

# Cardiff LDP 7th Annual Monitoring Report

October 2023



# **Cardiff Local Development Plan 7<sup>th</sup> Annual Monitoring Report 2023**

**Based on data collected for period  
1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023**

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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 seventh AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023. The first, second and third AMRs was published on 31<sup>st</sup> October 2017, 31<sup>st</sup> October 2018 and 31<sup>st</sup> October 2019. Due to the Covid pandemic Welsh Government did not require Local Planning Authorities to submit and publish an AMR by the 31<sup>st</sup> 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 31<sup>st</sup> October 2021 and sixth AMR on 31<sup>st</sup> October 2022. This data over the last six years provides comparative analysis which enables the Council to evidence the emergence of trends.

### **Key Findings of the Seventh Monitoring Process 2022-2023 Contextual Information**

A summary of the relevant contextual material that has been published since the adoption of the Plan at a national, regional and local level, along with general economic trends is included in Section 3. The implications of some of the contextual changes will take place over the longer term and subsequent AMRs will continue to provide updates on relevant contextual material and give further consideration to any changes which could affect the Plan's future implementation.

### **Local Development Plan Monitoring – Policy Analysis**

Section 5 assesses how the Plan's strategic policies and associated supporting policies are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of policies during the monitoring period based on the traffic light rating used in the assessment:

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

## Key Findings

This is the seventh AMR to be prepared and provides a comparison with the baseline data provided by the first, second and third and fifth and sixth AMRs published in 2017, 2018 and 2019, 2021 and 2022. As outlined above it also includes data for the fourth year of monitoring in 2020 where this was available.

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

**Housing** – Monitoring data shows good progress is being made in delivering new homes on many of the LDP strategic housing sites with a total of 3,295 new homes delivered to date. Specifically, there are new completions on 5 of the strategic housing sites:

- 626 completions have been achieved within the Cardiff Central Enterprise Zone;
- 945 completions have been achieved on the North West Cardiff strategic site;
- 317 completions have been achieved at the North of J33 strategic site.
- 341 completions have been recorded on the North East Cardiff strategic site; and
- 1,066 completions have been achieved at St Ederyns Village;

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 successfully driving the delivery of new homes at a level not seen for the last 10 years. For example, completions for the last 5 years (2018 to 2023) have averaged 1,242 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 17 years between 2006 and 2023 a total of 21,323 new dwellings were built in Cardiff which represents 52% of the overall dwelling requirement.

As evidenced above, good progress is now being made with construction of new homes on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan. It is therefore expected that housing completions over the remaining 3 years of the Plan period will continue with an increased level of new homes being delivered on the strategic housing sites.

**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 2,265 new build

affordable dwellings were completed since 2014, which represents 25% 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 3 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 7% over the monitoring period to 55%.

The proportion of all journeys overall made by walking remains largely unchanged from 2021/2022 but has increased from previous years. However, walking to school specifically has increased by 1.4% since 2021/2022. The proportion cycling overall has increased slightly from 2021/2022. Cycling levels have remained consistently higher each month than relative to prior to the pandemic. The proportion of journeys made by public transport has increased from 2021/2022. Bus use specifically has also increased over this period from 68% to 80%, following the lows experienced during the pandemic. The proportion of journeys made by public transport overall has increased from 2021/2022. Latest data indicates that as of August 2023, rail patronage has returned to around 80% of pre-pandemic levels, consistent with the current service frequency relative to that of 2019.

Traffic volumes have increased by 46% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic remains down at 95% (-5%) relative to pre-pandemic levels. Comparing published mobility data as of October 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 previous 6<sup>th</sup> AMR published in 2022.

## **Conclusions**

The 7<sup>th</sup> AMR provides a comparison with the baseline data provided by the first, second, third, fifth and sixth AMRs published in 2017, 2018, 2019, 2021 and 2022 together with data collected for the fourth year where this was available. The key conclusions in the seventh 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 28<sup>th</sup> January 2016. The LDP provides the land use framework which forms the basis on which decisions about future development in the city, including planning applications, are based.

This is the seventh AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023.

### **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. A revised timetable for preparation of the replacement plan was agreed with Welsh Government in July 2023 and a 10 week consultation on the Preferred Strategy commenced on 27<sup>th</sup> July 2023.

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

### **Environment (Wales) Act 2016**

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

### **Historic Environment (Wales) Act 2016**

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



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

### **Public Health (Wales) Act 2017**

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

### **National Planning Policy Amendments**

#### **Planning Policy Wales (Edition 10, December 2018)**

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

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

## **Local Context**

### **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.

## **Cardiff Council Corporate Plan 2023-2026 – Delivering a Stronger, Fairer, Greener Cardiff**

Sets out a 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; One Planet Cardiff; Modernising and integrating our public services.

### **Cardiff Well-Being Plan 2023-2028**

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

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 Strategy**

In compliance with the requirements of the Welsh language standards the Council implements a five-year strategy to promote and facilitate the use of Welsh. The first revision to the strategy runs from 2022 to 2027 and includes a target to increase the number and percentage of Welsh speakers and learners in Cardiff to ensure that Cardiff plays its part in supporting the Welsh Government's vision of a million Welsh speakers by 2050.

### **Equality and Inclusion Strategy**

In 2020 the Council published a four year strategy for equality and inclusion in Cardiff. This contains the statutory Strategic Equality Objectives for 2020-2024 and the things we will do to deliver them. Four Equality Objectives were agreed in conjunction with local citizens and third sector organisations. These Equality Objectives are To develop and deliver services which are responsive to Cardiff's inequality gap; To lead the way in equality and inclusion in Wales and beyond; Cardiff is accessible to everyone who is living, visiting or working in the city; To build an inclusive and representative organisation.

## **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 (NO<sub>2</sub>) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO<sub>2</sub> set as 40µg/m<sup>3</sup>.

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 NO<sub>2</sub> 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 NO<sub>2</sub> 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 NO<sub>2</sub> 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.

## **Ageing Well Strategy 2022 to 2027**

The Ageing Well Strategy 2022 to 2027 sets out to support older people in Cardiff to live safely in their homes and communities. The key aims of the Strategy are:

- Supporting older people to stay active and connected in an age friendly city
- Supporting older people to live independently at home through strengths-based preventative services
- Working in partnership to deliver high quality sustainable care and support
- Supporting informal carers and valuing their role
- Ensuring our services meet the needs of the most vulnerable
- Proactively modernising our services

## **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 30,000 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 21<sup>st</sup> 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%
April 2022 to March 2023	70.8%	73.0%

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	<b>6.0%</b>	<b>4.9%</b>
April 2018 – March 2019	<b>4.6%</b>	<b>4.5%</b>
April 2019 – March 2020	<b>3.8%</b>	<b>3.7%</b>
April 2020 to March 2021	<b>3.8%</b>	<b>3.7%</b>
April 2021 to March 2022	<b>4.6%</b>	<b>3.8%</b>
April 2022 to March 2022	<b>3.3%</b>	<b>3.3%</b>

Source: Nomis

### Gross Weekly Pay Full-Time Workers (Earnings by Residence)

	<b>Cardiff</b>	<b>Wales</b>
April 2006 to March 2007	<b>£442.2</b>	<b>£414.8</b>
April 2007 to March 2009	<b>£453.2</b>	<b>£424.8</b>
April 2008 – March 2009	<b>£483.0</b>	<b>£444.6</b>
April 2009 – March 2010	<b>£499.3</b>	<b>£456.2</b>
April 2010 – March 2011	<b>£498.5</b>	<b>£455.1</b>
April 2011 – March 2012	<b>£495.4</b>	<b>£454.9</b>
April 2012 – March 2013	<b>£503.6</b>	<b>£475.3</b>
April 2013 – March 2014	<b>£496.4</b>	<b>£480.0</b>
April 2014 – March 2015	<b>£519.0</b>	<b>£487.6</b>
April 2015 – March 2016	<b>£534.4</b>	<b>£499.2</b>
April 2016 – March 2017	<b>£538.5</b>	<b>£505.9</b>
April 2016 – March 2017	<b>£534.4</b>	<b>£499.2</b>
April 2017 – March 2018	<b>£538.5</b>	<b>£505.9</b>
April 2018 – March 2019	<b>£536.7</b>	<b>£518.6</b>
April 2019 – March 2020	<b>£582.6</b>	<b>£540.7</b>
April 2020 to March 2021	<b>£543.6</b>	<b>£541.7</b>
April 2021 to March 2022	<b>£574.9</b>	<b>£570.6</b>
April 2022 to March 2022	<b>£627.0</b>	<b>£603.5</b>

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 2023 at £267,101 were higher than the 2006 baseline price (£154,183). The data below shows that house prices have risen by 73% during the monitoring period.

#### Cardiff Average House Prices 2006 to 2022

<b>Time Period</b>	<b>Average House Price</b>
2006	<b>£154,183</b>
2007	<b>£163,694</b>
2008	<b>£163,811</b>
2009	<b>£139,651</b>
2010	<b>£152,568</b>

2011	<b>£147,842</b>
2012	<b>£154,122</b>
2013	<b>£156,101</b>
2014	<b>£165,942</b>
2015	<b>£176,134</b>
2016	<b>£188,739</b>
2017	<b>£192,273</b>
2018	<b>£200,659</b>
2019	<b>£208,016</b>
2020	<b>£211,331</b>
2021	<b>£235,054</b>
2022	<b>£256,271</b>
2023	<b>£267,101</b>

Source: HM Land Registry Open Data (UK House Price Index)

## 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 help more accurately measure plan performance. They will provide an indication of when policy targets are not being met, or insufficient progress is being made towards meeting them.

## **Analysis**

Having regard to the indicators, relevant targets, triggers and monitoring outcomes, the AMR assesses whether the Plan's policies are being implemented as intended and whether the LDP objectives and strategy are being achieved. This includes the identification and further investigation of any policy that fails to meet its target and/or has reached its trigger point. However, the fact that a policy reaches its trigger level does not automatically imply that the policy is failing. The analysis will consider whether such performance may be due to extraneous circumstances or could be justified in the context of the overall policy framework. In certain instances, it has been difficult to identify meaningful trends due to the limited amount of data available and consequently some of the conclusions drawn are preliminary and will need to be verified by a longer period of monitoring. In instances where the Council has been unable to monitor an indicator or where an indicator has been superseded, an explanation will be provided in the relevant policy analysis section.

## **Recommendations**

Taking account of the policy analysis, appropriate recommendations are provided including a statement of any necessary actions required. If policies are found to be failing the AMR will set out clear recommendations on what, if anything, needs to be done to address this.

## **Overall findings for each strategic objective**

Finally, for each strategic objective, an overall statement of performance is provided, and a conclusion made on whether that particular objective is being achieved through the combination of policies identified.

## Policy Performance Traffic Light Rating

As a visual aid in monitoring the effectiveness of the Plan’s strategic policies and to provide a quick reference overview of policy performance a ‘traffic light’ rating is included for relevant indicators as follows:

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



## **Sustainability Appraisal Monitoring Framework**

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

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

## 5. LDP Monitoring Policy Analysis

### Contextual Indicators

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21	Result 2021/22	Result 2022/23
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%	3.1%
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	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 2015. Crime rates in Cardiff increased from	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from	In the quarter ending December 2018, crime rates were down in Cardiff compared with the corresponding quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per	In the quarter ending December 2019, crime rates were down in Cardiff compared with the corresponding quarter in 2018. Crime rates in Cardiff decreased from 27.72	In the quarter ending December 2020, crime rates were down in Cardiff compared with the corresponding quarter in 2019. Crime rates in Cardiff decreased from 27.0	In the quarter ending December 2021, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2020. Crime rates in Cardiff increased from	The overall crime rate in 2022 was 104 crimes per thousand people. Total crime 36,838.  This has increased from 2021 where there were 96 crimes per thousand residents.

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21	Result 2021/22	Result 2022/23
			23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	25.32 crimes per thousand residents to 28.33 crimes per thousand residents.	thousand residents to 27.72 crimes per thousand residents.	crimes per thousand residents to 27.0 crimes per thousand residents.	crimes per thousand residents to 23.51 crimes per thousand residents.	23.51 crimes per thousand residents to 26.43 crimes per thousand residents.	Total crime 34,007  (Note: data presented in new format)
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	68% of adults reported being physically active for more than 150 mins in the previous week  17% of adults reported being physically active for less than 30 mins in the previous week [1]	66% of adults reported being physically active for more than 150 mins in the previous week  21% of adults reported being physically active for less than 30 mins in the previous week [1]
Waste Reduction Rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	The amount of household waste collected and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes	The amount of household waste collected and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes	The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes	The amount of household waste collected and generated between 2017/18 and 2018/19 decreased by 1.4% from 172,852 to 170,523 tonnes.	The amount of household waste collected and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.	The amount of household waste collected and generated between 2019/20 and 2020/21 decreased by 8% from 171,528 to 158,095 tonnes.	The amount of household waste collected and generated between 2020/21 and 2021/22 increased by 3% from 158,095 to 162,690 tonnes.

Footnote [1] These results are not directly comparable with the previous years as due to the pandemic the method of data collection changed from face to face to telephone and possible changes due to the pandemic, particularly to lifestyle behaviours, mean that data is not directly comparable.

**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.

<b>Indicator</b>		<b>Target</b>					<b>Trigger</b>
Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.		None.					None.
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>	
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	Total land area of Allocations =132ha	
Employment development permitted on allocated sites (April 2016 - 31 <sup>st</sup> March 2017) =	Employment development permitted on allocated sites (April 2017 - 31 <sup>st</sup> March 2018) = 2.12	Employment development permitted on allocated sites (April 2018 – 31 <sup>st</sup> March 2019) = 3.16	Employment development permitted on allocated sites (April 2019 – 31 <sup>st</sup> March 2020) = 2.07	Employment development permitted on allocated sites (April 2020 – 31 <sup>st</sup> March 2021) = 0.78	Employment development permitted on allocated sites (April 2021 – 31 <sup>st</sup> March 2022) = 80.2	Employment development permitted on allocated sites (April 2022 – 31 <sup>st</sup> March 2023) = 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 %	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 by the Council)  This application has been called in by Welsh Government and will be determined by PEDW

The employment land permitted (ha) on allocated sites during the period 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 as a percentage of all employment allocations is still shown as 61 %, the same as last year's figures. This is attributed to outline consent being granted by the Council for Strategic Site H: South of St Mellons Business Park. However, this application has been called in by Welsh Government, and will be determined by PEDWR.

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

**Relevant LDP Policies:** KP2, KP9, EC1-EC7

**Indicator Reference:** OB1 EC2

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

Indicator		Target			Trigger	
<b>Core</b> Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)		Offices (B1) = 27,000-33,400 sqm annually.  Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually			Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
Office Take Up (April 2016 to April 2017) = 9760 sqm	Office Take Up (April 2017 to April 2018) = 14,969 sqm	Office Take Up (April 2018 to April 2019) = 39,726 sqm	Office Take Up (April 2019 to April 2020) = 36,710 sqm	Office Take Up (April 2020 to April 2021) = 728 sqm	Office Take Up (April 2021 to April 2022) = 0 sqm	Office Take Up (April 2022 to April 2023) = 17,249 sqm
Industrial Take up (April 2016 to April 2017) = 12.3 ha	Industrial Take up (April 2017 to April 2018) = 0.5 ha	Industrial Take up (April 2018 to April 2019) = 1.6 ha	Industrial Take up (April 2019 to April 2020) = 0.46 ha	Industrial Take up (April 2020 to April 2021) = 1.04 ha	Industrial Take up (April 2021 to April 2022) = 3.75 ha	Industrial Take up (April 2022 to April 2023) = 0.12 ha

## Analysis

Office Take up is based on completions during the period April 2022 to 31<sup>st</sup> March 2023, was 17,249 sqm. This office development forms part of the Transport Interchange development, at Central Square (14,111 sqm) and a change of use application to offices at Atlantic House, Tyndall Street (3,138 sqm).

It is noted that the Land at John Street (south side) is nearing completion for office development. If this figure were to be considered this would provide a further 13,275 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 2022 to 31<sup>st</sup> March 2023. Take up has been low this period with only 0.12 hectares being developed.

Although falling short of the annual target, there are also a number of current planning permissions for industrial use. The most significant developments in the pipeline being 15.4 ha of commercial development (B2 and B8 uses), on land adjacent to Longships Road and Compass Road, Cardiff Bay, and a proposed development to take up 16.5 ha of land for B8 use class, on Land at Rover Way. There are recent planning consents at Forest Farm Industrial Estate, Longwood Road Drive, Coryton (for speculative B1, B2, B8) and a number of applications for small start-up units. The later 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a	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.	complementary use under Policy EC2, or which satisfied policy EC3.	complementary use under Policy EC2, or which satisfied policy EC3.	complementary use under Policy EC2, or which satisfied policy EC3.	complementary use under Policy EC2, or which satisfied policy EC3.	complementary use under Policy EC2, or which satisfied policy EC3.	complementary use under Policy EC2, or which satisfied policy EC3.
<b>Analysis</b>						
<p>In relation to uses permitted on employment land, 7 D1 uses (2 educational uses, 1 religious use and 4 for health care services) and 2 dual use (B1/D1) uses were approved. 4 automotive uses were also approved including vehicle showrooms and car and van rental. In all cases the units were vacant despite marketing and the D1 uses approved also had a B1 office element.</p> <p>It is therefore considered that Policy EC1 and Policy EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to these issues.</p>						
<b>Recommendations</b>						
No action is required as present. Continue to monitor.						

## **Topic Area: Employment Provision Cardiff Central Enterprise Zone**

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

**Indicator reference:** OB1 EC4

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

**Relevant LDP Policies:**

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
Local Employment provision of Allocated Sites (KP2 (A) – Cardiff Central Enterprise Zone)		Employment densities for B1 use at least 14.5 per sqm (gross external value)			No trigger is set at present but will be revised once further details are known	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline (since April 2016) with planning	Office completions – 14,969sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2017) with planning	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 –	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	Office completions – 17,249 sq m  Offices under construction – 13,275 sqm sq m

permission – 157,897sq m	permission – 13,275sq m		18,761 sq m <i>(amended)</i>			
<b>Analysis</b>						
<p>Within the Allocated Site (KP2A) office take up based on completions during the period April 2022 to 31<sup>st</sup> March 2023 was 17,249 sqm. This office development forms part of the Transport Interchange development, at Central Square (14,111 sqm) and a change of use application to offices at Atlantic House, Tyndall Street (3,138 sqm).</p> <p>It is noted that the Land at John Street (south side) is nearing completion for office development. If this figure were to be considered this would provide a further 13,275 sqm of office floorspace. Taking these figures and factors into consideration, no concerns are raised in relation to this indicator at this current time.</p>						
<b>Recommendations</b>						
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
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	

**Analysis**

Planning permission 14/02733/MJR granted 20/03/2017 for residential led mixed use development of this strategic site which includes the target level of B1 floorspace. 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.

**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	
<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)		3ha by J33 plus 2.5ha flexible local employment space.			No trigger set at present but will be revised once further details are known.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	Not yet started

**Analysis**

Planning permission 14/00825/MJR granted 28/02/2017 for the residential led mixed use development of this strategic site which includes the target level of employment floorspace. Development has not yet started.

As the site has been granted permission it is considered that policy KP2 D is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issue.

**Recommendations**

No action 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	
<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 F – Northeast Cardiff)		6.5ha B1 & B1 (b&c) employment space Employment provision on Allocated Sites – (KP2 F – Northeast Cardiff)			No trigger is set at present but will be revised once further details are known.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	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	
<b>LOCAL</b> Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park)		80,000 to 90,000sq m (B1(b))/(c)			No trigger is set at present but will be revised once further details are known.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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 <sup>th</sup> April 22 subject to 106 Agreement and a holding direction by	Application (21/00076/MJR) for up to 90,000sq m B1, B2, B8 granted outline planning permission 6 <sup>th</sup> April 22 subject to 106 Agreement and a holding direction by

					Welsh Government.	Welsh Government. Awaiting decision of Welsh Ministers following a Hearing in July 2023.
<b>Analysis</b>						
<p>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. Awaiting decision of Welsh Ministers following a Hearing in July 2023.</p> <p>The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to these issues.</p>						
<b>Recommendations</b>						
No action is required at present. 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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).	Total jobs in Cardiff – 213,000 in 2021 (latest Nomisweb.co.uk figures, 2021).

**Analysis**

The total number of jobs in Cardiff is 213,000 jobs, a rise 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
District Centres – Average of 46% active retail units within centres.  Local Centres – Average of 47% active A1 retail units within centres.	District Centres – Average of 45% active A1 retail units within centres.  Local Centres – Average of 46% active A1 retail units within centres.	District Centres – Average of 44% active A1 retail units within centres.  Local Centres – Average of 44% active A1 retail units within centres.	Due to Covid no equivalent data available for 2020.	District Centres – Average of 44% active A1 retail units within centres.  Local Centres – Average of 48% active A1 retail units within centres.	District Centres – Average of 43 % active A1 retail units within centres.  Local Centres – Average of 47 % active A1 retail units within centres.	District Centres – Average of 44 % active A1 retail units within centres.  Local Centres – Average of 47 % active A1 retail units within centres. For an individual breakdown see analysis section.

## Analysis

### District Centres

<i><b>District Centre</b></i>	<i><b>Total No of Units</b></i>	<i><b>No active A1 (retail) units</b></i>	<i><b>Percentage Active A1 (retail) units</b></i>
Albany Road/Wellfield Road	199	90	45%
City Road	170	68	40%
Clifton Street	102	50	49%
Cowbridge Road East	187	86	46%
Crwys Road/Woodville Road	131	52	40%
Bute Street/James Street	62	18	29%
Merthyr Road, Whitchurch	93	43	46%
Penarth Road/Clare Road	70	29	41%
St Mellons	20	9	45%
Thornhill	6	4	67%
Whitchurch Road	122	39	32%
		<b>Average</b>	<b>44%</b>

The average percentage of active A1 retail units within District Centres is 44%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, 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)	11	9	82
Cathedral Road	27	13	48
Countisbury Avenue	36	19	53
Caerau Lane	9	5	56
Fairwater Green	16	7	44
Gabalfa Avenue	15	6	40
Grand Avenue	20	7	35
High Street, Llandaff	34	12	35
Maelfa, Llanedeyrn	12	8	67
Newport Road, Rumney	48	24	50
Rhiwbina Village	44	23	52
Salisbury Road	45	14	31
Splott Road	36	14	39
Station Road, Llanishen	28	13	46
Station Road, Llandaff North	32	16	50
Station Road, Radyr	14	7	50
Tudor Street	35	14	40
Willowbrook Drive	4	2	50
Wilson Road	15	5	33
		<b>Average</b>	<b>47%</b>

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, Grand Avenue, High Street Llandaff, Salisbury Road, and Wilson Road.

