1,175	-22.4%
1				Caerphilly	1,302	1,035	-20.5%
				Cardiff	3,392	2,646	-22.0%
				Merthyr Tydfil	438	329	-24.9%
				Monmouthshire	1,592	1,179	-25.9%
				Newport	2,094	1,609	-23.2%
				Rhondda Cynon Taf	2,311	1,770	-23.4%
				Torfaen	727	580	-20.2%
				Vale of Glamorgan	1,188	937	-21.1%
				Relating traffic to conge peak congestion within the past year, while Ca 125 th most congested to the INRIX Global Tra decrease in congestion having dropped in its ra to 91 st in 2020.	Cardiff has ardiff's wor to 178 th ove ffic Scorec over this p	reduced by 3 ld ranking ha er the past ye ard reports period of 60%	80% overall ov is dropped fro ear. Meanwhi an even larg 5, and Cardiff

SA objective	Indicator	Target	Data	Commentary
				How traffic volumes translate in terms of air quality, average NO ² levels for the City Centre AQMA and for Newport Road AQMA are presented in figure SA4.1.5 below. <i>Figure: SA4.1.5</i>
				Air Quality (Average Monthly NO ² Levels) During COVID-19 Pandemic (1 st April 2020 to 31 st August 2021) 90% 90% 90% 90% 90% 90% 90% 90% 90% 90%
	% of people walking, cycling, travelling by bus and train for	n/a	All Journey Purposes Walking: 2019 = 19%	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

SA objective	Indicator	Target	Data	Commentary
Tudalen 919	each journey purpose		2020 = $18\% (\downarrow)$ -1% Cycling: 2019 = 11% 2020 = $17\% (\uparrow)$ +6% Public Transport: 2019 = 17% 2020 = $9\% (\downarrow)$ -8% Work Walking: 2016 = 17.9% 2017 = 14.0% (\downarrow) 2018 = 15.0% (\uparrow) 2019 = 18.3% (\uparrow) Cycling: 2016 = 11.3% 2017 = 16.5% (\uparrow)	 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) is instead based on this data, albeit that individual journey purposes cannot be monitored, only the total for all journey purposes. 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. 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. <i>Figure: SA4.2.1</i>

	SA objective	Indicator	Target	Data	Commentary
				2018 = 20.3% (↑) 2019 = 18.9% (↓)	Mode-Split for All Journey Purposes: Prior to COVID-19 (2019)
l udalen 920				Bus: 2016 = 10.0% 2017 = 9.7% (\downarrow) 2018 = 10.6% (\uparrow) 2019 = 15.9% (\uparrow) Train: 2016 = 7.6% $2017 = 6.8\%$ (\downarrow) $2018 = 6.4\%$ (\downarrow) $2019 = 6.6\%$ (\uparrow)	
				Education Walking: 2016 = 27.6% 2017 = 23.3% (\downarrow) 2018 = 26.6%	 Walking Public Transport Car Other
				(↑) 2019 = 21.9% (↓)	

SA objective	Indicator	Target	Data	Commentary
Tudalen 921			Cycling: 2016 = 9.6% 2017 = 12.8% (\uparrow) 2018 = 14.0% (\uparrow) 2019 = 15.7% (\uparrow) Bus: 2016 = 12.8% 2017 = 10.7% (\downarrow) 2018 = 10.5% (\downarrow) 2019 = 13.4% (\uparrow) Train: 2016 = 5.6% $2017 = 5.2\%$ (\downarrow) $2018 = 4.7\%$ (\downarrow) $2019 = 6.1\%$ (\uparrow)	Figure: SA4.2.2 Mode-Split for All Journey Purposes: During COVID-19 (late August 2021) 25% (+6%) (+6%) (+6%) (+1%) 13% (-4%)
			Shopping (City Centre)	 Walking Cycling Public Transport Car
			Walking: 2016 = 18.4%	■ Other

	SA objective	Indicator	Target	Data	Commentary
Tudalen 922				$\begin{array}{c} 2017 = 16.1\% \\ (\downarrow) \\ 2018 = 16.9\% \\ (\uparrow) \\ 2019 = 17.5\% \\ (\uparrow) \\ 2019 = 17.5\% \\ (\uparrow) \\ 2019 = 17.5\% \\ (\uparrow) \\ 2018 = 12.2\% \\ (\downarrow) \\ 2018 = 23.5\% \\ (\downarrow) \\ 2018 = 23.5\% \\ (\downarrow) \\ 2019 = 28.8\% \\ (\uparrow) \\ Train: \\ 2016 = 11.3\% \\ 2017 = 11.0\% \\ (\downarrow) \end{array}$	However, the proportion cycling in 2020 has increased significantly from that in 2019, previously being at 11% then becoming 17% as of 2020 (a mode-shift of +6% to cycling). While in recent months the proportion cycling has since levelled off to around pre-pandemic levels in response to the recovery of the other modes and public transport in particular, nevertheless the actual numbers cycling have remained strong, with OVO Bikes (Nextbike) rentals alone as of August 2021 13% higher than for the equivalent period in 2019. In translating the above into mode-split for all journeys, the prepandemic and current proportions travelling by mode as of end of August 2021 are presented in figures SA4.2.1 and SA4.2.2, respectively.

