

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 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 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 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
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 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	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 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 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

<i>Local Centre</i>	<i>Total No of Units</i>	<i>No active A1 (retail) units</i>	<i>Percentage of Active A1 (retail) units</i>
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
<p>1) Work: 2014 = 45.2% 2015 = 45.0% (↓) - 0.2% 2016 = 48.1% (↑) +3.1%</p> <p>2) Education: 2014 = 57.8% 2015 = 50.4% (↓) - 7.4% 2016 = 59.6% (↑) +9.2%</p> <p>3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) - 1.1% 2016 = 67.9% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) - 1.9% 2016 = 45.6% (↑) +4.3%</p>	<p>1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3%</p> <p>2) Education: 2016 = 59.6% 2017 = 55.9% (↓) - 3.7%</p> <p>3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) - 3.2%</p> <p>4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) - 6.8%</p>	<p>1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3%</p> <p>2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1%</p> <p>3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6%</p> <p>4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%</p>	<p>1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2%</p> <p>2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6%</p> <p>3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4%</p> <p>4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1%</p>	<p>All Journeys:</p> <p>1st April 2019 to 16th March 2020 (pre-pandemic average) = 50%</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 48% (↓) -2%</p>	<p>All Journeys:</p> <p>1st April 2020 to 31st March 2021 (average during pandemic) = 48% (↓) -2%</p> <p>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%	5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) - 3.8%	5) Leisure: 2017 = 56.4% 2018 = 58.8% (↑) +2.5%	5) Leisure: 2018 = 58.8% 2019 = 63.7% (↑) +4.9%		
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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.

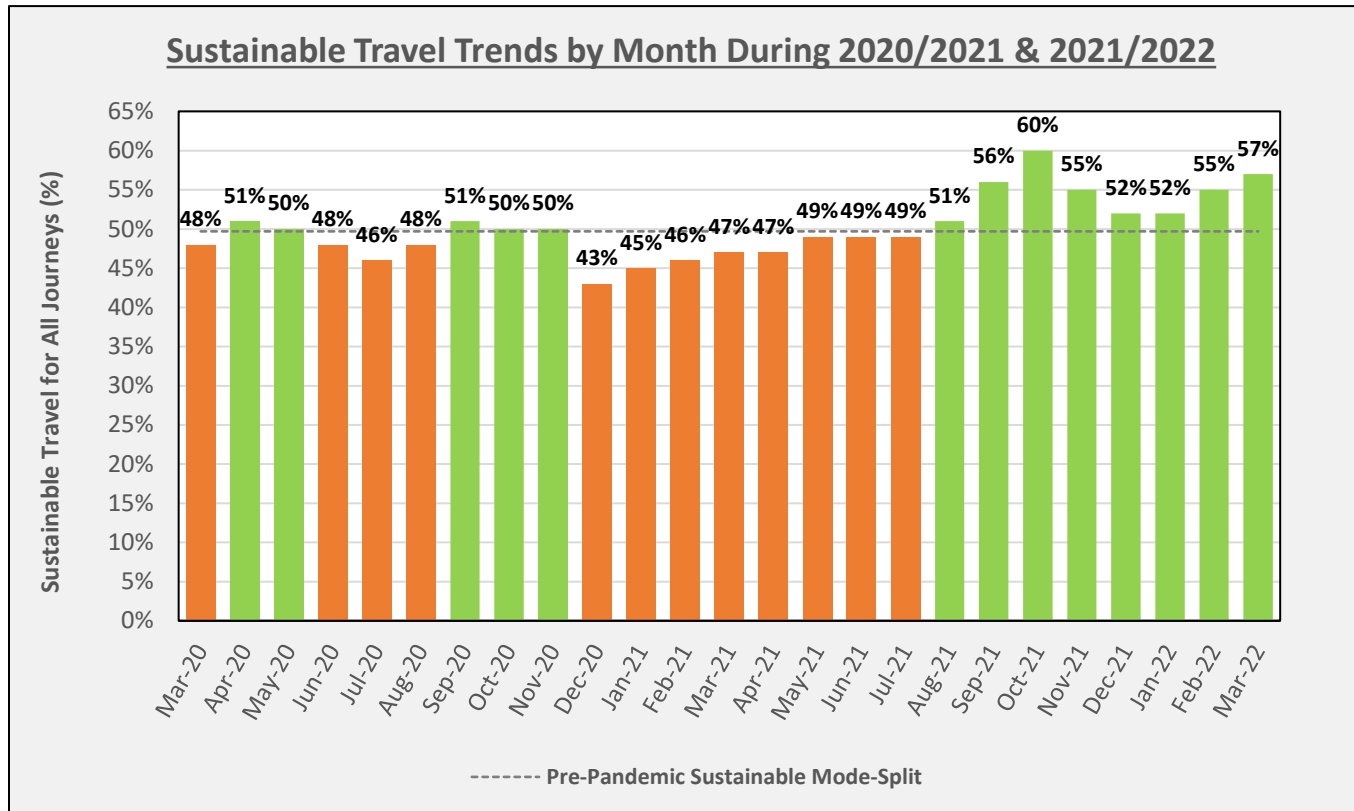
With the figures below in mind, Cardiff appears to be making progress towards its ambitious aspirations as set you in the Transport White Paper, i.e. to achieve 37:63 (car vs. sustainable) mode-split by 2025 and 24:76 by 2030.

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.

