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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	THURSDAY, 10 NOVEMBER 2022, 4.30 PM
Venue	CR 4, COUNTY HALL - MULTI LOCATION MEETING
Membership	Councillor Owen Jones (Chair) Councillors Derbyshire, Gibson, Green, Lancaster, Lewis, Lloyd Jones, Jackie Parry and Wood

*Time
approx.*

1 Apologies for Absence

To receive apologies for absence.

2 Declarations of Interest

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

3 Minutes (Pages 5 - 10)

4.30 pm

To approve as a correct record the minutes of 13 October 2022.

4 Local Development Plan Annual Monitoring Report (Pages 11 - 318)

4.35 pm

To receive an update in relation to the 6th LDP AMR that was presented to Cabinet on 20 October 2022.

5 Cabinet Response to RLDP Scrutiny Recommendations (Pages 319 - 366)

5.20 pm

To receive a report following the Cabinet consideration of the RLDP recommendations letter.

6 Draft Forward Work Plan (Pages 367 - 378)

6.05 pm

To review and amend the Draft Forward Work Plan

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

- 7 Committee Correspondence (Pages 379 - 380)** 6.20 pm
- To receive an update in relation the correspondence sent by the committee
- 8 Urgent Items (if any)**
- 9 Way Forward** 6.30 pm
- To review the evidence and information gathered during the meeting, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the Chair.
- 10 Date of next meeting**

Davina Fiore

Director Governance & Legal Services

Date: Friday, 4 November 2022

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

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ENVIRONMENTAL SCRUTINY COMMITTEE

13 OCTOBER 2022

Present: Councillor Owen Jones(Chairperson)
Councillors Derbyshire, Lancaster, Lewis, Lloyd Jones,
Jackie Parry and Wood

26 : APOLOGIES FOR ABSENCE

Apologies were received from Councillors Gibson and Green

27 : DECLARATIONS OF INTEREST

Councillor Owen Jones declared a personal interest in Agenda Item 4 – Electric Bus Scheme accordance with the Members Code of Conduct.

28 : SHARED REGULATORY SERVICES

The Committee received a report on the Shared Regulatory Service Business Plan 2022/23.

Members were advised that the Shared Regulatory Service (SRS) is a collaborative service that was formed between the partner local authorities of Bridgend, Cardiff and the Vale of Glamorgan on 1 May 2015. SRS aims to deliver a fully integrated service under a single management structure for Trading Standards, Environmental Health and Licensing functions with shared governance arrangements ensuring full Elected Member involvement. The creation of the service was originally driven by the need to address reduction in council budgets whilst building resilience within the operation.

SRS operates under a Joint Working Agreement with the Head of Service reporting on service provision to a Joint Committee of Elected Members drawn from the three partner local authorities. The detailed delegations of policy and functions from partners to the Joint Committee and Head of Service are set out in the Joint Working Agreement.

Members were asked to note that the Wales Audit Office 2018/19 report Delivering with Less – Environmental Health Services – Follow up Review made the following Proposal for Improvement

- The Council should strengthen elected member oversight of its health services, for example, through more regular scrutiny of services provided by third parties including the SRS

The Chairperson welcomed Councillor Dan De’Ath, Cabinet Member Transport and Strategic Planning, Helen Picton, Head of Shared Regulatory Service and Jason Bale, Operational Manager to the meeting. Following a brief statement from the Cabinet Member, the officers were invited to introduce the report and provide a presentation on the business plan.

The report provided an overview of the core services provided by SRS and the Shared Regulatory Service Business Plan 2022/23.

The Chairperson opened the debate. Members were asked to comment, seek clarification or raise questions on the report. Those discussions are summarised as follows:

- Members asked officer to comment on the challenges of working in partnerships with other public services and how officers considered that these arrangements could be improved or carried out more effectively. The Head of Shared Regulatory Service stated that partnership working was working effectively, particularly during the Covid pandemic. However, partnerships need to be maintained and invested in, in order to deliver more. Consideration should also be given to furthering partnership working.
- Members noted the number of food hygiene businesses visited in Cardiff. Officers were asked to comment on the number of premises that are revisited and whether there were sufficient staff resources in place to provide the service. The Head of SRS stated that the figures provided will include revisits. High risk premises are visited every six months. After the pandemic Welsh Local Authorities are following the Food Standards Agency Recovery Plan. The milestones included in the Recovery Plan are being hit but the traditional metrics used by the service area are not currently being met due to the impact of the covid pandemic on both the authority and for businesses. Officers stated that the vibrant food sector in Cardiff means that there is a high turnover of new businesses. New food businesses are required to register with the Food Standards Agency or with SRS and these businesses are visited in addition to existing businesses.
- Members asked whether SRS were aware of any recent increases in cases of money laundering. Officers stated that money laundering is an offence with is more frequently prosecuted. There are a number of cases that are currently under investigation.
- Members requested an update on dog breeding in the city. Members were advised that throughout lockdown there was a spike in the price of puppies. There are many breeders still operating in the city and SRS are receiving intelligence on illegal activities. Investigations are continuing.
- Members referred to the risk register entry in relation to insufficient resources currently rated as 'high'. Members asked how resources will be managed across the partner authorities. The Head of SRS advised that a number of options are being considered in order to build in resilience for future service delivery. However, there is currently a lack of qualified staff to recruit from, and that, along with an ageing workforce, contribute to the risk of not being able to have a fully staffed structure. Further savings are likely to have an impact also. SRS are looking to establish an apprenticeship programme and are supporting a

Welsh Government initiative to create a regulatory apprenticeship programme. The Head of SRS accepted that retention of staff is problematic as local authorities cannot compete with salaries offered in the private sector. However, feedback received from a recent staff survey is being used to help management understand and inform decisions around this issue.

- Members asked whether additional economies of scale could be realised if SRS was expanded to include additional authorities or whether specialisms would be lost by further expansion. The Cabinet Member stated that when SRS was first established it was hoped that it would be the first in a series of collaborations and the Cabinet would still be open to exploring further expansion. The Head of SRS stated that SRS would be keen to explore further expansion and if an additional partner was identified then the business case would be considered.
- Officers confirmed that there are 4 Illegal Money Lending Units in the UK – one in each of the home nations. The Welsh unit is a specialist team hosted by SRS and which covers all 22 Welsh Local Authorities.
- Members asked for clarification on how food hygiene standards had improved given the reduction in food hygiene premises inspections during the period. Members were advised that the Food Standards Agency holds the most recent inspection details and food hygiene rating figure for premises. Those ratings reflect the score from the last inspection.
- The Head of SRS confirmed that officers are compensated for undertaking 'out of hours' duties under formal arrangements. The 'out of hours' services are currently being reviewed. Best practice from each of the 3 local authorities which form SRS is being used to develop a model which is more resilient and better supported by staff.
- Members sought clarification on responsibility for the removal of dead birds from waterways in the city. The Head of SRS advised that there was a number of ways that this could be reported including under the avian flu protocols. Normally DEFRA, SRS and Natural Resources Wales should be notified if a dead wild bird is found. A large number of birds in one location should be reported to DEFRA who may potentially investigate. Officers agreed to provide the correct contact details to the Committee. In terms of the collection of dead birds, responsibility would be with the landowner.
- Members requested information around the best way to report a rogue trader. Officers advised that there were a number of channels available including direct to SRS via the 0300 number, via social media and via the Citizens Advice Consumer service. SRS would welcome reports of rogue traders. Information on where to report rogue traders was also offered to the Committee. Members were advised that 24 October 2022 was National Trading Standards Wales

Week and there would be a lot of media attention on rogue traders that week.

- A Member asked how the variation in the rates of fare for hackney carriages and private hire vehicles could be controlled. Officers stated that Cabinet recently agreed a fare increase. However, the fare increase agreed is the maximum that operators are permitted to charge. However, operators can charge a lower rate of fare if they wish. The Cabinet Member stated that fares have not increased in the city since 2018 and the recent fare increase was in line with fares in comparator cities.
- Officers confirmed that firework displays are not licensable. An organised display would need to be risk assessed. The legislation around the impact of fireworks displays sets a maximum noise level and restricts the times of day which fireworks can be discharged.
- Members noted that prosecutions of rogue traders are time consuming and often result in meagre sanctions being imposed. Members asked what efforts were being made to engage with the courts. It was noted that officers in other authorities use powers to close shops. The Head of SRS stated that cases are complex and can take a while to get through the court process. Courts are also dealing with a backlog from the covid pandemic. Courts have sentencing guidelines which can result in low level fines being issued. SRS stated that Newport are successfully trialling the closure of premises and they are sharing their experiences which other authorities.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

29 : ELECTRIC BUS SCHEME

The Committee received a report providing Members with an opportunity to consider supporting the allocation of grant funding towards the provision of new electric buses from the Welsh Government, prior to consideration by the Cabinet on 20 October 2022.

Members were advised that Cardiff Bus released 36 new electric buses in January 2022 following a successful bid by Cardiff Council and Cardiff Bus to the Department of Transport's Ultra Low Emissions Bus Scheme of £5.7m. However, this represents a small percentage of the overall fleet of approximately 250 buses delivering local services in Cardiff. Welsh Government are making up to £8 million is available to the Council to increase the availability of electric buses in the City.

A consultation exercise will be undertaken with bus operators during October 2022 in order to inform that development of grant criteria and an application process.

Members were asked to note the Welsh Government's 'Net Zero Wales' target to decarbonise the bus fleet by 2035 and the following key actions contained in the Council's 'One Planet Cardiff Strategy':

- Move to 100% low emission taxis and buses by 2027
- Work with local bus operators, including Cardiff Bus and local taxi companies to facilitate the shift to low emission taxis and buses
- Help deliver charging infrastructure across the city to ensure businesses have the confidence to make the shift in line with the most recent Electric Vehicle Strategy

Following a brief statement from Councillor De'Ath, Cabinet Member for Transport and Strategic Planning, the Committee received a presentation. The Chairperson invited Members to comment, seek clarification or raise questions on the report. Those discussions are summarised as follows:

- Members asked how many buses would be provided from the £8 million funding allocation. Officers stated that the market for electric vehicles is changing and more manufacturing is taking place. Therefore it was hoped good value for money would be achieved. It was anticipated that between 40 and 50 buses will be provided.
- Members asked how funding the infrastructure required to support an electric bus fleet would be balanced against the number of buses. Members were advised that as part of the conditions of the award of the grant funding, the use of electric buses in the city must be maximised. Operators must demonstrate value in terms of patronage in passenger kilometres travelled.
- Members noted the proposed collaboration on services with Newport Bus. Members asked whether the number 30 route was earmarked as a potential electric bus route. Officers considered that whilst this was a possibility it was for the operators to put forward proposals. The strategic importance of the route, the air quality benefits and the community benefits will also be factored in.
- Members sought to clarify how much officers hoped that air quality in the city would improve as a result of the additional electric buses operating in the city. Officers stated that bus operators will be asked to quantify the reduction in emissions so therefore it would be possible to estimate a level of improvement. It was evidenced that the 36 electric buses currently operating have led to an improvement in air quality in the City Centre.
- Members asked whether there were any plans to use sustainability sourced electricity to power the electric bus fleet. Officers considered that operators

could potentially be asked to demonstrate whether their electricity comes sustainable sources as part of the application criteria.

- Members asked whether the Council was prioritising patronage or air quality when decisions are made on routes for the existing electric bus fleet. Officers stated that both are considered and used to inform a balanced decision. Welsh Government's priority is to maximise use. By focussing on patronage and encouraging modal shift there are also air quality benefits.
- Members were advised that this scheme would be used to inform future decisions. If the scheme proved to be successful then it was anticipated that additional funding would soon be made available for further schemes.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

30 : SPG INQUIRY

31 : COMMITTEE BUSINESS

The Committee received a report providing an overview of the recommendations made by the Committee since January 2021.

RESOLVED – That the report be noted.

32 : URGENT ITEMS (IF ANY)

No urgent items were received.

33 : WAY FORWARD

34 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled to take place on Thursday 10 November 2022 at 4.30pm.

35 : CORRESPONDENCE FOLLOWING THE COMMITTEE MEETING

The meeting terminated at 6.30 pm

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

10 NOVEMBER 2022

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

Purpose of the Report

1. To give Members the opportunity to endorse the Annual Monitoring Report (AMR) following approval at Cabinet on 20 October that was submitted to Welsh Government.

Structure of the Papers

2. To facilitate Members' scrutiny, the following appendices are attached to this report:
 - **Appendix 1** – Cabinet Report
 - **Appendix 2** – Local Development Plan 6th Annual Monitoring Report

Scope of Scrutiny

3. At their meeting on 20 October 2022, the Cabinet considered the sixth AMR prior to its submission to the Welsh Government by 31 October.

Background

4. In January 2016 the Council formally adopted the Cardiff Local Development Plan 2006 to 2026 and is required to submit an annual monitoring report by 31 October each year following the plan adoption.
5. The AMR is laid out as noted in **point 3**:
 - i. Executive Summary
 - ii. Introduction
 - iii. Contextual Information
 - iv. LDP monitoring process
 - v. LDP Monitoring indicators

- vi. Sustainability Appraisal Monitoring
- vii. Conclusions and recommendations

The Annual Monitoring Report

6. The following topics are noted in the Cabinet cover report:
 - i. Employment – **point 6** notes performance in relation to job creation.
 - ii. Housing – the number of new completions on the four strategic housing sites i.e. St Ederyns Village, North West Cardiff, North East Cardiff and North of J33, are detailed in **point 7**, and **points 8 -11** provide explanations of the improvement in completions, the lag between the plan being adopted and homes being completed, and the impact of the pandemic.
 - iii. Affordable Housing – **point 12** highlights the progress being made
 - iv. Transportation – **point 13** indicates the increase in travel by sustainable modes i.e walking, cycling and public transport, again acknowledging the affect of the pandemic.
 - v. Gypsy and Traveller Sites – **point 14** notes the discussions and collaboration needed to secure permanent and transit sites.
 - vi. Supplementary Planning Guidance (SPG) – **point 15** indicates that since the adoption of the LDP 18 SPGs that support the policies of the LDP have been approved by the Council
 - vii. Contextual Changes – **point 16** references the changes to the national planning framework.
7. The overall conclusion of the AMR in **point 17** is that good progress is being made.

Legal Implications

8. Points 22 – 28 outline the Legal Implications in relation to Planning legislation, the Equalities Act, the Well-being of Future Generations and the Wels Language Measure.

Financial Implications

9. There are no direct implications in relation to the AMR noted.

HR Implications

10. None are noted

Property Implications

11. None are noted

Proposed Recommendations to Cabinet

12. The report to Cabinet contains the following recommendations:

- *'Cabinet is recommended to recommend that Council endorse the sixth AMR for submission to the Welsh Government by 31st October 2022'*

Way Forward

13. Councillor Dan De' Ath (Cabinet Member –Transport & Strategic Planning) will be invited to make a statement and answer questions. Andrew Gregory (Director of Planning, Transport and Environment), and Simon Gilbert (Head of Planning) will also attend to answer Members' questions.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

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

DAVINA FIORE

Director of Governance & Legal Services

4 November 2022

SIXTH CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING REPORT

TRANSPORT & STRATEGIC PLANNING (COUNCILLOR DAN DE'ATH)

AGENDA ITEM: 12

Reason for this Report

1. To outline the purpose of the Local Development Plan (LDP) Annual Monitoring Report (AMR) process and to seek the endorsement of the sixth Cardiff LDP AMR for submission to the Welsh Government by 31st October 2022.

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 sixth AMR to be prepared since the adoption of the plan and is based on the period 1st April 2021 to 31st March 2022. 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 sixth year the LDP has been operative and this AMR provides a 6 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 6 consecutive years will help to inform the LDP review process which commenced in March 2021.

The AMR Report

5. Overall the findings of the sixth 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 shown a net increase and the latest AMR shows an increase of 8,000 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:
 - 954 completions have been achieved at St Ederyns Village;
 - 739 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
 - 216 completions have been recorded on the North East Cardiff strategic site; and
 - 213 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 4 years (2018 to 2022) have averaged 1,133 in contrast with the previous 9 years (2008 to 2017) where completions averaged 725 units per annum, with no year above 1,000 units for this period.
9. The data on housing delivery demonstrates the 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver

the Council's aspirations as set out in the LDP. Overall, over the 15 years between 2006 and 2022 a total of 19,638 new dwellings were built in Cardiff which represents 47% 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 4 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 number of homes under construction in April 2022 was 2,497 dwellings, which indicates that completions for the next monitoring year 2022/23 will be substantially higher than the 915 recorded this year.
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 1,797 new build affordable dwellings were completed since 2014, which represents 24% 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 4 years of the Plan period. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.
13. **Transportation** – The proportion of people travelling by sustainable modes of transport has been consistently higher than prior to the pandemic and has increased 5% over the monitoring period to 53%. Walking levels have seen significant increases over the past year (+8%) whilst the proportion cycling has decreased (-2%) from last year's significant rise, due to users increasingly returning to travel by public transport, nevertheless cycling levels remain higher than relative to prior to the pandemic. Bus and rail use has increased (+2%) from 2020/2021 as people increasingly feel confidence to return to public transport, and with service frequency returning to those of pre-pandemic levels. Traffic volumes have increased by 33% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic in 2021/2022 remain significantly down at 80% (-20%) relative to pre-pandemic levels. Comparing published mobility data, in 2020/2021 commuting was at 49% relative to 2019, and at 60% in 2021/2022. As of August 2022, commuting remains at around 60% (i.e. equivalent to 40% of the workforce continuing to work from home).
14. **Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring

local authorities through the forthcoming Strategic Development Plan preparation process.

15. **Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan.
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 sixth AMR which provides a comparison with the baseline data provided by the first five AMR's published between 2017 and 2021. The key conclusions in the sixth 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 seventh AMR in respect of the Cardiff LDP will be presented to Cabinet at the same time next year, with the broad structure of the AMR remaining the same from year to year in order to provide ease of analysis between successive reports. This AMR, along with the previous AMRs, will help inform the ongoing review of the LDP.
20. The AMR will be placed on the Council's website for information.

Reason for the Recommendation

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

Legal Implications

22. The annual monitoring of the LDP is part of the wider statutory LDP process. Section 76 of the Planning and Compulsory Purchase Act 2004 requires authorities to prepare an Annual Monitoring Report covering the preceding financial year from 1 April to 31 March. It must be submitted to the Welsh Government by 31 October each year and published on the authorities' website, in accordance with Regulation 37 of the Town and Country Planning (Local Development Plan)(Wales) Regulations 2005 (as amended). Those regulations and the Development Plans Manual Edition 3 March 2020 specify what the AMR is required to include. The AMR and associated documents have been prepared in accordance with the body of the report.
23. The decision about these recommendations has to be made in the context of the Council's public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.
24. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers (WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 (gov.wales) and must be able to demonstrate how it has discharged its duty.
25. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
26. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2019-22 <http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf> When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well-being objectives and must be

satisfied that all reasonable steps have been taken to meet those objectives.

27. The 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. The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
- Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions
 - Involve people from all sections of the community in the decisions which affect them.
 - The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>
28. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh Language.

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 sixth AMR for submission to the Welsh Government by 31st October 2022.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory
	14 October 2022

The following Appendix is attached:

Appendix 1 - Cardiff LDP 6th Annual Monitoring Report, October 2022

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Cardiff LDP 6th Annual Monitoring Report

October 2022



Cardiff Local Development Plan 6th Annual Monitoring Report 2022

**Based on data collected for period
1st April 2021 to 31st March 2022**

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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 sixth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2021 to 31st March 2022. 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. The fifth AMR was published on 31st October 2021. 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 Sixth Monitoring Process 2021-2022 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 sixth AMR to be prepared and provides a comparison with the baseline data provided by the first, second and third and fifth AMRs published in 2017, 2018 and 2019 and 2021. As outlined above it also includes data for the fourth year of monitoring in 2020 where this was available.

Overall, the findings of the sixth 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 shown a net increase and the latest AMR shows an increase of 8,000 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:

- 954 completions have been achieved at St Ederyns Village;
- 739 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 216 completions have been recorded on the North East Cardiff strategic site; and
- 213 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 4 years (2018 to 2022) have averaged 1,133 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 2022 a total of 19,638 new dwellings were built in Cardiff which represents 47% 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 4 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 number of homes under construction in April 2022 was 2,497 dwellings, which indicates that completions for the next monitoring year 2022/23 will be substantially higher than the 915 recorded this year.

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 1,797 new build affordable dwellings were completed since 2014, which represents 24% 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 4 years of the Plan period. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

Transportation – The proportion of people travelling by sustainable modes of transport has been consistently higher than prior to the pandemic and has increased 5% over the monitoring period to 53%. Walking levels have seen significant increases over the past year (+8%) whilst the proportion cycling has decreased (-2%) from last year's significant rise, due to users increasingly returning to travel by public transport, nevertheless cycling levels remain higher than relative to prior to the pandemic. Bus and rail use has increased (+2%) from 2020/2021 as people increasingly feel confidence to return to public transport, and with service frequency returning to those of pre-pandemic levels. Traffic volumes have increased by 33% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic in 2021/2022 remain significantly down at 80% (-20%) relative to pre-pandemic levels. Comparing published mobility data, in 2020/2021 commuting was at 49% relative to 2019, and at 60% in 2021/2022. As of August 2022, commuting remains at around 60% (i.e. equivalent to 40% of the workforce continuing to work from home).

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.

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 6th AMR provides a comparison with the baseline data provided by the first, second, third and fifth AMRs published in 2017, 2018, 2019 and 2021 together with data collected for the fourth year where this was available. The key conclusions in the sixth 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 sixth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2021 to 31st March 2022.

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. This was followed by consultation on strategic growth and spatial options in winter 2021/22.

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:

- A future trajectory of housing provision over the plan period, 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.

Cardiff LDP Monitoring Framework

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

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

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

The completion of the AMR accords with the requirements for monitoring the sustainability performance of the Plan through the Strategic Environmental

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

AMR Format and Content

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

The structure of the AMR is as follows:

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

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

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

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

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

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

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

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

Future Monitoring

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

3. Contextual Changes

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

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

Legislative Changes

Planning (Wales) Act 2015

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

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

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

The amended Regulations:

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

- Make minor and consequential amendments.

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

Well-being of Future Generations (Wales) Act 2015

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

Environment (Wales) Act 2016

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

Historic Environment (Wales) Act 2016

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

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

Public Health (Wales) Act 2017

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

National Planning Policy Amendments

Planning Policy Wales (Edition 10, December 2018)

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

Planning Policy Wales (Edition 11, February 2021)

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

Technical Advice Notes (TANs)

TAN 12 Design and Guidance on Site Context Analysis was updated in March 2016, TAN4 Retail and Commercial Development in November 2016 and TAN 20 Planning and the Welsh Language in October 2017. In addition, a new TAN 24 The Historic Environment was published in October 2017 which replaced previous Welsh Office Circulars covering this issue. The potential implications of the changes to these TAN's for the LDP are provided in the relevant policy analysis section.

Future Wales: A National Plan for 2040

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

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

Building Better Places

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

Regional Context

Cardiff Capital Region and City Deal

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

Local Context

Delivering a Stronger, Fairer and Greener Cardiff

This sets out the Council's vision for the city over the next five years. The strategy focuses on three main areas:

A Stronger Cardiff: Attracting new investment and businesses into the city, boosting economic productivity, creating good-quality jobs in Cardiff's high-value and foundational sectors, and boosting our resilience to climate change and associated environmental threats.

A Fairer Cardiff: Delivering excellent education, training, into work and social services, as well as transport connectivity, to ensure that all citizens are able to benefit from Cardiff's growth and the new opportunities it creates.

A Greener Cardiff: Delivering a robust network of active travel and public transport, making Cardiff a '15-minute city', generating renewable energy and enhancing local biodiversity, ensuring that growth is sustainable and aligned with our commitment to becoming a Carbon Neutral City by 2030.

Corporate Plan 2022-2025 - Capital Ambition: Recovery and Renewal

Sets out our five-year vision for Cardiff under the following Well-being Objectives: Cardiff is a great place to grow up; Cardiff is a great place to grow older; Supporting people out of poverty ; Safe, confident and empowered communities; A capital city that works for Wales; Cardiff grows in a resilient way; Modernising and integrating our public services

Cardiff Well-Being Plan 2018-2023

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

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

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

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

Bilingual Cardiff 5 Year Welsh Language Strategy

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

Strategic Equality Plan

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

Transport White Paper

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

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

Clean Air Plan

The Council is very aware of the concerns for air quality impacts and recognise that there is no defined “safe level” when describing levels of air quality. Recent public health concerns have focussed on elevated nitrogen dioxide (NO₂) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO₂ set as 40µg/m³.

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

The 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%
April 2021 to March 2022	74.6%	73.6%

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%
April 2021 to March 2022	4.6%	3.8%

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
April 2021 to March 2022	£574.9	£570.6

Source: Nomis

House Prices

As demonstrated in the table below, Land Registry data indicates that in general average house prices in Cardiff have increased over the current monitoring period. Average prices in May 2022 at £256,271 were higher than the 2006 baseline price (£154,183). The data below shows that house prices have risen by 66% during the monitoring period.

Cardiff Average House Prices 2006 to 2022

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
2022	£256,271

Source: Land Registry

Supplementary Planning Guidance

A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been approved since the LDP was adopted. These are:

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

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	Result 2021/22
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%	4.5%
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	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 2years.	In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in	In the quarter ending December 2018, crime rates were down in Cardiff compared with the corresponding quarter in 2017. Crime rates in Cardiff decreased	In the quarter ending December 2019, crime rates were down in Cardiff compared with the corresponding quarter in 2018. Crime rates in Cardiff decreased	In the quarter ending December 2020, crime rates were down in Cardiff compared with the corresponding quarter in 2019. Crime rates in Cardiff decreased	In the quarter ending December 2021, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21	Result 2021/22
			2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 crimes per thousand residents.	from 28.23 crimes per thousand residents to 27.72 crimes per thousand residents.	from 27.72 crimes per thousand residents to 27.0 crimes per thousand residents.	from 27.0 crimes per thousand residents to 23.51 crimes per thousand residents.	quarter in 2020. Crime rates in Cardiff increased from 23.51 crimes per thousand residents to 26.43 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	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% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	The amount of household waste collected and generated between 2014/15 and 2015/16 increased by 3% from	The amount of household waste collected and generated between 2015/16 and 2016/17 decreased by 0.3% from	The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from	The amount of household waste collected and generated between 2017/18 and 2018/19 decreased by 1.4% from 172,852 to	The amount of household waste collected and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to	The amount of household waste collected and generated between 2019/20 and 2020/21 decreased by 8% from 171,528 to

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21	Result 2021/22
			170,715 to 177,457 tonnes	177,457 to 176,952 tonnes	176,952 to 172,852 tonnes	170,523 tonnes.	171,528 tonnes.	158,095 tonnes.

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

Topic Area: Employment Land Permitted on Allocated Sites

Relevant LDP Policies: KP2, KP9, EC1 – EC7

Indicator reference: OB1 EC1

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

Indicator		Target			Trigger	
Core Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.		None.			None.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	
Total land area of Allocations=132ha	Total land area of Allocations =132ha	Total land area of Allocations =132ha	Total land area of Allocations =132ha	Total land area of Allocations =132ha	Total land area of Allocations =132ha	
Employment development permitted on allocated sites (April 2016 - 31 st March 2017) =	Employment development permitted on allocated sites (April 2017 - 31 st March 2018) = 2.12	Employment development permitted on allocated sites (April 2018 – 31 st March 2019) = 3.16	Employment development permitted on allocated sites (April 2019 – 31 st March 2020) = 2.07	Employment development permitted on allocated sites (April 2020 – 31 st March 2021) = 0.78	Employment development permitted on allocated sites (April 2021 – 31 st March 2022) = 80.2	

11.6ha. This equates to 9%	ha. This equates to 1.7%	ha. This equates to 2.4%.	ha. This equates to 1.7 %	ha. This equates to 0.6 %	ha. This equates to 61 %
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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
21/00076/MJR	Construction of a business park (up to 90,000sqm – use class B1,B2,B8), ancillary uses and infrastructure associated with biodiversity, landscape, drainage, walking, cycling, and other transport modes. Together with the construction of a new transport hub facility, comprising railway station buildings (up to 2500sqm – use class sui generis) including ancillary uses; 4 No. platforms; surface car park (up to 650 no. spaces) and associated infrastructure works.			Not started (Granted 06.04.21: subject to legal agreements)

The employment land permitted (ha) on allocated sites during the period 1st April 2021 to 31st March 2022 as a percentage of all employment allocations is 61 %, which is significantly higher than the last five year. This is attributed to outline consent being granted for Strategic Site H: South of St Mellons Business Park.

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.

In relation to Strategic Site KP2 (A): Cardiff Central Enterprise Zone and Regional Transport Hub an application for outline permission was received on 06/04/2021 (21/00783/MJR) and is awaiting determination in due course.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Land Take Up

Indicator reference: OB1 EC2

Relevant LDP Policies: KP2, KP9, EC1-EC7

Indicator reference: OB1 EC2

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

Indicator		Target		Trigger	
Core Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)		Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually		Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Office Take Up (April 2016 to April 2017) = 9760 sqm Industrial Take up (April 2016 to April 2017) = 12.3 ha	Office Take Up (April 2017 to April 2018) = 14,969 sqm Industrial Take up (April 2017 to April 2018) = 0.5 ha	Office Take Up (April 2018 to April 2019) = 39,726 sqm Industrial Take up (April 2018 to April 2019) = 1.6 ha	Office Take Up (April 2019 to April 2020) = 36,710 sqm Industrial Take up (April 2019 to April 2020) = 0.46 ha	Office Take Up (April 2020 to April 2021) = 728 sqm (please see analysis) Industrial Take up (April 2020 to April 2021) = 1.04 ha	Office Take Up (April 2021 to April 2022) = 0 sqm (please see analysis) Industrial Take up (April 2021 to April 2022) = 3.75 ha

Analysis

Office Take up is based on completions during the period April 2021 to 31st March 2022, which was 0 sqm, however, it is noted that 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. Taking these figures and factors into consideration, no concerns are raised in relation to this indicator at this current time.

Industrial Take-up is based on completions during the period April 2021 to 31st March 2022. Take up has been reasonable during this period with 3.75 hectares being developed. In this period 34,000 sqm of research and development floorspace (B1b) was completed. This floorspace related the completions at the Cardiff University's Maindy Road development - which includes the 'sbarc', Translational Research Hub (TRH) and Abacws buildings at the University's Innovation Campus. A self-storage facility has also been completed at The Avenue Industrial Park, Croescardarn Close, Pontprennau.

Although falling slightly short of the annual target, take-up has been higher than the last four years. 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 B8 use class, on Land at Rover Way. There are also a number of applications for small start-up units, which will likely be completed in next year's monitoring period. Taking these factors into consideration no concerns are raised in relation to this indicator.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Loss of Employment Land

Relevant LDP Policies: KP2, EC1 – EC7

Indicator reference: OB1 EC3

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

Indicator		Target		Trigger	
LOCAL Amount of employment land lost to non-employment uses in primary and local employment sites (Policy EC1)		No loss of employment land (Policy EC1) unless in accordance with Policy EC3.		No loss of employment land on EC1 protected sites, except for developments which have been considered a complimentary use under Policy EC2, or which have been considered to satisfy Policy EC3.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.

Analysis

In relation to uses permitted on employment land, 5 D1 uses (4 clinics and 1 independent school) and 3 D2 leisure uses (gyms and sports pitch), 2 A1 uses (cash and carry, and complementary small scale convenience store) were approved. In all cases the units were vacant despite marketing and the D1 uses approved also had a B1 office element. The cash and carry also had an office and storage element and the small A1 convenience store was considered a complementary use under policy EC2.

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 these issues.

Recommendations

No action is required as present. Continue to monitor.

Topic Area: Employment Provision Cardiff Central Enterprise Zone

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

Indicator reference: OB1 EC4

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

Indicator		Target		Trigger	
Local Employment provision of Allocated Sites (KP2 (A) – Cardiff Central Enterprise Zone)		Employment densities for B1 use at least 14.5 per sqm (gross external value)		No trigger is set at present but will be revised once further details are known	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline (since April 2016) with planning permission – 157,897sq m	Office completions – 14,969sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2017) with planning permission – 13,275sq m	Office completions – 39,726 sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2018) with planning permission – 49,328sq m.	Office completions – 37,331 sq m Offices under construction – 23,593sq m Offices in pipeline (since April 2019) with planning permission – 18,761 sq m <i>(amended)</i>	Office completions – 0 sq m Offices under construction – 27,386 sq m Offices in pipeline (since April 2020) with planning permission – 25,384 sq m.	Office completions – 0 sq m Offices under construction – 27,386 sq m

Analysis

Within the Allocated Site (KP2A) office take up based on completions during the period April 2021 to 31st March 2022 was 0 sqm. However, it is noted that there are several 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. Taking these figures and factors into consideration, no concerns are raised in relation to this indicator at this current time.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Provision North West Cardiff

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

Indicator reference: OB1 EC5

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

Indicator		Target		Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)		15,000sq m (B1 & B1(b&c))		No trigger is set at present but will be revised once further details are known.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
15,500sq m B1(a), B1(b) & B1(c) included in planning application (ref 14/02733/MJR) approved 20/03/2017	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.
Analysis					
<p>Planning permission 14/02733/MJR granted 20/03/2017 for residential led mixed use development of this strategic sites which includes the target level of B1 floorspace.</p> <p>Although not yet started, the residential development has begun. It is therefore considered that policy KP2 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					

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

Topic Area: Employment Provision North of Junction 33

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

Indicator reference: OB1 EC6

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

Indicator		Target		Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)		3ha by J33 plus 2.5ha flexible local employment space.		No trigger set at present but will be revised once further details are known.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017.	Not yet started	Not yet started	Not yet started	Not yet started	Not yet started
Analysis					
<p>Planning permission 14/00825/MJR granted 28/02/2017 for the residential led mixed use development of this strategic site which includes the target level of employment floorspace. Development has not yet started.</p> <p>As the site has been granted permission it is considered that policy KP2 D is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issue.</p>					

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

Topic Area: Employment Provision North East Cardiff

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

Indicator reference: OB1 EC7

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

Indicator		Target		Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 F – North East Cardiff)		6.5ha B1 & B1 (b&c) employment space 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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
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	Whilst various parcels within the strategic site are being developed for residential use, the employment element has not yet started.
Analysis					
Not started. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Employment Provision South of St Mellons Business Park

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

Indicator reference: OB1 EC8

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

Indicator		Target		Trigger	
LOCAL Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park)		80,000 to 90,000sq m (B1(b))/(c)		No trigger is set at present but will be revised once further details are known.	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No application submitted to date	No application submitted to date	No application submitted to date	No application submitted to date	Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.	Application (21/00076/MJR) for up to 90,000sq m B1, B2, B8 granted outline planning permission 6 th April 22 subject to 106 Agreement and a holding direction by Welsh Government.
Analysis					
Outline planning permission (ref 21/00076/MJR) for up to 90,000sq m B1, B2, B8 approved 06/04/22 subject to s106 and a holding direction by Welsh Government.					

