

# Cardiff LDP 5th Annual Monitoring Report

October 2021



# **Cardiff Local Development Plan 5<sup>th</sup> Annual Monitoring Report 2021**

**Based on data collected for period  
1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021**

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

## **1. Executive Summary**

The Cardiff Local Development Plan (LDP) was adopted on 28 January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR).

The AMR provides the basis for monitoring the effectiveness of the LDP and ultimately determines whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that may influence plan implementation or review.

This is the fifth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021. The first, second and third AMRs was published on 31<sup>st</sup> October 2017, 31<sup>st</sup> October 2018 and 31<sup>st</sup> October 2019. Due to the Covid pandemic Welsh Government did not require Local Planning Authorities to submit and publish an AMR by the 31<sup>st</sup> October 2020 and no fourth AMR was therefore published. However data was still collected where possible and is included in the time series presented in this report. This data provides a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

### **Key Findings of the Fourth Monitoring Process 2020-2021 Contextual Information**

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

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

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

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

## Key Findings

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

Due to the Covid pandemic and related restrictions on site visits it was not possible to collect data for the indicators relating to data on housing completions and vacancy rates in District and Local retail centres for the fourth year of monitoring in 2020.



However, due to restrictions easing it has been possible to collect this data to incorporate in the 5<sup>th</sup> AMR and these indicators present data for the two year period 2019 to 2021. Cardiff was not unique in this respect and the issue has been acknowledged by Welsh Government who did not require Local Planning Authorities to formally submit the AMR last year.

Overall the findings of the fifth AMR are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

**Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 9,000 jobs since the first AMR (16/17).

**Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP strategic housing sites. Specifically, there are new completions on 4 of the strategic housing sites:

- 841 completions have been achieved at St Ederyns Village (which is over the 800 completed dwelling target included in the AMR);
- 526 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 128 completions have been recorded on the North East Cardiff strategic site; and
- 128 completions have been achieved at the North of J33 strategic site.

Although most of the strategic housing site completion rates are below targets set out in the AMR it is now evident from the above data that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. For example completions for the last 3 years (2018 to 2021) have averaged 1,217 in contrast with the previous 9 years (2008 to 2017) where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 15 years between 2006 and 2021 a total of 18,723 new dwellings were built in Cardiff which represents 45% of the overall dwelling requirement.

However, construction has now started on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 5 years of the Plan period will increase significantly.

In terms of the impact of the pandemic on construction and completion rates there was evidence of a slight slow-down in construction activity in 2020 but this has been short term as evidenced by the fact the combined number of homes under construction on the strategic housing sites in April 2021 was 1,332 dwellings.

**Affordable Housing** – The plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

**Transportation** – Restrictions in travel as a result of the pandemic and national lockdown have had a significant impact on travel volumes and patterns over the monitoring period. Data shows a 22% reduction in traffic volumes from 2019, along with reduced congestion and improved air quality. Related to this commuting for 2020 was down 58% due to Covid restrictions and consequent working from home, furlough and self-isolation. With reduced congestion bus journey times and reliability have improved. There was also a 6% increase in cycling over the monitoring period and an 8% drop in bus and rail use. Overall this had an impact on the 50:50 sustainable modal split target which dropped from 50% to 49%. However in the past 3 months the modal split figure has been higher than 50% as a result of increased use of bus and rail services as restrictions ease and frequencies increase.

**Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the forthcoming Strategic Development Plan preparation process.

**Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

**Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the five monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018 & PPW, Edition 11, February 2021) and the publication of Future Wales: The National Plan 2040 (February 2021) have made significant changes to the high-level policy framework.

### **Sustainability Appraisal (SA) Monitoring**

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019.

### **Conclusions**

The 5<sup>th</sup> AMR provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2018 and 2019 together with data collected for the fourth year where this was available. The key conclusions in the fifth year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes and these findings can be used to inform the ongoing preparation of the replacement Local Development Plan.



## **2. Introduction**

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

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

### **Adoption of the Cardiff Local Development Plan**

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

This is the fifth AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2020 – 31<sup>st</sup> March 2021.

### **Replacement Cardiff Local Development Plan**

Welsh Government guidance requires the LDP to be reviewed every 4 years and a timetable for review of the plan was agreed with Welsh Government in March 2021. Formal preparation of the Replacement LDP was launched in May 2021 with consultation on a draft Vision, issues and objectives and a draft Integrated Sustainability Appraisal Scoping Report together with a Call for Candidate Sites.

### **The Requirement for Monitoring Planning and Compulsory Purchase Act 2004**

The Council has a statutory obligation, under section 61 of the 2004 Act, to keep all matters under review that are expected to affect the development of its area. In addition, under section 76 of the Act, the Council has a duty to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh Government at the end of October each year following plan adoption. The preparation of an AMR is therefore an integral part of the statutory development plan process.

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

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

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

AMR is required to:

- Identify policies that are not being implemented;

And for each policy:

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

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

- The housing land supply from the current Housing Land Availability Study, and;
- The number (if any) of net additional affordable and general market dwellings built in the LPA area.

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

Other Core Output Indicators for LDPs include:

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

### **Local Development Plan Manual (Edition 3, March 2020)**

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

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

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

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

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

The Manual states that the monitoring results should clearly identify if (and how) the strategy is working and if key allocations are being delivered as anticipated over the plan period. The results will also identify any challenges, opportunities and possible ways forward for revising policies and proposals at plan review. It is considered good practice to involve stakeholders and the community through engagement events following publication of the AMR. This will enable the LPA to provide an explanation of the issues and trends, and to allow feedback on key issues.

