

Cardiff Local Development Plan

8th Annual Monitoring Report 2024

Based on data collected for period
1st April 2023 to 31st March 2024

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

Contents

	Page
1. Executive Summary	3
2. Introduction	8
3. Contextual Changes	12
4. LDP Monitoring Process	24
5. LDP Monitoring Policy Analysis	28
• Result	
• Analysis	
• Recommendations	
6. Sustainability Appraisal Monitoring	290
7. Conclusions	315
Appendix 1: Table setting out summary of findings	320

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 8th AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2023 to 31st March 2024. The first, second and third AMRs were published on 31st October 2017, 31st October 2018 and 31st October 2019. Due to the Covid pandemic Welsh Government did not require Local Planning Authorities to submit and publish an AMR by the 31st October 2020 and no fourth AMR was therefore published. However, data was still collected where possible and is included in the time series presented in this report. The fifth AMR was published on 31st October 2021, sixth AMR on 31st October 2022 and seventh on 31st October 2023. This data over the last seven years provides comparative analysis which enables the Council to evidence the emergence of trends.

Key Findings of the 8th Monitoring Process 2023-2024

Contextual Information

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

Local Development Plan Monitoring – Policy Analysis

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

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

Key Findings

This is the 8th AMR to be prepared and provides a comparison with the baseline data provided by the 1st, 2nd, 3rd, 5th, 6th and 7th AMRs published in 2017, 2018, 2019, 2021, 2022 and 2023. As outlined above it also includes data for the fourth year of monitoring in 2020 where this was available.

Overall, the findings of the 8th 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 18,000 jobs over the last 8 years.

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 4,029 new homes delivered to date. Specifically, there are new completions on 5 of the strategic housing sites:

- 933 completions have been achieved within the Cardiff Central Enterprise Zone;
- 1,044 completions have been achieved on the North West Cardiff strategic site;
- 395 completions have been achieved at the North of J33 strategic site.
- 484 completions have been recorded on the North East Cardiff strategic site; and
- 1,173 completions have been achieved at St Ederys 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 6 years (2018 to 2024) have averaged 1,275 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 18 years between 2006 and 2024 a total of 22,724 new dwellings were built in Cardiff which represents 55% of the overall dwelling requirement.

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 2,503 new build affordable dwellings were completed since 2014, which represents 38% of the 6,646 plan target for provision of affordable units by 2026. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 2 years of the Plan period.

Transportation – The proportion of sustainable travel for all journey purposes over the monitoring period was 52%, There was a recorded increase in sustainable travel for 'work' and 'shopping' journey purposes which was offset by a decrease in sustainable travel for 'education' and 'leisure' journey purposes.

A summary of the proportion of all journey purposes made by different modes over the monitoring period is included below:

- Walking fell slightly over the monitoring period to 25% nevertheless overall walking levels are currently higher than last year, but also higher than either during or prior to the pandemic.
- Cycling increased slightly over the monitoring period to 7% and cycling levels remain higher than relative to prior to the pandemic.
- Bus use has decreased over the monitoring period for all journey purposes other than 'shopping' however bus passenger levels have increased over the past year although they remain low when compared to levels prior to the pandemic.
- Rail use fell slightly over the monitoring period to 11% however rail passenger levels have increased over the past year, although they remain low when compared to levels prior to the pandemic

Traffic volumes increased by 2% between 2022 and 2023 but are still slightly below to pre-pandemic levels. Comparing published mobility data between 2019 and 2023, commuting remains at around 64% (i.e. equivalent to 36% of the workforce continuing to work from home compared to 8% in 2019).

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 PPW, Edition 12, February 2024) 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 7th AMR published in 2023.

Conclusions

The 8th AMR provides a comparison with the baseline data provided by the 1st, 2nd, 3rd, 5th, 6th and 7th AMRs published in 2017, 2018, 2019, 2021, 2022 and 2023 together with data collected for the fourth year where this was available. The key conclusions in the 8th year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes and these findings can be used to inform the ongoing preparation of the Replacement Local Development Plan.

2. Introduction

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

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

Adoption of the Cardiff Local Development Plan

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

This is the 8th AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2023 to 31st March 2024.

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 was undertaken on the Preferred Strategy commenced between 27th July and 5th October 2023. Work on preparing the Deposit Plan is currently in progress and this is expected to be considered by Cabinet and Council later in 2024 with consultation planned for early in 2025.

The Requirement for Monitoring

Planning and Compulsory Purchase Act 2004

The Council has a statutory obligation, under section 61 of the 2004 Act, to keep all matters under review that are expected to affect the development of its area. In addition, under section 76 of the Act, the Council has a duty to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh

Government at the end of October each year following plan adoption. The preparation of an AMR is therefore an integral part of the statutory development plan process.

In order to monitor LDP performance consistently, plans should be considered against a standard set of monitoring indicators and targets. The Welsh Government has issued regulations and guidance on the required content of AMRs.

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

The Town and Country Planning (Local Development Plan) (Wales) Regulations have been amended to simplify certain aspects of the local development plan procedures; however, these do not affect the LDP monitoring process. Under Regulation 37 the

AMR is required to:

- Identify policies that are not being implemented;

And for each policy:

- Identify the reasons why the policy is not being implemented;
- Identify the steps (if any) that are intended to be taken to enable the policy to be implemented;
- Explore whether a revision to the plan to replace or amend the policy is required.

In addition, the AMR is required to monitor identified core indicators by specifying:

- A future trajectory of housing provision over the plan period, and;
- The number (if any) of net additional affordable and general market dwellings built in the LPA area.

These are both for the year of the AMR and for the full period since the LDP was first adopted.

Other Core Output Indicators for LDPs include:

- Total housing units permitted on allocated sites as a % of overall housing provision
- Employment land permitted (ha) on allocated sites as a % of all employment allocations
- Amount of major retail, office and leisure development (sq m) permitted within and outside established town and district centre boundaries
- The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

Local Development Plan Manual (Edition 3, March 2020)

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

The Manual states that it is not realistic or necessary for all policies to be monitored. This would lead to an unnecessarily large and complicated document. Some key areas will need to be included consistently each year; this will be for the LPA to determine based on those elements crucial to delivering the plan's strategy.

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

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

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

The Manual states that the monitoring results should clearly identify if (and how) the strategy is working and if key allocations are being delivered as anticipated over the plan period. The results will also identify any challenges, opportunities and possible ways forward for revising policies and proposals at plan review.

Cardiff LDP Monitoring Framework

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

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

In addition, the LDP and AMR must comply with European Directives and Regulations. The Final Sustainability Appraisal Report, January 2016 identifies a further set of indicators (26) that will be used to monitor progress on sustainability issues. Whilst

interlinked, these are set out separately from the LDP Policy Monitoring Framework and have been used in the AMR to measure the environmental, economic and social impacts of the LDP.

The completion of the AMR accords with the requirements for monitoring the sustainability performance of the Plan through the Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011).

AMR Format and Content

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

The structure of the AMR is as follows:

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

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

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

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

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

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

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

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

Future Monitoring

The broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports. However, given that the monitoring process is dependent upon a wide range of statistical information that is sourced from both the Council and external sources, any changes to these sources

could make certain indicators ineffective or out-dated. Accordingly, the monitoring framework may evolve over the Plan period and AMRs will be used as a means of identifying any such inevitable changes to the framework.

3. Contextual Changes

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

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

Legislative Changes

Planning (Wales) Act 2015

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

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

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

The amended Regulations:

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

- Make minor and consequential amendments.

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

Well-being of Future Generations (Wales) Act 2015

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

Environment (Wales) Act 2016

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

Historic Environment (Wales) Act 2016

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

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

Public Health (Wales) Act 2017

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

National Planning Policy Amendments

Planning Policy Wales (Edition 10, December 2018)

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

Planning Policy Wales (Edition 11, February 2021)

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

Planning Policy Wales (Edition 12, February 2024)

In February 2024 Planning Policy Wales (Edition 12) was issued. This is a factual update to Planning Policy Wales (Edition 11) and proposed a number of changes to take account of new legislation and guidance that had been issued since its publication in February 2021, notably an updated chapter 6 which introduces a stronger emphasis on taking a proactive approach to green infrastructure, provides more clarity on securing net benefit for biodiversity through the application of a step-wise approach

and a strengthened approach to the protection of Sites of Special Scientific Interest (SSSIs).

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 TANs for the LDP are provided in the relevant policy analysis section.

Future Wales: A National Plan for 2040

The Welsh Government published the final version of Future Wales on 24th February 2021. This document replaces the Wales Spatial Plan and sets out a 20 year spatial framework for land use in Wales. Future Wales is a key part of the development plan system in Wales and sits at the top of the development plan hierarchy. It provides a framework for the provision of new infrastructure/growth and seeks to address key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

Building Better Places

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

Regional Context

Cardiff Capital Region and City Deal

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

Local Context

Delivering a Stronger, Fairer and Greener Cardiff

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

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

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

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

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 (NO₂) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO₂ set as 40µg/m³.

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

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

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

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

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 21st Century Schools Programme including new/rebuilt schools and deliver new schools to take account of population growth and economic development in the city through the LDP.

Cardiff Recovery Strategy

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

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

The strategy comprises the following elements:

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

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

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

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

One Planet Cardiff

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

- Sets out the Council's 10 year ambition to be Carbon Neutral in its own activities;
- Calls on the whole city, all citizens, young and old, schools, key partners, employers and stakeholders to positively work with us to develop a City-Wide Road map and action plan for a carbon neutral City by 2030;

- Identifies opportunities that could reframe the Cardiff economy in a way that is resilient, robust and long-term, ensuring that Cardiff is one of the leading UK green cities; and
- Defines the immediate programmes and opportunities that we urgently need to address.

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

General Economic Trends

Economic Activity

Key economic activity data for Cardiff and Wales from the LDP base date of 2006 to the current monitoring period is shown in the tables below. The data demonstrates that Cardiff has experienced improved economic performance in relation to these indicators with employment, unemployment and earnings indicators all higher than the LDP base date of 2006. These economic indicators will be considered in subsequent AMRs and any potential implications recorded.

Economically Active – In Employment

	Cardiff	Wales
April 2006 to March 2007	66.7%	69.1%
April 2007 to March 2008	68.9%	69.3%
April 2008 – March 2009	69.5%	68.4%
April 2009 – March 2010	68.15	66.6%
April 2010 – March 2011	64.7%	66.4%
April 2011 – March 2012	65.5%	66.7%
April 2012 – March 2013	65.5%	67.6%
April 2013 – March 2014	69.4%	69.5%
April 2014 – March 2015	65.6%	69.3%
April 2015 – March 2016	69.1%	71.1%
April 2016 to March 2017	69.1%	71.4%
April 2017 to March 2018	72.0%	72.7%
April 2018 to March 2019	79.0%	76.7%
April 2019 to March 2020	74.8%	73.7%
April 2020 to March 2021	74.5%	72.8%
April 2021 to March 2022	74.6%	73.6%
April 2022 to March 2023	70.8%	73.0%
April 2023 to March 2024	76.5%	73.5%

Source: [Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

Economically Active – Unemployed

	Cardiff	Wales
April 2006 to March 2007	6.2%	5.3%
April 2007 to March 2008	6.1%	5.6%
April 2008 – March 2009	6.9%	6.8%
April 2009 – March 2010	8.7%	8.3%
April 2010 – March 2011	8.9%	8.4%
April 2011 – March 2012	9.1%	8.4%
April 2012 – March 2013	10%	8.3%
April 2013 – March 2014	8.1%	7.4%
April 2014 – March 2015	8.4%	6.8%
April 2015 – March 2016	6.7%	5.4%
April 2016 – March 2017	4.8%	4.4%
April 2017 – March 2018	6.0%	4.9%
April 2018 – March 2019	4.6%	4.5%
April 2019 – March 2020	3.8%	3.7%
April 2020 to March 2021	3.8%	3.7%
April 2021 to March 2022	4.6%	3.8%
April 2022 to March 2023	3.3%	3.3%
April 2023 to March 2024	4.4%	3.5%

Source: [Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

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

	Cardiff	Wales
April 2006 to March 2007	£442.2	£414.8
April 2007 to March 2009	£453.2	£424.8
April 2008 – March 2009	£483.0	£444.6
April 2009 – March 2010	£499.3	£456.2
April 2010 – March 2011	£498.5	£455.1
April 2011 – March 2012	£495.4	£454.9
April 2012 – March 2013	£503.6	£475.3
April 2013 – March 2014	£496.4	£480.0
April 2014 – March 2015	£519.0	£487.6
April 2015 – March 2016	£534.4	£499.2
April 2016 – March 2017	£538.5	£505.9
April 2016 – March 2017	£534.4	£499.2
April 2017 – March 2018	£538.5	£505.9
April 2018 – March 2019	£536.7	£518.6
April 2019 – March 2020	£582.6	£540.7
April 2020 to March 2021	£543.6	£541.7
April 2021 to March 2022	£574.9	£570.6
April 2022 to March 2023	£627.0	£603.5
April 2023 to March 2024	£664.6	£636.1

Source: [Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

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 June 2024 at £270,192 were higher than the 2006 baseline price (£154,183). The data below shows that house prices have risen by 75% during the monitoring period.

Cardiff Average House Prices 2006 to 2024

Time Period	Average House Price
2006	£154,183
2007	£163,694
2008	£163,811
2009	£139,651
2010	£152,568
2011	£147,842
2012	£154,122
2013	£156,101
2014	£165,942
2015	£176,134
2016	£188,739
2017	£192,273
2018	£200,659
2019	£208,016
2020	£211,331
2021	£235,054
2022	£256,271
2023	£267,101
2024	£270,192

Source: [UK House Price Index \(data.gov.uk\)](https://data.gov.uk)

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:

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

Sustainability Appraisal Monitoring Framework

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

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

5. LDP Monitoring Policy Analysis

Contextual Indicators

Contextual Indicators	Target/Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21	Result 2021/22	Result 2022/23	Result 2023/24
Annual unemployment rate	Target: The annual unemployment rate decreases Trigger: 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%	5.0%
Percentage of population in the 100 most deprived wards in Wales	Target: The percentage of population in the 100 most deprived wards in Wales decreases Trigger: 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	Date to be agreed for next update to Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Target: Police Recorded Crime rates decrease Trigger: Police Recorded Crime rates increase for two or more	In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force	In the quarter ending December 2018, crime rates were down in Cardiff	In the quarter ending December 2019, crime rates were down in Cardiff	In the quarter ending December 2020, crime rates were down in Cardiff	In the quarter ending December 2021, crime rates were up in Cardiff (and in the South	The overall crime rate in 2022 was 104 crimes per thousand people. Total crime 36,838.	In the quarter ending December 2023, crime rates were up in Cardiff (and in the South Wales force

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	Result 2023/24
	consecutive 2 years.	area) compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	area) compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 crimes per thousand residents.	compared with the corresponding quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per thousand residents to 27.72 crimes per thousand residents.	compared with the corresponding quarter in 2018. Crime rates in Cardiff decreased from 27.72 crimes per thousand residents to 27.0 crimes per thousand residents.	compared with the corresponding quarter in 2019. Crime rates in Cardiff decreased from 27.0 crimes per thousand residents to 23.51 crimes per thousand residents.	Wales force area) compared with the corresponding quarter in 2020. Crime rates in Cardiff increased from 23.51 crimes per thousand residents to 26.43 crimes per thousand residents.	This has increased from 2021 where there were 96 crimes per thousand residents. Total crime 34,007 (Note: data presented in new format)	area) compared with the corresponding quarter in 2022. Crime rates in Cardiff increased from 26.85 crimes per thousand residents to 27.90 crimes per thousand residents
Percentage of adults meeting recommended guidelines for physical activity	Target: The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period Trigger: 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]	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	Target: Waste reduction rate of 1.2% annually to 2050	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated	The amount of household waste collected and generated

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	Result 2023/24
	Trigger: The waste reduction rate falls below 1.2% for two or more consecutive years	between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes	between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes	between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes	between 2017/18 and 2018/19 decreased by 1.4% from 172,852 to 170,523 tonnes.	between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.	between 2019/20 and 2020/21 decreased by 8% from 171,528 to 158,095 tonnes.	between 2020/21 and 2021/22 increased by 3% from 158,095 to 162,690 tonnes.	between 2021/22 and 2022/23 decreased by 5% from 162,690 to 154,252 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.

Indicator			Target				Trigger	
Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.			None.				None.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	
Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2016 - 31 st March 2017) = 11.6ha.	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2017 - 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2018 – 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2019 – 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2020 – 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2021 – 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2022 – 31 st March	Total land area of Allocations =132ha Employment development permitted on allocated sites (April 2023 – 31 st March	

This equates to 9%	2018) = 2.12 ha. This equates to 1.7%	2019) = 3.16 ha. This equates to 2.4%.	2020) = 2.07 ha. This equates to 1.7 %	2021) = 0.78 ha. This equates to 0.6%	2022) = 80.2 ha. This equates to 61 %	2023) = 80.2 ha. This equates to 61 %	2024) = 99.3 ha. This equates to 75%
--------------------	--	---	---	--	--	--	---

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.	Land South of St Mellons Business Park and bounded by Fortran Road, Cobel Road to the North, Cypress Drive to the West, St Mellons.	80 ha	Not Started (Granted 06.04.21 by the Council) This application has been called in by Welsh Government and is currently being determined by PEDW.
21/00783/MJR	Demolition of existing buildings/ structures and the comprehensive mixed-use redevelopment to provide up to 2,500 new homes (class C3), business space (class B1) and a mix of complementary leisure, food and drink, hospitality, retail and health and wellbeing uses (class A1, A2, A3, C1, D1 and D2); creation of new open space (including a new riverside park and water taxi stop); new pedestrian, cycle and vehicular access points; pedestrian footbridge; vehicular and cycle parking facilities; landscaping; public realm and other associated ancillary and highways works. All matters reserved other than vehicular access.	Land at Curran Embankment, Butetown.	19 ha	Not Started (Granted 09.11.23) Subject to Section 106 Agreement.

The employment land permitted (ha) on allocated sites during the period 1st April 2023 to 31st March 2024 as a percentage of all employment allocations is now at 75 %. A significant increase from last year's figures. This is attributed to the following: an 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 is currently being determined by PEDWR. In relation to Strategic Site KP2 (A): Cardiff Central Enterprise Zone and Regional Transport Hub the application for outline permission (21/00783/MJR) has recently been granted approval (November 2023) subject to a Section 106 Agreement.

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.

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		
Core Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites – Policy KP2)			Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually		Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years.		
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
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	Office Take Up (April 2023 to April 2024) = 13,275 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	Industrial Take up (April 2023 to April 2024) = 4.5 ha

Analysis
Office Take up is based on completions during the period April 2023 to 31st March 2024, which was 13,275 sqm. This office development relates to the land at John Street (south side only). It is noted that office development is also under construction at Brewhouse, Central Quay, Crawshay Street, Butetown (Refurbishment and Extension). This will provide an additional 6,623 sqm of office space. 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 2023 to 31st March 2024. Take up has been relatively high this period with 4.5 hectares being developed. This can be attributed the following completions: 1.1 ha completion of industrial units at Dowlais Road, Splott 1.98 ha - Change of use of former cash and carry to B1, B2, B2, Brindley Road, Leckwith 0.21 ha - Change of use of retail to B8 at East Moors Rd, Splott 0.17 ha – Change of Use Car showroom to B1(c) at North Rd, Gabalfa 0.73 ha – Builders Merchants (Storage and Distribution) at Colchester Avenue, Penylan 0.31 ha – Light Industrial Units - Sea Wall Road, Splott This exceeds the annual target, therefore no concerns are raised in relation to this indicator.
Recommendations
No action is required at present. Continue to monitor.

Topic Area: Loss of Employment Land

Relevant LDP Policies: KP2, EC1 – EC7

Indicator reference: OB1 EC3

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.	No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complementary use under Policy EC2, or which satisfied policy EC3.
Analysis			
In relation to the loss of employment land, the following uses were permitted: - 3 D1 uses (1 dentist, 1 religious use and 1 consulting rooms for health care services). 3 D2 uses for gyms/leisure use; 2 automotive uses including vehicle showrooms and vehicle repair; 2 cafes (A3); 1 mixed/modular use which included storage use and A3 use; 3 A1 uses selling goods of a specialised/bulky nature. In all cases the units were vacant despite marketing. 1 further application was also permitted for residential use on a long term vacant site which had an extant permission for student accommodation. It is therefore considered that Policy EC1 and Policy EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to these issues.			
Recommendations			
No action is required as present. Continue to monitor.			