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

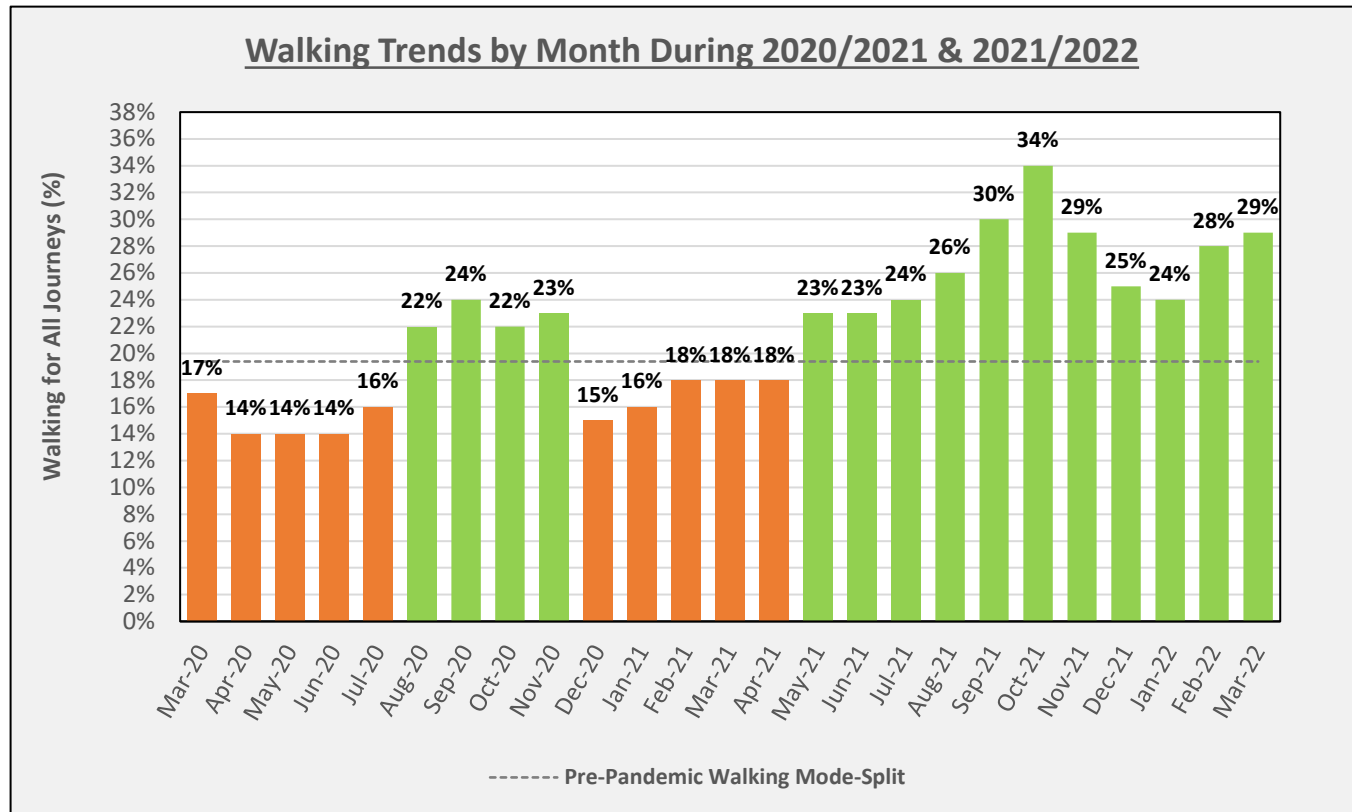
<p>1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3%</p> <p>2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0%</p> <p>3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -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 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
1) Work:	1) Work:	1) Work:	1) Work:	All Journeys:	All Journeys:

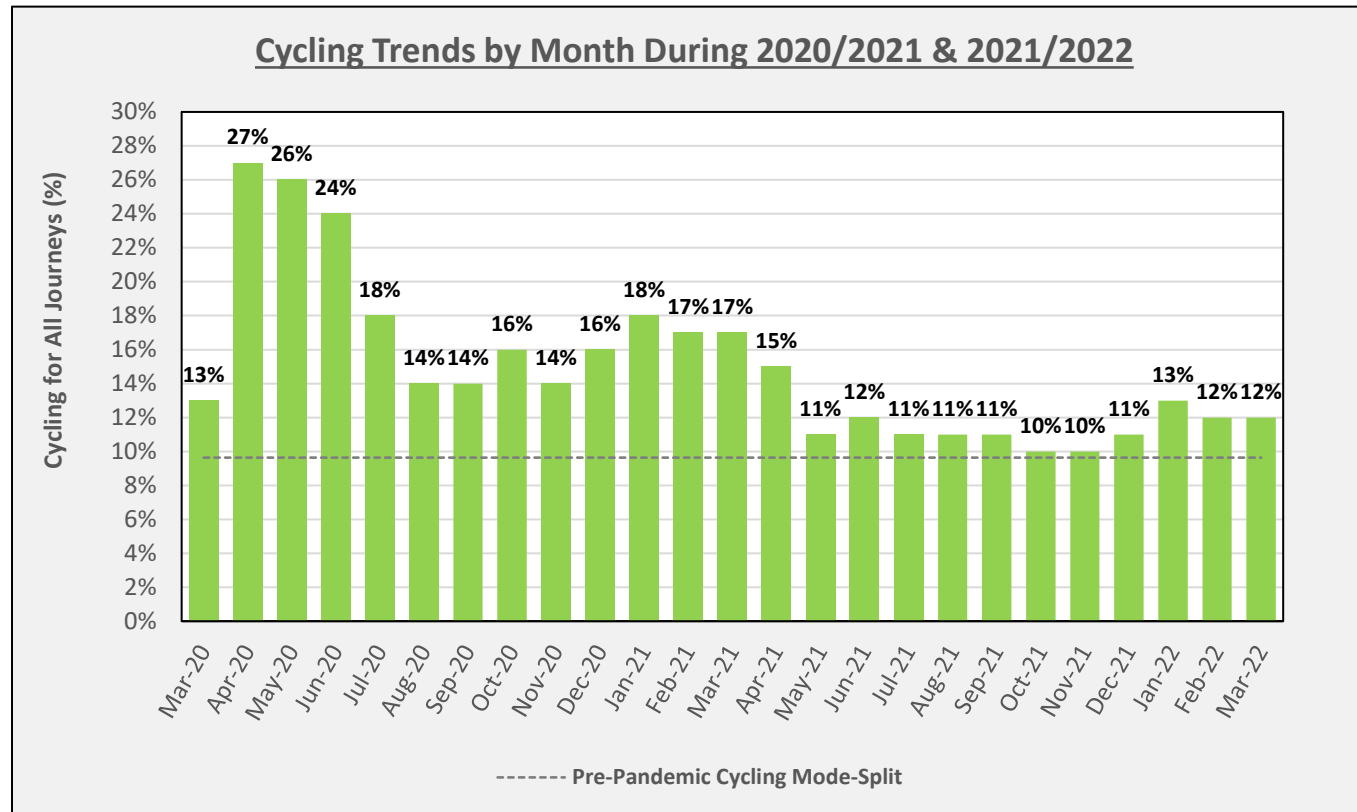
<p>2014 = 10.6%</p> <p>2015 = 10.0% (↓) -0.6%</p> <p>2016 = 11.3% (↑) +1.3%</p> <p>2) Education:</p> <p>2014 = 9.5%</p> <p>2015 = 8.9% (↓) - 0.6%</p> <p>2016 = 9.6% (↑) +0.7%</p> <p>3) Shopping (City Centre):</p> <p>2014 = 5.9%</p> <p>2015 = 5.9% () +0%</p> <p>2016 = 6.6% (↑) +0.7%</p> <p>4) Shopping (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% 2) Education: 2014 = 13.0% 2015 = 11.6% (↓) - 1.4% 2016 = 12.8% (↑) +1.2% 3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2016 = 26.7% (↓) - 2.7% 4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) - 0.2%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) - 0.3% 2) Education: 2016 = 12.8% 2017 = 10.7% (↓) - 2.1% 3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) - 1.4% 4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) - 1.7%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9% 2) Education: 2017 = 10.7% 2018 = 10.5% (↓) - 0.2% 3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) - 1.8% 4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) - 0.1%	1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3% 2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9% 3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3% 4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (↑) +3.1%	All Journeys by Public Transport (Bus and Rail Combined): 1st April 2019 to 16th March 2020 (pre-pandemic average) = 17% 1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%	All Journeys by Public Transport (Bus and Rail Combined): 1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8% 1st April 2021 to 31st March 2022 (average during pandemic) = 11% (↑) +2%