### **Cardiff LDP Monitoring Framework**

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

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

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

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

### **AMR Format and Content**

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

The structure of the AMR is as follows:

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

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

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

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

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

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

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

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

### **Future Monitoring**

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

### **3. Contextual Changes**

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

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

#### **Legislative Changes**

##### **Planning (Wales) Act 2015**

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

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

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

The amended Regulations:

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

- Make minor and consequential amendments.

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

### **Well-being of Future Generations (Wales) Act 2015**

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

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

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

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

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



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

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

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

### **National Planning Policy Amendments**

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

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

#### **Planning Policy Wales (Edition 11, February 2021)**

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

### **Technical Advice Notes (TANs)**

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

### **Future Wales: A National Plan for 2040**

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

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

## **Building Better Places**

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

## **Regional Context**

### **Cardiff Capital Region and City Deal**

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

## **Local Context**

### **Capital Ambition – Our continuing commitments to Cardiff**

This sets out the Administration's five-year policy agenda for the city. The plan focuses on four main areas: Working for Cardiff - making sure everyone who lives and works here can contribute to, and benefit from, the city's success. Working for Wales - A successful Wales needs a successful capital city. Working for the future - Managing the city's growth in a sustainable way. Working for public services - Making sure public services are delivered efficiently, effectively and sustainably in the face of rising demands and reduced budgets. The Corporate Plan (2020-2023) and the Well-Being Plan 2018-2023 are the key documents in delivering Capital Ambition.

### **Cardiff Well-Being Plan 2018-2023**

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

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

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

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

### **Bilingual Cardiff 5 Year Welsh Language Strategy**

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

### **Strategic Equality Plan**

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

### **Transport White Paper**

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

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

### **Clean Air Plan**

The Council is very aware of the concerns for air quality impacts and recognise that there is no defined "safe level" when describing levels of air quality. Recent public

health concerns have focussed on elevated nitrogen dioxide (NO<sub>2</sub>) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO<sub>2</sub> set as 40µg/m<sup>3</sup>.

In order to improve the air quality in Cardiff, action needs to be taken across the city as a whole. As a result The Council has developed and published a Clean Air Plan which was undertaken in order to comply with a legal direction which was issued by Welsh Government in 2018. This direction required the Council to develop a Plan to address air quality concerns as a number of road links in Cardiff were forecasted to exceed the legal limits for NO<sub>2</sub> beyond 2021 if no additional action was taken.

The 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 NO<sub>2</sub> levels across Cardiff and these include:

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

These measures have been assessed to not only ensure compliance with the legal levels for NO<sub>2</sub> are achieved by the end of 2021, but also ensure that levels across the City are further reduced in order to protect and improve the health of residents.

### **Cardiff Older Persons' Housing Strategy 2019 - 2023**

This strategy sets out how the Council and its partners will deliver the best housing outcomes for all older people in Cardiff. The Strategy has a number of key aims, including planning new homes and communities to address future housing and care needs across all tenures and building strong inclusive communities and tackling social isolation.

### **The Council's Economic Strategy Building More Homes and Better Jobs**

The Economic Strategy contains 3 parts – a spatial strategy, an industrial strategy and underpinning themes to support the strategy and sets out a number of priorities and projects aimed at delivering the Council's aims for the economy over the next 10 years including: generating 20,000 additional jobs for the city –region; creating Wales first significant commercial business cluster in Central Square, Central Quay and Callaghan Square; establishing Cardiff Bay as a leading UK urban visitor destination in its own right; putting Cardiff at the heart of the UK's Creative and Digital sector; positioning Cardiff as a national centre for Reg-Tech as part of its fin-tech and cyber security cluster; strengthening Cardiff city-region's place as the focal point for advanced manufacturing in Wales, focusing on compound semi-conductors and life sciences; supporting the city's communities and districts to take advantage of the city's growth and; establishing stronger city-region governance that delivers for Wales.

## **Cardiff 2030 A Ten Year Vision for a Capital City of Learning and Opportunity**

This strategy was launched in October 2019 and includes aims to continue to enhance and develop the education estate in order to meet the changing demographic and societal requirements of the city. The strategy includes commitments to deliver the 21<sup>st</sup> Century Schools Programme including new/rebuilt schools and deliver new schools to take account of population growth and economic development in the city through the LDP.

### **Cardiff Recovery Strategy**

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

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

The strategy comprises the following elements:

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

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

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

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

## One Planet Cardiff

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

- Sets out the Council's 10 year ambition to be Carbon Neutral in its own activities;
- Calls on the whole city, all citizens, young and old, schools, key partners, employers and stakeholders to positively work with us to develop a City-Wide road map and action plan for a carbon neutral City by 2030;
- Identifies opportunities that could reframe the Cardiff economy in a way that is resilient, robust and long-term, ensuring that Cardiff is one of the leading UK green cities; and
- Defines the immediate programmes and opportunities that we urgently need to address.