The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to these issues.

Recommendations

Continue to monitor.

Topic Area: Net Job Creation

Relevant LDP Policies: KP1, KP9, EC1 – EC7

Indicator reference: OB1 EC9

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

Indicator		Target		Trigger	
LOCAL Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015).		19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period.		If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive year.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
Total jobs in Cardiff – 204,000 in 2015 (latest Nomisweb.co.uk figures 2015)	Total jobs in Cardiff – 208,000 in 2016 (latest Nomisweb.co.uk figures (2016)).	Total jobs in Cardiff – 214,000 in 2017 (latest Nomisweb.co.uk figures, 2017).	Total jobs in Cardiff – 212,000 in 2018 (latest Nomisweb.co.uk figures, 2018).	Total jobs in Cardiff – 213,000 in 2019 (latest Nomisweb.co.uk figures, 2019).	Total jobs in Cardiff – 212,000 in 2020 (latest Nomisweb.co.uk figures, 2020).
Analysis					
The total number of jobs in Cardiff is 212,000 jobs, a fall of 1,000 jobs since the last AMR. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action required at present. Continue to monitor.					

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

Relevant LDP Policies: R1 – R8

Indicator reference: OB1 EC10

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

Indicator		Target		Trigger	
Active A1 (retail) units within District and Local Centres remaining the predominant use.		A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013).		A1 units comprising less than 40% of all units within a centre.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
District Centres – Average of 46% active retail units within centres.	District Centres – Average of 45% active A1 retail units within centres.	District Centres – Average of 44% active A1 retail units within centres.	Due to Covid no equivalent data available for 2020.	District Centres – Average of 44% active A1 retail units within centres.	District Centres – Average of 43 % active A1 retail units within centres.
Local Centres – Average of 47% active A1 retail units within centres.	Local Centres – Average of 46% active A1 retail units within centres.	Local Centres – Average of 44% active A1 retail units within centres. For an individual breakdown see analysis section.		Local Centres – Average of 48% active A1 retail units within centres. For an individual breakdown see analysis section.	Local Centres – Average of 47 % active A1 retail units within centres. For an individual breakdown see analysis section.

Analysis

District Centres

<i>District Centre</i>	<i>Total No of Units</i>	<i>No active A1 (retail) units</i>	<i>Percentage Active A1 (retail) units</i>
Albany Road/Wellfield Road	199	90	45%
City Road	170	68	40%
Clifton Street	101	51	50%
Cowbridge Road East	189	87	46%
Crwys Road/Woodville Road	131	54	41%
Bute Street/James Street	63	18	29%
Merthyr Road, Whitchurch	94	44	47%
Penarth Road/Clare Road	72	30	42%
St Mellons	20	9	45%
Thornhill	7	4	57%
Whitchurch Road	121	43	36%
		Average	43%

The average percentage of active A1 retail units within District Centres is 43%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, and Whitchurch Road. It is acknowledged that Bute Street/James Street has historically had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay.

Whitchurch Road falls just below the 40% threshold.

Local Centres

Local Centre	Total No of Units	No active A1 (retail) units	Percentage of Active A1 (retail) units
Birchgrove	48	18	38%
Bute Street (Loudoun Square)	12	8	67%
Cathedral Road	27	12	44%
Countisbury Avenue	36	18	50%
Caerau Lane	9	6	67%
Fairwater Green	16	7	44%
Gabalfa Avenue	15	6	40%
Grand Avenue	20	7	35%
High Street, Llandaff	34	13	38%
Maelfa, Llanedeyrn*	12	8	67%
Newport Road, Rumney	48	24	50%
Rhiwbina Village	47	26	55%
Salisbury Road	45	13	29%
Splott Road	36	16	44%
Station Road, Llanishen	28	13	46%
Station Road, Llandaff North	32	16	50%
Station Road, Radyr	14	7	50%
Tudor Street	35	13	37%
Willowbrook Drive	4	2	50%
Wilson Road	15	7	47%
		Average	47%

The average percentage of active A1 retail units within Local Centres is 47%. The majority of Local Centres exceed the 40% target with the exception of Birchgrove, Gabalfa Avenue, Grand Avenue, High Street Llandaff, Salisbury Road, and Tudor Street.

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

It is also significant to note, a number of centres have experienced an increase in the number of active A1 units, including Gabalfa Avenue, Grand Avenue, Rhiwbina, Splott and Tudor Street.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Protected City Centre Shopping Frontages

Relevant LDP Policies: R2, R3

Indicator reference: OB1 EC11

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

Indicator		Target		Trigger	
LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.		100%		90%	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
54 of the city centres 64 Protected Shopping Frontages had over 50% Class A1 units in 2016/17.	In 2017/18, 53 of the city centres 64 Protected Shopping Frontages had 50% or more Class A1 units.	In 2018/19, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2019/20, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2020/21, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2021/22, 52 of the city centres 64 Protected Shopping Frontages have 50% or more Class 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 2021/22 survey identifies that 52 out of city centres 64 Protected Shopping Frontages comprised of 50% or above Class A1 units. This represents a total of 96.3% when measured against the first AMR target of 54 frontages (100%).

Recommendations

No actions required at present. Continue to monitor.

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

Relevant LDP Policies: KP10, R1 – R8

Indicator reference: OB1 EC12

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

Indicator		Target		Trigger	
Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres		Vacancy level are no higher than the national UK average (19.4% / 14.5% Q3 2021).		Vacancy levels rise above national UK average for more than two consecutive years.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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	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	Local Centres – Average of 7% vacancy rate within centres
				Central Shopping Area – Unable to	

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%.	collect survey data due to Covid-19 lockdown.	Central Shopping Area vacancy rate of 20.9%.
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For an individual breakdown see analysis section.

Analysis			
<i>UK Average:</i>			
<ul style="list-style-type: none"> • <i>In the third quarter of 2021, the overall GB vacancy rate remained at 14.5%, the same level as Q2.</i> • <i>Shopping Centre vacancies remain at 19.4% for the second consecutive quarter.</i> • <i>On the High Street, vacancies remained at 14.5% in Q3 – remaining in line with the overall rate.</i> 			
<i>Source: British Retail Consortium Website (29th October 2021)</i>			
District Centres 2022			
<i>District Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Albany Road/Wellfield Road	199	12	6%
City Road	170	14	8%
Clifton Street	102	19	19%
Cowbridge Road East	189	7	4%
Crwys Road/Woodville Road	131	3	2%
Bute Street/James Street	63	19	30%
Merthyr Road, Whitchurch	94	5	5%
Penarth Road/Clare Road	72	9	12%
St Mellons	20	3	15%
Thornhill	7	0	0%

Whitchurch Road	121	8	7%
		Average	10%

3 of the District Centres are above the 14.5% vacancy trigger; Clifton Street (19% vacancy), Bute Street/James Street (30% vacancy) and St Mellons (15 percent vacancy). Clifton Street, whilst over the trigger target remains a resilient centre. 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. Continue to monitor these centres for improvement next year.

Local Centres 2022

<i>Local Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Birchgrove	48	3	6%
Bute Street (Loudoun Square)	12	1	8%
Cathedral Road	27	1	4%
Countisbury Avenue	36	2	6%
Caerau Lane	9	1	11%
Fairwater Green	16	1	6%
Gabalfa Avenue	15	4	27%
Grand Avenue	20	3	15%
High Street, Llandaff	34	2	6%
Maelfa, Llanedeyrn*	12	0	0%
Newport Road, Rumney	48	4	8%
Rhiwbina Village	47	2	4%
Salisbury Road	45	4	9%
Splott Road	36	4	11%
Station Road, Llanishen	28	1	4%
Station Road, Llandaff North	32	1	3%

Station Road, Radyr	14	1	7%
Tudor Street	35	11	31%
Willowbrook Drive	4	0	0%
Wilson Road	15	1	7%
		Average	9%

A significant number of the Local Centres meet or fall below the 14.5% vacancy trigger, with the exception of Gabalfa Avenue, Grand Avenue, and Tudor Street. It is noted that Caerau Lane, Gabalfa Avenue and Grand Avenue are small centres with 8 vacant units in total.

Tudor Street remains higher than the trigger of 14.5% with a vacancy rate of 31% but this local centre is undergoing a programme of regeneration at present.

Central Shopping Area (CSA)

The 2021 Cardiff City Centre Land Use and Floor Space Survey (LUFS) identifies a retail vacancy of 20.9% within the Central Shopping Area (79 vacancies from a total of 377 retail units). The city centre comprises of a number of larger shopping centres, so vacancy rates need to be considered in this context. In addition, the survey work was undertaken during the easing of lockdown restrictions, so, whilst providing a snapshot, does not represent/capture the taking back up of retail units post covid.

The next LUFS survey, which will be undertaken in Autumn 2022 will provide a more accurate representation of vacancy levels within the city centre.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Retail Development Outside Designated Centres

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

Indicator reference: OB1 EC13

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

Indicator		Target		Trigger	
LOCAL Number of retail developments permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test.		No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test).		1 or more retail development permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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	17 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 14 were not accompanied	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	9 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 6 were not accompanied	7 applications approved for retail development outside designated centres. 3 were accompanied by proportionate retail planning statements. The remaining 4 were not as specific	23 applications approved for retail development outside designated centres. 1 was accompanied by proportionate retail planning statement. The remaining 19 were not as specific circumstances did not require them.

by an assessment as specific circumstance did not require them.	by an assessment as specific circumstances did not require them.	circumstance did not require them.	by an assessment as specific circumstance did not require them.	circumstances did not require them.	
Analysis					
<p>23 applications for development within Use Class A were permitted outside designated centres. 1 of the proposals submitted an assessment of need and demonstrated that they satisfied the sequential test.</p> <p>22 applications did not require an assessment of need and the sequential test as -</p> <ul style="list-style-type: none"> - In all cases the floorspace was below the TAN 4 threshold or - The retail floorspace formed part of a mixed-use scheme e.g., ground floor use in high rise residential development. - The retail floorspace was considered complementary/ancillary in business/industrial areas or leisure uses - The retail floorspace related to the change of use or the variation of condition of premises already in commercial use and/or in smaller shopping parades. - The retail floorspace comprised A1 Cash and Carry <p>It is therefore considered that Policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					
Recommendations					
No action required at present. Continue to monitor.					

Topic Area: Achievement of 50:50 Modal Split

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

Indicator reference: OB1 EC14

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (aiming to double the proportion travelling by sustainable modes), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey, however due to the pandemic this has not been undertaken since 2019, therefore other data sources have been used to monitor and report trends since, hence the difference in how the outturn for 2020/2021 and 2021/2022 are presented below.

Indicator	Target	Trigger
Local Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose: 1) Work = 45.2% (2014) 2) Education = 57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)	Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
1) Work: 2014 = 45.2% 2015 = 45.0% (↓) - 0.2% 2016 = 48.1% (↑) +3.1% 2) Education: 2014 = 57.8% 2015 = 50.4% (↓) - 7.4% 2016 = 59.6% (↑) +9.2% 3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) - 1.1% 2016 = 67.9% (↑) +1.9% 4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) - 1.9% 2016 = 45.6% (↑) +4.3%	1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3% 2) Education: 2016 = 59.6% 2017 = 55.9% (↓) - 3.7% 3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) - 3.2% 4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) - 6.8%	1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3% 2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1% 3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6% 4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%	1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2% 2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6% 3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4% 4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1%	All Journeys: 1st April 2019 to 16th March 2020 (pre-pandemic average) = 50% 1st April 2020 to 31st March 2021 (average during pandemic) = 48% (↓) -2%	All Journeys: 1st April 2020 to 31st March 2021 (average during pandemic) = 48% (↓) -2% 1st April 2021 to 31st March 2022 (average during pandemic) = 53% (↑) +5%

<p>5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) - 3.2% 2016 = 60.2% (↑) +5.4%</p>	<p>5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) - 3.8%</p>	<p>5) Leisure: 2017 = 56.4% 2018 = 58.8% (↑) +2.5%</p>	<p>5) Leisure: 2018 = 58.8% 2019 = 63.7% (↑) +4.9%</p>		
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Analysis

The proportion of sustainable travel over the past year as a whole has increased relative to both 2020/2021 and to 2019/2020. However, the figure by month has fluctuated, albeit since August 2021 the proportion of people travelling sustainably has been consistently higher than prior to the pandemic having exceeded the target 50:50, as demonstrated in figure 1.14.1 below.

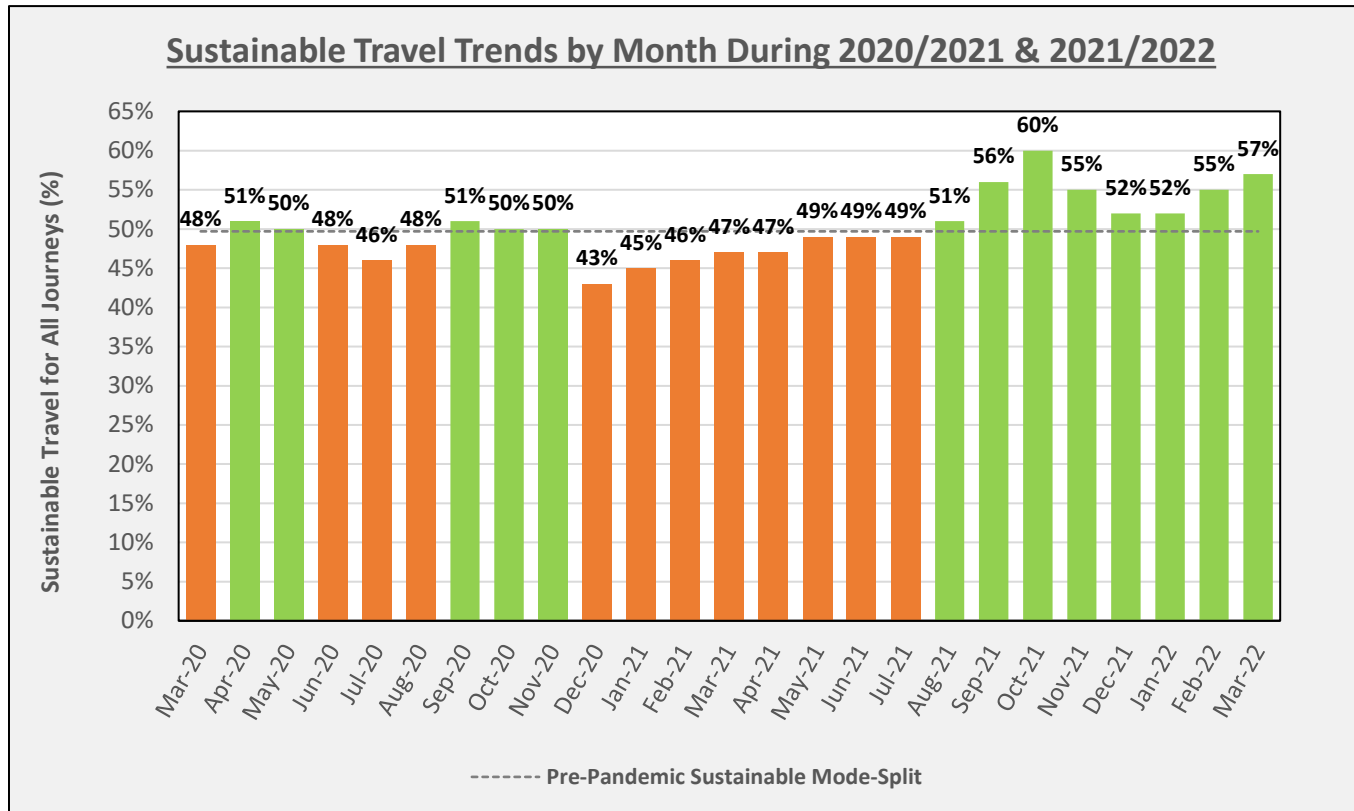
With the figures below in mind, Cardiff appears to be making progress towards its ambitious aspirations as set you in the Transport White Paper, i.e. to achieve 37:63 (car vs. sustainable) mode-split by 2025 and 24:76 by 2030.

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.

The above should also be bourn in mind when considering the other transport indicators following.

Figure: 1.14.1



To set the above in mind, key events in the timeline are presented in table 1.14.2 below. Note that these should also be born in mind when considering the other transport indicators following.

Table: 1.14.2

16/03/2020	Social Distancing
24/03/2020	National lockdown
20/04/2020	Furlough introduced (in place until end of September 2021)
07/06/2020	Wellfield Road pilot scheme introduced
21/06/2020	Pedestrianisation of Castle Street and reopening of non-essential shops
29/06/2020	'Fflecsi' demand responsive travel introduced (Cardiff North G1)
27/07/2020	Face masks and social distancing mandatory on public transport
03/08/2020	'Eat Out to Help Out' initiative launched (effective until end of month)
25/09/2020	Local lockdown restrictions imposed
23/10/2020	'Fire-break' restrictions introduced across Wales, face masks mandatory in indoor public places
09/11/2020	End of 'fire-break' restrictions
29/11/2020	Castle Street reopened to buses
20/12/2020	New alert levels introduced, Wales at Alert Level 4
04/01/2021	Wales raised to highest Alert Level 5
15/03/2021	Cross City Route & Cross City South pop-up cycleways introduced
03/05/2021	Wales moved to Alert Level 3
14/05/2021	Wales moved to Alert Level 2
15/07/2021	Intention to develop a Bus Strategy at Cabinet with concept of 'Smart Bus Corridors'
17/07/2021	Wales moved to Alert Level 1
21/07/2021	Nextbribe rebranding exercise to OVO Bikes (bikes back on-line on 03/03/2021)
05/08/2021	Wales lowered to Alert Level 0
21/10/2021	Westgate Street bus gate introduced and Castle Street reopening to general traffic
15/11/2021	OVO Bikes suspending due to high incidence of vandalism (reintroduced 13/01/2022)
12/12/2021	Wales raised to Alert Level 4
17/12/2021	TfW Rail introduce emergency timetables
22/12/2021	Wales moved to Alert Level 2
10/01/2022	Cardiff Bus introduce emergency timetables
28/01/2022	Wales lowered to Alert Level 0
27/05/2022	End of remaining restrictions in Wales
04/09/2022	Normal weekday and weekend bus timetables reinstated

Recommendations
No action is required at present. Continue to monitor, and look to reinstate the Annual Transport Survey from 2023 onwards.

Topic Area: Percentage of People Walking

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

Indicator reference: OB1 EC15

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel, tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey, however due to the pandemic this has not been undertaken since 2019, therefore other data sources have been used to monitor and report trends since, hence the difference in how the outturn for 2020/2021 and 2021/2022 are presented below.

Indicator		Target		Trigger	
Local Percentage of people walking (all journeys)		An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)		Failure to achieve an annual increase for each journey purpose for two or more consecutive years	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022

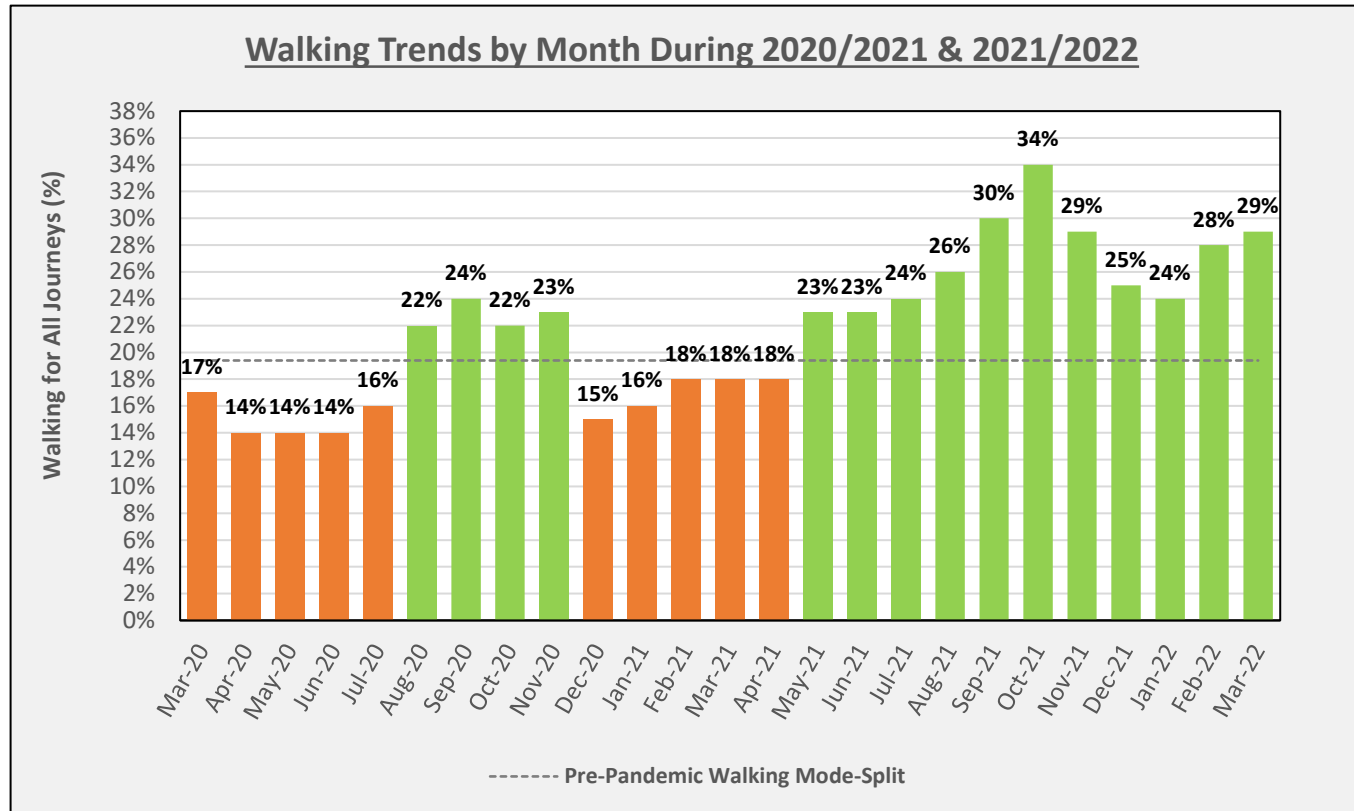
<p>1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3%</p> <p>2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0%</p> <p>3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3%</p> <p>5) Leisure: 2014 = 19.0%</p>	<p>1) Work: 2016 = 17.9% 2017 = 14.0% (↓) - 3.9%</p> <p>2) Education: 2016 = 27.6% 2017 = 23.3% (↓) - 4.3%</p> <p>3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) - 2.3%</p> <p>4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) - 3.6%</p> <p>5) Leisure: 2016 = 21.8%</p>	<p>1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0%</p> <p>2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3%</p> <p>3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8%</p> <p>4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2%</p> <p>5) Leisure: 2017 = 17.8%</p>	<p>1) Work: 2018 = 15.0% 2019 = 18.3% (↑) +3.3%</p> <p>2) Education: 2018 = 26.6% 2019 = 21.9% (↓) - 4.7%</p> <p>3) Shopping (City Centre): 2018 = 16.9% 2019 = 17.5% (↑) +0.6%</p> <p>4) Shopping (Other): 2018 = 21.1% 2019 = 23.4% (↑) +2.3%</p> <p>5) Leisure: 2018 = 18.0%</p>	<p>All Journeys: 1st April 2019 to 16th March 2020 (pre-pandemic average) = 19%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↓) -1%</p>	<p>All Journeys: 1st April 2021 to 31st March 2022 (average during pandemic) = 26% (↑) +8%</p>
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2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9%	2017 = 17.8% (↓) - 4.0%	2018 = 18.0% (↑) +0.2%	2019 = 17.4% (↓) - 0.6%		
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Analysis

Walking levels (based on mobility data) have seen significant increases over the past year as well as relative to before the pandemic, and have been consistently high since May 2021, as demonstrated in figure 1.15.1 below

Figure: 1.15.1



Further evidence of changes that have occurred in relation to walking relative to re-pandemic levels are shown in table 1.15.2 below.

Table: 1.15.2

Measure	2020/2021	2021/2022
Footfall in City Centre	37% (-63%)	87% (-13%) *
Footfall on Cardiff Barrage	148% (+48%)	129% (+29%)
Footfall on Pont y Werin	127% (+27%)	116% (+16%)
Footfall on Eastern Bay Link	97% (-3%)	91% (-9%) *
Walking Trips (Strava Metro)	271% (+171%)	207% (+107%)
Walking Overall (Mobility)	63% (-37%)	131% (+31%)

* Since back to pre-Covid levels

Recommendations

No action is required at present. Continue to monitor, and look to reinstate the Annual Transport Survey from 2023 onwards

Topic Area: Percentage of People Cycling

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

Indicator reference: OB1 EC16

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (doubling cycling specifically), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Key considerations of note in terms of cycling are set out within the analysis following. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey, however due to the pandemic this has not been undertaken since 2019, therefore other data sources have been used to monitor and report trends since, hence the difference in how the outturn for 2020/2021 and 2021/2022 are presented below.

Indicator		Target		Trigger	
Local Percentage of people cycling (all journeys)		An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)		Failure to achieve an annual increase for each journey purpose for two or more consecutive years	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
1) Work:	1) Work:	1) Work:	1) Work:	All Journeys:	All Journeys:

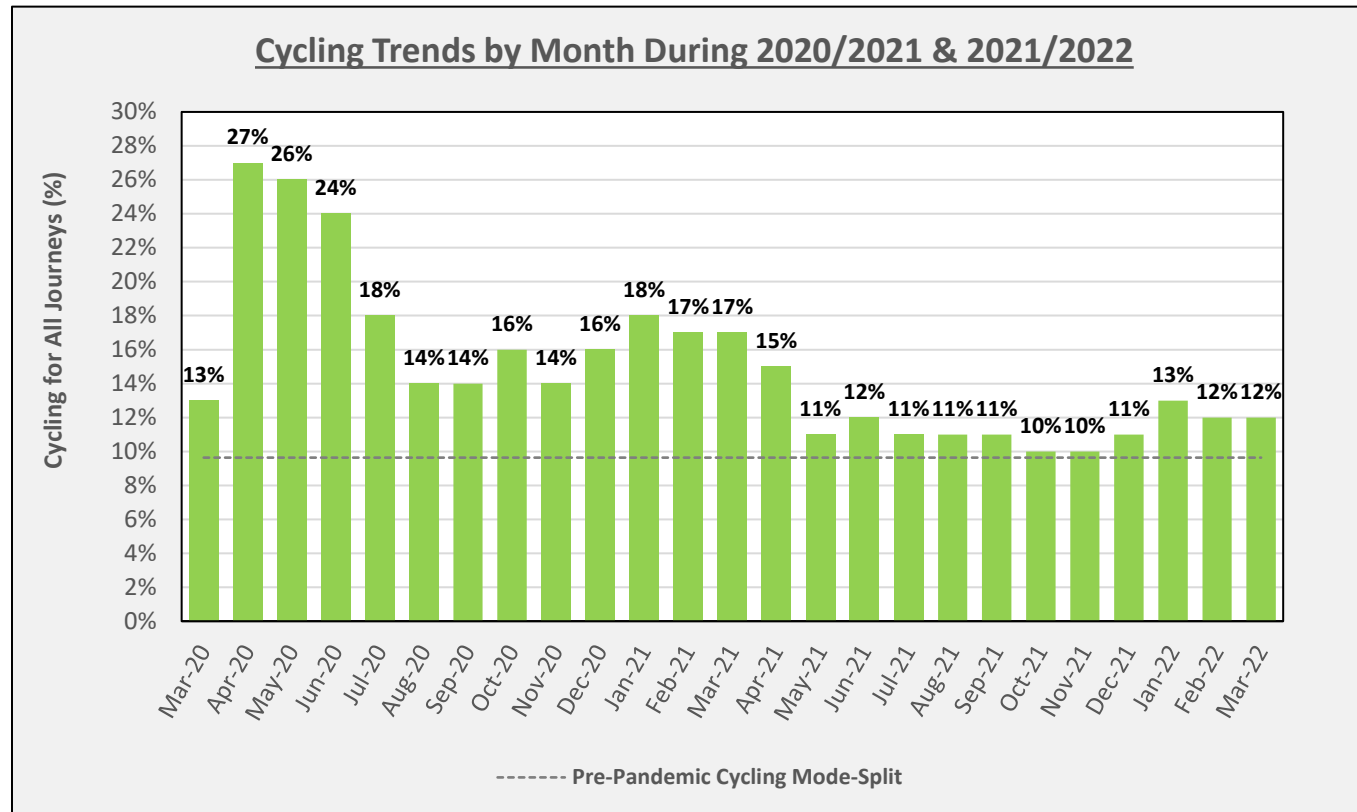
<p>2014 = 10.6%</p> <p>2015 = 10.0% (↓) -0.6%</p> <p>2016 = 11.3% (↑) +1.3%</p> <p>2) Education:</p> <p>2014 = 9.5%</p> <p>2015 = 8.9% (↓) - 0.6%</p> <p>2016 = 9.6% (↑) +0.7%</p> <p>3) Shopping (City Centre):</p> <p>2014 = 5.9%</p> <p>2015 = 5.9% () +0%</p> <p>2016 = 6.6% (↑) +0.7%</p> <p>4) Shopping (Other):</p> <p>2014 = 5.7%</p> <p>2015 = 5.3% (↓) -0.4%</p> <p>2016 = 6.0% (↑) +0.7%</p> <p>5) Leisure:</p> <p>2014 = 10.1%</p> <p>2015 = 9.6% (↓)</p>	<p>2016 = 11.3%</p> <p>2017 = 16.5% (↑) +5.2%</p> <p>2) Education:</p> <p>2016 = 9.6%</p> <p>2017 = 12.8% (↑) +3.2%</p> <p>3) Shopping (City Centre):</p> <p>2016 = 6.6%</p> <p>2017 = 7.8% (↑) +1.2%</p> <p>4) Shopping (Other):</p> <p>2016 = 6.0%</p> <p>2017 = 6.6% (↑) +0.6%</p> <p>5) Leisure:</p> <p>2016 = 10.0%</p>	<p>2017 = 16.5%</p> <p>2018 = 20.3% (↑) +3.7%</p> <p>2) Education:</p> <p>2017 = 12.8%</p> <p>2018 = 14.0% (↑) +1.2%</p> <p>3) Shopping (City Centre):</p> <p>2017 = 7.8%</p> <p>2018 = 12.2% (↑) +4.4%</p> <p>4) Shopping (Other):</p> <p>2017 = 6.6%</p> <p>2018 = 9.7% (↑) +3.1%</p> <p>5) Leisure:</p> <p>2017 = 10.8%</p>	<p>2018 = 20.3%</p> <p>2019 = 18.9% (↓) - 1.4%</p> <p>2) Education:</p> <p>2018 = 14.0%</p> <p>2019 = 15.7% (↑) +1.7%</p> <p>3) Shopping (City Centre):</p> <p>2018 = 12.2%</p> <p>2019 = 10.9% (↓) - 1.3%</p> <p>4) Shopping (Other):</p> <p>2018 = 9.7%</p> <p>2019 = 9.0% (↓) - 0.7%</p> <p>5) Leisure:</p> <p>2018 = 13.9%</p>	<p>1st April 2019 to 16th March 2020 (pre-pandemic average) = 10%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↑) +8%</p>	<p>1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↑) +8%</p> <p>1st April 2021 to 31st March 2022 (average during pandemic) = 12% (↓) -6%</p>
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-0.5% 2016 = 10.0% (↑) +0.4%	2017 = 10.8% (↑) +0.8%	2018 = 13.9% (↑) +3.1%	2019 = 13.2% (↓) - 0.7%		
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Analysis

While the proportion cycling has decreased from last year's meteoric rise, due to users increasingly returning to travel by public transport, nevertheless cycling levels remain higher than relative to prior to the pandemic, and which has been the case for every month since the pandemic began, as shown in figure 1.16.1 below.

Figure: 1.16.1



In considering the above in context, key cycle-related events in the timeline are set out in table 1.16.2 below.

Figure: 1.16.2

07/06/2020	Wellfield Road pilot scheme introduced
15/03/2021	Cross City Route & Cross City South pop-up cycleways introduced
21/07/2021	Nextbike rebranding exercise to OVO Bikes (bikes back on-line on 03/03/2021)
26/08/2021	50x E-bikes introduced (later expanded to 140x E-bikes in Cardiff & The Vale)
21/10/2021	Westgate Street bus gate introduced and Castle Street reopening to general traffic
15/11/2021	OVO Bikes suspending due to high incidence of vandalism (reintroduced 13/01/2022)

Further evidence of changes that have occurred in relation to cycling relative to re-pandemic levels are shown in tables 1.16.3 and 1.16.4 below.