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%		

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.

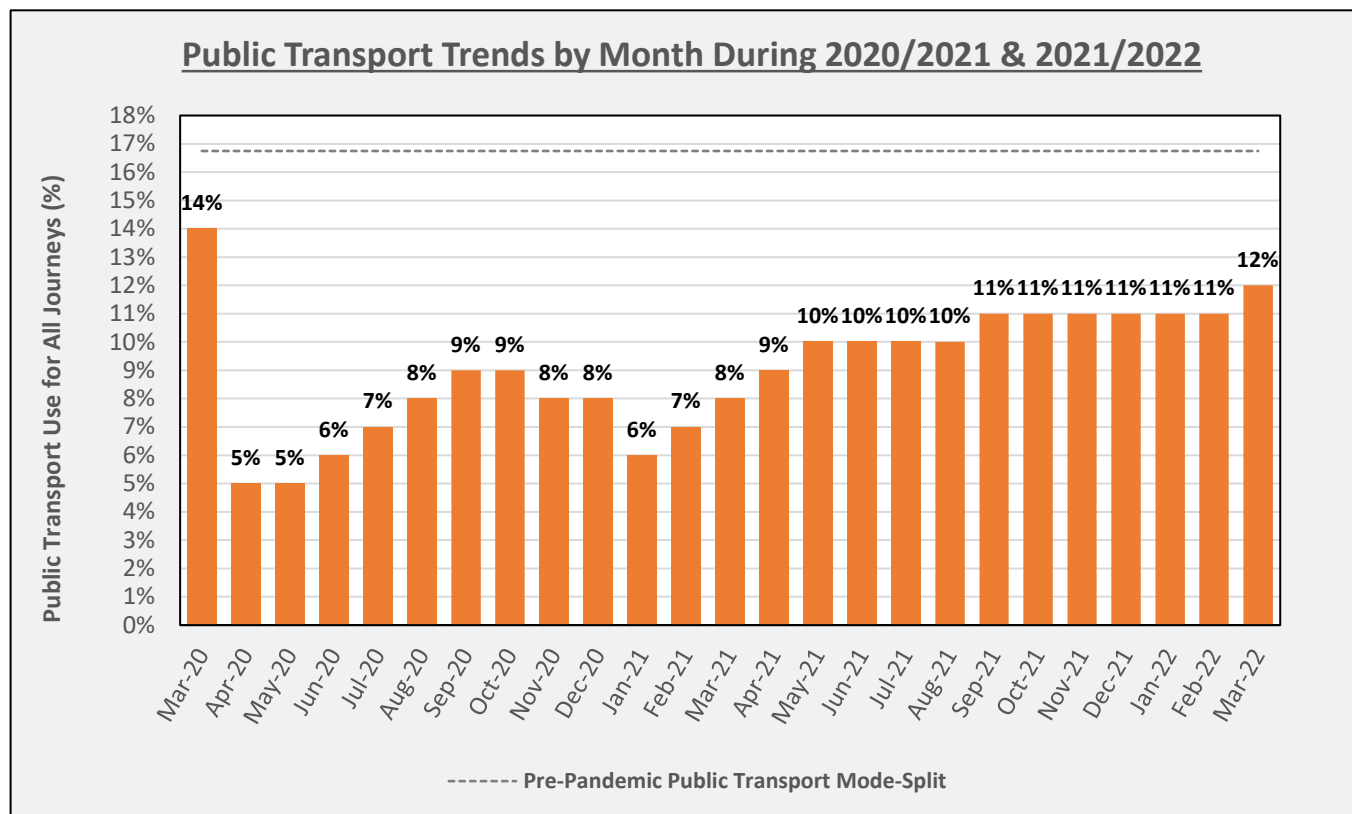
In considering 1.17.1 in context, key bus-related events in the timeline are set out in table 1.17.3 below.