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

## General Economic Trends

### Economic Activity

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

### Economically Active – In Employment

	Cardiff	Wales
April 2006 to March 2007	66.7%	69.1%
April 2007 to March 2008	68.9%	69.3%
April 2008 – March 2009	69.5%	68.4%
April 2009 – March 2010	68.15	66.6%
April 2010 – March 2011	64.7%	66.4%
April 2011 – March 2012	65.5%	66.7%
April 2012 – March 2013	65.5%	67.6%
April 2013 – March 2014	69.4%	69.5%
April 2014 – March 2015	65.6%	69.3%
April 2015 – March 2016	69.1%	71.1%
April 2016 to March 2017	69.1%	71.4%



April 2017 to March 2018	<b>72.0%</b>	<b>72.7%</b>
April 2018 to March 2019	<b>79.0%</b>	<b>76.7%</b>
April 2019 to March 2020	<b>74.8%</b>	<b>73.7%</b>
April 2020 to March 2021	<b>74.5%</b>	<b>72.8%</b>

Source: Nomis

### **Economically Active – Unemployed**

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

Source: Nomis

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

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

Source: Nomis

## House Prices

As demonstrated in the table below, Land Registry data indicates that in general average house prices in Cardiff have increased over the current monitoring period. Average prices in 2020 at £235,054 were higher than the 2006 baseline price (£154,183). The data below shows that house prices have risen by 52% during the monitoring period.

### Cardiff Average House Prices 2006 to 2021

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

Source: Land Registry

## Supplementary Planning Guidance

A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been approved during the current monitoring period. These are:

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

- Archaeologically Sensitive Areas
- Managing Transportation Impacts (including Parking Standards)
- Flat Conversions
- Student Accommodation
- Shop Fronts and Signs Guidance

Work on other SPG is ongoing and progress on these will be reported in the next AMR.

## **Summary**

As detailed above, new legislation and national, regional and local plans, policies and strategies have emerged during the current monitoring period, some of which may have implications for the future implementation of the LDP. Subsequent AMRs will continue to provide updates on relevant contextual material which could affect the Plan's future implementation.

## 4. LDP Monitoring Process

### How is the LDP Monitored?

Section 5 considers the extent to which the LDP's strategy is being realised with reference to the performance of particular policies against the indicators, targets and triggers contained within the LDP monitoring framework. The structure of the section is as follows:

#### Strategic objective

This is the starting point for the monitoring process. The AMR replicates each of the 4 overarching LDP objectives set out below from which the LDP policies flow.

- **Objective 1** – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development
- **Objective 2** – To respond to evidenced social needs
- **Objective 3** – To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change
- **Objective 4** – To create sustainable neighbourhoods that form part of a sustainable city

#### Contextual information

Significant contextual information that has been published since the Plan's adoption is outlined where relevant to a particular strategic policy. This will enable the AMR to determine whether the performance of a policy has been affected by contextual changes. These can include new or amended legislation, national, regional and local plans, policies or strategies as well as external social and economic trends which could affect the delivery of the LDP such as economic conditions. Any such changes lie outside the remit of the LDP.

#### Indicators

The LDP monitoring framework contains a variety of core and local indicators which will inform policy progress and achievement. The selection of these indicators has been guided by the need to identify output indicators which are able to measure quantifiable physical activities that are directly related to the implementation of LDP policies.

Several of the core indicators are either prescribed by LDP Regulation 37 or recommended by the LDP Manual for their ability to enable an assessment of the implementation of national policy. Further core indicators were identified on the basis of their ability to provide useful information on whether the delivery of the LDP strategy is progressing as anticipated.

The local indicators supplement the core indicators and have been selected based on the availability and quality of data and their relevance to the local area. Some local contextual indicators have also been included which cover key local characteristics against which LDP policies operate.

## **Targets**

The policy indicators are associated with corresponding targets which provide a benchmark for measuring policy implementation. Given the length of the plan period, it is necessary to incorporate 'milestone' targets to determine whether the Plan is progressing towards meeting the overall strategy. The timeframe attributed to such targets primarily relates to the anticipated delivery of development. The Council will investigate any policy that fails to meet its target. The level of consideration given to such policies within the AMR will depend on the reasons identified for the failure and the significance of the policy for the delivery of the overall plan strategy.

## **Triggers**

Trigger levels have also been included for certain targets to more accurately help measure plan performance. They will provide an indication of when policy targets are not being met, or insufficient progress is being made towards meeting them.

## **Analysis**

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

## **Recommendations**

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

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

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

## Policy Performance Traffic Light Rating

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

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



## **Sustainability Appraisal Monitoring Framework**

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

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

## 5. LDP Monitoring Policy Analysis

### Contextual Indicators

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increase for two or more consecutive years	5.3%	6.0%	4.6%	3.8%	3.8%
Percentage of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales	Next update to Welsh Index of Multiple Deprivation planned for 2019	Next update to Welsh Index of Multiple Deprivation planned for 2019	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% of the population of Cardiff is in the 100 most deprived wards in Wales	Date to be agreed for next update to Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years.	In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force area)	In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area)	In the quarter Ending December 2018, crime rates were down in Cardiff compared with the corresponding	In the quarter Ending December 2019, crime rates were down in Cardiff compared with the corresponding	In the quarter Ending December 2020, crime rates were down in Cardiff compared with the corresponding