Topic Area: Employment Provision Cardiff Central Enterprise Zone

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

Indicator reference: OB1 EC4

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
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	Office completions – 13,275 sqm. Offices under construction 6,623 sqm.
Analysis			
Within the Allocated Site (KP2A) office take up is based on completions during the period April 2023 to 31st March 2024, was 13,275 sqm. This office development relates to the land at John Street (south side only). It is noted that office development is also under construction at Brewhouse, Central Quay, Crawshay Street, Butetown (Refurbishment and Extension). This will provide an additional 6,623 sqm of office space. Taking these figures and factors into consideration, no concerns are raised in relation to this indicator at this current time.			
Recommendations			
No action is required at present. Continue to monitor.			

Topic Area: Employment Provision North West Cardiff

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

Indicator reference: OB1 EC5

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

Indicator		Target	Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)		15,000sq m (B1 & B1(b&c))	No trigger is set at present but will be revised once further details are known.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	

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 sites 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			
Continue to monitor. Will be reviewed in as part of the Replacement LDP			

Topic Area: Employment Provision North of Junction 33

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

Indicator reference: OB1 EC6

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

Indicator		Target	Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)		3ha by J33 plus 2.5ha flexible local employment space.	No trigger set at present but will be revised once further details are known.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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
Continue to monitor.

Topic Area: Employment Provision North East Cardiff

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

Indicator reference: OB1 EC7

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

Indicator		Target	Trigger	
LOCAL Employment provision on Allocated Sites – (KP2 F – 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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
No application submitted to date.	No application submitted to date.	No application submitted to date.	No application submitted to date.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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.	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
Continue to monitor.

Topic Area: Employment Provision South of St Mellons Business Park

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

Indicator reference: OB1 EC8

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

Indicator		Target	Trigger	
LOCAL Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park)		80,000 to 90,000sq m (B1(b))/(c)	No trigger is set at present but will be revised once further details are known.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
No application submitted to date.	No application submitted to date.	No application submitted to date.	No application submitted to date.	

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.	Application (21/00076/MJR) for up to 90,000sq m B1, B2, B8 granted outline planning permission 6 th April 22 subject to 106 Agreement and a holding direction by Welsh Government.	Application (21/00076/MJR) for up to 90,000sq m B1, B2, B8 granted outline planning permission 6 th April 22 subject to 106 Agreement and a holding direction by Welsh Government. Awaiting decision of Welsh Ministers following a Hearing in July 2023.	Application (21/00076/MJR) for up to 90,000sq m B1, B2, B8 granted outline planning permission 6 th April 22 subject to 106 Agreement and a holding direction by Welsh Government. Awaiting decision of Welsh Ministers following a Hearing in July and Autumn 2023.
Analysis			
Outline planning permission (ref 21/00076/MJR) for up to 90,000sq m B1, B2, B8 approved 06/04/22 subject to s106 and a holding direction by Welsh Government. Awaiting decision of Welsh Ministers following a Hearing in July and Autumn 2023. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to these issues.			
Recommendations			
Continue to monitor.			

Topic Area: Net Job Creation

Relevant LDP Policies: KP1, KP9, EC1 – EC7

Indicator reference: OB1 EC9

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

Indicator		Target	Trigger
LOCAL Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015).		19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period.	If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive year.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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).
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
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).	Total jobs in Cardiff – 222,000 in 2022 (latest Nomisweb.co.uk figures 2022).

Analysis
The total number of jobs in Cardiff is 222,000 jobs, a rise of 9,000 jobs since the last AMR.
Recommendations
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	

District Centres – Average of 44% active A1 retail units within centres.	District Centres – Average of 43 % active A1 retail units within centres.	District Centres – Average of 44 % active A1 retail units within centres.	District Centres – Average of 45 % active A1 retail units within centres.
Local Centres – Average of 48% active A1 retail units within centres.	Local Centres – Average of 47 % active A1 retail units within centres.	Local Centres – Average of 47 % active A1 retail units within centres.	Local Centres – Average of 48% active A1 retail units within centres. For an individual breakdown see analysis section.

Analysis

District Centres

<i>District Centre</i>	<i>Total No of Units</i>	<i>No active A1 (retail) units</i>	<i>Percentage Active A1 (retail) units</i>
Albany Road/Wellfield Road	199	92	46%
City Road	168	71	42%
Clifton Street	102	51	50%
Cowbridge Road East	186	84	45%
Crwys Road/Woodville Road	131	51	40%
Bute Street/James Street	62	20	32%
Merthyr Road, Whitchurch	93	46	49%
Penarth Road/Clare Road	69	29	42%
St Mellons	20	10	50%
Thornhill	6	4	67%
Whitchurch Road	123	41	33%
		Average	45%

The average percentage of active A1 retail units within District Centres is 45%. 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, and has marginally improved from last year.

Local Centres

Local Centre	Total No of Units	No active A1 (retail) units	Percentage of Active A1 (retail) units
Birchgrove	48	17	35%
Bute Street (Loudoun Square)	11	10	91%
Cathedral Road	27	13	48%
Countisbury Avenue	36	18	50%
Caerau Lane	9	4	44%
Fairwater Green	16	7	44%
Gabalfa Avenue	15	6	40%
Grand Avenue	21	7	33%
High Street, Llandaff	34	13	38%
Maelfa, Llanedeyrn	12	8	67%
Newport Road, Rumney	47	24	51%
Rhiwbina Village	44	23	52%
Salisbury Road	45	16	36%
Splott Road	35	15	43%
Station Road, Llanishen	28	13	46%
Station Road, Llandaff North	32	18	56%
Station Road, Radyr	14	7	50%
Tudor Street	35	14	40%

Willowbrook Drive	4	2	50%
Wilson Road	14	5	36%
		Average	48%

The average percentage of active A1 retail units within Local Centres is 48%. 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), High Street, Llandaff, Newport Road, Rumney, Salisbury Road, Splott Road and Wilson Road.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Protected City Centre Shopping Frontages

Relevant LDP Policies: R2, R3

Indicator reference: OB1 EC11

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

Indicator		Target	Trigger	
LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.		100%	90%	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
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.	
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	
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.	In 2023/24, 50 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 2023/24 survey identifies that 50 out of city centres 64 Protected Shopping Frontages comprised of 50% or above Class A1 units. This represents a total of 92.6% when measured against the first AMR target of 54 frontages (100%).

Recommendations

No actions are triggered.

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

Relevant LDP Policies: KP10, R1 – R8

Indicator reference: OB1 EC12

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

Indicator		Target	Trigger	
Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres		Vacancy level is no higher than the national UK average	Vacancy levels rise above national UK average for more than two consecutive years.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
District Centres – Average of 6% vacancy rate within centres.	District Centres – Average of 7% vacancy rate within centres.	District Centres – Average of 10% vacancy rate within centres.	District Centres – Unable to collect survey data due to Covid-19 lockdown.	
Local Centres – Average of 7% vacancy rate within centres.	Local Centres – Average of 9% vacancy rate within centres.	Local Centres – Average of 8% vacancy rate within centres	Local Centres – Unable to collect survey data due to Covid-19 lockdown.	
Central Shopping Area – vacancy rate of 13.9%.	Central Shopping Area – vacancy rate of 12.2%.	Central Shopping Area – vacancy rate of 10.7%.	Central Shopping Area – vacancy rate of 10.9%.	
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	

District Centres – Average of 10% vacancy rate within centres	District Centres – Average of 10% vacancy rate within centres	District Centres – Average of 10 % vacancy rate within centres	District Centres – Average of 9 % vacancy rate within centres
Local Centres – Average of 7% vacancy rate within centres	Local Centres – Average of 9 % vacancy rate within centres	Local Centres – Average of 8 % vacancy rate within centres	Local Centres – Average of 7 % vacancy rate within centres
Central Shopping Area – Unable to collect survey data due to Covid-19 lockdown.	Central Shopping Area vacancy rate of 20.9%.	Central Shopping Area vacancy rate of 18.3 %.	Central Shopping Area vacancy rate of 17.3%

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 2024

District Centre	Total No of Units	No vacant retail units	Percentage vacant retail units
Albany Road/Wellfield Road	199	12	6%
City Road	168	15	9%
Clifton Street	102	17	17%
Cowbridge Road East	186	12	6%
Crwys Road/Woodville Road	131	6	5%
Bute Street/James Street	62	15	24%
Merthyr Road, Whitchurch	93	3	3%

Penarth Road/Clare Road	69	9	13%
St Mellons	20	2	10%
Thornhill	6	0	0%
Whitchurch Road	123	12	10%
		Average	9%

Only two of the District Centres are above the 13.8 % vacancy trigger; Clifton Street (17% vacancy), and Bute Street/James Street (24% vacancy). Clifton Street, whilst over the trigger target remains a resilient centre, and the vacancy rate has reduced by 3 percent from last year. 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 2024

<i>Local Centre</i>	<i>Total No of Units</i>	<i>No vacant retail units</i>	<i>Percentage vacant retail units</i>
Birchgrove	48	3	6%
Bute Street (Loudoun Square)	11	0	0%
Cathedral Road	27	1	4%
Countisbury Avenue	36	4	11%
Caerau Lane	9	2	22%
Fairwater Green	16	0	0%
Gabalfa Avenue	15	2	13%
Grand Avenue	21	4	19%
High Street, Llandaff	34	2	6%
Maelfa, Llanedeyrn*	12	1	8%
Newport Road, Rumney	47	2	4%

Rhiwbina Village	44	2	5%
Salisbury Road	45	2	4%
Splott Road	35	4	11%
Station Road, Llanishen	28	1	4 %
Station Road, Llandaff North	32	0	0 %
Station Road, Radyr	14	1	7%
Tudor Street	35	5	14%
Willowbrook Drive	4	0	0 %
Wilson Road	14	2	14%
		Average	7 %

A significant number of the Local Centres meet or fall below the 13.8% vacancy trigger, with the exception of Grand Avenue, Tudor Street, and Wilson Road. It is noted that Grand Avenue is a small centres with 4 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 lower than last year. It is noted that Grand Avenue is a small centres with 4 vacant units in total.

The Central Shopping Area Survey was undertaken in Q3 2023.

In Q2 2023, the overall GB vacancy rate increased to 13.9%

- *Shopping Centre vacancies remain unchanged at 17.8%*
- *High Street vacancies increased to 13.9% in Q2*

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

Central Shopping Area (CSA)

The 2023 Cardiff City Centre Land Use and Floor Space Survey (LUFS) identifies a retail vacancy of 17.3% within the Central Shopping Area, which is an improvement on the 18.3% results from 2022. The city centre comprises of a number of larger shopping centres, so vacancy rates need to be considered in this context.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Retail Development Outside Designated Centres

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

Indicator reference: OB1 EC13

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

Indicator		Target	Trigger
LOCAL Number of retail developments permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test.		No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test).	1 or more retail development permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
27 applications approved for retail development outside designated centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstance did not require them.	17 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 14 were not accompanied by an assessment as specific circumstances did not require them.	25 applications approved for retail development outside designated centres. None of the applications were accompanied by an assessment of need and the sequential test as specific circumstance did not require them.	9 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 6 were not accompanied by an assessment as specific circumstance did not require them.

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
7 applications approved for retail development outside designated centres. 3 were accompanied by proportionate retail planning statements. The remaining 4 were not as specific circumstances did not require them.	23 applications approved for retail development outside designated centres. 1 was accompanied by proportionate retail planning statement. The remaining 19 were not as specific circumstances did not require them.	26 applications approved for retail development outside designated centres. 3 were accompanied by proportionate retail planning statement. The remaining 23 were not as specific circumstances did not require them.	27 applications approved for retail development outside designated centres. 2 were accompanied by proportionate retail planning statement. The remaining 25 were not as specific circumstances did not require them.
Analysis			
27 applications for development within Use Class A were permitted outside designated centres. 2 of the proposals submitted an assessment of need and demonstrated that they satisfied the sequential test. 25 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 comprised food and drink use in the Central Enterprise Zone, on the edge of the Central Shopping Area and in employment areas 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: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

As of 2024, the methodology for deriving mode-split for journeys to work has been adjusted for figures from 2019 onwards, to account for those working from home/remotely (effectively a sustainable mode). Furthermore, up until 2019 the mode-splits reported represent 5-year rolling averages rather than the absolute values now utilised. Therefore as a result of the aforementioned changes, recent data may no longer be directly comparable with historic outturns.

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

		4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
1) Work: 2014 = 45.2% 2015 = 45.0% (↓) -0.2% 2016 = 48.1% (↑) +3.1% 2) Education: 2014 = 57.8% 2015 = 50.4% (↓) -7.4% 2016 = 59.6% (↑) +9.2% 3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) -1.1% 2016 = 67.9% (↑) +1.9% 4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3% 5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) -3.2% 2016 = 60.2% (↑) +5.4%	1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3% 2) Education: 2016 = 59.6% 2017 = 55.9% (↓) -3.7% 3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) -3.2% 4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) -6.8% 5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) -3.8%	1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3% 2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1% 3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6% 4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2% 5) Leisure: 2017 = 56.4% 2018 = 58.8% (↑) +2.5%	1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2% 2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6% 3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4% 4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1% 5) Leisure: 2018 = 58.8% 2019 = 63.7% (↑) +4.9%

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
All Journeys: 1st April 2019 to 16th March 2020 (pre-pandemic average) = 50% 1st April 2020 to 31st March 2021 (average during pandemic) = 48% (↓) -2% [New Methodology]	All Journeys: 1st April 2020 to 31st March 2021 (average during pandemic) = 48% 1st April 2021 to 31st March 2022 (average during pandemic) = 53% (↑) +5%	All Journeys: 1st April 2021 to 31st March 2022 (average during pandemic) = 53% 1st April 2022 to 31st March 2023 (post- pandemic average) = 55% (↑) +2%	1) Work: 2022/2023 = 62% 2023/2024 = 65% (↑) +2.4% 2) Education: 2022/2023 = 53% 2023/2024 = 50% (↓) -3.4% 3/4) Shopping: 2022/2023 = 52% 2023/2024 = 53% (↑) +1.1% 5) Leisure: 2022/2023 = 63% 2023/2024 = 59% (↓) -3.7% [New Methodology]
Analysis Although the proportion of sustainable travel has increased for both ‘work’ (+2.4%) and ‘shopping’ (+1.1%) journeys, nevertheless the proportion travelling sustainably for ‘education’ and ‘leisure’ journeys have decreased. 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. Changes in sustainable travel by journey purpose are summarised in table 1.14.1 below.			

Table: 1.14.1

Journey Purpose	2022/2023	2023/2024	Change
Work	62%	65%	+2.4%
Education (Adults)	53%	50%	-3.4%
Education (Children)	67%	70%	+2.2%
Shopping	52%	53%	+1.1%
Leisure	63%	59%	-3.7%
ALL Journeys	55%	52%	-2.8%

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Walking

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

Indicator Reference: OB1 EC15

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

From March 2019, comprehensive walking levels were informed through analysis of mobility data which was published and made freely available in response to the need for monitoring the transport impacts of the pandemic. However, following the easing of restrictions, these datasets were subsequently withdrawn in April of 2022.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

As of 2024, the methodology for deriving mode-split for journeys to work has been adjusted for figures from 2019 onwards, to account for those working from home/remotely (effectively a sustainable mode). Furthermore, up until 2019 the mode-splits reported represent 5-year rolling averages rather than the absolute values now utilised. Therefore as a result of the aforementioned changes, recent data may no longer be directly comparable with historic outturns.

Indicator	Target	Trigger
Local Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

		2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3% 2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0% 3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9% 4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3% 5) Leisure: 2014 = 19.0%	1) Work: 2016 = 17.9% 2017 = 14.0% (↓) -3.9% 2) Education: 2016 = 27.6% 2017 = 23.3% (↓) -4.3% 3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) -2.3% 4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) -3.6% 5) Leisure: 2016 = 21.8%	1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0% 2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3% 3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8% 4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2% 5) Leisure: 2017 = 17.8%	1) Work: 2018 = 15.0% 2019 = 18.3% (↑) +3.3% 2) Education: 2018 = 26.6% 2019 = 21.9% (↓) -4.7% 3) Shopping (City Centre): 2018 = 16.9% 2019 = 17.5% (↑) +0.6% 4) Shopping (Other): 2018 = 21.1% 2019 = 23.4% (↑) +2.3% 5) Leisure: 2018 = 18.0%

2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9%	2017 = 17.8% (↓) -4.0%	2018 = 18.0% (↑) +0.2%	2019 = 17.4% (↓) -0.6%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
All Journeys: 1st April 2019 to 16th March 2020 (pre-pandemic average) = 19% 1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↓) -1% [New Methodology]	All Journeys: 1st April 2020 to 31st March 2021 (average during pandemic) = 18% 1st April 2021 to 31st March 2022 (average during pandemic) = 26% (↑) +8%	All Journeys: 1st April 2021 to 31st March 2022 (average during pandemic) = 26.2% 1st April 2022 to 31st March 2023 (post-pandemic average) = 26.3% (↑)	1) Work: 2022/2023 = 13% 2023/2024 = 10% (↓) -3.5% 2) Education: 2022/2023 = 18% 2023/2024 = 19% (↑) +0.5% 3/4) Shopping: 2022/2023 = 21% 2023/2024 = 18% (↓) -2.6% 5) Leisure: 2022/2023 = 17% 2023/2024 = 16% (↓) -0.6% [New Methodology]
Analysis			
Although the proportion working for 'education' has increased slightly (+0.5%) journeys, the proportion walking for the other journeys purposes have decreased. The various factors likely to influence those choosing to walk are discussed in OB1 EC14 previous.			

Changes in walking by journey purpose are summarised in table 1.15.1 below.

Table: 1.15.1

Journey Purpose	2022/2023	2023/2024	Change
Work	13%	10%	-3%
Education (Adults)	18%	19%	+1%
Education (Children)	53%	55%	+2%
Shopping	21%	18%	-3%
Leisure	17%	16%	-1%
ALL Journeys	27%	25%	-2%

Further evidence of changes that have occurred in relation to walking relative to recent years, are shown in table 1.15.2 below. As can be seen, not only are walking levels overall currently higher than last year, but also higher than either during or prior to the pandemic.

Table: 1.15.2

Measure	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Footfall in City Centre	100%	37%	87%	100%	102%
Footfall on Cardiff Barrage	100%	148%	129%	102%	104%
Footfall on Pont y Werin	100%	127%	116%	153%	151%
Footfall on Eastern Bay Link	100%	97%	91%	166%	166%
Walking Trips (Strava Metro)	100%	224%	289%	226%	268%
Walking AVERAGE	100%	127%	143%	149%	158%

The above increases are also corroborated by the results of the 2023 Annual Transport Survey, whereby respondents when asked about whether or not they had walked more or less over the past year, reported: 'Less' (9%); 'More' (27%); and 'No change' (64%), which equates to a net increase in user reported walking of 17% from the previous year.

In considering how peoples' attitudes towards walking may have changed since the pandemic, the results of the 2023 Annual Transport Survey are compared with those from 2019 in table 1.15.3 below.

Table: 1.15.3

Measure	2019	2023	Change
User Satisfaction: Condition of footpaths/footways	33%	16%	-17%
User Satisfaction: Street lighting	68%	61%	-7%
User Satisfaction: Walking facilities (overall)	62%	57%	-5%
User Perceived Safety: Safe	34%	36%	2%
User Perceived Safety: Somewhat Safe	54%	47%	-7%
User Perceived Safety: Not Safe	10%	15%	5%

As can be seen above, there appears to be challenges in terms of both a decrease in satisfaction and a decrease in perceived safety, around walking in Cardiff since prior to the pandemic.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Cycling

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

Indicator Reference: OB1 EC16

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

The Active Travel Network Map was approved by Welsh Government in December 2022. The Nextbike on-street cycle hire scheme was ended in January 2024 (nearly 6 years following its introduction in May 2018), due to sustained high levels of theft and vandalism. The Council continues to make progress on the planning and delivery of the Cycleways, in particular the Roath Park Cycleway and Cycleway 2/Newport Road Sustainable Transport Corridor.

As of 2024, the methodology for deriving mode-split for journeys to work has been adjusted for figures from 2019 onwards, to account for those working from home/remotely (effectively a sustainable mode). Furthermore, up until 2019 the mode-splits reported represent 5-year rolling averages rather than the absolute values now utilised. Therefore as a result of the aforementioned changes, recent data may no longer be directly comparable with historic outturns.