It is also significant to note, a number of centres have experienced an increase in the number of active A1 units, including Bute Street (Loudoun Square), Cathedral Rd, Countisbury Avenue, Gabalfa Avenue, Grand Avenue, Rhiwbina, 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	
<b>LOCAL</b> Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.		100%			90%	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	In 2022/23, 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 2022/23 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			Vacancy levels rise above national UK average for more than two consecutive years.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
District Centres – Average of 6% vacancy rate within centres.  Local Centres – Average of 7% vacancy rate within centres.  Central Shopping Area	District Centres – Average of 7% vacancy rate within centres.  Local Centres – Average of 9% vacancy rate within centres.  Central Shopping Area	District Centres – Average of 10% vacancy rate within centres.  Local Centres – Average of 8% vacancy rate within centres  Central Shopping Area	District Centres – Unable to collect survey data due to Covid-19 lockdown.  Local Centres – Unable to collect survey data due to Covid-19 lockdown.	District Centres – Average of 10% vacancy rate within centres  Local Centres – Average of 7% vacancy rate within centres  Central Shopping Area	District Centres – Average of 10% vacancy rate within centres  Local Centres – Average of 9% vacancy rate within centres  Central Shopping Area	District Centres – Average of 10% vacancy rate within centres  Local Centres – Average of 8% vacancy rate within centres  Central Shopping Area

– vacancy rate of 13.9%.	– vacancy rate of 12.2%.	– vacancy rate of 10.7%.	Central Shopping Area – vacancy rate of 10.9%.	– Unable to collect survey data due to Covid-19 lockdown.	vacancy rate of 20.9%.	vacancy rate of 18.3 %.
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## Analysis

UK Average:

- In Q1 2023, the overall GB vacancy rate remained at 13.8%, the same level as Q4 2022.
- Shopping Centre vacancies improved to 17.8%, down from 18.2% in Q4 2022.
- High Street vacancies remained at 13.8% in Q1, the same level as Q4.

Source: British Retail Consortium Website (28th April 2023)

### District Centres 2023

<b>District Centre</b>	<b>Total No of Units</b>	<b>No vacant retail units</b>	<b>Percentage vacant retail units</b>
Albany Road/Wellfield Road	199	11	6%
City Road	170	15	9%
Clifton Street	102	20	20%
Cowbridge Road East	187	12	6%
Crwys Road/Woodville Road	131	2	2%
Bute Street/James Street	62	16	26%
Merthyr Road, Whitchurch	93	6	6%
Penarth Road/Clare Road	70	9	13%
St Mellons	20	3	15%
Thornhill	6	0	0%
Whitchurch Road	122	12	10%
		<b>Average</b>	<b>10%</b>



3 of the District Centres are above the 13.8% vacancy trigger; Clifton Street (20% vacancy), Bute Street/James Street (26% vacancy) and St Mellons (15% 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, this centre's vacancy rates have improved slightly from last year's monitoring period.

Continue to monitor these centres for improvement next year.

### Local Centres 2023

<b>Local Centre</b>	<b>Total No of Units</b>	<b>No vacant retail units</b>	<b>Percentage vacant retail units</b>
Birchgrove	48	1	2%
Bute Street (Loudoun Square)	11	0	0%
Cathedral Road	27	1	4%
Countisbury Avenue	36	3	8%
Caerau Lane	9	1	11%
Fairwater Green	16	0	0%
Gabalfa Avenue	15	3	20%
Grand Avenue	20	3	15%
High Street, Llandaff	34	2	6%
Maelfa, Llanedeyrn*	12	0	0%
Newport Road, Rumney	48	3	6%
Rhiwbina Village	44	4	9%
Salisbury Road	45	4	9%
Splott Road	36	5	14%
Station Road, Llanishen	28	1	4%
Station Road, Llandaff North	32	1	3%

Station Road, Radyr	14	1	7%
Tudor Street	35	6	17%
Willowbrook Drive	4	0	0%
Wilson Road	15	5	33%
		<b>Average</b>	<b>8%</b>

A significant number of the Local Centres meet or fall below the 13.8% vacancy trigger, with the exception of Gabalfa Avenue, Grand Avenue, Tudor Street, and Wilson Road. It is noted that Gabalfa Avenue and Grand Avenue are small centres with 6 vacant units in total.

Tudor Street remains higher than the trigger of 13.8% with a vacancy rate of 17% but this local centre has recently undergone a programme of regeneration and retail vacancy rates are much lower than last year.

### **Central Shopping Area (CSA)**

The Central Shopping Area Survey was undertaken in Q3 2022.

*British Retail Consortium Results for Q3 2022:*

- *Shopping Centre vacancies 18.8%.*
- *High Street vacancies 13.9%.*

*Source: British Retail Consortium Website (27<sup>th</sup> January 2023)*

### **Central Shopping Area (CSA)**

The 2022 Cardiff City Centre Land Use and Floor Space Survey (LUFS) identifies a retail vacancy of 18.3% within the Central Shopping Area, which is an improvement on the 20.9% results from 2021. The city centre comprises of a number of larger shopping centres, so vacancy rates need to be considered in this context.

<b>Recommendations</b>
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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
27 applications approved for retail development outside designated centres. 7 applications were	17 applications approved for retail development outside designated centres. 3 applications were	25 applications approved for retail development outside designated centres. None of the applications were	9 applications approved for retail development outside designated centres. 3 applications were	7 applications approved for retail development outside designated centres. 3 were accompanied by proportionate	23 applications approved for retail development outside designated centres. 1 was accompanied by proportionate	26 applications approved for retail development outside designated centres. 3 were accompanied by proportionate

accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstance did not require them.	accompanied by an assessment of need and the sequential test. The remaining 14 were not accompanied by an assessment as specific circumstances did not require them.	accompanied by an assessment of need and the sequential test as specific circumstance did not require them.	accompanied by an assessment of need and the sequential test. The remaining 6 were not accompanied by an assessment as specific circumstance did not require them.	retail planning statements. The remaining 4 were not as specific circumstances did not require them.	retail planning statement. The remaining 19 were not as specific circumstances did not require them.	retail planning statement. The remaining 23 were not as specific circumstances did not require them.
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### Analysis

26 applications for development within Use Class A were permitted outside designated centres. 3 of the proposals submitted an assessment of need and demonstrated that they satisfied the sequential test.

23 applications did not require an assessment of need and the sequential test as -

- 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 uses and largely comprising food and drink uses in the Central Enterprise Zone and conditions applied to restrict the types of goods to be sold
- 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.

It is therefore considered that Policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

### Recommendations

No action required at present. Continue to monitor.

## **Topic Area: Achievement of 50:50 Modal Split**

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

**Indicator Reference:** OB1 EC14

**Contextual Changes:** The UK entered a national lockdown from the 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time.

Indicator	Target	Trigger
<p><b>Local</b> Achievement of 50:50 modal split for all journeys by 2026</p>	<p>Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose:</p> <ul style="list-style-type: none"> <li>1) Work = 45.2% (2014)</li> <li>2) Education = 57.8% (2014)</li> <li>3) Shopping (City Centre) = 67.1% (2014)</li> <li>4) Shopping (Other) = 43.2% (2014)</li> <li>5) Leisure = 58% (2014)</li> </ul>	<p>Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years</p>

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
<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%</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%</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%</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%</p>	<p>All Journeys:  1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 50%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 48% (↓) -2%</p>	<p>All Journeys:  1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 48%</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 53% (↑) +5%</p>	<p>All Journeys:  1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 53%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post- pandemic average) = 55% (↑) +2%</p>

2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3%	2017 = 38.8% (↓) -6.8%	2018 = 42.9% (↑) +4.2%	2019 = 49.0% (↑) +6.1%			
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%			

### Analysis

The proportion of sustainable travel for all journeys overall has continued to increase since 2019/2020, from around 50% to 55% as of 2022/2023.

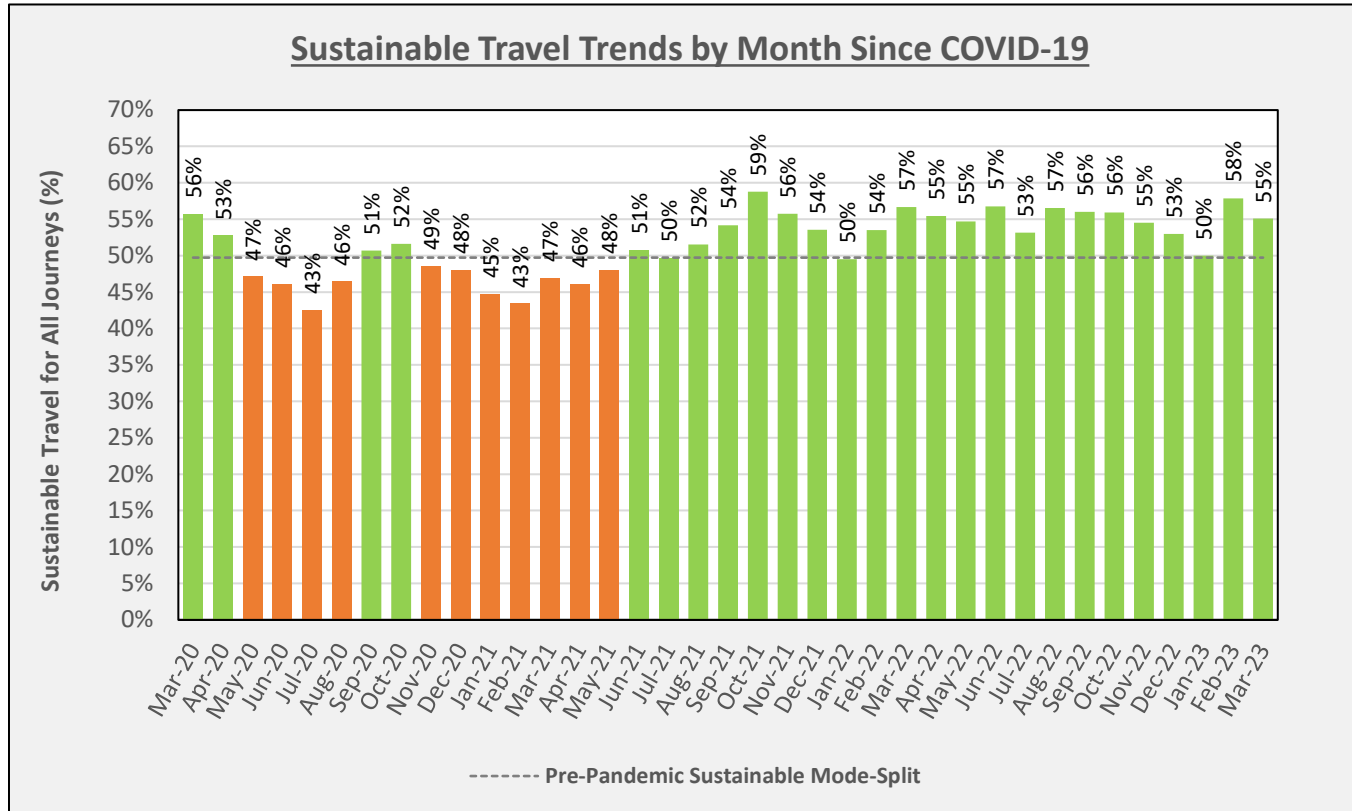
Examples of factors which may impact on mode-choice include but are not limited to – fuel prices, bus/rail fares, inflation/cost of living, level of bus service provision, population trends, congestion effects in terms of bus journey times/reliability, parking availability/charges, changes in travel patterns (e.g. the rise in internet shopping or increased working from home), weather conditions, public health trends, infrastructure improvements etc.

The proportion calculated to be travelling sustainably by month since the beginning of the COVID-19 pandemic, is given in figure 1.14.1 below. This demonstrates that from the middle of 2021 onwards, the proportion of people travelling sustainably has been consistently higher than prior to the pandemic having continually exceeded the target 50:50.

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.



**Figure: 1.14.1\***



\*Earlier results may vary from those reported in 2021/2022 due to a change in methodology

**Recommendations**

No action is required at present. Continue to monitor. The Annual Transport Survey has been reinstated in 2023, and will be used to inform the performance against this objective for 2023/2024.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. Since 2019, walking levels have been informed by published mobility data. However, from April 2022 this data was no longer published, therefore alternative sources have had to be used for reporting of 2022/2023.

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

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
<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):</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):</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):</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):</p>	<p>All Journeys:  1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 19%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 18% (↓) -1%</p>	<p>All Journeys:  1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 18%</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 26% (↑) +8%</p>	<p>All Journeys:  1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 26.2%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post-pandemic average) = 26.3% (↑)</p> <p>Pupil School Transport:  1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 51.3%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post-pandemic</p>

2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3%  5) Leisure: 2014 = 19.0% 2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9%	2016 = 23.5% 2017 = 19.9% (↓) -3.6%  5) Leisure: 2016 = 21.8% 2017 = 17.8% (↓) -4.0%	2017 = 19.9% 2018 = 21.1% (↑) +1.2%  5) Leisure: 2017 = 17.8% 2018 = 18.0% (↑) +0.2%	2018 = 21.1% 2019 = 23.4% (↑) +2.3%  5) Leisure: 2018 = 18.0% 2019 = 17.4% (↓) -0.6%			average) = 52.7% (↑) +1.4%
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### Analysis

The proportion of all journeys overall made by walking remains largely unchanged from 2021/2022 but increased from previous years. However, walking to school specifically has increased by 1.4% since 2021/2022.

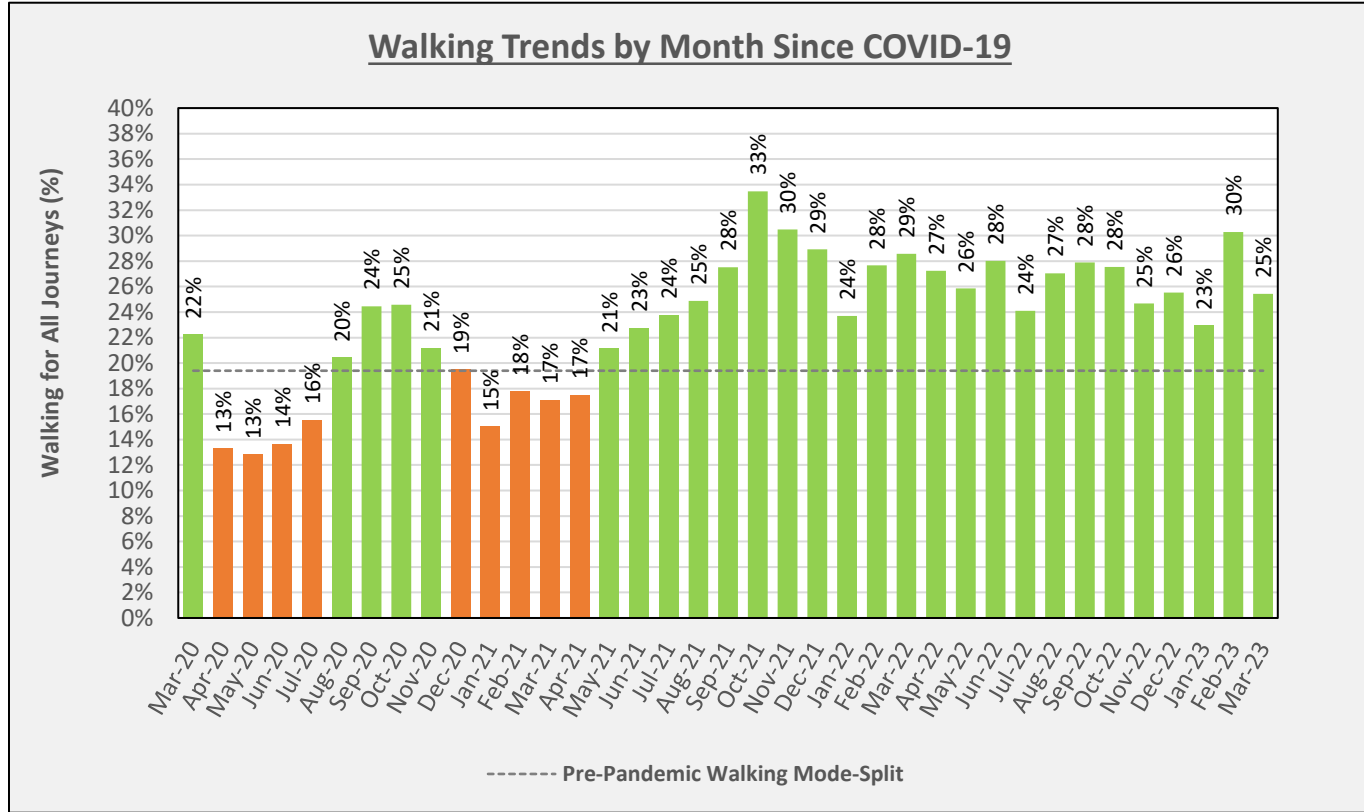
Further evidence of changes that have occurred in relation to walking relative to 2019/2020, are shown in table 1.15.1 below. As can be seen, overall walking levels are higher than in 2021/2022, either during or prior to the pandemic.

**Table: 1.15.1**

Measure	2019/2020	2020/2021	2021/2022	2022/2023
Footfall in City Centre	100%	37%	87%	100%
Footfall on Cardiff Barrage	100%	148%	129%	102%
Footfall on Pont y Werin	100%	127%	116%	153%
Footfall on Eastern Bay Link	100%	97%	91%	166%
Walking Trips (Strava Metro)	100%	224%	289%	226%
<b>Walking OVERALL</b>	<b>100%</b>	<b>63%</b>	<b>131%</b>	<b>138%</b>

The proportion calculated to be walking for all journey purposes, by month since the beginning of the COVID-19 pandemic, is given in figure 1.15.2 below. As with sustainable journeys overall, this demonstrates that from the middle of 2021 onwards, the proportion of people walking has been consistently higher than prior to the pandemic.

**Figure: 1.15.2\***



\*Earlier results may vary from those reported in 2021/2022 due to a change in methodology

**Recommendations**

No action is required at present. Continue to monitor. The Annual Transport Survey has been reinstated in 2023 and will be used to inform the performance against this objective for 2023/2024.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. The level of active Nextbike on-street cycle hire bikes, continues to be impacted by sustained levels of theft and vandalism. The Active Travel Network Map was approved by Welsh Government in December 2022.

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

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
<p>1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3%</p> <p>2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7%</p> <p>3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% ( ) +0% 2016 = 6.6% (↑) +0.7%</p> <p>4) Shopping (Other): 2014 = 5.7%</p>	<p>1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2%</p> <p>2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2%</p> <p>3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2%</p> <p>4) Shopping (Other): 2016 = 6.0%</p>	<p>1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7%</p> <p>2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2%</p> <p>3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4%</p> <p>4) Shopping (Other): 2017 = 6.6%</p>	<p>1) Work: 2018 = 20.3% 2019 = 18.9% (↓) -1.4%</p> <p>2) Education: 2018 = 14.0% 2019 = 15.7% (↑) +1.7%</p> <p>3) Shopping (City Centre): 2018 = 12.2% 2019 = 10.9% (↓) -1.3%</p> <p>4) Shopping (Other): 2018 = 9.7%</p>	<p>All Journeys:  1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 10%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 18% (↑) +8%</p>	<p>All Journeys:  1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 18%</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 12% (↓) -6%</p>	<p>All Journeys:  1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 11.6%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post-pandemic average) = 12.0% (↑) +0.3%</p> <p>Pupil School Transport:  1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 3.7%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</p>

2015 = 5.3% (↓) -0.4% 2016 = 6.0% (↑) +0.7%	2017 = 6.6% (↑) +0.6%	2018 = 9.7% (↑) +3.1%	2019 = 9.0% (↓) -0.7%			(post-pandemic average) = 3.6% (↓)
5) Leisure: 2014 = 10.1% 2015 = 9.6% (↓) -0.5% 2016 = 10.0% (↑) +0.4%	5) Leisure: 2016 = 10.0% 2017 = 10.8% (↑) +0.8%	5) Leisure: 2017 = 10.8% 2018 = 13.9% (↑) +3.1%	5) Leisure: 2018 = 13.9% 2019 = 13.2% (↓) -0.7%			

### Analysis

The proportion cycling overall has increased slightly from 2021/2022. Cycling levels have remained consistently higher each month than relative to prior to the pandemic, as illustrated in figure 1.16.3 following.

Further evidence of changes that have occurred in relation to cycling relative to 2019/2020, are shown in tables 1.16.1 and 1.16.2 below. As can be seen, overall cycling levels are higher than in 2021/2022, either during or prior to the pandemic.