	SA objective	Indicator	Target	Data	Commentary
				2018 = 11.3% (↑) 2019 = 10.5% (↓)	
				Shopping (Other)	
Tudale				Walking: 2016 = 23.5% 2017 = 19.9% (\downarrow) 2018 = 21.1% (\uparrow) 2019 = 23.4% (\uparrow)	
Tudalen 923				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% (\downarrow) 2018 = 3.2% (†) 2019 = 3.9% (†)	
Tudalen 974			Leisure Walking: 2016 = 21.8% 2017 = 17.8% (\downarrow) 2018 = 18.0% (\uparrow) 2019 = 17.4% (\downarrow)	
			Cycling: 2016 = 10.0% 2017 = 10.8% (↑) 2018 = 13.9% (↑) 2019 = 13.2% (↓) Bus:	

	SA objective	Indicator	Target	Data	Commentary		
l udalen 925		No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	2016 = 10.5% 2017 = 10.3% (\downarrow) 2018 = 10.1% (\downarrow) 2019 = 12.9% (\uparrow) Train: 2016 = 8.8% 2017 = 8.3% (\downarrow) 2018 = 8.5% (\uparrow) 2018 = 8.5% (\uparrow) 2019 = 9.7% (\uparrow) Commuting in Cardiff Overall: 2019 = 100% 2020 = 42% (\downarrow) -58% Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 (\uparrow)	Although the Annual Populati Government statistics for co conducted this year due to the nevertheless, the Welsh Gov estimates of what commuter 2020 were there not the effect these compared with the figu SA4.3.1. Figure: SA4.3.1 Origin:	ommuting are e on-going COV vernment relea <u>movements co</u> t of a pandemi	derived, wasn't /ID-19 pandemic; ased <u>hypothetical</u> <u>uld have been in</u> <u>c</u> . The results of re given in figure
				2017 = 139,600			pandemic)
				() 2018 = 157,400	Blaenau Gwent	1,800	1,300
				(†)	Bridgend	9,000	6,800
					Caerphilly	15,400	16,800

SA objective	Indicator	Target	Data	Commentary		
Tudalen 926			2019 = 161,700 (\uparrow) Residents Commuting Out of Cardiff: 2015 = 34,000 2016 = 27,700 (\downarrow) 2017 = 32,600 (\uparrow) 2018 = 30,500 (\downarrow) 2019 = 31,700 (\uparrow) Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (\uparrow) 2017 = 88,800 (\downarrow) 2018 = 98,300 (\uparrow) 2019 = 98,500 () Total Working in	CardiffMerthyr TydfilMonmouthshireNewportRhondda Cynon TafVale of GlamorganTorfaenTOTAL Region (excl. Cardiff)TOTAL Outside RegionTOTAL Commuting InTOTAL Working in CardiffNevertheless, based on pucommuting in Cardiff for 2020pandemic levels (down 58%).The proportion of the workforcewhom have commuted, workee'other' (on-leave, furlough, self-is presented in figure SA 4.3.2.a third of the workforce is contiis in-line with Welsh Governaequivalent to 30% of the workany one time	was around over the courd from home/ isolating, ma As can be se nuing to work ment's long-t	42% of 2019 pre- rse of the pandemic (remotely (WFH) or de redundant etc.), en, currently nearly from home, which erm aspiration for

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	SA objective	Indicator	Target	Data	Commentary
Tudalen 92				Cardiff: 2015 = 215,400 2016 = 229,200 (\uparrow) 2017 = 228,400 () 2018 = 255,700 (\uparrow) 2019 = 260,200 (\uparrow)	Figure: SA4.3.2 Cardiff Working Arrangements During COVID-19 Pandemic (1st April 2020 to 31st August 2021) 100% 90% 90% 10% 10% 10% 10% 10% 10% 10% 1
927		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% $(\uparrow) +4.3\%$ 2017 = 48.1% (\downarrow) -2.2% 2018 = 50.4% $(\uparrow) +2.3\%$ 2019 = 54.6% $(\uparrow) +4.2\%$	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%). 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. The historic trends for journeys made by sustainable modes, is provided in figure SA4.4.1. The proportion travelling sustainably