Table: 1.16.3

Measure	2020/2021	2021/2022
Cycling on North Road	85% (-15%)	123% (+23%)
Cycling on Pont y Werin	136% (+36%)	107% (+7%)
Cycling on Eastern Bay Link	118% (+18)	124% (+24%)
OVO Bikes (Nextbike Rentals)	94% (-6%)	75% (-25%) *
Cycling Trips (Strava Metro)	144% (+44%)	108% (+8%)
Cycling Overall	115% (+15%)	111% (+11%)

* Figures affected by temporary suspension of scheme, but have since continued to increase

Table: 1.16.4

Cardiff Walking & Cycling Index (Bike Life)	2019	2022
Proportion of Residents who Cycle	43%	46% (+3%)
Residents that Cycle At Least Once a Week	22%	23% (+1%)
Cycling Trips per Day	130,000	140,000 (+8%)

Recommendations
No action is required at present. Continue to monitor, and look to reinstate the Annual Transport Survey from 2023 onwards

Topic Area: Percentage of People Travelling by Bus

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

Indicator reference: OB1 EC17

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (doubling bus use specifically), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Construction continues to progress on the new Cardiff Transport Interchange/Integrated Hub, with this expected to be fully operational in Summer of 2023. The BES 1 funding package was introduced from July of 2020 to support bus operators. In addition, the Council is also currently developing a Bus Strategy. Other key considerations of note in terms of bus travel are set out within the analysis following. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey, however due to the pandemic this has not been undertaken since 2019, therefore other data sources have been used to monitor and report trends since, hence the difference in how the outturn for 2020/2021 and 2021/2022 are presented below.

Indicator	Target	Trigger
Local Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

		5) Leisure = 11.2 (2014)			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
1) Work: 2014 = 11.1% 2015 = 10.7% (↓) - 0.4% 2016 = 10.0% (↓) - 0.7%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) - 0.3%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9%	1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3%	All Journeys by Public Transport (Bus and Rail Combined):	All Journeys by Public Transport (Bus and Rail Combined):
2) Education: 2014 = 13.0% 2015 = 11.6% (↓) - 1.4% 2016 = 12.8% (↑) +1.2%	2) Education: 2016 = 12.8% 2017 = 10.7% (↓) - 2.1%	2) Education: 2017 = 10.7% 2018 = 10.5% (↓) - 0.2%	2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9%	1st April 2019 to 16th March 2020 (pre-pandemic average) = 17%	1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%
3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2016 = 26.7% (↓) - 2.7%	3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) - 1.4%	3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) - 1.8%	3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3%	1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%	1st April 2021 to 31st March 2022 (average during pandemic) = 11% (↑) +2%
4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) - 0.2%	4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) - 1.7%	4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) - 0.1%	4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (↑) +3.1%		

2016 = 8.9% (↑) +0.5% 5) Leisure: 2014 = 11.2% 2015 = 10.8% (↓) - 0.4% 2016 = 10.5% (↓) - 0.3%	5) Leisure: 2016 = 10.5% 2017 = 10.3% (↓) - 0.2%	5) Leisure: 2017 = 10.3% 2018 = 10.1% (↓) - 0.2%	5) Leisure: 2018 = 10.1% 2019 = 12.9% (↑) +2.8%		
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Analysis

While bus use has increased from 2020/2021 as people increasingly feel confidence to return to public transport, and with service frequency returning to those of pre-pandemic levels; bus use remains significantly down relative to 2019 as does public transport overall, as is demonstrated in figure 1.17.1 following.

Nevertheless, the changes in bus use relative to 2019 levels can be seen in table 1.17.2 below.

2020/2021	29% (-71%)
2021/2022	60% (-40%)
May 2022	~80% (-20%)

One important point to state is that while bus use overall has returned to an estimated 80% of pre-pandemic levels (having fallen as low as 10% in April/May of 2020), bus concessionary fares have only returned to around 60% of previous levels. This is not surprising, as these are by definition older and more vulnerable, and as such will take longer to build up the confidence to once again travel by public transport.

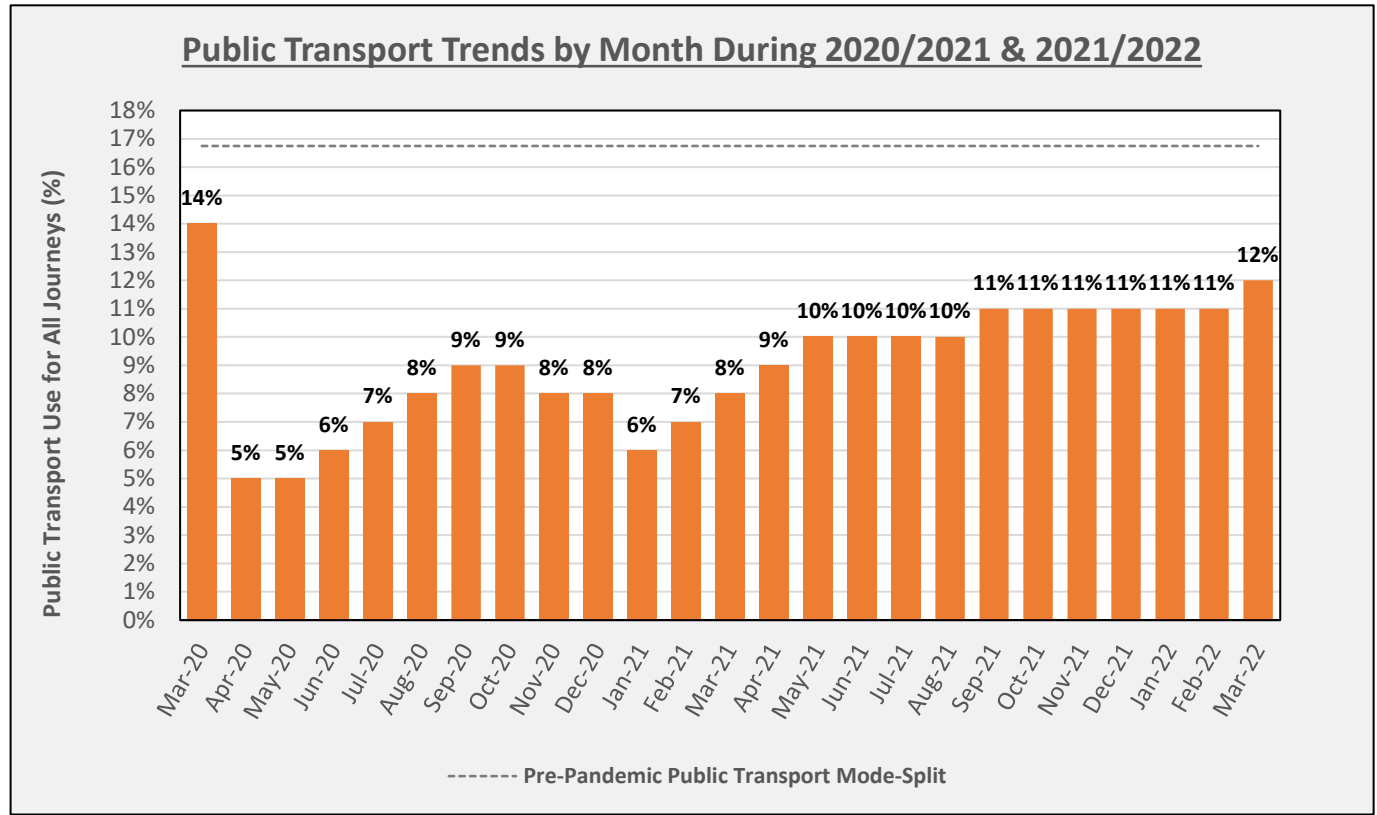
In considering 1.17.1 in context, key bus-related events in the timeline are set out in table 1.17.3 below.

Figure: 1.17.3

29/06/2020	'Fflecsi' demand responsive travel introduced (Cardiff North G1)
27/07/2020	Face masks and social distancing mandatory on public transport
29/11/2020	Castle Street reopened to buses

15/07/2021	Intention to develop a Bus Strategy at Cabinet with concept of 'Smart Bus Corridors'
18/10/2021	8-week consultation undertaken on emerging Bus Strategy
21/10/2021	Westgate Street bus gate introduced and Castle Street reopening to general traffic
10/01/2022	Cardiff Bus introduce emergency timetables
04/09/2022	Normal weekday and weekend bus timetables reinstated

Figure: 1.17.1



Recommendations

No action is required at present. Continue to monitor, and look to reinstate the Annual Transport Survey from 2023 onwards

Topic Area: Percentage of People Travelling by Train

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

Indicator reference: OB1 EC18

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel, tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Work started on the South Wales Metro in March 2020, with TfW taking ownership of Aberdare, Merthyr Tydfil, Rhymney, Treherbert, Radyr and City lines. In addition, Transport for Wales Rail Ltd. was set up in February of 2021 as a subsidiary of the TfW Group, to take over the running of the Wales and Borders rail network from KeolisAmey. Most recently, rail has been subject to various industrial action during July and August of 2022. Other key considerations of note in terms of rail travel are set out within the analysis following. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey, however due to the pandemic this has not been undertaken since 2019, therefore other data sources have been used to monitor and report trends since, hence the difference in how the outturn for 2020/2021 and 2021/2022 are presented below.

Indicator	Target	Trigger
Local Percentage of people travelling by train (all journeys)	An annual increase of journeys made by train for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

		5) Leisure = 8.7% (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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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):	All Journeys by Public Transport (Bus and Rail Combined):
2) Education: 2014 = 5.2% 2015 = 4.8% (↓) - 0.4% 2016 = 5.6% (↑) +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%	1st April 2019 to 16th March 2020 (pre-pandemic average) = 17%	1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%
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%	1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%	1st April 2021 to 31st March 2022 (average during pandemic) = 11% (↑) +2%
4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) - 0.8%	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%		

2016 = 4.4% (↑) +1.4% 5) Leisure: 2014 = 8.7% 2015 = 7.5% (↓) - 0.8% 2016 = 8.8% (↑) +1.3%	5) Leisure: 2016 = 8.8% 2017 = 8.3% (↓) - 0.5%	5) Leisure: 2017 = 8.3% 2018 = 8.5% (↑) +0.3%	5) Leisure: 2018 = 8.5% 2019 = 9.7% (↑) +1.2%	
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Analysis

While rail use has increased from 2020/2021 as people increasingly feel confidence to return to public transport, and with service frequency returning to those of pre-pandemic levels; rail use remains down relative to 2019, as is demonstrated in figure 1.18.1 following.

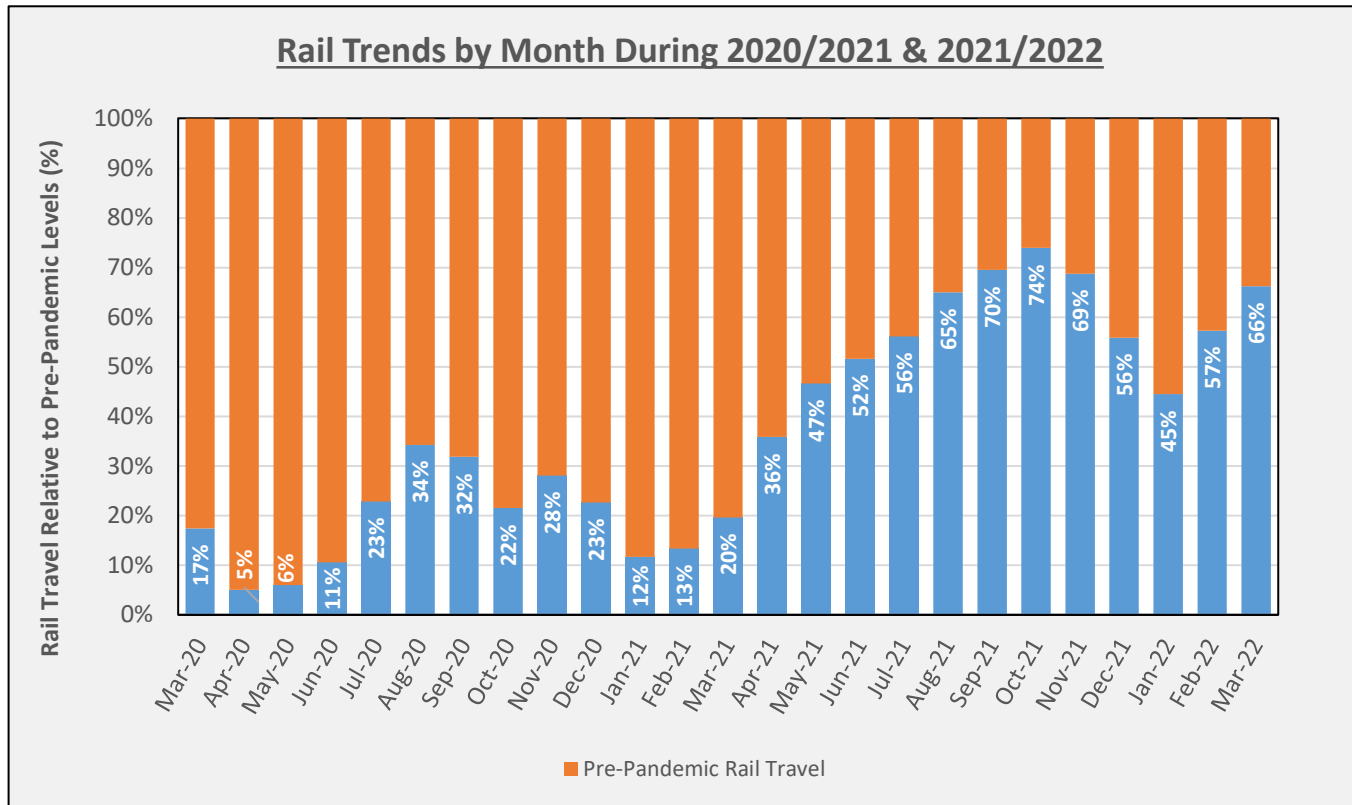
In considering 1.18.1 in context, key rail-related events in the timeline are set out in table 1.18.2 below.

Figure: 1.18.2

March 2020	Work begins on South Wales Metro
27/07/2020	Face masks and social distancing mandatory on public transport
February 2021	TfW Rail Ltd. Setup to take over running of Wales & Borders franchise
17/12/2021	TfW Rail introduce emergency timetables
July/August 2022	Rail industrial action

In 2021/2022, overall rail passenger journeys were around 55% of pre-pandemic levels (from an all-time low of only 5% during April/May of 2020), and around 20% in 2020/2021. Subsequently this has risen and is now in excess of 80% or previous levels.

Figure: 1.18.1



Recommendations

No action is required at present. Continue to monitor, and look to reinstate the Annual Transport Survey from 2023 onwards

Topic Area: Improvement in Journey Times by Bus

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

Indicator reference: OB1 EC19

Indicator Reference: OB1 EC19

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (doubling bus use specifically), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Construction continues to progress on the new Cardiff Transport Interchange/Integrated Hub, with this expected to be fully operational in Summer of 2023. The BES 1 funding package was introduced from July of 2020 to support bus operators. In addition, the Council is also currently developing a Bus Strategy. Other key considerations of note in terms of bus travel are set out within OB1 EC17. Due to differences in monitoring methodology over the course of the pandemic, there are changes in the way this indicator is reported this year from 2020/2021 and previous years.

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

Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2015 = 59.8% 2016 = 62.6% (↑) +2.7%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2016 = 62.6% 2017 = 52.1% (↓) -10.5%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2017 = 52.1% 2018 = 54.7% (↑) +2.6%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey): 2018 = 54.7% 2019 = 41.3% (↓) -13.4%	Average Traffic Journey Times in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 73% (↑) Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44% (↑)	Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% () Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% ()

Analysis

As a proxy for bus journey times, the level of congestion which occurs during peak periods as well as the inner-city last mile speed, have not changed from 2020/2021.

However, congestion/delays for the day as a whole have increased from 2020/2021, as indicated in table 1.19.1 below.

Figure: 1.19.1

	Overall Congestion (Tom Tom)	Hours Lost in Congestion (INRIX)
2019	30%	143
2020	21%	34
2021	24%	55

The above is in response to traffic levels overall being a third higher in 2021/2022 when compared with 2020/2021.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Improvement in Bus Journey Time Reliability

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

Indicator reference: OB1 EC20

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (doubling bus use specifically), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Construction continues to progress on the new Cardiff Transport Interchange/Integrated Hub, with this expected to be fully operational in Summer of 2023. The BES 1 funding package was introduced from July of 2020 to support bus operators. In addition, the Council is also currently developing a Bus Strategy. Other key considerations of note in terms of bus travel are set out within OB1 EC17. Due to differences in monitoring methodology over the course of the pandemic, there are changes in the way this indicator is reported this year from 2020/2021 and previous years.

Indicator		Target		Trigger	
Local Improvement in bus journey time reliability		An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan		Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022

<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2015 = 50.4% 2016 = 55.2% (↑) +4.8%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2016 = 55.2% 2017 = 43.9% (↓) -11.3%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2017 = 43.9% 2018 = 46.7% (↑) +2.8%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2018 = 46.7% 2019 = 30.8% (↓) -15.9%</p>	<p>Average Traffic Journey Time Reliability in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = +34% (↑)</p> <p>Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = 44% (↑)</p>	<p>Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% ()</p> <p>Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% ()</p>
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Analysis

As a proxy for bus journey times, the level of congestion which occurs during peak periods as well as the inner-city last mile speed, have not changed from 2020/2021.

However, bus journey time reliability in general appears to have increased from 2020/2021, as indicated in table 1.20.1 below.

Figure: 1.20.1

	Complaints of Service Reliability (Passenger Focus)	Punctuality of Services (Bus Users Annual Report)
2019	100	-
2020	7	87%
2021	39	75%

The above is unsurprising given traffic levels overall being a third higher in 2021/2022 when compared with 2020/2021.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Delivery of Regional Transport Hub

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC21

Contextual Changes: The UK entered a national lockdown from the 24th of March 2022 in response to the global COVID-19 pandemic. Even though all remaining restrictions have since been eased as of 27th of May 2022, nevertheless in response to the pandemic many people changed their travel behaviour and continue to either work from home or travel differently to before, including their choice of mode. Welsh Government also set a target in its 'Smarter Working: A Remote Working Strategy for Wales', for 30% of the workforce to be working remotely on a regular basis. Furthermore, Cardiff released its Transport White Paper in January 2020 allied to the One Planet Cardiff, which set out an ambitious 10-year vision to increase sustainable travel (doubling bus use specifically), tackle climate change, reduce congestion and improve air quality. Over the past year and continuing for the foreseeable future, the public have been subject to significant pressures from the increased cost of living (not least rising prices for fuel, food, energy and rising interest rates), this in turn has likely had a significant impact in influencing peoples' travel behaviour. Construction continues to progress on the new Cardiff Transport Interchange/Integrated Hub, with this expected to be fully operational in Summer of 2023. The BES 1 funding package was introduced from July of 2020 to support bus operators. In addition, the Council is also currently developing a Bus Strategy. Other key considerations of note in terms of bus travel are set out within OB1 EC17.

Indicator		Target		Trigger	
Local Delivery of a regional transport hub		A regional transport hub will be delivered by 2018		Failure to deliver a regional transport hub by 2018	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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,	The Council is committed to facilitate delivery of the Transport Interchange, together with its ancillary uses and	The Council is committed to facilitate delivery of the Transport Interchange. Completion of this is currently	Construction began in December of 2019, and the Transport Interchange is currently anticipated to be	Construction is on-going, with anticipated completion by early 2023, and to be fully operational by Summer of 2023.

	Network Rail and developer Right Acres, as part of the Metro Delivery Partnership (MDP).	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.	anticipated in Quarter 4 of 2022, and is projected to be operation by around spring of 2023.	fully operational in 2023.	
Analysis					
<p>The new Integrated Transport Hub/Bus Interchange forms part of the wider Central Square redevelopment, which includes the new BBC Cymru Wales HQ catering for 1,200 staff.</p> <p>Responsibility over delivery and operational duties for the interchange lies with Welsh Government and Transport for Wales (TFW), working in partnership with developers Rightacres and Legal & General. The fit out of the interchange is an £8.2m project funded by Welsh Government.</p> <p>Construction of the interchange by ISG 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 by early 2023, followed by fit-out, to fully operational in Summer of 2023.</p> <p>The main application for the development (ref: 18/01705/MJR) was submitted in July 2018. However a subsequent application for variation of conditions (ref: 19/02140/ MJR) was later received, and granted in July of 2019, and most recently in March of 2021 (21/00369/MJR).</p> <p>The current proposals for the new interchange are as follows –</p> <ul style="list-style-type: none"> • 14 bus bays based on a drive-in-reverse-out (DIRO) arrangement; 					

- Significant secure cycling parking provision;
- Circa 250 space private car par (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);
- Public toilets and drinking fountains;
- Various public realm and highway improvement works.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Delivery of Sustainable Transportation Infrastructure

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC22

Contextual Changes: Lack of available funding and suitable developer contributions, continue to be significant constraints to the delivery of LTP schemes, and in securing the sustainable infrastructure necessary to support modal shift and the delivery of the Master-planning principles set out in the LDP. Since being originally defined within the LTP, previously named strategic cycle route, walkable network programme (WNP), and Integrated Network Map (INM) schemes, have since been superseded and as a result reclassified below according to the Active Travel Network Map, or as part of one of Cardiff's five proposed Cycleways. Due to the pandemic, in some instances efforts have been refocused from existing or programmed schemes to around aiding post-Covid recovery, with schemes such as at Wellfield Road, Castle Street, the Cross-City Route and Cross-City South pop-up cycleways, initiatives in Grangetown etc.

Indicator		Target		Trigger	
Local Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift.		To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP		Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
ALL Schemes: Completed = 3 (9%) On-going = 15 (47%)	ALL Schemes: Completed = 9 (17%) On-going = 27 (52%)	ALL Schemes: Completed = 12 (20%) On-going = 32 (53%)	ALL Schemes: Completed = 15 (23%) On-going = 35 (55%)	ALL Schemes: Completed = 16 (22%) On-going = 44 (60%)	ALL Schemes: Completed = 18 (26%) On-going = 38 (54%)

<p>On-hold = 14 (44%) TOTAL = 32</p> <p>Completed/On-going = 18 (56%)</p>	<p>On-hold = 16 (31%) TOTAL = 52</p> <p>Completed/On-going = 36 (69%)</p>	<p>On-hold = 16 (27%) TOTAL = 60</p> <p>Completed/On-going = 42 (70%)</p>	<p>On-hold = 14 (22%) TOTAL = 64</p> <p>Completed/On-going = 50 (78%)</p>	<p>On-hold = 13 (18%) TOTAL = 73</p> <p>Completed/On-going = 60 (82%)</p>	<p>On-hold = 14 (14%) TOTAL = 70</p> <p>Completed/On-going = 56 (80%)</p> <p>Major Multi-Modal Schemes Completed/On-going = 8 (89%)</p> <p>Active Travel Schemes Completed/On-going = 25 (78%)</p> <p>Public Transport Schemes Completed/On-going = 23 (79%)</p>
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Analysis

While the overall proportion of schemes that were completed/on-going were slightly less in 2021/2022 than in 2020/2021, nevertheless the Council has continued to make good progress against these, often in the face of significant time and resource constraints, and many different competing pressures.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015–2021/2022, are summarised below –

Major 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 22/11/17
2015-2017	Strategic Cycle & Bus Corridor Improvements: Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout	COMPLETED	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
2016-2030	City Centre Improvements: Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP]	On-going	"Central Square: on site, progressing and due for completion in September 2022
2015-2030	Eastern Corridor Improvements: incl. Eastern Bay Link Phase 2 [Wales Transport Strategy/LDP]	On-going	WelTAG Stage 1 completed
2015-2026	Transport Interchange Schemes: Cardiff Parkway [LDP]	On-going	c650-space rail P&R being progressed as part of SSH

2016-2023	Transport Interchange Schemes: 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 Summer 2023
2017-2025	Transport Interchange Schemes: 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 approved for interchange and retaining wall. Final design of retaining wall to be confirmed with TfW's designers.
2017-2025	Transport Interchange Schemes: Strategic Park & Ride N of J33 [LDP]	On-going	1,000-space P&R to be delivered as part of SSD
2018-2030	Transport Interchange Schemes: UHW Hub	On-hold	Planning approval received. UHW revisiting design, no funding agreed.

Active Travel Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	Integrated Network Map: 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	Integrated Network Map: Pedestrian Improvements -	COMPLETED	Phase 1 schemes completed

	Splott (Phase 1), Grangetown & Llandaff North		
2018-2019	Integrated Network Map: Pedestrian Improvements - St Mellons, Ely, Caerau & Splott (Phase 2)	COMPLETED	WNP/SRIC schemes completed
2017-2020	Integrated Network Map: Route 42 River Ely (New bridge over River Ely and associated path improvements either side) (Enfys)	COMPLETED	Ely River Bridge completed in 2017
2015-2016	Integrated Network Map: Route 5 - Penarth Road Corridor - Phase 2	COMPLETED	Scheme completed in 2015
2015-2016	Integrated Network Map: Route 50 - Wood St-Leckwith Rd	COMPLETED	Scheme completed in 2015
2017-2020	Integrated Network Map: Route 80 - Excelsior Road, Taff Trail	COMPLETED	Scheme completed August 2020
2017-2018	Integrated Network Map: Route 9 [45A] - North Road between Gabalfa & St Georges Rd	COMPLETED	Scheme completed in 2018
2017-2030	Active Travel Network Map: Footbridge over Western Av with Gabalfa Int.	On-hold	On-hold
2017-2030	Active Travel Network Map: Pantbach Road	On-hold	On-hold
2017-2030	Active Travel Network Map: Pedestrian Improvements -	On-hold	On-hold

	Llanishen & Pentwyn (Phase 1)		
2017-2030	Active Travel Network Map: Pedestrian Improvements - Llanrumney (Phase 2)	On-hold	On-hold
2019-2030	Active Travel Network Map: WNP Grangetown, Llanishen and Llandaff North (Phase 2) (Improvements in pedestrian facilities and environment surrounding Hubs and Neighbourhood Centres.)	On-hold	On-hold
2020-2030	Active Travel Network Map: WNP Phase 2 Pentwyn and Phase 3 Ely & Caerau, Splott, Grangetown, Llandaff North, Llanishen and Pentwyn	On-hold	On-hold
2018-2030	City Centre Schemes, Pop-up Cycleways, Permanent Cycleways and the Cycle Parking Study and Strategy	On-going	On-going
2015-2030	Cycleway 1: North Cardiff Community Route - Phase 4	On-going	On-going
2018-2030	Cycleway 1: Phase 1 - City Centre to UHW Heath	On-going	Phase 2 on site September 2021, scheduled opening Summer 2022
2018-2030	Cycleway 2 City Centre to St Mellons Business Park	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

2016-2030	Cycleway 3: Bute Dock Footway Shared Use	On-going	On-going
2016-2030	Cycleway 3: Bute East Dock-Hemingway Rd	On-going	On-going
2018-2030	Cycleway 3: City Centre to Cardiff Bay	On-going	Tyndall 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
2016-2030	Cycleway 3: Sanquahar/Windsor Rd	On-going	New crossing implemented 2018/19
2018-2030	Cycleway 4: City Centre to Llandaff, Danescourt & NW Cardiff	On-going	Phase 1 construction completed. Phase 2 consultation complete (Stage 1), currently in design
2019-2030	Cycleway 4: Llantrisant Road between Bridge Street and Danescourt Way (Provide cycle lanes and reduce build-out widths. Provide off road cycle track on one side)	On-going	On-going, feasibility of route alignment currently ongoing
2018-2030	Cycleway 5: City Centre to Riverside, Ely & Caerau	On-going	Phase 1 has gone in as a pop up, phase 2 is in concept / detailed design stage
2017-2030	Cycleway 5: Cowbridge Rd West/Vincent Rd	On-going	On-going
2017-2030	Cycleway 5: Grand Avenue	On-going	On-going
2020-2030	Road Safety Programme: Road Safety Education - Provide road safety education and support revenue	On-going	On-going programme

	spending of the Road Safety Grant Revenue		
2020-2030	Road Safety Programme: Road Safety Grant Revenue - Deliver Road Safety programme in accordance with the Road Safety Grant	On-going	On-going programme
2020-2030	Road Safety Programme: Road Safety Schemes - Annual Pre-delivery and scheme implementation programme	On-going	On-going programme
2020-2030	Road Safety Programme: School Crossing Patrol Service - Improve pedestrian safety when crossing the road on school trips	On-going	On-going programme
2020-2030	Strategic Cycle Network (Enfys) - City Centre Hub: Queen Street	On-hold	Being progressed as part of major city centre projects including Canal Quarter and Westgate Street improvements along with work on permanent cycleway solutions for Cycleway 5, Castle Street and Cycleway 2.

Public Transport Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2016-2017	Strategic Bus Improvement Schemes: North East Bus Corridor - A469 Phase 2 -	COMPLETED	Delivered in 2016/2017

	Birchgrove Road to Maes-y-Coed Road		
2015-2022	Strategic Bus Improvement Schemes: North East Bus Corridor - A470 – Caedelyn Road to Ty'n-y-Parc Road	COMPLETED	Completed in 2022; junctions being considered as part of SMART Corridors' A470 'Living Lab'
2015-2016	Strategic Bus Improvement Schemes: North East Bus Corridor - A470 – Keysham Road to Birchgrove Road	COMPLETED	Delivered Q4 2016-2017
2016-2020	Strategic Rail Improvement Schemes: Electrification of South Wales Great Western Mainline (TfW) [LDP]	COMPLETED	Completed December 2019. Fully electrified services now operating following electrification of Severn Tunnel
2016-2017	Strategic Rail Improvement Schemes: Metro Station Improvements Plan (MSIP) - Llandaf Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2016-2017	Strategic Rail Improvement Schemes: Metro Station Improvements Plan (MSIP) - Radyr Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2015-2017	Strategic Rail Improvement Schemes: New Platform & Building Entrance at Cardiff Central Station (Network Rail) [LDP]	COMPLETED	Opened in January 2017
2015-2017	Strategic Rail Improvement Schemes: New Platform & Building Entrance at Cardiff	COMPLETED	Works completed in 2015

	Queen Street Station (Network Rail) [LDP]		
2020-2030	Strategic Bus Improvement Schemes: Bus Programme – Strategic Bus Network: Annual Pre-delivery and scheme implementation programme [LDP/Metro]	On-going	On-going
2017-2026	Strategic Bus Improvement Schemes: 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
2015-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP]	On-hold	On-hold subject to funding
2016-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A469 Phase 3 - North of Maes-y-Coed Road [LDP]	On-going	Concept designs under consideration
2016-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A470 - Gabalfa/Heath Hospital to City Centre [LDP]	On-hold	Not currently actively under consideration
2017-2026	Strategic Bus Improvement Schemes: North East Bus	On-going	Options identified, awaiting planning application. On

	Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP]		going discussions with developer regarding mitigations
2018-2030	Strategic Bus Improvement Schemes: North West Bus Corridor - A4119 Capel Llanilltern	On-hold	On hold
2017-2026	Strategic Bus Improvement Schemes: 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 Q3 2022/2023
2016-2026	Strategic Bus Improvement Schemes: 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
2019-2030	Strategic Bus Improvement Schemes: Priority Narrowings & Bus Borders	On-hold	On hold
2019-2030	Strategic Bus Improvement Schemes: Real-Time Passenger Information	On-going	On-going. Funding received for 2022/23 for first phase of display renewal
2017-2026	Strategic Bus Improvement Schemes: Southern Bus Corridor - Cardiff Bay Barrage Link (Vale of Glamorgan) [LDP]	On-hold	Structural surveys completed; consultation completed; Penarth Hedlands Link on hold, Barrage Link on hold
2020-2030	Strategic Rail Improvement Schemes: 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

2019-2030	Strategic Rail Improvement Schemes: 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
2019-2030	Strategic Rail Improvement Schemes: 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
2019-2030	Strategic Rail Improvement Schemes: 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
2019-2030	Strategic Rail Improvement Schemes: 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
2016-2024	Strategic Rail Improvement Schemes: Electrification of Core Valleys Lines (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2018-2033	Strategic Rail Improvement Schemes: Metro Rail Strategy Delivery Programme [LDP]	On-going	Discussions on programme currently taking place with TfW
2019-2030	Strategic Rail Improvement Schemes: Pontyclun to Cardiff (New rapid transit link	On-going	Responsibility for delivery transferred to TfW as part of the Metro

	to connect Pontyclun with Cardiff via strategic sites serving major new development) (TfW) [LDP]		
2015-2026	Strategic Rail Improvement Schemes: 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.
Recommendations			
No action is required at present. Continue to monitor.			

Topic Area: Central Shopping Area Protect Frontages SPG

Relevant LDP Policies: R3

Indicator reference: OB1 EC23

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

Indicator		Target		Trigger	
LOCAL Central Shopping Area Protected Frontages SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018.	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).
Analysis					
<p>The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The results of this year's survey shows that the number of frontages with 50% or more Class A1 uses remains strong at 96.3%, when measured against this indicator.</p> <p>Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in addition to further guidance that has been provided through the adopted Food, Drink and Leisure Uses SPG, it is not considered necessary to produce supplementary planning guidance relating specifically to Protected Shopping Frontages at this time.</p>					

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

Recommendations

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

Topic Area: Shop Fronts and Signs Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB1 EC24

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

Indicator		Target		Trigger	
LOCAL Shop Fronts and Signs Guidance SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
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	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019
Analysis					
The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.					
Recommendations					
No action is required.					

Topic Area: Protection of Employment Land and Premises SPG

Relevant LDP Policies: EC1, EC3

Indicator reference: OB1 EC25

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

Indicator		Target			Trigger	
LOCAL Protection of Employment Land and Premises for Business and Industry and Warehousing SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	
The Protection of Employment Land and Premises for Business and Industry and Warehousing SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	

Analysis

The SPG 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.