**Table: 1.16.1**

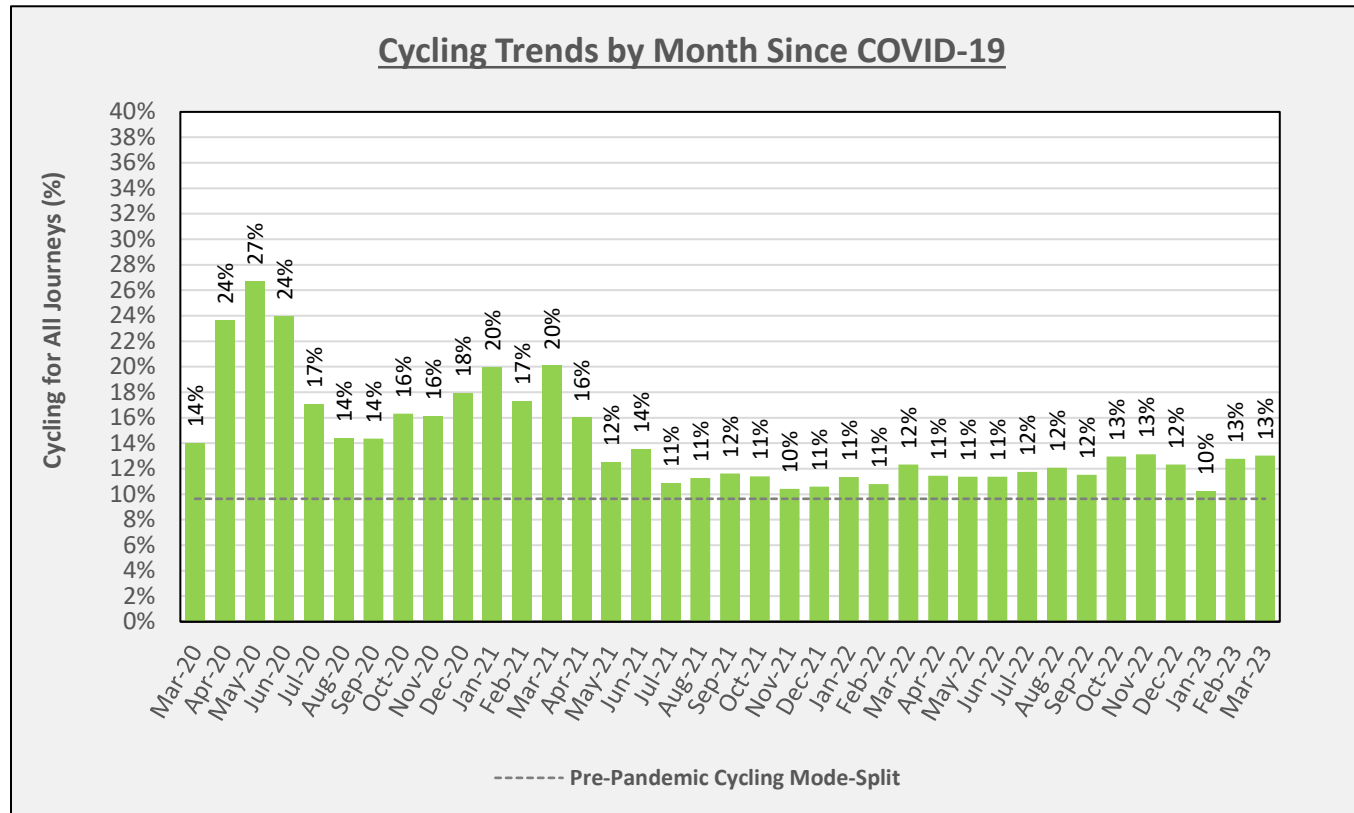
Measure	2019/2023	2020/2021	2021/2022	2022/2023
Cycling on North Road	100%	85%	123%	141%
Cycling on Pont y Werin	100%	136%	107%	191%
Cycling on Eastern Bay Link	100%	118%	124%	122%
Nextbike Rentals	100%	94%	75%	121%
Cycling Trips (Strava Metro)	100%	137%	124%	110%
<b>Cycling OVERALL</b>	<b>100%</b>	<b>115%</b>	<b>111%</b>	<b>126%</b>

**Table: 1.16.2**

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%)



**Figure: 1.16.3\***



\*Earlier results may vary from those reported in 2021/2022 due to a change in methodology

As can be seen above and the tables previous, Cardiff appears to be making progress towards its ambitious aspiration to double the numbers cycling by 2030, as set out in the Transport White Paper.

**Recommendations**

No action is required at present. Continue to monitor. The Annual Transport Survey has been reinstated in 2023, and will be used to inform the performance against this objective for 2023/2024.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. Construction continues to progress on the new Cardiff Bus Interchange, with this expected to be fully operational by Spring 2023. The Bus Emergency Scheme (BES) funding package was introduced from July of 2020 to support bus operators to maintain services, but has since been withdrawn as of July 2023. In response to this, major changes to bus timetables came into effect as of 3<sup>rd</sup> September 2023. In addition, the Council is also currently developing a Bus Strategy. The Council's plan moving forward is to bring a Bus Priority Strategy to Cabinet, such as to provide the platform needed in terms of prioritising key routes on the network.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Local</b> Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose:  1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2 (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
<p>1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7%</p> <p>2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2%</p> <p>3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% ( ) +0% 2016 = 26.7% (↓) -2.7%</p> <p>4) Shopping (Other): 2014 = 8.6%</p>	<p>1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3%</p> <p>2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1%</p> <p>3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4%</p> <p>4) Shopping (Other): 2016 = 8.9%</p>	<p>1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9%</p> <p>2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2%</p> <p>3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8%</p> <p>4) Shopping (Other): 2017 = 7.2%</p>	<p>1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3%</p> <p>2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9%</p> <p>3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3%</p> <p>4) Shopping (Other): 2018 = 7.1%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 17%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 9% (↓) -8%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 9%</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 11% (↑) +2%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 11%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post-pandemic average) = 12% (↑) +1%</p>

2015 = 8.4% (↓) -0.2% 2016 = 8.9% (↑) +0.5%  5) Leisure: 2014 = 11.2% 2015 = 10.8% (↓) -0.4% 2016 = 10.5% (↓) -0.3%	2017 = 7.2% (↓) -1.7%  5) Leisure: 2016 = 10.5% 2017 = 10.3% (↓) -0.2%	2018 = 7.1% (↓) -0.1%  5) Leisure: 2017 = 10.3% 2018 = 10.1% (↓) -0.2%	2019 = 10.2% (↑) +3.1%  5) Leisure: 2018 = 10.1% 2019 = 12.9% (↑) +2.8%			
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#### Analysis

The proportion of journeys made by public transport has increased from 2021/2022. Bus use specifically has also increased over this period from 68% to 80%, following the lows experienced during the pandemic.

The changes in bus use relative to 2019/2020 are given in table 1.17.1 below.

**Table 1.17.1**

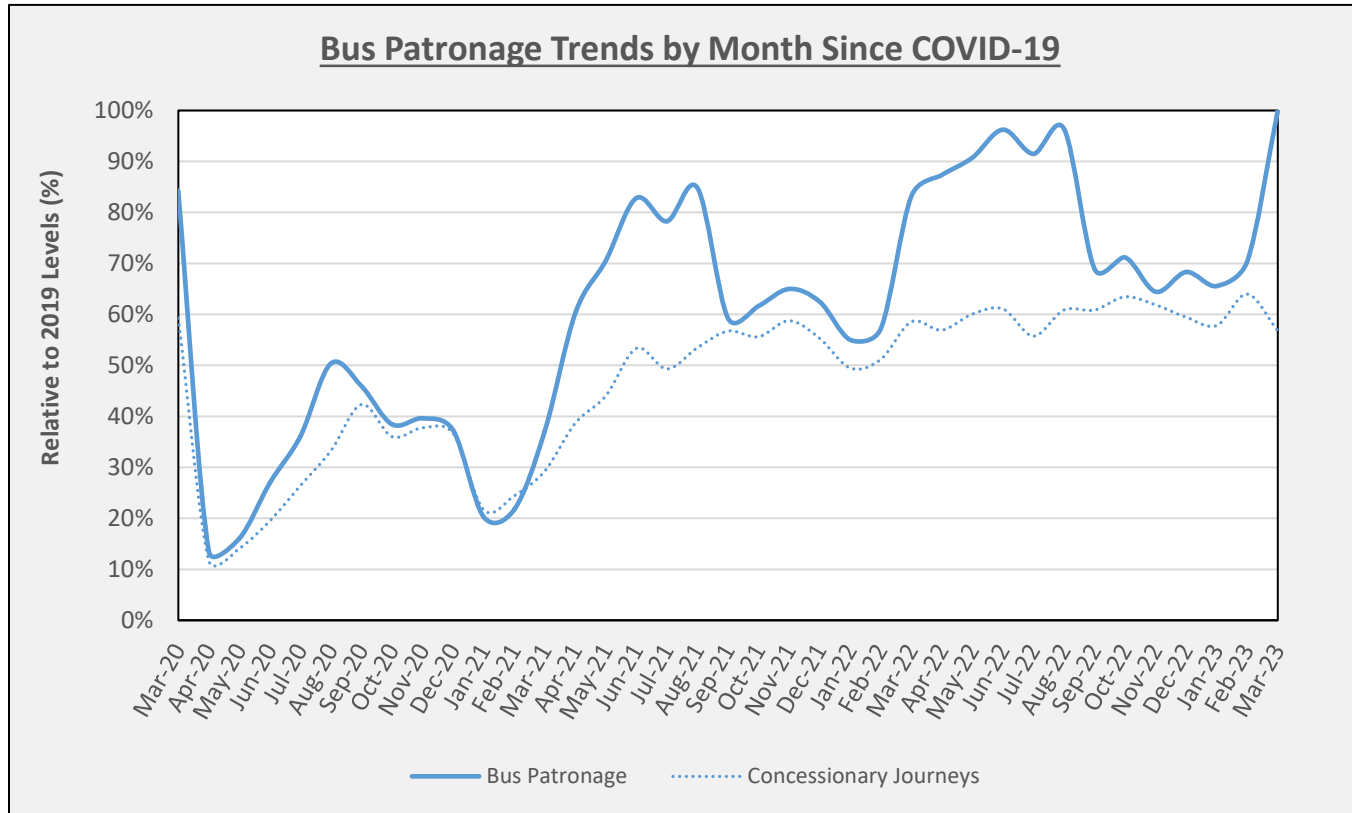
Measure	2019/2020	2020/2021	2021/2022	2022/2023
Bus Patronage	100%	33%	68%	80%
Concessionary Journeys	100%	29%	54%	62%

As can be seen above, concessionary journeys have failed to return to the same levels as bus patronage overall. This is likely due to these being older and more vulnerable, having been dissuaded from using public transport during the pandemic, and since having taken longer to build up the confidence to return to travelling by bus.

Bus patronage and concessionary journeys by month since the beginning of the COVID-19 pandemic, are given in figure 1.17.2 below. This demonstrates the gradual return in patronage levels, and the disparity with levels of concessionary journeys. Latest data indicates that bus patronage in Cardiff has finally returned to near pre-pandemic levels (April 2023), while concessionary journeys have remained comparatively low at 63% (June 2023).

Nevertheless, there are significant challenges ahead if Cardiff is to meet its ambitious aspiration to double the numbers travelling by bus by 2030, as set out in its Transport White Paper.

**Figure: 1.17.2**



**Recommendations**

No action is required at present. Continue to monitor. The Annual Transport Survey has been reinstated in 2023, and will be used to inform the performance against this objective for 2023/2024.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. 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. Rail has been subject to various disruptions over the past year, due to both on-going works on the rail line, as well as due to industrial action.

<p><b>Local</b> Percentage of people travelling by train (all journeys)</p>	<p>An annual increase of journeys made by train for each journey purpose:</p> <ol style="list-style-type: none"> <li>1) Work = 5.8% (2014)</li> <li>2) Education = 5.2% (2014)</li> <li>3) Shopping (City Centre) = 10.6% (2014)</li> <li>4) Shopping (Other) = 3.8% (2014)</li> <li>5) Leisure = 8.7% (2014)</li> </ol>	<p>Failure to achieve an annual increase for each journey purpose for two or more consecutive years</p>
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Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
<p>1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6%</p> <p>2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8%</p> <p>3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2%</p> <p>4) Shopping (Other): 2014 = 3.8%</p>	<p>1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8%</p> <p>2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4%</p> <p>3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3%</p> <p>4) Shopping (Other): 2016 = 4.4%</p>	<p>1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4%</p> <p>2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5%</p> <p>3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2%</p> <p>4) Shopping (Other): 2017 = 2.7%</p>	<p>1) Work: 2018 = 6.4% 2019 = 6.6% (↑) +0.2%</p> <p>2) Education: 2018 = 4.7% 2019 = 6.1% (↑) +1.4%</p> <p>3) Shopping (City Centre): 2018 = 11.3% 2019 = 10.5% (↓) -0.8%</p> <p>4) Shopping (Other): 2018 = 3.2%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 17%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 9% (↓) -8%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 9%</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 11% (↑) +2%</p>	<p>All Journeys by Public Transport (Bus and Rail Combined):</p> <p>1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 (average during pandemic) = 11%</p> <p>1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023 (post-pandemic average) = 12% (↑) +1%</p>

2015 = 3.0% (↓) -0.8% 2016 = 4.4% (↑) +1.4%  5) Leisure: 2014 = 8.7% 2015 = 7.5% (↓) -0.8% 2016 = 8.8% (↑) +1.3%	2017 = 2.7% (↓) -1.7%  5) Leisure: 2016 = 8.8% 2017 = 8.3% (↓) -0.5%	2018 = 3.2% (↑) +0.5%  5) Leisure: 2017 = 8.3% 2018 = 8.5% (↑) +0.3%	2019 = 3.9% (↑) +0.7%  5) Leisure: 2018 = 8.5% 2019 = 9.7% (↑) +1.2%			
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### Analysis

The proportion of journeys made by public transport has increased from 2021/2022. Rail use specifically has also increased over this period from 48% in 2021/2022 to 68% in 2022/2023, following the lows experienced during the pandemic.

The changes in rail patronage relative to 2019/2020 are given in table 1.18.1 and figure 1.18.2 below.

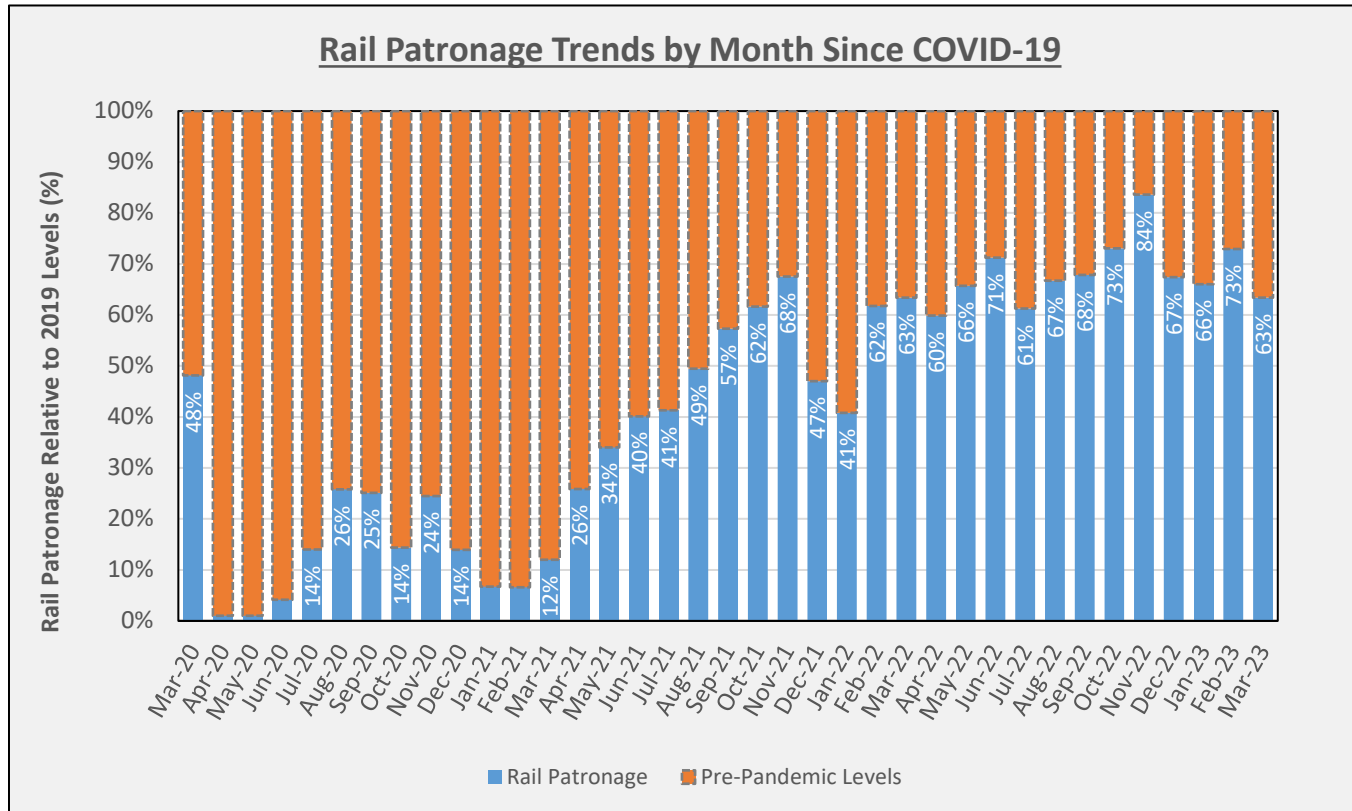
**Table 1.18.1**

Measure	2019/2020	2020/2021	2021/2022	2022/2023
Rail Patronage	100%	12%	48%	68%

Latest data indicates that as of August 2023, rail patronage has returned to around 80% of pre-pandemic levels, consistent with the current service frequency relative to that of 2019.



**Figure 1.18.2**



**Recommendations**

No action is required at present. Continue to monitor. The Annual Transport Survey has been reinstated in 2023, and will be used to inform the performance against this objective for 2023/2024.

## **Topic Area: Improvement in Journey Times by Bus**

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

**Indicator Reference:** OB1 EC19

**Contextual Changes:** The UK entered a national lockdown from the 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. Construction continues to progress on the new Cardiff Bus Interchange, with this expected to be fully operational by Spring 2023. The Bus Emergency Scheme (BES) funding package was introduced from July of 2020 to support bus operators to maintain services, but has since been withdrawn as of July 2023. In response to this, major changes to bus timetables came into effect as of 3<sup>rd</sup> September 2023. In addition, the Council is also currently developing a Bus Strategy. The Council's plan moving forward is to bring a Bus Priority Strategy to Cabinet, such as to provide the platform needed in terms of prioritising key routes on the network. A default 20mph limit on restricted roads is due to come into effect across Wales from the 17<sup>th</sup> of September 2023. Prior to this, a Phase 1 trial of 20mph was introduced in the 'Cardiff (North)' area on 11<sup>th</sup> March 2022.

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

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
<p>Public Satisfaction Regarding Bus Journey Times (Transportation Survey):</p> <p>2015 = 59.8% 2016 = 62.6% (↑) +2.7%</p>	<p>Public Satisfaction Regarding Bus Journey Times (Transportation Survey):</p> <p>2016 = 62.6% 2017 = 52.1% (↓) -10.5%</p>	<p>Public Satisfaction Regarding Bus Journey Times (Transportation Survey):</p> <p>2017 = 52.1% 2018 = 54.7% (↑) +2.6%</p>	<p>Public Satisfaction Regarding Bus Journey Times (Transportation Survey):</p> <p>2018 = 54.7% 2019 = 41.3% (↓) -13.4%</p>	<p>Average Traffic Journey Times in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 73% (↑)</p> <p>Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44% (↑)</p>	<p>Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% ( )</p> <p>Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% ( )</p>	<p>Peak Congestion Levels (Source: Tom Tom): 2019 = 60% 2020 = 37% 2021 = 37% 2022 = 38% (↑) +1%</p> <p>Inner City Last Mile Speed (Source: INRIX): 2021 = 15mph 2022 = 13mph (↓) -13%</p>
<p><b>Analysis</b></p> <p>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 been used, which indicate that congestion has increase and speeds decreased over the past year, not least likely due to around a 10% increase in traffic around the City Centre over the same period.</p>						

Changes in levels of congestion/delay are illustrated in table 1.19.1 below.

**Table 1.19.1**

	<b>Peak Congestion (Tom Tom)</b>	<b>City Centre Speed (INRIX)</b>	<b>Hours Lost in Congestion (INRIX)</b>
2019	60%	9mph	143
2020	37%	15mph	34
2021	37%	15mph	55
2022	38%	13mph	61

**Recommendations**

Monitor and analyse more closely using emerging data sources and methodologies. The Annual Transport Survey has been reinstated in 2023, and will be used to report in 2023/2024 user satisfaction regarding bus journey times.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. Construction continues to progress on the new Cardiff Bus Interchange, with this expected to be fully operational by Spring 2023. The Bus Emergency Scheme (BES) funding package was introduced from July of 2020 to support bus operators to maintain services, but has since been withdrawn as of July 2023. In response to this, major changes to bus timetables came into effect as of 3<sup>rd</sup> September 2023. In addition, the Council is also currently developing a Bus Strategy. The Council's plan moving forward is to bring a Bus Priority Strategy to Cabinet, such as to provide the platform needed in terms of prioritising key routes on the network. A default 20mph limit on restricted roads is due to come into effect across Wales from the 17<sup>th</sup> of September 2023. Prior to this, a Phase 1 trial of 20mph was introduced in the 'Cardiff (North)' area on 11<sup>th</sup> March 2022.

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

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2015 = 50.4% 2016 = 55.2% (↑) +4.8%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2016 = 55.2% 2017 = 43.9% (↓) -11.3%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2017 = 43.9% 2018 = 46.7% (↑) +2.8%</p>	<p>Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):</p> <p>2018 = 46.7% 2019 = 30.8% (↓) -15.9%</p>	<p>Average Traffic Journey Time Reliability in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = +34% (↑)</p> <p>Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = 44% (↑)</p>	<p>Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% ( )</p> <p>Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% ( )</p>	<p>Peak Congestion Levels (Source: Tom Tom): 2019 = 60% 2020 = 37% 2021 = 37% 2022 = 38% (↑) +1%</p> <p>Inner City Last Mile Speed (Source: INRIX): 2021 = 15mph 2022 = 13mph (↓) -13%</p>
<p><b>Analysis</b></p> <p>As a proxy for bus journey time reliability, the level of congestion which occurs during peak periods as well as the inner-city last mile speed have been used, which indicate that congestion has increase and speeds decreased over the past year, not least likely due to around a 10% increase in traffic around the City Centre over the same period.</p>						

The punctuality of services (and by implication journey time reliability) in South East Wales has decreased according to the Bus Users Annual Report for Wales, as summarised in table 1.20.1 below.

**Table 1.20.1**

	<b>Average Punctuality per Month</b>
2020	87%
2021	75%
2022	65%

**Recommendations**

Monitor and analyse more closely using emerging data sources and methodologies. The Annual Transport Survey has been reinstated in 2023, and will be used to report in 2023/2024 user satisfaction regarding bus journey time reliability.