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
			compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 crimes per thousand residents.	compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 crimes per thousand residents.	quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per thousand residents to 27.72 crimes per thousand residents.	quarter in 2018. Crime rates in Cardiff decreased from 27.72 crimes per thousand residents to 27.0 crimes per thousand residents.	quarter in 2019. Crime rates in Cardiff decreased from 27.0 crimes per thousand residents to 23.51 crimes per thousand residents.
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two of more consecutive years	62% of adults reported being physically active for more than 150 mins in the previous week  23% of adults reported being physically active for less than 30 mins in the previous week	58% of adults reported being physically active for more than 150 mins in the previous week  27% of adults reported being physically active for less than 30 mins in the previous week	56% of adults reported being physically active for more than 150 mins in the previous week  31% of adults reported being physically active for less than 30 mins in the previous week	57% of adults reported being physically active for more than 150 mins in the previous week  29% of adults reported being physically active for less than 30 mins in the previous week	57% of adults reported being physically active for more than 150 mins in the previous week  29% of adults reported being physically active for less than 30 mins in the previous week
Waste Reduction Rate	Waste reduction rate of 1.2%	The waste reduction rate falls below	The amount of household waste collected	The amount of household waste collected	The amount of household waste	The amount of household waste collected	The amount of household waste collected

Contextual Indicators	Target	Trigger	Result 2016/17	Result 2017/18	Result 2018/19	Result 2019/20	Result 2020/21
	annually to 2050	1.2% for two or more consecutive years	and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes	and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes	collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes	and generated between 2017/18 and 2018/19 decreased by 1.4% from 172,852 to 170,523 tonnes.	and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.

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

**Topic Area: Employment Land Permitted on Allocated Sites**

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

**Indicator reference:** OB1 EC1

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>Core</b> Employment land permitted (ha) on allocated sites as a percentage of all employment allocations.		None		None	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
Total land area of Allocations=132ha  Employment development permitted on allocated sites (April 2016 - 31 <sup>st</sup> March 2017) = 11.6ha. This equates to 9%	Total land area of Allocations =132ha  Employment development permitted on allocated sites (April 2017 - 31 <sup>st</sup> March 2018) = 2.12 ha. This equates to 1.7%	Total land area of Allocations =132ha  Employment development permitted on allocated sites (April 2018 – 31 <sup>st</sup> March 2019) = 3.16 ha. This equates to 2.4%.	Total land area of Allocations =132ha  Employment development permitted on allocated sites (April 2019 – 31 <sup>st</sup> March 2020) = 2.07 ha. This equates to 1.7 %	Total land area of Allocations =132ha  Employment development permitted on allocated sites (April 2020 – 31 <sup>st</sup> March 2021) = 0.78 ha. This equates to 0.6 %	

## Analysis

The monitoring table below provides a breakdown of employment land permitted during the monitoring period on allocated sites.

Application No.	Proposal	Address	Site Area (ha)	Status
20/00102/MJR	Refurbishment and extensions to former brewhouse for a mixed-use development and retention of associated chimney	The Brewery, Crawshay Street, Butetown	0.78	Not started (Granted 13.05.20)

The employment land permitted (ha) on allocated sites during the period 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 as a percentage of all employment allocations is 0.6 %, which is lower than the previous 12 months. Please note a significant area of the Cardiff Central Enterprise Zone allocation has an existing development footprint, or has already been developed during the LDP plan period.

It is also worth noting that although the take up in terms of hectares would appear low, the scheme permitted is high density, high rise office development, which has a smaller land requirement. In relation to Strategic Site KP2 (H): South of St Mellons Business Park (employment only) an application for outline permission was received on the 13<sup>th</sup> of January 2021 (21/00076/MJR) and is awaiting determination in due course.

## Recommendations

No action is required at present. Continue to monitor.



## **Topic Area: Employment Land Take Up**

**Indicator reference: OB1 EC2**

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

**Indicator reference: OB1 EC2**

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

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

Analysis
<p>Office Take up is based on completions during the period April 2020 to 31<sup>st</sup> March 2021. In this period only 728 sqm of office floorspace was completed. This floorspace related to a change of use on the upper floor of 9-11 The Hayes. This is considerably below the target set, however there are a number of significant city centre offices nearing completion. Notably land at the north of John Street (13,275 sqm) and the office development which forms part of the Transport Interchange development, at Central Square (14,111 sqm).</p> <p>If these figures were to be considered this would provide a further 27,386 sqm of office floorspace, which would fall within the target range. It is likely that these developments would have been completed during this monitoring period if it was not for the impacts of Covid 19 and its impacts on the construction industry at the early stages of lock down. It is also worth noting that the previous two years office take-up figures exceeded targets.</p> <p>Taking these figures and factors into consideration, Cardiff's Office market is still deemed to be strong, and no concerns are raised in relation to this indicator.</p> <p>Industrial Take-up is based on completions during the period April 2020 to 31<sup>st</sup> March 2021. Take up has been low during this period with only 1.04 hectares developed. Completions, included 0.9 ha light industrial development at Penarth Road (Former Cardiff Sabb), and 0.14 ha for B2 development at Rover way (Sims Metal Recovery Plant).</p> <p>Although falling well short of the annual target there are also a number of current planning permissions for industrial use. The most significant developments in the pipeline being 15.4 ha of commercial development (B2 and B8 uses), on land adjacent to Longships Road and Compass Road, Cardiff Bay, and a proposed development to take up 16.5 ha of land for a Biomass Power plant, with industrial accommodation (B8 use class). There are also a number applications for small start-up units, which will likely be completed in next year's monitoring period. Taking these factors into consideration no concerns are raised in relation to this indicator.</p>
Recommendations
<p>No action is required at present. Continue to monitor.</p>