Objective 2 – To respond to evidenced social needs

Topic Area: Trajectory of Housing Delivery

Relevant LDP Policies: KP1

Indicator reference: OB2 SO1 (New)

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

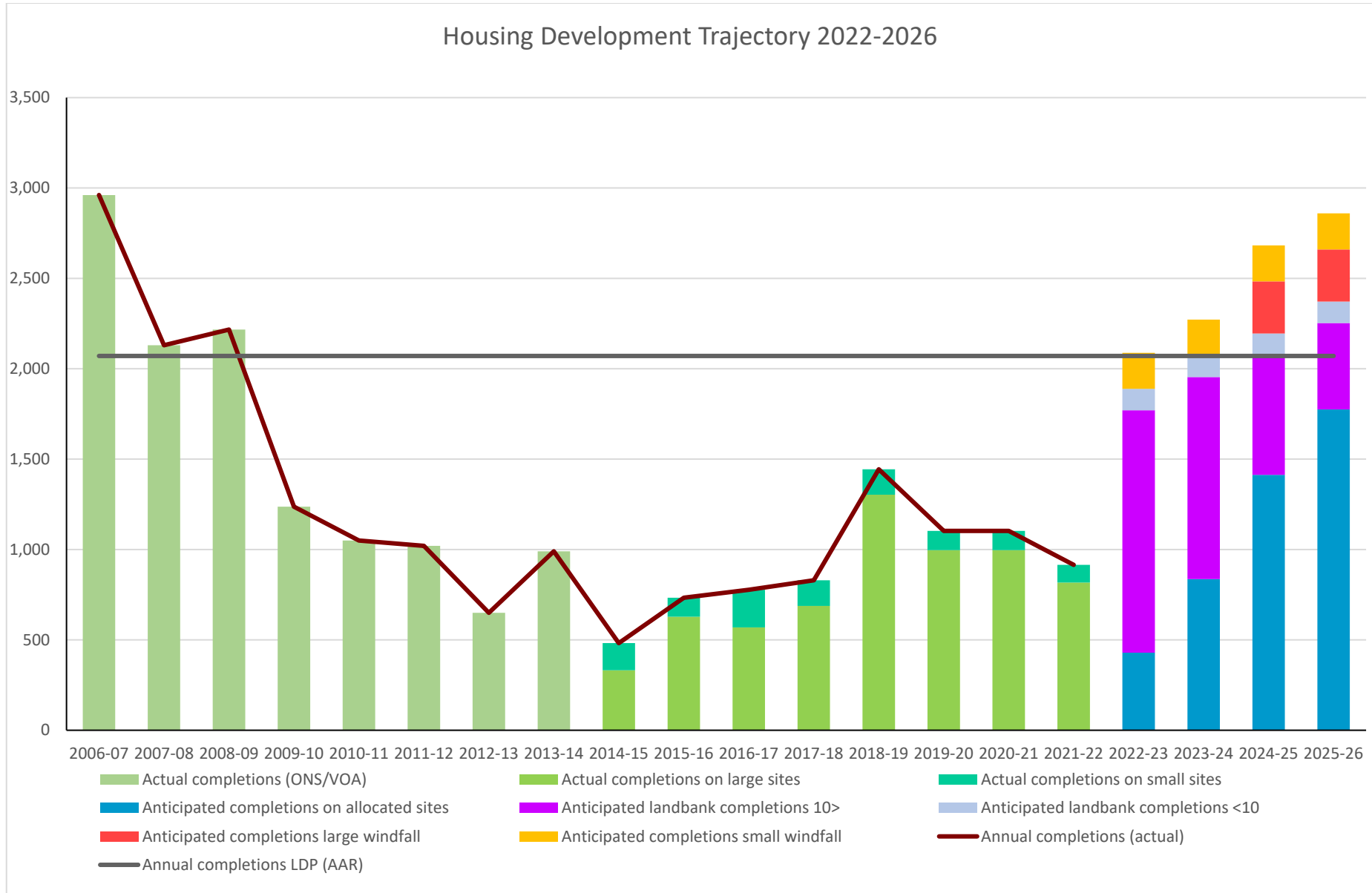
Indicators
Table 21A & Diagram 16B (see following pages)
Analysis
<p>These indicators compare the Annual Average Requirement set out in the LDP with the number of actual completions that have taken place.</p> <p>The latest monitoring figures show that there is an annual shortfall of -55.8% against the Annual Average Requirement in the LDP in 2021/22. In this year completions are 1,156 below what was anticipated i.e., 2,071 AAR (black line) vs 915 actual completions (maroon line). The cumulative required build rate from the start of the plan period to 1st April 2022, was 33,132 units. Actual completions for this same period have been 19,642 units, representing a 13,490 unit shortfall in housing delivery of the plan period to date (-40.7%).</p> <p>As progress continues being made with construction of the strategic housing sites it is anticipated that completion rates will increase over the remaining four years of the plan period as set out in the table and diagram below.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore, the actual completions figure presented for 1st April 2020 to 31st March 2021 is based on an average of the two year total.</p>

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

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Actual completions (ONS/VOA)	2,961	2,130	2,217	1,237	1,050	1,020	650	990												
Actual completions on large sites									332	628	569	688	1,303	997	997	817				
Actual completions on small sites									150	105	208	142	141	107	107	98				
Anticipated completions on allocated sites																	429	836	1,413	1,775
Anticipated landbank completions <10																	119	119	119	119
Anticipated landbank completions 10>																	1,341	1,118	663	478
Anticipated completions large windfall																	*	*	288	288
Anticipated completions small windfall																	199	199	199	199
Annual completions (actual)	2,961	2,130	2,217	1,237	1,050	1,020	650	990	482	733	777	830	1,444	1,103	1,103	915				
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	-1,156				
Annual difference (%)	43%	3%	7%	-40%	-49%	-51%	-69%	-52%	-77%	-65%	-62%	-60%	-30%	-47%	-47%	-56%				
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	19,642				
Cumulative completions (anticipated)																	18,769	18,911	19,377	20,999
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	-13,490	-16,434	-18,362	-19,968	-20,416
Cumulative difference (%)	43%	23%	18%	3%	-7%	-15%	-22%	-26%	-32%	-35%	-37%	-39%	-39%	-39%	-40%	-41%	-47%	-49%	-51%	-49%

*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.



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

Relevant LDP Policies: KP1

Indicator reference: OB2 SO2

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

Indicator		Target		Trigger	
CORE The number of net general market dwellings built		Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The total number of general market dwellings built during 2014/15 was 377. The total number of general market dwellings built during 2015/16 was 489.	The total number of general market dwellings built during 2016/7 was 547. The total number of general market dwellings built during 2017/18 was 636.	The total number of general market dwellings built between 1 st April 2018 and 31 st March 2019 was 1,135. The cumulative total number of general market	The total number of general market dwellings built between 1 st April 2019 and 31 st March 2020 was 853. The cumulative total number of general market	The total number of general market dwellings built between 1 st April 2020 and 31 st March 2021 was 853. The cumulative total number of general market	The total number of general market dwellings built between 1 st April 2021 and 31 st March was 685. The cumulative total number of general market dwellings built to

The combined total of general market dwellings built by 1st April 2016 was 866.	The combined total of general market dwellings built by 1st April 2018 was 1,183.	dwellings built to date is therefore 3,184.	dwellings built to date is therefore 4,037.	dwellings built to date is therefore 4,890.	date is therefore 5,575.
Analysis					
<p>It is considered that a yearly completion figure for general market dwellings of 685 between 1st April 2021 and 31st March 2022 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown.</p> <p>Despite the cumulative total of required completed general market dwellings of 14,786 by 2022 not being achieved, it is encouraging to see that good progress has been made in delivering many new homes across Cardiff since the adoption of the LDP in January 2016.</p> <p>The majority of Strategic Sites now have secured planning permission and 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 the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Topic Area: Number of Affordable Dwellings Built

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

Indicator reference: OB2 SO3

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

Indicator		Target		Trigger	
CORE The number of net additional affordable dwellings built (TAN2)		Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The total number of affordable dwellings provided during 2014/15 was 105.	The total number of affordable dwellings provided during 2016/17 was 230.	The total number of affordable dwellings provided during 2018/19 was 309.	The total number of affordable dwellings provided during 2019/20 was 250.	The total number of affordable dwellings provided during 2020/21 was 250.	The total number of affordable dwellings provided during 2021/22 was 230.
The total number of affordable	The total number of affordable	The total number of affordable	The total number of affordable	The total number of affordable	The total number of affordable

<p> dwellings provided during 2015/16 was 244.</p> <p> The combined total of affordable dwellings provided by 1st April 2016 was 349.</p>	<p> dwellings provided during 2017/18 was 194.</p> <p> The combined total of affordable dwellings provided by 1st April 2018 was 424.</p>	<p> dwellings built to date was therefore 1,082.</p>	<p> dwellings built to date was therefore 1,582.</p>	<p> dwellings built to date was therefore 1,832.</p>	<p> dwellings built to date was therefore 2,062.</p>
<p>Analysis</p> <p>It is considered that a yearly completion figure for affordable dwellings of 230 between 1st April 2021 and 31st March 2022 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown.</p> <p>Despite the cumulative total of required completed affordable dwellings of 4,357 by 2022 not being achieved, it is encouraging to see that good progress has been made since the adoption of the LDP in January 2016.</p> <p>The monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 1,039 new build affordable dwellings were completed in the last four years, which represents 23% 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 4 years of the Plan period. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.</p>					
<p>Recommendations</p> <p>No action is required at present. Continue to monitor.</p>					

Topic Area: Topic Area: Annual Dwellings Completions

Relevant LDP Policies: KP1

Indicator reference: OB2 SO4

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

Indicator		Target		Trigger	
CORE Annual dwelling completions (all dwellings)		Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The total number of all dwellings provided during 2014/15 was 482.	The total number of all dwellings provided during 2016/17 was 777	The total number of all dwellings built by 1 st April 2019 was 1,444.	The total number of all dwellings built by 1 st April 2020 was 1,103.	The total number of all dwellings built by 1 st April 2021 was 1,103.	The total number of all dwellings built by 1 st April 2022 was 915.
The total number of all dwellings provided during 2015/16 was 733.	The total number of all dwellings provided during 2017/18 was 830	The total number of all dwellings built to date is 4,266.	The total number of all dwellings built to date is 5,369.	The total number of all dwellings built to date is 6,472.	The total number of all dwellings built to date is 7,387.

The combined total by 1st April 2016 was 1,215.	The combined total by 1 st April 2018 was 1,607.				
Analysis					
<p>It is considered that a yearly completion figure for all dwellings of 915 between 1st April 2021 and 31st March 2022 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown.</p>					
<p>Despite the cumulative total of required completed affordable dwellings of 19,143 by 2022 not being achieved, it is encouraging to see that good progress has been made since the adoption of the LDP in January 2016.</p>					
<p>The majority of Strategic Sites now have planning permission and 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 the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP.</p>					
Recommendations					
<p>No action is required at present. Continue to monitor.</p>					

Topic Area: Topic Area: Number of Windfall Units Completed

Relevant LDP Policies: KP1

Indicator reference: OB2 SO5

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

Indicator		Target		Trigger	
CORE Number of windfall units completed per annum on all sites		Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.		Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The total number of windfall contributions during 2016/17 was 449 dwellings.	The total number of windfall contributions during 2017/18 was 401 dwellings.	The total number of windfall contributions during 2018/19 was 737 dwellings.	The total number of windfall contributions during 2019/20 was 505 dwellings.	The total number of windfall contributions during 2020/21 was 505 dwellings.	The total number of windfall contributions during 2021/22 was 218 dwellings.
Analysis					
During the monitoring period for 1 st April 2021 to 31 st March 2022, there were 218 dwellings completed which were considered 'windfall' sites as they were over 10 dwellings, were not the result of a change of use and did not form part of an LDP allocated site. The 218 completed windfall units falls outside the 10% buffer set out in the trigger.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Settlement Boundaries

Relevant LDP Policies: KP3(B), EN1

Indicator reference: OB2 SO6

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

Indicator		Target		Trigger	
Core Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies.		Number of dwellings permitted that are not in accordance with KP3(B)		1 or more permission that does not satisfy LDP policies	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.
Analysis					
During the 6th 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 three applications were approved for residential development outside the settlement boundary. Of the three applications approved one benefited from an extant planning permission, one involved the sub division of an existing property with no extension of the property or residential curtilage and the third application benefitted from extant planning permission with only a relatively small area of the application site being located outside the settlement boundary. All three applications are therefore considered to be policy compliant. Given this it is considered					

that Policy KP3(B) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor

Topic Area: Gypsy and Traveller Accommodation Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO7

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

Indicator		Target		Trigger	
LOCAL Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation				Site is no longer categorised within Flood Risk Zone C2	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is currently still categorised within Flood Risk Zone C2. New guidance in draft TAN15 and the related Flood Map for Planning show the site in a defended zone where Gypsy and Traveller sites on brownfield land are permitted subject to meeting the acceptability tests set out in the TAN

Analysis

This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However, the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches.

Whilst the current status of site in terms of flood risk remains unchanged the new draft TAN15 and related Flood Map for Planning issued in September 2021 shows the site within a defended zone. Highly vulnerable development such as Gypsy and Traveller sites are permitted within such zones subject to the site being on brownfield land and meeting the flood risk acceptability tests set out in the TAN. This new revised TAN15 is due to come into force in June 2023.

In addition to this 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 late 2022 and be completed by end of 2023.

These forthcoming changes to TAN15 and the change in status of the site together with the improvements to the flood defences will change the position of the site in relation to flood risk. This will enable the potential of the site to accommodate Gypsy and Traveller pitches to be reviewed and considered along with other sites to accommodate the need for Gypsy and Traveller sites.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Permanent Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO8

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

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

		site(s) required to meet long term need for 65 pitches by May 2021			
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition, an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016. Cabinet in September 2016	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The Replacement LDP preparation process will consider the findings of the latest GTAA and work on site assessments undertaken to date and allocate sites to meet the need identified to 2036. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress this work as soon as possible; however, this needs to be balanced against the need to find the

<p>noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>
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<p>throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the</p>					
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requirements of the Housing (Wales) Act 2014.					
Analysis					
<p>An updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016. This identified 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 were required short term in the next five years compared to 43 in the previous 2013 GTAA. Welsh Government guidance requires the GTAA to be reviewed every 5 years and a further updated study was submitted to Welsh Government for approval in November 2021. This identified a need for 115 pitches in the city up to 2036 and a regional need for a transit site of 10 pitches. Of the 115 pitches 73 were required short term in the next five years.</p> <p>The Council has established a working group made up of senior Council officers from the Housing and the Planning service with the responsibility for finding locations for both permanent and transit pitches to meet this need.</p> <p>The timetable for meeting the need identified in the previous 2016 assessment was included in the LDP Annual Monitoring Framework through this indicator. In accordance with this timetable a site selection criteria was approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.</p> <p>The selection and consideration of potential Gypsy and Traveller sites will include detailed technical investigations, particularly flood risk assessments, to fully establish the extent of risk, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work will be carried out in liaison with Natural Resources Wales and Welsh Government. It is important to find the best possible site for the community and it is important that this is fully considered before concluding the site assessment process.</p> <p>Following the agreement of the latest Gypsy and Traveller Accommodation Assessment by Welsh Government, further work will then be undertaken before identifying potential sites for consideration.</p>					

The Council has now started the preparation of a Replacement LDP. The plan period for the Replacement Plan is 2021 to 2036 and the findings of this assessment will form part of the evidence base for the plan. This plan will need allocate sites to meet the need for new Gypsy and Traveller pitches to 2036 identified in this assessment and take forward work currently ongoing on identifying sites for new pitches within the city.

In terms of transit provision, whilst the adopted Local Development Plan sets out the clear commitment to provide a transit site in Cardiff, the South East Wales Strategic Planning Group (SEWSPG), of which the Local Authority is a member, will continue to discuss transit provision at regional level. SEWSPG consists of 10 local planning authorities, plus the Brecon Beacons National Park Authority. This Group has formed a Sub Group to look at the need for transit sites on a regional basis. This work will feed into the preparation of the new Strategic Development Plan for South East Wales, which will need to address the need for transit sites on a regional basis

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

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

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Transit Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO9

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

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

		site(s) required to meet long term need for 65 pitches by May 2021			
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition, an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016. Cabinet in September 2016	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site	The Replacement LDP preparation process will consider the findings of the latest GTAA and work on site assessments undertaken to date and allocate sites to meet the need identified to 2036. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress this work as soon as possible; however, this needs to be balanced against the need to find the

<p>noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>
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<p>throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the</p>					
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requirements of the Housing (Wales) Act 2014.					
Analysis					
<p>An updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016. This identified 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 were required short term in the next five years compared to 43 in the previous 2013 GTAA. Welsh Government guidance requires the GTAA to be reviewed every 5 years and a further updated study was submitted to Welsh Government for approval in November 2021. This identified a need for 115 pitches in the city up to 2036 and a regional need for a transit site of 10 pitches. Of the 115 pitches 73 were required short term in the next five years.</p> <p>The Council has established a working group made up of senior Council officers from the Housing and the Planning service with the responsibility for finding locations for both permanent and transit pitches to meet this need.</p> <p>The timetable for meeting the need identified in the previous 2016 assessment was included in the LDP Annual Monitoring Framework through this indicator. In accordance with this timetable a site selection criteria was approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.</p> <p>The selection and consideration of potential Gypsy and Traveller sites will include detailed technical investigations, particularly flood risk assessments, to fully establish the extent of risk, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work will be carried out in liaison with Natural Resources Wales and Welsh Government. It is important to find the best possible site for the community and it is important that this is fully considered before concluding the site assessment process.</p> <p>Following the agreement of the latest Gypsy and Traveller Accommodation Assessment by Welsh Government, further work will then be undertaken before identifying potential sites for consideration.</p>					

The Council has now started the preparation of a Replacement LDP. The plan period for the Replacement Plan is 2021 to 2036 and the findings of this assessment will form part of the evidence base for the plan. This plan will need allocate sites to meet the need for new Gypsy and Traveller pitches to 2036 identified in this assessment and take forward work currently ongoing on identifying sites for new pitches within the city.

In terms of transit provision, whilst the adopted Local Development Plan sets out the clear commitment to provide a transit site in Cardiff, the South East Wales Strategic Planning Group (SEWSPG), of which the Local Authority is a member, will continue to discuss transit provision at regional level. SEWSPG consists of 10 local planning authorities, plus the Brecon Beacons National Park Authority. This Group has formed a Sub Group to look at the need for transit sites on a regional basis. This work will feed into the preparation of the new Strategic Development Plan for South East Wales, which will need to address the need for transit sites on a regional basis

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

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

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO10

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

Indicator		Target		Trigger	
LOCAL Total number of Gypsy and Traveller pitches for residential accommodation		Ensure the existing supply of pitches is maintained (Should existing pitches be no longer available alternative pitches will be sought)		Any net loss of existing Gypsy and Traveller pitch provision	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period
Analysis					
The latest Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government in November 2016 states that there are 80 pitches on two local authority owned sites at Shirenewton (59 pitches) and Rover Way (21 pitches). In addition, there are four authorised private sites with a total of 22 pitches giving a total of 92 pitches for the County as a whole. There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period.					
Recommendations					
No action is required at present. Continue to monitor					

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S011

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

Indicator		Target		Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone		2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no	As at 1 st April 2018 there had been no	As at 1 st April 2019 there were 102	As at 1 st April 2020 there were no completions on	As at 1 st April 2021 there were no completions on	As at 1 st April 2022 there were no completions on

completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	Strategic Housing Site A	Strategic Housing Site A	Strategic Housing Site A
Analysis					
<p>As of 1st April 2022, there were 102 completions on Strategic Site A so the target of 1,290 dwellings by 2022 has not been met. There are however a number of existing residential planning permissions on this site which are under construction totalling 958 dwellings and these are summarised below:</p> <ul style="list-style-type: none"> • 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed) • 17/00159 – Land at Dumballs Road (109 apartments with permission but not started) • 17/01672 – Crawshay Court, Curran Road (140 apartments with permission and under construction) • 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission and under construction) • 18/02634 – Plot J, Capital Quarter (307 apartments with permission and under construction) • 18/01705 – Former Marland House, Central Square (305 apartments with permission and under construction) • 21/02883 – Phase 2, Plot 1, Central Quay (402 apartments with planning permission) • 21/02884 – Phase 2, Plot 2, Central Quay (316 apartments with planning permission) <p>Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes currently under construction and with 102 completions by 1st April 2022, it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>					
Recommendations					
No action is required at present. Continue to monitor					

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S012

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

Indicator		Target			Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.		500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0			Failure to deliver the required number of dwellings for each 2 year period.	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no completions on Strategic Housing Site B.	As at 1 st April 2019 there had been no completions on Strategic Housing Site B.	As at 1 st April 2020 there had been no completions on Strategic Housing Site B.	As at 1 st April 2021 there had been no completions on Strategic Housing Site B.	As at 1 st April 2022 there had been no completions on Strategic Housing Site B.	

Analysis

The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence within the plan period.

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 is required at present. Continue to monitor.

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S013

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

Indicator		Target		Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site C – North West Cardiff		5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no completions on Strategic Housing Site C.	As at 1 st April 2018 there had been 39 completions on Strategic Housing Site C.	As at 1 st April 2019 there had been 128 completions on Strategic Housing Site C.	As at 1 st April 2020 there were 180 completions on Strategic Housing Site C.	As at 1 st April 2021 there were 180 completions on Strategic Housing Site C.	As at 1 st April 2021 there were 213 completions on Strategic Housing Site C.

Analysis

To date there have been 740 completed dwellings on Strategic Site C, this is lower than the required cumulative total by 2022 of 2,879 dwellings as set out in the target indicator above. Whilst the required target number of dwellings has not been reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.

Recommendations

No action is required at present. Continue to monitor.

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S014

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

Indicator		Target		Trigger	
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 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no completions on Strategic Housing	As at 1 st April 2018 there had been no completions on	As at 1 st April 2019 there had been no completions on	As at 1 st April 2020 there were 64 completions on	As at 1 st April 2021 there were 64 completions on	As at 1 st April 2022 there were 88 completions on

Site D.	Strategic Housing Site D.	Strategic Housing Site D.	Strategic Housing Site D.	Strategic Housing Site D.	Strategic Housing Site D.
Analysis					
To date there have been 216 completed dwellings on Strategic Site D, this is lower than the required cumulative total by 2022 of 1,050 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					
No action is required at present. Continue to monitor.					

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S015

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

Indicator		Target		Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site E – South of Creigiau		650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intensions: 2016: 150 2018: 300 2020: 200		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
As at 1 st April 2017 there had been no completions on Strategic Housing Site E.	As at 1 st April 2018 there had been no completions on Strategic Housing Site E.	As at 1 st April 2019 there had been no completions on Strategic Housing Site E.	As at 1 st April 2020 there had been no completions on Strategic Housing Site E.	As at 1 st April 2021 there had been no completions on Strategic Housing Site E.	As at 1 st April 2022 there had been no completions on Strategic Housing Site E.
Analysis					
As of 1 st April 2022 there have been no completions at Strategic Site E and so the delivery target of 650 units by 2020, as originally anticipated has not been met. However, a planning application has now been submitted for the site and is currently being					

determined. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process the application efficiently, preventing any further unnecessary delay to the delivery of the site.

Recommendations

No action is required at present. Continue to monitor.

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S016

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

Indicator		Target		Trigger	
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 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022

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 39 completions on Strategic Housing Site F.	As at 1 st April 2021 there were 39 completions on Strategic Housing Site F.	As at 1 st April 2022 there were 85 completions on Strategic Housing Site F.
Analysis					
<p>To date there have been 163 completed dwellings on Strategic Site F, this is lower than the required cumulative total by 2022 of 2,993 dwellings as set out in the target indicator above. Whilst it is disappointing that 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 Cardiff Council.</p> <p>While the delivery target of 2,993 units by 2022, as originally anticipated, has not been met, to date, construction is underway, and 163 dwellings have been completed and there are a number of consented and live applications on the site which are summarised below:</p> <ul style="list-style-type: none"> • 14/02891 (Outline Application) for up to 1,000 dwellings • 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started • 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction • 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction <p>It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be submitted.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S017

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

Indicator		Target		Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road		1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140 2018: 375 2020: 285 2022: 270 2024: 200 2026: 30		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
As at 1 st April 2017 there had been 62 completions on Strategic Housing Site G.	As at 1 st April 2018 there had been 174 completions on Strategic Housing Site G.	As at 1 st April 2019 there were 337 completions on Strategic Housing Site G.	As at 1 st April 2020 there were 134 completions on Strategic Housing Site G.	As at 1 st April 2021 there were 134 completions on Strategic Housing Site G.	As at 1 st April 2022 there were 113 completions on Strategic Housing Site G.

Analysis

To date there have been 954 completed dwellings on Strategic Site G, this is slightly lower than the required cumulative total by 2022 of 1,070 dwellings as set out in the target indicator above. Whilst the required target number of dwellings has not been reached, there has been very significant progress on the site which should be completed within the plan period.

Recommendations

No action is required at present. Continue to monitor.

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S018

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

Indicator		Target		Trigger	
LOCAL Annual affordable dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone		430 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 47 2018: 50 2020: 81 2022: 80 2024: 80 2026: 92		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site A	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site A.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site A.

Analysis

As at 1st April 2022, there were no affordable housing completions on Strategic Site A so the target of 258 affordable dwellings by 2022 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)
- 21/02883 – Phase 2, Plot 1, Central Quay (402 apartments with planning permission)
- 21/02884 – Phase 2, Plot 2, Central Quay (316 apartments with planning permission)

Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes, it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action required continue to monitor.

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S019

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

Indicator		Target		Trigger	
LOCAL Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road		100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site B.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site B.

Analysis

The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence within the plan period.

Whilst some slippage to the delivery targets set out above is now inevitable it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action required continue to monitor.

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S020

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

Indicator		Target		Trigger	
LOCAL Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff		1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no	As at 1 st April 2018 there had been no affordable	As at 1 st April 2019 there were no affordable	As at 1 st April 2020 there were 44 affordable	As at 1 st April 2021 there were 45 affordable	As at 1 st April 2022 there were 39 affordable

Affordable completions on Strategic Housing Site C.	completions on Strategic Housing Site C.	completions on Strategic Housing Site C.	completions on Strategic Housing Site C.	completions on Strategic Housing Site C.	completions on Strategic Housing Site C
Analysis					
To date there have been 128 completed affordable dwellings on Strategic Site C, this is lower than the required cumulative total by 2022 of 864 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					
No action required continue to monitor.					

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S021

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

Indicator		Target		Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33		603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no Affordable completions on Strategic Housing Site D.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site D.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site D.	As at 1 st April 2020 there were 13 affordable completions on Strategic Housing Site D.	As at 1 st April 2021 there were 14 affordable completions on Strategic Housing Site D.	As at 1 st April 2022 there were 21 affordable completions on Strategic Housing Site D.

Analysis

To date there have been 48 completed affordable dwellings on Strategic Site D, this is lower than the required cumulative total by 2022 of 400 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 many planning applications either having been granted planning permission, or currently under consideration by the Council.

Recommendations

No action required continue to monitor.

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S022

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

Indicator		Target		Trigger	
LOCAL Total annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau		195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1 st April 2017 there had been no completions on Strategic Housing Site E.	As at 1 st April 2018 there had been no completions on Strategic Housing Site E.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2020 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2021 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site E.

Analysis

As at 1st April 2022 there have been no completions at Strategic Site E and so the delivery target of 195 affordable dwellings by 2020, as originally anticipated has not been met. However, a planning application has now been submitted for the site and is currently being determined. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process the application efficiently, preventing any further unnecessary delay to the delivery of the site.

Recommendations

No action required continue to monitor.

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S023

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

Indicator		Target		Trigger	
LOCAL Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)		1,350 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016 : 54 2018: 359 2020: 242 2022: 242 2024: 243		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022

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 were no affordable completions on Strategic Housing Site F.	As at 1 st April 2020 there were 3 affordable completions on Strategic Housing Site F.	As at 1 st April 2021 there were 3 affordable completions on Strategic Housing Site F.	As at 1 st April 2022 there were 18 affordable completions on Strategic Housing Site F.
Analysis					
<p>While the delivery target of 897 affordable dwellings by 2022 as originally anticipated, has not been met there are a number of consented and live applications on the site which are summarised below:</p> <ul style="list-style-type: none"> • 14/02891 (Outline Application) for up to 1,000 dwellings • 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started • 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction • 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction <p>It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be submitted.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.</p>					
Recommendations					
No action required continue to monitor.					

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

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S024

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

Indicator		Target		Trigger	
LOCAL Total annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road		390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
As at 1st April 2017 there had been no affordable	As at 1 st April 2018 there had been 39 affordable housing	As at 1 st April 2019 there were 53 affordable	As at 1 st April 2020 there were 14 affordable	As at 1 st April 2021 there were 15 affordable	As at 1 st April 2022 there were no affordable

completions on Strategic Housing Site G.	completions on Strategic Housing Site G.	completions on Strategic Housing Site G.	completions on Strategic Housing Site G.	completions on Strategic Housing Site G.	completions on Strategic Housing Site G.
Analysis					
To date there have been 121 completed affordable dwellings on Strategic Site G, this is lower than the required cumulative total by 2022 of 322 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 which is due to be completed within the plan period.					
Recommendations					
No action required continue to monitor.					

Topic Area: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

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

Indicator		Target		Trigger	
LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas		Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108		An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
Data not available for 2016/17.	Data not available for 2017/18.	Data not available for 2018/19.	Data not available for 2019/20.	Data not available for 2020/21.	Data not available for 2021/22.
Analysis					
It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence.					

Recommendations

As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports.

Topic Area: Flexibility Allowance

Relevant LDP Policies: KP1

Indicator reference: OB2 SO26

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

Indicator		Target		Trigger	
LOCAL Need for release of additional housing land identified in the flexibility allowance		To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.		Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e., more than 13,910 dwellings completed between 2014 - 2020	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.
Analysis					
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Affordable Housing SPG

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO27

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

Indicator		Target		Trigger	
LOCAL Affordable Housing SPG				Failure to adopt SPG within 6 months of Plan adoption	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017
Analysis					
Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 th January 2017. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action required.

Topic Area: Houses in Multiple Occupation SPG

Relevant LDP Policies: H5

Indicator reference: OB2 SO28

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

Indicator		Target		Trigger	
LOCAL Houses in Multiple Occupation SPG				Failure to adopt SPG within 6 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Planning Obligations SPG

Relevant LDP Policies: KP7

Indicator reference: OB2 SO29

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

Indicator		Target		Trigger	
LOCAL Planning Obligations SPG				Failure to adopt SPG within 12 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

Topic Area: Community Facilities and Residential Development SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO30

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

Indicator		Target		Trigger	
LOCAL Community Facilities and Residential Development SPG				Failure to adopt SPG within 18 months of Plan adoption	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017

Analysis
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
No action required.

Topic Area: Childcare Facilities SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO31

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

Indicator		Target		Trigger	
LOCAL Childcare Facilities SPG				Failure to adopt SPG within 18 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Childcare Facilities SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action required.

Topic Area: Planning for Health and Wellbeing SPG

Relevant LDP Policies: C6

Indicator reference: OB2 SO32

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

Indicator		Target		Trigger	
LOCAL Health SPG				Failure to adopt SPG within 18 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Planning for Health and Wellbeing SPG issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action required.

Topic Area: Gypsy and Traveller Sites SPG

Relevant LDP Policies: H8

Indicator reference: OB2 SO33

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

Indicator		Target		Trigger	
LOCAL Gypsy and Traveller Sites SPG				Failure to adopt SPG within 18 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.
Analysis					
At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.					
Recommendations					
No action required. Continue to monitor.					

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

Topic Area: Flood Risk

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

Indicator reference: OB3 EN1

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

Indicator		Target		Trigger	
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests		No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests		1 application permitted for development in any 1 year that does not meet TAN 15 tests	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	1 application was permitted in C1 Floodplain areas that did not meet all TAN 15 tests
Analysis					
During the 6 th monitoring period 1 application for highly vulnerable development were permitted in Zone C1. This application related to change of use from a hair salon back to a residential dwelling and whilst it was acknowledged that TAN15 is a material					

consideration in the determination of the application, greater weight has been given to other material factors to justify highly vulnerable development in this location. These factors included the fact the dwelling was located within an existing residential area and would provide for additional housing stock within previously developed land and is sited within a sustainable location near local amenities and public transport links. Given this it is considered that Policy EN14 is functioning effectively.

The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Flood Risk

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

Indicator reference: OB3 EN2

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

Indicator		Target		Trigger	
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas		No permissions granted for highly vulnerable development within C2 floodplain area		1 application permitted for development in any 1 year	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
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.	No applications permitted in C2 floodplain Areas.
Analysis					
During the 6 th monitoring period no applications for highly vulnerable development was permitted in Zone C2 without flood mitigation measures which was confirmed as appropriate through advice provided by NRW.					
Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality

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

Indicator reference: OB3 EN3

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

Indicator		Target		Trigger	
LOCAL Percentage of water bodies of good status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.					

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

Topic Area: Water Quality

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

Indicator reference: OB3 EN4

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

Indicator		Target		Trigger	
LOCAL Number of permissions granted where there is a known risk of deterioration in status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.					