## **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 24<sup>th</sup> of March 2020 in response to the global COVID-19 pandemic. Even though all remaining restrictions were eased as of 27<sup>th</sup> of May 2022, travel behaviour has remained changed relative to prior to the pandemic. 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. Welsh Government also released the Llwybr Newydd: A New Welsh Transport Strategy in 2021. Since 2022, 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 was last undertaken in 2019, although a 2023 Annual Transport Survey is currently underway. Until such time as the results of this become available, other data sources have been used to monitor and report trends, the methodology for which has continued to be refined over time. Construction continues to progress on the new Cardiff Bus Interchange, with this expected to be fully operational by Spring 2023. The Bus Emergency Scheme (BES) funding package was introduced from July of 2020 to support bus operators to maintain services, but has since been withdrawn as of July 2023. In response to this, major changes to bus timetables came into effect as of 3<sup>rd</sup> September 2023. In addition, the Council is also currently developing a Bus Strategy. The Council's plan moving forward is to bring a Bus Priority Strategy to Cabinet, such as to provide the platform needed in terms of prioritising key routes on the network.

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



Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
Redevelopment of Central Square ongoing. Planning approval for the new hub granted March 2017.	The council is committed to the delivery of the new hub, working in partnership with Welsh Government/TfW, Network Rail and developer Right Acres, as part of the Metro Delivery Partnership (MDP).	The Council is committed to facilitate delivery of the Transport Interchange, together with its ancillary uses and associated infrastructure. Completion of the interchange is currently anticipated to be 2023, although the bus station itself may become operational prior to this in 2021/2022.	The Council is committed to facilitate delivery of the Transport Interchange. Completion of this is currently anticipated in Quarter 4 of 2022, and is projected to be operation by around spring of 2023.	Construction began in December of 2019, and the Transport Interchange is currently anticipated to be fully operational in 2023.	Construction is on-going, with anticipated completion by early 2023, and to be fully operational by Summer of 2023.	Construction is on-going, with anticipated completion with partial opening by Winter 2023, followed by fit-out, to be fully operational in Spring 2024.
<b>Analysis</b>						
The new Bus Interchange forms part of the wider Central Square redevelopment, which includes the recent BBC Cymru Wales HQ. This will comprise a modern 14 bus bay interchange with good public amenities; customer information systems; being DDA compliant; and offering improved connectivity between different transport modes.						

Responsibility over delivery and operational duties for the interchange lies with Welsh Government and Transport for Wales (TFW), working in partnership with developers. The fit out of the interchange is an £11m project funded by Welsh Government.

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 in March of 2021 (ref: 21/00369/MJR).

Construction of the interchange began in December of 2019, and although construction was temporarily suspended during the pandemic lockdown, works recommenced in June of 2020, and have continued to make good progress since, remaining on target to achieve completion with partial opening by Winter 2023, followed by fit-out, to be fully operational in Spring 2024.

#### **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 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. Since the pandemic, efforts in some instances were refocused from existing or programmed schemes to around aiding post-Covid recovery.

Indicator			Target			Trigger
<b>Local</b> Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift.			To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP			Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
ALL Schemes:  Completed = 3 (9%)	ALL Schemes:  Completed = 9 (17%)	ALL Schemes:  Completed = 12 (20%)	ALL Schemes:  Completed = 15 (23%)	ALL Schemes:  Completed = 16 (22%)	ALL Schemes:  Completed = 18 (26%)	ALL Schemes:  Completed = 19 (27%)

On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32	On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52	On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60	On-going = 35 (55%) On-hold = 14 (22%) TOTAL = 64	On-going = 44 (60%) On-hold = 13 (18%) TOTAL = 73	On-going = 38 (54%) On-hold = 14 (14%) TOTAL = 70	On-going = 39 (54%) On-hold = 14 (19%) TOTAL = 72
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%)	Completed/On-going = 58 (81%)
					Major Multi-Modal Schemes Completed/On-going = 8 (89%)	Major Multi-Modal Schemes Completed/On-going = 9 (90%)
					Active Travel Schemes Completed/On-going = 25 (78%)	Active Travel Schemes Completed/On-going = 26 (79%)
					Public Transport Schemes Completed/On-going = 23 (79%)	Public Transport Schemes Completed/On-going = 23 (79%)

### Analysis

There has been a slight increase from 2021/2022 in the proportion of schemes that have been completed/on-going. 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 2015–2022/2023, are summarised below –

**Major Multi-Modal Schemes:**

<b>Timeframe:</b>	<b>Scheme:</b>	<b>Status:</b>	<b>Commentary:</b>
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: Complete Westgate Street: Bus Gate complete, public realm and cycleway scheme yet to be started. City Centre East: Phase 1 of the scheme on site in late 2021, will include the redevelopment of the canal, a

			bus gate and a cycleway, due for completion Winter 2023 City Centre South: currently undergoing WelTAG and feasibility work. Will include further enhancements for active travel and public transport. Tudor Street: Complete"
2015-2030	Eastern Corridor Improvements: incl. Eastern Bay Link Phase 2 [Wales Transport Strategy/LDP]	On-going	WelTAG Stage 1 completed
2021-2030	Northern Bus Priority Corridor	On-going	In WelTAG2 with early concept design taking place on key areas.
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 partial opening date Winter 2023, full opening Spring 2024.
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. Retaining wall

			under construction. Estimated completion end Q2 2023/24.
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	Active Travel 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	Active Travel Network Map: Pedestrian Improvements - Splott (Phase 1), Grangetown & Llandaff North	COMPLETED	Phase 1 schemes completed
2018-2019	Active Travel Network Map: Pedestrian Improvements - St Mellons, Ely, Caerau & Splott (Phase 2)	COMPLETED	WNP/SRIC schemes completed
2017-2020	Active Travel 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	Active Travel Network Map: Route 5 - Penarth Road Corridor - Phase 2	COMPLETED	Scheme completed in 2015
2015-2016	Active Travel Network Map: Route 50 - Wood St-Leckwith Rd	COMPLETED	Scheme completed in 2015
2017-2020	Active Travel Network Map: Route 80 - Excelsior Road, Taff Trail	COMPLETED	Scheme completed August 2020
2017-2018	Active Travel 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 - Llanishen & Pentwyn (Phase 1)	On-hold	On-hold
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	COMPLETED	Scheme completed 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. Scheme due on site 2025.
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. Permanent scheme is in early concept design.
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 in Pre-Planning Application, due on site 2025.
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 spending of the Road Safety Grant Revenue	On-going	On-going programme
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
2021-2030	Roath Park Cycle Route	On-going	Phase 1 (Roath Park) out to tender and due to complete early 2025, other phases in design.
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 - Birchgrove Road to Maes-y- Coed Road	COMPLETED	Delivered in 2016/2017
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	COMPLETED	Delivered Q4 2016-2017

	Corridor - A470 – Keysham Road to Birchgrove Road		
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 Queen Street Station (Network Rail) [LDP]	COMPLETED	Works completed in 2015
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-going	Being considered as part of NBC Corridor work.
2017-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP]	On-going	Options identified, awaiting planning application. On going discussions with developer regarding mitigations
2018-2030	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 Q2 2023/2024
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. Surveys completed for first phase of display renewal. Installation programmed to begin end of Q2 2023/2024
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 Headlands 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	Being delivered as part of the CrossRail Phase 1 works - CC as Lead, working in partnership with TfW. Callaghan Square will be on site in 2025, completion due 2028-29.
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-hold	No longer applicable.
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 to connect Pontyclun with Cardiff via strategic sites serving major new development) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro

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.
<b>Recommendations</b>			
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	
<b>LOCAL</b> Central Shopping Area Protected Frontages SPG						Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	

### **Analysis**

The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The results of this year's survey shown that the number of frontages with 50% or more Class A1 uses remains strong at 96.3%, when measured against this indicator.

Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in 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.

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

### **Recommendations**

- To not 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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Shop Fronts and Signs Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
The Shop Fronts and Signs Guidance SPG is due to be issued for public consultation in November 2017	A draft of the Shop Fronts and Signs SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019
<b>Analysis</b>						
The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.						

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## 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
<b>LOCAL</b> Protection of Employment Land and Premises for Business and Industry and Warehousing SPG							Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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	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	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	

Council for approval in October 2017						
<b>Analysis</b>						
The SPG was approved by Council on 30 <sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## 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 -18.8% against the Annual Average Requirement in the LDP in 2022/23. In this year completions are 390 below what was anticipated i.e., 2,071 AAR (black line) vs 1,681 actual completions (maroon line). The cumulative required build rate from the start of the plan period to 1st April 2023, was 35,203 units. Actual completions for this same period have been 21,323 units, representing a 13,880 unit shortfall in housing delivery of the plan period to date (-39%).</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 three 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)**

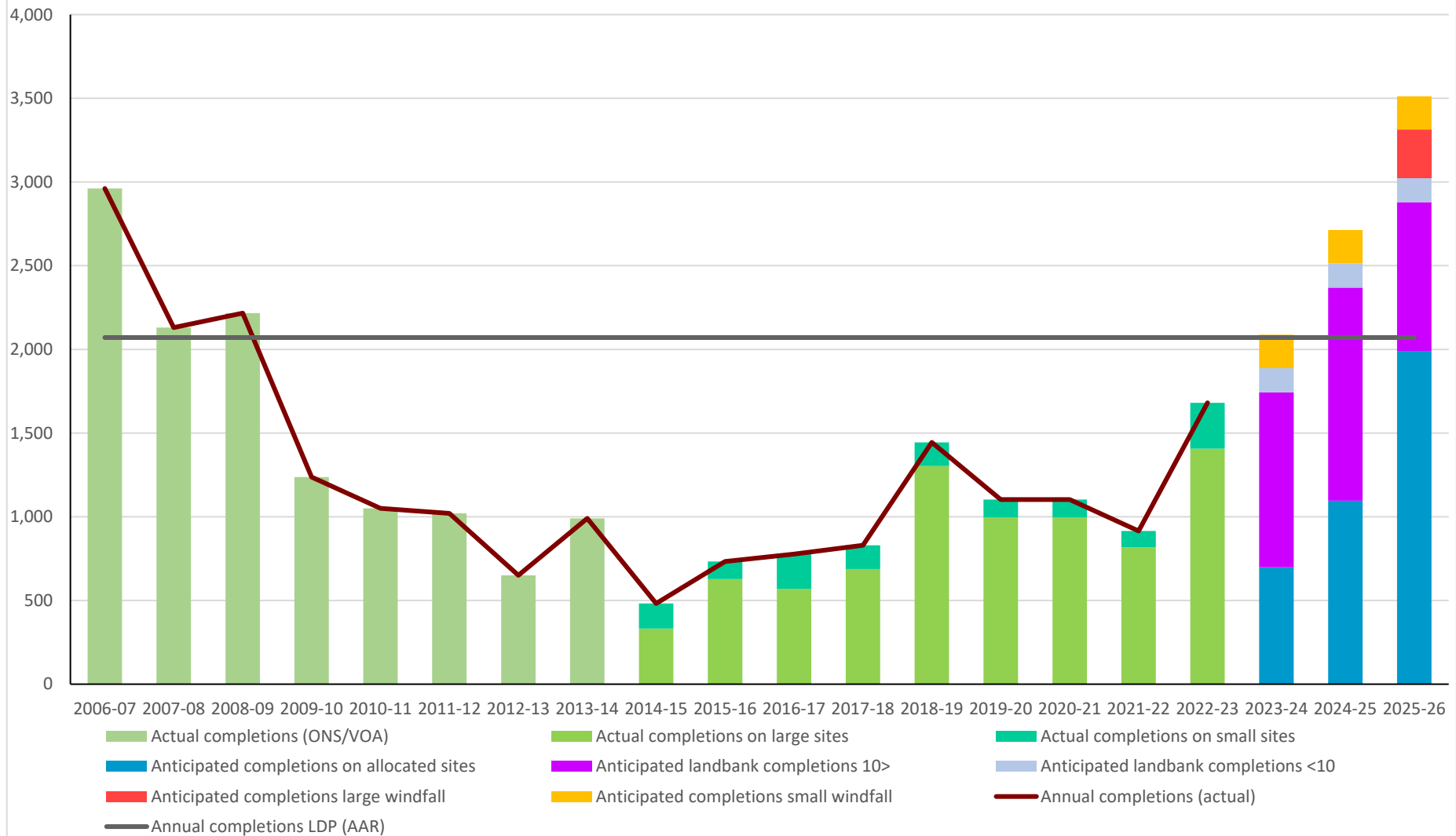
LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Actual completions (ONS/VOA)	2,961	2,130	2,217	1,237	1,050	1,020	650	990												
Actual completions on large sites									332	628	569	688	1,303	997	997	817	1,407			
Actual completions on small sites									150	105	208	142	141	107	107	98	274			
Anticipated completions on allocated sites																		698	1,096	1,991
Anticipated landbank completions <10																		145	145	145
Anticipated landbank completions 10>																		1,045	1,273	888
Anticipated completions large windfall																		*	*	288
Anticipated completions small windfall																		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	1,681			
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	-390			
Annual difference (%)	43%	3%	7%	-40%	-49%	-51%	-69%	-52%	-77%	-65%	-62%	-60%	-30%	-47%	-47%	-56%	-19%			
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	21,323			
Cumulative completions (anticipated)																		23,411	26,124	29,636
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	-13,880	-13,863	-13,220	-11,779
Cumulative difference (%)	43%	23%	18%	3%	-7%	-15%	-22%	-26%	-32%	-35%	-37%	-39%	-39%	-39%	-40%	-41%	-39%	-37%	-34%	-28%

\*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 2023-2026



## 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	
<b>CORE</b> The number of net general market dwellings built		Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759			Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
The total number of general market dwellings built during 2014/15 was 377.	The total number of general market dwellings built during 2016/7 was 547.	The total number of general market dwellings built between 1 <sup>st</sup> April 2018 and	The total number of general market dwellings built between 1 <sup>st</sup> April 2019 and	The total number of general market dwellings built between 1 <sup>st</sup> April 2020 and	The total number of general market dwellings built between 1 <sup>st</sup> April 2021 and	The total number of general market dwellings built between 1 <sup>st</sup> April 2022 and

<p>The total number of general market dwellings built during 2015/16 was 489.</p> <p>The combined total of general market dwellings built by 1st April 2016 was 866.</p>	<p>The total number of general market dwellings built during 2017/18 was 636.</p> <p>The combined total of general market dwellings built by 1<sup>st</sup> April 2018 was 1,183.</p>	<p>31<sup>st</sup> March 2019 was 1,135.</p> <p>The cumulative total number of general market dwellings built to date is therefore 3,184.</p>	<p>31<sup>st</sup> March 2020 was 853.</p> <p>The cumulative total number of general market dwellings built to date is therefore 4,037.</p>	<p>31<sup>st</sup> March 2021 was 853.</p> <p>The cumulative total number of general market dwellings built to date is therefore 4,890.</p>	<p>31<sup>st</sup> March was 685.</p> <p>The cumulative total number of general market dwellings built to date is therefore 5,575.</p>	<p>31<sup>st</sup> March 2023 was 1,228.</p> <p>The cumulative total number of general market dwellings built to date is therefore 6,803.</p>
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### **Analysis**

Whilst the cumulative target for general market dwellings has not been achieved, the past year has seen a significant increase in the number of completions when compared to previous years. The number of general market dwellings built in 2022/23 was roughly double that of 2021/22.

A large majority of the LDP Strategic Sites have detailed planning permission and construction on most is well underway. It is expected to see continued high levels of housing delivery across them in future years.

### **Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## 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	
<b>CORE</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
The total number of affordable dwellings provided during	The total number of affordable dwellings provided during	The total number of affordable dwellings provided during	The total number of affordable dwellings provided during	The total number of affordable dwellings provided during	The total number of affordable dwellings provided during	The total number of affordable dwellings provided during

2014/15 was 105.	2016/17 was 230.	2018/19 was 309.	2019/20 was 250.	2020/21 was 250.	2021/22 was 230.	2022/23 was 453.
The total number of affordable dwellings provided during 2015/16 was 244.	The total number of affordable dwellings provided during 2017/18 was 194.	The total number of affordable dwellings built to date was therefore 1,082.	The total number of affordable dwellings built to date was therefore 1,582.	The total number of affordable dwellings built to date was therefore 1,832.	The total number of affordable dwellings built to date was therefore 2,062.	The total number of affordable dwellings built to date was therefore 2,515.
The combined total of affordable dwellings provided by 1st April 2016 was 349.	The combined total of affordable dwellings provided by 1st April 2018 was 424.					

### Analysis

Whilst the cumulative target for affordable dwellings has not been achieved, the past year has seen a significant increase in the number of completions when compared to previous years. The number of affordable dwellings built in 2022/23 was roughly double that of 2021/22.

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.

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 1,492 new build affordable dwellings were completed in the last five years, 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 3 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.

**Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## 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	
<b>CORE</b> Annual dwelling completions (all dwellings)		Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866			Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
The total number of all dwellings provided during 2014/15 was 482.	The total number of all dwellings provided during 2016/17 was 777	The total number of all dwellings built by 1 <sup>st</sup> April 2019 was 1,444.  The total number of all	The total number of all dwellings built by 1 <sup>st</sup> April 2020 was 1,103.	The total number of all dwellings built by 1 <sup>st</sup> April 2021 was 1,103.	The total number of all dwellings built by 1 <sup>st</sup> April 2022 was 915.  The total number of all	The total number of all dwellings built by 1 <sup>st</sup> April 2023 was 1,681.

The total number of all dwellings provided during 2015/16 was 733.	The total number of all dwellings provided during 2017/18 was 830	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.	dwellings built to date is 7,387.	The total number of all dwellings built to date is 9,518.
The combined total by 1st April 2016 was 1,215.	The combined total by 1 <sup>st</sup> April 2018 was 1,607.					

### Analysis

Whilst the cumulative target for affordable dwellings has not been achieved, the past year has seen a significant increase in the number of completions when compared to previous years.

A large majority of the LDP Strategic Sites have detailed planning permission and construction on most is well underway. It is expected to see continued high levels of housing delivery across them in future years. In addition, there has been a significant contribution from large brownfield ‘windfall’ sites in the past year. These types of sites will be an important source of housing provision going forward into the new replacement LDP plan period.

### Recommendations

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.



## 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	
<b>CORE</b> Number of windfall units completed per annum on all sites		Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.			Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	The total number of windfall contributions during 2022/23 was 1,134 dwellings.
<b>Analysis</b>						
During the monitoring period for 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023, there were 1,134 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 1,134 completed windfall units falls outside the 10% buffer set out in the trigger.						

This high figure can be attributed to a number of large apartment developments which were all completed within the past financial year. It is not considered to be reflective of the general rate of windfall contributions, based on previous years set out above.

### **Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## **Topic Area: Settlement Boundaries**

**Relevant LDP Policies:** KP3(B), EN1

**Indicator reference:** OB2 SO6

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>Core</b> Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies.		Number of dwellings permitted that are not in accordance with KP3(B)			1 or more permission that does not satisfy LDP policies	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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.	No applications permitted outside the settlement boundary that do not satisfy policy.
<b>Analysis</b>						
During the 7th 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 five applications were approved for residential development outside the settlement boundary. All applications are considered to be policy compliant/compliant subject to						

conditions. 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	
<b>LOCAL</b> Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation						Site is no longer categorised within Flood Risk Zone C2	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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	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	brownfield land are permitted subject to meeting the acceptability tests set out in the TAN
<b>Analysis</b>						
<p>This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However, the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches.</p> <p>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 towards the end of 2023.</p> <p>In addition, the contract to improve coastal flood defences along the Rover Way Foreshore and River Rhymney has now been awarded. This has been designed to protect the area from the impact of extreme weather events, and from rising sea level for the next 100 years. Construction is due to commence later this year and will take approximately 3 years to complete.</p> <p>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 through the ongoing Replacement LDP preparation process along with other sites to accommodate the need for Gypsy and Traveller sites.</p>						

**Recommendations**

Review potential of site to accommodate Gypsy and Traveller pitches through the ongoing Replacement LDP preparation process.

## Topic Area: Gypsy and Traveller Provision – Permanent Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO8

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation</p>	<ol style="list-style-type: none"> <li>1. Agree project management arrangements including reporting structure and representatives – July 2015</li> <li>2. Agree methodology for undertaking site search and assessment – December 2015</li> <li>3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016</li> <li>4. Undertake a site search and assessment and secure approval of findings – July 2016</li> <li>5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017</li> <li>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified</li> </ol>	<p><b>LOCAL</b> 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			
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	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.	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.	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.	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.	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	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. A suitable site will need to be identified in the Replacement LDP Deposit Plan which is due to be

<p>Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>obligation to progress this work 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>considered by Cabinet and Council next year.</p> <p>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 best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing</p>
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<p>process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site</p>						(Wales) Act 2014.
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<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>						
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**Analysis**

An updated Gypsy and Traveller Accommodation Assessment (GTAA) was submitted for approval 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 were approved by the Council's Cabinet in January 2016. The approved site selection criteria set 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. The next stage in the plan preparation the detailed Deposit Plan will need to allocate sites to meet the need for new Gypsy and Traveller pitches to 2036 identified in this assessment taking forward work currently ongoing on identifying sites for new pitches within the city. The Deposit Plan is due to be considered by Cabinet and Council next year.

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. The Council has 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**

Take forward work undertaken to date on identifying a suitable site for permanent Gypsy and Traveller pitches in the ongoing preparation of the Replacement LDP and allocate site in the detailed Deposit Plan to meet the need for pitches identified in the GTAA.

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

			site(s) required to meet long term need for 65 pitches by May 2021			
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	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.	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.	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.	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.	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	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. A suitable site will need to be identified in the Replacement LDP Deposit Plan which is due to be



<p>Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>obligation to progress this work 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>considered by Cabinet and Council next year.</p> <p>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 best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing</p>
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<p>process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site</p>						(Wales) Act 2014.
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<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>						
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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.

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 Replacement LDP and new Strategic Development Plan for South East Wales, which will need to address the need for transit sites on a regional basis

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. The next stage in the plan preparation the detailed Deposit Plan will need to identify how the need for new transit Gypsy and Traveller pitches to 2036 identified in this assessment is going to be met taking forward the work being undertaken at a regional level. The Deposit Plan due to be considered by Cabinet and Council next year.