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%		

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.

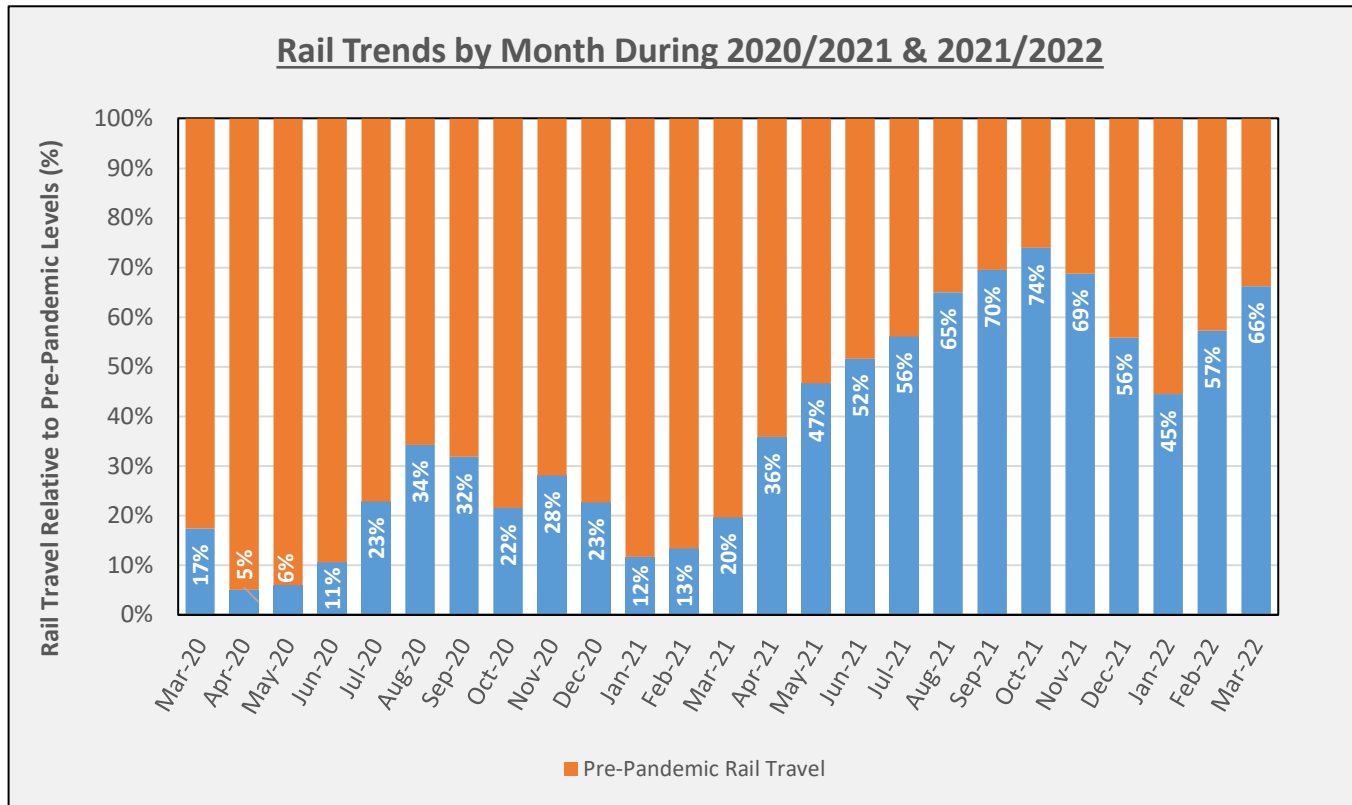
In considering 1.18.1 in context, key rail-related events in the timeline are set out in table 1.18.2 below.

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

Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2015 = 50.4% 2016 = 55.2% (↑) +4.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2016 = 55.2% 2017 = 43.9% (↓) -11.3%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2017 = 43.9% 2018 = 46.7% (↑) +2.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2018 = 46.7% 2019 = 30.8% (↓) -15.9%	Average Traffic Journey Time Reliability in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = +34% (↑) Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = 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% ()
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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 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
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.	
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Analysis

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.

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.

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.

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

The current proposals for the new interchange are as follows –

- 14 bus 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%)