## **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.

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

<b>Analysis</b>
<p>In relation to uses permitted on employment land, 3 D1 uses (2 clinics and 1 place of worship) and 3 leisure uses (gyms and training swimming pool) were approved. In all cases the units were vacant despite marketing and the D1 uses approved also had a B1 office element.</p> <p>It is therefore considered that Policy EC1 and Policy EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.</p>
<b>Recommendations</b>
<p>No action is required as present. Continue to monitor.</p>

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

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

**Indicator reference:** OB1 EC4

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

Indicator		Target		Trigger	
Local Employment provision of Allocated Sites (KP2 (A) – Cardiff Central Enterprise Zone)		Employment densities for B1 use at least 14.5 per sqm (gross external value)		No trigger is set at present but will be revised once further details are known	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline (since April 2016) with planning permission – 157,897sq m	Office completions – 14,969sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2017) with planning permission – 13,275sq m	Office completions – 39,726 sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2018) with planning permission – 49,328sq m.	Office completions – 37,331 sq m Offices under construction – 23,593sq m Offices in pipeline (since April 2019) with planning permission – 18,761 sq m ( <i>amended</i> )	Office completions – 0 sq m Offices under construction – 27,386 sq m Offices in pipeline (since April 2020) with planning permission – 25,384 sq m.	
Analysis					
Within the Allocated Site (KP2A) there have been no completions within the monitoring period. However, there are a number of significant city centre offices nearing completion. Notably land at the north of John Street (13,275 sqm) and the office development which forms part of the Transport Interchange development, at Central Square (14,111 sqm). It is likely that these developments would have been completed during this monitoring period if it was not for the impact of Covid 19 and its impact on the construction industry at the early stages of lock down.					

Since April 2020 a further 25,384 sqm of office floorspace is in the pipeline with planning permission.  
Please see monitoring table below for a breakdown of employment land permitted during the monitoring period on allocated sites.

Under Construction				
17/02615/MJR	HYBRID APPLICATION COMPRISING OF FULL APPLICATION FOR THE PROPOSED MIXED USE COMMERCIAL BUILDING ON THE SOUTH SITE NO.1 JOHN STREET OUTLINE APPLICATION PROPOSED MIXED USE COMMERCIAL & LEISURE HOTEL FOR THE NORTH SITE NO.2 JOHN STREET. INCLUDING ASSOCIATED PARKING, PUBLIC REALM AND LANDSCAPE WORKS.	LAND ON THE NORTH AND SOUTH SIDE OF JOHN STREET, CALLAGHAN SQUARE, BUTETOWN	13,275 sqm	Under Construction
18/01705/MJR	TRANSPORT INTERCHANGE, ANCILLARY RETAIL/COMMERCIAL UNITS, RESIDENTIAL, 10,318SQ M OFFICE FLOORSPEACE	SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK	10,318 sq m	Under Construction  Superseded by 19/03052 to extend the office development by 3,792sq m

			In total 14,111sq m		
<b>Not Started</b>					
18/00735/MJR	11 STOREY BUILDING WITH 25,725 SQ M PRIMARILY FOR OFFICE USE WITH GYM (D2), MARKET PLACE/RETAIL AT GROUND FLOOR	LAND AT BRAINS BREWERY AND ADJACENT TO SOUTH OF CARDIFF CENTRAL STATION	25,735 sq m	Not started  Superseded by 19/03171/MJR	
19/03171/MJR	VARIATION OF CONDITION 2 TO REDUCE THE SCALE OF OFFICE BUILDING	LAND AT BRAINS BREWERY AND ADJACENT TO SOUTH OF CARDIFF CENTRAL STATION	18,761 sq m	Not started	
20/00102/MJR	REFURBISHMENT AND EXTENSIONS TO FORMER BREWHOUSE FOR A MIXED-USE DEVELOPMENT AND RETENTION OF ASSOCIATED CHIMNEY	THE BREWERY, CRAWSHAY STREET, BUTETOWN, CARDIFF, CF10 5DS	6623 sqm	Not started	
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Employment Provision North West Cardiff**

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

**Indicator reference:** OB1 EC5

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

Indicator		Target	Trigger		
LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff)		15,000sq m (B1 & B1(b&c))	No trigger is set at present but will be revised once further details are known.		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
15,500sq m B1(a), B1(b) & B1(c) included in planning application (ref 14/02733/MJR) approved 20/03/2017	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	The office development granted planning permission as part of this strategic residential led mixed use development has not yet started.	
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					
No action is required at present. Continue to monitor.					