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. The Council has 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**

Take forward work being undertaken at a regional level on identifying a suitable site for transit Gypsy and Traveller pitches in the ongoing preparation of the Replacement LDP and identify how this need is going to be met in the detailed Deposit Plan.

## Topic Area: Gypsy and Traveller Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO10

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

Indicator		Target			Trigger	
<b>LOCAL</b> Total number of Gypsy and Traveller pitches for residential accommodation		Ensure the existing supply of pitches is maintained (Should existing pitches be no longer available alternative pitches will be sought)			Any net loss of existing Gypsy and Traveller pitch provision	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period
<b>Analysis</b>						
The latest Gypsy and Traveller Accommodation Assessment (GTAA) submitted for approval 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 as present. Continue to monitor.

**Topic Area: Dwelling Completions on Strategic Site A Cardiff**

**Relevant LDP Policies: KP2**

**Indicator Reference: OB2 S011**

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone</p>	<p>2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
As at 1st April 2017 there had been no completions on Strategic Housing Site A.	As at 1st April 2018 there had been no completions on Strategic Housing Site A.	As at 1st April 2019 there were 102 completions on Strategic Housing Site A.	As at 1 <sup>st</sup> April 2020 there were no completions on Strategic Housing Site A	As at 1 <sup>st</sup> April 2021 there were no completions on Strategic Housing Site A	As at 1 <sup>st</sup> April 2022 there were no completions on Strategic Housing Site A	As at 1 <sup>st</sup> April 2023 there were 524 completions on Strategic Housing Site A.
<b>Analysis</b>						
<p>The 524 completions during 2022/23 can be attributed to two sites. One is the former Marland House building, now known as 'Wood Street House' which is located in the Central Square development and provides 318 apartments. The other site is the former Browning Jones &amp; Morris industrial site located on Dumballs Road which has now been redeveloped as a building containing 206 apartments.</p> <p>To date there have been 626 completed dwellings on Strategic Site A, this is lower than the cumulative target set out above. Whilst the required target number of dwellings has not be reached, there are a number of sites in Strategic Site A either under construction, with planning permission or currently being determined by the Council which will contribute to further completions in the near future.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						



## 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	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been no completions on Strategic Site B.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2020 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2021 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2022 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2023 there had been no completions on Strategic Housing Site B.
<b>Analysis</b>						
<p>The site is currently being used to accommodate up to 200 one to three bedroom modular flats to provide individuals and families with good quality, temporary housing.</p> <p>The site has now been brought by the Council and has been included in the Council's housing partnership programme and it is expected a planning application for development of the site will be submitted in the near future.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						

**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

<b>Indicator</b>			<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no completions on Strategic Housing Site C.	As at 1st April 2018 there had been 39 completions on Strategic Housing Site C.	As at 1st April 2019 there had been 128 completions on Strategic Housing Site C.	As at 1st April 2020 there were 180 completions on Strategic Housing Site C.	As at 1st April 2021 there were 180 completions on Strategic Housing Site C.	As at 1st April 2022 there were 213 completions on Strategic Housing Site C.	As at 1st April 2023 there were 206 completions on Strategic Housing Site C.
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### Analysis

To date there have been 945 completed dwellings on Strategic Site C, this is lower than the cumulative target set out above. Whilst the required target number of dwellings has not been reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.

The initial lag in developers getting on site is in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

### Recommendations

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## **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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no completions on Strategic Housing Site D.	As at 1st April 2018 there had been no completions on Strategic Housing Site D.	As at 1st April 2019 there had been no completions on Strategic Housing Site D.	As at 1st April 2020 there were 64 completions on Strategic Housing Site D.	As at 1st April 2021 there were 64 completions on Strategic Housing Site D.	As at 1st April 2022 there were 88 completions on Strategic Housing Site D.	As at 1st April 2023 there were 101 completions on Strategic Housing Site D.
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### **Analysis**

To date there have been 317 completed dwellings on Strategic Site D, this is lower than the cumulative target set out above. However, the 101 completions during 2022/23 is the highest total for a single year to date.

Whilst the required target number of dwellings has not been reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.

The initial lag in developers getting on site is in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

### **Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## 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	
<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site E – South of Creigiau		650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intensions: 2016: 150 2018: 300 2020: 200			Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2020 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2021 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2022 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2023 there had been no completions on Strategic Housing Site E.

**Analysis**

An outline planning application for approximately 650 dwellings was submitted in 2019 and is currently being considered by the Council.

The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

**Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.



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

**Relevant LDP Policies: KP2**

**Indicator Reference: OB2 S016**

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

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

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2020 there were 39 completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2021 there were 39 completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2022 there were 85 completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2023 there were 128 completions on Strategic Housing Site F.
<b>Analysis</b>						
<p>To date there have been 341 completed dwellings on Strategic Site F. Whilst the cumulative total has not been met, the figure of 128 completions during 2022-23 represents the highest completions figure for the past three years.</p> <p>A large proportion of the site now has planning permission and construction is well under way. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						

## 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
As at 1 <sup>st</sup> April 2017 there had been 62	As at 1 <sup>st</sup> April 2018 there had been 174 completions on	As at 1 <sup>st</sup> April 2019 there were 337 completions	As at 1 <sup>st</sup> April 2020 there were 134 completions on	As at 1 <sup>st</sup> April 2021 there were 134 completions on	As at 1 <sup>st</sup> April 2022 there were 113 completions	As at 1 <sup>st</sup> April 2023 there were 112 completions

completions on Strategic Housing Site G.	Strategic Housing Site G.	on Strategic Housing Site G.	Strategic Housing Site G.	Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.
<b>Analysis</b>						
<p>To date there have been 1,066 completed dwellings on Strategic Site G, which although lower than the cumulative target is by far the most advanced site in terms of the number of completed dwellings delivered.</p> <p>A large proportion of the site is now complete with planning permission granted and construction under way for any remaining parts. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						

## 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
As at 1 <sup>st</sup> April 2017 there had been no affordable	As at 1 <sup>st</sup> April 2018 there had been no affordable	As at 1 <sup>st</sup> April 2019 there were no affordable completions on	As at 1 <sup>st</sup> April 2020 there were no affordable completions on	As at 1 <sup>st</sup> April 2021 there were no affordable completions on	As at 1 <sup>st</sup> April 2022 there were no affordable completions on	As at 1 <sup>st</sup> April 2023 there were no affordable completions on

completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	Strategic Housing Site A.	Strategic Housing Site A.	Strategic Housing Site A.	Strategic Housing Site A.	Strategic Housing Site A.
<b>Analysis</b>						
<p>Whilst the target number of affordable dwellings has not be reached, there are a number of sites in Strategic Site A either under construction, with planning permission or currently being determined by the Council which will contribute to affordable housing completions in the near future.</p> <p>The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						

## 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been	As at 1 <sup>st</sup> April 2018 there had been no affordable completions on	As at 1 <sup>st</sup> April 2019 there were no affordable completions on	As at 1 <sup>st</sup> April 2020 there were no affordable completions on	As at 1 <sup>st</sup> April 2021 there were no affordable completions on	As at 1 <sup>st</sup> April 2022 there were no affordable completions on	As at 1 <sup>st</sup> April 2023 there were no affordable completions on

no completions on Strategic Site B.	Strategic Housing Site B.	Strategic Housing Site B.	Strategic Housing Site B.	Strategic Housing Site B.	Strategic Housing Site B.	Strategic Housing Site B.
<b>Analysis</b>						
<p>The site is currently being used to accommodate up to 200 one to three bedroom modular flats to provide individuals and families with good quality, temporary housing.</p> <p>The site has now been brought by the Council and has been included in the Council's housing partnership programme and it is expected a planning application for development of the site will be submitted in the near future.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						



## **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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no Affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2020 there were 44 affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2021 there were 45 affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2022 there were 39 affordable completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2023 there were 92 affordable completions on Strategic Housing Site C.
<b>Analysis</b>						
<p>The 92 affordable dwellings completed during 2022/2023 was the highest number delivered in a single year since construction began on Strategic Site C and is a sign that the affordable element is starting to pick up. To date there have been 220 affordable completions which is lower than the target number as set out in the indicator above. Whilst the 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 number of planning applications either having been granted planning permission, or currently under consideration by the Council.</p> <p>The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						

## **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.

<b>Indicator</b>			<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no Affordable completions on Strategic Housing Site D.	As at 1st April 2018 there had been no affordable completions on Strategic Housing Site D.	As at 1st April 2019 there were no affordable completions on Strategic Housing Site D.	As at 1st April 2020 there were 13 affordable completions on Strategic Housing Site D.	As at 1st April 2021 there were 14 affordable completions on Strategic Housing Site D.	As at 1st April 2022 there were 21 affordable completions on Strategic Housing Site D.	As at 1st April 2023 there were 6 affordable completions on Strategic Housing Site D.
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### **Analysis**

To date there have been 54 affordable housing completions on Strategic Site D, which is below the target indicator as set out above. Whilst the 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 number of planning applications either having been granted planning permission, or currently under consideration by the Council.

The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

### **Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## **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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no completions on Strategic Housing Site E.	As at 1st April 2018 there had been no completions on Strategic Housing Site E.	As at 1st April 2019 there were no affordable completions on Strategic Housing Site E.	As at 1st April 2020 there were no affordable completions on Strategic Housing Site E.	As at 1st April 2021 there were no affordable completions on Strategic Housing Site E.	As at 1st April 2022 there were no affordable completions on Strategic Housing Site E.	As at 1st April 2023 there were no affordable completions on Strategic Housing Site E.
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### **Analysis**

An outline planning application for approximately 650 dwellings was submitted in 2019 and is currently being considered by the Council.

The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

### **Recommendations**

A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

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

**Relevant LDP Policies:** KP2, KP13

**Indicator Reference:** OB2 S023

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

Indicator	Target	Trigger
<p><b>LOCAL</b> Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)</p>	<p>1,350 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016 : 54 2018: 359 2020: 242 2022: 242 2024: 243</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2020 there were 3 affordable completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2021 there were 3 affordable completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2022 there were 18 affordable completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2023 there were 22 affordable completions on Strategic Housing Site F.
<b>Analysis</b>						
<p>The 22 affordable completions during 2022/23 was the highest number on this site since construction began, however the target as set out in the indicator above has not been achieved. Whilst the 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 number of planning applications either having been granted planning permission, or currently under consideration by the Council.</p> <p>The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p> <p>New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.</p>						



## 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	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>

As at 1st April 2017 there had been no affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2018 there had been 39 affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2019 there were 53 affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2020 there were 14 affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2021 there were 15 affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2022 there were no affordable completions on Strategic Housing Site G.	As at 1 <sup>st</sup> April 2023 there were no affordable completions on Strategic Housing Site G.
<b>Analysis</b>						
<p>A number of affordable phases of this site were built out some years ago which may explain the lack of affordable completions over the past 2-year period. However, there are two further phases with planning permission which when built out will provide an additional 48 affordable dwellings.</p> <p>To date there have been 117 affordable housing completions on Strategic Site G, which is below the target indicator as set out above. Whilst the target number of dwellings has not be reached, a large proportion of the site is now complete with planning permission granted and construction under way for any remaining parts.</p> <p>The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.</p>						
<b>Recommendations</b>						
<p>A replacement Cardiff Local Development Plan is being prepared which will take account of the housing monitoring data contained within this Annual Monitoring Report since the current LDP was adopted in 2016.</p>						

New indicators and targets will be set when the Replacement LDP is adopted which will continue to monitor housing delivery within Cardiff.

## 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	
<b>LOCAL</b> Changes in market value of property in Cardiff on Greenfield and Brownfield areas		Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108			An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	Data not available for 2022/23.

**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	
<b>LOCAL</b> Need for release of additional housing land identified in the flexibility allowance		To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.			Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e., more than 13,910 dwellings completed between 2014 - 2020	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.
<b>Analysis</b>						
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.						

<b>Recommendations</b>
No action is required at present. Continue to monitor.

## **Topic Area: Affordable Housing SPG**

**Relevant LDP Policies:** KP13, H3

**Indicator reference:** OB2 SO27

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Affordable Housing SPG					Failure to adopt SPG within 6 months of Plan adoption	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	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<sup>th</sup> January 2017. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**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	
<b>LOCAL</b> Houses in Multiple Occupation SPG						Failure to adopt SPG within 6 months of Plan adoption	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>	
The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	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	
<b>Analysis</b>							
The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.							

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **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	
<b>LOCAL</b> Planning Obligations SPG					Failure to adopt SPG within 12 months of Plan adoption	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>
The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	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
<b>Analysis</b>						
The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## **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
<b>LOCAL</b> Community Facilities and Residential Development SPG							Failure to adopt SPG within 18 months of Plan adoption
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the	

Council in January 2017	Council in January 2017	Council in January 2017	Council in January 2017	Council in January 2017	Council in January 2017	Council in January 2017
<b>Analysis</b>						
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## **Topic Area: Childcare Facilities SPG**

Relevant LDP Policies: C1

Indicator reference: OB2 SO31

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Childcare Facilities SPG					Failure to adopt SPG within 18 months of Plan adoption	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
The Childcare Facilities SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	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<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.



## **Topic Area: Planning for Health and Wellbeing SPG**

Relevant LDP Policies: C6

Indicator reference: OB2 SO32

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

Indicator			Target			Trigger
LOCAL Health SPG						Failure to adopt SPG within 18 months of Plan adoption
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	The Planning for Health and Wellbeing SPG was approved in November 2017

**Analysis**

The SPG was approved by Council on 30<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## 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	
<b>LOCAL</b> Gypsy and Traveller Sites SPG						Failure to adopt SPG within 18 months of Plan adoption	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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.	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	
<b>Core</b> Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests		No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests			1 application permitted for development in any 1 year that does not meet TAN 15 tests	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	1 application was permitted in C1 Floodplain areas that did not meet all TAN 15 tests

**Analysis**

During the 7<sup>th</sup> monitoring period 1 application for highly vulnerable development was permitted in Zone C1 where Natural Resources objected on the flood risk grounds. This application related to redevelopment of a site to provide commercial uses on the ground floor and apartments on the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floors. This application was considered acceptable as the residential apartments were not on the ground floor, they would therefore be flood free in an extreme flood event and residents would be able to take safe refuge within their homes should they receive a flood warning. In addition, a planning condition was included to ensure that future occupiers are made aware of the flooding risks and consequences and that flood emergency plans and procedures are put in place for future occupiers. 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 required. 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	
<b>Core</b> Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas		No permissions granted for highly vulnerable development within C2 floodplain area			1 application permitted for development in any 1 year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	No applications permitted in C2 floodplain Areas.
Analysis						
During the 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 required. 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	
<b>LOCAL</b> Percentage of water bodies of good status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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)	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 required. 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	
<b>LOCAL</b> Number of permissions granted where there is a known risk of deterioration in status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
<b>Analysis</b>						
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies.						

<b>Recommendations</b>
No action required. 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	
<b>LOCAL</b> Number of permissions incorporating measures designed to improve water quality where appropriate		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)			1 application permitted for development in any 1 year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)
<b>Analysis</b>						
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.						

<b>Recommendations</b>
No action required. Continue to monitor.

## **Topic Area: Water Quality and Quantity**

**Relevant LDP Policies:** KP18, EN11 & EN14

**Indicator reference:** OB3 EN6

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision		No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier			1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	No planning consents issued where there is an outstanding objection from the water supplier
<b>Analysis</b>						
No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier.						

<b>Recommendations</b>
No action required. Continue to monitor.



**Topic Area: Green Wedge**

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

**Indicator Reference:** OB3 EN7

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies.		No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.			No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	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.
<b>Analysis</b>						
<p>During the 7th 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 or the purposes of including land within 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>						
<b>Recommendations</b>						
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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>Core</b> The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas		No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas			1 application permitted for development in any 1 year	
<b>Performance</b> 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance</b> 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance</b> 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	<b>Performance</b> 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	<b>Performance</b> 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	<b>Performance</b> 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	<b>Performance</b> 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	No applications permitted within a Special Landscape Area that does not satisfy policy
<b>Analysis</b>						
During the 7th monitoring period no applications were approved on land within a Special Landscape Area contrary to Policy EN3 which would cause unacceptable harm to a 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.						
<b>Recommendations</b>						
No action is required at present. Continue to monitor						

## Topic Area: Ancient Semi-Natural Woodland

**Relevant LDP Policies:** EN8: Trees, Woodlands and Hedgerows

**Indicator reference:** OB3 EN9

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

Indicator		Target			Trigger	
<b>LOCAL</b> Ancient Semi-Natural Woodland		No inappropriate developments granted planning permission contrary to Policy EN8.			1 application permitted for development in any 1 year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.
Analysis						
During the 7th monitoring period it is considered that 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 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.						

<b>Recommendations</b>
No action is required at present. Continue to monitor.

## Topic Area: SSSI's and SINCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

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

Indicator		Target			Trigger	
<b>LOCAL</b> The number of planning permissions granted on SSSI or SINCI designated areas.		No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINCI that does not satisfy LDP policies.			1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy	No applications were permitted on SSSIs and SINCI's that do not satisfy policy
<b>Analysis</b>						
During the 7th monitoring period it is considered that of the relevant applications no applications were granted permission that would result in an unacceptable impact which could not be mitigated against or managed on an SSSI or SINCI designated areas. Overall applications permitted were considered to be 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.						

<b>Recommendations</b>
No action is required at present. Continue to monitor.

## Topic Area: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

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

Indicator		Target			Trigger	
<b>Core</b> Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site.		Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.			<b>Trigger</b> No applications were permitted on Natura 2000 sites that do not comply with policy.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	No applications were permitted on Natura 2000 sites that do not comply with policy.
<b>Analysis</b>						
During the 7th monitoring period of the relevant applications approved it is considered that there were no applications permitted on Natura 2000 sites that were not considered policy compliant or compliant subject to conditions/recommendations placed on the permission.						

<b>Recommendations</b>
No action is required at present. Continue to monitor



## **Topic Area: Natural Environment**

**Relevant LDP Policies:** EN1– EN8

**Indicator reference:** OB3 EN12

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute			1 application permitted contrary to the advice of NRW or the authority's ecologist	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist	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 7<sup>th</sup> 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 overall to be 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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.	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.	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 6<sup>th</sup> Annual Monitoring Report is 1.16 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.18 ha in the 1<sup>st</sup> Annual Monitoring Report for 2016/17. 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 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. 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	
<b>LOCAL</b> Number of Air Quality Management Areas		No more than 4 current AQMA in action			One or more additional AQMA	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period
<b>Analysis</b>						
There are currently four established AQMAs within Cardiff:						

1. Cardiff City Centre- declared 1st April 2013
2. Llandaff- declared 1st April 2013
3. Stephenson Court- declared 1<sup>st</sup> 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. 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	
<b>LOCAL</b> Open Space SPG					Failure to adopt SPG within 6 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
The Green Infrastructure SPG, incorporating guidance on open space was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	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<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.



## 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	
<b>LOCAL</b> Public Rights of Way and Development SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	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	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017

approval in October 2017						
<b>Analysis</b>						
<p>The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.</p>						
<b>Recommendations</b>						
<p>The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.</p>						

## 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	
<b>LOCAL</b> Trees and Development SPG						Failure to adopt SPG within 18 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>	
The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for	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	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	

approval in October 2017						
<b>Analysis</b>						
The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## **Topic Area: Biodiversity SPG**

**Relevant LDP Policies:** EN5, EN6, EN7

**Indicator reference:** OB3 EN18

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

Indicator		Target			Trigger	
LOCAL Biodiversity SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	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<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **Topic Area: Flooding SPG**

**Relevant LDP Policies:** EN14

**Indicator reference:** OB3 EN19

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

<b>Indicator</b>			<b>Target</b>			<b>Trigger</b>
<b>LOCAL</b> Flooding SPG						Failure to adopt SPG within 12 months of adoption of the Plan
<b>Performance</b> <b>1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to</b> <b>31<sup>st</sup> March</b> <b>2017</b>	<b>Performance</b> <b>2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to</b> <b>31<sup>st</sup> March</b> <b>2018</b>	<b>Performance</b> <b>3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to</b> <b>31<sup>st</sup> March</b> <b>2019</b>	<b>Performance</b> <b>4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to</b> <b>31<sup>st</sup> March</b> <b>2020</b>	<b>Performance</b> <b>5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to</b> <b>31<sup>st</sup> March</b> <b>2021</b>	<b>Performance</b> <b>6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to</b> <b>31<sup>st</sup> March</b> <b>2022</b>	<b>Performance</b> <b>7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to</b> <b>31<sup>st</sup> March</b> <b>2023</b>
The Flooding SPG is due to be issued for public consultation in March 2018.	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation	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 8<sup>th</sup> AMR in 2024.

**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	
<b>LOCAL</b> Natural Heritage Network SPG					Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017

<b>Analysis</b>						
<p>The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.</p>						
<b>Recommendations</b>						
<p>The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.</p>						

## 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
<b>LOCAL</b> Archaeologically Sensitive Areas SPG							Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>	
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.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	
<b>Analysis</b>							
The SPG was approved by Council on 19 <sup>th</sup> July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.							

<b>Recommendations</b>
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

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

### Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

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

Indicator		Target			Trigger	
<b>LOCAL</b> The number and capacity of renewable energy developments permitted		An increase in the number of renewable energy schemes permitted			No increase in the number of renewable energy schemes permitted for two or more consecutive years	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	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	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	No notable renewable energy schemes were permitted during the monitoring period.	No notable renewable energy schemes were permitted during the monitoring period.

		solar energy amounting to 0.52 MW in total	solar energy amounting to 0.003 MW.	amounting to 0.01 MW		
<b>Analysis</b>						
<p>In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW) 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).</p> <p>It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from ‘permitted development’ rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy developments is not possible and certain developments will not be captured by this monitoring indicator.</p>						
<b>Recommendations</b>						
No action required at present. Continue to monitor.						