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

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>

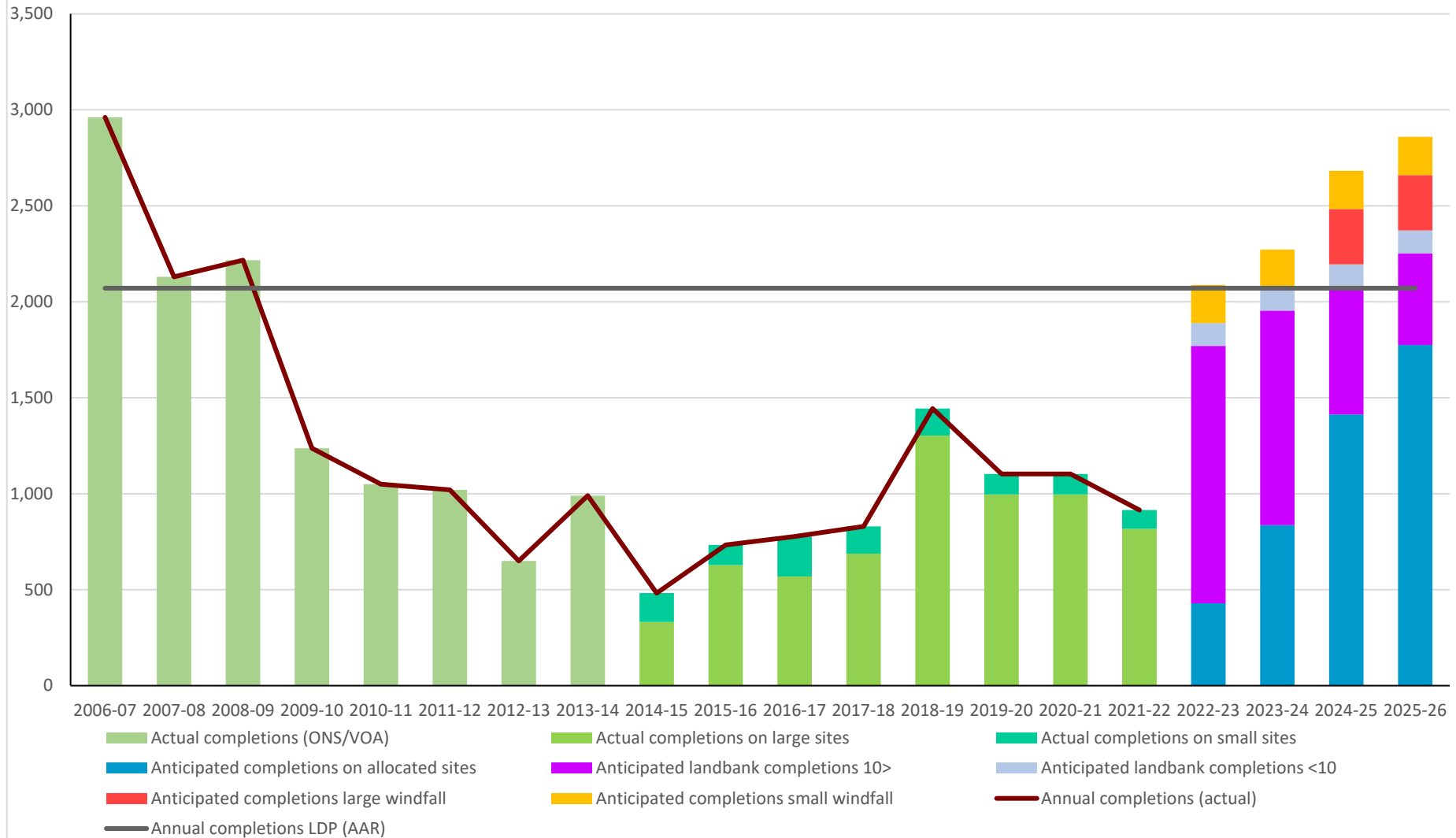
“Table 21A” - Comparison of Housing Completions against LDP Average Annual Requirement (LDP)

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.

Housing Development Trajectory 2022-2026



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

Relevant LDP Policies: KP1

Indicator reference: OB2 SO2

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

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

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.

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.

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.

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					
No action is required at present. Continue to monitor.					

Topic Area: Topic Area: Number of Windfall Units Completed

Relevant LDP Policies: KP1

Indicator reference: OB2 SO5

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

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 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 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 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
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.					
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Analysis

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.

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.

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.

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.

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.

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

		site(s) required to meet long term need for 65 pitches by May 2021			
Performance 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
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.					
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Analysis

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.

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.

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.

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.

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.

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 1st April 2017 there had been no	As at 1st April 2018 there had been no	As at 1st 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
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Analysis

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:

- 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 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.

Recommendations

No action is required at present. Continue to monitor

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S012

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

Indicator		Target			Trigger	
LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.		500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0			Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st 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 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 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 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	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.
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Analysis

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 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 Cardiff Council.

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:

- 14/02891 (Outline Application) for up to 1,000 dwellings
- 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started
- 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction
- 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction

It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be submitted.

As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.

Recommendations

No action is required at present. Continue to monitor.

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

Relevant LDP Policies: KP2

Indicator reference: OB2 S017

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

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

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:

- 14/02891 (Outline Application) for up to 1,000 dwellings
- 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started
- 19/2053 (Reserved Matters) Phase 1B & 1C, Churchlands permission for 92 dwellings under construction
- 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction

It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be submitted.

As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.

Recommendations

No action 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 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
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 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
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 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 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 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 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 SNCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

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

Indicator		Target		Trigger	
LOCAL The number of planning permissions granted on SSSI or SINC designated areas.		No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies		1 application permitted for development in any 1 year	
Performance 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 were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's 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 SINC 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 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 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 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 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 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 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 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 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 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: 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 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 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 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 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 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 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 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 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					
<p>During the monitoring period three applications were approved for development within minerals buffer zones:</p> <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 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 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 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 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

- 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.

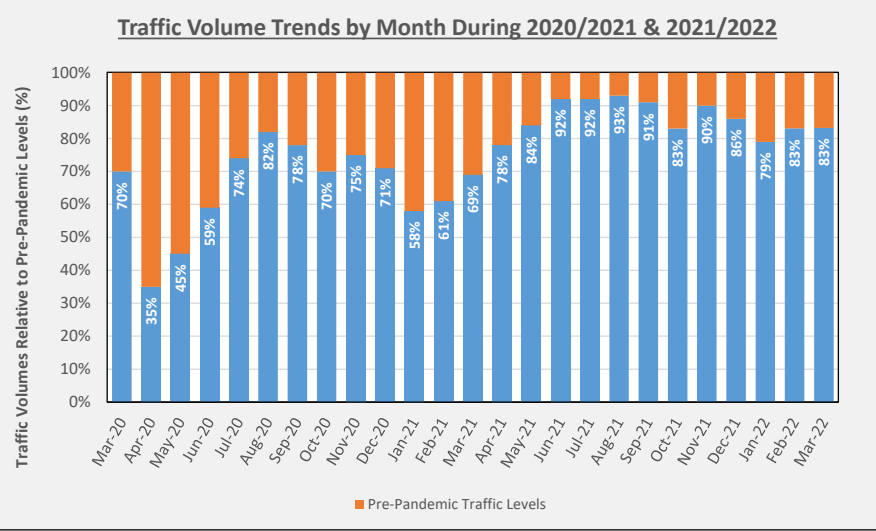
The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring 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.