Indicator		Target	Trigger	
Local Percentage of people cycling (all journeys)		An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017		Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3% 2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7% 3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% () +0% 2016 = 6.6% (↑) +0.7% 4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) -0.4% 2016 = 6.0% (↑) +0.7%		1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2% 2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2% 3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2% 4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) +0.6%	1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7% 2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2% 3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4% 4) Shopping (Other): 2017 = 6.6% 2018 = 9.7% (↑) +3.1%	1) Work: 2018 = 20.3% 2019 = 18.9% (↓) -1.4% 2) Education: 2018 = 14.0% 2019 = 15.7% (↑) +1.7% 3) Shopping (City Centre): 2018 = 12.2% 2019 = 10.9% (↓) -1.3% 4) Shopping (Other): 2018 = 9.7% 2019 = 9.0% (↓) -0.7%

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%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
All Journeys: 1st April 2019 to 16th March 2020 (pre-pandemic average) = 10% 1st April 2020 to 31st March 2021 (average during pandemic) = 18% (↑) +8% [New Methodology]	All Journeys: 1st April 2020 to 31st March 2021 (average during pandemic) = 18% 1st April 2021 to 31st March 2022 (average during pandemic) = 12% (↓) -6%	All Journeys: 1st April 2021 to 31st March 2022 (average during pandemic) = 11.6% 1st April 2022 to 31st March 2023 (post-pandemic average) = 12.0% (↑) +0.3%	1) Work: 2022/2023 = 11% 2023/2024 = 7% (↓) -4% 2) Education: 2022/2023 = 9% 2023/2024 = 9% () 0% 3/4) Shopping: 2022/2023 = 5% 2023/2024 = 6% (↑) +1% 5) Leisure: 2022/2023 = 8% 2023/2024 = 10% (↑) +2% [New Methodology]
Analysis			
The proportion cycling has increased for both 'shopping' (+1%) and 'leisure' (+2%); has remained the same for 'education'; and has decreased for 'work' journeys (-4%) since 2022/2023.			

The various factors likely to influence those choosing to cycle are discussed in OB1 EC14 previous. In addition to these, the Nextbike on-street cycle hire scheme was ended in January 2024 due to sustained high levels of theft and vandalism.

Changes in cycling by journey purpose are summarised in table 1.16.1 below. These show that overall the proportion travelling by cycling for journeys overall has increased since 2022/2023.

Table: 1.16.1

Journey Purpose	2022/2023	2023/2024	Change
Work	11%	7%	-4%
Education (Adults)	9%	9%	0%
Education (Children)	4%	3%	-1%
Shopping	5%	6%	+1%
Leisure	8%	10%	+2%
ALL Journeys	6%	7%	+1%

Further evidence of changes that have occurred in relation to cycling relative to recent years, are shown in table 1.16.2 below. As can be seen, while cycling levels are significantly higher than relative to prior to the pandemic, nevertheless these are lower than in 2022/2023.

Table: 1.16.2

Measure	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Cycling on North Road	100%	85%	123%	141%	127%
Cycling on Pont y Werin	100%	136%	107%	174%	172%
Cycling on Eastern Bay Link	100%	118%	124%	122%	121%
Cardiff Walking & Cycling Index	100%	-	94%	-	106%
Cycling Trips (Strava Metro)	100%	137%	124%	110%	101%
Cycling AVERAGE	100%	119%	115%	137%	126%

In considering the result of the 2023 Annual Transport Survey, when asked about whether or not they had cycled more or less over the past year, respondents reported: 'Less' (15%); 'More' (14%); and 'No change' (71%), which equates to a slight decrease in net user reported cycling of -1% from the previous year.

In considering how peoples' attitudes towards walking may have changed since the pandemic, the results of the 2023 Annual Transport Survey are compared with those from 2019 in table 1.16.3 below.

Table: 1.16.3

Measure	2019	2023	Change
User Satisfaction: Cardiff as a Cycling City	18%	22%	+3%
User Satisfaction: Availability of cycle paths / cycle lanes	16%	24%	+8%
User Satisfaction: Width of cycle paths / cycle lanes	17%	25%	+8%
User Satisfaction: Availability/Location of cycle stands	24%	17%	-7%
User Satisfaction: Cycling on roads where there are no cycle lanes	6%	12%	+6%
User Satisfaction: Cycle hire locations	32%	14%	-18%
User Satisfaction: Availability of cycle hire bikes	26%	12%	-14%
User Satisfaction: Condition of the highway for cycling	8%	11%	+3%
User Satisfaction: The sign-posting of cycle routes	14%	15%	+1%
User Satisfaction: Cycling facilities (overall)	19%	25%	+6%
User Perceived Safety: Safe	18%	22%	+4%
User Perceived Safety: Somewhat Safe	16%	24%	+8%
User Perceived Safety: Not Safe	17%	25%	+8%

As can be seen above, user perceived safety and user satisfaction with cycling in Cardiff has generally improved over the past year, although satisfaction levels have notably decreased with regards 'Availability/Location of cycle stands' (-7%); 'Cycle hire locations' (-18%); and 'Availability of cycle hire bikes' (-14%), unsurprising given the discontinuation of the Nextbike cycle hire scheme in January 2024. Nevertheless, levels of satisfaction and user perceived safety remain low overall.

Also of note from the Annual Transport Survey, household cycle ownership appears to have decreased from 64% in 2019 to 59% by 2023.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Travelling by Bus

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

Indicator Reference: OB1 EC17

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

The Cardiff Bus Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour, but since the 1st of September 2024 has been running at full capacity. The Bus Emergency Scheme (BES) funding package was introduced in response to supporting services in the face of increased pressures as a result of the pandemic, from July of 2020 until its withdrawal in June 2023. This was then replaced by the Bus Transition Fund (BTF) in July of 2023, later itself to be discontinued in March 2024, being replaced by the Bus Network Grant (BNG) from 1st of April 2024. Funding continues to be a challenge, and various changes have occurred to bus timetables during and since the pandemic.

The Council has defined a core network and key bus priority routes based on the following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff. The Council has defined a core network and key bus priority routes based on the

following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff.

As of 2024, the methodology for deriving mode-split for journeys to work has been adjusted for figures from 2019 onwards, to account for those working from home/remotely (effectively a sustainable mode). Furthermore, up until 2019 the mode-splits reported represent 5-year rolling averages rather than the absolute values now utilised. Therefore as a result of the aforementioned changes, recent data may no longer be directly comparable with historic outturns.

Indicator		Target	Trigger
Local Percentage of people travelling by bus (all journeys)		An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2 (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9%	1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3%
2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2%	2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1%	2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2%	2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9%

3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2016 = 26.7% (↓) -2.7% 4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) -0.2% 2016 = 8.9% (↑) +0.5% 5) Leisure: 2014 = 11.2% 2015 = 10.8% (↓) -0.4% 2016 = 10.5% (↓) -0.3%	3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4% 4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) -1.7% 5) Leisure: 2016 = 10.5% 2017 = 10.3% (↓) -0.2%	3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8% 4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) -0.1% 5) Leisure: 2017 = 10.3% 2018 = 10.1% (↓) -0.2%	3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3% 4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (↑) +3.1% 5) Leisure: 2018 = 10.1% 2019 = 12.9% (↑) +2.8%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
All Journeys by Public Transport (Bus and Rail Combined): 1st April 2019 to 16th March 2020 (pre-pandemic average) = 17% 1st April 2020 to 31st March 2021 (average during pandemic) = 9% (↓) -8%	All Journeys by Public Transport (Bus and Rail Combined): 1st April 2020 to 31st March 2021 (average during pandemic) = 9% 1st April 2021 to 31st March 2022 (average during pandemic) = 11% (↑) +2%	All Journeys by Public Transport (Bus and Rail Combined): 1st April 2021 to 31st March 2022 (average during pandemic) = 11% 1st April 2022 to 31st March 2023 (post-pandemic average) = 12% (↑) +1%	1) Work: 2022/2023 = 13% 2023/2024 = 8% (↓) -5% 2) Education: 2022/2023 = 13% 2023/2024 = 11% (↓) -2% 3/4) Shopping: 2022/2023 = 16% 2023/2024 = 17% (↑) +1%

[New Methodology]			5) Leisure: 2022/2023 = 15% 2023/2024 = 11% (↓) -4% [New Methodology]
-------------------	--	--	--

Analysis

The proportion travelling by bus has decreased for all journey purposes other than for 'shopping' which has seen a slight increase since the previous year.

The various factors likely to influence those choosing to travel by bus are discussed in OB1 EC14 previous.

Changes in bus travel by journey purpose are summarised in table 1.17.1 below.

Table: 1.17.1

Journey Purpose	2022/2023	2023/2024	Change
Work	13%	8%	-5%
Education (Adults)	13%	11%	-2%
Education (Children)	7%	7%	0%
Shopping	16%	17%	+1%
Leisure	15%	11%	-4%

Nevertheless, according to the data presented in table 1.17.2 below, bus passenger levels appear to have increased over the past year although still remain significantly low when compared to 2019/2020.

Table: 1.17.2

Measure	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Concessionary Journeys	100%	29%	54%	62%	64%
Bus Passengers (Wales)	100%	91%	26%	52%	60%

In considering how bus service frequency has changed since prior to the pandemic, current frequency levels are around 70% (-30%) of those from 2019, for the reasons as described in 'Contextual Changes'

In considering the result of the 2023 Annual Transport Survey, when asked about whether or not they had travelled by bus more or less over the past year, respondents reported: 'Less' (25%); 'More' (23%); and 'No change' (52%), which equates to a slight net decrease in user reported bus travel of -1% from the previous year.

In considering how peoples' attitudes towards bus may have changed since the pandemic, the results of the 2023 Annual Transport Survey are compared with those from 2019 in table 1.17.3 below.

Table: 1.17.3

Measure	2019	2023	Change
User Satisfaction: The time that journeys take by bus	41%	38%	-3%
User Satisfaction: The provision of public transport information	35%	27%	-8%
User Satisfaction: The frequency of the bus services	39%	25%	-14%
User Satisfaction: The reliability/punctuality of the buses	31%	19%	-12%
User Satisfaction: The condition of the bus stops / bus shelters	41%	36%	-5%
User Satisfaction: Provision of real-time information at bus stops	32%	22%	-10%
User Satisfaction: Provision of printed timetable information at bus stops	34%	18%	-16%
User Satisfaction: Satisfaction with value for money	31%	30%	-1%
User Satisfaction: The local bus service overall	32%	25%	-7%
User Satisfaction: Bus services (overall)	-	30%	-
User Satisfaction: The time that journeys take by bus	41%	38%	-3%
User Perceived Safety: Safe	-	41%	-
User Perceived Safety: Somewhat Safe	-	38%	-
User Perceived Safety: Not Safe	-	9%	-

As can be seen above, there has been a decline in bus user satisfaction across the board since 2019, and representing low levels of user satisfaction overall.

As a recent addition in the 2023 Annual Transport Survey, respondents were asked for the reasons that influenced their decision as to whether or not to use the bus. Their frequency of response is ranked in tables 1.17.4 and 1.17.5 provided below.

Table: 1.17.4

Main Reason for Using Bus	2023/2024
To reduce congestion	38%
To reduce personal carbon footprint	37%
Cheaper	31%
Good facilities nearby	30%
More convenient	26%
No access to a car	21%
Prefer bus	14%
Quicker	9%
Feels safer	4%
More comfortable	3%
More reliable	3%

Table: 1.17.5

Main Reason for Avoiding Bus	2023/2024
Less convenient	56%
Prefer to travel by car	54%
Journey times too slow	49%
Is not direct/involves multiple stages	45%
Routes are unsuitable	43%
Journey times too unreliable	43%
Prefer to walk	27%
Poor travel information	27%
Too expensive	25%
Journeys overly circuitous	24%

Poor facilities nearby	22%
Poor waiting facilities	22%
Prefer to cycle	17%
Uncomfortable	16%
Services overcrowded	14%
Feels unsafe	14%
Inadequate toilet facilities	12%
Inadequate disabled access	7%
Inadequate cycle access	6%
Inadequate luggage facilities	3%
Inadequate pushchair access	3%

As shown above, the main reasons people report to choosing to use the bus are: congestion (38%); climate change (37%); cost (31%); and provision of good nearby facilities (30%). Meanwhile, the main reasons people state that they avoid using the bus are: inconvenience (56%); preference travelling by car (54%); slow journey times (49%); indirect services (45%); unsuitable routes (43%); and unreliable journey times (43%).

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Travelling by Train

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

Indicator Reference: OB1 EC18

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 since this time, not least due to on-going works on the rail line, as well as due to periods of industrial action.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

As of 2024, the methodology for deriving mode-split for journeys to work has been adjusted for figures from 2019 onwards, to account for those working from home/remotely (effectively a sustainable mode). Furthermore, up until 2019 the mode-splits reported represent 5-year rolling averages rather than the absolute values now utilised. Therefore as a result of the aforementioned changes, recent data may no longer be directly comparable with historic outturns.

Indicator		Target	Trigger
Local Percentage of people travelling by train (all journeys)		An annual increase of journeys made by train for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6%	1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8%	1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4%	1) Work: 2018 = 6.4% 2019 = 6.6% (↑) +0.2%
2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8%	2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4%	2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5%	2) Education: 2018 = 4.7% 2019 = 6.1% (↑) +1.4%
3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2%	3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3%	3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2%	3) Shopping (City Centre): 2018 = 11.3% 2019 = 10.5% (↓) -0.8%
4) Shopping (Other): 2014 = 3.8%	4) Shopping (Other): 2016 = 4.4%	4) Shopping (Other): 2017 = 2.7%	4) Shopping (Other): 2018 = 3.2%

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%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
All Journeys by Public Transport (Bus and Rail Combined): 1 st April 2019 to 16 th March 2020 (pre-pandemic average) =17% 1 st April 2020 to 31 st March 2021 (average during pandemic) = 9% (↓) -8% [New Methodology]	All Journeys by Public Transport (Bus and Rail Combined): 1 st April 2020 to 31 st March 2021 (average during pandemic) = 9% 1 st April 2021 to 31 st March 2022 (average during pandemic) = 11% (↑) +2%	All Journeys by Public Transport (Bus and Rail Combined): 1 st April 2021 to 31 st March 2022 (average during pandemic) = 11% 1 st April 2022 to 31 st March 2023 (post-pandemic average) = 12% (↑) +1%	1) Work: 2022/2023 = 7% 2023/2024 = 3% (↓) -4% 2) Education: 2022/2023 = 7% 2023/2024 = 5% (↓) -2% 3/4) Shopping: 2022/2023 = 7% 2023/2024 = 8% (↑) +1% 5) Leisure: 2022/2023 = 12% 2023/2024 = 11% (↓) -1% [New Methodology]

Analysis

The proportion travelling by train has decreased for all journey purposes other than for 'shopping' which has seen a slight increase since the previous year.

The various factors likely to influence those choosing to travel by train are discussed in OB1 EC14 previous.

Changes in rail travel by journey purpose are summarised in table 1.18.1 below.

Table: 1.18.1

Journey Purpose	2022/2023	2023/2024	Change
Work	7%	3%	-4%
Education (Adults)	7%	5%	-2%
Shopping	7%	8%	+1%
Leisure	12%	11%	-1%

Nevertheless, according to the data presented in table 1.18.2 below, rail passenger levels appear to have increased over the past year although still remain below levels from 2019/2020 (~80%).

Table: 1.18.2

Measure	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Rail Passengers (All Cardiff Stations)	100%	13%	51%	71%	82%

Current rail frequency has return to similar levels as in 2019.

However, this is in contrast with the result of the 2023 Annual Transport Survey, whereby when asked about whether or not they had travelled by train more or less over the past year, respondents reported: 'Less' (24%); 'More' (17%); and 'No change' (60%), which equates to a net decrease in user reported rail travel of -7% from the previous year.

In considering peoples' attitudes towards rail, the results of the 2023 Annual Transport Survey are given in table 1.18.3 below.

Table: 1.18.3

Measure	2023
User Satisfaction: Rail services (overall)	27%
User Perceived Safety: Safe	37%
User Perceived Safety: Somewhat Safe	30%
User Perceived Safety: Not Safe	6%

As with bus, a recent addition in the 2023 Annual Transport Survey, respondents were asked for the reasons that influenced their decision as to whether or not to use the train. Their frequency of response is ranked in tables 1.18.4 and 1.18.5 provided below.

Table: 1.18.4

Main Reason for Using Bus	2023/2024
Quicker	46%
To reduce personal carbon footprint	39%
To reduce congestion	37%
More convenient	34%
Good facilities nearby	26%
Prefer train	25%
More comfortable	21%
No access to a car	18%
More reliable	13%
Feels safer	7%
Cheaper	6%

Table: 1.18.5

Main Reason for Avoiding Bus	2023/2024
Too expensive	45%

	Poor facilities nearby	38%	
	Less convenient	38%	
	Prefer to travel by car	32%	
	Routes are unsuitable	31%	
	Journey times too unreliable	25%	
	Services overcrowded	22%	
	Is not direct/involves multiple stages	22%	
	Poor travel information	14%	
	Inadequate toilet facilities	12%	
	Poor waiting facilities	11%	
	Prefer to walk	11%	
	Journey times too slow	10%	
	Feels unsafe	8%	
	Uncomfortable	6%	
	Inadequate disabled access	6%	
	Journeys overly circuitous	4%	
	Prefer to cycle	4%	
	Inadequate cycle access	2%	
	Inadequate luggage facilities	2%	
	Inadequate pushchair access	1%	
As shown above, the main reasons people report to choosing to use the train are: congestion (46%); that it is quicker (46%); climate change (39%); congestion (37%); and convenience (34%). Meanwhile, the main reasons people state that they avoid using the train are: cost (45%); poor facilities nearby (38%); inconvenience (38%); preference travelling by car (32%); and unsuitable routes (31%).			
Recommendations			
No action is required at present. Continue to monitor.			

Topic Area: Improvement in Journey Times by Bus

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

Indicator Reference: OB1 EC19

Contextual Changes: Cardiff released its Transport White Paper in January 2020^f, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

The Cardiff Bus Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour, but since the 1st of September 2024 has been running at full capacity. The Bus Emergency Scheme (BES) funding package was introduced in response to supporting services in the face of increased pressures as a result of the pandemic, from July of 2020 until its withdrawal in June 2023. This was then replaced by the Bus Transition Fund (BTF) in July of 2023, later itself to be discontinued in March 2024, being replaced by the Bus Network Grant (BNG) from 1st of April 2024. Funding continues to be a challenge, and various changes have occurred to bus timetables during and since the pandemic.

The Council has defined a core network and key bus priority routes based on the following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff. The Council has defined a core network and key bus priority routes based on the following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff.

In the absence of bus journey time information, congestion data and bus user satisfaction are used as a proxy for bus journey times and reliability. A default 20mph limit on restricted roads came into effect across Wales from the 17th of September 2023. Prior to

this, a Phase 1 trial of 20mph was introduced in the 'Cardiff (North)' area on 11th March 2022. Historic data for congestion is liable to change year-on-year as a result of on-going refinement in the methodology of the source data providers INRIX and Tom Tom.

Indicator		Target	Trigger
Local Improvement in bus journey time reliability		An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2015 = 50% 2016 = 55% (↑) +5%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2016 = 55% 2017 = 44% (↓) -11%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2017 = 44% 2018 = 47% (↑) +3%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2018 = 47% 2019 = 31% (↓) -16%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024

Average Traffic Journey Time Reliability in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = +34% (↑) Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = 44% (↑) [New Methodology]	Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% () Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% () [New Methodology]	Peak Congestion Levels (Source: Tom Tom): 2019 = 60% 2020 = 37% 2021 = 37% 2022 = 38% (↓) +1% Inner City Last Mile Speed (Source: INRIX): 2021 = 15mph 2022 = 13mph (↓) -13%	Average Time to Travel 10km (Source: Tom Tom) 2022 = 18:20 2023 = 18:40 (↓) +2% Peak Speeds (Source: INRIX) 2022 = 21mph 2023 = 20mph (↓) -15% [New Methodology]
---	---	--	---

Analysis

Vehicle journey times on average appear to have increased by 2% from last year. Similarly, average speeds have decrease by around 5% from 2022.

Peoples' views on bus journey time reliability from the 2023 Annual Transport Survey, are summarised in table 1.20.1 below.