## Topic Area: Waste Management Capacity

Relevant LDP Policies: KP12, W1

Indicator reference: OB4 SN2

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

Indicator		Target			Trigger	
<b>LOCAL</b> Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity		Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)			No trigger	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	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 applications for 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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Amount of household waste recycled		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025			Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5%	The amount of household waste recycled in 2016/17 was 58.1% and amount sent to landfill was 1.6%	The amount of household waste recycled in 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%	The amount of household waste recycled in 2022/23 was 58.2% and amount sent to landfill was 2%
<b>Analysis</b>						
Latest figures produced by Welsh Government show that the household recycling rate in 2021/22 was 58.2% which was below the target for recycling in 2020 of 64% set out above. This rate shows a slight increase on 2020/21 but overall, there has been a general upward trend over the plan period as rates in 2013/14 were 49.7%. Only 2% of household waste was sent to landfill in 2021/22						

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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Applications received for waste management uses on B2 sites		Maintain a sufficient range and choice of waste management facilities			1 or more applications refused in any 1 year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	No applications for waste management uses on B2 land refused
<b>Analysis</b>						
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.						
<b>Recommendations</b>						
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	
<b>LOCAL</b> Maintain a minimum 10 year landbank of crushed rock reserves		10 year supply			Less than 10 year supply	
<b>Performance</b> 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	<b>Performance</b> 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	<b>Performance</b> 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	<b>Performance</b> 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	<b>Performance</b> 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	<b>Performance</b> 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	<b>Performance</b> 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	More than 10 year supply maintained throughout the plan period
<b>Analysis</b>						
The most recent published data on the landbank is the SWRAWP Annual Report 2020, published in May 2023. This states that Cardiff has a landbank of 27 years, a figure based on the highest average of the sales for the last three years and the last ten years. 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.						

<b>Recommendations</b>
No action is required at present. Continue to monitor.

## **Topic Area: Sand Wharf Protection Areas**

**Relevant LDP Policies:** KP11, M6

**Indicator reference:** OB4 SN6

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Amount of development within Sand Wharf Protection Area		No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6			1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	No applications permitted within the Sand Wharf Protection Area
<b>Analysis</b>						
During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.						

<b>Recommendations</b>
No action is required at present. Continue to monitor.

## Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator reference: OB4 SN7

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

Indicator		Target			Trigger	
<b>LOCAL</b> Amount of development permitted within a mineral safeguarding area		No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan			1 application permitted for development in any year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	No permanently sterilising developments permitted contrary to policy M7



**Analysis**

During the monitoring period, the only planning applications approved within the mineral safeguarding areas were extensions and alterations to existing residential properties. These proposals would have no additional detrimental impact upon the mineral safeguarding areas.

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 required at present. Continue to monitor.

## Topic Area: Mineral Permissions

Relevant LDP Policies: M2

Indicator reference: OB4 SN8

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

Indicator		Target			Trigger	
<b>LOCAL</b> Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted			1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
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	No applications permitted for extraction in line with policy M2
<b>Analysis</b>						
No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.						
<b>Recommendations</b>						
No action required at present. Continue to monitor.						

## Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

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

Indicator		Target			Trigger	
<b>LOCAL</b> Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to policy M4		1 planning permission permitted			1 application permitted for development in any one year	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>
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	No applications for inappropriate development permitted within the Minerals Buffer Zones
<b>Analysis</b> During the monitoring period two applications for development within minerals buffer zones were approved:						

- A householder application for an extension to an existing house within the buffer zone surrounding Creigiau Quarry. As this relates to an existing residential use, it is not considered that there would be any detrimental impact upon the buffer zone;
- An application for a change of use from a B1 use to a D1 dentist use within the buffer zone surrounding Taff's Well Quarry. This development is not considered 'sensitive development' and is within an existing commercial building, so would not cause any further sterilisation of the mineral resource.

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	
<b>LOCAL</b> Number of prohibition orders issued on dormant sites		Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders			LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
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	No prohibition orders served in the monitoring period

<b>Analysis</b>						
<p>It has not been necessary for the Council to serve any prohibition orders within the monitoring period.</p> <p>Further research and investigation into the appropriateness of serving prohibition orders should be carried out. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>						
<b>Recommendations</b>						
<p>Further research on prohibition orders is required. Continue to monitor.</p>						

## **Topic Area: Historic Environment**

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

**Indicator reference:** OB4 SN11

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas.			1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	No developments have been permitted with an outstanding objection from statutory heritage advisors	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 7<sup>th</sup> monitoring period it is considered that of the relevant applications no permissions were granted 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 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	
<b>LOCAL</b> Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements.		Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).			1 (or more) key principles not delivered.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
2017: Outline planning permission(s) have been granted at Strategic Sites:	2018: Outline planning permission has been granted at Strategic Sites:  C: North West Cardiff (x4)	2019: Outline planning permission has been granted at Strategic Sites:  C: North West Cardiff (x4)	2020: Outline planning permissions have been granted at Strategic Sites:  C: NW Cardiff	2021: Outline planning permissions have been granted at Strategic Sites:  C: NW Cardiff	2022: Outline planning permissions have been granted at Strategic Sites:  C: NW Cardiff	2023: Outline planning permissions have been granted at Strategic Sites:  C: NW Cardiff

<p>C: (North West Cardiff), F: (North East Cardiff – West of Pontprennau) and G: (East of Pontprennau Link Road).</p> <p>Associated S106 agreements are linked to infrastructure provision identified through policies KP2(A-H).</p> <p>To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes</p>	<p>D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff</p>	<p>D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone</p>	<p>D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites E and F</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Construction work has commenced at sites:</p>	<p>D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites A, E, F and H</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Construction work has</p>	<p>D: Land North of Junction 33 F: NE Cardiff 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>D: Land North of Junction 33 F: NE Cardiff 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 and E.</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>
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<p>progress over the coming years.</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 infrastructure provision is monitored as schemes progress and is summarised in Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018).</p>	<p>C: North West Cardiff (x3) F: North East Cardiff G:East of Pontprennau Link Road (x2)</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is now being monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure</p>	<p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the</p>	<p>commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE Cardiff G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series</p>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site</p>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site</p>
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		Plan (see below).	wider Cardiff Infrastructure Plan (see below).	of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).	infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).	infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).
<b>Analysis</b>						
<p>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) and E (South of Creigiau). Outline planning consent has recently been granted (<i>subject to S106</i>) at Sites F (North East Cardiff) and H (South of St Mellons Business Park). A meanwhile use has been constructed at Site B (Ferry Road).</p> <p>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 <a href="http://www.cardiff.gov.uk/planning">www.cardiff.gov.uk/planning</a> &gt; <a href="#">Major Development Activity Monitoring</a>.</p>						
<b>Recommendations</b>						
<ul style="list-style-type: none"> <li>• Continue to monitor the delivery of Strategic Site infrastructure provision through regular updates of the 'Strategic Site Monitoring Documents'.</li> <li>• No actions are triggered under the seventh year of performance monitoring.</li> </ul>						

## 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	
<b>LOCAL</b> 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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023
The 2016 version of the Cardiff Infrastructure Plan was published in September. The 2017 version is being prepared	The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be	The 2019 update of the Infrastructure Plan is being undertaken. As part of this update, a series of new Strategic	The 2020 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for	The 2021 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for	The 2022 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for	The 2023 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for

in advance of completion later in the year.	published in the autumn.	Site Monitoring Documents have been produced, which have been publish on the Council's website.	Spring 2020 have been published on the Council's website.	Spring 2021 have been published on the Council's website.	2022 will be published on the Council's website.	2023 will be published on the Council's website.
<b>Analysis</b>						
<ul style="list-style-type: none"> <li>• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis.</li> <li>• As part of the 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 2023 monitoring documents will be published on the Council's website.</li> </ul>						
<b>Recommendations</b>						
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.

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>Local</b> Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)		To deliver the SPG			Failure to adopt SPG within 6 months of adoption of the Plan	
<b>Performance</b> <b>1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to</b> <b>31<sup>st</sup> March</b> <b>2017</b>	<b>Performance</b> <b>2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to</b> <b>31<sup>st</sup> March</b> <b>2018</b>	<b>Performance</b> <b>3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to</b> <b>31<sup>st</sup> March</b> <b>2019</b>	<b>Performance</b> <b>4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to</b> <b>31<sup>st</sup> March</b> <b>2020</b>	<b>Performance</b> <b>5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to</b> <b>31<sup>st</sup> March</b> <b>2021</b>	<b>Performance</b> <b>6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to</b> <b>31<sup>st</sup> March</b> <b>2022</b>	<b>Performance</b> <b>7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to</b> <b>31<sup>st</sup> March</b> <b>2023</b>
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	Consultation on the SPG was undertaken between November and December 2017.  The SPG was subsequently adopted, having been approved by Council on	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.

additional technical work required in preparing the guidance, in combination with limitations of workloads and staffing capacity.	the 19 <sup>th</sup> of July 2018.					
<b>Analysis</b>						
The Managing Transport Impacts SPG was approved by Council on 19 <sup>th</sup> July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						



## **Topic Area: Waste Management Facilities SPG**

**Relevant LDP Policies:** W1, W2

**Indicator reference:** OB4 SN15

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>	
<b>LOCAL</b> Locating Waste Management Facilities SPG					Failure to adopt SPG within 12 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>
The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	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<sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **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	
<b>LOCAL</b> Infill Sites Design Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>
The Infill Sites Design Guidance SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Infill Sites Design Guidance SPG was approved in November 2017	The Infill Sites Design Guidance SPG was approved in November 2017	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<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **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	
<b>LOCAL</b> Tall Buildings SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>
The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	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
<b>Analysis</b>						
The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## **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	
<b>LOCAL</b> Householder Design Guidance SPG					Failure to adopt SPG within 18 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup></b> <b>April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup></b> <b>April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup></b> <b>April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup></b> <b>April 2022 to 31<sup>st</sup> March 2023</b>
The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	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
<b>Analysis</b>						
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.						
<b>Recommendations</b>						
The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.						

## 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			
<b>LOCAL</b> Public Art SPG				Failure to adopt SPG within 18 months of adoption of the Plan			
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	
<b>Analysis</b>							

Having reviewed the previous Public Art SPG, it is considered that through the related policies in the Local Development Plan and other existing (Cardiff Public Art Strategy) and recently produced (Public Art Protocol) public art guidance, there is not a need to produce an updated public art SPG at this time.

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

### **Recommendations**

- Not to progress a Public Art SPG at this time.
- To continue to monitor public art to identify any significant contextual changes during the monitoring period.



## **Topic Area: Food, Drink and Leisure Uses SPG**

**Relevant LDP Policies:** R8

**Indicator reference:** OB4 SN20

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

<b>Indicator</b>		<b>Target</b>			<b>Trigger</b>		
<b>LOCAL</b> Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG					Failure to adopt SPG within 18 months of adoption of the Plan		
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>	
The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017.	The SPG was approved in November 2017	The SPG was approved in November 2017	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<sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **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
<b>LOCAL</b> Waste Collection and Storage Facilities SPG							Failure to adopt SPG within 18 months of adoption of the Plan
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	<b>Performance 6<sup>th</sup> AMR 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022</b>	<b>Performance 7<sup>th</sup> AMR 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023</b>	
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	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	
<b>Analysis</b>							
The SPG was approved by Council on 20 <sup>th</sup> October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.							

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## **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
<b>LOCAL</b> Design Guidance and Standards for Flat Conversions SPG							Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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	The Flat Conversions SPG was approved in March 2019	

**Analysis**

The SPG was approved by Council on 28<sup>th</sup> March 2019 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

The Council will continue to monitor the effectiveness of the adopted SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.

## Topic Area: Renewable Energy Assessments SPG

Relevant LDP Policies: EN12

Indicator reference: OB4 SN23

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

Indicator		Target					Trigger
LOCAL Renewable Energy Assessments SPG							Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	Performance 6 <sup>th</sup> AMR 1 <sup>st</sup> April 2021 to 31 <sup>st</sup> March 2022	Performance 7 <sup>th</sup> AMR 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023	
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	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 2024.



## 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.

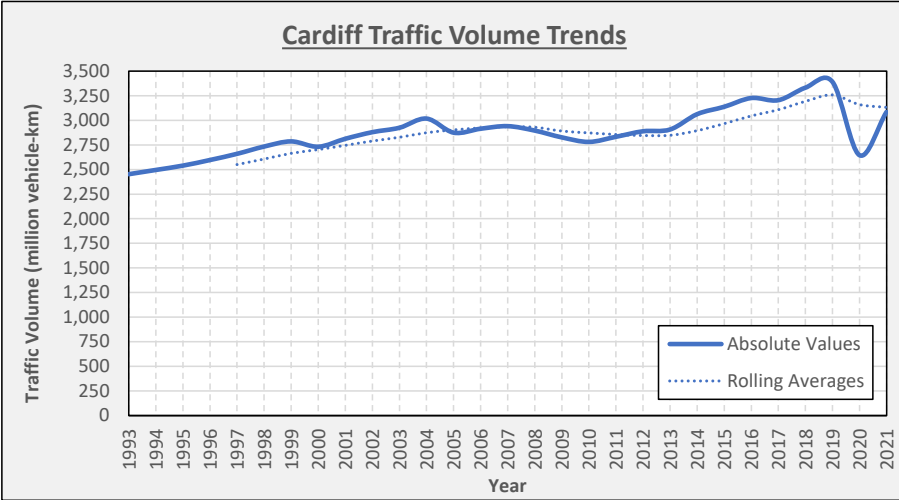
The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring 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 seventh SA monitoring to be undertaken since the adoption of the LDP and it provides a comparison with the baseline data outlined in the previous AMRs. Where applicable the direction of change compared to the 2022 and 2023 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)	2,265 (↑)	From 2014/15 to 2022/23 a total of 2,265 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	Exceedances 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 and this reduction has translated to improvements in air quality. The average NO<sup>2</sup> 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>18</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>98</td></tr> <tr><td>Dec 2020</td><td>75</td><td>75</td></tr> <tr><td>Jan 2021</td><td>85</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>30</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>40</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	18	35	Aug 2020	35	55	Sep 2020	55	75	Oct 2020	50	75	Nov 2020	75	98	Dec 2020	75	75	Jan 2021	85	75	Feb 2021	70	65	Mar 2021	70	60	Apr 2021	60	85	May 2021	35	45	Jun 2021	30	45	Jul 2021	35	45	Aug 2021	40	40
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May 2021	35	45																																																								
Jun 2021	30	45																																																								
Jul 2021	35	45																																																								
Aug 2021	40	40																																																								
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.

<p>4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects</p>	<p>Traffic volumes (vehicle-km)</p>	<p>n/a</p>	<p>Traffic volumes relative to pre-pandemic levels (2019):</p> <p>2020/2021 = 65%</p> <p>2021/2022 = 86% (↑) +32%</p> <p>2022/2023 = 95% (↑) +11%</p> <p>2015 = 2,927</p> <p>2016 = 2,978 (↑) +2.8%</p> <p>2017 = 2,920 (↓) -0.7%</p> <p>2018 = 2,999 (↑) +4.0%</p> <p>2019 = 3,392 (↑) +1.8%</p> <p>2020 = 2,646 (↓) -22%</p>	<p>Monitoring of this objective is usually via road traffic statistics published by the DfT. However, 2022 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>Nevertheless, DfT road traffic trends up to 2021 are provided for reference in figure SA4.1.1 below.</p> <p><b>Figure SA4.1.1</b></p>  <p>Meanwhile, traffic volume trends per month since March 2020 (based on data from Cardiff's Traffic Control Room) are set out in figure SA4.1.2 below.</p>
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				<p><b>Figure: SA4.1.2</b></p> <table border="1"> <caption>Traffic Volume Trends by Month Since COVID-19</caption> <thead> <tr> <th>Month</th> <th>Traffic Volumes Relative to 2019 Levels (%)</th> </tr> </thead> <tbody> <tr><td>Mar-20</td><td>70%</td></tr> <tr><td>Apr-20</td><td>35%</td></tr> <tr><td>May-20</td><td>45%</td></tr> <tr><td>Jun-20</td><td>59%</td></tr> <tr><td>Jul-20</td><td>74%</td></tr> <tr><td>Aug-20</td><td>82%</td></tr> <tr><td>Sep-20</td><td>78%</td></tr> <tr><td>Oct-20</td><td>70%</td></tr> <tr><td>Nov-20</td><td>75%</td></tr> <tr><td>Dec-20</td><td>71%</td></tr> <tr><td>Jan-21</td><td>58%</td></tr> <tr><td>Feb-21</td><td>61%</td></tr> <tr><td>Mar-21</td><td>69%</td></tr> <tr><td>Apr-21</td><td>78%</td></tr> <tr><td>May-21</td><td>84%</td></tr> <tr><td>Jun-21</td><td>92%</td></tr> <tr><td>Jul-21</td><td>92%</td></tr> <tr><td>Aug-21</td><td>93%</td></tr> <tr><td>Sep-21</td><td>91%</td></tr> <tr><td>Oct-21</td><td>87%</td></tr> <tr><td>Nov-21</td><td>50%</td></tr> <tr><td>Dec-21</td><td>85%</td></tr> <tr><td>Jan-22</td><td>79%</td></tr> <tr><td>Feb-22</td><td>83%</td></tr> <tr><td>Mar-22</td><td>83%</td></tr> <tr><td>Apr-22</td><td>85%</td></tr> <tr><td>May-22</td><td>88%</td></tr> <tr><td>Jun-22</td><td>90%</td></tr> <tr><td>Jul-22</td><td>92%</td></tr> <tr><td>Aug-22</td><td>89%</td></tr> <tr><td>Sep-22</td><td>89%</td></tr> <tr><td>Oct-22</td><td>94%</td></tr> <tr><td>Nov-22</td><td>92%</td></tr> <tr><td>Dec-22</td><td>95%</td></tr> <tr><td>Jan-23</td><td>98%</td></tr> <tr><td>Feb-23</td><td>94%</td></tr> <tr><td>Mar-23</td><td>90%</td></tr> </tbody> </table>	Month	Traffic Volumes Relative to 2019 Levels (%)	Mar-20	70%	Apr-20	35%	May-20	45%	Jun-20	59%	Jul-20	74%	Aug-20	82%	Sep-20	78%	Oct-20	70%	Nov-20	75%	Dec-20	71%	Jan-21	58%	Feb-21	61%	Mar-21	69%	Apr-21	78%	May-21	84%	Jun-21	92%	Jul-21	92%	Aug-21	93%	Sep-21	91%	Oct-21	87%	Nov-21	50%	Dec-21	85%	Jan-22	79%	Feb-22	83%	Mar-22	83%	Apr-22	85%	May-22	88%	Jun-22	90%	Jul-22	92%	Aug-22	89%	Sep-22	89%	Oct-22	94%	Nov-22	92%	Dec-22	95%	Jan-23	98%	Feb-23	94%	Mar-23	90%
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	<p>% of people walking, cycling, travelling by bus and train for each journey purpose</p>	<p>Increase</p>	<p>All Journey Purposes</p> <p>Walking: 2019 = 19% 2020 = 18% (↓) -1% 2021 = 26.2% (↑) +8% 2022 = 26.3 % (↑)</p> <p>Cycling: 2019 = 10% 2020 = 18% (↑)</p>	<p>Due to the pandemic, the last time the results of the Annual Transport Survey were available was in 2019, on which the monitoring for this objective would normally have been based, therefore other data sources have been relied upon over this period.</p> <p>There has been no significant change in the proportion walking. However, the proportion cycling and travelling by public transport has increased by 0.4% and 1%, respectively.</p> <p>The overall proportion travelling by sustainable modes has also increased by 2%, from 53% in 2021/2022 to 55% in 2022/2023.</p>																																																																												

+8%  
 2021 = 11.6%  
 (↓) -6%  
 2022 = 12.0%  
 (↑) +0.4%

Public Transport:  
 2019 = 17%  
 2020 = 7% (↓)  
 -10%  
 2021 = 11% (↑)  
 +4%  
 2022 = 12% (↑)  
 +1%

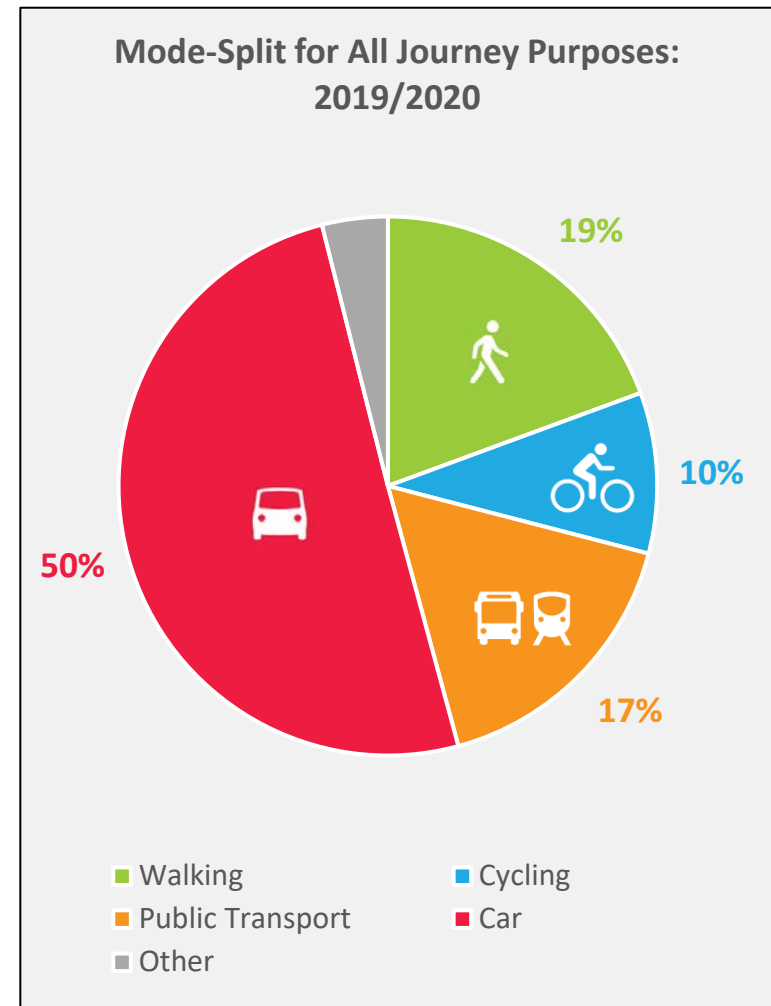
All Sustainable Modes:  
 2019 = 50%  
 2020 = 48% (↓)  
 -2%  
 2021 = 53% (↑)  
 +5%  
 2022 = 55% (↑)  
 +2%

Work

Walking:  
 2016 = 17.9%  
 2017 = 14.0%  
 (↓)

A summary of the mode-split for all journeys for 2019/2020, 2021/2022 and 2022/2023 is provided in figures SA4.2.1, SA4.2.2 and SA4.2.23, respectively.