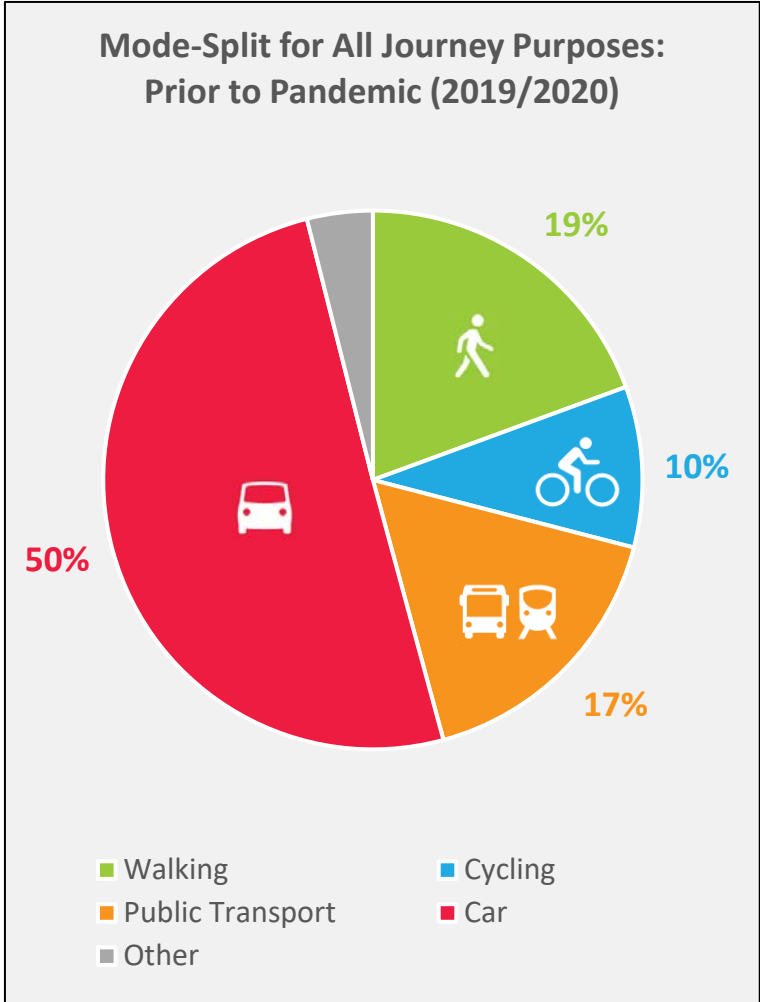
SA objective	Indicator	Target	Data	Commentary
1. Help deliver equality of opportunity and access for all	The percentage of population in the 100 most deprived wards in Wales	Reduction	12% is the 2015 baseline 2019 10% (↓)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% of 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> <div data-bbox="1227 528 2130 1066" data-label="Figure"> <table border="1"> <caption>Estimated data from the Air Quality graph</caption> <thead> <tr> <th>Month</th> <th>City Centre AQMA (%)</th> <th>Newport Road AQMA (%)</th> </tr> </thead> <tbody> <tr><td>Apr 2020</td><td>45</td><td>70</td></tr> <tr><td>May 2020</td><td>40</td><td>65</td></tr> <tr><td>Jun 2020</td><td>35</td><td>65</td></tr> <tr><td>Jul 2020</td><td>20</td><td>35</td></tr> <tr><td>Aug 2020</td><td>35</td><td>55</td></tr> <tr><td>Sep 2020</td><td>55</td><td>75</td></tr> <tr><td>Oct 2020</td><td>50</td><td>75</td></tr> <tr><td>Nov 2020</td><td>75</td><td>95</td></tr> <tr><td>Dec 2020</td><td>75</td><td>75</td></tr> <tr><td>Jan 2021</td><td>80</td><td>75</td></tr> <tr><td>Feb 2021</td><td>70</td><td>65</td></tr> <tr><td>Mar 2021</td><td>70</td><td>60</td></tr> <tr><td>Apr 2021</td><td>60</td><td>85</td></tr> <tr><td>May 2021</td><td>35</td><td>45</td></tr> <tr><td>Jun 2021</td><td>35</td><td>45</td></tr> <tr><td>Jul 2021</td><td>35</td><td>45</td></tr> <tr><td>Aug 2021</td><td>40</td><td>45</td></tr> </tbody> </table> </div>	Month	City Centre AQMA (%)	Newport Road AQMA (%)	Apr 2020	45	70	May 2020	40	65	Jun 2020	35	65	Jul 2020	20	35	Aug 2020	35	55	Sep 2020	55	75	Oct 2020	50	75	Nov 2020	75	95	Dec 2020	75	75	Jan 2021	80	75	Feb 2021	70	65	Mar 2021	70	60	Apr 2021	60	85	May 2021	35	45	Jun 2021	35	45	Jul 2021	35	45	Aug 2021	40	45
Month	City Centre AQMA (%)	Newport Road AQMA (%)																																																								
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May 2021	35	45																																																								
Jun 2021	35	45																																																								
Jul 2021	35	45																																																								
Aug 2021	40	45																																																								
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs)	No loss of area	No loss of area	It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission																																																						