Table: 1.20.1

Measure	2019	2023	Change
User Satisfaction: The reliability/punctuality of the buses	31%	19%	-12%
Reason for Using the Bus: Bus journey times are reliable	-	3%	-
Reason for Avoiding the Bus: Bus journey times are unreliable	-	43%	-

From the above it is evident that user satisfaction on bus journey times reliability has decreased significantly since 2019 (-12%), it is also clear that bus journey time reliability can be a significant contributing factor as to whether or not someone will choose to travel by bus, with nearly 43% of those not currently using the bus stating that one of the main reasons for their not doing so is that bus journey times are too unreliable, and conversely only 3% choose to use the bus because they believe it to be reliable.

According to the Bus Users UK Annual Impact Report for Wales 2023/24, bus punctuality has improved in Wales overall over the past year, as shown in table 1.20.2 below.

Table: 1.20.2

	Average Punctuality per Month
2020	87%
2021	75%
2022	65%
2023	82%

Recommendations

Monitor and analyse more closely using emerging data sources and methodologies.

Topic Area: Improvement in Bus Journey Time Reliability

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

Indicator Reference: OB1 EC20

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022. Typically, this indicator is measured on the basis of conducting the Annual Transport Survey. However, during the pandemic no surveys were undertaken until its eventual resurrection in 2023, therefore alternative data sources and methods were used to report over this period.

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 combination with the after effects of the pandemic has likely had a significant impact in influencing peoples' travel behaviour.

The Cardiff Bus Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour, but since the 1st of September 2024 has been running at full capacity. The Bus Emergency Scheme (BES) funding package was introduced in response to supporting services in the face of increased pressures as a result of the pandemic, from July of 2020 until its withdrawal in June 2023. This was then replaced by the Bus Transition Fund (BTF) in July of 2023, later itself to be discontinued in March 2024, being replaced by the Bus Network Grant (BNG) from 1st of April 2024. Funding continues to be a challenge, and various changes have occurred to bus timetables during and since the pandemic.

The Council has defined a core network and key bus priority routes based on the following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff. The Council has defined a core network and key bus priority routes based on the following: Corridor 1: Western Bus Corridor; Corridor 2: UHW-ISV Cross City Corridor; Corridor 3: Eastern Bus Corridor; Corridor 4: Southern Bus Corridor; Corridor 5: Northern Bus Corridor; and Corridor 6: Roath-North East Cardiff.

In the absence of bus journey time information, congestion data and bus user satisfaction are used as a proxy for bus journey times and reliability. A default 20mph limit on restricted roads came into effect across Wales from the 17th of September 2023. Prior to

this, a Phase 1 trial of 20mph was introduced in the 'Cardiff (North)' area on 11th March 2022. Historic data for congestion is liable to change year-on-year as a result of on-going refinement in the methodology of the source data providers INRIX and Tom Tom.

Indicator		Target	Trigger
Local Improvement in bus journey time reliability		An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2015 = 50% 2016 = 55% (↑) +5%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2016 = 55% 2017 = 44% (↓) -11%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2017 = 44% 2018 = 47% (↑) +3%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey): 2018 = 47% 2019 = 31% (↓) -16%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024

Average Traffic Journey Time Reliability in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = +34% (↑) Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Time Reliability) = 44% (↑) [New Methodology]	Peak Congestion Levels (Source: Tom Tom) in 2021/2022 relative to those in 2020/2021 (as a proxy for Bus Journey Times) = 0% () Inner City Last Mile Speed (Source: INRIX): 2019 = 9 mph 2020 = 15mph 2021 = 15mph 0% () [New Methodology]	Peak Congestion Levels (Source: Tom Tom): 2019 = 60% 2020 = 37% 2021 = 37% 2022 = 38% (↓) +1% Inner City Last Mile Speed (Source: INRIX): 2021 = 15mph 2022 = 13mph (↓) -13%	Average Time to Travel 10km (Source: Tom Tom) 2022 = 18:20 2023 = 18:40 (↓) +2% Peak Speeds (Source: INRIX) 2022 = 21mph 2023 = 20mph (↓) -15% [New Methodology]
---	---	--	---

Analysis

Vehicle journey times on average appear to have increased by 2% from last year. Similarly, average speeds have decrease by around 5% from 2022.

Peoples' views on bus journey time reliability from the 2023 Annual Transport Survey, are summarised in table 1.20.1 below.

Table: 1.20.1

Measure	2019	2023	Change
User Satisfaction: The reliability/punctuality of the buses	31%	19%	-12%
Reason for Using the Bus: Bus journey times are reliable	-	3%	-
Reason for Avoiding the Bus: Bus journey times are unreliable	-	43%	-

From the above it is evident that user satisfaction on bus journey times reliability has decreased significantly since 2019 (-12%), it is also clear that bus journey time reliability can be a significant contributing factor as to whether or not someone will choose to travel by bus, with nearly 43% of those not currently using the bus stating that one of the main reasons for their not doing so is that bus journey times are too unreliable, and conversely only 3% choose to use the bus because they believe it to be reliable.

According to the Bus Users UK Annual Impact Report for Wales 2023/24, bus punctuality has improved in Wales overall over the past year, as shown in table 1.20.2 below.

Table: 1.20.2

	Average Punctuality per Month
2020	87%
2021	75%
2022	65%
2023	82%

Recommendations

Monitor and analyse more closely using emerging data sources and methodologies.

Topic Area: Delivery of Regional Transport Hub

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator Reference: OB1 EC21

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022.

The Cardiff Bus Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour, but since the 1st of September 2024 has been running at full capacity. The Bus Emergency Scheme (BES) funding package was introduced in response to supporting services in the face of increased pressures as a result of the pandemic, from July of 2020 until its withdrawal in June 2023. This was then replaced by the Bus Transition Fund (BTF) in July of 2023, later itself to be discontinued in March 2024, being replaced by the Bus Network Grant (BNG) from 1st of April 2024. Funding continues to be a challenge, and various changes have occurred to bus timetables during and since the pandemic.

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

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
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.	The Cardiff Bus Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour, but since the 1 st of September 2024 has been running at full capacity.
Analysis			
The Cardiff Bus Interchange forms part of the wider Metro Central and Central Square development, which also includes the recent BBC Cymru Wales HQ (opened October 2019). The site is operated by Transport for Wales (TfW), and comprises of 14 bus-bays,			

toilet facilities, changing places, step-free access, customer information systems, shops, and offering improved connectivity between different transport modes.

The original Bus Station was closed on the 1st of August 2015, with demolition commencing later that month. Initial planning approval for the new Interchange was granted in March 2017. Construction of the new Interchange then began in December of 2019, with the progress of the works in part being impacted by the pandemic.

The Interchange was opened on the 30th of June 2024, initially to a reduced service frequency of 25 buses per hour. As of 1st September 2024 the Interchange now runs at full capacity, with Cardiff Bus, Stagecoach and Newport Bus operating from here, equating to nearly 3,500 buses using the Interchange each week.

Recommendations

Suggested no further monitoring be required since OB1 EC21 has now been achieved.

Topic Area: Delivery of Sustainable Transportation Infrastructure

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator Reference: OB1 EC22

Contextual Changes: Cardiff released its Transport White Paper in January 2020, 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.

The UK entered a period of national lockdowns in response to the global COVID-19 pandemic between 24th of March 2020 and 27th of May 2022.

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
Local Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift.	To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift, and the delivery of the Master-planning principles set out in the LDP	Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
ALL Schemes: Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32 Completed/On-going = 18 (56%)	ALL Schemes: Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52 Completed/On-going = 36 (69%)	ALL Schemes: Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60 Completed/On-going = 42 (70%)	ALL Schemes: Completed = 15 (23%) On-going = 35 (55%) On-hold = 14 (22%) TOTAL = 64 Completed/On-going = 50 (78%)
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
ALL Schemes: Completed = 16 (22%) On-going = 44 (60%) On-hold = 13 (18%) TOTAL = 73 Completed/On-going = 60 (82%)	ALL Schemes: Completed = 18 (26%) On-going = 38 (54%) On-hold = 14 (14%) TOTAL = 70 Completed/On-going = 56 (80%) Major Multi-Modal Schemes Completed/On-going = 8 (89%)	ALL Schemes: Completed = 19 (27%) On-going = 39 (54%) On-hold = 14 (19%) TOTAL = 72 Completed/On-going = 58 (81%) Major Multi-Modal Schemes Completed/On-going = 9 (90%)	ALL Schemes: Completed = 21 (29%) On-going = 37 (51%) On-hold = 14 (19%) TOTAL = 72 Completed/On-going = 58 (81%) 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%)	Active Travel Schemes Completed/On-going = 25 (76%)
	Public Transport Schemes Completed/On-going = 23 (79%)	Public Transport Schemes Completed/On-going = 23 (79%)	Public Transport Schemes Completed/On-going = 24 (83%)

Analysis

The Council has continued to make good progress against sustainable transport infrastructure schemes, often in the face of significant time and resource constraints, and many different competing pressures. Most schemes are either completed or underway/on-going.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015–2024, are summarised below –

Major Multi-Modal Schemes:

Timeframe	Scheme	Status	Commentary
2015-2017	Strategic Junction Improvements: Newport Road / West Grove [LDP]	COMPLETED	Phase 1: East Grove/Howard Place = completed 05/05/16, Phase 2a: West Grove/The Parade = completed 25/08/16, Phase 2b: Newport Road/West Grove = completed 14/03/17, Phase 3: Newport Road/Fitzalan Road = completed 22/11/17
2015-2017	Strategic Cycle & Bus Corridor Improvements: Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout	COMPLETED	Cowbridge Road East Toucan completed in 2016, Ely River Bridge completed in 2017, Traffic gate on A48 Western Avenue southbound approach to Ely Roundabout installed in 2017

2015-2026	Transport Interchange Schemes: Cardiff Parkway [LDP]	On-going	Rail P&R being progressed as part of SSH
2015-2030	Eastern Corridor Improvements: incl. Eastern Bay Link Phase 2 [Wales Transport Strategy/LDP]	On-going	WelTAG Stage 1 completed. Stage 2 WelTAG underway. CW2/Newport Road Link A modelling review is drawing to completion and reporting. Design being updated and fixed in anticipation of engagement. Advance detailed design progressing
2016-2023	Transport Interchange Schemes: Cardiff Transport Interchange [LDP]	COMPLETED	Transport Interchange open and is running at full capacity as of 12/09/2024
2016-2030	City Centre Improvements: Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP]	On-going	Central Square: Complete Westgate Street: Bus Gate complete, City Centre East: Phase 1 complete, City Centre South: on-going, Tudor Street: Complete
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. S278/38 works being agreed
2017-2025	Transport Interchange Schemes: Strategic Park & Ride N of J33 [LDP]	On-going	P&R to be delivered as part of SSD. S106 agreement to be amended
2018-2030	Transport Interchange Schemes: UHW Hub	On-hold	Planning approval received
2021-2030	Northern Bus Priority Corridor	On-going	In WelTAG2 with early concept design taking place on key areas. WelTAG S2 Year 1 - A469 Caerphilly Road/Thornhill Road under review, S3 starting. Year 1 A470 South ongoing. Year 2 WelTAG S2 started (A470N, A469 south, A4050). Digital technology and bus priority progressing to implementation stage

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
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
2015-2030	Cycleway 1: North Cardiff Community Route - Phase 4	On-hold	On-hold
2016-2017	Active Travel Network Map: Pedestrian Improvements - Splott (Phase 1), Grangetown & Llandaff North	COMPLETED	Phase 1 schemes completed
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
2016-2030	Cycleway 3: Sanquahar/Windsor Rd	On-going	New crossing implemented 2018/19
2017-2018	Active Travel Network Map: Route 9 [45A] - North Road between Gabalfa & St Georges Rd	COMPLETED	Scheme completed in 2018
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
2017-2020	Active Travel Network Map: Route 80 - Excelsior Road, Taff Trail	COMPLETED	Scheme completed August 2020
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

2017-2030	Cycleway 5: Cowbridge Rd West/Vincent Rd	On-going	On-going
2017-2030	Cycleway 5: Grand Avenue	On-going	On-going
2018-2019	Active Travel Network Map: Pedestrian Improvements - St Mellons, Ely, Caerau & Splott (Phase 2)	COMPLETED	WNP/SRIC schemes completed
2018-2030	City Centre Schemes, Pop-up Cycleways, Permanent Cycleways and the Cycle Parking Study and Strategy	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 delivered as a pop up, remainder of route is part of East-West Cross City Sustainable Transport Corridor, Phase 2 due on site 2025.
2018-2030	Cycleway 3: City Centre to Cardiff Bay	On-going	Tyndall Street section delivered as a pop up
2018-2030	Cycleway 4: City Centre to Llandaff, Danescourt & NW Cardiff	On-going	Phase 1 construction completed; Phase 2 due on site 2025.
2018-2030	Cycleway 5: City Centre to Riverside, Ely & Caerau	On-going	Phase 1 delivered as a pop up
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
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
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

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
2020-2030	Strategic Cycle Network (Enfys) - City Centre Hub: Queen Street	On-hold	Being progressed as part of major city centre projects along with work on permanent cycleway solutions for Cycleway 5 and 2
2021-2030	Roath Park Cycle Route	On-going	Phase 1 (Roath Park) on-going

Public Transport Schemes:

Timeframe	Scheme	Status	Commentary
2015-2016	Strategic Bus Improvement Schemes: North East Bus Corridor - A470 – Keysham Road to Birchgrove Road	COMPLETED	Delivered Q4 2016-2017
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

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'
2015-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP]	On-hold	This now forms part of NBC WelTAG process and is being developed as part of Year 1 A469 South. It is being progressed to WelTAG Stage 3. It is combined with A469N
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
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
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
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
2016-2024	Strategic Rail Improvement Schemes: Electrification of Core Valleys Lines (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2016-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A469 Phase 3 - North of Maes-y-Coed Road [LDP]	On-going	This now forms part of NBC WelTAG process and is being developed as part of Year 1 A469 South. It is being progressed to WelTAG Stage 3. It is combined with A469N
2016-2026	Strategic Bus Improvement Schemes: North East Bus Corridor - A470 - Gabalfa/Heath Hospital to City Centre [LDP]	On-going	This now forms part of NBC WelTAG process and is being developed as part of Year 1 A470 South. It is currently within WelTAG Stage 2

			and requires additional modelling to draw this stage to completion. It is being progressed to WelTAG Stage 3
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
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 the WelTAG Stage 3 for the Eastern Corridor Study
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
2017-2026	Strategic Bus Improvement Schemes: North West Bus Corridor - A4119 Llantrisant Road - Phase 2 [LDP]	COMPLETED	Phase 2A completed in 2017; Phase 2B & 2C completed in June 2018; Phase 2D (Pen-Hill) completed in Q4 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 Hedlands Link on hold, Barrage Link on hold
2018-2030	Strategic Bus Improvement Schemes: North West Bus Corridor - A4119 Capel Llanilltern	On-hold	On hold
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 Bus Improvement Schemes: Priority Narrowings & Bus Borders	On-hold	On hold
2019-2030	Strategic Bus Improvement Schemes: Real-Time Passenger Information	On-going	Out for tender to award the contract to install the final 180 to 230 displays, the first 180 displays were installed in 2023/2024
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]	N/a	No longer applicable
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
2020-2030	Strategic Bus Improvement Schemes: Bus Programme – Strategic Bus Network: Annual Pre-delivery and scheme implementation programme [LDP/Metro]	On-going	On-going
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
2023-2025	Improving accessibility to bus stops (Bus stop build-outs)	On-going	Installed 20x bus stop build-out schemes in 2023/2024, planning to install another 10-15x in 2024/2025, along with installing 20x bus boarders to improve bus access to the stops and enabling disabled and elderly passengers to board and alight at pavement-level rather than in the middle of the road

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

Topic Area: Central Shopping Area Protect Frontages SPG

Relevant LDP Policies: R3

Indicator reference: OB1 EC23

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

Indicator		Target	Trigger	
LOCAL Central Shopping Area Protected Frontages SPG			Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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).	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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 92.6%, 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.

Indicator		Target	Trigger	
LOCAL Shop Fronts and Signs Guidance SPG			Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
The Shop Fronts and Signs Guidance SPG is due to be issued for public consultation in November 2017	A draft of the Shop Fronts and Signs SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation.	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.	
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	
The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019	The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019	
Analysis				
The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019.				

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

Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017	The Protection of Employment Land for Business and Industry SPG was approved in November 2017
Analysis			
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			
Recommendations			
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.

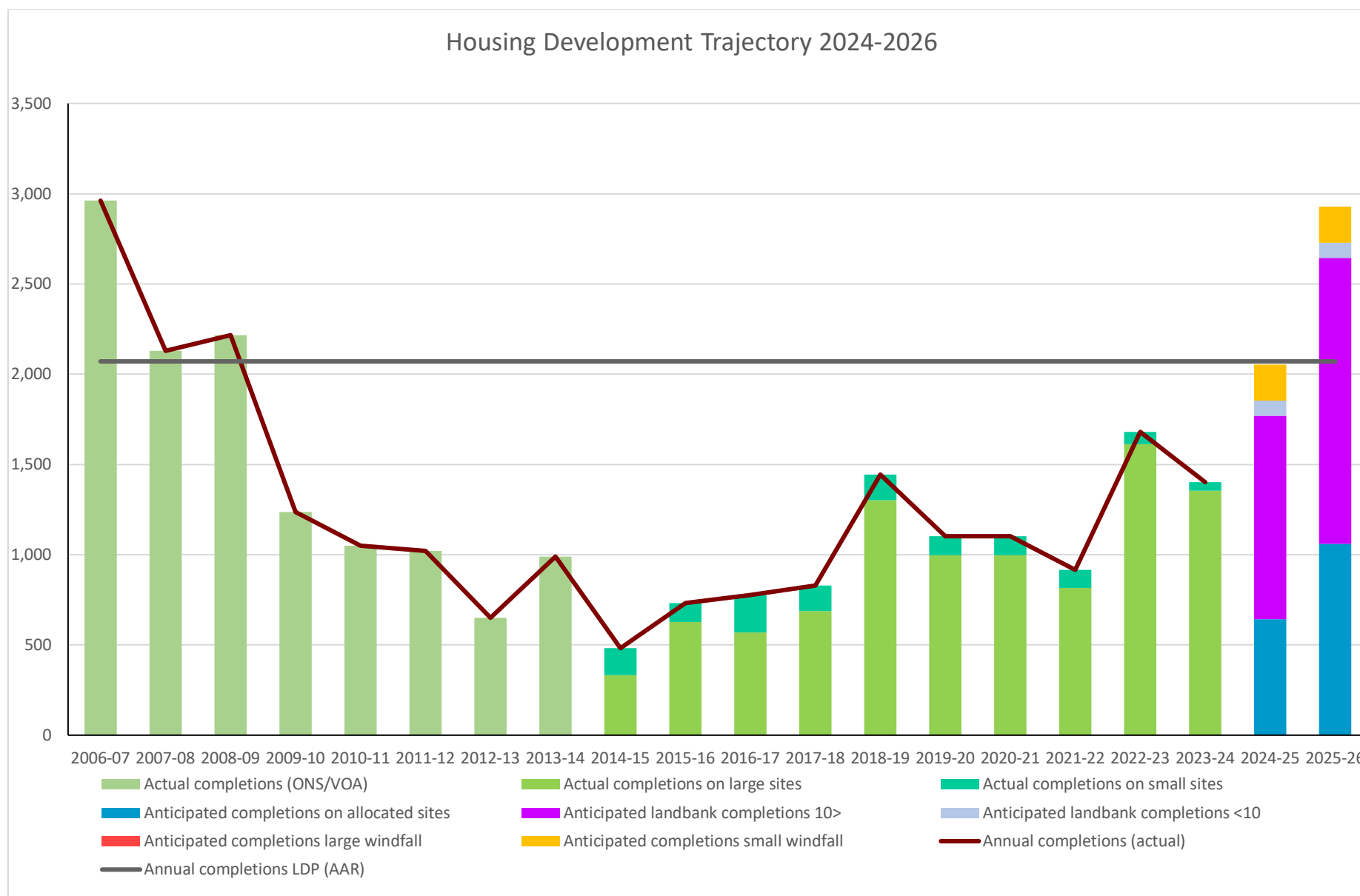
Indicators
Table 21A & Diagram 16B (see following pages)
Analysis
These indicators compare the Annual Average Requirement set out in the LDP with the number of actual completions that have taken place. The latest monitoring figures show that there is an annual shortfall of -32% against the Annual Average Requirement in the LDP in 2023/24. In this year completions are 670 below what was anticipated i.e., 2,071 AAR (black line) vs 1,401 actual completions (maroon line). The cumulative required build rate from the start of the plan period to 1st April 2023, was 37,274 units. Actual completions for this same period have been 22,724 units, representing a 14,550 unit shortfall in housing delivery of the plan period to date (-39%). As progress continues being made with construction of the strategic housing sites it is anticipated that completion rates will increase over the remaining two years of the plan period as set out in the table and diagram below. It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore, the actual completions figure presented for 1st April 2020 to 31st March 2021 is based on an average of the two year total.