SA objective	Indicator	Target	Data	Commentary
			2020 = 49.0% (↓) -5.6%	has varied across the year in response to the evolving situation around COVID-19, as presented in figure SA4.4.2. <i>Figure: SA4.4.1</i>
Tudalen 928			5yr Rolling Averages: 2015 = 47.6% 2016 = 48.0% $(\uparrow) + 0.4\%$ 2017 = 48.0% () +0% 2018 = 48.7% $(\uparrow) +0.7\%$ 2019 = 49.9% $(\uparrow) +1.2\%$ $2020 = 49\%$ (\downarrow) -0.9%	Proportion of Sustainable Travel for All Journey Purposes

SA of	ojective	Indicator	Target	Data	Commentary
Tudalen 929		Delivery of transport infrastructure as part of key strategic sites	As per the LDP and site masterplans	S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows – SSA. Cardiff Central Enterprise Zone:	Sustainable Travel Trends by Month During COVID-19 Pandemic (1 st April 2020 to 31 st August 2021) ^{60%}

	SA objective	Indicator	Target	Data	Commentary
Tudalen 930				 18/01705/MJR Cardiff Transport Interchange (by TfW) £1.76 million 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 - 	 SSC. NW Cardiff: 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 Rhydlafar, remedials are on-going. Anticipated adoption October 2021 SSF. NE Cardiff (Churchlands): Llwyn-y-Pia Road completed October 2020 Rudry Road S278 scheme on-going. Completion scheduled for January 2022 2019/2020 The following infrastructure were previously delivered in connection with the strategic sites – SSC. NW Cardiff: Junctions 1 and 2 on Llantrisant Road completed, in maintenance period and awaiting adoption,

SA objective	Indicator	Target	Data	Commentary
Tudalen 931			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 Llantrisant Road / Goitre Fach signalised junction completed SSF. NE Cardiff (Churchlands): Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane Churchlans Northern Access junction (unsignalized) via Llwynypia Road under construction SSG. St Edeyrns: New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontprennau Roundabout The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontprennau Roundabout Access road built to 'spine road' standard, including short section of outbound bus lane leading to the Heol Pontprennau Roundabout, due for adoption shortly 40mph speed limit imposed on the A4232 Pentwyn Link

	SA objective	Indicator	Target	Data	Commentary
					 Bus turning circle and new bus stops operational, in use by service X59 (CGBP)
					S106 Commitments:
luda					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 –
udalen 932					SSA. Cardiff Central Enterprise Zone
932					18/01705/MJR - Transport Interchange:
					 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
					SSC. NW Cardiff
					14/02157/MJR - Land North & South of Llantrisant Road:
					Cycle parking, including at Radyr Station

SA objective	Indicator	Target	Data	Commentary
Tudalen 933				 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
3				14/02733/MJR - Plasdŵr:
				 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
Tudalen 934				 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
				 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
Tudalen 936				 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 Danescourt Road and Heol Aradur Pwllmelin Road and Fairwater Road traffic calming & cycling improvements Radyr Court Road traffic calming of cycle route Radyr Court Road upgrade of cycle link to Llantrisant Road Western Avenue to Ely Roundabout southbound traffic pre-signals Western Avenue Kely 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 ob	ective	Indicator	Target	Data	Commentary
					 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)
					16/00106/MJR - Goitre Fach Farm:
Tudalen 937					 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
					14/02188/MJR - South of Pentrebane:

SA objective	Indicator	Target	Data	Commentary
				 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
				SSD. North of J33
				14/00852/DCO - North of J33:
				 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & ¼ (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
				 07:00-19:00, utilising £2.25 million bus service contribution New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes On-site public transport infrastructure, bus & cycle lanes
				SSF. NE Cardiff
				14/02891/MJR – Churchlands:
Tudalen 939				 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
l udalen 940		Indicator	Target	Data	Commentary SSG. St Edeyrns 13/00578/DCO - St Edeyrns: 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 Pontprennau 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 Pontprennau signalised crossing Scheme to provide shared path south of Heol Pontprennau 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
					 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	0	3	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.
Tudalen 941		development in C1 and C2 flood risk areas			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.
n 941					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.
	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 Cardin jobs over that period.	ff which repr	esents a 23,0	00 increase in
7. Improve health and well- being	Delivery of community infrastructure as part of key development sites	As of August 2021, p granted at Strategic S Junction 33), F (North and G (East of Pontp agreements link to in policies KP2 (A-H). T commenced at Sites infrastructure provisio S106 agreements wil over the coming year	Sites C (Nor h East Cardi rennau Link frastructure o date, cons C, D, F, and on identified I be monitor	th West Cardi ff – West of F Road). Asso provision ider struction work G and the de through the a	ff), D (North of Pontprennau) ciated S106 ntified through has elivery of issociated		
	% of journeys made by walking/cycling	Increase	All Journeys: 2015 = 24.8% 2016 = 28.0% (↑) +3.2% 2017 = 27.1%	The proportion of all ju walking and cycling) i below – <i>Figure: SA7.1.1</i>	•	•	•
			(↓)		2019	2020	Change
			-0.9%	Walking	19%	18%	-1%
			2018 = 30.3% (↑) +3.2%	Cycling	11%	17%	6%
			(1) + 3.2% 2019 = 29.7%	Walking & Cycling	30%	35%	5%
			(↓) -0.6%	As can be seen above seen a slight reductio			•