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

Topic Area: Water Quality

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

Indicator reference: OB3 EN5

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

Indicator		Target		Trigger	
LOCAL Number of permissions incorporating measures designed to improve water quality where appropriate		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
Analysis					
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Water Quality and Quantity

Relevant LDP Policies: KP18, EN11 & EN14

Indicator reference: OB3 EN6

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

Indicator		Target		Trigger	
LOCAL Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision		No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier
Analysis					
No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Green Wedge

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

Indicator reference: OB3 EN7

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

Indicator		Target		Trigger	
The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies.		No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.		No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.
Analysis					
<p>During the 6th monitoring period no applications for inappropriate development were permitted within the Green Wedge designation. It is considered that all the relevant applications approved during the monitoring period were considered to be policy compliant and did not impact on the openness of the Green Wedge.</p> <p>Given this it is considered that Policy KP3(A) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Special Landscape Areas

Indicator reference: EN3: Landscape

Indicator reference: OB3 EN8

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

Indicator		Target		Trigger	
Core The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas		No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy
Analysis					
During the 6th monitoring no applications were approved on land within a Special Landscape Area contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas. It is considered that the policy framework relating to this issue is functioning effectively and the Council will continue to monitor this indicator to determine the effectiveness of this policy framework.					
Recommendations					
No action is required at present. Continue to monitor					

Topic Area: Ancient Semi-Natural Woodland

Relevant LDP Policies: EN8: Trees, Woodlands and Hedgerows

Indicator reference: OB3 EN9

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

Indicator		Target		Trigger	
LOCAL Ancient Semi-Natural Woodland		No inappropriate developments granted planning permission contrary to Policy EN8.		1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.
Analysis					
During the 6th monitoring period no inappropriate developments in areas of ancient woodland were granted planning permission contrary to Policy EN 8. It is considered that approved applications were overall policy compliant/policy compliant subject to conditions/recommendations placed on the permission.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: SSSI's and SINCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

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

Indicator		Target		Trigger	
LOCAL The number of planning permissions granted on SSSI or SINCI designated areas.		No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINCI that does not satisfy LDP policies		1 application permitted for development in any 1 year	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy	No applications were permitted on SSSIs and SINCI that do not satisfy policy
Analysis					
During the 6th monitoring period no applications were granted permission that would result in an unacceptable impact which could not be mitigated against or managed on an SSSI or SINCI designated areas. Applications permitted were policy compliant/compliant subject to conditions /recommendations placed on the permission.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

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

Indicator		Target		Trigger	
Core Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site		Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.		Trigger No applications were permitted on Natura 2000 sites that do not comply with policy	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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.	No applications were permitted on Natura 2000 sites that do not comply with policy.
Analysis					
During the 6th monitoring period of the relevant applications approved no applications were permitted on Natura 2000 sites that were not considered policy compliant or compliant subject to conditions/recommendations placed on the permission.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor					

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

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

Indicator		Target		Trigger	
LOCAL Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		1 application permitted contrary to the advice of NRW or the authority's ecologist	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist
Analysis					
During the 6 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 considered to be overall policy compliant/policy compliant subject to conditions/recommendations placed on the permission.					

The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Open Space Provision

Relevant LDP Policies: KP16, KP18, C5

Indicator reference: OB3 EN13

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

Indicator		Target		Trigger	
LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C5		2.43 Ha functional open space per 1,000 population		Less than 2.43 Ha functional open space per 1,000 population	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff.
For all types of open space, the equivalent figure is 7.44 ha of open space per 1,000 population.	For all types of open space, the equivalent figure is 8.07 of open space per 1,000 population.	For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.	For all types of open space, the equivalent figure is 8.03 of open space per 1,000 population.	For all types of open space, the equivalent figure is 8.03 of open space per 1,000 population.	For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.

Analysis

The latest survey of open space (2022) shows that the baseline figure for the 6th Annual Monitoring Report is 1.16 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.17 ha in the 5th Annual Monitoring Report. This figure increases if you include educational playing fields to 1.86 functional open space per 1,000 population in Cardiff and if you include all types of open space (functional amenity open space) the equivalent figure is 8.10 ha of open space per 1,000 population, well in excess of the indicator target and a rise of 9% when compared to 2016/17.

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. Once significant progress has been made on these sites it is anticipated that the amount of functional open space per 1,000 population will increase over and above the baseline figure identified above.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Air Quality

Relevant LDP Policies: EN13

Indicator reference: OB3 EN14

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

Indicator		Target		Trigger	
LOCAL Number of Air Quality Management Areas		No more than 4 current AQMA in action		One or more additional AQMA	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
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	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period
Analysis					
There are currently four established AQMAs within Cardiff:					
<ol style="list-style-type: none"> 1. Cardiff City Centre- declared 1st April 2013 2. Llandaff- declared 1st April 2013 3. Stephenson Court- declared 1st December 2010 					

4. Ely Bridge- declared 1st Feb 2007

Each of these AQMAs was declared as a result of road-traffic derived Nitrogen Dioxide. There is one action plan in place for Ely Bridge AQMA and interim Action Plans have prepared for Cardiff City Centre, Llandaff and Stephenson Court AQMAs.

These recommend that further monitoring is undertaken and set out measures to improve air quality in these areas. Such measures include Environmental Health Officers working closely with Planning Officers to advise on any development with the potential for detrimental impacts on air quality, requesting Air Quality Assessments and applying conditions where necessary and working to reduce traffic and emissions through implementation of the Transport and Clean Air Green Paper.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Open Space SPG

Relevant LDP Policies: C4, C5

Indicator reference: OB3 EN15

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

Indicator		Target		Trigger	
LOCAL Open Space SPG				Failure to adopt SPG within 6 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The Green Infrastructure SPG, incorporating guidance on open space was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017
Analysis					
The Open Space SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Public Rights of Way and Development SPG

Relevant LDP Policies: T1

Indicator reference: OB3 EN16

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

Indicator		Target		Trigger	
LOCAL Public Rights of Way and Development SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The Green Infrastructure SPG, incorporating guidance on public rights of way was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	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 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.

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

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

Indicator		Target		Trigger	
LOCAL Trees and Development SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	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

No action is required.

Topic Area: Biodiversity SPG

Relevant LDP Policies: EN5, EN6, EN7

Indicator reference: OB3 EN18

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

Indicator		Target		Trigger	
LOCAL Biodiversity SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The Green Infrastructure SPG, incorporating guidance on biodiversity was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017
Analysis					
The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Flooding SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN19

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

Indicator		Target		Trigger	
LOCAL Flooding SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
The Flooding SPG is due to be issued for public consultation in March 2018.	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation
Analysis					
The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.					
However, progress on the document has been delayed due to the extensive additional technical work which has been required in preparing the guidance due to the implementation of schedule 3 of the Flood Water and Management Act 2010 (commenced on					

the 7th January 2019) which made sustainable drainage mandatory for certain types of development, in combination with limitations of workloads and staffing capacity.

Preparatory work on the SPG is ongoing prior to it being reviewed and finalised internally and issued for public consultation. An update on this will be provided in 7th AMR in 2023.

Recommendations

No action is required. Continue to monitor.

Topic Area: Natural Heritage Network SPG

Relevant LDP Policies: KP16, EN3 - EN8

Indicator reference: OB3 EN20

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

Indicator		Target		Trigger	
LOCAL Natural Heritage Network SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The Green Infrastructure SPG, incorporating guidance on the natural heritage network was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017

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

Topic Area: Archaeologically Sensitive Areas SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN21

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

Indicator		Target		Trigger	
LOCAL Archaeologically Sensitive Areas SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
The Archaeologically Sensitive Areas SPG is due to be issued for public consultation in March 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.
Analysis					
The SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

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

Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

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

Indicator		Target		Trigger	
LOCAL The number and capacity of renewable energy developments permitted		An increase in the number of renewable energy schemes permitted		No increase in the number of renewable energy schemes permitted for two or more consecutive years	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No notable renewable energy schemes were permitted during the monitoring period.	5 planning applications were granted during the year which incorporated solar energy amounting to 0.05MW in total	1 planning application was granted for a 9.5 MW biomass plant at Rover Way and 9 planning applications were granted during the year which incorporated solar energy amounting to 0.52 MW in total	1 planning application was granted for an 8.7 MW Solar Farm on the former Lamby Way tip site and 1 application was granted during the year which incorporated solar energy amounting to 0.003 MW.	1 planning application was granted for a 9.5 MW Biomass Plant on Rover Way and 1 application was granted during the year which incorporated solar energy amounting to 0.01 MW	No notable renewable energy schemes were permitted during the monitoring period.

Analysis

In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW) and a Solar Farm (8.7MW) on the former Lamby Way tip. Planning permission was also granted in June 2018 and renewed in January 2021 for a biomass plant at Rover Way (9.5MW).

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 is required at present. Continue to monitor.

Topic Area: Waste Management Capacity

Relevant LDP Policies: KP12, W1

Indicator reference: OB4 SN2

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

Indicator		Target		Trigger	
LOCAL Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity		Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)		No trigger	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	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

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

Indicator		Target		Trigger	
LOCAL Amount of household waste recycled		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5%	The amount of household waste recycled in 2016/17 was 58.1% and amount sent to landfill was 1.6%	The amount of household waste recycled in 2017/18 was 58.3% and amount sent to landfill was 1%	The amount of household waste recycled in 2018/19 was 59.2% and amount sent to landfill was 3%	The amount of household waste recycled in 2019/20 was 58.1% and amount sent to landfill was 3%	The amount of household waste recycled in 2020/21 was 55.8% and amount sent to landfill was 1%
Analysis					
Latest figures produced by Welsh Government show that the household recycling rate in 2020/21 was 55.8% which was below the target for recycling in 2020 of 64% set out above. This rate shows a slight drop on 2019/20 but overall, there has been a general upward trend over the last few years as rates in 2013/14 were 49.7%. Only 1% of household waste was sent to landfill in 2020/21 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.					

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

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN4

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

Indicator		Target		Trigger	
LOCAL Applications received for waste management uses on B2 sites		Maintain a sufficient range and choice of waste management facilities		1 or more applications refused in any 1 year	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	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					
No action at present. Continue to monitor.					

Topic Area: Landbank of Crushed Rock Reserves

Relevant LDP Policies: KP11

Indicator reference: OB4 SN5

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

Indicator		Target		Trigger	
LOCAL Maintain a minimum 10 year landbank of crushed rock reserves		10 year supply		Less than 10 year supply	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period
Analysis					
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

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

Indicator		Target		Trigger	
LOCAL Amount of development within Sand Wharf Protection Area		No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6		1 application permitted for development in any 1 year	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
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	No applications permitted within the Sand Wharf Protection Area
Analysis					
During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator reference: OB4 SN7

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

Indicator		Target		Trigger	
LOCAL Amount of development permitted within a mineral safeguarding area		No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan		1 application permitted for development in any year	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7
Analysis					
<p>During the monitoring period, seven applications within mineral safeguarding areas were approved:</p> <ul style="list-style-type: none"> An application for a new vehicular and pedestrian bridge over the Radyr to Pontypridd railway line within the sand and gravel safeguarding area. Whilst this could represent a permanently sterilising development, it is acknowledged that there is an overriding need for the incompatible development which overrides the need for the resource. It is, therefore, considered that the application accords with policy M7. Three applications for repairs to existing buildings on Flat Holm Island, which would have no additional impact upon the limestone safeguarding area; 					

- Applications within the limestone safeguarding area to extend a cricket training facility and provide floodlighting to the existing tennis courts at Creigiau Recreation Ground, which are not considered to be permanently sterilising developments.

It is, therefore, considered that policy M7 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Mineral Permissions

Relevant LDP Policies: M2

Indicator reference: OB4 SN8

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

Indicator		Target		Trigger	
LOCAL Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted		1 application permitted for development in any 1 year	
Performance 1st AMR 1 st April 2016 to 31 st March 2017	Performance 2nd AMR 1 st April 2017 to 31 st March 2018	Performance 3rd AMR 1 st April 2018 to 31 st March 2019	Performance 4th AMR 1 st April 2019 to 31 st March 2020	Performance 5th AMR 1 st April 2020 to 31 st March 2021	Performance 6th AMR 1 st April 2021 to 31 st March 2022
No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2
Analysis					
No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.					
Recommendations					
No action is required at present. Continue to monitor.					

Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

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

Indicator		Target		Trigger	
LOCAL Number of planning permissions for inappropriate development e.g., dwellings/ mineral working, permitted in Minerals Buffer Zones contrary to policy M4		1 planning permission permitted		1 application permitted for development in any one year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones
Analysis					
During the monitoring period three applications were approved for development within minerals buffer zones: <ul style="list-style-type: none"> Two applications for additional sports facilities at an existing recreation ground within the buffer zone surrounding Creigiau Quarry. These developments are not considered 'sensitive development' and as they relate to an existing land use, would not cause any further sterilisation of the mineral resource; 					

- A householder application for an extension to an existing house within the buffer zone surrounding Cefn Garw Quarry. As this relates to an existing residential use, it is not considered that there would be any detrimental impact upon the buffer zone.

Therefore, no applications for inappropriate development were permitted within the Minerals Buffer Zones. It is, therefore, considered that policy M4 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Prohibition Orders on dormant Mineral Sites

Relevant LDP Policies: M3

Indicator reference: OB4 SN10

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

Indicator		Target		Trigger	
LOCAL Number of prohibition orders issued on dormant sites		Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders		LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3	No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period
Analysis					
The Council has not served any prohibition orders within the monitoring period.					

The discharge of the remaining conditions relating to planning permission 15/01953/MJR at Creigiau Quarry has continued during the monitoring period. The permission allows an extension to the south east area of Creigiau Quarry and includes the relinquishment of southern and western parts of the quarry, in line with Policy M3 'Quarry Closures and Extension Limits'.

Further research and investigation into the appropriateness of serving prohibition orders should be carried out. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

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

Topic Area: Historic Environment

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

Indicator reference: OB4 SN11

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

Indicator		Target		Trigger	
LOCAL Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas.		1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	
Performance 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors
Analysis					
During the 6 th monitoring period it is considered that no developments were permitted where there is an outstanding objection from statutory heritage advisors or that would adversely affect historic environment assets. Applications were considered to be policy compliant/policy compliant subject to conditions/recommendations placed on the permission.					

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

Topic Area: Delivery of Strategic Site Infrastructure

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

Indicator reference: OB4 SN12

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

Indicator		Target			Trigger	
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 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	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	
2017: Outline planning permission(s) have been granted at Strategic Sites: C: (North West Cardiff), F: (North East Cardiff – West of	2018: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33	2019: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33	2020: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff	2021: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff	2021: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff	

<p>Pontprennau) and G: (East of Pontprennau Link Road).</p> <p>Associated S106 agreements are linked to infrastructure provision identified through policies KP2(A-H).</p> <p>To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.</p>	<p>F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff G: East of Pontprennau Link Road.</p>	<p>F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff</p>	<p>G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites E and F</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff</p>	<p>G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites A, E, F and H</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff</p>	<p>G: East of Pontprennau Link Road H: South of St Mellons Business Park (<i>subject to S106</i>)</p> <p>Live Outline Applications at Sites A, E and F.</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Construction work has commenced at sites:</p>
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	<p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of infrastructure provision is monitored as schemes progress and is summarised in Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018).</p>	<p>G:East of Pontprennau Link Road (x2)</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is now being monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>D: North of M4 J33 F: NE Cardiff G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>
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Analysis

Construction is being undertaken at Sites A (Central Enterprise Zone), C (North West Cardiff), D (Land North of Junction 33 on the M4), F (North East Cardiff) and G (East of Pontprennau Link Road). There are currently live outline planning applications at Strategic Sites A (Central Enterprise Zone), E (South of Creigiau) and F (North East Cardiff). Outline planning consent has recently been granted (*subject to S106*) at Site 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 sixth year of performance monitoring.

Topic Area: Cardiff Infrastructure Plan

Relevant LDP Policies: KP6

Indicator reference: OB4 SN13

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

Indicator		Target		Trigger	
LOCAL Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.		Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.		Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
The 2016 version of the Cardiff Infrastructure Plan was published in September. The 2017 version is being prepared in advance of completion later in the year.	The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be published in the autumn.	The 2019 update of the Infrastructure Plan is being undertaken. As part of this update, a series of new Strategic Site Monitoring Documents have been produced, which have been published on the Council's website.	The 2020 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2020 have been published on the Council's website.	The 2021 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2021 have been published on the Council's website.	The 2022 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for 2022 will be published on the Council's website.

Analysis
<ul style="list-style-type: none">• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis.• As part of the annual review/update, a series of 'Strategic Site Monitoring Documents' have been produced to monitor ongoing progress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. The 2022 monitoring documents will be published on the Council's website.
Recommendations
No action required. Continue to monitor.

Topic Area: Managing Transportation Impacts SPG

Relevant LDP Policies: T5

Indicator reference: OB4 SN14

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

Indicator		Target		Trigger	
Local Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)		To deliver the SPG		Failure to adopt SPG within 6 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022
In 2016-2017, the Draft SPG was in the process of being finalised in preparation for consultation. Progress on the document having been delayed due to extensive additional technical work required in preparing the guidance, in combination with	Consultation on the SPG was undertaken between November and December 2017. The SPG was subsequently adopted, having been approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.

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

Topic Area: Waste Management Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN15

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

Indicator		Target		Trigger	
LOCAL Locating Waste Management Facilities SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Infill Sites Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN16

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

Indicator		Target		Trigger	
LOCAL Infill Sites Design Guidance SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Infill Sites Design Guidance SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017
Analysis					
The Infill Sites Design Guidance SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Tall Buildings SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN17

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

Indicator		Target		Trigger	
LOCAL Tall Buildings SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017
Analysis					
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Householder Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN18

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

Indicator		Target		Trigger	
LOCAL Householder Design Guidance SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
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	The Residential Design Guidance SPG was approved in January 2017
Analysis					
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Public Art SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN19

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

Indicator		Target		Trigger	
LOCAL Public Art SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Public Art SPG is due to be issued for public consultation in March 2018.	The draft Public Art SPG is currently in preparation prior to being reviewed and finalised internally before being issued for public consultation.	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).
Analysis					
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					
<ul style="list-style-type: none"> • Not to progress a Public Art SPG at this time. • To continue to monitor public art to identify any significant contextual changes during the monitoring period. 					

Topic Area: Food, Drink and Leisure Uses SPG

Relevant LDP Policies: R8

Indicator reference: OB4 SN20

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

Indicator		Target		Trigger	
LOCAL Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017.	The SPG was approved in November 2017	The SPG was approved in November 2017	The SPG was approved in November 2017	The SPG was approved in November 2017	The SPG was approved in November 2017
Analysis					
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					

Recommendations
No action is required.

Topic Area: Waste Collection and Storage Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN21

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

Indicator		Target		Trigger	
LOCAL Waste Collection and Storage Facilities SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016
Analysis					
The SPG was approved by Council on 20 th October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action is required.					

Topic Area: Flat Conversions SPG

Relevant LDP Policies: H5

Indicator reference: OB4 SN22

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

Indicator		Target			Trigger	
LOCAL Design Guidance and Standards for Flat Conversions SPG					Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	
The Design Guidance and Standards for Flat Conversions SPG is due to be issued for public consultation in March 2018	A draft of the Design Guidance and Standards for Flat Conversions SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	
Analysis						
The SPG was approved by Council on 28 th March 2019 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						

Recommendations
No action is required.

Topic Area: Renewable Energy Assessments SPG

Relevant LDP Policies: EN12

Indicator reference: OB4 SN23

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

Indicator		Target		Trigger	
LOCAL Renewable Energy Assessments SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022
The Renewable Energy Assessments SPG is due to be issued for public consultation in March 2018	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation
Analysis					
The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017. However, progress on the document has been delayed due to the technical nature of the document and the need to assess the implications of new renewable technologies and evolving national guidance on renewables, in combination with limitations of workloads and staffing capacity.					
Recommendations					
Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2023.					

6. Sustainability Appraisal Monitoring

Methodology

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

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

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

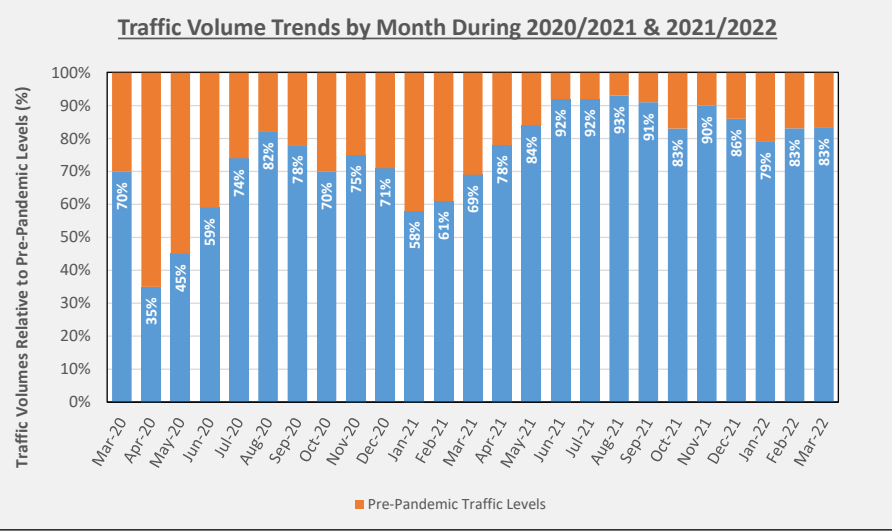
The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring does not include targets as such, unlike the LDP monitoring, it would therefore prove difficult to interpret the commentary into a traffic light rating. This is the fourth SA monitoring to be undertaken since the adoption of the LDP and it provides a comparison with the baseline data outlined in the 2017 and 2018 AMRs. Where applicable the direction of change compared to the first and second SA monitoring is included adjacent the data for this monitoring period. This will be utilised to assess the LDPs progression towards meeting the identified sustainable development indicators.

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

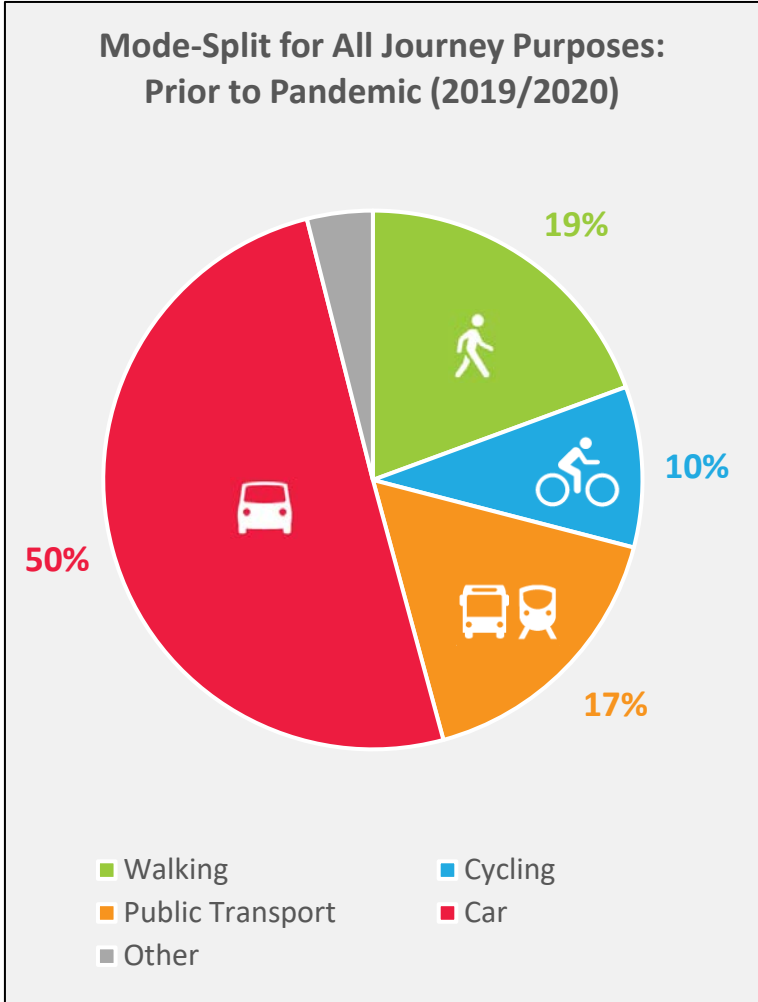
SA objective	Indicator	Target	Data	Commentary
1. Help deliver equality of opportunity and access for all	The percentage of population in the 100 most deprived wards in Wales	Reduction	12% is the 2015 baseline 2019 10% (↓)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% of the population of Cardiff is in the 100 most deprived wards in Wales
	The number of net additional affordable dwellings built	6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision)	1,812 (↑)	From 2014/15 to 2021/22 a total of 1,812 affordable dwellings were completed.
	Total number of Gypsy and Traveller pitches for residential accommodation	Net increase	No increase	Work ongoing to identify new site for Gypsy and Traveller pitches.

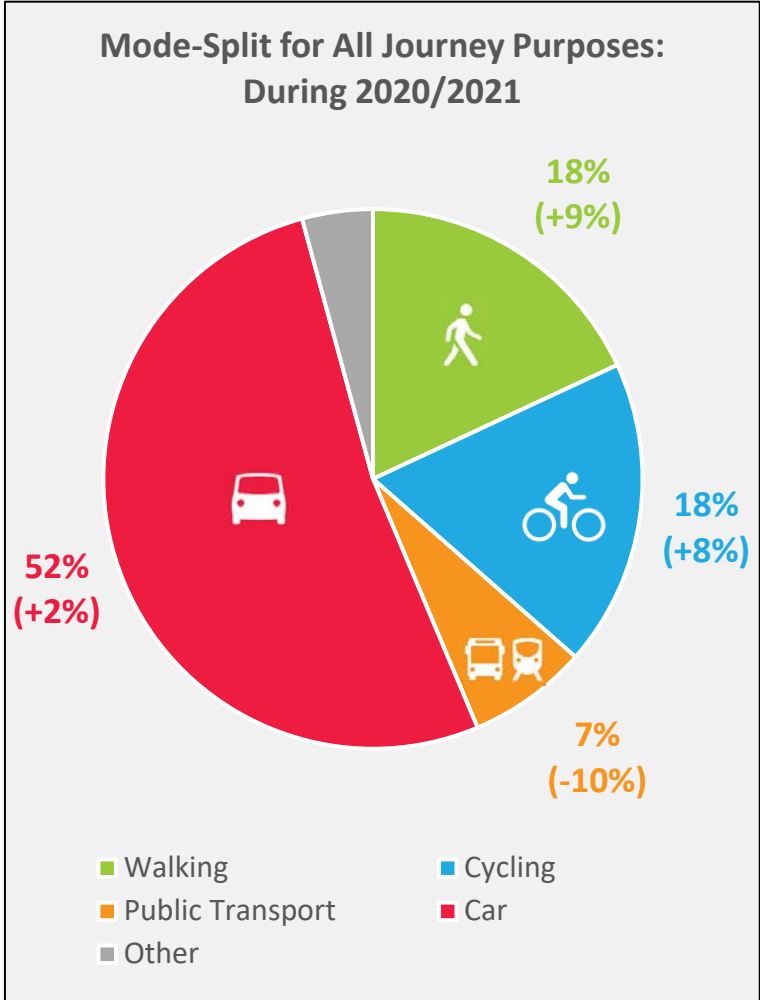
SA objective	Indicator	Target	Data	Commentary
2. Maintain and improve air quality	NO2 levels	40µgm3	Exceedance's of the 40µgm3 within the declared AQMAs	<p>Due to the reduction in traffic volumes as a result of the pandemic and national lockdown traffic volumes have decreased significantly in the last year and this reduction has translated to improvements in air quality. The average NO² levels for the City Centre AQMA and for Newport Road AQMA are presented in the graph below.</p>
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs)	No loss of area	No loss of area	<p>It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission</p>

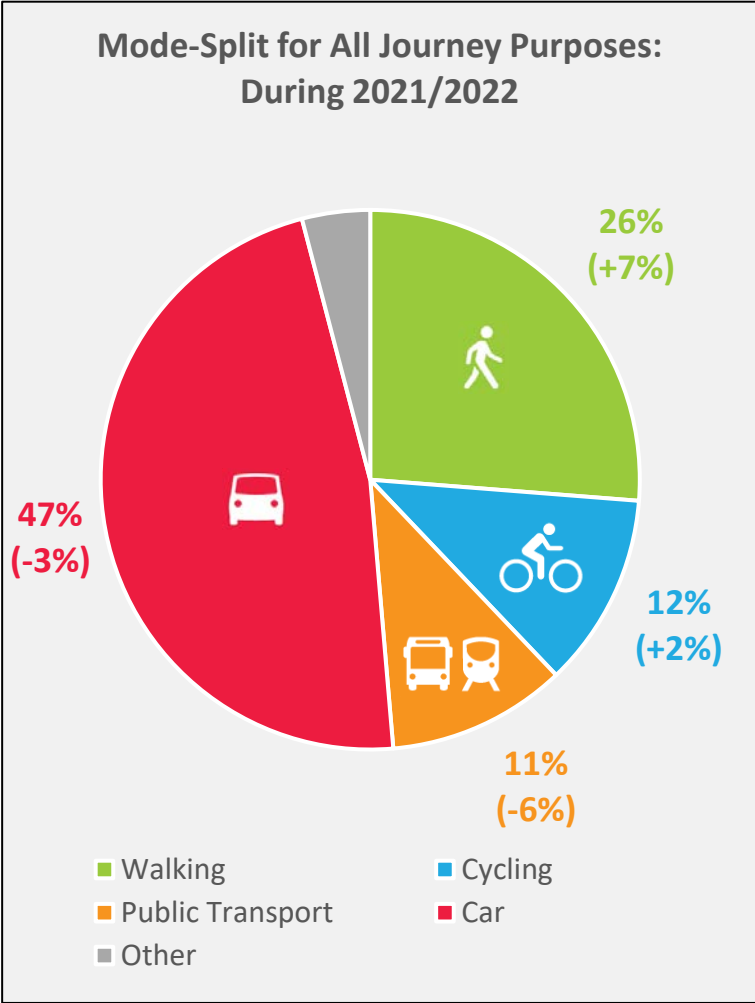
SA objective	Indicator	Target	Data	Commentary
	and SINCs, ancient woodland)			
	Condition of SSSIs	No reduction in condition	No reduction in condition	It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/ compliant subject to conditions/recommendations placed on the permission.
	Extent of Local Biodiversity Action Plan priority habitats	No reduction in extent		Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	Traffic volumes (vehicle-km)	n/a	<p>Traffic volumes relative to pre-pandemic levels (2019):</p> <p>2020/2021 = 65% (↓) -35%</p> <p>2021/2022 = 86% (↑) +33%</p> <p>2015 = 2,927</p>	<p>Monitoring of this objective is usually via road traffic statistics published by the DfT. However, 2021 data is yet to be published, therefore traffic levels as determined by data from Cardiff's Traffic Control Room has been used instead.</p> <p>This shows that whilst traffic in 2021/2022 has increased by 33% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic in 2021/2022 remain significantly down at 80% (-20%) relative to pre-pandemic levels.</p>

SA objective	Indicator	Target	Data	Commentary
			2016 = 2,978 (↑) +2.8% 2017 = 2,920 (↓) -0.7% 2018 = 2,999 (↑) +4.0% 2019 = 3,392 (↑) +1.8% 2020 = 2,646 (↓) -22%	<p>Traffic volumes trends per month since March 2020 are set out in figure SA4.1.1 below.</p> <p>Figure: SA4.1.1</p>  <p>As can be seen above, traffic volumes have remained fairly consistent over the past generally year fluctuating between around 80-90% relative to 2019/2020.</p>
	% of people walking, cycling, travelling by bus and train for	Increase	All Journey Purposes Walking: 2019 = 19%	Due to the pandemic, it has not been feasible to undertake the usual Cardiff Annual Transport Survey since 2019, on which the monitoring for this objective is based, therefore other data sources have been relied upon over this period.