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

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Actual completions (ONS/VOA)	2,961	2,130	2,217	1,237	1,050	1,020	650	990												
Actual completions on large sites									332	628	569	688	1,303	997	997	817	1,613	1,355		
Actual completions on small sites									150	105	208	142	141	107	107	98	68	46		
Anticipated completions on allocated sites																			643	1,061
Anticipated landbank completions <10																			85	85
Anticipated landbank completions 10>																			1,126	1,583
Anticipated completions large windfall																			*	*
Anticipated completions small windfall																			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	1,401		
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	-670		
Annual difference (%)	43%	3%	7%	-40%	-49%	-51%	-69%	-52%	-77%	-65%	-62%	-60%	-30%	-47%	-47%	-56%	-19%	-32%		
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	22,724		
Cumulative completions (anticipated)																			24,777	27,706
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	-	-	-	-	-	-	-	-
Cumulative difference (%)	43%	23%	18%	3%	-7%	-15%	-22%	-26%	-32%	-35%	-37%	-39%	-39%	-39%	-40%	-41%	-39%	-39%	-37%	-33%

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

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



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

Relevant LDP Policies: KP1

Indicator Reference: OB2 S02

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

Indicator		Target	Trigger	
CORE The number of net general market dwellings built		Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759	Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
The total number of general market dwellings built during 2014/15 was 377. The total number of general market dwellings built during 2015/16 was 489.	The total number of general market dwellings built during 2016/7 was 547. The total number of general market dwellings built during 2017/18 was 636.	The total number of general market dwellings built between 1 st April 2018 and 31 st March 2019 was 1,135. The cumulative total number of general market dwellings built to date is therefore 3,184.	The total number of general market dwellings built between 1 st April 2019 and 31 st March 2020 was 853. The cumulative total number of general market dwellings built to date is therefore 4,037.	

The combined total of general market dwellings built by 1st April 2016 was 866.	The combined total of general market dwellings built by 1st April 2018 was 1,183.		
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The total number of general market dwellings built between 1 st April 2020 and 31 st March 2021 was 853.	The total number of general market dwellings built between 1 st April 2021 and 31 st March 2022 was 685.	The total number of general market dwellings built between 1 st April 2022 and 31 st March 2023 was 1,228.	The total number of general market dwellings built between 1 st April 2023 to 31 st March 2024 was 1,163.
The cumulative total number of general market dwellings built to date is therefore 4,890.	The cumulative total number of general market dwellings built to date is therefore 5,575.	The cumulative total number of general market dwellings built to date is therefore 6,803.	The cumulative total number of general market dwellings built to date is therefore 7,966.
Analysis			
Whilst it is disappointing that the cumulative target by 2024 has not been achieved, it is encouraging to see that there has been a second year where completions have totalled more than 1,000 units which is an improvement on the previous year's totals. A large majority of the LDP Strategic Sites now have detailed planning permissions granted and construction on most is well underway. It is expected to see continuing high levels of housing delivery across these sites in the future.			
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 S03

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

Indicator		Target	Trigger
CORE The number of net additional affordable dwellings built (TAN2)		Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
The total number of affordable dwellings provided during 2014/15 was 105. The total number of affordable dwellings provided during 2015/16 was 244.	The total number of affordable dwellings provided during 2016/17 was 230. The total number of affordable dwellings provided during 2017/18 was 194.	The total number of affordable dwellings provided during 2018/19 was 309. The total number of affordable dwellings built to date was therefore 1,082.	The total number of affordable dwellings provided during 2019/20 was 250. The total number of affordable dwellings built to date was therefore 1,332.

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.		
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The total number of affordable dwellings provided during 2020/21 was 250. The total number of affordable dwellings built to date was therefore 1,582.	The total number of affordable dwellings provided during 2021/22 was 230. The total number of affordable dwellings built to date was therefore 1,812.	The total number of affordable dwellings provided during 2022/23 was 453. The total number of affordable dwellings built to date was therefore 2,265.	The total number of affordable dwellings provided during 2023/24 was 238. The total number of affordable dwellings built to date was therefore 2,503.
Analysis			
It is disappointing that there has been a reduction in the number of affordable dwellings built compared to 2022/23. There are a range of factors which affect the rate at which affordable dwellings are built each year but it is generally reflective of current housing market conditions where the development of family housing sites which traditionally deliver affordable housing on both green and brownfield sites has slowed due to high interest rates and reduced viability, meaning that less affordable housing completions are coming forward in conjunction with these sites. It is anticipated that the Council's target to deliver 2,800 affordable homes by 2030 coupled with improved economic conditions will see the number of affordable housing completions increase in future years, and we will continue to monitor the situation over the next year.			
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 S04

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

Indicator		Target	Trigger	
CORE Annual dwelling completions (all dwellings)		Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866	Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
The total number of all dwellings provided during 2014/15 was 482.		The total number of all dwellings provided during 2016/17 was 777	The total number of all dwellings built by 1 st April 2019 was 1,444.	The total number of all dwellings built by 1 st April 2020 was 1,103.
The total number of all dwellings provided during 2015/16 was 733.		The total number of all dwellings provided during 2017/18 was 830	The total number of all dwellings built to date is 4,266.	The total number of all dwellings built to date is 5,369.
The combined total by 1st April 2016 was 1,215.		The combined total by 1 st April 2018 was 1,607.		

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
The total number of all dwellings built by 1st April 2021 was 1,103. The total number of all dwellings built to date is 6,472.	The total number of all dwellings built by 1st April 2022 was 915. The total number of all dwellings built to date is 7,387.	The total number of all dwellings built by 1st April 2023 was 1,681. The total number of all dwellings built to date is 9,518.	The total number of all dwellings built by 1st April 2024 was 1,401. The total number of all dwellings built to date is 10,919.
Analysis It is disappointing that the cumulative target for all types of dwelling has not been achieved by 2024. However, during the 10-year LDP period 2014-2024, 10,919 dwellings have been built which is still a significant number and equates to an average annual completion rate of 1,091. Many of the planning applications that have been granted across the main LDP Strategic Sites are highly complex in nature and can sometimes take many months or even years to achieve full detailed planning permission. Once planning permission has been granted there can still be a long lead in period before the first dwellings start to be completed and there are a wide variety of factors which affect how quickly this process can take. 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 the near future. 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 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 S05

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

Indicator		Target	Trigger	
CORE Number of windfall units completed per annum on all sites		Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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.	The total number of windfall contributions during 2023/24 was 875 dwellings.	

Analysis
During the monitoring period for 1st April 2023 to 31st March 2024, there were 875 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 875 completed windfall units falls outside the 10% buffer set out in the trigger. This year's figure can be attributed to a number of large brownfield developments which were all completed within the past financial year within the city centre. It is not considered to not be reflective of the general rate of windfall contributions, based on previous years set out above. However windfall completions still contribute an important element of housing supply with Cardiff.
Recommendations
A replacement Cardiff Local Development Plan is being currently 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.

Indicator		Target	Trigger	
Core Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies		Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	

Analysis
During the 7th monitoring period no applications for dwellings were permitted outside the settlement boundary that did not satisfy policy. All applications are considered to be policy compliant. Given this it is considered that Policy KP3(B) is functioning effectively.
Recommendations
No action required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Topic Area: Gypsy and Traveller Accommodation Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO7

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

Indicator		Target	Trigger	
LOCAL Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation			Site is no longer categorised within Flood Risk Zone C2	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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	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	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	where Gypsy and Traveller sites on brownfield land are permitted subject to meeting the acceptability tests set out in the TAN	where Gypsy and Traveller sites on brownfield land are permitted subject to meeting the acceptability tests set out in the TAN
Analysis			
This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However, the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches. Whilst the current status of site in terms of flood risk remains unchanged the new draft TAN15 and related Flood Map for Planning issued in September 2021 shows the site within a defended zone. Highly vulnerable development such as Gypsy and Traveller sites are permitted within such zones subject to the site being on brownfield land and meeting the flood risk acceptability tests set out in the TAN. This new revised TAN15 is due to come into force towards the end of 2023. 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. 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.			
Recommendations			
The Council will 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
LOCAL Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	1. Agree project management arrangements including reporting structure and representatives – July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 4. Undertake a site search and assessment and secure approval of findings – July 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified	LOCAL Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation

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

detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed. Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. The Council also remains firmly and absolutely committed to comply with the	committed to comply with the requirements of the Housing (Wales) Act 2014.	committed to comply with the requirements of the Housing (Wales) Act 2014.	committed to comply with the requirements of the Housing (Wales) Act 2014.
--	---	---	---

requirements of the Housing (Wales) Act 2014.			
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community	The Replacement LDP preparation process will consider the findings of the latest GTAA and work on site assessments undertaken to date and allocate sites to meet the need identified to 2036. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress this work as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.	The 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 considered by Cabinet and Council next year. 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	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 considered by Cabinet and Council later this year. 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

The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.		need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.	need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.
Analysis			
An updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in June 2024. This identified a need for 117 pitches in the city up to 2036 and a regional need for a transit site of 10 pitches. Of the 117 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 outs assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site. 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 later this 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
LOCAL Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	1. Agree project management arrangements including reporting structure and representatives – July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016 4. Undertake a site search and assessment and secure approval of findings – July 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified	Failure to achieve these targets

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

detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed. Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. The Council also remains firmly and absolutely committed to comply with the	committed to comply with the requirements of the Housing (Wales) Act 2014.	committed to comply with the requirements of the Housing (Wales) Act 2014.	committed to comply with the requirements of the Housing (Wales) Act 2014.
--	---	---	---

requirements of the Housing (Wales) Act 2014.			
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community	The Replacement LDP preparation process will consider the findings of the latest GTAA and work on site assessments undertaken to date and allocate sites to meet the need identified to 2036. Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress this work as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.	The 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 considered by Cabinet and Council next year. 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	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 considered by Cabinet and Council later this year. 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

The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.		need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.	need to find the best possible site for the community The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.
Analysis			
An updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in June 2024. This identified a need for 117 pitches in the city up to 2036 and a regional need for a transit site of 10 pitches. Of the 117 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 outs assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site. 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 later this 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	
LOCAL Total number of Gypsy and Traveller pitches for residential accommodation		Ensure the existing supply of pitches is maintained (Should existing pitches be no longer available alternative pitches will be sought)	Any net loss of existing Gypsy and Traveller pitch provision	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period	

Analysis
The latest Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government in June 2024 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
LOCAL Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
The total number of dwellings built during 2016/17 on Strategic Housing Site A was 0.	The total number of dwellings built during 2017/18 on Strategic Housing Site A was 0.	The total number of dwellings built during 2018/19 on Strategic Housing Site A was 102.	The total number of dwellings built during 2016/17 on Strategic Housing Site A was 0.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The total number of dwellings built during 2016/17 on Strategic Housing Site A was 0.	The total number of dwellings built during 2016/17 on Strategic Housing Site A was 0.	The total number of dwellings built during 2022/23 on Strategic Housing Site A was 524. This brings the cumulative total dwellings built to date to 626.	The total number of dwellings built during 2023/24 on Strategic Housing Site A was 307. This brings the cumulative total dwellings built to date to 933.
Analysis			
The 307 completions during 2023/24 can be attributed to one large development, located at Plot J, Capital Quarter, Tyndall Street, Atlantic Wharf. To date there have been 933 completed dwellings across Strategic Site A, which is below the cumulative target set out above. Whilst it is disappointing that the required target number of dwellings has not be reached, there are a number of planning applications either having been granted planning permission or currently being determined by Cardiff Council. Two further large applications have been granted during the past year, these are 1 East Bay Close for 353 dwellings (22/01404) and Suffolk House, Trade Street for 245 dwellings (22/00415).			

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 B Gas Works, Ferry Road

Relevant LDP Policies: KP2

Indicator Reference: OB2 S012

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

Indicator		Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.		500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B.	As at 1 st April 2018 there had been no completions on Strategic Housing Site B.	As at 1 st April 2019 there had been no completions on Strategic Housing Site B.	As at 1 st April 2020 there had been no completions on Strategic Housing Site B.

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there had been no completions on Strategic Housing Site B.	As at 1 st April 2022 there had been no completions on Strategic Housing Site B.	As at 1 st April 2023 there had been no completions on Strategic Housing Site B.	As at 1 st April 2024 there had been no completions on Strategic Housing Site B.
Analysis			
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. The Council has recently taken ownership of the whole site, and it is expected that full planning permission for around 500 dwellings will be granted in the not too distant future.			
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 C North West Cardiff

Relevant LDP Policies: KP2

Indicator Reference: OB2 S013

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

Indicator		Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site C – North West Cardiff		5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
As at 1 st April 2017 there had been no completions on Strategic Housing Site C.	As at 1 st April 2018 there had been 39 completions on Strategic Housing Site C.	As at 1 st April 2019 there had been 128 completions on Strategic Housing Site C. The cumulative total on Site C is therefore 167 dwellings.	As at 1 st April 2020 there were 180 completions on Strategic Housing Site C. The cumulative total on Site C is therefore 347.

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there were 180 completions on Strategic Housing Site C.	As at 1 st April 2022 there were 213 completions on Strategic Housing Site C.	As at 1 st April 2023 there were 206 completions on Strategic Housing Site C.	As at 1 st April 2024 there were 99 completions on Strategic Housing Site C.
The cumulative total on Site C is therefore 527.	The cumulative total in Site C is therefore 740.	The cumulative total in Site C is therefore 946.	The cumulative total in Site C is therefore 1,045.
Analysis			
To date there have been 1,045 completed dwellings on Strategic C, this is lower than the cumulative target set out above. Whilst it is disappointing that the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by Cardiff Council. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP.			
Recommendations			
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.

Indicator	Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110 2018: 240 2020: 300 2022: 400 2024: 450 2026: 500	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been no completions on Strategic Housing Site D.	As at 1 st April 2018 there had been no completions on Strategic Housing Site D.	As at 1 st April 2019 there had been no completions on Strategic Housing Site D.	As at 1 st April 2020 there were 64 completions on Strategic Housing Site D.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were 64 completions on Strategic Housing Site D. The cumulative total on Site D is therefore 128.	As at 1 st April 2022 there were 89 completions on Strategic Housing Site D. The cumulative total on Site D is therefore 217	As at 1 st April 2023 there were 101 completions on Strategic Housing Site D. The cumulative total on Site D is therefore 318	As at 1 st April 2024 there were 78 completions on Strategic Housing Site D. The cumulative total on Site D is therefore 395.
Analysis			
To date there have been 395 completed dwellings on Strategic Site D, this is lower than the required cumulative as set out by the target indicator above. Whilst it is disappointing that the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by Cardiff Council.			

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

Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there had been no completions on Strategic Housing Site E.	As at 1 st April 2022 there had been no completions on Strategic Housing Site E.	As at 1 st April 2023 there had been no completions on Strategic Housing Site E.	As at 1 st April 2024 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 still currently under consideration but it is hoped that permission will be granted before long. 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
LOCAL Total annual dwelling completions of Strategic Housing Site F – North East Cardiff	4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been no completions on Strategic Housing Site F.	As at 1 st April 2018 there had been no completions on Strategic Housing Site F	As at 1 st April 2019 there had been no completions on Strategic Housing Site F.	As at 1 st April 2020 there were 39 completions on Strategic Housing Site F.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were 39 completions on Strategic Housing Site F. The cumulative total on Site F is therefore 78.	As at 1 st April 2022 there were 85 completions on Strategic Housing Site F. The cumulative total on Site F is therefore 163.	As at 1 st April 2023 there were 128 completions on Strategic Housing Site F. The cumulative total on Site F is therefore 291.	As at 1 st April 2024 there were 143 completions on Strategic Housing Site F. The cumulative total on Site F is therefore 484.
Analysis To date there have been 484 completed dwellings on Strategic Site F. Whilst it is disappointing that the cumulative total has not been met, the figure of 143 completions during 2023/24 is the highest yearly total to date. 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.			

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 G East of Pontprennau Link Road

Relevant LDP Policies: KP2

Indicator Reference: OB2 S017

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

Indicator		Target	Trigger
LOCAL Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road		1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140 2018: 375 2020: 285 2022: 270 2024: 200 2026: 30	Failure to deliver the required number of dwellings for each 2 year period.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been 62 completions on Strategic Housing Site G.	As at 1 st April 2018 there had been 174 completions on Strategic Housing Site G. The cumulative total on Site G is therefore 236.	As at 1 st April 2019 there were 337 completions on Strategic Housing Site G. The cumulative total on Site G is therefore 573.	As at 1 st April 2020 there were 134 completions on Strategic Housing Site G. The cumulative total on site G is therefore 707.

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there were 134 completions on Strategic Housing Site G.	As at 1 st April 2022 there were 113 completions on Strategic Housing Site G.	As at 1 st April 2023 there were 112 completions on Strategic Housing Site G.	As at 1 st April 2024 there were 107 completions on Strategic Housing Site G.
The cumulative total on Site G is therefore 841.	The cumulative total on Site G is therefore 954.	The cumulative total on Site G is therefore 1,066.	The cumulative total on Site G is therefore 1,173.
Analysis			
To date there have been 1,066 completed dwellings on Strategic Site G, which although lower than the required cumulative target is by far the most advanced site in terms of the number of completed dwellings delivered. 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.			
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 A Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2, KP13

Indicator Reference: OB2 S018

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2023 there were no affordable completions on Strategic Housing Site A.	As at 1 st April 2024 there were no affordable completions on Strategic Housing Site A.
6. Analysis Good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Due to viability issues, for the majority of large brownfield residential permissions granted, an alternative to providing affordable housing units on site is securing significant financial contributions via a S106 Agreement. This then allows the Council to use the money in contributing to developing other sites with high percentages or in some cases 100% affordable units on site. 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.			
7. 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 B Gas Works, Ferry Road

Relevant LDP Policies: KP2, KP13

Indicator Reference: OB2 S019

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2023 there were no affordable completions on Strategic Housing Site B.	As at 1 st April 2024 there were no affordable completions on Strategic Housing Site B.
Analysis			
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. The Council has recently taken ownership of the whole site, and it is expected that full planning permission for around 500 dwellings will be granted in the not too distant future.			
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 C North West Cardiff

Relevant LDP Policies: KP2, KP13

Indicator Reference: OB2 S020

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

Indicator	Target	Trigger
LOCAL Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been no Affordable completions on Strategic Housing Site C.	As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site C.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site C.	As at 1 st April 2020 there were 44 affordable completions on Strategic Housing Site C.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were 45 affordable completions on Strategic Housing Site C. The cumulative affordable total on Site C is therefore 89 dwellings.	As at 1 st April 2022 there were 39 affordable completions on Strategic Housing Site C. The cumulative affordable total on Site C is therefore 128 dwellings.	As at 1 st April 2023 there were 92 affordable completions on Strategic Housing Site C. The cumulative affordable total on Site C is therefore 220 dwellings.	As at 1 st April 2024 there were 7 affordable completions on Strategic Housing Site C. The cumulative affordable total on Site C is therefore 227 dwellings.
Analysis			
To date there have been 227 affordable completions across Strategic Housing Site C which is below the target set out above. Whilst this is disappointing, 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 Cardiff 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 D North of Junction 33

Relevant LDP Policies: KP2, KP13

Indicator Reference: OB2 S021

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
As at 1 st April 2021 there were 14 affordable completions on Strategic Housing Site D. The cumulative affordable total on Site D is therefore 27 dwellings.	As at 1 st April 2022 there were 21 affordable completions on Strategic Housing Site D. The cumulative affordable total on Site D is therefore 48 dwellings.	As at 1 st April 2023 there were 6 affordable completions on Strategic Housing Site D. The cumulative affordable total on Site D is therefore 54 dwellings.	As at 1 st April 2024 there were 21 affordable completions on Strategic Housing Site D. The cumulative affordable total on Site D is therefore 75 dwellings.
Analysis To date there have been 75 affordable housing completions on Strategic Site D, which is below the target indicator as set out above. Whilst it is disappointing that the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a number of planning applications either having been granted planning permission, or currently under consideration by Cardiff 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.