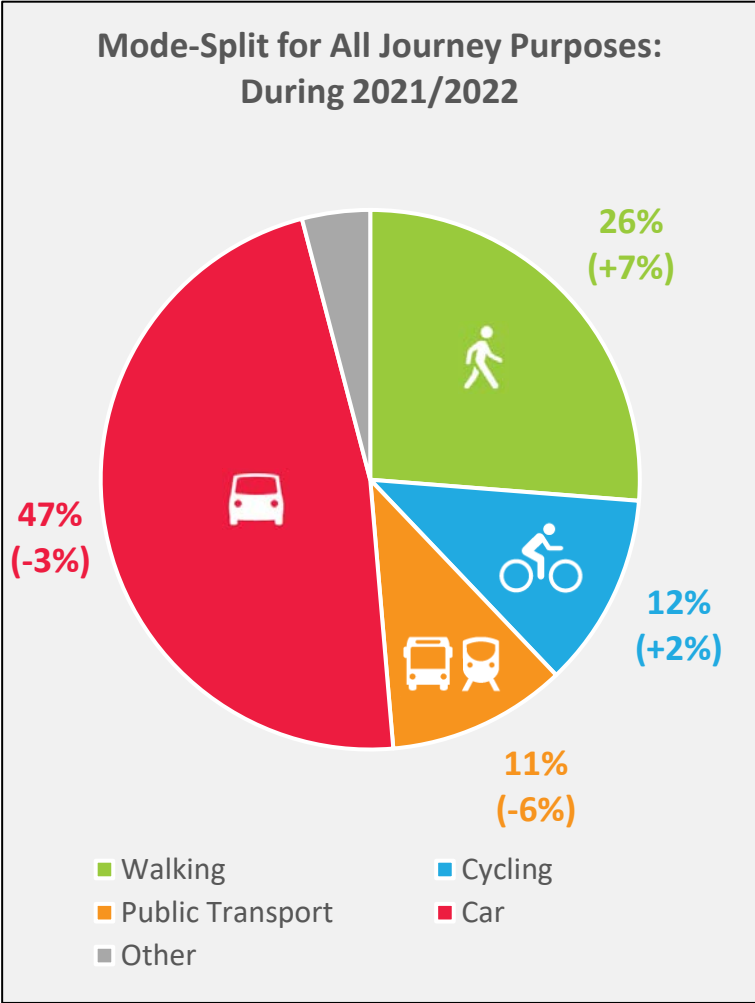
SA objective	Indicator	Target	Data	Commentary
	and SINCs, ancient woodland)			
	Condition of SSSIs	No reduction in condition	No reduction in condition	It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is 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%	<p>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.</p>

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 illustrates 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															
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Other	3%															

SA objective	Indicator	Target	Data	Commentary																		
			2018 = 6.4% (↓) 2019 = 6.6% (↑) Education Walking: 2016 = 27.6% 2017 = 23.3% (↓) 2018 = 26.6% (↑) 2019 = 21.9% (↓) Cycling: 2016 = 9.6% 2017 = 12.8% (↑) 2018 = 14.0% (↑) 2019 = 15.7% (↑) Bus: 2016 = 12.8% 2017 = 10.7% (↓) 2018 = 10.5% (↓)	<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% (a 9% increase), Cycling for 18% (an 8% increase), and Public Transport for 7% (a 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	-	-
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			<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%, a 7% increase. Cycling is at 12%, a 2% increase. Public Transport accounts for 11%, a 6% decrease. Other modes represent 4% of the total.</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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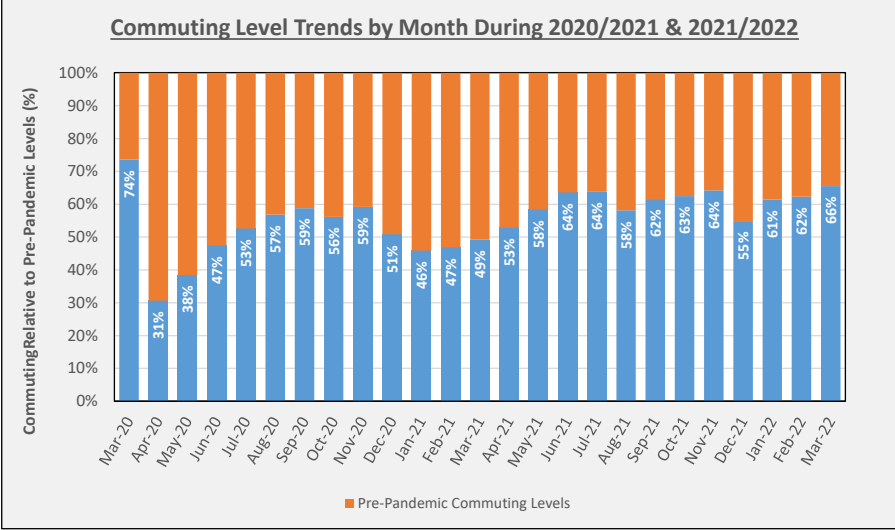
SA objective	Indicator	Target	Data	Commentary
			Bus: 2016 = 26.7% 2017 = 25.3% (↓) 2018 = 23.5% (↓) 2019 = 28.8% (↑) Train: 2016 = 11.3% 2017 = 11.0% (↓) 2018 = 11.3% (↑) 2019 = 10.5% (↓) Shopping (Other) Walking: 2016 = 23.5% 2017 = 19.9% (↓) 2018 = 21.1% (↑) 2019 = 23.4% (↑)	

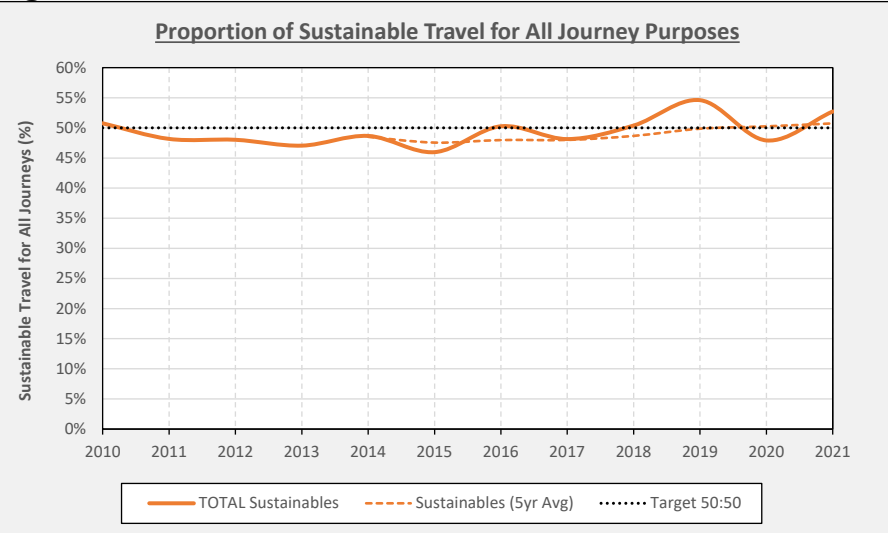
SA objective	Indicator	Target	Data	Commentary
			<p>Cycling: 2016 = 6.0% 2017 = 6.6% (↑) 2018 = 9.7% (↑) 2019 = 9.0% (↓)</p> <p>Bus: 2016 = 8.9% 2017 = 7.2% (↓) 2018 = 7.1% (↓) 2019 = 10.2% (↑)</p> <p>Train: 2016 = 4.4% 2017 = 2.7% (↓) 2018 = 3.2% (↑) 2019 = 3.9% (↑)</p> <p>Leisure</p> <p>Walking: 2016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