SA objective	Indicator	Target	Data	Commentary
	each journey purpose		2020 = 18% (↓) -1% 2021 = 26% (↑) +8% Cycling: 2019 = 10% 2020 = 18% (↑) +8% 2021 = 12% (↓) -6% Public Transport: 2019 = 17% 2020 = 7% (↓) -10% 2021 = 11% (↑) +4% All Sustainable Modes: 2019 = 50% 2020 = 48% (↓) -2% 2021 = 53% (↑) +5% Work	<p>The proportion of those walking has increased significantly from 2020/2021 (26% compared with 18%); similarly, the proportion of public transport use has also increased (11% compared with 7%). However, the proportion cycling has decrease from 18% to 12%, due in no small part to the return in use of public transport.</p> <p>The overall proportion travelling by sustainable modes has increased from 50% in 2019/2020, 48% in 2020/2021, to 53% in 2021/2022.</p> <p>A summary for the mode-split for all journeys between 2019 and 2021 is provided in figures SA4.2.1, SA4.2.2 and SA4.2.23, respectively.</p>

SA objective	Indicator	Target	Data	Commentary												
			<p>Walking: 2016 = 17.9% 2017 = 14.0% (↓) 2018 = 15.0% (↑) 2019 = 18.3% (↑)</p> <p>Cycling: 2016 = 11.3% 2017 = 16.5% (↑) 2018 = 20.3% (↑) 2019 = 18.9% (↓)</p> <p>Bus: 2016 = 10.0% 2017 = 9.7% (↓) 2018 = 10.6% (↑) 2019 = 15.9% (↑)</p> <p>Train: 2016 = 7.6% 2017 = 6.8% (↓)</p>	<p>Figure: SA4.2.1</p>  <p>The pie chart displays the mode-split for all journey purposes prior to the pandemic (2019/2020). The data is as follows:</p> <table border="1"> <thead> <tr> <th>Mode</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>50%</td> </tr> <tr> <td>Walking</td> <td>19%</td> </tr> <tr> <td>Public Transport</td> <td>17%</td> </tr> <tr> <td>Cycling</td> <td>10%</td> </tr> <tr> <td>Other</td> <td>3%</td> </tr> </tbody> </table>	Mode	Percentage	Car	50%	Walking	19%	Public Transport	17%	Cycling	10%	Other	3%
Mode	Percentage															
Car	50%															
Walking	19%															
Public Transport	17%															
Cycling	10%															
Other	3%															

SA objective	Indicator	Target	Data	Commentary																		
			<p>2018 = 6.4% (↓) 2019 = 6.6% (↑)</p> <p>Education</p> <p>Walking: 2016 = 27.6% 2017 = 23.3% (↓) 2018 = 26.6% (↑) 2019 = 21.9% (↓)</p> <p>Cycling: 2016 = 9.6% 2017 = 12.8% (↑) 2018 = 14.0% (↑) 2019 = 15.7% (↑)</p> <p>Bus: 2016 = 12.8% 2017 = 10.7% (↓) 2018 = 10.5% (↓)</p>	<p>Figure: SA4.2.2</p>  <p>The pie chart displays the mode-split for all journey purposes during 2020/2021. The largest segment is Car at 52%, which is a 2% increase from the previous period. Walking accounts for 18% (9% increase), Cycling for 18% (8% increase), and Public Transport for 7% (10% decrease). A small 'Other' category is also present but not labeled with a percentage.</p> <table border="1"> <caption>Mode-Split for All Journey Purposes: During 2020/2021</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>52%</td> <td>+2%</td> </tr> <tr> <td>Walking</td> <td>18%</td> <td>+9%</td> </tr> <tr> <td>Cycling</td> <td>18%</td> <td>+8%</td> </tr> <tr> <td>Public Transport</td> <td>7%</td> <td>-10%</td> </tr> <tr> <td>Other</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Mode	Percentage	Change	Car	52%	+2%	Walking	18%	+9%	Cycling	18%	+8%	Public Transport	7%	-10%	Other	-	-
Mode	Percentage	Change																				
Car	52%	+2%																				
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Cycling	18%	+8%																				
Public Transport	7%	-10%																				
Other	-	-																				

SA objective	Indicator	Target	Data	Commentary																		
			<p>2019 = 13.4% (↑)</p> <p>Train: 2016 = 5.6% 2017 = 5.2% (↓) 2018 = 4.7% (↓) 2019 = 6.1% (↑)</p> <p>Shopping (City Centre)</p> <p>Walking: 2016 = 18.4% 2017 = 16.1% (↓) 2018 = 16.9% (↑) 2019 = 17.5% (↑)</p> <p>Cycling: 2016 = 6.6% 2017 = 7.8% (↑) 2018 = 12.2% (↑) 2019 = 10.9% (↓)</p>	<p>Figure: SA4.2.3</p>  <p>The pie chart displays the mode-split for all journey purposes during 2021/2022. The largest segment is Car at 47%, which is a 3% decrease from the previous period. Walking follows at 26%, showing a 7% increase. Cycling is at 12% (2% increase), Public Transport at 11% (6% decrease), and Other at 4%.</p> <table border="1"> <caption>Mode-Split for All Journey Purposes: During 2021/2022</caption> <thead> <tr> <th>Mode</th> <th>Percentage</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>47%</td> <td>(-3%)</td> </tr> <tr> <td>Walking</td> <td>26%</td> <td>(+7%)</td> </tr> <tr> <td>Cycling</td> <td>12%</td> <td>(+2%)</td> </tr> <tr> <td>Public Transport</td> <td>11%</td> <td>(-6%)</td> </tr> <tr> <td>Other</td> <td>4%</td> <td></td> </tr> </tbody> </table>	Mode	Percentage	Change	Car	47%	(-3%)	Walking	26%	(+7%)	Cycling	12%	(+2%)	Public Transport	11%	(-6%)	Other	4%	
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			Bus: 2016 = 26.7% 2017 = 25.3% (↓) 2018 = 23.5% (↓) 2019 = 28.8% (↑) Train: 2016 = 11.3% 2017 = 11.0% (↓) 2018 = 11.3% (↑) 2019 = 10.5% (↓) Shopping (Other) Walking: 2016 = 23.5% 2017 = 19.9% (↓) 2018 = 21.1% (↑) 2019 = 23.4% (↑)	

SA objective	Indicator	Target	Data	Commentary
			Cycling: 2016 = 6.0% 2017 = 6.6% (↑) 2018 = 9.7% (↑) 2019 = 9.0% (↓) Bus: 2016 = 8.9% 2017 = 7.2% (↓) 2018 = 7.1% (↓) 2019 = 10.2% (↑) Train: 2016 = 4.4% 2017 = 2.7% (↓) 2018 = 3.2% (↑) 2019 = 3.9% (↑) Leisure Walking: 2016 = 21.8% 2017 = 17.8% (↓) 2018 = 18.0% (↑)	

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			2019 = 17.4% (↓) Cycling: 2016 = 10.0% 2017 = 10.8% (↑) 2018 = 13.9% (↑) 2019 = 13.2% (↓) Bus: 2016 = 10.5% 2017 = 10.3% (↓) 2018 = 10.1% (↓) 2019 = 12.9% (↑) Train: 2016 = 8.8% 2017 = 8.3% (↓) 2018 = 8.5% (↑) 2019 = 9.7% (↑)	
	No. residents working in Cardiff, no.	n/a	Commuting in Cardiff Overall:	The Annual Population Survey on which the Welsh Government statistics for commuting are derived, was not conducted in

SA objective	Indicator	Target	Data	Commentary																																													
	people commuting out of Cardiff, no. people commuting into Cardiff		2019/2020 = 100% 2020/2021 = 49% 2021/2022 = 60% Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 (↑) 2017 = 139,600 () 2018 = 157,400 (↑) 2019 = 161,700 (↑) 2021 = n/a 2021 = 157,400 (↓) Residents Commuting Out of Cardiff: 2015 = 34,000 2016 = 27,700 (↓)	2020/2021 due to the pandemic; therefore 2021 has instead been compared against 2019 data in table SA4.3.1 below. Figure: SA4.3.1 <table border="1"> <thead> <tr> <th>Origin:</th> <th>2019</th> <th>2022</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>1,800</td> <td>1600 (↓) -11%</td> </tr> <tr> <td>Bridgend</td> <td>9,000</td> <td>3,300 (↓) -63%</td> </tr> <tr> <td>Caerphilly</td> <td>15,400</td> <td>12,300 (↓) -20%</td> </tr> <tr> <td>Cardiff</td> <td>161,700</td> <td>157,400 (↓) -3%</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>2,800</td> <td>1,900 (↓) -32%</td> </tr> <tr> <td>Monmouthshire</td> <td>2,100</td> <td>1,600 (↓) -24%</td> </tr> <tr> <td>Newport</td> <td>8,700</td> <td>6,500 (↓) -25%</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>22,900</td> <td>17,300 (↓) -24%</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>22,800</td> <td>18,000 (↓) -21%</td> </tr> <tr> <td>Torfaen</td> <td>3,600</td> <td>2,900 (↓) -19%</td> </tr> <tr> <td>TOTAL Region (excl. Cardiff)</td> <td>89,100</td> <td>65,400 (↓) -27%</td> </tr> <tr> <td>TOTAL Outside Region</td> <td>9,400</td> <td>10,100 (↑) +7%</td> </tr> <tr> <td>TOTAL Commuting In</td> <td>98,500</td> <td>75,500 (↓) -23%</td> </tr> <tr> <td>TOTAL Working in Cardiff</td> <td>260,200</td> <td>232,900 (↓) -10%</td> </tr> </tbody> </table> <p>As can be seen above, commuting journeys for all regional authorities in SE Wales have decreased significantly relative to 2019, with the most significant decrease being for Bridgend from 9,000 to 3,300 (-5,700 or -63%).</p> <p>However, commuting from outside the region has increased slightly from 9,400 to 10,100 (+700 or +7%). Similarly, travel from Cardiff to outside has seen an increase from 31,700 to 34300 (+2,600 or +8%).</p>	Origin:	2019	2022	Blaenau Gwent	1,800	1600 (↓) -11%	Bridgend	9,000	3,300 (↓) -63%	Caerphilly	15,400	12,300 (↓) -20%	Cardiff	161,700	157,400 (↓) -3%	Merthyr Tydfil	2,800	1,900 (↓) -32%	Monmouthshire	2,100	1,600 (↓) -24%	Newport	8,700	6,500 (↓) -25%	Rhondda Cynon Taf	22,900	17,300 (↓) -24%	Vale of Glamorgan	22,800	18,000 (↓) -21%	Torfaen	3,600	2,900 (↓) -19%	TOTAL Region (excl. Cardiff)	89,100	65,400 (↓) -27%	TOTAL Outside Region	9,400	10,100 (↑) +7%	TOTAL Commuting In	98,500	75,500 (↓) -23%	TOTAL Working in Cardiff	260,200	232,900 (↓) -10%
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			2017 = 32,600 (↑) 2018 = 30,500 (↓) 2019 = 31,700 (↑) 2020 = n/a 2021 = 34,300 (↑)	<p>Comparing published mobility data, in 2020/2021 commuting was at 49% relative to 2019, and at 60% in 2021/2022. As of August 2022, commuting remains at around 60% (i.e. equivalent to 40% of the workforce continuing to work from home).</p> <p>Of note, Welsh Government has set a target in its 'Smarter Working: A Remote Working Strategy for Wales' and allied 'Llwybr Newydd: The Wales Transport Strategy 2021', for 30% of the workforce to be working remotely on a regular basis. In this they say – "Remote working is set out under Policy 30 - Enable people to work at or near to home and envisages a range of carbon savings."</p>
			Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (↑) 2017 = 88,800 (↓) 2018 = 98,300 (↑) 2019 = 98,500 () 2020 = n/a 2021 = 75,500 (↓)	<p>Based on analysis of the mobility data, commuting level trends by month are presented in figure SA4.3.1 below. As can be seen, commuting levels appear to have settled around the 60% level for some time, despite increasing moves by employers over this period towards adopting models for hybrid working or a phased return of its employees to the office.</p>
			Total Working in Cardiff: 2015 = 215,400	

SA objective	Indicator	Target	Data	Commentary
			2016 = 229,200 (↑) 2017 = 228,400 () 2018 = 255,700 (↑) 2019 = 260,200 (↑) 2020 = n/a 2021 = 232,900 (↓)	<p>Figure SA 4.3.1</p>
	Modal split	'At least 50% of all trips on Cardiff's transport network made by sustainable modes by the end of the Plan period in 2026'	Absolute Values: 2015 = 46.0% 2016 = 50.3% (↑) +4.3% 2017 = 48.1% (↓) -2.2% 2018 = 50.4% (↑) +2.3% 2019 = 54.6% (↑) +4.2%	<p>Due to changes in travel patterns as a result of the pandemic, sustainable travel overall in 2020 was down from 2019, not least due to the significant decline in public transport use. However, the proportion of sustainable travel increased by nearly 5% in 2021 from that in 2020.</p> <p>Historic trends of sustainable travel use is provided in figure SA4.4.1 below; while the composite breakdown in sustainable travel by month is provided in figure SA4.4.2.</p>

SA objective	Indicator	Target	Data	Commentary																																																				
			<p>2020 = 47.9% (↓) -6.7%</p> <p>2021 = 52.7% (↑) +4.8%</p> <p>5yr Rolling Averages: 2015 = 47.6% 2016 = 48.0% (↑) + 0.4% 2017 = 48.0% () +0% 2018 = 48.7% (↑) +0.7% 2019 = 49.9% (↑) +1.2% 2020 = 50.2% (↑) +0.3% 2021 = 50.7% (↑) +0.5%</p>	<p>Figure SA 4.4.1</p> <table border="1"> <caption>Proportion of Sustainable Travel for All Journey Purposes</caption> <thead> <tr> <th>Year</th> <th>TOTAL Sustainables (%)</th> <th>Sustainables (5yr Avg) (%)</th> <th>Target 50:50 (%)</th> </tr> </thead> <tbody> <tr><td>2010</td><td>50.0</td><td>50.0</td><td>50.0</td></tr> <tr><td>2011</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2012</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2013</td><td>47.0</td><td>47.0</td><td>50.0</td></tr> <tr><td>2014</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2015</td><td>46.0</td><td>46.0</td><td>50.0</td></tr> <tr><td>2016</td><td>50.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2017</td><td>48.0</td><td>48.0</td><td>50.0</td></tr> <tr><td>2018</td><td>50.0</td><td>49.0</td><td>50.0</td></tr> <tr><td>2019</td><td>55.0</td><td>50.0</td><td>50.0</td></tr> <tr><td>2020</td><td>48.0</td><td>50.0</td><td>50.0</td></tr> <tr><td>2021</td><td>52.7</td><td>50.7</td><td>50.0</td></tr> </tbody> </table>	Year	TOTAL Sustainables (%)	Sustainables (5yr Avg) (%)	Target 50:50 (%)	2010	50.0	50.0	50.0	2011	48.0	48.0	50.0	2012	48.0	48.0	50.0	2013	47.0	47.0	50.0	2014	48.0	48.0	50.0	2015	46.0	46.0	50.0	2016	50.0	48.0	50.0	2017	48.0	48.0	50.0	2018	50.0	49.0	50.0	2019	55.0	50.0	50.0	2020	48.0	50.0	50.0	2021	52.7	50.7	50.0
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	<p>Delivery of transport infrastructure as part of key strategic sites</p>	<p>As per the LDP and site masterplans</p>	<p>S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows –</p> <p>SSA. Cardiff Central Enterprise Zone:</p>	<p>Construction works are on-going and initial occupation underway at SSF. Churchlands in NE Cardiff, SSG. St Edeyrn, SSC. Plasdŵr in NW Cardiff (Goitre Fach, North & South of Llantrisant Road, and South of Pentrebane Road).</p> <p>The following infrastructure have been delivered to-date in connection with the strategic sites –</p> <p>SSC. NW Cardiff:</p> <ul style="list-style-type: none"> Junctions 1 and 2 on Llantrisant Road completed, with associated segregated walking and cycling provision, landscaping remedials required prior to adoption in late 2022/early 2023 																																																				

SA objective	Indicator	Target	Data	Commentary
			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	<ul style="list-style-type: none"> Llantrisant Road / Heol Isaf junction construction completed with dedicated bus lanes, landscaping & drainage work required prior to adoption Goitre Fach signalised junction completed, footway/cycleway/landscaping remedials required prior to adoption in late 2022/early 2023 <p>SSF. NE Cardiff (Churchlands):</p> <ul style="list-style-type: none"> Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane Churchlands Northern Access junction (unsignalised) via Llwynypia Road completed, street lighting & landscaping remedials required prior to adoption in late 2022/early 2023 <p>SSG. St Edeyrns:</p> <ul style="list-style-type: none"> 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

SA objective	Indicator	Target	Data	Commentary
			14/02188/MJR - 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	leading to the Heol Pontpennau Roundabout, awaiting final remedials for adoption <ul style="list-style-type: none"> • 40mph speed limit imposed on the A4232 Pentwyn Link • New bus stops operational and in use by service X59 (CGBP), construction on-going on Phase 6 of development <p>S106 Commitments:</p> <p>In total, the following sustainable infrastructure and initiatives have been agreed to be delivered as part of the S106 agreements for the key strategic sites. These will help to reduce greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes –</p> <p>SSA. Cardiff Central Enterprise Zone</p> <p>18/01705/MJR - Transport Interchange:</p> <ul style="list-style-type: none"> • Integrated Transport Hub, based on 14 bus stands with DIDO arrangement • Cycling provision for a significant number of secure operational cycle parking spaces • Various public realm improvements <p>SSC. NW Cardiff</p>

SA objective	Indicator	Target	Data	Commentary
				<p>14/02157/MJR - Land North & South of Llantrisant Road:</p> <ul style="list-style-type: none"> • Cycle parking, including at Radyr Station • 3x new priority access junctions on Newport Road, with footways, cycleways & crossing facilities • New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops • New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways & cycleways • New raised roundabout with zebra crossing on Llantrisant Road • 2x new Toucan crossing facilities • Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>14/02733/MJR - Plasdŵr:</p> <ul style="list-style-type: none"> • New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1) • New tabled zebra crossing on Rhydlafer Drive, with footway widening & shared use

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

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

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • A48 Western Avenue/Waun-Gron Road junction improvements • Amethyst Road cycle street between Plasmawr Road and Keyston Road • Cardiff Road northbound bus lane improvements at Western Avenue junction • East-West cycle primary route, Llandaff • New traffic control junction at Llantrisant Road/Danescourt Road East • New traffic control junction at Llantrisant Road/Danescourt Road West • Llantrisant Road shared cycleway footway between Danescourt Road East/West • Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur • Pwllmelin Road and Fairwater Road traffic calming & cycling improvements • Radyr Court Road traffic calming of cycle route • Radyr Court Road pedestrian & cycling safety and access improvements, with zebra crossing on Bridge Road • Radyr Court Road upgrade of cycle link to Llantrisant Road • Western Avenue to Ely Roundabout southbound traffic pre-signals • Western Avenue/Ely Road (East) junction Toucan crossing • Western Avenue to Waun-Gron Road shared cycle footway on west side

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

SA objective	Indicator	Target	Data	Commentary
				<p>14/02188/MJR - South of Pentrebanne:</p> <ul style="list-style-type: none"> • New Pentrebanne 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 & Pentrebanne Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & instalments) • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>SSD. North of J33</p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> • 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces • Bus gate between the M4 and Llantrisant Road

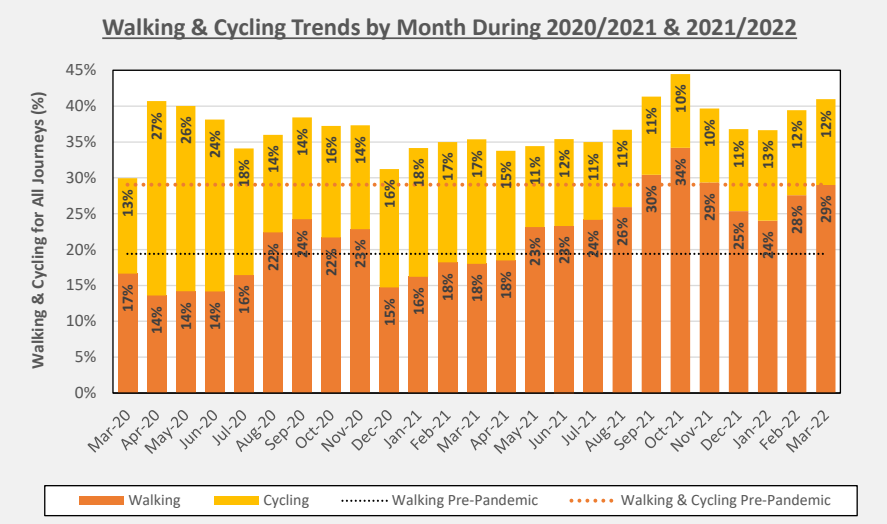
SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between 07:00-19:00, utilising £2.25 million bus service contribution • New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes • On-site public transport infrastructure, bus & cycle lanes <p>SSF. NE Cardiff</p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> • Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive • New signaled 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 & Pontpennau) & A4232 Pentwyn Link (northbound to J33) • Provision of bus services linking to Heath Hospital

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

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> • 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 • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	0	1	<p>No applications for highly vulnerable development were permitted in Zone C2 without flood mitigation measures.</p> <p>One application for highly vulnerable development were permitted in Zone C1. This application related to change of use of a hair salon back to residential use and flood risk considerations were outweighed as the dwelling was located in an existing residential area and would provide for additional housing stock within previously developed land and is sited within a sustainable location near local amenities and public transport links.</p> <p>Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>
5. Protect and	Number of listed	No reduction	No reduction	There has been no reduction in the number of local,

SA objective	Indicator	Target	Data	Commentary
enhance historic and cultural heritage	buildings, conservation areas, etc.			national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a sustainable and diversified economy	Net job creation over the remaining Plan period	40,000 net additional jobs over plan period, 20,900 between 2006 and 2015	22,000 since 2009 (↑)	Total jobs in Cardiff - 212,000 in 2020 (latest Nomisweb.co.uk figures). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents a 22,000 increase in jobs over that period.
7. Improve health and well-being	Delivery of community infrastructure as part of key development sites			As of August 2022, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of Junction 33), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road) and planning permission subject to legal agreement has been granted for Strategic Site H (South of St Mellons Business Park). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.
	% of journeys made by walking/cycling	Increase	All Journeys: 2015 = 24.8% 2016 = 28.0% (↑) +3.2%	The proportion of all journeys made by active travel modes (i.e. walking and cycling) is presented in the table in figure SA7.1.1 below –

SA objective	Indicator	Target	Data	Commentary																
			2017 = 27.1% (↓) -0.9% 2018 = 30.3% (↑) +3.2% 2019 = 29.0% (↓) -1.3% 2020 = 36.5% (↑) +7.4% 2021 = 37.9% (↑) +1.4% Work: 2015 = 26.6% 2016 = 29.2% (↑) 2017 = 30.6% (↑) 2018 = 35.3% (↑) 2019 = 37.2% (↑) Education: 2015 = 31.5% 2016 = 37.2% (↑)	<p>Figure: SA7.1.1</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>2021</th> </tr> </thead> <tbody> <tr> <td>Walking</td> <td>19%</td> <td>18%</td> <td>26%</td> </tr> <tr> <td>Cycling</td> <td>10%</td> <td>18%</td> <td>12%</td> </tr> <tr> <td>Walking & Cycling</td> <td>29%</td> <td>36%</td> <td>38%</td> </tr> </tbody> </table> <p>As can be seen above, while the proportion cycling has decreased from 2020, nevertheless cycling remains 2% higher than in 2019 prior to the pandemic; meanwhile walking levels have increased significantly, being 8% higher than in 2020; resulting in a net 2% gain in the proportion walking and cycling combined.</p> <p>The proportion walking/cycling by month is given in figure SA7.1.1 below.</p>		2019	2020	2021	Walking	19%	18%	26%	Cycling	10%	18%	12%	Walking & Cycling	29%	36%	38%
	2019	2020	2021																	
Walking	19%	18%	26%																	
Cycling	10%	18%	12%																	
Walking & Cycling	29%	36%	38%																	

SA objective	Indicator	Target	Data	Commentary
			<p>2017 = 36.1% (↓) 2018 = 40.6% (↑) 2019 = 37.6% (↓)</p> <p>Shopping (City Centre): 2015 = 22.4% 2016 = 25.0% (↑) 2017 = 23.9% (↓) 2018 = 29.2% (↑) 2019 = 28.4% (↓)</p> <p>Shopping (Other): 2015 = 27.5% 2016 = 29.5% (↑) 2017 = 26.5% (↓) 2018 = 30.8% (↑) 2019 = 32.4% (↑)</p>	<p>Figure SA7.1.1</p>  <p>As can be seen, the combined proportion walking and cycling has been consistently higher each month than relative to prior to the pandemic.</p>

SA objective	Indicator	Target	Data	Commentary
			Leisure: 2015 = 28.5% 2016 = 31.8% (↑) 2017 = 28.6% (↓) 2018 = 31.9% (↑) 2019 = 30.5% (↓)	
	Percentage of population in the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment	Reduction	28% (No change since 2015)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 28% of the population of Cardiff is in the 100 most deprived wards in Wales for physical environment.
8. Protect and enhance the landscape	Achievement of functional open space requirements	2.43ha per 1,000 population	1.16 ha per 1,000 population (↑)	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.10 ha of open space per 1,000 population.

SA objective	Indicator	Target	Data	Commentary
	Special Landscape Areas	Five SLAs designated by plan adoption	Five SLAs designated	Five SLAs have been designated at: <ul style="list-style-type: none"> • St Fagans Lowlands and the Ely Valley • Garth Hill and Pentyrch Ridges • Fforest Fawr and Caerphilly Ridge • Wentloog Levels • Flat Holm
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	60%	41.6% (↓)	For 2020/21 41.6% of housing completed was on previously developed land.
	Average density of new development		140.1 dwellings per hectare (↑)	For 2020/21 the average density of new housing development in Cardiff was 140.1 dwellings per hectare.
	Area of contaminated land cleared up	>0	N/A	Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report.
10. Respond to demographic changes in a sustainable way	Total population	n/a	369,202 (↑)	The latest Mid-Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 369,202 in 2020
	No. homes in Cardiff	45,400 net additional homes by 2026	19,642 completed 2006 to 2022 (↑)	Over the period 2006 to 2022 19,642 dwellings have been completed leaving 21,858 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase	Waste reduction rate	Reduction per household	+8% (↓)	The amount of household waste collected and generated between 2019/20 and 2020/21 decreased by 8% from

SA objective	Indicator	Target	Data	Commentary
re-use & recycling				171,528 to 158,095 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)	79
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	0
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	0
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	28
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	0
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	0
Where indicators are suggesting the LDP strategy is failing, and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

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

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

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

Key Findings

This is the sixth AMR to be prepared and provides a comparison with the baseline data provided by the first, second, third and fifth AMRs published in 2017, 2018, 2019 and 2021.

Overall, the findings of the sixth 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 shown a net increase and the latest AMR shows an increase of 8,000 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:

- 954 completions have been achieved at St Ederyns Village;
- 739 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 216 completions have been recorded on the North East Cardiff strategic site; and
- 213 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 4 years (2018 to 2022) have averaged 1,133 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 2022 a total of 19,638 new dwellings were built in Cardiff which represents 47% 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 4 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 number of homes under construction in April 2022 was 2,497 dwellings, which indicates that completions for the next monitoring year 2022/23 will be substantially higher than the 915 recorded this year.

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 1,797 new build affordable dwellings were completed since 2014, which represents 24% 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 4 years of the Plan period. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

Transportation – The proportion of people travelling by sustainable modes of transport has been consistently higher than prior to the pandemic and has increased 5% over the monitoring period to 53%. Walking levels have seen significant increases over the past year (+8%) whilst the proportion cycling has decreased (-2%) from last year's significant rise, due to users increasingly returning to travel by public transport, nevertheless cycling levels remain higher than relative to prior to the pandemic. Bus and rail use has increased (+2%) from 2020/2021 as people increasingly feel confidence to return to public transport, and with service frequency returning to those of pre-pandemic levels. Traffic volumes have increased by 33% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic in 2021/2022 remain significantly down at 80% (-20%) relative to pre-pandemic levels. Comparing published mobility data, in 2020/2021 commuting was at 49% relative to 2019, and at 60% in 2021/2022. As of August 2022, commuting remains at around 60% (i.e. equivalent to 40% of the workforce continuing to work from home).

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.

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, third and fifth AMRs published in 2017, 2017, 2019 and 2021.

Conclusions:

1. Submit the 2022 sixth AMR to the Welsh Government by 31 October 2022 in accord with statutory requirements. Publish the AMR on the Council's website.
2. Continue to monitor the Plan through the preparation of successive AMRs. Close monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.
3. Use the findings of the monitoring to inform the ongoing preparation of the Replacement Local Development Plan.
4. Prepare the 2023 seventh AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2023.

Appendix 1: Table setting out summary of findings

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

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OB4 SN11	Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	230

OB4 SN12	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	232
OB4 SN13	Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	236
OB4 SN14	Managing Transportation Impacts SPG	238
OB4 SN15	Locating Waste Management Facilities SPG	240
OB4 SN16	Infill Sites Design Guidance SPG	241
OB4 SN17	Tall Buildings Guidance SPG	243
OB4 SN18	Householder Design Guidance SPG	244
OB4 SN19	Public Art SPG	245
OB4 SN20	Food Drink and Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG	246
OB4 SN21	Waste Collection and Storage Facilities SPG	248
OB4 SN22	Design Guidance and Standards for Flat Conversions SPG	249
OB4 SN23	Renewable Energy Assessments SPG	251

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

10 NOVEMBER 2022

RESPONSE TO THE ENVIRONMENTAL COMMITTEE JOINT TASK AND FINISH GROUP INQUIRY ON THE REPLACEMENT LOCAL DELIVERY PLAN – STRATEGIC AND DELIVERY OPTIONS

Purpose of the Report

1. To give Members the opportunity to review the Cabinet response to the Environmental Committee's Joint Task and Finish Inquiry in relation to the replacement Local Development Plan – strategic and delivery options.

Structure of the Papers

2. To facilitate Members' scrutiny, the following appendices are attached to this report:
 - **Appendix 1** – Cabinet Report
 - **Appendix 2** – Joint Scrutiny Task & Finish letter to Cllr Wild
 - **Appendix 3** – Draft response to the recommendations

Background

3. Scrutiny of the first stage of the Replacement Local Development Plan (RLDP) by the five Scrutiny Committees in September 2021 resulted in a collective letter being sent to Cabinet. Following this, Scrutiny Committees in October 2021 supported the establishment of a Task and Finish Group to undertake further RLDP scrutiny. The group was led by the Environmental Scrutiny Committee, with representation from all 5 Scrutiny Committees to ensure that all aspects affected by the RLDP could be considered.
4. Following initial scoping meetings, Members agreed the following terms of reference:
 - *To explore, scrutinise and act as a consultee on the Strategic Options for the Replacement LDP focusing on how these have addressed:*
 - *Accessibility and Inclusivity*

- *One Planet Cardiff.*
 - *To review the Council's consultation process to date; to examine its effectiveness and make recommendations for future consultation on the next stages of the Replacement LDP*
 - *To understand the supporting rationale for the projected growth provided by Welsh Government in order to consider whether the evidence base is robust, realistic, and viable.*
 - *To consider how Cardiff's replacement LDP and the Strategic Options are aligned with regional planning.*
 - *To hear and consider views of stakeholders to inform the recommendations of Scrutiny on both the Strategic Options and the Council's consultation processes.*
 - *To coordinate and provide a single joint response from the Scrutiny Committees.*
 - *To make recommendations that will inform the decisions and considerations that the Council's Executive will make in the development of the Preferred Strategy.*
 - *To make recommendations that will inform any future scrutiny of the replacement LDP.*
5. The Task and Finish Group has held five meetings to hear evidence from internal and external witnesses.
 6. As part of the Inquiry, Scrutiny Research issued a Call for Evidence, seeking stakeholder views on the consultation process and on the strategic options. A total of 18 responses were received. Two summaries, one focused on the consultation process and one on the strategic options, were presented to the Inquiry by Scrutiny Research, highlighting key findings from the responses.
 7. Following the meeting in November 2021 to consider the consultation process, the Task and Finish Group sent a letter to Cllr Wild, Cabinet Member – Strategic Planning and Transport, setting out recommendations aimed at improving the ongoing consultation on the Strategic and Delivery Options. A response to this letter was received, accepting all the recommendations bar one, which was partially accepted. In addition, all the recommendations resulting from the scrutiny in September 2021 were accepted.
 8. The final evidence gathering meeting was held on 31 January 2022. At this meeting, the Task and Finish Group were informed that the scrutiny officer supporting the Inquiry was leaving the authority mid-February 2022 and that therefore there was limited resource to complete the usual Inquiry Report.

9. The Task and Finish Group considered the next stages of the Inquiry and decided it was best for the scrutiny officer to:
 - focus on capturing the key findings for the Inquiry and to formulate these into matrices, indicating the evidence supporting the findings
 - draft a letter to Cllr Wild, highlighting the headline findings and including the recommendations sent earlier regarding the consultation process. In addition, the matrices would be shared as attachments to evidence these findings and recommendations
 - share the non-confidential Call for Evidence submissions with planning officers, to enable them to be counted and considered as consultation responses on the Strategic Options.
10. The Task and Finish Group met on 2 March 2022 to review the letter, key findings, recommendations, and attachments. Some amendments were agreed, and these were incorporated into the documents, and six recommendations were made in total.
11. The recommendations were formally taken to Cabinet on 14 July 2022

Response

12. The formal response to each of the six recommendations can be found in Appendix 5.2 (or App B to the Cabinet report).
13. **Point 7**, whilst acknowledging the work undertaken by Scrutiny, strongly rejects the findings in relation to the recommendation that “*the evidence and key findings in relation to the Corporate consultation process for the Strategic and Delivery Options contained within this letter and the attached matrix (Appendix F) are used to inform and develop the consultation process for the Preferred Strategy and all other consultation processes for future stages of the RLDP*”. This recommendation was partially accepted
14. It is noted in **point 9**, that up to this point only ‘informal’ consultation has taken place and the ‘formal’ consultation process in relation to the Preferred Strategy will take place in early 2023.

15. **Points 10 – 19** outlines the consultation process, with the public and key stakeholders, that officers have undertaken during the development of the Replacement LDP to date, and notes the limitations in face to face consultation during the pandemic and the emphasis that was subsequently made on social media channels.

16. The remaining five recommendation are accepted and this is noted in **point 20**.

Legal Implications

17. None noted

Financial Implications

18. None noted

HR Implications

19. None noted

Property Implications

20. None noted

Proposed Recommendations to Cabinet

21. The report to Cabinet contains the following recommendations:

- *‘Cabinet is recommended to approve the response to the recommendations of the Environmental Scrutiny Committee Joint Task and Finish Group on the Replacement Local Development Plan – Strategic and Delivery Options as set out in the Appendix’*

Way Forward

22. Councillor Dan De’ Ath (Cabinet Member –Transport & Strategic Planning) will be invited to make a statement and answer questions. Andrew Gregory (Director of Planning, Transport and Environment), and Simon Gilbert (Head of Planning) will also attend to answer Members’ questions.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i. Consider the Cabinet responses to the recommendations,*
- ii. Agree timescales for the implementation of the recommendations, and*
- iii. Consider if sufficient information has been received to 'close' the recommendations.*

DAVINA FIORE

Director of Governance & Legal Services

4 November 2022

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**RESPONSE TO THE ENVIRONMENTAL SCRUTINY COMMITTEE
JOINT TASK AND FINISH GROUP INQUIRY REPORT ON THE
REPLACEMENT LOCAL DEVELOPMENT PLAN - STRATEGIC
AND DELIVERY OPTIONS**

**TRANSPORT & STRATEGIC PLANNING (COUNCILLOR DAN
DE'ATH)**

AGENDA ITEM: 13

Reason for this Report

1. To approve the Cabinet response to the letter from the Chair of Environmental Scrutiny Committee dated 17th March 2022 relating to the Scrutiny Task and Finish Group - Replacement Local Development Plan (LDP) – Strategic and Delivery Options.

Background

2. At a meeting of the Environmental Scrutiny Committee on the 11th November 2021, Members agreed to form Joint Task and Finish Group to undertake an inquiry on the preparation of the Replacement LDP at key stages in the preparation process. This report covers the latest stage in the process the consultation on the strategic and delivery options.
3. The task and finish group reviewed the scope of the inquiry at its first meeting and agreed for the terms of reference to be:
 - To explore, scrutinise and act as a consultee on the Strategic Options for the Replacement LDP focusing on how these have addressed:
 - Accessibility and Inclusivity
 - One Planet Cardiff.
 - To review the Council's consultation process to date; to examine its effectiveness and make recommendations for future consultation on the next stages of the Replacement LDP
 - To understand the supporting rationale for the projected growth provided by Welsh Government in order to consider whether the evidence base is robust, realistic, and viable.