## **Topic Area: Employment Provision North of Junction 33**

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

**Indicator reference:** OB1 EC6

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

Indicator		Target		Trigger	
<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau)		3ha by J33 plus 2.5ha flexible local employment space.		No trigger set at present but will be revised one further details are known.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017.	Not yet started	Not yet started	Not yet started	Not yet started	
<b>Analysis</b>					
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&E is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issue.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Employment Provision North East Cardiff**

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

**Indicator reference:** OB1 EC7

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

Indicator		Target	Trigger		
LOCAL Employment provision on Allocated Sites – (KP2 F – North East Cardiff)		6.5ha B1 & B1 (b&c) employment space Employment provision on Allocated Sites – (KP2 F – North East Cardiff)	No trigger is set at present but will be revised once further details are known.		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No application submitted to date	No application submitted to date	No application submitted to date	No application submitted to date	Whilst various phases of the Churchlands residential development are being developed, the employment element is not yet started	
Analysis					
Not started. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

## **Topic Area: Employment Provision South of St Mellons Business Park**

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

**Indicator reference:** OB1 EC8

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

Indicator		Target		Trigger	
LOCAL Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park)		80,000 to 90,000sq m (B1(b))/(c)		No trigger is set at present but will be revised once further details are known.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No application submitted to date	No application submitted to date	No application submitted to date	No application submitted to date	Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.	
Analysis					
Current application (21/00076/MJR) for up to 90,000sq m B1, B2, B8. To be determined.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.					
Recommendations					
Continue to monitor.					

## **Topic Area: Net Job Creation**

**Relevant LDP Policies:** KP1, KP9, EC1 – EC7

**Indicator reference:** OB1 EC9

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

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

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

**Relevant LDP Policies:** R1 – R8

**Indicator reference:** OB1 EC10

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
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.	
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
District Centres – Average of 46% active retail units within centres.	District Centres – Average of 45% active A1 retail units within centres.	District Centres – Average of 44% active A1 retail units within centres.	Due to Covid no equivalent data available for 2020.	District Centres – Average of 44% active A1 retail units within centres.	
Local Centres – Average of 47% active A1 retail units within centres.	Local Centres – Average of 46% active A1 retail units within centres.	Local Centres – Average of 44% active A1 retail units within centres.		Local Centres – Average of 48% active A1 retail units within centres.	
		For an individual breakdown see analysis section.		For an individual breakdown see analysis section.	

## Analysis

### District Centres

<i><b>District Centre</b></i>	<i><b>Total No of Units</b></i>	<i><b>No active A1 (retail) units</b></i>	<i><b>Percentage Active A1 (retail) units</b></i>
Albany Road/Wellfield Road	198	91	46%
City Road	170	65	38%
Clifton Street	101	52	51%
Cowbridge Road East	188	79	42%
Crwys Road/Woodville Road	132	53	40%
Bute Street/James Street	63	17	27%
Merthyr Road, Whitchurch	94	48	51%
Penarth Road/Clare Road	72	33	48%
St Mellons	20	9	45%
Thornhill	7	4	57%
Whitchurch Road	121	43	36%
		<b>Average</b>	<b>44%</b>

The average percentage of active A1 retail units within District Centres is 44%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, Whitchurch Road and City Road. It is acknowledged that Bute Street/James Street has historically had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay.

Whitchurch Road and City Road fall just below the 40% threshold. City Road has a number of student accommodation schemes currently taking place which when complete will provide ground floor retail units.

### Local Centres

<b>Local Centre</b>	<b>Total No of Units</b>	<b>No active A1 (retail) units</b>	<b>Percentage of Active A1 (retail) units</b>
Birchgrove	48	18	38%
Bute Street (Loudoun Square)	12	9	75%
Cathedral Road	27	13	48%
Countisbury Avenue	35	19	54%
Caerau Lane	9	6	67%
Fairwater Green	16	8	50%
Gabalfa Avenue	15	5	33%
Grand Avenue	20	6	30%
High Street, Llandaff	34	12	35%
Maelfa, Llanedeyrn*	12	8	67%
Newport Road, Rumney	48	24	50%
Rhiwbina Village	47	25	53%
Salisbury Road	45	14	31%
Splott Road	38	14	37%
Station Road, Llanishen	29	14	48%
Station Road, Llandaff North	32	16	50%
Station Road, Radyr	14	7	50%
Tudor Street	35	12	34%
Willowbrook Drive	4	2	50%
Wilson Road	15	8	53%
		<b>Average</b>	<b>48%</b>

The average percentage of active A1 retail units within Local Centres is 48%. This is the highest average % of active A1 units across all centres recorded since the first AMR (April 2016/March 2017). The majority of Local Centres exceed the 40% target with the exception of Birchgrove, Gabalfa Avenue, Grand Avenue, High Street Llandaff, Salisbury Road, Splott Road and Tudor Street.

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

It is also significant to note, a number of centres have experienced an increase in the number of active A1 units, including Countisbury Avenue, Caerau Lane, Maelfa (following redevelopment), Newport Road, Rhiwbina and Station Road in Llanishen and Llandaff North.

### **Recommendations**

No action is required at present. The majority of centres are providing a strong retail function and those centres which fall below the 40% threshold have all experienced % increases in active A1 retail units since the last AMR, demonstrating a positive upward trend in A1 occupancy rates. Continue to monitor.



## **Topic Area: Protected City Centre Shopping Frontages**

**Relevant LDP Policies:** R2, R3

**Indicator reference:** OB1 EC11

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

Indicator		Target		Trigger	
<b>LOCAL</b> Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.		100%		90%	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
54 of the city centres 64 Protected Shopping Frontages had over 50% Class A1 units in 2016/17.	In 2017/18, 53 of the city centres 64 Protected Shopping Frontages had 50% or more Class A1 units.	In 2018/19, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2019/20, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	In 2020/21, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units.	
Analysis					
<ul style="list-style-type: none"><li>• The Council's City Centre Land Use and Floor Space survey (LUFS) is undertaken each autumn.</li><li>• 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.</li><li>• 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).</li></ul>					

- It was therefore recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark.
- The 2020/21 survey identifies that 53 out of city centres 64 Protected Shopping Frontages comprised of 50% or above Class A1 units. This represents a total of 98.1% when measured against the first AMR target of 54 frontages (100%).
- Due to Covid-19 restrictions, the 5<sup>th</sup> AMR survey work has been undertaken through the monitoring of Change of Use planning applications relating to Protected Shopping Frontage units received during the monitoring period.