	SA objective	Indicator	Target	Data	Commentary
				2020 = 35.0% (↑) +5.3% Work: 2015 = 26.6% 2016 = 29.2% (↑)	 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 – <i>Figure: SA7.1.2</i>
Tudal				2017 = 30.6% (↑) 2018 = 35.3% (↑) 2019 = 37.2% (↑) Education:	Walking & Cycling by Month During COVID-19 Pandemic (1 st April 2020 to 31 st August 2021) 40% 35% 24% 22% 22% 22% 20% 22% 20% 22% 21% 22%
udalen 943				$2015 = 31.5\%$ $2016 = 37.2\%$ (\uparrow) $2017 = 36.1\%$ (\downarrow) $2018 = 40.6\%$ (\uparrow)	15% 10% 13% 14% 14% 16% 16% 17% 15% 18% 17% 18% 17% 18% 17% 18% 17% 18% 17% 18% 17% 18% 10% 10% 10% 10% 10% 10% 10% 10
				2019 = 37.6% (↓) Shopping (City Centre): 2015 = 22.4%	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
Tudalen 944				$\begin{array}{l} 2016 = 25.0\% \\ (\uparrow) \\ 2017 = 23.9\% \\ (\downarrow) \\ 2018 = 29.2\% \\ (\uparrow) \\ 2019 = 28.4\% \\ (\downarrow) \\ \end{array}$ Shopping (Other): 2015 = 27.5% \\ 2016 = 29.5\% \\ (\uparrow) \\ 2017 = 26.5\% \\ (\downarrow) \\ 2018 = 30.8\% \\ (\uparrow) \\ 2019 = 32.4\% \\ (\uparrow) \\ 2019 = 32.4\% \\ (\uparrow) \\ \end{array} Leisure: 2015 = 28.5% \\ 2016 = 31.8\% \\ (\uparrow) \\ 2017 = 28.6\% \\ (\downarrow) \\ 2018 = 31.9\% \\ (\uparrow) \end{array}	

	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.
udalen 945	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: 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.
Tudalen 946	10. Respond to demographic changes in a	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
	sustainable way	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)	
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	82
Training Required (Blue)	
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	0
Supplementary Planning Guidance Required (Purple)	
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	0
Further Research (Yellow)	
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	25
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.	0
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.	0

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.
- 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

		Page
OB1 EC1	Employment land permitted (ha) on allocated as a	30
	percentage of all employment allocations	
OB1 EC2	Annual employment land take up in Cardiff	32
OB1 EC3	Amount of employment land lost to non-employment uses in	34
	primary and local employment sites	
OB1 EC4	Employment provision on allocated sites KP2 (A)	36
OB1 EC5	Employment provision on allocated sites KP2 (C)	39
OB1 EC6	Employment provision on allocated sites KP2 (D & E)	40
OB1 EC7	Employment provision on allocated sites KP2 (F)	41
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CARDIFF COUNCIL CYNGOR CAERDYDD



CABINET MEETING: 14 OCTOBER 2021

PROCUREMENT OF PUBLIC CAR CLUB SCHEME FOR CARDIFF

STRATEGIC PLANNING & TRANSPORT (COUNCILLOR CARO WILD)

AGENDA ITEM: 9

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 <u>CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf</u>

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 colocate 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 transport approaches, in addition to developments within the car club

³ CoMoUK, 2021 figures

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

- 35. 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.
- 36. 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.
- 37. It is essential that VAT advice with regard to any concession agreement is clarified and built into any contract conditions and arrangements.
- 38. 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

39. 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.

- 40. 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 that the 5 years to recoup their investment.
- 41. 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.
- 42. 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.
- 43. 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.
- 44 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 alterative options are considered, the Council will have to consider further the equalities implication and an Equality Impact Assessment may need to be completed.
- 45. 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.

- 46. 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
- 47. 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 wellbeing 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
- 48. 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: <u>http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en</u>
- 49. 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.
- 50. 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

51. There are no direct HR Implications for this report.

Procurement Implication

52. 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

53. There are no specific property implications in respect of the Procurement of Public Car Club Scheme for Cardiff report. Where there are any property transactions or valuations required to deliver any proposals, they should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

RECOMMENDATIONS

Cabinet is recommended to:

- 1. 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.
- 2. Note the objectives set out in paragraphs 12 and 13 of this report.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	8 October 2021