- To consider how Cardiff's replacement LDP and the Strategic Options are aligned with regional planning.
 - To hear and consider views of stakeholders to inform the recommendations of Scrutiny on both the Strategic Options and the Council's consultation processes.
 - To coordinate and provide a single joint response from the Scrutiny Committees.
 - To make recommendations that will inform the decisions and considerations that the Council's Executive will make in the development of the Preferred Strategy.
 - To make recommendations that will inform any future scrutiny of the replacement LDP.
4. The Inquiry held a series of meetings in winter 2021/22 with Planning Officers, Cabinet Members, and consultant forecasters from Hardisty Jones Associates (Economic Forecasters) and Edge Analytics (Demographic Forecasters), to explore and gather evidence on the Strategic and Delivery Options. In addition to this the Joint Task and Finish Group undertook a '*Call for Evidence*' with a range of external stakeholders to inform the scrutiny findings and recommendations.
 5. The findings and recommendations are set out in a letter from the Chair of Environmental Scrutiny dated 17th March 2022 which was presented to Cabinet for consideration in July 2022 and is attached at Appendix 1.

Findings and Response to the Recommendations

6. The letter from the Chair of Scrutiny sets out a series of findings relating to the consultation process, the strategic and delivery options, accessibility, inclusivity and environmental sustainability issues and further scrutiny involvement in the plan preparation process. These findings translate into 6 formal recommendations to Cabinet. A formal response to each of the 6 recommendations is set out in Appendix 2 to this report.
7. Although the work that Scrutiny have undertaken on this exercise is appreciated the overriding conclusion set out under the evidence and key findings presented in relation to recommendation 1 that the consultation process is flawed is rejected in the strongest possible terms.
8. It is considered that the Joint Scrutiny Task and Finish Group findings and recommendations appear to have misunderstood the consultation process to date, the amount of consultation which has taken place and the growth in responses compared with previous consultations.
9. Normally at this point in the process only informal consultation is required as there is no statutory duty to consult on the 'Vision, Issues and Objectives' or the 'Strategic Options' stage. The first formal consultation stage would usually take place at the Preferred Strategy stage early next year.

10. Despite this, from the outset, the council decided it would fully engage with the public and stakeholders at each stage of the process. The 'Community Involvement Scheme' (CIS) which is part of the 'Delivery Agreement' agreed with Welsh Government, clearly set out how this engagement would take place and sets out seven principles for community engagement including, commitment; inclusiveness; appropriateness; transparency and accessibility; accountability; productivity, and realism, with the aim to build as much consensus as possible on the overall strategy of the plan.
11. The CIS also set out a range of groups which will be involved, including members of the public, businesses, landowners, developers and agents, community councils, partnership groups, consultation bodies and equalities and ethnic minority groups.
12. The measures agreed in this document included direct contact through email or letter; social media engagement; engagement with councillors through workshops or drop-in sessions; engagement with established focus groups - such as the Youth Council and the Citizens Panel; up-to-date information on the council's website; public exhibitions and engagement sessions and virtual engagement through web-based technological tools.
13. The following engagement has taken place to date during the first two stages of the process:
 - Development of a new bespoke user-friendly standalone website with information on the Replacement LDP process, latest news and contact details;
 - Development of user-friendly accessible online surveys so residents and stakeholders can make their comments on the consultation easily on-line. These were hosted on the Council's Replacement LDP website and were publicised through a social media campaign and mail out to residents and stakeholders on the LDP consultation database;
 - Development of a child friendly short film to explain the LDP process and consultation;
 - Investment in the use of a user-friendly, on-line consultation tool, using the latest virtual consultation room technology with virtual display panels, giving links to the consultation documents, the online survey and a short film;
 - Use of social media, including Facebook, Twitter, and Instagram to publicise and explain the consultation process, with a comprehensive and targeted campaign of posts over the first two stages of the consultation process using the agreed LDP branding to engage with individuals that do not usually take part in the LDP consultation process;

- Engagement with existing networks to reach out to those who do not usually take part in the LDP consultation process including the Youth Council, and engagement with children and young people networks;
 - Hosting a virtual launch event at the start of each consultation stage, which explained the consultation process and how people can get involved, providing an opportunity for residents and stakeholders to ask questions;
 - Hosting a virtual briefing session with Community Council's prior to the launch of each consultation phase to explain the purpose of the consultation and how they and their local areas can get involved in the process and how they can cascade information down to residents;
 - Extending consultation periods to enable more time for people and organisations to engage in the process;
 - Planning officers being accessible to the public to discuss the consultation process and answer any queries;
 - Personal commitment by the Head of Planning and senior officers to directly engage and facilitate meetings with any organisation or individual wishing to participate in the Replacement LDP process; and
 - The first ever Virtual Grand Schools Council has taken place recently exclusively on the LDP with 50 schools taking part, with a potential reach to 1,500 children.
14. It is important to note, that during the pandemic face-to-face meetings were not possible. To compensate for this, an extensive campaign was produced to ensure that simple messaging on the process was available across the council's social media channels.
 15. During the consultation on the 'Vision, Issues and Objectives' the Council received over 3,500 visitors to the new LDP website, and the social media campaign collectively generated over 350,000 impressions or views.
 16. There was a similar figure of 332,000 impressions or views generated during the more recent consultation on the 'Strategic Options', and the number of people visiting the LDP website doubled to 7,400 visitors. This demonstrates that these measures successfully brought the consultation to a much wider audience compared with the previous LDP.
 17. It also demonstrates that the Council went above and beyond the requirements agreed with Welsh Government to ensure we engaged with as many different people as possible and, to date, it considered that this has been achieved as demonstrated by the evidence set out in the paragraph's above.
 18. A series of focus groups have also taken place to engage with hard-to-reach groups, including Women's First; 50 Plus Forum; homelessness groups, ethnic minority groups and young people and student workshops to inform the next stages of LDP preparation.

19. As the plan develops over the coming years, we will continue to provide comprehensive consultation and engagement with residents and stakeholders to support the process going forward.
20. In relation to remaining recommendations 2 to 6 it is agreed that the evidence and findings presented in relation to the Strategic and Delivery Options and accessibility, inclusivity and environmental sustainability issues can be used to inform the development of the Preferred Strategy. It is also agreed that early engagement with Scrutiny will be prioritised in future preparation stages of the plan.

Reason for Recommendations

21. To respond to the Environmental Scrutiny Committee Joint Task and Finish Group on the Replacement Local Development Plan – Strategic and Delivery Options.

Legal Implications

22. There are no Legal implications for this report.

Financial Implications

23. No direct financial implications are expected to arise from this report with any costs associated with the preparation of the Local Development Plan being met from within existing resources.

Human Resources Implications

24. There are no HR implications for this report.

Property Implications

25. There are no property implications for this report.

RECOMMENDATION

Cabinet is recommended to approve the response to the recommendations of the Environmental Scrutiny Committee Joint Task and Finish Group on the Replacement Local Development Plan – Strategic and Delivery Options, as set out in appendix 2.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	14 October 2022

The following Appendices are attached:

Appendix 1 Environmental Scrutiny Committee Joint Task and Finish Group, Letter from Chair of Scrutiny Committee dated 17th March 2022 - Replacement Local Development Plan – Strategic and Delivery Options.

Appendix 2 Draft Response to Recommendations of Environmental Scrutiny Committee Joint Task and Finish Group on the Replacement Local Development Plan – Strategic and Delivery Options.

17 March 2022

Councillor Caro Wild,
County Hall,
Atlantic Wharf,
Cardiff CF10 4UW.



Dear Cllr Wild,

Scrutiny Joint Task and Finish Group - Replacement Local Development Plan – Strategic and Delivery Options

On behalf of the Environmental Scrutiny Committee, I would like to thank you, as well as the Head of Planning and the Group Leader, (Policy) Planning, for your participation in the Scrutiny Joint Task and Finish Group's Inquiry into the Replacement Local Development Plan (RLDP) Strategic and Delivery Options.

As can be seen from the attached Terms of Reference at *Appendix A*, the Group had several key areas that they wished to explore, including the effectiveness of the Council's consultation with stakeholders and the public, with particular focus on the plans and approaches for involving hard to reach and under-represented groups. The Task Group also identified accessibility, inclusivity, and environmental sustainability as central themes to examine in relation to the RLDP Strategic and Delivery Options.

In addition to this, the Task Group sought to explore the supporting rationale for the projected growth provided by Welsh Government as well as how Cardiff's RLDP Strategic and Delivery Options are aligned with regional planning.

The Inquiry held a series of meetings with Planning Officers, yourself, and Consultant Forecasters from Hardisty Jones Associates (Economic Forecasters) and Edge Analytics (Demographic Forecasters), to explore and gather evidence on the Strategic and Delivery Options. In addition to this the Task Group assigned the Principal Scrutiny Research Officer to undertake a '*Call for Evidence*' to seek the

views of stakeholders on the suitability and robustness of the Council's approach in consulting the public and stakeholders, as well as their views on the scope and subject of the RLDP's Strategic and Delivery Options. It also sought comments on the importance of accessibility, inclusivity, and environmental sustainability in shaping future developments in Cardiff. This '*Call for Evidence*' received 18 responses from a range of stakeholders and representative groups as detailed below:

Adventure Travel
Cardiff Civic Society
Cardiff Community Housing Association (CCHA)
Cardiff People First
Cardiff Rivers Group
Cardiff Third Sector Council
Dŵr Cymru
First Bus South and West Wales
For Cardiff
Glamorgan and Gwent Archaeological Trust
Home Builders Federation
Natural Resources Wales
Play Wales
RSPB
Sustrans
3 Anonymous

Further to this, representatives from five organisations were invited to meet the Task Group for Members to hear their views on the feasibility of the Strategic and Delivery Options. These included Cardiff Third Sector Council, For Cardiff, Natural Resources Wales (NRW), The Alzheimer's Society and United Welsh Housing Association (UWHA).

Initial Findings and Recommendations on Consultation

As you are aware, following the Task Group's examination of the planned RLDP consultation process for the Strategic and Delivery Options in November, prior to consultation going live on the 30th November 2021, Members made a series of

observations and recommendations that were forwarded to yourself and the service area. The intention was that these would inform and be incorporated into the ongoing consultation. The letter containing these observations and recommendations is attached at *Appendix B*, along with your response at *Appendix C*. Out of the six recommendations made, five of them were accepted and one was partially accepted.

In addition to this, in September 2021, prior to the establishment of the Task and Finish Group, the five Scrutiny Committees considered the RLDP Vision and Objectives and collectively provided a series of recommendations, again in a letter to yourself, which included recommendations on consultation. This letter is attached at *Appendix D*, along with your response at *Appendix E*. All eight recommendations have been accepted. **Your response was received on 1 March 2022, five months after the original letter, which is clearly unacceptable and something we would not wish to see happen again.**

Further Findings

Given the time constraints surrounding this Inquiry and a temporary reduction in Scrutiny staffing resources, the Task Group determined to present the findings of the Inquiry via an extended letter that incorporates these early recommendations relating to the consultation process, followed by the series of findings relating to the various areas explored by the Inquiry:

- Consultation – Further Key Findings
- Strategic and Delivery Options – Key Findings
- Accessibility, Inclusivity and Environmental Sustainability – Key Findings
- Further findings, Observations and Future Scrutiny.

Therefore, this letter identifies the headline findings from the evidence gathered throughout the Inquiry, which is captured and further detailed in the attached matrices. It is **recommended** that:

- The evidence and key findings in relation to the Corporate consultation process for the Strategic and Delivery Options contained within this letter and the attached matrix (*Appendix F*) are used to inform and develop the consultation process for

the Preferred Strategy and all other consultation processes for future stages of the RLDP.

- The evidence and key findings on the Strategic and Delivery Options contained within this letter and the attached matrix (*Appendix G*) are incorporated as formal responses and given equal weighting to those from the Corporate consultation process. Planning Officers agreed to this during a Task Group meeting and requested that they receive copies of the Call for Evidence submissions so that these can be counted and considered as consultation responses.
- The evidence and key findings in relation to accessibility, inclusivity and environmental sustainability contained within this letter and the attached matrix (*Appendix H*) are:
 - incorporated as formal responses and given equal weighting to those from the Corporate consultation process in relation to the Strategic and Delivery Options; and
 - used to inform the development of the Preferred Strategy for the RLDP as part of addressing and meeting the needs of the individuals and communities in Cardiff as well as the Council's environmental responsibilities.

The 'further findings, observations and future Scrutiny' evidence and information contained within this letter and the attached matrix (*Appendix I*) will be used as the basis for future Scrutiny of the RLDP stages.

Consultation – Further Key Findings

Attached at *Appendix F* is the matrix containing the evidence that was gathered after the first meeting and initial recommendations. This includes evidence from Planning Officers who attended meetings as well as stakeholders and submissions to the Call for Evidence. Evidence has been grouped thematically, to enable the identification of key findings that the Task Group agreed at their meeting on 2nd March 2022.

Views were sought from stakeholders on the following aspects:

- Awareness of the Corporate consultation

- General feedback
- Methods used and their appropriateness
- Suitability of language used
- Format and layout
- Involving hard to reach groups
- Other comments or suggestions

A large proportion of the evidence received from stakeholders on the consultation process supports the Task Group's initial findings, namely the need for a 'User Friendly' summary that contains information relating to the types of houses and jobs that might be incorporated, as well as reference to the need for visual representation of the options and a glossary of terms provided. **The Task Group expressed concern that the evidence was echoing what Members had previously raised with Planning Officers and the fact that there had been reassurances that these would be taken on board. Whilst Planning Officers reported in a meeting in January that a user-friendly guide to the LDP was being produced to inform the stages of the consultation as well as a glossary of terms, the Task Group viewed this as too late in the consultation to have any real impact and suggests that the consultation process was therefore flawed from the start.**

Awareness, Methods, Language and Layout

Overall, most stakeholders who were aware of the consultation and felt it was appropriate, with suitable language and clear, easy to follow layout etc, were those that represented corporate body organisations such as First Bus Company, Glamorgan-Gwent Archaeological Trust, Dŵr Cymru, For Cardiff, and the Home Builders Federation. These consultees indicated that they were either key consultees to the Corporate RLDP or already have connections with the Council.

Those who represented the interest of the general public, whilst welcoming the opportunity to engage with the ongoing corporate consultation and recognising the challenges posed by the current pandemic in reaching stakeholders, believed that the Directorate needs to review its consultation approach and timings to reach a wider audience. These were organisations such as Cardiff Third Sector Council, Cardiff

Rivers Group, and Cardiff Civic Society. Many of these, as well as Play Wales and Cardiff People First, commented that they were not even aware of the consultation, prior to contact by scrutiny, and expressed concern regarding this.

There were comments from public interest groups that the language used was quite *'technical and formal'* and *'quite challenging'* and not easily understandable to some stakeholders and the general public who are not familiar with planning matters and vocabulary. They commented that this can put people off responding to the consultation. The suggestion was made that the consultation document should be mostly 'jargon free' and should have a glossary for the more technical terms that are presented in the consultation document.

Some stakeholders commented that the consultation document terminologies were *'unclear'* and *'not sufficiently explained'*, and that it was not child friendly and not accessible for those with learning disabilities. Play Wales consistently implied that there was a need for a child /young person version of the document. Whilst Planning Officers reported at the January meeting that two workshops were being organised for children, this Inquiry did not receive any detail on these, on their structure and format, on their content, on what has been shown to children or on the responses received from children attending these workshops. As such, Members are unable to comment on the effectiveness of these workshops.

The Task Group highlighted that there was an unusual contradiction in that witnesses were critical that young people were not being engaged effectively, even though the consultation focused on online engagement, which is often the main medium for young people to engage. Members note that to make the consultation and approach child friendly, you must make it relevant to them before asking the right questions, even when using online routes.

The Task Group notes that schools have Youth Councils who should be actively engaged in the consultation process to provide their views in relation to the RLDP and what it means for the city.

The Task Group appreciates that consultation will contain technical terms but suggests future consultation should be made available in an 'easy read' version, a child-friendly version and should use 'plain English or Welsh'.

Involving Hard to Reach Groups

Several stakeholders highlighted that more work is needed to involve hard to reach groups. The evidence provided suggested that attention still needs to be drawn to the needs of those with protected characteristics that should be considered in developing the RLDP and feature in the RLDP.

Whilst there was a positive comment made regarding references in the RLDP to the needs of Gypsy and Traveller Community, there were further comments that the document is largely silent on other protected characteristic groups. There was reference made by the Cardiff Civic Society that a conscious effort is required to seek out those who are not normally involved in the planning process and to convince them that the Council really wants to hear their views. This, according to the Civic Society, needs a shift in mindset of the Council to make it explicitly relevant to individuals from hard-to-reach groups.

In addition to this, the Cardiff Third Sector Council highlighted the diversity of the Cardiff population as an issue to be considered. The Task Group explored this in more detail, including statistics that suggested that whilst the proportion of the Cardiff population who can speak Welsh (reasonably well) is approximately 15%, the population of individuals from a BAME background in Cardiff is approximately 16%. Cardiff Third Sector Council pointed out the fact that there are a range of other languages spoken across the city, including disability languages, that are not represented as equal to those who speak Welsh. Several stakeholders supported this, stressing the importance of effectively engaging with diverse communities including those with protected characteristics, those whose first language is not English or Welsh, the hard-to-reach groups and those who are often less likely to respond to Cardiff Council consultations.

Suggestions for how to reach out to hard-to-reach groups and communities were put forward by stakeholders. Several stakeholders advocated the Council work

collaboratively with organisations and stakeholders who are already supporting these groups, to help facilitate their involvement and contributions to local authority consultations. The Cardiff Third Sector Council for example commented that, with over 1,100 members, they can provide effective routes to engagement for a wide range of local people to have their views heard as an individual or as part of a group or community. Cardiff Rivers Group also suggested setting up a representative network of stakeholders who can be contacted for engagement purposes.

The Task Group supports the notion of utilising organisations who already have contacts with hard-to-reach communities. Members are aware that, during the covid pandemic, there were organisations that sent out Zoom invites to individuals, to get messages across and information to the BAME communities in Cardiff. For those who did not have access to computers, assistance was provided from others to allow them to participate in this process and ensure they were kept engaged and informed.

Likewise, the Task Group wish to highlight previous Scrutiny recommendations that the service look to Council Members from BAME backgrounds and utilise their knowledge of these communities. **Despite the Head of Planning stating that at every meeting he had attended he had called on all those attending, such as Members and others, to engage with their respective communities, the Task Group feel that there is little evidence that Members are being effectively utilised.** Members request that they are provided with something very simple that they could put out such as a poster that could be put on social media to encourage engagement and get people to get in touch and participate in the process.

Further suggestions provided in the 'Call for Evidence' include:

- face-to-face meetings - as they are viewed as much more effective than written surveys, as a better way to try to understand what motivates and drives people and respond to any specific needs
- translators and people with multi-lingual skills - to assist with engagement and to visit community hubs such as mosques to overcome language barriers.

In relation to involving hard to reach groups, the Task Group expressed concern and disappointment that in considering the evidence from the 'Call for Evidence' and

engagement with stakeholders, many of the comments that the Scrutiny Committees and Task Group had already raised in previous meetings had still not been dealt with.

The Task Group also makes the point that the 'hard to reach' label needs to be disposed of because it almost justifies not engaging with these groups.

Referring to Gypsy and Traveller sites, there was a further comment made by Cardiff Third Sector Council regarding the absence of transit sites in Wales, as this puts this group at risk of being criminalised for stopping where there is no appropriate provision for them to station their trailers. The Task Group expressed similar concern regarding this for Cardiff and the fact that the work to identify suitable sites in Cardiff had been ongoing since the last Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken in 2016. As it was understood, suitable sites were identified the following year; however, five years later, a new GTAA has recently been undertaken with still no sites formally confirmed. Concern was expressed over the importance of these communities having stability in their lives and the view of the Task Group is that site identification should not be delayed any longer.

The Head of Planning highlighted that this was a very sensitive subject that Planning is a part of, in terms of identification of new sites and capturing these in the LDP. He stressed however, that the identification of sites wasn't just a Planning issue and that consideration of sites, assessment of sites and engagement of the community and neighbouring communities is often a very difficult and sensitive area. The Task Group were advised that, following the submission of the new GTAA to Welsh Government, the Council would hopefully get its' approval in order that it can be taken forward in the Preferred Strategy in the autumn/winter this year to set out how the Council will deliver these sites. This will then form part of the consultation of the next stage. The Head of Planning further stated that this work often involved housing some of the most vulnerable people and underrepresented communities and suggested that it would be best to discuss this with Housing in the first instance. Whilst Planning's role was quite clear in terms of its consideration of any new sites through the management process, with the LDP manual referencing identifying areas of land for all housing needs, Members were advised that it is fundamentally a Housing issue.

The Task Group appreciates that it is not just Planning involved in this work and that there are contributions required from a combination of service areas. The Task Group is concerned, however, that Planning and Housing view this as primarily the other's responsibility and believes there is a risk of them continuing to work in silos. A 'One Council' approach is needed in this area, to ensure progress is made.

Other Comments or Suggestions

Further comments and suggestions were provided by stakeholders including:

- the Directorate doing more to raise public awareness of the RLDP consultation using various media channels such as TV, newspapers, and local advertising.
- when covid restrictions are eased, some of the consultees suggested that more open face to face engagement, and public 'town hall' type meetings could be held in different electoral wards. They believe that this approach would allow the Directorate to effectively engage and interact with residents and give them the opportunity to explore different ward-based views on development and planning priorities. The Task Group supports this and agrees it would be extremely beneficial for the development of the Preferred Strategy.
- Suggestions for a 'Citizens Assembly' were proposed wherein city residents, supported by experts, could collectively consider options and priorities.
- the Planning Directorate to target well established groups or organisations such as homeless charities, environmental groups and seek their ideas, insights, and expertise on improvements on what would be relevant to the RLDP.

One of the areas that several stakeholders highlighted, and the Task Group also concluded, was that the consultation on the Strategic and Delivery Options was generally based around a framework of "here are the options we have decided upon, which option do you want?". It was suggested a more effective method would have been asking people "what do you, the residents, want to see happen?". Cardiff Civic Society proposed gathering the public's views on what they want in their city and for the Council to use that as the starting point for developing proposals.

The Task Group supports this and, whilst appreciating that this stage of the process was not statutory, Members wonder whether this stage could have been made a lot more open ended and conversational where people were asked what they want to see from their city, how they want it to grow, what people's thoughts are and how they want it to grow over the next few years. One way of doing this would be to use a 'Call for Evidence' approach, which would enable open ended questions to be used within a specified framework. Members are keen to stress that, whilst there are certain areas that Planning are required to seek views on, the way that views are sought, the language used and the methods used, shape whether a consultation is open, inclusive, and accessible and, ultimately, effective.

Future Consultation

Based on the evidence gathered, the Task Group expressed concern regarding the consultation approach used for the Strategic and Delivery Options. Members highlighted the risk that if people have not been engaged at this stage, they are unlikely to engage in the future. Members also noted the significant risk that, if the next stage of consultation is not undertaken correctly, there could be legal challenge for the Council.

Given this, the Task Group questioned whether the Directorate had considered going back to Welsh Government and asking for an extension of the consultation period as it would enable the Council to reach more people and undertake a better consultation.

You offered to share with the Task Group a response that had already been provided on this but stated that you did not agree that the Council should restart the process and that it was difficult enough to stick to the timelines within our RLDP with the delays that already been experienced.

There was also the view from some Members that the criticism of the engagement was a little harsh as this was non-statutory consultation and not on areas of specific detail, such as HMOs. The point was also made that larger organisations should be aware of Cardiff Council's RLDP and, if they weren't, they needed to ensure that their own Policy Officers were better informed and aware and that this was more an issue for them and not Cardiff Council.

Members appreciate how difficult it has been with Covid and the fact that it had not been possible to use in-person meetings to engage many of the groups for whom this is the usual mechanism to engage. However, Members commented that this means the Council needs to push further during future consultations now that covid restrictions have been eased.

For engagement around the Preferred Strategy, the Task Group understand that some of the complex terminology is required due to the planning laws, but it is key that consultation documents are made as simple as possible. **The Task Group highlight that consultation documents need to use plain English and Welsh, be accessible, have easy read versions and child-friendly versions, contain glossaries and summaries as required and be available in community languages. In addition, the Task Group highlight that groups need to be reached out to, using the methods outlined in the evidence to our Inquiry. Overall, the consultation needs to be made relevant to people so it is engaging to them and encourages them to take part and shape the city for the future.**

For the next stage of RLDP consultation, as mentioned above, the Task Group **recommend** that the suggestions identified in this letter and in the key findings' matrix (*Appendix F*) are taken into consideration.

Strategic and Delivery Options – Key Findings

Attached at *Appendix G* is the matrix containing the evidence that was gathered from meetings with Planning Officers, yourself, consultants, stakeholders via the 'Call for Evidence', and stakeholder attendance at a meeting of the Task Group. Again, this has been grouped thematically, alongside the key findings that the Task Group approved at their meeting on 2nd March 2022.

Views were sought from stakeholders on the following aspects:

- Strategic Options – Views on Growth Options
- Other Additional Information that would have been useful
- Preferred Growth Option
- Views on RLDP Delivery options that should be considered
- Other Views on the Scope of the Growth and Delivery Options

Strategic Options – Views on Growth Options

Corporate body organisations, such as Dŵr Cymru, First Bus and Glamorgan-Gwent Archaeological Trust, responded with positive feedback, stating that they understood the rationale behind the options presented and that the document provided sufficient detail.

Other organisations representing the public view, such as Cardiff Civic Society, Cardiff Third Sector Council, and Cardiff Rivers Group commented that the rationale of the growth options was unclear and that there was a need for more explanatory information.

Whilst the Inquiry heard detailed explanation and rationale from the Consultant Forecasters on how the growth options had been developed, it was highlighted by the Task Group that this information was not made available as part of the consultation document, making this difficult for the public and stakeholders to understand.

NRW and Cardiff Civic Society highlighted that there was a need for clarity on how the RLDP defines growth, whether growth is identified with setting medium and long-term economic targets in terms of GDP and GDP per capita, whether it means encouraging 'Inclusive growth' which involves sharing the benefits of economic growth more equitably to mitigate societal problems such as inequality, job insecurity, low pay and poor productivity, and whether there is a need to review the presumption that growth is good. NRW also recommend that the RLDP growth options be assessed or evaluated on how they contribute or mitigate the challenges posed by the climate and nature emergencies, as identified in the WBFG Act.

There were also comments made from NRW on the need to review the population projections used in the RLDP. The Home Builders Federation expressed concern that the RLDP consultation suggested that there were only three growth options that consultees can choose from, whereas in other LAs a greater number and range of options have been considered at this early stage in the development of the LDP process.

In discussions with Planning Officers, the Task Group were advised that the statistics are based on what is known today, but that this would inevitably change and be informed by further analysis over the year as well as housing monitoring and assessment and more up to date census data. The 2018 population data was used as a baseline as this is what the WG LDP manual advises, but the Head of Planning stated that the growth options will be updated once the new 2021 census comes out in March 2022. He reassured Members that all evidence gathered covering areas such as houses and offices that are being built and planning permissions being issued, will inform the level of growth and the need for additional land to accommodate that growth. This, he stated, was being constantly monitored by Officers and included in the evidence base for the RLDP as it evolves, so that it will reflect the most up to date information.

The Head of Planning also informed the Task Group that there weren't only 3 options to choose from, and these were not set in stone, but, based on the evidence available at the time, three options were presented to indicate a low, medium, or high level of growth to try to show a balance. Whilst Members welcomed this information, they highlighted that the issue was that this explanation had not been included in the consultation document and that those taking part in the consultation would not have been aware that the options were not set in stone. Officers need to be alert to how someone with no knowledge in this area will view the information and questions in consultation documents. Again, this highlights the need for the consultation process to be constructed to be as accessible, inclusive, and open as possible, with simple language and clear explanations of options presented; this will make the consultation more effective.

Additional Information that would have been useful

Stakeholders raised a series of key areas where additional information could have been provided, including:

- Information on types of housing and jobs
- Information on types of land and associated services and facilities
- Information on the methodology in developing growth figures
- Impact of changes in work patterns on growth figures

- Implications of proposed strategic options on sustainable development
- Information on regional issues that could affect Cardiff's RLDP
- Information on how the options would be assessed.

Planning Officers explained that the Options presented were deliberately not detailed and precise so as not to be seen to be favouring any option and influence people's views, and that the detail would be provided, including a spatial masterplan, at the next stage in the Preferred Strategy. This, however, supports the Task Group's findings on providing suitable explanatory information and possibly having a more open consultation process, rather than asking people to decide on a preferred option where they do not have the background information to be able to do so.

Preferred Growth Option

Linked to the issues highlighted above, when asked about a preferred growth option, there were several consultees who stated that there was insufficient information available to make an informed choice on preferred option.

A few consultees preferred Option B, citing that this preference was subject to there being an emphasis on social housing and the S106 for Affordable housing being determined.

Options B and C were perceived to be most likely to deliver the wider policy aims of the plan and National Planning Policy, with Option C having significantly more support. Some of the reasons for this were cited as it '*Fits with Cardiff as one of the fastest growing cities in the UK*', it '*reduce levels of homelessness by providing suitable accommodation*' and '*the investment that comes with it, the regeneration, the work that can be done in brownfield, the way that we want to deliver homework arrangements, the sustainable transport that potentially comes with that*'.

Views on RLDP Delivery options that should be considered

The Task Group held discussions with Officers and Consultant Forecasters around the delivery options. These discussions made clear that the consultation sought to open up conversations around how and where Cardiff should grow. The Task Group

were advised that it was about understanding where people think the city should grow, whether there should be greenfield or brownfield development, city centre development or suburb development or a mixture of all of these.

Following this, the Task Group received a variety of views from stakeholders. These included the view that Strategic Housing sites should not be limited to Cardiff and should support growth in the Southeast Wales region. Stakeholders also raised the need to consider the impact of the pandemic on how people are now living and working, which will impact on the type and location of desired housing. Many consultees referred to the need for development sites to focus on the public being less car dependent, as follows:

- Public Transport infrastructure should be embedded into all housing developments and area plans
- Out of town retail parks require use of cars – should be a City Centre first approach
- The development of the Metro, if delivered well, is key to future development.
- Location of housing estates and transport hubs is key, from a sustainability aspect in terms of the need to reduce car travel.

NRW and Cardiff Civic Society also stated that there was a need for clarity on how the various delivery options align with the RLDP vision, addressing matters such as sustainable development and place-making, alignment with One Planet Cardiff and becoming carbon neutral, racial and social inequality, and the pronounced differences in life expectancy across the city. They also expressed the view that the delivery options needed to consider the implications of the climate and nature emergencies, considering the impact of each option scenario.

Two other main areas highlighted by stakeholders and discussed by the Task Group were developing greenfield and brownfield sites and developing affordable housing. Some stakeholders expressed the view that development should be prioritised on brownfield sites, with the Cardiff Rivers Group and Adventure Travel strongly opposed to any new building on greenfield sites. 'For Cardiff' also supported a brownfield only option, provided there is a suitable transport network in place, whilst

UWHA determined that it was inevitable that it would be a dispersed combination of brownfield and greenfield sites.

There were views expressed, from NRW, Cardiff Civic Society and UWHA, around the need to rethink the use of brownfield and greenfield sites, challenging the assumption that brownfield sites are associated with higher costs and thus less likely to deliver affordable housing. NRW mentioned other options for delivering housing development, including compulsory purchase orders and the ability to incentivise, whilst UWHA stated that affordable housing can act as a catalyst for regeneration on brownfield sites.

Both UWHA and CCHA commented that the Council needed to create a non-negotiable commitment to affordable housing in the planning process, to give a clear signal to developers to pay reasonable land costs, ensuring scheme viability. UWHA expressed the view that the Council should stop taking commuted sums on developments and follow what other Councils are doing in adopting an agreement for a certain percentage of affordable housing on every housing development. They suggest setting a target for Affordable Housing in the RLDP and sticking to it, to stop the reduction in delivery around section 106 and critically not lose the opportunity of the land. To replace the commuted sums, they propose accessing social housing grants and engaging the RSLs at an earlier stage to work more in partnership to achieve affordable housing.

Whilst asking the Council to rethink its use of brownfield and greenfield sites, NRW did point out that many brownfield sites are extremely biodiverse, and some have huge value for quiet recreation, whereas some greenfield sites might have few natural features and are less biodiverse. Accordingly, the decision for land allocation must be based upon robust evidence to transition to, and where necessary create new, sustainable communities (meeting local need within environmental constraints). Cardiff Civic Society support this, also stating that developments need to consider the response to the nature emergency and the loss of biodiversity of land, in relation to brown and green field sites.

Another key finding that a series of stakeholders highlighted for consideration in developing the RLDP and its delivery options was the repurposing and re-use of existing buildings. Suggestions associated with this include ceasing to build more student flats and large office blocks in the city centre and utilising the space for social housing, repurposing what is there and not being utilised, and maximising opportunities to reuse land and buildings whilst protecting land with high ecological value. In addition to this, 'For Cardiff' stressed the need to repurpose long term empty buildings in the city centre, particularly the larger ones, for mixed use, but highlighted that, for this to be successful, planning policies needed to be relaxed to allow for mixed use and innovative approaches, where appropriate. Part of this mixed use included flexible working space for people to hire a desk.