**Figure: SA4.2.1**



2018 = 15.0%  
(↑)  
2019 = 18.3%  
(↑)

Cycling:  
2016 = 11.3%  
2017 = 16.5%  
(↑)  
2018 = 20.3%  
(↑)  
2019 = 18.9%  
(↓)

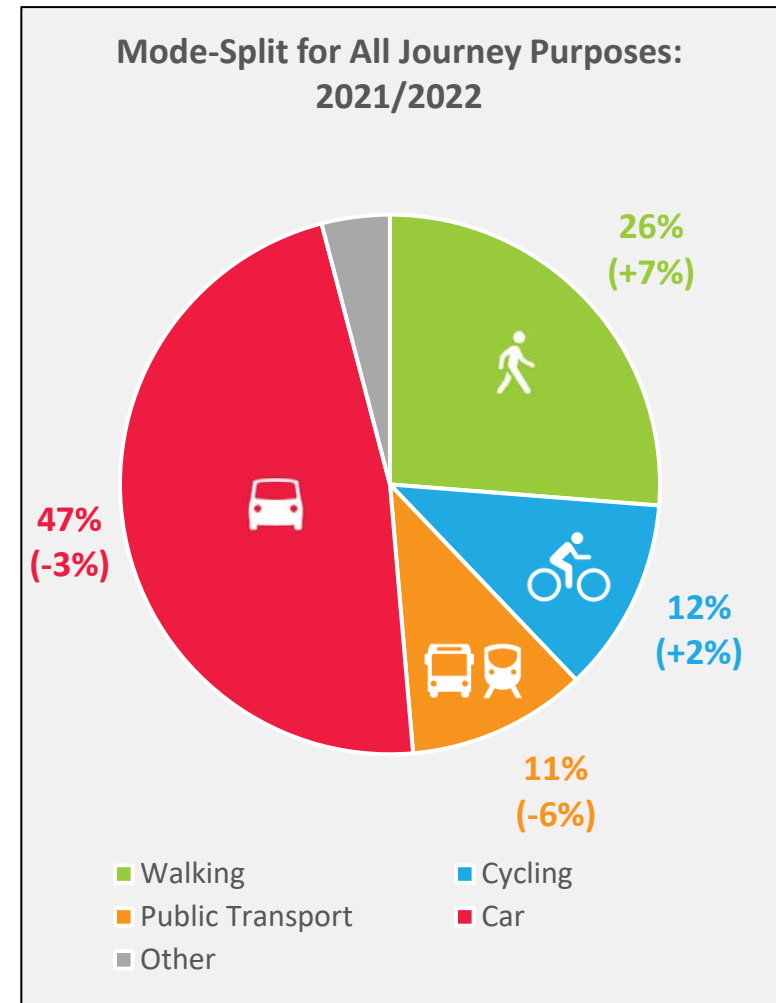
Bus:  
2016 = 10.0%  
2017 = 9.7%  
(↓)  
2018 = 10.6%  
(↑)  
2019 = 15.9%  
(↑)

Train:  
2016 = 7.6%  
2017 = 6.8% (↓)  
2018 = 6.4% (↓)  
2019 = 6.6% (↑)

Education

Walking:

**Figure: SA4.2.2**





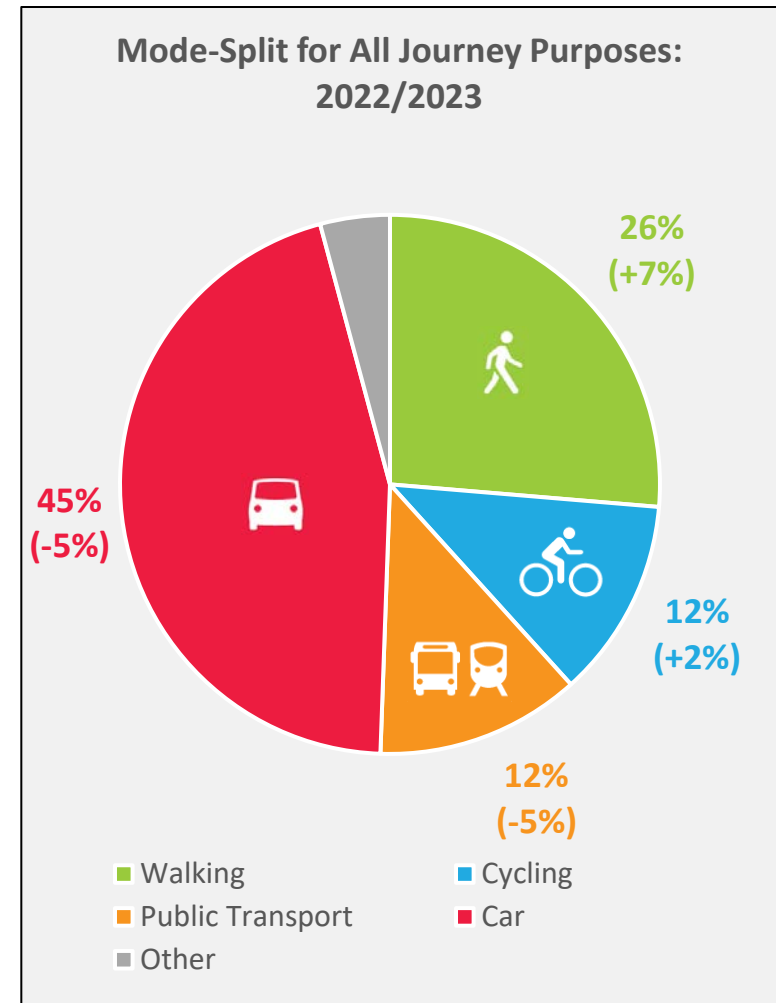
2016 = 27.6%  
 2017 = 23.3%  
 (↓)  
 2018 = 26.6%  
 (↑)  
 2019 = 21.9%  
 (↓)

Cycling:  
 2016 = 9.6%  
 2017 = 12.8%  
 (↑)  
 2018 = 14.0%  
 (↑)  
 2019 = 15.7%  
 (↑)

Bus:  
 2016 = 12.8%  
 2017 = 10.7%  
 (↓)  
 2018 = 10.5%  
 (↓)  
 2019 = 13.4%  
 (↑)

Train:  
 2016 = 5.6%  
 2017 = 5.2% (↓)  
 2018 = 4.7% (↓)  
 2019 = 6.1% (↑)

**Figure: SA4.2.3**



Shopping (City Centre)

Walking:  
 2016 = 18.4%  
 2017 = 16.1%  
 (↓)  
 2018 = 16.9%  
 (↑)  
 2019 = 17.5%  
 (↑)

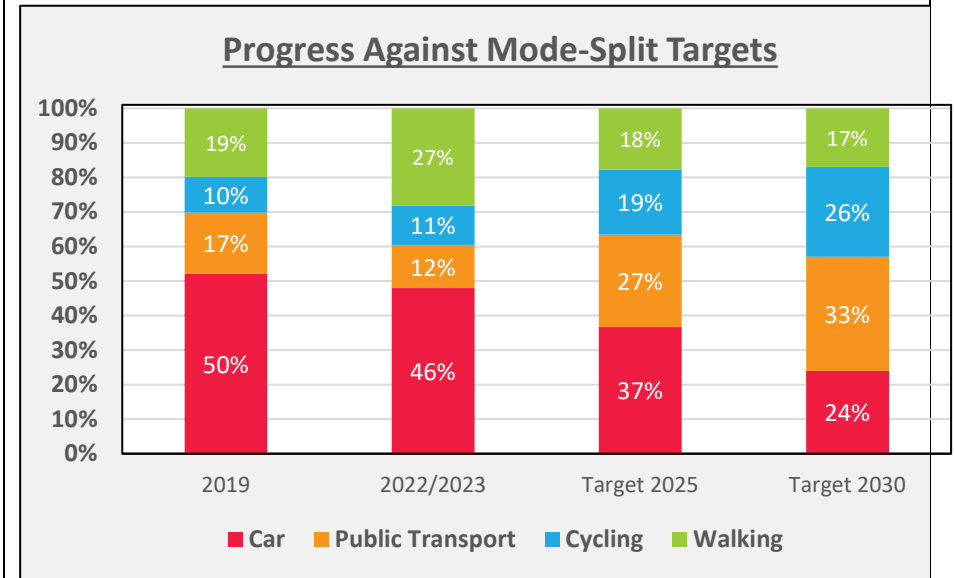
Cycling:  
 2016 = 6.6%  
 2017 = 7.8%  
 (↑)  
 2018 = 12.2%  
 (↑)  
 2019 = 10.9%  
 (↓)

Bus:  
 2016 = 26.7%  
 2017 = 25.3%  
 (↓)  
 2018 = 23.5%  
 (↓)  
 2019 = 28.8%  
 (↑)

Train:  
 2016 = 11.3%

Progress against White Paper targets is also illustrated in figure SA4.2.4 below.

**Figure: SA4.2.4**



			<p>2017 = 11.0% (↓) 2018 = 11.3% (↑) 2019 = 10.5% (↓)</p> <p>Shopping (Other)</p> <p>Walking: 2016 = 23.5% 2017 = 19.9% (↓) 2018 = 21.1% (↑) 2019 = 23.4% (↑)</p> <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% (↓)</p>	
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			<p>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% (↑) 2019 = 17.4% (↓)</p> <p>Cycling: 2016 = 10.0% 2017 = 10.8% (↑) 2018 = 13.9% (↑) 2019 = 13.2% (↓)</p> <p>Bus: 2016 = 10.5%</p>	
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			2017 = 10.3% (↓) 2018 = 10.1% (↓) 2019 = 12.9% (↑)  Train: 2016 = 8.8% 2017 = 8.3% (↓) 2018 = 8.5% (↑) 2019 = 9.7% (↑)																									
	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	<b>Residents Working in Cardiff:</b> 2015 = 131,400 2016 = 139,500 (↑) 2017 = 139,600 ( ) 2018 = 157,400 (↑) 2019 = 161,700 (↑) 2021 = n/a 2021 = 157,400 (↓) 2022 = 160,700 (↑)  <b>Residents</b>	<p>Based on published mobility data (since discontinued), as of October 2022, commuting levels were at 60%, or the equivalent of 40% of the workforce still working from home at this time, based on the typical increased move towards hybrid working.</p> <p>The statistics for commuting are derived by Welsh Government based on data from the Annual Population Survey. The result of which are summarised in figure SA4.3.1 below (noting that the survey was not undertaken in 2020 due to COVID-19 related travel restrictions).</p> <p><b>Figure: SA4.3.1</b></p> <table border="1"> <thead> <tr> <th>Origin:</th> <th>2019</th> <th>2021</th> <th>2022</th> </tr> </thead> <tbody> <tr> <td>Blaenau Gwent</td> <td>1,800</td> <td>1,600</td> <td>1,200 (-25%)</td> </tr> <tr> <td>Bridgend</td> <td>9,000</td> <td>3,300</td> <td>3,800 (+15%)</td> </tr> <tr> <td>Caerphilly</td> <td>15,400</td> <td>12,300</td> <td>11,400 (-7%)</td> </tr> <tr> <td>Cardiff</td> <td>161,700</td> <td>157,400</td> <td>160,700 (+2%)</td> </tr> <tr> <td>Merthyr Tydfil</td> <td>2,800</td> <td>1,900</td> <td>2,300 (+21%)</td> </tr> </tbody> </table>	Origin:	2019	2021	2022	Blaenau Gwent	1,800	1,600	1,200 (-25%)	Bridgend	9,000	3,300	3,800 (+15%)	Caerphilly	15,400	12,300	11,400 (-7%)	Cardiff	161,700	157,400	160,700 (+2%)	Merthyr Tydfil	2,800	1,900	2,300 (+21%)
Origin:	2019	2021	2022																									
Blaenau Gwent	1,800	1,600	1,200 (-25%)																									
Bridgend	9,000	3,300	3,800 (+15%)																									
Caerphilly	15,400	12,300	11,400 (-7%)																									
Cardiff	161,700	157,400	160,700 (+2%)																									
Merthyr Tydfil	2,800	1,900	2,300 (+21%)																									

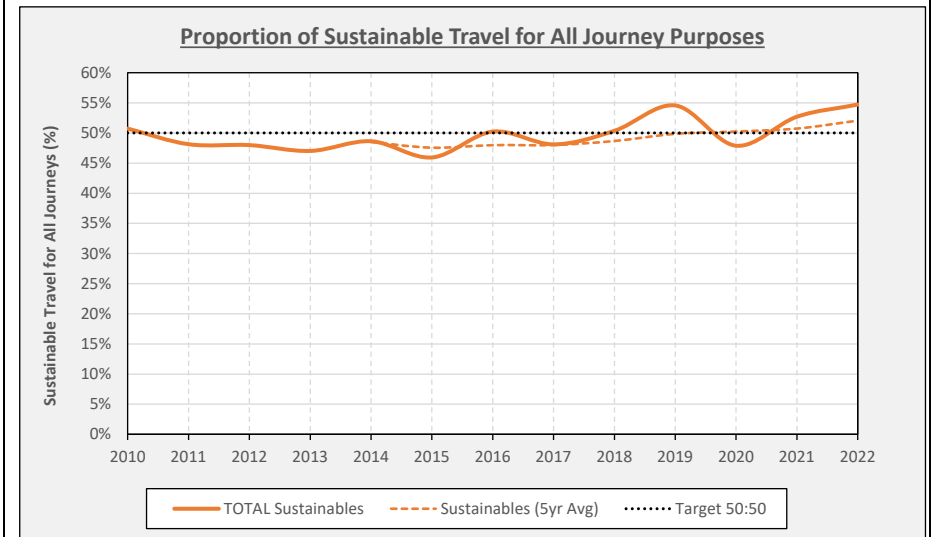
			<p>Commuting Out of Cardiff:  2015 = 34,000  2016 = 27,700  (↓)  2017 = 32,600  (↑)  2018 = 30,500  (↓)  2019 = 31,700  (↑)  2020 = n/a  2021 = 34,300  (↑)  2022 = 22,800  (↓)</p> <p>Commuting into Cardiff from Outside:  2015 = 84,400  2016 = 89,700  (↑)  2017 = 88,800  (↓)  2018 = 98,300  (↑)  2019 = 98,500  ( )  2020 = n/a  2021 = 75,500  (↓)</p>	<table border="1"> <tr> <td>Monmouthshire</td> <td>2,100</td> <td>1,600</td> <td>1,400 (-13%)</td> </tr> <tr> <td>Newport</td> <td>8,700</td> <td>6,500</td> <td>6,900 (+6%)</td> </tr> <tr> <td>Rhondda Cynon Taf</td> <td>22,900</td> <td>17,300</td> <td>13,200 (-24%)</td> </tr> <tr> <td>Vale of Glamorgan</td> <td>22,800</td> <td>18,000</td> <td>13,600 (-24%)</td> </tr> <tr> <td>Torfaen</td> <td>3,600</td> <td>2,900</td> <td>2,100 (-28%)</td> </tr> <tr> <td>TOTAL Region (excl. Cardiff)</td> <td>89,100</td> <td>65,400</td> <td>55,900 (-15%)</td> </tr> <tr> <td>TOTAL Outside Region</td> <td>9,400</td> <td>10,100</td> <td>6,900 (-32%)</td> </tr> <tr> <td>TOTAL Commuting In</td> <td>98,500</td> <td>75,500</td> <td>62,800 (-17%)</td> </tr> <tr> <td>TOTAL Working in Cardiff</td> <td>260,200</td> <td>232,900</td> <td>223,500 (-4%)</td> </tr> </table> <p>As can be seen above, overall the number of people working in Cardiff in 2022 has decreased by 4% since 2021. While the proportion of Cardiff residents working in Cardiff, and those from Bridgend, Merthyr Tydfil and Newport have increased, travel from all other authorities has decreased, with 12,700 fewer people (-17%) commuting into Cardiff from outside on a typical work day.</p> <p>In particular, the proportion of commuters from RCT (-24%), Vale of Glamorgan (-24%) and Caerphilly (-7%) have seen significant reductions in numbers since 2021.</p> <p>Similarly, the number of working residents in Cardiff has decreased by 4% from 191,700 in 2021 to 183,500 in 2022, and the number of residents commuting out of the authority also</p>	Monmouthshire	2,100	1,600	1,400 (-13%)	Newport	8,700	6,500	6,900 (+6%)	Rhondda Cynon Taf	22,900	17,300	13,200 (-24%)	Vale of Glamorgan	22,800	18,000	13,600 (-24%)	Torfaen	3,600	2,900	2,100 (-28%)	TOTAL Region (excl. Cardiff)	89,100	65,400	55,900 (-15%)	TOTAL Outside Region	9,400	10,100	6,900 (-32%)	TOTAL Commuting In	98,500	75,500	62,800 (-17%)	TOTAL Working in Cardiff	260,200	232,900	223,500 (-4%)
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			<p>2022 = 62,800 (↓)</p> <p>Total Working in Cardiff: 2015 = 215,400 2016 = 229,200 (↑) 2017 = 228,400 ( ) 2018 = 255,700 (↑) 2019 = 260,200 (↑) 2020 = n/a 2021 = 232,900 (↓) 2022 = 223,500 (↓)</p>	<p>having decreased by 34% from 34,300 in 2021 to only 22,800 by 2022.</p> <p>Comparing 2022 with 2019 provides an even more stark contrast, with 35,700 fewer people commuting into Cardiff each day from outside, a reduction of 36%; a 14% reduction in the overall number of people working in Cardiff; and 9,700 fewer people commuting from RCT and 9,200 fewer from the Vale of Glamorgan each day.</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'	<p>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>	<p>In recent years peoples travel patterns have changed, not least due to the pandemic and the on-going cost of living crisis. This in turn has meant an overall increase in travel by sustainable modes, with a 2% increase in absolute values from 2021/2022, or 1.3% when taken as a 5yr rolling average.</p> <p>Historic trends of sustainable travel use are provided in figure SA4.4.1 below; while the composite breakdown in sustainable travel by month is provided in figure SA4.4.2.</p>

2020 = 47.9%  
 (↓) -6.7%  
 2021 = 52.7%  
 (↑) +4.8%  
 2022 = 54.7%  
 (↑) +2.0%

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%  
 2022 = 52.1%  
 (↑) +1.3%

**Figure SA4.4.1**





				<p><b>Figure SA4.4.2</b></p> <p>The chart shows the percentage of sustainable travel for all journeys from March 2020 to March 2023. The y-axis represents the percentage, ranging from 0% to 60%. The x-axis lists months from Mar-20 to Mar-23. The legend includes Walking (purple), Cycling (blue), Public Transport (green), and Other (yellow). A dashed line indicates the Pre-Pandemic Sustainable Mode-Split at approximately 50%.</p>
	<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><b>SSA. Cardiff Central Enterprise Zone:</b></p>	<p>Construction works are on-going and initial/advanced occupation underway at SSF. Churchlands in NE Cardiff, SSG. St Edeyrns, and SSC. Plasdwŵr in NW Cardiff (Goitre Fach, North &amp; South of Llantrisant Road, and South of Pentrebane Road).</p> <p>The following infrastructure have been delivered to-date in connection with the strategic sites –</p> <p><b>SSC. NW Cardiff:</b></p> <ul style="list-style-type: none"> <li>Junctions 1 and 2 on Llantrisant Road completed, with associated segregated walking and cycling provision, landscaping remedials required prior to adoption in late 2023</li> </ul>