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

Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2023 there were no affordable completions on Strategic Housing Site E.	As at 1 st April 2024 there were no affordable completions on Strategic Housing Site E.
Analysis			
An Outline planning application for approximately 650 dwellings was submitted in 2019 and is still currently under consideration but it is hoped that permission will be granted before long. 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
LOCAL Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)	1,350 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016 : 54 2018: 359 2020: 242 2022: 242 2024: 243	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been no completions on Strategic Housing Site F.	As at 1 st April 2018 there had been no completions on Strategic Housing Site F.	As at 1 st April 2019 there were no affordable completions on Strategic Housing Site F.	As at 1 st April 2020 there were 3 affordable completions on Strategic Housing Site F.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were 3 affordable completions on Strategic Housing Site F. The cumulative affordable total on Site F is therefore 6 dwellings.	As at 1 st April 2022 there were 18 affordable completions on Strategic Housing Site F. The cumulative affordable total on Site F is therefore 24 dwellings.	As at 1 st April 2023 there were 22 affordable completions on Strategic Housing Site F. The cumulative affordable total on Site F is therefore 46 dwellings.	As at 1 st April 2024 there were 42 affordable completions on Strategic Housing Site F. The cumulative affordable total on Site F is therefore 88 dwellings.
Analysis			
The past year saw the highest number of affordable completions in a single year on Strategic Housing Site F with 42. Whilst it is disappointing that the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a number of planning applications either having been granted planning permission, or currently under consideration by Cardiff 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 G East of Pontprennau Link Road

Relevant LDP Policies: KP2, KP13

Indicator Reference: OB2 S024

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

Indicator	Target	Trigger
LOCAL Total annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60	Failure to deliver the required number of dwellings for each 2 year period.

Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site G.	As at 1 st April 2018 there had been 39 affordable housing completions on Strategic Housing Site G.	As at 1 st April 2019 there were 53 affordable completions on Strategic Housing Site G.	As at 1 st April 2020 there were 14 affordable completions on Strategic Housing Site G.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
As at 1 st April 2021 there were 15 affordable completions on Strategic Housing Site G.	As at 1 st April 2022 there were no affordable completions on Strategic Housing Site G.	As at 1 st April 2023 there were no affordable completions on Strategic Housing Site G.	As at 1 st April 2024 there were 4 affordable completions on Strategic Housing Site G.
Analysis 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. To date there have been 125 affordable housing completions on Strategic Site G, which is below the target indicator as set out above. Whilst it is disappointing that the required target number of dwellings has not been reached, there has been very significant progress on the site in terms of the initial phases being built with a number of planning applications either having been granted planning permission, or currently under consideration by Cardiff Council.			

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: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

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

Indicator		Target	Trigger	
LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas		Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
Data not available for 2016/17.		Data not available for 2017/18.	Data not available for 2018/19.	Data not available for 2019/20.
Performance 5th AMR 1st April 2020 to 31st March 2021		Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024

Data not available for 2020/21.	Data not available for 2021/22.	Data not available for 2022/23.	Data not available for 2023/24.
Analysis			
It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence.			
Recommendations			
As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports.			

Topic Area: Flexibility Allowance

Relevant LDP Policies: KP1

Indicator reference: OB2 SO26

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

Indicator		Target	Trigger	
LOCAL Need for release of additional housing land identified in the flexibility allowance		To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.	Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e., more than 13,910 dwellings completed between 2014 - 2020	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	

Analysis
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.
Recommendations
No action is required at present. Continue to monitor.

Topic Area: Affordable Housing SPG

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO27

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

Indicator		Target	Trigger
LOCAL Affordable Housing SPG			Failure to adopt SPG within 6 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017

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

Topic Area: Houses in Multiple Occupation SPG

Relevant LDP Policies: H5

Indicator reference: OB2 SO28

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

Indicator		Target	Trigger
LOCAL Houses in Multiple Occupation SPG			Failure to adopt SPG within 6 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017	The Houses in Multiple Occupation SPG was approved in January 2017
Analysis			
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			

Recommendations
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	
LOCAL Planning Obligations SPG			Failure to adopt SPG within 12 months of Plan adoption	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
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	
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	
The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	The Planning Obligations SPG was approved in January 2017	
Analysis				
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.				

Recommendations
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.

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	
LOCAL Community Facilities and Residential Development SPG			Failure to adopt SPG within 18 months of Plan adoption	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
Detailed supplementary guidance relating to community facilities and residential development has	Detailed supplementary guidance relating to community facilities and residential development has	Detailed supplementary guidance relating to community facilities and residential development has	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	been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017
Analysis			
Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			
Recommendations			
The Council will continue to monitor the effectiveness of the adopted Planning Obligations 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 within the monitoring period

Indicator		Target	Trigger
LOCAL Childcare Facilities SPG			Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017	The Childcare Facilities SPG was approved in November 2017

Analysis
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	The Planning for Health and Wellbeing SPG was approved in November 2017	

Analysis
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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
LOCAL Gypsy and Traveller Sites SPG			Failure to adopt SPG within 18 months of Plan adoption
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.

Analysis
At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.
Recommendations
No action required. Continue to monitor.

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

Topic Area: Flood Risk

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

Indicator reference: OB3 EN1

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

Indicator		Target	Trigger
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests		No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
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	No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests
Analysis			
During the monitoring period no applications for highly vulnerable development was permitted in Zone C1 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: Flood Risk

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

Indicator reference: OB3 EN2

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

Indicator		Target	Trigger	
Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas		No permissions granted for highly vulnerable development within C2 floodplain area	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications 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	
LOCAL Percentage of water bodies of good status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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)	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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	
LOCAL Number of permissions granted where there is a known risk of deterioration in status		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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)	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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 EN5

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

Indicator		Target	Trigger	
LOCAL Number of permissions incorporating measures designed to improve water quality where appropriate		No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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)	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	

Analysis
No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality.
Recommendations
No action 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.

Indicator		Target	Trigger	
LOCAL Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision		No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	No planning consents issued where there is an outstanding objection from the water supplier	

Analysis
No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier.
Recommendations
No action 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.

Indicator		Target	Trigger
The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies.		No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.	No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1.
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.	No applications permitted in the Green Wedge that do not satisfy policy.
Analysis			
During the 8 th annual monitoring period no applications for inappropriate development were permitted within the Green Wedge designation. The two applications approved during the monitoring period were policy compliant and did not impact on the openness of the Green Wedge or the purpose of including land within the Green Wedge designation.			

It is therefore considered that Policy KP(3) is functioning effectively. Therefore the Council will continue to monitor this indicator to determine the effectiveness of this policy.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Special Landscape Areas

Indicator reference: EN3: Landscape

Indicator reference: OB3 EN8

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

Indicator		Target	Trigger
Core The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas		No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy	No applications permitted within a Special Landscape Area that does not satisfy policy

Analysis
During the 8 th annual 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.
Recommendations
No action is required at present. Continue to monitor

Topic Area: Ancient Semi-Natural Woodland

Relevant LDP Policies: EN8: Trees, Woodlands and Hedgerows

Indicator reference: OB3 EN9

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

Indicator		Target	Trigger	
LOCAL Ancient Semi-Natural Woodland		No inappropriate developments granted planning permission contrary to Policy EN8.	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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
It is considered that during the 8 th Monitoring period no inappropriate developments were approved in areas of ancient woodland contrary to Policy EN8. It is considered that applications permitted were considered to be either policy compliant or policy compliant subject to conditions/recommendations being placed on the permission.
Recommendations
No action is required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Topic Area: SSSI's and SINCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

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

Indicator		Target	Trigger	
LOCAL The number of planning permissions granted on SSSI or SINC designated areas.		No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	No applications were permitted on SSSIs and SINCs that do not satisfy policy	

Analysis
During the 8th annual 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 SINCD designated areas. Overall applications permitted were considered to be policy compliant or policy compliant subject to conditions /recommendations placed on the permission.
Recommendations
No action is required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Topic Area: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

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

Indicator		Target	Trigger
Core Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site		Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.	Trigger No applications were permitted on Natura 2000 sites that do not comply with policy
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.

Analysis
During the 8 th annual monitoring period no applications were permitted on Natura 2000 sites that were not considered policy compliant or compliant subject to conditions/recommendations placed on the permission.
Recommendations
No action is required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

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

Indicator		Target	Trigger	
LOCAL Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	1 application permitted contrary to the advice of NRW or the authority's ecologist	
Performance 1st AMR 1st April 2016 to 31st March 2017		Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021		Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024

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 8 th annual monitoring period, of the relevant applications, it is considered that there were no applications approved that were contrary to the advice of NRW or the authority's Ecologist. Approved applications were considered to be policy compliant or policy compliant subject to conditions/recommendations placed on the permission.			
Recommendations			
No action is required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.			

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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 7.44 ha of open space per 1,000 population.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.07 of open space per 1,000 population.	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.03 of open space per 1,000 population.	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	

Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.03 of open space per 1,000 population.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.	Latest figures show 1.10 ha of functional open space per 1,000 population in Cardiff. For all types of open space, the equivalent figure is 8.10 of open space per 1,000 population.
Analysis The latest survey of open space (2022) shows that the baseline figure for the 8th Annual Monitoring Report is 1.10 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.18 ha in the 1st Annual Monitoring Report for 2016/17. This figure increases if you include educational playing fields to 1.76 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 is being provided in conjunction with the large strategic housing sites which are currently under 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 required at present. Continue to monitor.			

Topic Area: Air Quality

Relevant LDP Policies: EN13

Indicator reference: OB3 EN14

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

Indicator		Target	Trigger	
LOCAL Number of Air Quality Management Areas		No more than 4 current AQMA in action	One or more additional AQMA	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
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	
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024	
There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	
Analysis				
There are currently four established AQMAs within Cardiff:				

1. Cardiff City Centre- declared 1st April 2013
2. Llandaff- declared 1st April 2013
3. Stephenson Court- declared 1st December 2010
4. Ely Bridge- declared 1st Feb 2007

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

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

Recommendations

No action is required. Continue to monitor.

Topic Area: Open Space SPG

Relevant LDP Policies: C4, C5

Indicator reference: OB3 EN15

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

Indicator		Target	Trigger
LOCAL Open Space SPG			Failure to adopt SPG within 6 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017
Analysis			
The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			
Recommendations			
The Council will continue to monitor the effectiveness of the adopted Green Infrastructure SPG which will feed into the review of the SPG following the adoption of the Replacement LDP.			

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

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

Indicator		Target	Trigger
LOCAL Trees and Development SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017

Analysis
The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
The Council will continue to monitor the effectiveness of the adopted Green Infrastructure 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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017

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

Indicator		Target		Trigger
LOCAL Flooding SPG				Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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 9th AMR in 2025.
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: Natural Heritage Network SPG

Relevant LDP Policies: KP16, EN3 - EN8

Indicator reference: OB3 EN20

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

Indicator		Target	Trigger
LOCAL Natural Heritage Network SPG			Failure to adopt SPG within 12 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017

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

Topic Area: Archaeologically Sensitive Areas SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN21

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

Indicator		Target	Trigger
LOCAL Archaeologically Sensitive Areas SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.	Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018.

Analysis
The SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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
LOCAL The number and capacity of renewable energy developments permitted		An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
No notable renewable energy schemes were permitted during the monitoring period.	5 planning applications were granted during the year which incorporated solar energy amounting to 0.05MW in total	1 planning application was granted for a 9.5 MW biomass plant at Rover Way and 9 planning applications were granted during the year which incorporated solar energy amounting to 0.52 MW in total	1 planning application was granted for an 8.7 MW Solar Farm on the former Lamby Way tip site and 1 application was granted during the year which incorporated solar energy amounting to 0.003 MW.
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024

1 planning application was granted for a 9.5 MW Biomass Plant on Rover Way and 1 application was granted during the year which incorporated solar energy amounting to 0.01 MW	No notable renewable energy schemes were permitted during the monitoring period.	No notable renewable energy schemes were permitted during the monitoring period.	No notable renewable energy schemes were permitted during the monitoring period.
Analysis			
In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW) and a Solar Farm (8.7MW) on the former Lamby Way tip. Planning permission was also granted in June 2018 and renewed in January 2021 for a biomass plant at Rover Way (9.5MW). It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from 'permitted development' rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy developments is not possible and certain developments will not be captured by this monitoring indicator.			
Recommendations			
No action required at present. Continue to monitor.			

Topic Area: Waste Management Capacity

Relevant LDP Policies: KP12, W1

Indicator Reference: OB4 SN2

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
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 new significant waste developments were granted permission within the monitoring period. Applications for additional facilities at Atlantic Ecopark have been granted within the period. Therefore, it is considered that policies KP12 and W1 are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue			
Recommendations			
No action required at present. Continue to monitor.			

Topic Area: Household Waste Recycling

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN3

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

Indicator		Target	Trigger
LOCAL Amount of household waste recycled		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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%
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
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 2021/22 was 58.2% and amount sent to landfill was 2%	The amount of household waste recycled in 2022/23 was 61.6% and amount sent to landfill was 1%

Analysis
Latest figures produced by Welsh Government show that the household recycling rate in 2022/23 was 61.6% which was below the target for recycling in 2020 of 64% set out above. This rate shows a slight increase on 2021/22 but overall, there has been a general upward trend over the plan period as rates in 2013/14 were 49.7%. The Council has recently implemented a new waste collection scheme which aims to further increase recycling rates within the city. Only 1% of household waste was sent to landfill in 2022/23 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.
Recommendations
No action is required at present. Continue to monitor.

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator Reference: OB4 SN4

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

Indicator		Target	Trigger	
LOCAL Applications received for waste management uses on B2 sites		Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	

Analysis
During the monitoring period, no applications for waste management uses on B2 land were refused. Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.
Recommendations
No action at present. Continue to monitor.

Topic Area: Landbank of Crushed Rock Reserves

Relevant LDP Policies: KP11

Indicator Reference: OB4 SN5

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

Indicator		Target	Trigger	
LOCAL Maintain a minimum 10 year landbank of crushed rock reserves		10 year supply	Less than 10 year supply	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	

Analysis
The most recent published data on the landbank is the SWRAWP Annual Report 2021, published in February 2024. This states that Cardiff has a landbank of 26 years, a figure based on the highest average of the sales for the previous three years (2019-2021) and the previous ten years (2012-2021). 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.
Recommendations
No action is required at present. Continue to monitor.

Topic Area: Sand Wharf Protection Areas

Relevant LDP Policies: KP11, M6

Indicator Reference: OB4 SN6

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

Indicator		Target	Trigger
LOCAL Amount of development within Sand Wharf Protection Area		No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6	1 application permitted for development in any 1 year
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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

Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area	No applications permitted within the Sand Wharf Protection Area
Analysis			
During the monitoring period the only application permitted within the Sand Wharf Protection Area was for a temporary construction compound which would have no detrimental impact upon the sand wharf. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.			
Recommendations			
No action is required at present. Continue to monitor.			

Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator Reference: OB4 SN7

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

Indicator		Target	Trigger	
LOCAL Amount of development permitted within a mineral safeguarding area		No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan	1 application permitted for development in any year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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, two applications within the limestone safeguarding area were approved: • An application for an extension and new nursery provision at Penttyrch Primary School. As the extensions and alterations would be within the existing school curtilage, it is not considered that there would be any additional detrimental impact upon the limestone safeguarding area; • An application for an extension to an existing cricket pavilion at Penttyrch Cricket Club. As the extension would be to an existing building and is modest in scale, it is not considered that there would be any significant detrimental impact upon the limestone safeguarding area. 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	
LOCAL Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted	1 application permitted for development in any 1 year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	
Analysis				
No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.				

Recommendations
No action 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 significant contextual changes relating to this policy area during the monitoring period

Indicator		Target	Trigger	
LOCAL Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to policy M4		1 planning permission permitted	1 application permitted for development in any one year	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	

Analysis
During the monitoring period one application for development within the minerals buffer zones was approved. It was an application for a change of use from B1 to D1 within an existing commercial building. It is not considered 'sensitive development' and would not cause any sterilisation of the mineral resource. Therefore, no applications for inappropriate development were permitted within the Minerals Buffer Zones during the monitoring period. It is 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 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 significant contextual changes relating to this policy area during the monitoring period

Indicator		Target	Trigger	
LOCAL Number of prohibition orders issued on dormant sites		Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period
Analysis			
It has not been necessary for the Council to serve any prohibition orders within the monitoring period. Further research and investigation into the appropriateness of serving prohibition orders should be carried out. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.			
Recommendations			
Further research on prohibition orders is required. Continue to monitor.			

Topic Area: Historic Environment

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

Indicator reference: OB4 SN11

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

Indicator		Target	Trigger
LOCAL Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas.	1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
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 8 th monitoring period it is considered that Policies KP17 and EN9 have functioned effectively. Of the relevant applications considered no permissions were granted with an outstanding objection from statutory heritage advisors or that would on balance adversely affect historic environment assets. All applications were considered to be policy compliant or policy compliant subject to conditions/recommendations placed on the permission.
Recommendations
No action is required at present. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Topic Area: Delivery of Strategic Site Infrastructure

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

Indicator reference: OB4 SN12

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

Indicator		Target	Trigger	
LOCAL				
Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements.		Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).	1 (or more) key principles not delivered.	
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020	
2017: Outline planning permission(s) have been granted at Strategic Sites: C: (North West Cardiff), F: (North East Cardiff – West of Pontprennau) and G: (East of Pontprennau Link Road).	2018: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)	2019: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)	2020: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road	

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

			through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
2021: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road Live Outline Applications at Sites A, E, F and H Full and/or Reserved Matters have been granted/approved at sites: A: Central Enterprise Zone C: NW Cardiff	2022: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff 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>) Live Outline Applications at Sites A, E and F. Full and/or Reserved Matters have been granted/approved at sites:	2023: Outline planning permissions have been granted at Strategic Sites: C: NW Cardiff 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>) Live Outline Applications at Sites A and E. Full and/or Reserved Matters have been granted/approved at sites:	2024: Outline planning permissions have been granted at Strategic Sites: A: Central Enterprise Zone (<i>subject to S106</i>) C: NW Cardiff 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>) & called in by Welsh Government Live Outline Application at Site E.

D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road Construction work has commenced at sites: 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 The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H). The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).	A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road Construction work has commenced at sites: 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 The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H). The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff	A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road Construction work has commenced at sites: 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 The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H). The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff	Full and/or Reserved Matters have been granted/approved at sites: A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road Construction work has commenced at sites: 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 The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H). The delivery of strategic site infrastructure is monitored through a series of bespoke
---	---	---	---

	Infrastructure Plan (see below).	Infrastructure Plan (see below).	monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).
Analysis			
Construction is being undertaken at Sites A (Central Enterprise Zone), C (North West Cardiff), D (Land North of Junction 33 on the M4), F (North East Cardiff) and G (East of Pontprennau Link Road). There is currently a live outline planning application at Strategic Sites E (South of Creigiau). Outline planning consent has recently been granted at Sites F (North East Cardiff) and, subject to the signing of a s106 agreement, at sites A (Central Enterprise Zone – The Embankment) and H (South of St Mellons Business Park). A meanwhile use has been constructed at Site B (Ferry Road). In order to monitor ongoing progress at each of the strategic sites in terms of planning consents, development activity and infrastructure provision, a series of bespoke monitoring documents have been produced. These documents form part of the wider Cardiff Infrastructure Plan and are regularly updated to track progress on each of the sites. They are available to view on the Planning pages of the Council’s website at www.cardiff.gov.uk/planning > Major Development Activity Monitoring.			
Recommendations			
• Continue to monitor the delivery of Strategic Site infrastructure provision through regular updates of the ‘Strategic Site Monitoring Documents’. • No actions are triggered under the eight year of performance monitoring.			

Topic Area: Cardiff Infrastructure Plan

Relevant LDP Policies: KP6

Indicator reference: OB4 SN13

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

Indicator		Target	Trigger
LOCAL			
Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.		Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.
Performance 1 st AMR 1 st April 2016 to 31 st March 2017	Performance 2 nd AMR 1 st April 2017 to 31 st March 2018	Performance 3 rd AMR 1 st April 2018 to 31 st March 2019	Performance 4 th AMR 1 st April 2019 to 31 st March 2020
The 2016 version of the Cardiff Infrastructure Plan was published in September. The 2017 version is being prepared in advance of completion later in the year.	The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be published in the autumn.	The 2019 update of the Infrastructure Plan is being undertaken. As part of this update, a series of new Strategic Site Monitoring Documents have been produced, which have been published on the Council's website.	The 2020 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2020 have been published on the Council's website.
Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024

The 2021 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for Spring 2021 have been published on the Council's website.	The 2022 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for 2022 will be published on the Council's website.	The 2023 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for 2023 will be published on the Council's website.	The 2024 update of the Infrastructure Plan is being undertaken. As part of this, the Strategic Site Monitoring Documents for 2024 will be published on the Council's website.
Analysis			
• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis. • As part of the annual review/update, a series of 'Strategic Site Monitoring Documents' have been produced to monitor ongoing progress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. The 2024 monitoring documents will be published on the Council's website.			
Recommendations			
• No actions are triggered under the eighth year of performance monitoring.			