Further key findings based on the evidence are highlighted below:

- Brownfield approach is likely to result in less water and network infrastructure reinforcement works
- Archaeological implications of brownfield and greenfield – excavation and recording of this needs to be taken into account
- Support the development of city villages
- Building near transport nodes
- Growth delivered using a mix of various delivery strategies
- Bring in RSL at a very early stage to assist with any challenges
- Don't ringfence planning guidance - have it broader to allow for inclusion of such things as older persons' accommodation and supported accommodation.
- Need good quality urban design which aligns with the WG aspirations, have a moderate density and decent GFA, high energy efficiency
- SuDS and SAB are complicated to work through, but they create the potential for much better development design, more greenery, more sustainable transport, and places that are going to last longer.
- A City Centre First Approach to utilise the empty units and brownfield sites within the commercial core first before utilising any out or edge of town space with public services brought into the city centre.

Other Views on the Scope of the Growth and Delivery Options

Only a small number of stakeholders added final comments in the Call for Evidence relating to the overall scope of the Growth and Delivery Options.

These include views from Cardiff Civic Society that the focus of options is solely on homes and there is insufficient attention given to employment sites or to infrastructure. They also highlight that the implications of home/local working, the modal shift, and prospects for expanding public transport are critical to decision making around locations for housing.

Cardiff Third Sector Council stated that the Options should be assessed against a consistent set of pros and cons. They also point out that the RLDP consultation document makes no mention of flood plains and whether this will be limited or addressed, to reduce the impact of flood damage. They also highlighted the need to address the public transport infrastructure, to make public transport the easy, accessible, affordable choice, also impacting on delivery timescales and costs.

Finally, Adventure Travel highlighted the need to ensure that the Strategic and Delivery Options meet the infrastructure and services required by the population, such as GP surgeries etc.

The Task Group **recommend** that the evidence and key findings on the Strategic and Delivery Options contained within this letter and the attached matrix (*Appendix G*) are incorporated as formal responses and given equal weighting to those from the Corporate consultation process.

Accessibility, Inclusivity and Environmental Sustainability – Key Findings

Attached at *Appendix H* is a further matrix which addresses aspects relating to accessibility, inclusivity, and Environmental Sustainability. Whilst these findings have been collated as part of this stage of the RLDP, the Task Group feel that these findings have direct implications for the development of the Preferred Strategy. The Task Group **recommend** that these be considered and taken forward in the next stage of the RLDP to inform the decision-making process. For the purposes of the matrix, the areas have been divided up into '**Views on Factors Affecting the RLDP**'

and '**Addressing Stakeholders' Needs**'. These have then also been sub-divided into the following categories:

Views on Factors Affecting the RLDP

- Biodiversity
- CO2 Emissions
- Climate Change
- Transport and Mobility
- Public Health
- New Working Patterns
- Historic and Cultural Assets

Addressing Stakeholders' Needs

- Improving Access and Mobility
- Support Child Friendly City Programme
- Dementia Friendly Developments
- Diversity of Community - Supporting community cohesion and integration of communities
- Supporting the Welsh Language

The main consultees for these sections include NRW, Cardiff Rivers Group, Cardiff Civic Society, Cardiff Third Sector Council, Sustrans, Glamorgan-Gwent Archaeological Society, RSPB, and the Alzheimer's Society. The detail behind the key findings is attached in the matrix but for the purposes of this letter they have been summarised under each section below:

Views on Factors Affecting the RLDP

Biodiversity

- Future developments and planning should consider its impact on biodiversity
 - Need to recognise the importance of spaces being able to perform multiple functions as these areas provide access to natural green space for people
 - Essential the RLDP delivers robust Green Infrastructure to help protect nature conservation.

- Creating spaces where the public can walk and enjoy biodiversity improves health.
- Biodiversity should be a major priority
 - From a land use perspective, particular attention must be given to wildlife corridors, which should be identified and protected.
 - Urgent need to address the nature emergency along with the climate emergency
 - Need to provide the framework to ensure that there is no further loss of nature and that there is a commitment to working with others to reverse the decline.
 - Commitment required from the Council protect, enhance, and deliver new environmentally supportive policies that address, with urgency the way in which we need to change our practices and policies.

CO2 Emissions

- Reduction of CO2 emission in response to climate emergency should be a key consideration in planning
- Information needed on the carbon implications of the delivery options
- Reducing car travel
 - Need to locate jobs and housing together rather than separating the land uses.
 - Encourage working from home, locally or create hot desking facilities across Cardiff.
 - Where travel is necessary, make it easier to walk, cycle or use public transport.
 - Create 20-minute neighbourhoods, building new developments within or adjoining existing urban areas where everyday destinations are walkable from people's homes and sustainable transport is viable.
 - Reducing Car dependency should be heavily weighted into any housing development with the appropriate facilities built in to allow active travel.
- Seek more green energy solutions across the city

Climate Emergency

- Consider the implications of RLDP growth options on nature and climate emergency commitments
- RLDP site allocations and settlement strategies needs to consider the flooding risks and improvements in flood defences

- Importance of green infrastructure in absorbing floodwater, should be considered in identifying strategic sites.
- Consider impact on the historic environment
- Reducing impact of climate change should be dealt with at a national policy level

Transport and Mobility

- Improving travel infrastructure
 - New strategic housing sites should ensure adequate active and public travel infrastructure to achieve modal shift targets
 - Electric charging infrastructure
- Reducing Car Use
 - Utilise planning system to change the way we think about the functioning of 'urban ecosystems', designing out the dominance of the car and reducing the length of journeys.
 - Further develop Sustrans with usable walking and cycling routes
 - Develop 20-minute neighbourhoods
 - Connect new developments to employment, education, retail, and other local services directly through high-quality cycling, walking and wheeling routes and networks, so that active travel is a convenient and attractive option.
 - Design new homes to include secure, accessible parking for cycles, including adapted cycles and cargo bikes.
- Develop a transport network which is integrated between types of transport
- Develop inclusive transport systems
- Develop 20-minute neighbourhoods or city villages
 - Planning permission should be refused for new or extended commercial developments (e.g., retail) that rely on car access.
- Improve sustainable/green transport infrastructure
- Support bus services

Public Health

- RLDP should improve access to good quality natural environments
- Need for affordable larger homes as part of growth options - - living in overcrowded homes has public health/wellbeing impact
- Statutory health and social care provisions are appropriately uplifted in funding to meet the increased demand

New Working Patterns

- Implications of pandemic on working patterns need to be considered
 - Consider opportunities to repurpose buildings for housing and/or community use where there is a surplus of office space.
 - Growth of on-line shopping and its implications on use of commercial space
 - Part time working, working from home, compressed hours etc.
 - Implications of WG's policy for 30% of workers to work from home
 - Impact on City Centre Businesses
 - Downscaling of office space
- Hybrid and home working may lead to changes in the use of historic buildings

Historical and Cultural Assets

- Preservation of the city's character and historic and cultural value of buildings
- There are policies that 'recognise' Heritage Assets, but it is difficult to 'protect' them and write robust policy for this. There are sometimes other options that can be considered such as local designations.

Addressing Stakeholders' Needs

Improving Access and Mobility

- Encouraging use of public transport
 - Access to public transport for everyone.
 - Measures restricting car use and parking should not inadvertently discriminate against disabled drivers
 - Frequent, reliable, cheap, comfortable public transport, supported by services such as park and ride to reduce car use.
 - Active travel needs to be encouraged for shorter commutes.
 - Integrated public transport tickets.
- Concerns with shared paths for cycling and commuters accessing public transport
- New developments should have cycle paths
- Importance of cycle lanes in new developments
- Traffic free residential streets
- Need to consider transport and mobility for accessible homes as well as local and equally accessible jobs.

- Need community-led design - involve the community in the design process so that they 'own' and support it.
- Cycling can improve accessibility
- Need to make services accessible for those with disabilities and listen to advice from representatives and those with experience on how this can be achieved.
- Identify sites in RLDP for older persons accommodation and for disabled individuals and children

Supporting Child Friendly City Programme

- Providing safe access to play, open spaces, interaction with nature, active travel
- Support the development of child-friendly public realm
- Design developments that encourage communities to interact such as playing fields, playgrounds, basketball courts, 5-a-side pitches, skateboard parks etc, that are safe from traffic as well as antisocial behaviour
- Sports and other facilities should be close to where children and young people live, rather than concentrated in a 'sports village' or an 'entertainment zone'
- Consult children and young people on what they want
- Open space, information panels and walking/activity/heritage trails.
- New developments should consider community facility which allows the use of childcare for working parents

Dementia Friendly Developments

- Local public transport is critical to people living with Dementia
- Good access to transport can reduce social isolation and loneliness which is significantly important as a third of people living with dementia live on their own.
- Local public transport routes need to be direct to community hubs and facilities like high streets, GP surgery, hospitals as well as support networks and respite services
- Need to enable people living with dementia to stay in their communities – be that in a care home or close to family members and friends
- Having properties that are adaptable or housing solutions that are adaptable for people living with dementia is vital, such as intergenerational properties
- Raising awareness in the work of the Council and ensuring this is followed through with developers.

- Home for Life Concept – so that people living with dementia can stay in their homes.
- Mandating good design through planning guidance, recognising this won't work for all types of properties such as converting city centre or old buildings into flats - there are other things you can do in these designs, to make it accessible.
- Adopt best practice on how developments can be dementia friendly.
- Suggestions for future development:
 - Traffic calming measures
 - Develop Indoor and outdoor spaces for older people as well as community facilities
 - Improved accessibility in areas for people to make independent journeys using a variety of methods including walking, cycling, wheelchair and mobility scooter.
 - Develop Community Toilet Scheme
 - Wayfinding signage
 - Improved local and regional transport links
 - Protected, safe cycle infrastructure
- Developments that foster community, that have areas with places for meeting, visiting and events, that are not on a large scale
- Consult with representative groups effectively
- Vital that the needs of people living with Dementia are considered, and this can also assist in meeting other people's needs also.
- Increase awareness of Dementia, how it affects people - with all staff, including those in planning
- Council needs to seek this evidence from Dementia Friendly Housing Charter and Dementia Friendly Housing Guide and take into account in developing RLDP.

Diversity of Community - Supporting community cohesion and integration of communities

- More should be done to engage with residents and communities
- Acknowledge differences in how people live, such as multi-generational houses
- Recognise the changes that are needed at different stages of life
- Access to range of jobs and services that meet the needs of the diverse community living there.

- Distribution of development across the city should be proportionate that supports the aim of developing the city and diverse communities inclusively
- Affordable housing units of varying sizes are required across the city
- Incorporate social infrastructure such as places to meet to encourage cohesion into a local community
- Space for social mixing is vital

Supporting the Welsh Language

- RLDP provide specific opportunities to seek community views on how Welsh language and culture interact with RLDP policies
- RLDP should align closely with the statutory Welsh Medium Education Plan.
- Simplistic use of Welsh language that is integrated into all aspects of new development
- Promoting and support of the Welsh language is already really well covered
- Promoting use of bilingual place names, road and street names, bilingual information boards and publicity.
- Promoting learning the language, fostering a cohesive feeling via this, and supporting developments that have learning centres.
- Also need to promote the diverse range of language spoken in the city.

Further findings, observations, and future Scrutiny

Attached at *Appendix I* are further findings from the Inquiry that the Task Group gathered from the Planning Officers and Consultant Forecasters covering Regional Planning, the Policy Framework and Preferred Strategy, as well as proposals for future Scrutiny.

The terms of reference for the Task Group state that Members are to consider how the RLDP Strategic and Delivery Options align with regional planning. The matrix highlights the information provided to the Task Group on this and shows that it is vitally important to get this RLDP correct in terms of levels and types of job and housing growth and requirements as this will have significant implications in the development of the Regional Plan.

Policy Framework and Preferred Strategy

On the Policy Framework and Preferred Strategy, the matrix indicates the information that has been obtained through discussions with Planning Officers. Some of the key points that the Task Group highlighted were that it was really important how the policy framework considers the spatial location of growth in the City based on its rationale and the benefits it provides to the surrounding communities. Furthermore, a strong master planning approach and policy framework is vital to ensure community needs are met. Planning Officers also agreed that there needs to be clear criteria for assessing the Preferred Strategy and that it is made accessible and not too technical, for all to understand the process clearly.

Future Scrutiny Involvement

With regards to Future Scrutiny, Planning Officers agreed it would be useful for scrutiny to continue its involvement and consider the future evidence base, such as the new census information, the housing needs assessments, and more information on housing completion schemes in the city. They also commented that it would be good to share trends with scrutiny.

In relation to the census, one of the Consultant forecasters highlighted that it would be important for Cardiff to consider this as in 2011 there was quite a readjustment made to the Cardiff population - the UPC element. He indicated that there could possibly be the same trend appearing in the 2021 census and it was important to keep a look out for it and what it tells us about Cardiff in the future.

Further to this, Planning Officers expressed the wish to explore the master planning approach and policy framework further with Scrutiny, in terms of what are the components of a good master planning approach through a policy framework, to ensure that the good principles are picked up on.

The attached matrix (*Appendix I*) also contains a series of questions suggested by NRW for Scrutiny to consider as part of their ongoing Inquiry that focus on the climate and nature emergency.

In relation to future consultation, as well as the recommendations identified earlier in this letter, the Task Group raised concerns regarding the timing of engagement with Scrutiny over the RLDP Strategic Options consultation, given that the consultation documents had already been finalised and sent for translation and branding. Whilst appreciating the invitation to provide comment and observations on the overall consultation approach, Members argued that effective Scrutiny and engagement that enabled Members to make any real direct impact had been prohibited, effectively disenfranchising Scrutiny Members and the Scrutiny process.

The Task Group therefore recommend that Scrutiny be prioritised in future stages of the RLDP, with early sight of RLDP consultation documents to enable their feedback to be considered prior to them being finalised for publication. Members consider that this will enable Members to undertake their role more effectively and be of more benefit to the Directorate. This practice would enable Scrutiny to undertake its 'critical friend' role to help critique and refine the consultation process.

Similarly, the Task Group recommend that all political groups are provided with an early draft of RLDP consultation documents for consideration before being finalised so that they can also provide comment and suggest amendments for incorporation.

I trust you find the above headline findings and attached evidence matrices useful when developing the next stage of the RLDP consultation and the Preferred Strategy. We have included our previous recommendations on consultation in the appendices, for completeness. This letter also contains recommendations, which are set out below. It is vital that the consultation process is strengthened by utilising the recommendations, evidence and suggestions set out in this letter and appendices, as well as our previous recommendations. It is also vital that scrutiny is engaged early, to use Members' knowledge and community links effectively and to benefit from our critical friend role, to strengthen the consultation process and overall Preferred Strategy.

The replacement Local Development Plan is a key document for Cardiff, its citizens, businesses, employees, and our neighbouring local authorities, particularly as it will

inform the regional plan. We are willing to work together to ensure a robust process is in place to develop it, to enable local people to have their voices heard, and to ensure the final plan is fit for purpose. I commend our recommendations to you.

Recommendation to be monitored following this scrutiny:

This Inquiry makes 6 formal recommendations, which are set out below.

As part of the response to this letter I would be grateful if you could state whether the recommendation is accepted, partially accepted, or not accepted and summarise the Cabinet’s response. If the recommendation is accepted or partially accepted, I would also be grateful if you could identify the responsible officer and provide an action date. This will ensure that progress can be monitored as part of the approach agreed by Cabinet in December 2020.

Recommendation	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Implementation Date
<p>The evidence and key findings in relation to the Corporate consultation process for the Strategic and Delivery Options contained within this letter and the attached matrix (<i>Appendix F</i>) are used to inform and develop the consultation process for the Preferred Strategy and all other consultation processes for future stages of the RLDP.</p> <p>The evidence and key findings on the Strategic and Delivery Options contained within this letter and the attached matrix (<i>Appendix G</i>) are incorporated as formal responses and given equal weighting to those from the Corporate consultation process.</p> <p>The evidence and key findings in relation to accessibility, inclusivity and environmental sustainability contained within this letter and the attached matrix (<i>Appendix</i></p>				

H) are incorporated as formal responses and given equal weighting to those from the Corporate consultation process in relation to the Strategic and Delivery Options.

The evidence and key findings in relation to **accessibility, inclusivity and environmental sustainability** contained within this letter and the attached matrix (*Appendix H*) are used to inform the development of the Preferred Strategy for the RLDP as part of addressing and meeting the needs of the individuals and communities in Cardiff as well as the Council's environmental responsibilities.

That **Scrutiny be prioritised** in future stages of the RLDP, with early sight of RLDP consultation documents to enable their feedback to be considered prior to them being finalised for publication.

That **all political groups** are provided with an early draft of RLDP consultation documents for consideration before being finalised so that they can also provide comment and suggest amendments for incorporation

Regards,



Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Andrew Gregory – Director for Planning, Transport & Environment
- Simon Gilbert – Head of Planning
- Stuart Williams - Group Leader (Strategic Policy), Planning
- Imelda Seymour – Personal Assistant, Director PTE
- Jenny Goss, Cabinet Support Office
- Leaders of the Opposition
- Chair of Governance & Audit Committee
- Members of all Cardiff Council Scrutiny Committees
- Witnesses to the Inquiry
- Audit Manager
- Tim Gordon - Head of Communications & External Relations

Appendices Attached:

App A – Inquiry Terms of Reference

App B – November 2021 Letter to Cllr Wild with consultation recommendations

App C – Response from Cllr Wild to App B letter

App D – Letter from Scrutiny Chairs – Sept 2021

App E – Response from Cllr Wild to App D letter

App F – evidence matrix – consultation

App G – evidence matrix – Strategic Options and Delivery

App H – evidence matrix – Accessibility, Inclusivity, Environmental Sustainability

App I – evidence matrix – further findings, observations, and future scrutiny.

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Draft Response to Recommendations of Environmental Scrutiny Committee
Joint Task and Finish Group on the Replacement Local Development Plan –
Strategic and Delivery Options.

Recommendation	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Implementation Date
<p>1. The evidence and key findings in relation to the corporate consultation process for the Strategic and Delivery Options contained within this letter and the attached matrix (<i>Appendix F</i>) are used to inform and develop the consultation process for the Preferred Strategy and all other consultation processes for future stages of the RLDP.</p>	<p>Partially Accepted</p>	<p>This Cabinet Report sets out a response to some of the criticisms of the Scrutiny Task and Finish Group that the corporate consultation process was flawed.</p> <p>The report provides a rebuttal to this claim and sets out the process we have followed in particularly challenging circumstances due to Covid and importantly the additional steps we have taken over and above what we have done in the past and how this has been successful in reaching out to the local community.</p> <p>The lessons learnt from this process, together with any other relevant evidence and findings from the Scrutiny Task and Finish Group will be used to inform and develop the consultation</p>	<p>Simon Gilbert/ Stuart Williams</p>	<p>Winter 2022/23</p>

Recommendation	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Implementation Date
		process for the Preferred Strategy and future consultation processes on the RLDP.		
2. The evidence and key findings on the Strategic and Delivery Options contained within this letter and the attached matrix (<i>Appendix G</i>) are incorporated as formal responses and given equal weighting to those from the corporate consultation process.	Accepted	Agree that the evidence and key findings of the Scrutiny Task and Finish Group on Strategic and Delivery Options are incorporated as formal responses and given equal weighting to those from the corporate consultation process.	Simon Gilbert/ Stuart Williams	Autumn 2022
3. The evidence and key findings in relation to accessibility, inclusivity and environmental sustainability contained within this letter and the attached matrix (<i>Appendix H</i>) are incorporated as formal responses and given equal weighting to those from the corporate consultation process in relation to the Strategic and Delivery Options.	Accepted	Agree that the evidence and key findings of the Scrutiny Task and Finish Group in relation to accessibility, inclusivity and environmental sustainability are incorporated as formal responses and given equal weighting to those from the corporate consultation process.	Simon Gilbert/ Stuart Williams	Autumn 2022

Recommendation	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Implementation Date
<p>4. The evidence and key findings in relation to accessibility, inclusivity and environmental sustainability contained within this letter and the attached matrix (<i>Appendix H</i>) are used to inform the development of the Preferred Strategy for the RLDP as part of addressing and meeting the needs of the individuals and communities in Cardiff as well as the Council's environmental responsibilities.</p>	Accepted	<p>Agree that the evidence and key findings of the Scrutiny Task and Finish Group in relation to accessibility, inclusivity and environmental sustainability are used to inform the Preferred Strategy for the RLDP,.</p>	Simon Gilbert/ Stuart Williams	Autumn 2022
<p>5. That Scrutiny be prioritised in future stages of the RLDP, with early sight of RLDP consultation documents to enable their feedback to be considered prior to them being finalised for publication.</p>	Accepted	<p>Agree that engagement with Scrutiny be prioritised in future stages of the RLDP</p>	Simon Gilbert/ Stuart Williams	Autumn 2022
<p>6. That all political groups are provided with an early draft of RLDP consultation documents for consideration before being finalised so that</p>	Accepted	<p>Agree that an early draft of the RLDP consultation documents can be shared with the Scrutiny Task and Finish Group so they can provide comment and</p>	Simon Gilbert/ Stuart Williams	Autumn 2022

Recommendation	Accepted, Partially Accepted or Not Accepted	Cabinet Response	Responsible Officer	Implementation Date
they can also provide comment and suggest amendments for incorporation		suggest amendments for incorporation		

DRAFT

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

26 SEPTEMBER 2022

**ENVIRONMENTAL SCRUTINY COMMITTEE – WORK PROGRAMME
REVIEW 2022/23**

Purpose of Report

1. To enable Members of the Committee to agree and approve their Work Programme for 2022/23.

Background

2. The Council's Constitution states that each Scrutiny Committee will set their own work programme. This is traditionally undertaken at the beginning of a municipal year and updated as the work progresses. As with other years, the work programme needs to be carefully constructed so that the time available to the Committee is used most effectively in order to maximise the impact of Scrutiny.
3. The Environmental Scrutiny Committee's Terms of Reference provide the Committee with the responsibility for the scrutiny of a number of specific service areas. A copy of the terms of reference has been attached to this document as **Appendix A**.
4. Scrutiny plays an essential role in promoting accountability, efficiency and effectiveness in the Council's decision-making process and the way in which it delivers services. The main roles of the Scrutiny Committees are:
 - i. Holding to account the Cabinet and officers, as decision-makers.
 - ii. Being a '*critical friend*', questioning how decisions have been made, providing a '*check and balance*' to decision makers and undertaking reviews of services and policy.
 - iii. Providing a voice for citizens.

5. The construction of a work programme involves obtaining information from a range of sources, these may include:
 - Information from the relevant Directorates;
 - Relevant extracts from relevant corporate documents - including Cabinet Forward Plan, Capital Ambition, Corporate Plan, Recovery & Renewal Plans, Directorate Delivery Plans, budgetary information, performance information, risk register and audit reports.
 - Forthcoming UK and Welsh Government legislation and policy changes
 - Suggestions and ideas put forward by the Environmental Scrutiny Committee;
 - Member suggestions and observations;
 - Citizen and third party comments and observations;
 - Performance information.

6. Wales Audit Office, in their follow-up review of Delivering with Less – Environmental Health Services made the following proposal for improvement:
 - The Council should strengthen elected member oversight of its environmental health services, for example, through more regular scrutiny of services provided by third parties including the SRS.

7. While the Committee has discussed the Shared Regulatory Service Business Plan 2022/23, more work could be undertaken by a short scrutiny or an inquiry to understand the potential impact of budget cuts from three local authorities to the services delivered in Cardiff and the performance of these services.

Identification of Potential Items

8. At the July 2022 Committee meeting, Members agreed a number of scrutiny priorities for the remainder of the 2022/23 municipal year and asked the Chair and Principal Scrutiny Officer to create a draft work programme for discussion and potential approval at the September meeting. A copy of the draft work programme detailing the period September 2022 to March 2023 is attached to this report at **Appendix B**.

9. Each item proposed for scrutiny in **Appendix B** is supported by a suggested date; a title and description of the report; a list of invitees and consultees and

reference to the format and type of scrutiny to be undertaken. An explanation of the various forms of scrutiny that can be carried delivered are set out below:

- **Policy Development & Review** – Where the Committee contributes to the Council's policy development processes by considering draft policy documents or existing policies.
- **Inquiries** – Where the Committee undertakes an examination of a topic over a period of time, via a task & finish group, resulting in a formal report to the Cabinet. These can be short inquiries, such as deep dives, or longer inquiries, as required.
- **Short Scrutiny Studies** – Where the Committee examines a particular service or issue over one or two committee meetings. Frequently such scrutiny activity results in a letter being sent to the relevant Cabinet Member with recommendations or comments.
- **Pre Decision** – Where the Committee evaluates and comments on proposals before they go to the Cabinet, giving the Cabinet the opportunity to reflect upon Scrutiny views prior to making their decision.
- **Monitoring Performance & Progress** – Where the Committee undertakes monitoring of the Council's performance and progress in implementing actions previously agreed.

10. When developing a scrutiny work programme it is important prioritise where work resources are allocated. This means that items should be prioritised to ensure quality over quantity, achievability, deliverability and impact. In following this approach items should:

- **Focus** – Be based on issues that impact on Cardiff citizens.
- **Add Value** – Where possible enhance the work of the Council in delivering services to our citizens.
- **Involve** - Involve partners, stakeholders and the public in scrutiny process.
- **Demonstrate Flexibility** – The work programme should be reviewed regularly to reflect changing priorities.
- **Agreed by Committee** – Work programme items should be agreed by the whole Committee working as a team.

- **Thematic** – The Committee should consider wider issues rather than only focusing on Council services.
- **Balance** – The work programme should be balanced and include items from across the terms of reference.
- **Team work** – In delivering the work programme councillors should leave party politics at the door, work as a team and focus on wider issues that impact on all Cardiff citizens.

11. In setting their work programme, Members have been mindful of Audit Wales advice for scrutiny committees to aim to achieve committee meetings within reasonable timeframes, whilst maintaining robust and appropriate levels of scrutiny across the terms of reference. Key to this is ensuring agendas are of a manageable size, work occurs outside of committee meetings and Members are provided the option to adjourn a committee meeting if more time is required than originally anticipated.

12. This timeframe takes on added significance with meetings held remotely, given advice to keep remote meetings as short as possible. Scrutiny Chairs have discussed the length of meetings and decided to aim to keep meetings to 2.5 hours, where possible.

Forward Work Plan September – December 2022

13. As part of the Council's response to the Wales Audit Office report '*Overview and Scrutiny - Fit for the Future?*' (July 2018), the Head of Democratic Services has introduced publication of the Committee's "Forward Work Programme" (FWP) on the Council's internet site.

Way Forward

14. Members are invited to consider whether any further amendments are required to the draft work programme attached at **Appendix B** and subsequently agree the Environmental Scrutiny Committee Work Programme for 2022/23. Members are reminded of the need to retain some flexibility in the work programme to enable new items to be added during the year as necessary.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i. Consider the contents of this report and its Appendices;
- ii. Consider and agree any amendments to the draft work programme; and
- iii. Consider the inclusion of scrutiny of the Shared Regulatory Services as recommended by Wales Audit Office

DAVINA FIORE
Director of Governance & Legal Services
20 September 2022

Environmental Scrutiny Committee – Terms of Reference

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

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

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

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

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ENVIRONMENTAL SCRUTINY COMMITTEE WORK PROGRAMME 2022-23

Meeting Dates	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
10 November 2022 (Cabinet Date - 17 November 2022)	Information Report	Local Development Plan - Annual Monitoring Report To review the content of the sixth Cardiff Local Development Plan Annual Monitoring Report that was received by Cabinet and submitted to Welsh Government, in October. The item will provide Members with an opportunity to assess the progress made against the current Local Development Plan and consider any future developments to inform the RLDP.	Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning Representatives from the Planning, Transport & Environment Directorate
10 November 2022	Task & Finish	Cabinet Response to the RLDP letter To consider the Cabinet response to the recommendations made by the Task & Finish Inquiry	Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning Representatives from the Planning, Transport & Environment Directorate
08 December 2022 (Cabinet Date – 15 December)	Pre-Decision	One Planet Cardiff To report on progress since the approval of the Strategy, to confirm the Annual Carbon Monitoring results to be reported to Welsh Government, and to approve an updated action plan with additional short term projects and ambitions.	LeaderCllr Caro Wild, Cabinet Member for Climate Change Representatives from the Planning, Transport & Environment Directorate
08 December 2022	Pre-Decision	Air Quality Management inc Castle Street This is the annual statutory report which outlines the results of air quality monitoring undertaken on behalf of Cardiff Council by Shared Regulatory Services. The report also provides an update on the implementation of measures as part of the city wide Air Quality Action Plan and will also provide an update to the implementation of the Clean Air Plan to demonstrate compliance on Castle Street	Cllr Caro Wild, Cabinet Member for Climate Change. Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning. Representatives from the Planning, Transport & Environment Directorate Representatives from Shared Regulatory Services

Meeting Dates	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
12 January 2022 (Cabinet Date - 19 January)	Pre-Decision	<p>LDP- Preferred Strategy</p> <p>The Council commenced preparation of the Replacement LDP in March 2021. Consultation to date has been undertaken on the Vision, Issues and Objectives for the plan and Strategic Growth and Spatial Options. The comments received during these consultations together with the findings of evidence base studies and assessments have been considered and have informed the preparation of the Preferred Strategy which is the first formal stage of consultation on the Replacement LDP.</p> <p>This report enables the Committee to consider the Preferred Strategy for the Replacement LDP ahead of the proposed consultation early in 2023</p>	<p>Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning.</p> <p>Representatives from the Planning, Transport & Environment Directorate</p>
31 January 2022	Pre-Decision	<p>Biodiversity & Resilience of Ecosystems Duty (BRED) Forward Plan</p> <p>All public bodies have a statutory duty to prepare and publish and BRED Forward Plan under the Environment (Wales) Act. Cardiff prepared a BRED Forward Plan in 2019 which, under the Act, needs to be reviewed every three years.</p> <p>Cardiff has declared a nature emergency by agreeing to sign the Edinburgh Declaration.</p> <p>The BRED Forward Plan is essentially a strategy to protect and enhance green infrastructure, including an action plan explaining what actions we are undertaking as a Council to meet this duty. This is a corporate duty and requires input from many service areas including Parks, Planning, Highways as well as wider colleagues.</p> <p>Significant work is required to engage with colleagues and prepare a draft BRED FP in advance of the reporting deadlines</p>	<p>Cllr Caro Wild, Cabinet Member for Climate Change</p> <p>Representatives from the Planning, Transport & Environment Directorate</p>

Meeting Dates	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
12 January 2022	Pre-Decision	<i>Highways Asset Management Plan</i>	<i>Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning. Representatives from the Planning, Transport & Environment Directorate</i>
12 January 2022	Pre-Decision	<i>Castle Street Final proposal</i>	<i>Cllr Caro Wild, Cabinet Member for Climate Change Representatives from the Planning, Transport & Environment Directorate</i>
12 January 2022	Pre-Decision	WelTAG 1 (Charging Levy)	<i>Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning. Representatives from the Planning, Transport & Environment Directorate</i>
20 February 2022 (Cabinet Date - 23 February)		Corporate Plan	
20 February 2022		Budget Proposals	
16 March 2022 (Cabinet Date - 23 March)		RLDP - Consultation response	

Briefings/Reports/ Updates outside of Committee

Date	Type of Scrutiny	Title and Description	Contact Officer
October	Briefing Report	Month 4 - Budget Monitoring Report. Capturing areas relevant to this Committee. Budget monitoring reports to be circulated to Committee Members highlighting the key points relevant to Committee. Purpose – to identify at an early stage pressures, over/under spends, monitor particular areas of interest for the Committee.	
December	Briefing Report	Month 6 - Budget Monitoring Report. Capturing areas relevant to this Committee.	
March	Briefing Report	Month 9 - Budget Monitoring Report. Capturing areas relevant to this Committee.	

Further Items for Scheduling

Potential Date	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
TBC	TBC	Bus Strategy	
TBC	TBC	Intelligent Transport Strategy [ITS]	
TBC	TBC	Electric Vehicle Strategy	
TBC	TBC	Park & Ride Strategy	
TBC	TBC	Bereavement Services Strategy	
TBC	TBC	Registration Services Strategy	

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COMMITTEE BUSINESS - CORRESPONDENCE REPORT

Background

1. Following most Committee meetings, the Chair writes a letter to the relevant Cabinet Member or officer, summing up the Committee's comments and recommendations regarding the issues considered.
2. Since the Local Government election and the start of the new administration in May 2022, the following letters have been sent and the current position is set out below:
 - i. *Response received*– from the Cabinet Member for Transport and Strategic Planning, regarding the Welsh Government Bus White Paper Consultation (*Subsequent to 16 June 2022 Committee*).
 - ii. *Awaiting response* – from the Cabinet Member for Transport and Strategic Planning, regarding Planning Transport & Environment Directorate Delivery Plan for 2022/23 (*Subsequent to 7 July 2022 Committee*)
 - iii. *Awaiting response* – from the Cabinet Member for Climate Change, regarding Planning Transport & Environment Directorate Delivery Plan for 2022/23 (*Subsequent to 7 July 2022 Committee*)
 - iv. *Awaiting response* – from the Cabinet Member for Climate Change, regarding the Recycling Strategy for Cardiff (*Subsequent to 26 September 2022 Committee*)
 - v. *Awaiting response* – from the Cabinet Member for Transport and Strategic Planning, regarding the Shared Regulatory Services Business Plan for 2022/23 (*Subsequent to 13 October 2022 Committee*)
 - vi. *Response received*– from the Cabinet Member for Transport and Strategic Planning, regarding the Electric Bus grant scheme (*Subsequent to 13 October 2022 Committee*).
3. Copies of the Chair's letters and responses received can be found on the Council's website page for the relevant Committee meeting, with a hyperlink provided at the top of the page, entitled '*Correspondence Following Committee Meeting*'.

Way Forward

4. During their meeting, Members will have the opportunity to reflect on the correspondence update.

Legal Implications

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

Financial Implications

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

RECOMMENDATIONS

The Committee is recommended to reflect on the update on committee correspondence.

Davina Fiore

Director, Governance and Legal Services

4 November 2022