			<p>18/01705/MJR – Cardiff Transport Interchange (by TfW) £1.76 million</p> <p><b>SSC. NW Cardiff:</b></p> <p>14/02157/MJR – Land North &amp; 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> <p>14/02188/MJR - South of Pentrebane</p>	<ul style="list-style-type: none"> <li>• Llantrisant Road / Heol Isaf junction construction completed with dedicated bus lanes, landscaping &amp; drainage work required prior to adoption. Landscaping to be completed in November 2023.</li> <li>• Goitre Fach signalised junction completed, new bus stops operational, footway/cycleway/landscaping remedials completed, adopted in 2023.</li> <li>• Pentrebane Road/Pentrebane Drive provision of shared routes.</li> </ul> <p><b>SSF. NE Cardiff (Churchlands):</b></p> <ul style="list-style-type: none"> <li>• Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane</li> <li>• Churchlands Northern Access junction (unsignalised) via Llwynypia Road completed, street lighting &amp; landscaping remedials completed, adopted in 2023.</li> </ul> <p><b>SSG. St Edeyrns:</b></p> <ul style="list-style-type: none"> <li>• New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontprennau Roundabout</li> <li>• The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontprennau Roundabout</li> </ul>
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			<p>£1.33 million</p> <p><b>SSD. North of J33:</b></p> <p>14/00852/DCO – North of J33 £2.25 million</p> <p><b>SSF. NE Cardiff:</b></p> <p>14/02891/MJR – Churchlands £1.65 million</p> <p><b>SSG. St Edeyrns:</b></p> <p>13/00578/DCO – St Edeyrns £2.79 million</p>	<ul style="list-style-type: none"> <li>• Access road built to 'spine road' standard, including short section of outbound bus lane leading to the Heol Pontpennau Roundabout, final remedials completed and adopted in 2023.</li> <li>• 40mph speed limit imposed on the A4232 Pentwyn Link</li> <li>• New bus stops operational and in use by service 59 (St Edeyrns Village), construction on-going on Phase 6 of development</li> </ul> <p><b>S106 Commitments:</b></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><b>SSA. Cardiff Central Enterprise Zone</b></p> <p>18/01705/MJR - Transport Interchange:</p> <ul style="list-style-type: none"> <li>• Integrated Transport Hub, based on 14 bus stands with DIDO arrangement</li> <li>• Cycling provision for a significant number of secure operational cycle parking spaces</li> <li>• Various public realm improvements</li> </ul> <p><b>SSC. NW Cardiff</b></p>
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				<p>14/02157/MJR - Land North &amp; South of Llantrisant Road:</p> <ul style="list-style-type: none"> <li>• Cycle parking, including at Radyr Station</li> <li>• 3x new priority access junctions on Newport Road, with footways, cycleways &amp; crossing facilities</li> <li>• New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops</li> <li>• New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways &amp; cycleways</li> <li>• New raised roundabout with zebra crossing on Llantrisant Road</li> <li>• 2x new Toucan crossing facilities</li> <li>• Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p>14/02733/MJR - Plasdŵr:</p> <ul style="list-style-type: none"> <li>• New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1)</li> <li>• New tabled zebra crossing on Rhydlafer Drive, with footway widening &amp; shared use</li> <li>• Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road</li> </ul>
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				<ul style="list-style-type: none"> <li>• Spine-road treatment on Crofft-y-Genau Road</li> <li>• New traffic control access junction on Llantrisant Road, with cycle feeder lanes &amp; dropped kerbs (J2)</li> <li>• Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2</li> <li>• New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks &amp; cycle feeder lanes (J3)</li> <li>• New northbound bus lane at the southern arm to J3</li> <li>• 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use &amp; raised tables (J4-6)</li> <li>• New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes &amp; Toucan crossings on all arms (J11)</li> <li>• New segregated cycling facility between Amethyst Road and J11</li> <li>• 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities &amp; dropped kerbs (J12-13)</li> <li>• Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12</li> <li>• Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist &amp; pedestrian access to St Brides Road (J14)</li> <li>• Stopping up of Pentrebane Road, with provision of shared use link</li> </ul>
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				<ul style="list-style-type: none"> <li>• ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road</li> <li>• 2x new priority access junctions on Crofft-y-Genau Road, with associated ANPR traffic gate &amp; access flared for bus movements (J15-16)</li> <li>• Bridge Road 270m southbound bus lane, shared cycle footway &amp; signalised junction with Llantrisant Road</li> <li>• Cardiff Road/Fairwater Road upgrade of traffic signals</li> <li>• Cardiff Road cycling &amp; bus stop improvements between Ely Road and Fairwater Road</li> <li>• Provision of segregated off-road cycleway on disused rail line</li> <li>• 90m Southbound bus lane on Fairwater Road approach to St Fagans Road</li> <li>• Heol Isaf pedestrian &amp; cycle improvements</li> <li>• Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road</li> <li>• 300m eastbound bus lane &amp; shared cycle footway on southern side of St Fagans Road</li> <li>• St Fagans Road safety improvements</li> <li>• 100m westbound bus lane on Waun-Gron Road</li> <li>• A48 Western Avenue/Waun-Gron Road junction improvements</li> <li>• Amethyst Road cycle street between Plasmawr Road and Keyston Road</li> <li>• Cardiff Road northbound bus lane improvements at Western Avenue junction</li> <li>• East-West cycle primary route, Llandaff</li> </ul>
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				<ul style="list-style-type: none"> <li>• New traffic control junction at Llantrisant Road/Danescourt Road East</li> <li>• New traffic control junction at Llantrisant Road/Danescourt Road West</li> <li>• Llantrisant Road shared cycleway footway between Danescourt Road East/West</li> <li>• Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur</li> <li>• Pwllmelin Road and Fairwater Road traffic calming &amp; cycling improvements</li> <li>• Radyr Court Road traffic calming of cycle route</li> <li>• Radyr Court Road pedestrian &amp; cycling safety and access improvements, with zebra crossing on Bridge Road</li> <li>• Radyr Court Road upgrade of cycle link to Llantrisant Road</li> <li>• Western Avenue to Ely Roundabout southbound traffic pre-signals</li> <li>• Western Avenue/Ely Road (East) junction Toucan crossing</li> <li>• Western Avenue to Waun-Gron Road shared cycle footway on west side</li> <li>• Cardiff Road/Palace Road junction, pedestrian &amp; traffic calming improvements</li> <li>• Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road &amp; Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park &amp; Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff)</li> </ul>
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				<p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> <li>• Cycle parking</li> <li>• New traffic signal access junction at Llantrisant Road with Toucan &amp; Puffin crossing facilities</li> <li>• Realignment of segregated cycleway on Llantrisant Road</li> <li>• New public transport, pedestrian &amp; cycle facilities along Llantrisant Road</li> <li>• New raised crossing facility on Llantrisant Road</li> <li>• New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway</li> <li>• Bus contribution to Llantrisant Road (subject to occupation)</li> <li>• Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p>14/02188/MJR - South of Pentrebane:</p> <ul style="list-style-type: none"> <li>• New Pentrebane Road priority access junction to accommodate safe &amp; convenient 2-way bus movement, with associated footway &amp; cycle provision</li> <li>• Provision of bus stop &amp; bus turning circle, with 3m wide segregated cycleways, 2m wide footways &amp; 6.1m carriageways to promote sustainable travel</li> </ul>
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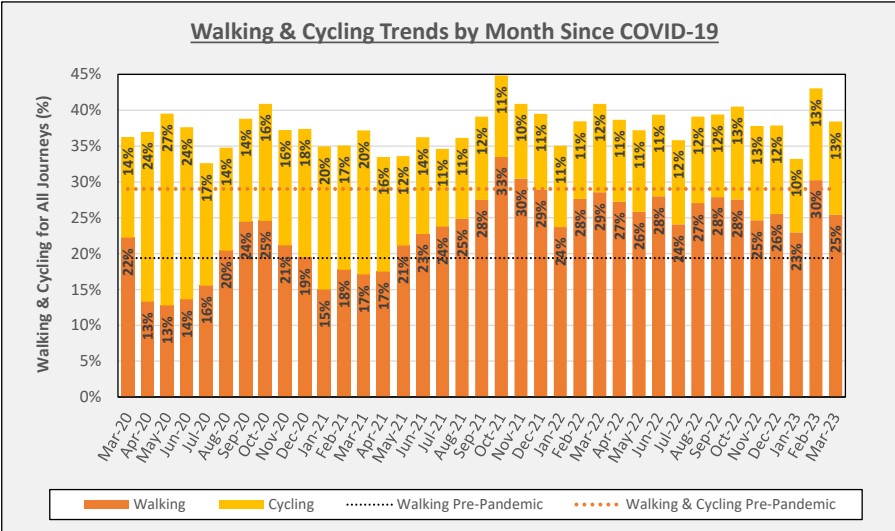


				<ul style="list-style-type: none"> <li>• Secure cycle parking, including covered cycle parking at Fairwater Station &amp; at key bus stops</li> <li>• Improvements to Llantrisant Road &amp; Pentreban Road as part of the North West Corridor programme</li> <li>• Bus contribution (in accordance with trigger points &amp; instalments)</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p><b>SSD. North of J33</b></p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> <li>• 1,000 space Park &amp; Ride facility, with 3/4 (750 spaces) accessed from J33 &amp; 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces</li> <li>• Bus gate between the M4 and Llantrisant Road</li> <li>• The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between 07:00-19:00, utilising £2.25 million bus service contribution</li> <li>• New junctions on Llantrisant Road, including crossing facilities, associated cycle &amp; footway provision, and bus lanes</li> <li>• On-site public transport infrastructure, bus &amp; cycle lanes</li> </ul> <p><b>SSF. NE Cardiff</b></p>
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				<p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> <li>• Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive</li> <li>• New signalized junction on Pentwyn Drive</li> <li>• New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close</li> <li>• New cycle route (2) to be provided along Cyncoed Road</li> <li>• Bus improvements on A48 Eastern Avenue (between Pentwyn &amp; Pontprennau) &amp; A4232 Pentwyn Link (northbound to J33)</li> <li>• Provision of bus services linking to Heath Hospital</li> <li>• Provision of bus service linking to City Centre via Cardiff East Park &amp; Ride</li> <li>• Phase 2 bus priority infrastructure</li> <li>• Phase 3 bus priority infrastructure</li> </ul> <p><b>SSG. St Edeyrns</b></p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> <li>• Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway</li> <li>• Cycle parking spaces</li> <li>• Investigation &amp; provision of a northbound bus lane on A4232</li> </ul>
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				<ul style="list-style-type: none"> <li>• Bus service extension from the development to City Centre serving Church Road and St Mellons Road</li> <li>• Investigation &amp; provision of bus service extension on A48 from A4232</li> <li>• A scheme to demonstrate effective operation of Heol Pontprennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian &amp; cyclist provision</li> <li>• Spine-road treatment on access road, including the provision of bus lane</li> <li>• Widening of existing footways linking the Toucan crossing and Heol Pontprennau signalised crossing</li> <li>• Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road</li> <li>• Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph</li> <li>• Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends</li> <li>• Provision of a new bridge across the River Rumney for pedestrians &amp; cyclists to St Mellons</li> </ul>
	Permissions granted for highly vulnerable development in C1 and C2	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 redevelopment of a site to provide commercial uses on the ground floor and</p>

	flood risk areas			<p>apartments on the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> floors. This application was considered acceptable as the residential apartments were not on the ground floor, they would therefore be flood free in an extreme flood event and residents would be able to take safe refuge within their homes should they receive a flood warning. In addition, a planning condition was included to ensure that that future occupiers are made aware of the flooding risks and consequences and that flood emergency plans and procedures are put in place for future occupiers.</p> <p>Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	No reduction	No reduction	There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a 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	23,000 since 2009 (↑)	Total jobs in Cardiff - 213,000 in 2021 (latest Nomisweb.co.uk figures). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents a 23,000 increase in jobs over that period.
7. Improve health and well-	Delivery of community			As of August 2023, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of

being	infrastructure as part of key development sites			Junction 33), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.																																																																																																																																																								
	% of journeys made by walking/cycling	Increase	<p>All Journeys:  2015 = 24.8%  2016 = 28.0%  (↑) +3.2%  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%  2022 = 38.3%  (↑) +0.4%</p> <p>Work:  2015 = 26.6%  2016 = 29.2%  (↑)</p>	<p>The proportion of all journeys made by active travel modes (i.e. walking and cycling) is presented in figure SA7.1.1 and table SA7.1.2 below.</p> <p><b>Figure: SA7.1.1</b></p>  <table border="1"> <caption>Walking &amp; Cycling Trends by Month Since COVID-19</caption> <thead> <tr> <th>Month</th> <th>Walking (%)</th> <th>Cycling (%)</th> <th>Total (%)</th> </tr> </thead> <tbody> <tr><td>Mar-20</td><td>22%</td><td>14%</td><td>36%</td></tr> <tr><td>Apr-20</td><td>13%</td><td>24%</td><td>37%</td></tr> <tr><td>May-20</td><td>13%</td><td>27%</td><td>40%</td></tr> <tr><td>Jun-20</td><td>14%</td><td>24%</td><td>38%</td></tr> <tr><td>Jul-20</td><td>16%</td><td>17%</td><td>33%</td></tr> <tr><td>Aug-20</td><td>20%</td><td>14%</td><td>34%</td></tr> <tr><td>Sep-20</td><td>24%</td><td>14%</td><td>38%</td></tr> <tr><td>Oct-20</td><td>25%</td><td>16%</td><td>41%</td></tr> <tr><td>Nov-20</td><td>21%</td><td>16%</td><td>37%</td></tr> <tr><td>Dec-20</td><td>19%</td><td>18%</td><td>37%</td></tr> <tr><td>Jan-21</td><td>15%</td><td>20%</td><td>35%</td></tr> <tr><td>Feb-21</td><td>16%</td><td>17%</td><td>33%</td></tr> <tr><td>Mar-21</td><td>17%</td><td>20%</td><td>37%</td></tr> <tr><td>Apr-21</td><td>17%</td><td>16%</td><td>33%</td></tr> <tr><td>May-21</td><td>21%</td><td>12%</td><td>33%</td></tr> <tr><td>Jun-21</td><td>23%</td><td>14%</td><td>37%</td></tr> <tr><td>Jul-21</td><td>24%</td><td>11%</td><td>35%</td></tr> <tr><td>Aug-21</td><td>25%</td><td>11%</td><td>36%</td></tr> <tr><td>Sep-21</td><td>28%</td><td>12%</td><td>40%</td></tr> <tr><td>Oct-21</td><td>33%</td><td>11%</td><td>44%</td></tr> <tr><td>Nov-21</td><td>30%</td><td>10%</td><td>40%</td></tr> <tr><td>Dec-21</td><td>29%</td><td>11%</td><td>40%</td></tr> <tr><td>Jan-22</td><td>29%</td><td>11%</td><td>40%</td></tr> <tr><td>Feb-22</td><td>28%</td><td>12%</td><td>40%</td></tr> <tr><td>Mar-22</td><td>29%</td><td>11%</td><td>40%</td></tr> <tr><td>Apr-22</td><td>27%</td><td>11%</td><td>38%</td></tr> <tr><td>May-22</td><td>26%</td><td>11%</td><td>37%</td></tr> <tr><td>Jun-22</td><td>28%</td><td>11%</td><td>39%</td></tr> <tr><td>Jul-22</td><td>26%</td><td>12%</td><td>38%</td></tr> <tr><td>Aug-22</td><td>27%</td><td>12%</td><td>39%</td></tr> <tr><td>Sep-22</td><td>28%</td><td>12%</td><td>40%</td></tr> <tr><td>Oct-22</td><td>28%</td><td>13%</td><td>41%</td></tr> <tr><td>Nov-22</td><td>25%</td><td>13%</td><td>38%</td></tr> <tr><td>Dec-22</td><td>26%</td><td>12%</td><td>38%</td></tr> <tr><td>Jan-23</td><td>23%</td><td>10%</td><td>33%</td></tr> <tr><td>Feb-23</td><td>25%</td><td>13%</td><td>38%</td></tr> <tr><td>Mar-23</td><td>25%</td><td>13%</td><td>38%</td></tr> </tbody> </table>	Month	Walking (%)	Cycling (%)	Total (%)	Mar-20	22%	14%	36%	Apr-20	13%	24%	37%	May-20	13%	27%	40%	Jun-20	14%	24%	38%	Jul-20	16%	17%	33%	Aug-20	20%	14%	34%	Sep-20	24%	14%	38%	Oct-20	25%	16%	41%	Nov-20	21%	16%	37%	Dec-20	19%	18%	37%	Jan-21	15%	20%	35%	Feb-21	16%	17%	33%	Mar-21	17%	20%	37%	Apr-21	17%	16%	33%	May-21	21%	12%	33%	Jun-21	23%	14%	37%	Jul-21	24%	11%	35%	Aug-21	25%	11%	36%	Sep-21	28%	12%	40%	Oct-21	33%	11%	44%	Nov-21	30%	10%	40%	Dec-21	29%	11%	40%	Jan-22	29%	11%	40%	Feb-22	28%	12%	40%	Mar-22	29%	11%	40%	Apr-22	27%	11%	38%	May-22	26%	11%	37%	Jun-22	28%	11%	39%	Jul-22	26%	12%	38%	Aug-22	27%	12%	39%	Sep-22	28%	12%	40%	Oct-22	28%	13%	41%	Nov-22	25%	13%	38%	Dec-22	26%	12%	38%	Jan-23	23%	10%	33%	Feb-23	25%	13%	38%	Mar-23	25%	13%	38%
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2017 = 30.6%  
(↑)  
2018 = 35.3%  
(↑)  
2019 = 37.2%  
(↑)

Education:  
2015 = 31.5%  
2016 = 37.2%  
(↑)  
2017 = 36.1%  
(↓)  
2018 = 40.6%  
(↑)  
2019 = 37.6%  
(↓)

Shopping (City Centre):  
2015 = 22.4%  
2016 = 25.0%  
(↑)  
2017 = 23.9%  
(↓)  
2018 = 29.2%  
(↑)  
2019 = 28.4%  
(↓)

Shopping (Other):

**Table: SA7.1.2**

	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Walking	19.4%	18.1%	26.2%	26.3%
Cycling	9.6%	18.4%	11.6%	12.0%
Walking & Cycling	29.0%	36.5%	37.9%	38.3%

As can be seen above, the proportion walking and cycling has increased by 0.4% from 2021/2022 or 9.3% since 2019/2020.

			<p>2015 = 27.5%  2016 = 29.5%  (↑)  2017 = 26.5%  (↓)  2018 = 30.8%  (↑)  2019 = 32.4%  (↑)</p> <p>Leisure:  2015 = 28.5%  2016 = 31.8%  (↑)  2017 = 28.6%  (↓)  2018 = 31.9%  (↑)  2019 = 30.5%  (↓)</p>	
	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 (No change)	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.
	Special Landscape Areas	Five SLAs designated by plan adoption	Five SLAs designated	Five SLAs have been designated at: <ul style="list-style-type: none"> <li>• St Fagans Lowlands and the Ely Valley</li> <li>• Garth Hill and Pentyrch Ridges</li> <li>• Fforest Fawr and Caerphilly Ridge</li> <li>• Wentloog Levels</li> <li>• Flat Holm</li> </ul>
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	60%	66.5% (↑)	For 2022/23 66.5% of housing completed was on previously developed land.
	Average density of new development		100.6 dwellings per hectare (↓)	For 2022/23 the average density of new housing development in Cardiff was 100.6 dwellings per hectare.
	Area of contaminated land cleared up	>0	N/A	Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report.
10. Respond to demographic changes in a sustainable way	Total population	n/a	359,512 (change in base data)	The latest Mid-Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 359,512 in 2021. In contrast to previous years, this estimate used the 2021 Census population figures which has resulted in lower level of population than the 2020 Mid-Year estimate of 369,202.



	No. homes in Cardiff	45,400 net additional homes by 2026	21,323 completed 2006 to 2023 (↑)	Over the period 2006 to 2023 21,323 dwellings have been completed leaving 20,077 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	-3% (↑)	The amount of household waste collected and generated between 2020/21 and 2021/22 increased by 3% from 158,095 to 162,690 tonnes.

## 7. Conclusions

This is the seventh AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for the previous 6 AMRs. The key conclusion is that good progress is being made in delivering the identified targets/monitoring outcomes and policies.

Welsh Government procedural guidance 'Local Development Plans Wales (Edition 2 2015), (para 4.3) sets out seven questions that the AMR should address. The issues included in these questions have been considered throughout the AMR as part of the analysis of the monitoring data.

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

This section concludes the findings of the monitoring process and directly responds to the LDPW questions, ensuring that the procedural guidance is fully addressed.

### **What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?**

Section 3 contains contextual information outlining the changes to national planning policy guidance and technical advice which have taken place over the monitoring period. This section outlines the changes which have occurred over the last twelve to the national planning policy framework set out in the Planning Policy Wales (PPW, Edition 10, December 2018), which in turn responds to Well-being of Future Generations Act 2015. This signals a fresh way of addressing the key strategic issues in preparing an LDP.

### **How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?**

The evidence collected through the AMR process indicates that progress is being made with the implementation of the spatial strategy and it remains sound at this time.

Section 5 provides a detailed assessment of how the Plan's strategic policies, and associated supporting policies, are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of the Plan's policies during the monitoring period based on the traffic light rating used in the assessment:

<b>Continue Monitoring (Green)</b>	<b>79</b>
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
<b>Training Required (Blue)</b>	<b>0</b>
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
<b>Supplementary Planning Guidance Required (Purple)</b>	<b>0</b>
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
<b>Further Research (Yellow)</b>	<b>28</b>
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
<b>Policy Review (Orange)</b>	<b>0</b>
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
<b>Plan Review (Red)</b>	<b>0</b>
Where indicators are suggesting the LDP strategy is failing, and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

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

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

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

## Key Findings

This is the seventh AMR to be prepared and provides a comparison with the baseline data provided by the previous 6 AMRs.

Overall, the findings of the seventh 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.

**Employment** – Monitoring data shows continuing positive 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 9,000 jobs since the first AMR (16/17).

**Housing** – Monitoring data shows good progress is being made in delivering new homes on many of the LDP strategic housing sites with a total of 3,295 new homes delivered to date. Specifically, there are new completions on 5 of the strategic housing sites:

- 626 completions have been achieved within the Cardiff Central Enterprise Zone;
- 945 completions have been achieved on the North West Cardiff strategic site;
- 317 completions have been achieved at the North of J33 strategic site.
- 341 completions have been recorded on the North East Cardiff strategic site; and
- 1,066 completions have been achieved at St Ederyns Village;

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 successfully driving the delivery of new homes at a level not seen for the last 10 years. For example, completions for the last 5 years (2018 to 2023) have averaged 1,242 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 17 years between 2006 and 2023 a total of 21,323 new dwellings were built in Cardiff which represents 52% of the overall dwelling requirement.

As evidenced above, good progress is now being made with construction of new homes on most of the strategic housing sites following the master planning and

infrastructure plans approach as set out in the plan. It is therefore expected that housing completions over the remaining 3 years of the Plan period will continue with an increased level of new homes being delivered on the strategic housing sites.

**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 2,265 new build affordable dwellings were completed since 2014, which represents 25% 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 3 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 7% over the monitoring period to 55%.

The proportion of all journeys overall made by walking remains largely unchanged from 2021/2022 but has increased from previous years. However, walking to school specifically has increased by 1.4% since 2021/2022. The proportion cycling overall has increased slightly from 2021/2022. Cycling levels have remained consistently higher each month than relative to prior to the pandemic. The proportion of journeys made by public transport has increased from 2021/2022. Bus use specifically has also increased over this period from 68% to 80%, following the lows experienced during the pandemic. The proportion of journeys made by public transport overall has increased from 2021/2022. Latest data indicates that as of August 2023, rail patronage has returned to around 80% of pre-pandemic levels, consistent with the current service frequency relative to that of 2019.

Traffic volumes have increased by 46% from the low levels seen in 2020/2021 in response to the pandemic, nevertheless the traffic remains down at 95% (-5%) relative to pre-pandemic levels. Comparing published mobility data as of October 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 previous 6 AMRs.

### **Conclusions:**

1. Submit the 2023 seventh AMR to the Welsh Government by 31 October 2023 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.
3. Use the findings of the monitoring to inform the ongoing preparation of the Replacement Local Development Plan.
4. Prepare the 2024 eighth AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2024.

## 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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OB1 EC1	Employment land permitted (ha) on allocated as a percentage of all employment allocations	29
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OB1 EC13	Number of retail developments permitted outside of the Central shopping area and District Centres not in accordance with Policy R6	59
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OB1 EC22	Delivery of new sustainable transportation infrastructure	90
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**Objective 2 - To respond to evidenced social needs****Page**

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OB2 SO3	The number of net additional affordable dwellings built (TAN2)115	115
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