SA objective	Indicator	Target	Data	Commentary
			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>

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			2020 = 47.9% (↓) -6.7% 2021 = 52.7% (↑) +4.8% 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 data-bbox="1227 309 1458 344">Figure SA 4.4.1</p>  <table border="1" data-bbox="1234 344 2123 879"> <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>47.6</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>48.7</td><td>50.0</td></tr> <tr><td>2019</td><td>55.0</td><td>49.9</td><td>50.0</td></tr> <tr><td>2020</td><td>48.0</td><td>50.2</td><td>50.0</td></tr> <tr><td>2021</td><td>53.0</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	47.6	50.0	2016	50.0	48.0	50.0	2017	48.0	48.0	50.0	2018	50.0	48.7	50.0	2019	55.0	49.9	50.0	2020	48.0	50.2	50.0	2021	53.0	50.7	50.0
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				<p>Figure SA 4.4.2</p> <table border="1"> <caption>Sustainable Travel Trends by Month During 2020/2021 & 2021/2022</caption> <thead> <tr> <th>Month</th> <th>Total Sustainable Travel (%)</th> </tr> </thead> <tbody> <tr><td>Mar-20</td><td>48%</td></tr> <tr><td>Apr-20</td><td>51%</td></tr> <tr><td>May-20</td><td>50%</td></tr> <tr><td>Jun-20</td><td>48%</td></tr> <tr><td>Jul-20</td><td>46%</td></tr> <tr><td>Aug-20</td><td>48%</td></tr> <tr><td>Sep-20</td><td>51%</td></tr> <tr><td>Oct-20</td><td>50%</td></tr> <tr><td>Nov-20</td><td>50%</td></tr> <tr><td>Dec-20</td><td>43%</td></tr> <tr><td>Jan-21</td><td>45%</td></tr> <tr><td>Feb-21</td><td>46%</td></tr> <tr><td>Mar-21</td><td>47%</td></tr> <tr><td>Apr-21</td><td>47%</td></tr> <tr><td>May-21</td><td>49%</td></tr> <tr><td>Jun-21</td><td>49%</td></tr> <tr><td>Jul-21</td><td>49%</td></tr> <tr><td>Aug-21</td><td>51%</td></tr> <tr><td>Sep-21</td><td>56%</td></tr> <tr><td>Oct-21</td><td>60%</td></tr> <tr><td>Nov-21</td><td>55%</td></tr> <tr><td>Dec-21</td><td>52%</td></tr> <tr><td>Jan-22</td><td>52%</td></tr> <tr><td>Feb-22</td><td>55%</td></tr> <tr><td>Mar-22</td><td>57%</td></tr> </tbody> </table>	Month	Total Sustainable Travel (%)	Mar-20	48%	Apr-20	51%	May-20	50%	Jun-20	48%	Jul-20	46%	Aug-20	48%	Sep-20	51%	Oct-20	50%	Nov-20	50%	Dec-20	43%	Jan-21	45%	Feb-21	46%	Mar-21	47%	Apr-21	47%	May-21	49%	Jun-21	49%	Jul-21	49%	Aug-21	51%	Sep-21	56%	Oct-21	60%	Nov-21	55%	Dec-21	52%	Jan-22	52%	Feb-22	55%	Mar-22	57%
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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 Pentreban 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
			<p>18/01705/MJR – Cardiff Transport Interchange (by TfW) £1.76 million</p> <p>SSC. NW Cardiff:</p> <p>14/02157/MJR – Land North & South of Llantrisant Road £0.61 million</p> <p>14/02733/MJR – Plasdŵr £26.03 million</p> <p>16/00106/MJR - Goitre Fach Farm £1.29 million</p>	<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 Pontprennau 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 Pentrebanne 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 Pentrebanne 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 Pentrebane:</p> <ul style="list-style-type: none"> • New Pentrebane Road priority access junction to accommodate safe & convenient 2-way bus movement, with associated footway & cycle provision • Provision of bus stop & bus turning circle, with 3m wide segregated cycleways, 2m wide footways & 6.1m carriageways to promote sustainable travel • Secure cycle parking, including covered cycle parking at Fairwater Station & at key bus stops • Improvements to Llantrisant Road & Pentrebane Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & instalments) • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>SSD. North of J33</p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> • 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces • Bus gate between the M4 and Llantrisant Road

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 Pontpennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road • Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons
	Permissions granted for highly 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
			2017 = 36.1% (↓) 2018 = 40.6% (↑) 2019 = 37.6% (↓) Shopping (City Centre): 2015 = 22.4% 2016 = 25.0% (↑) 2017 = 23.9% (↓) 2018 = 29.2% (↑) 2019 = 28.4% (↓) Shopping (Other): 2015 = 27.5% 2016 = 29.5% (↑) 2017 = 26.5% (↓) 2018 = 30.8% (↑) 2019 = 32.4% (↑)	Figure SA7.1.1 <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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