Topic Area: Managing Transportation Impacts SPG

Relevant LDP Policies: T5

Indicator reference: OB4 SN14

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

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

Performance 5 th AMR 1 st April 2020 to 31 st March 2021	Performance 6 th AMR 1 st April 2021 to 31 st March 2022	Performance 7 th AMR 1 st April 2022 to 31 st March 2023	Performance 8 th AMR 1 st April 2023 to 31 st March 2024
The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.	The SPG was approved by Council on the 19 th of July 2018.
Analysis			
The Managing Transport Impacts SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			
Recommendations			
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

Indicator		Target	Trigger	
LOCAL Locating Waste Management Facilities SPG			Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	The Locating Waste Management Facilities SPG was approved in January 2017	

Analysis
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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
LOCAL Infill Sites Design Guidance SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
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 30th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.

Recommendations

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
LOCAL Tall Buildings SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017	The Tall Buildings SPG was approved in January 2017
Analysis			
The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			

Recommendations
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
LOCAL Householder Design Guidance SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017	The Residential Design Guidance SPG was approved in January 2017
Analysis			
The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			

Recommendations
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
LOCAL Public Art SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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).
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).

Analysis
Having reviewed the previous Public Art SPG, it is considered that through the related policies in the Local Development Plan and other existing (Cardiff Public Art Strategy) and (Public Art Protocol) public art guidance, there is not a need to produce an updated public art SPG at this time. This position will be reviewed annually to monitor if any significant contextual changes occur in the future.
Recommendations
• Not to progress a Public Art SPG at this time. • To continue to monitor public art to identify any significant contextual changes during the monitoring period.

Topic Area: Food, Drink and Leisure Uses SPG

Relevant LDP Policies: R8

Indicator reference: OB4 SN20

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

Indicator		Target	Trigger	
LOCAL Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG			Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
The SPG was approved in November 2017	The SPG was approved in November 2017	The SPG was approved in November 2017	The SPG was approved in November 2017	

Analysis
The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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
LOCAL Waste Collection and Storage Facilities SPG			Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020
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
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024
The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016	The Waste Collection and Storage Facilities SPG was approved in October 2016
Analysis			
The SPG was approved by Council on 20 th October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.			

Recommendations
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	
LOCAL Design Guidance and Standards for Flat Conversions SPG			Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	The Flat Conversions SPG was approved in March 2019	

Analysis
The SPG was approved by Council on 28 th March 2019 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator, but the Council will continue to assess the effectiveness of the adopted SPG.
Recommendations
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 1st AMR 1st April 2016 to 31st March 2017	Performance 2nd AMR 1st April 2017 to 31st March 2018	Performance 3rd AMR 1st April 2018 to 31st March 2019	Performance 4th AMR 1st April 2019 to 31st March 2020	
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	
Performance 5th AMR 1st April 2020 to 31st March 2021	Performance 6th AMR 1st April 2021 to 31st March 2022	Performance 7th AMR 1st April 2022 to 31st March 2023	Performance 8th AMR 1st April 2023 to 31st March 2024	
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
Continue to review the implications of new renewable technologies and evolving national guidance on renewables and the implications for the preparation of the SPG and provide an update in the 9 th AMR.

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.

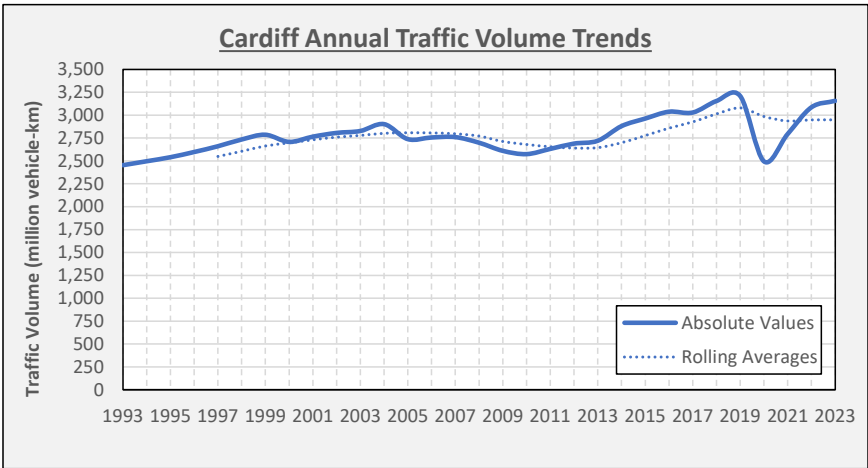
There are a number of SA indicators where information is not published annually, for example those based on the census. The purpose of the monitoring framework is to review changes on an annual basis, as a consequence these are not necessarily going to be useful moving forward in terms of future monitoring. 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.

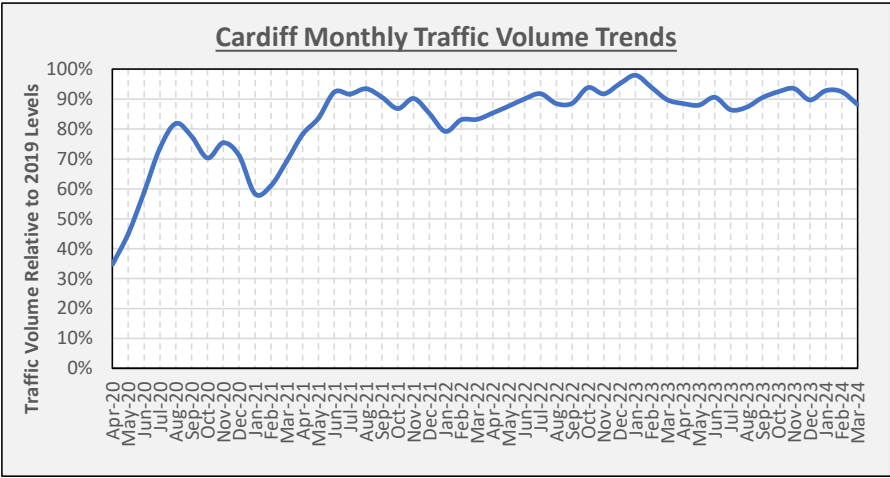
The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring 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 8th 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 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.

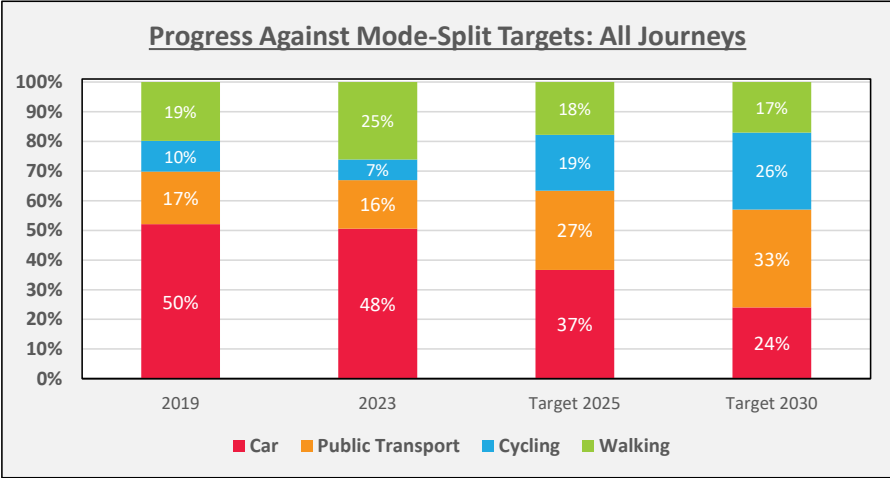
Information contained in the SA monitoring framework in the main relates to a wide range of data produced internally, by various departments of the Council and externally from other organisations. Where data has been sourced externally, a footnote is provided to ensure the data source is easily identifiable.

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)	2,503 (↑)	From 2014/15 to 2023/24 a total of 2,503 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	There have been no recorded exceedances of the 40µgm3 within the declared AQMA's since 2018. (Source: Cardiff 2023 APR FINAL (srs.wales)))
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs and SINC's, ancient woodland)	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
	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.

SA objective	Indicator	Target	Data	Commentary
	Extent of Local Biodiversity Action Plan priority habitats	No reduction in extent		Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	Traffic volumes (vehicle-km)	n/a	Traffic volumes (million vKm): 2015 = 2,963 2016 = 3,038 2017 = 3,029 2018 = 3,155 2019 = 3,210 2020 = 2,495 2021 = 2,794 2022 = 3,086 2023 = 3,157	Traffic volumes based on DfT published data have increase by 2% between 2022 and 2023, from 3,086 to 3,157 million vKm, respectively. The trends in traffic volumes are provided for reference in figure SA4.1.1 below. Figure SA4.1.1 

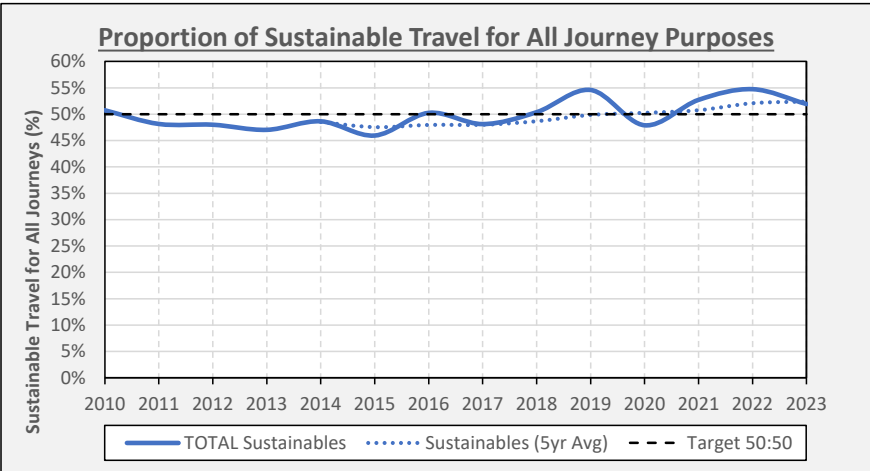
SA objective	Indicator	Target	Data	Commentary
				Meanwhile based on data collected by Cardiff's Traffic Control Room, monthly traffic flow trends relative to pre-pandemic (2019) levels is given in figure SA4.1.2 below. Figure SA4.1.2 
	% of people walking, cycling, travelling by bus and train for each journey purpose	Increase	All Journey Purposes Walking: 2019 = 19% 2023 = 25% Cycling: 2019 = 10% 2023 = 7%	The proportion of all journeys travelling by walking has increased since 2019 (+6%), although the proportion of journeys by other modes has decreased: cycling (-3%); public transport (-1%). Nevertheless, the total proportion travelling sustainably has increased by 2% since 2019, from 50% to 52% currently. In considering the above in context with Cardiff's mode-split aspirations from the Transport White Paper as per figure SA4.2.1 below, it is evident that Cardiff has some way to go in

SA objective	Indicator	Target	Data	Commentary
			Public Transport (Bus+Rail): 2019 = 17% 2023 = 16% All Sustainable Modes: 2019 = 50% 2023 = 52%	order to achieve these, in particular in relation to the desire to double cycling and bus passenger numbers by 2030. Figure SA4.2.1  The comparative mode-split for journeys to work in 2019 and 2023, is given in figure SA4.2.2 below. This shows that while the proportion of journeys being made by walking, cycling and public transport appears to have decreased, that nevertheless the total proportion travelling by sustainable modes has increased from 55% in 2019 to 65% in 2023. This is due to the significant shift in the proportion of people working from home/remote working since the pandemic, from only 8% in 2019 to 36% in 2023, representing a huge 28% increase over this period.

SA objective	Indicator	Target	Data	Commentary																																			
				Comparing the current mode-split with the targets in figure SA4.2.1 above, it is clear that the current trajectory for journeys to work specifically, Cardiff is on target to successfully achieve its White Paper aspirations of 76% sustainable modes (24% car) by 2030. Figure SA4.2.2 Commuting Mode-Split: 2019 <table border="1"><thead><tr><th>Mode</th><th>Percentage</th></tr></thead><tbody><tr><td>Car</td><td>45%</td></tr><tr><td>Public Transport</td><td>16%</td></tr><tr><td>Walking</td><td>15%</td></tr><tr><td>Cycling</td><td>14%</td></tr><tr><td>Work From Home</td><td>8%</td></tr><tr><td>Other</td><td>1%</td></tr></tbody></table> Commuting Mode-Split: 2023 <table border="1"><thead><tr><th>Mode</th><th>Percentage</th><th>Change</th></tr></thead><tbody><tr><td>Car</td><td>35%</td><td>(-28%)</td></tr><tr><td>Public Transport</td><td>11%</td><td></td></tr><tr><td>Walking</td><td>10%</td><td></td></tr><tr><td>Cycling</td><td>7%</td><td></td></tr><tr><td>Work From Home</td><td>36%</td><td>(+28%)</td></tr><tr><td>Other</td><td>1%</td><td></td></tr></tbody></table>	Mode	Percentage	Car	45%	Public Transport	16%	Walking	15%	Cycling	14%	Work From Home	8%	Other	1%	Mode	Percentage	Change	Car	35%	(-28%)	Public Transport	11%		Walking	10%		Cycling	7%		Work From Home	36%	(+28%)	Other	1%	
Mode	Percentage																																						
Car	45%																																						
Public Transport	16%																																						
Walking	15%																																						
Cycling	14%																																						
Work From Home	8%																																						
Other	1%																																						
Mode	Percentage	Change																																					
Car	35%	(-28%)																																					
Public Transport	11%																																						
Walking	10%																																						
Cycling	7%																																						
Work From Home	36%	(+28%)																																					
Other	1%																																						
	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	Residents Working in Cardiff: 2015=131,400 2016=139,500 2017=139,600 2018=157,400 2019=161,700 2020=n/a	Welsh Government set a target in its ‘Smarter Working: A Remote Working Strategy for Wales’, for 30% of the workforce to be working remotely on a regular basis. In this they say – "Remote working is set out under Policy 30 - Enable people to work at or near to home and envisages a range of carbon savings." Based on data from Cardiff 2023 Annual Transport Survey, this suggests currently around 36% of people in Cardiff work																																			

SA objective	Indicator	Target	Data	Commentary																								
			2021=157,400 2022=160,700 2023=175,600 Residents 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 2023 = 18,000 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 2022 = 62,800 2023 = 64,000	regularly at home, which is similar to the 2022 Welsh National Travel Survey figure of 38% for the South East Wales region as a whole. The number of residents working in Cardiff has increased by 9% over the past year, from 160,700 in 2019 to 75,600 in 2023. Similarly, the total working in Cardiff has increased by 7% (from 223,500 to 239,600); and the proportion commuting in from outside has increased by 2% (from 62,800 to 64,000). However, the proportion commuting out of the authority has decreased by 21% from the previous year (from 22,800 to 18,000). Of note, traditionally of those working in Cardiff around 40% had travelled from outside (60% from within Cardiff). However, as of 2023 around 25% now travel to work in Cardiff from outside meaning nearly 75% from within Cardiff. 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). Figure: SA4.3.1 <table><tr><th>Origin:</th><th>2019</th><th>2022</th><th>2023</th></tr><tr><td>Blaenau Gwent</td><td>1,800</td><td>1,200</td><td>-</td></tr><tr><td>Bridgend</td><td>9,000</td><td>3,800</td><td>3,400 (-11%)</td></tr><tr><td>Caerphilly</td><td>15,400</td><td>11,400</td><td>13,700 (+20%)</td></tr><tr><td>Cardiff</td><td>161,700</td><td>160,700</td><td>175,600 (+9%)</td></tr><tr><td>Merthyr Tydfil</td><td>2,800</td><td>2,300</td><td>1,600 (-30%)</td></tr></table>	Origin:	2019	2022	2023	Blaenau Gwent	1,800	1,200	-	Bridgend	9,000	3,800	3,400 (-11%)	Caerphilly	15,400	11,400	13,700 (+20%)	Cardiff	161,700	160,700	175,600 (+9%)	Merthyr Tydfil	2,800	2,300	1,600 (-30%)
Origin:	2019	2022	2023																									
Blaenau Gwent	1,800	1,200	-																									
Bridgend	9,000	3,800	3,400 (-11%)																									
Caerphilly	15,400	11,400	13,700 (+20%)																									
Cardiff	161,700	160,700	175,600 (+9%)																									
Merthyr Tydfil	2,800	2,300	1,600 (-30%)																									

SA objective	Indicator	Target	Data	Commentary																																				
			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 2023=239,600	<table><tr><td>Monmouthshire</td><td>2,100</td><td>1,400</td><td>-</td></tr><tr><td>Newport</td><td>8,700</td><td>6,900</td><td>5,900 (-14%)</td></tr><tr><td>Rhondda Cynon Taf</td><td>22,900</td><td>13,200</td><td>11,900 (-10%)</td></tr><tr><td>Vale of Glamorgan</td><td>22,800</td><td>13,600</td><td>12,900 (-5%)</td></tr><tr><td>Torfaen</td><td>3,600</td><td>2,100</td><td>3,000 (+43%)</td></tr><tr><td>TOTAL Region (excl. Cardiff)</td><td>89,100</td><td>55,900</td><td>54,000 (-3%)</td></tr><tr><td>TOTAL Outside Region</td><td>9,400</td><td>6,900</td><td>10,000 (+45%)</td></tr><tr><td>TOTAL Commuting In</td><td>98,500</td><td>62,800</td><td>64,000 (+2%)</td></tr><tr><td>TOTAL Working in Cardiff</td><td>260,200</td><td>223,500</td><td>239,600 (+7%)</td></tr></table> As can be seen from above, there have been significant increases over the past year in the proportion travelling to work in Cardiff daily from Torfaen (+43% / +900) and from Caerphilly (+20% / +2,300). Meanwhile there have been significant decreases in the proportion travelling daily from the following: Merthyr Tydfil (-30% / -700); Newport (-14% / -1,000); Bridgend (-11% / -400); Rhondda Cynon Taf (-10% / -1,300); and The Vale of Glamorgan (-5% / -700).	Monmouthshire	2,100	1,400	-	Newport	8,700	6,900	5,900 (-14%)	Rhondda Cynon Taf	22,900	13,200	11,900 (-10%)	Vale of Glamorgan	22,800	13,600	12,900 (-5%)	Torfaen	3,600	2,100	3,000 (+43%)	TOTAL Region (excl. Cardiff)	89,100	55,900	54,000 (-3%)	TOTAL Outside Region	9,400	6,900	10,000 (+45%)	TOTAL Commuting In	98,500	62,800	64,000 (+2%)	TOTAL Working in Cardiff	260,200	223,500	239,600 (+7%)
	Monmouthshire	2,100	1,400	-																																				
Newport	8,700	6,900	5,900 (-14%)																																					
Rhondda Cynon Taf	22,900	13,200	11,900 (-10%)																																					
Vale of Glamorgan	22,800	13,600	12,900 (-5%)																																					
Torfaen	3,600	2,100	3,000 (+43%)																																					
TOTAL Region (excl. Cardiff)	89,100	55,900	54,000 (-3%)																																					
TOTAL Outside Region	9,400	6,900	10,000 (+45%)																																					
TOTAL Commuting In	98,500	62,800	64,000 (+2%)																																					
TOTAL Working in Cardiff	260,200	223,500	239,600 (+7%)																																					
	Modal split	'At least 50% of all trips on Cardiff's transport network made by sustainable modes by the	Absolute Values: 2015 = 46% 2016 = 50% 2017 = 48% 2018 = 50% 2019 = 55% 2020 = 48% 2021 = 53%	In recent years peoples travel patterns have changed, not least due to the pandemic and the on-going cost of living crisis. Historic trends of sustainable travel use are provided in figure SA4.4.1 below.																																				

SA objective	Indicator	Target	Data	Commentary
		end of the Plan period in 2026'	2022 = 55% 2023 = 52% 5yr Rolling Averages: 2015 = 48% 2016 = 48% 2017 = 48% 2018 = 49% 2019 = 50% 2020 = 50% 2021 = 51% 2022 = 52% 2023 = 52%	Figure SA4.4.1  The above shows that Cardiff has remained above 50% of all trips being made by sustainable modes since 2021.
	Delivery of transport infrastructure as part of key strategic sites	As per the LDP and site masterplans	S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows –	Construction works are on-going and initial/advanced occupation underway at SSF. Churchlands in NE Cardiff, SSG. St Edeyrns, and SSC. Plasdŵr in NW Cardiff (Goitre Fach, North & South of Llantrisant Road, and South of Pentrebane Road). The following infrastructure have been delivered to-date in connection with the strategic sites – SSC. NW Cardiff:

SA objective	Indicator	Target	Data	Commentary
			SSA. Cardiff Central Enterprise Zone: 18/01705/MJR Cardiff Transport Interchange (by TfW) £1.76 million SSC. NW Cardiff: 14/02157/MJR Land North & South of Llantrisant Road £0.61 million 14/02733/MJR Plasdŵr £26.03 million 16/00106/MJR Goitre Fach Farm £1.29 million	- Junctions 1 and 2 on Llantrisant Road completed, with associated segregated walking and cycling provision, landscaping remedials required prior to adoption, due to Herbert March Pond agreement and street lighting completion. - Llantrisant Road / Heol Isaf junction construction completed with dedicated bus lanes, landscaping & drainage work required prior to adoption. Landscaping to be completed in November 2024. - Goitre Fach signalised junction completed, new bus stops operational, footway/cycleway/landscaping remedials completed, adopted in 2022/2023. - Pentrebane Road/Pentrebane Drive provision of shared routes. - Junction 2/5 works completed. Awaiting to put on maintenance due to Deed of Variation in Legal Agreement. All works completed including landscaping. SSF. NE Cardiff (Churchlands): - Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane. - Churchlands Northern Access junction (unsignalised) via Llwynypia Road completed, street lighting & landscaping remedials completed, adopted in 2023.

SA objective	Indicator	Target	Data	Commentary
			14/02188/MJR South of Pentrebane £1.33 million SSD. North of J33: 14/00852/DCO North of J33 £2.25 million SSF. NE Cardiff: 14/02891/MJR Churchlands £1.65 million SSG. St Edeyrns: 13/00578/DCO St Edeyrns £2.79 million	- Churchlands North Rudry Road Awaiting completion of footway/cycleway to be then put on maintenance. SSG. St Edeyrns: - New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontpennau Roundabout completed and operational. - The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontpennau Roundabout completed. - 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. 40mph speed limit imposed on the A4232 Pentwyn Link. - New bus stops operational and in use by service 59 (St Edeyrns Village), construction on-going on Phase 6 of development. Awaiting S278 Technical approval to commence works. S106 Commitments: 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

SA objective	Indicator	Target	Data	Commentary
				greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes – SSA. Cardiff Central Enterprise Zone 18/01705/MJR - Transport Interchange: • Integrated Transport Hub, based on 14 bus stands with DIDO arrangement • Cycling provision for a significant number of secure operational cycle parking spaces • Various public realm improvements SSC. NW Cardiff 14/02157/MJR - Land North & South of Llantrisant Road: • Cycle parking, including at Radyr Station • 3x new priority access junctions on Newport Road, with footways, cycleways & crossing facilities • New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops • New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways & cycleways • New raised roundabout with zebra crossing on Llantrisant Road

SA objective	Indicator	Target	Data	Commentary
				• 2x new Toucan crossing facilities • Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers 14/02733/MJR - Plasdŵr: • New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1) • New tabled zebra crossing on Rhydlafor Drive, with footway widening & shared use • Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road • Spine-road treatment on Crofft-y-Genau Road • New traffic control access junction on Llantrisant Road, with cycle feeder lanes & dropped kerbs (J2) • Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2 • New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks & cycle feeder lanes (J3) • New northbound bus lane at the southern arm to J3 • 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use & raised tables (J4-6)

SA objective	Indicator	Target	Data	Commentary
				• New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes & Toucan crossings on all arms (J11) • New segregated cycling facility between Amethyst Road and J11 • 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities & dropped kerbs (J12-13) • Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12 • Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist & pedestrian access to St Brides Road (J14) • Stopping up of Pentrebane Road, with provision of shared use link • ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road • 2x new priority access junctions on Crofft-y-Genau Road, with associated ANPR traffic gate & access flared for bus movements (J15-16) • Bridge Road 270m southbound bus lane, shared cycle footway & signalised junction with Llantrisant Road • Cardiff Road/Fairwater Road upgrade of traffic signals • Cardiff Road cycling & bus stop improvements between Ely Road and Fairwater Road

SA objective	Indicator	Target	Data	Commentary
				• Provision of segregated off-road cycleway on disused rail line • 90m Southbound bus lane on Fairwater Road approach to St Fagans Road • Heol Isaf pedestrian & cycle improvements • Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road • 300m eastbound bus lane & shared cycle footway on southern side of St Fagans Road • St Fagans Road safety improvements • 100m westbound bus lane on Waun-Gron Road • A48 Western Avenue/Waun-Gron Road junction improvements • Amethyst Road cycle street between Plasmawr Road and Keyston Road • Cardiff Road northbound bus lane improvements at Western Avenue junction • East-West cycle primary route, Llandaff • New traffic control junction at Llantrisant Road/Danescourt Road East • New traffic control junction at Llantrisant Road/Danescourt Road West • Llantrisant Road shared cycleway footway between Danescourt Road East/West • Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur • Pwllmelin Road and Fairwater Road traffic calming & cycling improvements

SA objective	Indicator	Target	Data	Commentary
				• Radyr Court Road traffic calming of cycle route • Radyr Court Road pedestrian & cycling safety and access improvements, with zebra crossing on Bridge Road • Radyr Court Road upgrade of cycle link to Llantrisant Road • Western Avenue to Ely Roundabout southbound traffic pre-signals • Western Avenue/Ely Road (East) junction Toucan crossing • Western Avenue to Waun-Gron Road shared cycle footway on west side • Cardiff Road/Palace Road junction, pedestrian & traffic calming improvements • Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road & Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park & Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff) 16/00106/MJR - Goitre Fach Farm: • Cycle parking • New traffic signal access junction at Llantrisant Road with Toucan & Puffin crossing facilities • Realignment of segregated cycleway on Llantrisant Road

SA objective	Indicator	Target	Data	Commentary
				• New public transport, pedestrian & cycle facilities along Llantrisant Road • New raised crossing facility on Llantrisant Road • New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway • Bus contribution to Llantrisant Road (subject to occupation) • Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers 14/02188/MJR - South of Pentrebane: • New Pentrebane Road priority access junction to accommodate safe & convenient 2-way bus movement, with associated footway & cycle provision • Provision of bus stop & bus turning circle, with 3m wide segregated cycleways, 2m wide footways & 6.1m carriageways to promote sustainable travel • Secure cycle parking, including covered cycle parking at Fairwater Station & at key bus stops • Improvements to Llantrisant Road & Pentrebane Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & instalments)

SA objective	Indicator	Target	Data	Commentary
				- Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers SSD. North of J33 14/00852/DCO - North of J33: 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces - Bus gate between the M4 and Llantrisant Road - The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between 07:00-19:00, utilising £2.25 million bus service contribution - New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes - On-site public transport infrastructure, bus & cycle lanes SSF. NE Cardiff 14/02891/MJR – Churchlands: - Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive - New signaled junction on Pentwyn Drive

SA objective	Indicator	Target	Data	Commentary
				• New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close • New cycle route (2) to be provided along Cyncoed Road • Bus improvements on A48 Eastern Avenue (between Pentwyn & Pontpennau) & A4232 Pentwyn Link (northbound to J33) • Provision of bus services linking to Heath Hospital • Provision of bus service linking to City Centre via Cardiff East Park & Ride • Phase 2 bus priority infrastructure • Phase 3 bus priority infrastructure SSG. St Edeyrns 13/00578/DCO - St Edeyrns: • Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway • Cycle parking spaces • Investigation & provision of a northbound bus lane on A4232 • Bus service extension from the development to City Centre serving Church Road and St Mellons Road • Investigation & provision of bus service extension on A48 from A4232

SA objective	Indicator	Target	Data	Commentary
				• A scheme to demonstrate effective operation of Heol Pontprennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian & cyclist provision • Spine-road treatment on access road, including the provision of bus lane • Widening of existing footways linking the Toucan crossing and Heol Pontprennau signalised crossing • Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road • Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	0	1	No applications for highly vulnerable development were permitted in Zone C2 without flood mitigation measures. 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 apartments on the 1st, 2nd, 3rd and 4th floors. This application was considered acceptable as the residential apartments were not on the ground floor, they would therefore be flood free in an

SA objective	Indicator	Target	Data	Commentary
				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. Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	No reduction	No reduction	There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a 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	32,000 since 2009 (↑)	Total jobs in Cardiff - 222,000 in 2022 (latest Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk) figures). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents a 32,000 increase in jobs over that period.
7. Improve health and well-being	Delivery of community infrastructure as			As of August 2024, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of Junction 33), F (North East Cardiff – West of Pontprennau)

SA objective	Indicator	Target	Data	Commentary																								
	part of key development sites			and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.																								
	% of journeys made by walking/cycling	Increase	All Journeys (Walking): 2019 = 19% 2022 = 27% 2023 = 25% All Journeys (Cycling): 2019 = 10% 2022 = 6% 2023 = 7% All Journeys (Walking+ Cycling): 2019 = 29% 2022 = 33% 2023 = 32%	While the proportion of trips for all journeys by active travel (walking+cycling) is lower than last year and during the pandemic, nevertheless these remain higher than in 2019, as summarised in table SA7.1.1 below. Table: SA7.1.1 <table><tr><td></td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td></tr><tr><td>Walking</td><td>19%</td><td>18%</td><td>26%</td><td>27%</td><td>25%</td></tr><tr><td>Cycling</td><td>10%</td><td>18%</td><td>12%</td><td>6%</td><td>7%</td></tr><tr><td>Walking & Cycling</td><td>29%</td><td>36%</td><td>38%</td><td>33%</td><td>32%</td></tr></table>		2019	2020	2021	2022	2023	Walking	19%	18%	26%	27%	25%	Cycling	10%	18%	12%	6%	7%	Walking & Cycling	29%	36%	38%	33%	32%
	2019	2020	2021	2022	2023																							
Walking	19%	18%	26%	27%	25%																							
Cycling	10%	18%	12%	6%	7%																							
Walking & Cycling	29%	36%	38%	33%	32%																							
	Percentage of population in the 100 most deprived wards	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.																								

SA objective	Indicator	Target	Data	Commentary
	in Wales in the 10% 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	1.10 ha per 1,000 (↓)	Latest figures show 1.10 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: • St Fagans Lowlands and the Ely Valley • Garth Hill and Pentyrch Ridges • Fforest Fawr and Caerphilly Ridge • Wentloog Levels • Flat Holm
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	60%	69.1% (↑)	For 2023/24 69.1% of housing completed was on previously developed land.
	Average density of new development		121.7 dwellings per hectare (↑)	For 2023/24 the average density of new housing development in Cardiff was 121.7 dwellings per hectare.
	Area of	>0	N/A	Presently no data is available to monitor this indicator. Will

SA objective	Indicator	Target	Data	Commentary
	contaminated land cleared up			re-assess position in next monitoring report.
10. Respond to demographic changes in a sustainable way	Total population	n/a	383,536 (↑)	The latest Mid-Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 383,536 in 2023.
	No. homes in Cardiff	45,400 net additional homes by 2026	22,724 completed 2006 to 2024 (↑)	Over the period 2006 to 2024 22,724 dwellings have been completed leaving 18,691 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	-5% (↓)	The amount of household waste collected and generated between 2021/22 and 2022/23 decreased by 5% from 162,690 to 154,252 tonnes.

7. Conclusions

This is the 8th AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for the previous 7 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:

Continue Monitoring (Green)	76
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
Training Required (Blue)	0
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
Supplementary Planning Guidance Required (Purple)	0
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
Further Research (Yellow)	31
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
Policy Review (Orange)	0
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
Plan Review (Red)	0
Where indicators are suggesting the LDP strategy is failing, and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

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

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

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

Key Findings

This is the 8th AMR to be prepared and provides a comparison with the baseline data provided by the previous 7 AMRs.

Overall, the findings of the 8th 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 18,000 jobs over the last 8 years.

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 4,029 new homes delivered to date. Specifically, there are new completions on 5 of the strategic housing sites:

- 933 completions have been achieved within the Cardiff Central Enterprise Zone;
- 1,044 completions have been achieved on the North West Cardiff strategic site;
- 395 completions have been achieved at the North of J33 strategic site.
- 484 completions have been recorded on the North East Cardiff strategic site; and
- 1,173 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 6 years (2018 to 2024) have averaged 1,275 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 18 years between 2006 and 2024 a total of 22,724 new dwellings were built in Cardiff which represents 55% of the overall dwelling requirement.

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 2,503 new build affordable dwellings were completed since 2014, which represents 38% of the 6,646 plan target for provision of affordable units by 2026. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 2 years of the Plan period.

Transportation – The proportion of sustainable travel for all journey purposes over the monitoring period was 52%, There was a recorded increase in sustainable travel for ‘work’ and ‘shopping’ journey purposes which was offset by a decrease in sustainable travel for ‘education’ and ‘leisure’ journey purposes.

A summary of the proportion of all journey purposes made by different modes over the monitoring period is included below:

- Walking fell slightly over the monitoring period to 25% nevertheless overall walking levels are currently higher than last year, but also higher than either during or prior to the pandemic.
- Cycling increased slightly over the monitoring period to 7% and cycling levels remain higher than relative to prior to the pandemic.
- Bus use has decreased over the monitoring period for all journey purposes other than ‘shopping’ however bus passenger levels have increased over the past year although they remain low when compared to levels prior to the pandemic.
- Rail use fell slightly over the monitoring period to 11% however rail passenger levels have increased over the past year, although they remain low when compared to levels prior to the pandemic

Traffic volumes increased by 2% between 2022 and 2023 but are still slightly below to pre-pandemic levels. Comparing published mobility data between 2019 and 2023. commuting remains at around 64% (i.e. equivalent to 36% of the workforce continuing to work from home compared to 8% in 2019).

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 PPW, Edition 12, February 2024) 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 7 AMRs.

Conclusions:

1. Submit the 2024 8th AMR to the Welsh Government by 31 October 2024 in accord with statutory requirements. Publish the AMR on the Council's website.
1. Continue to monitor the Plan through the preparation of successive AMRs.
2. Use the findings of the monitoring to inform the ongoing preparation of the Replacement Local Development Plan.
3. Prepare the 2025 9th AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2025.

8. Appendix 1: Table setting out summary of findings

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

		Page
OB1 EC1	Employment land permitted (ha) on allocated as a percentage of all employment allocations	31
OB1 EC2	Annual employment land take up in Cardiff	35
OB1 EC3	Amount of employment land lost to non-employment uses in primary and local employment sites	37
OB1 EC4	Employment provision on allocated sites KP2 (A)	39
OB1 EC5	Employment provision on allocated sites KP2 (C)	41
OB1 EC6	Employment provision on allocated sites KP2 (D & E)	43
OB1 EC7	Employment provision on allocated sites KP2 (F)	45
OB1 EC8	Employment provision on allocated sites KP2 (H)	47
OB1 EC9	Net job creation over the remaining plan period	49
OB1 EC10	Active A1 units within District & Local Centres remaining in predominant use	51
OB1 EC11	Proportion of protected City Centre shopping frontages with over 50% Class A1 units	55
OB1 EC12	Percentage of ground floor vacant retail units in the Central Shopping Area, District & Local Centres	57
OB1 EC13	Number of retail developments permitted outside of the Central shopping area and District Centres not in accordance with Policy R6	62
OB1 EC14	Achievement of 50:50 modal split for all journeys by 2026	64
OB1 EC15	% of people walking	68
OB1 EC16	% of people cycling	73
OB1 EC17	% of people travelling by bus	78
OB1 EC18	% of people travelling by train	85
OB1 EC19	Improvement in journey times by bus	91
OB1 EC20	Improvement in bus journey time reliability	95
OB1 EC21	Delivery of a regional transport hub	99
OB1 EC22	Delivery of new sustainable transportation infrastructure	102
OB1 EC23	Central Shopping Area Protected Frontages SPG	112
OB1 EC24	Shop Fronts and Signs Guidance SPG	114
OB1 EC25	Protection of Employment Land and Premises SPG	116

Objective 2 - To respond to evidenced social needs

Page

OB2 SO1 (Revised)	Trajectory of housing Delivery	118
OB2 SO2	The number of net general market dwellings built	121
OB2 SO3	The number of net additional affordable dwellings built (TAN2)115	123
OB2 SO4	Annual dwelling completions (all dwellings)	125
OB2 SO5	Number of windfall units completed per annum on all sites	127
OB2 SO6	Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies	129
OB2 SO7	H7 - Seawall Road	131
OB2 SO8	H7 - Permanent	133
OB2 SO9	H7 - Transit	139
OB2 SO10	H7 - Existing Provision	145
OB2 SO11	Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	147
OB2 SO12	Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	150
OB2 SO13	Total annual dwelling completions of Strategic Housing Site C – North West Cardiff	152
OB2 SO14	Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	154
OB2 SO15	Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	157
OB2 SO16	Total annual dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)	159
OB2 SO17	Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	162
OB2 SO18	Annual affordable dwellings completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	164
OB2 SO19	Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	166
OB2 SO20	Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	168
OB2 SO21	Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33	171
OB2 SO22	Annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau	173
OB2 SO23	Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau)	175
OB2 SO24	Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	178

OB2 SO25	Changes in market value of property in Cardiff on Greenfield and Brownfield areas	181
OB2 SO26	Need for release of additional housing land identified in the flexibility allowance	183
OB2 SO27	Affordable Housing SPG	185
OB2 SO28	Houses in Multiple Occupation SPG	187
OB2 SO29	Planning Obligations SPG	189
OB2 SO30	Community Facilities and Residential Development SPG	191
OB2 SO31	Childcare Facilities SPG	193
OB2 SO32	Health SPG	195
OB2 SO33	Gypsy and Traveller SPG	197

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

		Page
OB3 EN1	EN14 C1	199
OB3 EN2	EN14 C2	201
OB3 EN3	Percentage of water bodies of good status	203
OB3 EN4	Number of permissions granted where there is a known risk of deterioration in status.	205
OB3 EN5	Number of permissions incorporating measures designed to improve water quality where appropriate.	207
OB3 EN6	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	209
OB3 EN7	The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies	211
OB3 EN8	The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	213
OB3 EN9	Ancient Semi-Natural Woodland	215
OB3 EN10	The number of planning permissions granted on SSSI or SINC designated areas.	217
OB3 EN11	Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	219
OB3 EN12	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	221

OB3 EN13	Achievement of functional open space requirement across Cardiff as set out in Policy C5	223
OB3 EN14	Number of Air Quality Management Areas	225
OB3 EN15	Open Space SPG	227
OB3 EN16	Public Rights of Way and Development SPG	229
OB3 EN17	Trees and Development SPG	231
OB3 EN18	Biodiversity SPG	233
OB3 EN19	Flooding SPG	235
OB3 EN20	Natural Heritage Network SPG	237
OB3 EN21	Archaeologically Sensitive Areas SPG	239

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

		Page
OB4 SN1	The number and capacity of renewable energy developments permitted	241
OB4 SN2	Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity	243
OB4 SN3	Amount of household waste recycled	245
OB4 SN4	Applications received for waste management uses on B2 sites	247
OB4 SN5	Maintain a minimum 10 year landbank of crushed rock reserves	249
OB4 SN6	Amount of development within Sand Wharf Protection Area	251
OB4 SN7	Amount of development permitted within a mineral safeguarding area.	253
OB4 SN8	Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2	255
OB4 SN9	Number of planning permissions for inappropriate development e.g., dwellings/mineral working, permitted in Minerals Buffer Zones contrary to Policy M4.	257
OB4 SN10	Number of prohibition orders issued on dormant sites	259
OB4 SN11	Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	261

OB4 SN12	Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements	263
OB4 SN13	Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	268
OB4 SN14	Managing Transportation Impacts SPG	270
OB4 SN15	Locating Waste Management Facilities SPG	272
OB4 SN16	Infill Sites Design Guidance SPG	274
OB4 SN17	Tall Buildings Guidance SPG	276
OB4 SN18	Householder Design Guidance SPG	278
OB4 SN19	Public Art SPG	280
OB4 SN20	Food Drink and Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG	282
OB4 SN21	Waste Collection and Storage Facilities SPG	284
OB4 SN22	Design Guidance and Standards for Flat Conversions SPG	286
OB4 SN23	Renewable Energy Assessments SPG	288