### **Recommendations**

No actions are triggered.

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

**Relevant LDP Policies:** KP10, R1 – R8

**Indicator reference:** OB1 EC12

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

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>		
Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres	Vacancy level are no higher than the national UK average (12.3%, March 2020).	Vacancy levels rise above national UK average for more than two consecutive years.		
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>
District Centres – Average of 6% vacancy rate within centres.	District Centres – Average of 7% vacancy rate within centres.	District Centres – Average of 10% vacancy rate within centres.	District Centres – Unable to collect survey data due to Covid-19 lockdown.	District Centres – Average of 10% vacancy rate within centres
Local Centres – Average of 7% vacancy rate within centres.	Local Centres – Average of 9% vacancy rate within centres.	Local Centres – Average of 8% vacancy rate within centres	Local Centres – Unable to collect survey data due to Covid-19 lockdown.	Local Centres – Average of 7% vacancy rate within centres
Central Shopping Area – vacancy rate of 13.9%.	Central Shopping Area – vacancy rate of 12.2%.	Central Shopping Area – vacancy rate of 10.7%.	Central Shopping Area – vacancy rate of 10.9%.	Central Shopping Area – Unable to collect survey data due to Covid-19 lockdown.

For an individual breakdown see analysis section.

Analysis			
<p>Prior to Covid-19 Lockdown, the GB vacancy rate across all shopping locations was 12.2% in March 2020, an increase from 12.1% in December 2019. The vacancy rate was 12.3% for High Streets (12.1% in Dec19); 14.1% for Shopping Centres (14.4% in Dec19); and 8.2% for Retail Parks (8.1% in Dec19). <i>Source: British Retail Consortium BRC-LDC Vacancy Monitor 11 May 2020 (Q1 results / prior to lockdown).</i></p>			
<b>District Centres</b>			
<b>District Centre</b>	<b>Total No of Units</b>	<b>No vacant retail units</b>	<b>Percentage vacant retail units</b>
Albany Road/Wellfield Road	198	13	7%
City Road	170	17	10%
Clifton Street	101	14	14%
Cowbridge Road East	188	16	9%
Crwys Road/Woodville Road	132	9	7%
Bute Street/James Street	63	18	29%
Merthyr Road, Whitchurch	94	6	6%
Penarth Road/Clare Road	72	5	7%
St Mellons	20	3	15%
Thornhill	7	0	0%
Whitchurch Road	121	10	8%
		<b>Average</b>	<b>10%</b>
<p>The average vacancy rates for District Centres is 10% and below the nation UK average of 12.3%.</p> <p>3 of the District Centres are above the 12.3% vacancy trigger; Clifton Street (14% vacancy), Bute Street/James Street (29% vacancy) and St Mellons (15% vacancy). Clifton Street, whilst over the trigger target remains a resilient centre, given the impact of Covid 19.</p>			

Bute/Street James Street District Centre has a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay and Mermaid Quay is undergoing a programme of modernisation.

With regard to St. Mellons, there have been recent applications relating to vacant units and the vacancy rate has improved since the last monitoring period.

Continue to monitor these centres for improvement next year.

### **Local Centres 2021**

<b><i>Local Centre</i></b>	<b><i>Total No of Units</i></b>	<b><i>No vacant retail units</i></b>	<b><i>Percentage vacant retail units</i></b>
Birchgrove	48	6	12%
Bute Street (Loudoun Square)	12	0	0%
Cathedral Road	27	2	7%
Countisbury Avenue	35	1	3%
Caerau Lane	9	1	11%
Fairwater Green	8	0	0%
Gabalfa Avenue	15	5	33%
Grand Avenue	20	2	10%
High Street, Llandaff	34	3	9%
Maelfa, Llanedeyrn*	12	0	0
Newport Road, Rumney	48	4	8%
Rhiwbina Village	47	1	2%
Salisbury Road	45	4	9%
Splott Road	38	4	10%
Station Road, Llanishen	29	1	3%
Station Road, Llandaff North	32	1	3%

Station Road, Radyr	29	1	3%
Tudor Street	35	10	28%
Willowbrook Drive	4	0	0%
Wilson Road	15	0	0%
		<b>Average</b>	<b>7%</b>

The average vacancy rates for Local Centres is 7% and below the national UK average of 12.3%.

2 of the Local Centres are above the 12.3% vacancy trigger; Gabalfa Avenue (33%) with 5 vacant units and Tudor Street (28%) having 10 vacant units.

Tudor Street is undergoing a programme of regeneration at present and once complete occupancy rates are expected to rise.

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

Retail units have been closed during the 5<sup>th</sup> AMR monitor period of 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 due to the restrictions of the Covid-19 pandemic, as such it has not been possible to collect accurate survey data during this time. The next survey is due to be undertaken once shops have reopened in (anticipated) autumn 2021 and the results will be reported in the 6<sup>th</sup> AMR.

### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Retail Development Outside Designated Centres**

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

**Indicator reference:** OB1 EC13

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
27 applications approved for retail development outside designated centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific	17 applications approved for 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	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.	7 applications approved for retail development outside designated centres. 3 were accompanied by proportionate retail planning statements. The remaining 4 were not as specific circumstances did not require them.	

circumstance did not require them.	circumstances did not require them.			
<b>Analysis</b>				
<p>7 applications for development within Use Class A were permitted outside designated centres. 3 of the proposals submitted an assessment of need and demonstrated that they satisfied the sequential test.</p> <p>4 applications did not require an assessment of need and the sequential test as;</p> <ul style="list-style-type: none"> <li>- In all cases the floorspace was below the TAN 4 threshold or;</li> <li>- The retail floorspace formed part of a mixed use scheme e.g. ground floor use in high rise residential development; or;</li> <li>- The retail floorspace was considered complementary/ancillary in business/industrial areas or;</li> <li>- The retail floorspace consisted of POD units on out of centre retail parks which were considered complementary/ancillary to the retail park and not considered retail destinations in their own right such that they would negatively impact designated centres or;</li> <li>- 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.</li> </ul> <p>It is therefore considered that Policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>				
<b>Recommendations</b>				
No action required at present. Continue to monitor.				



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

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

**Indicator reference:** OB1 EC14

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

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

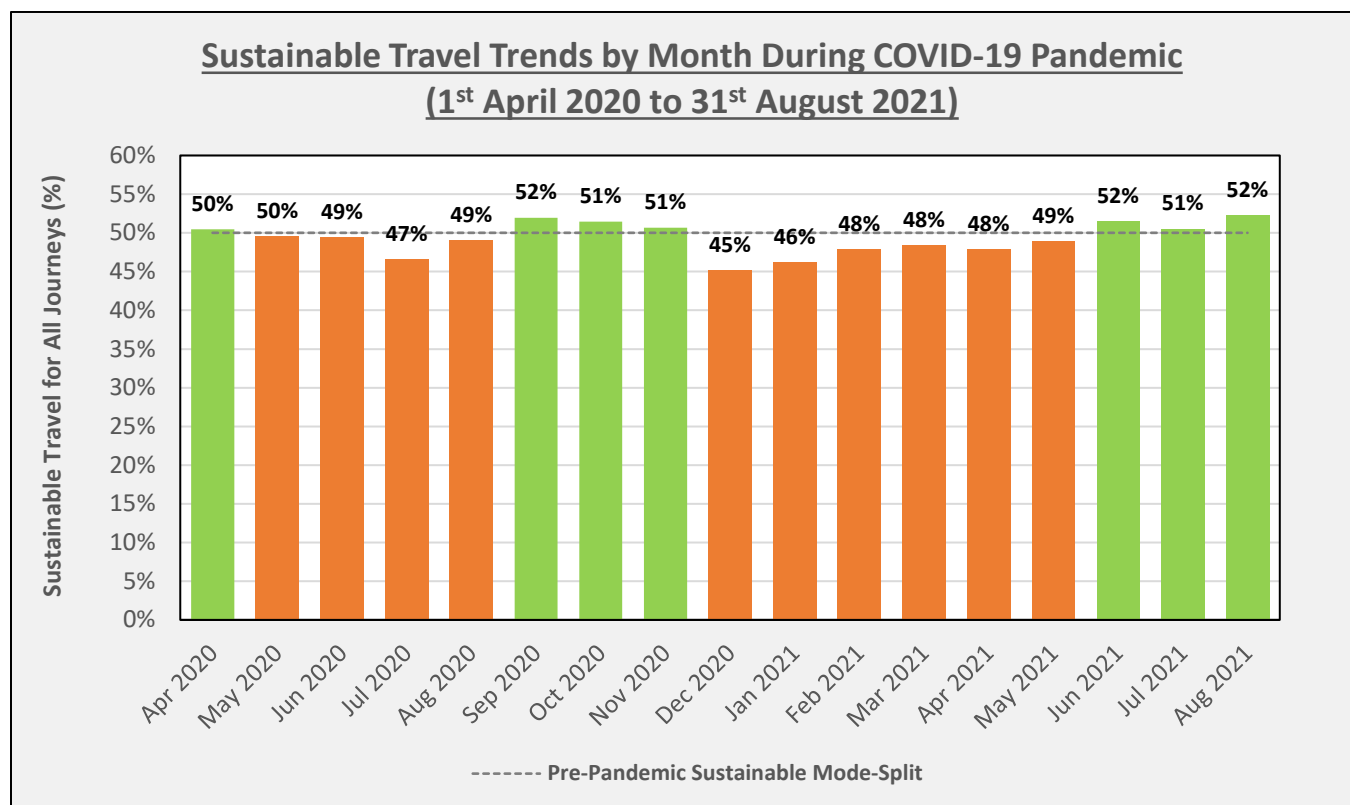
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
<p>1) Work: 2014 = 45.2% 2015 = 45.0% (↓) -0.2% 2016 = 48.1% (↑) +3.1%</p> <p>2) Education: 2014 = 57.8% 2015 = 50.4% (↓) -7.4% 2016 = 59.6% (↑) +9.2%</p> <p>3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) -1.1% 2016 = 67.9% (↑) +1.9%</p> <p>4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3%</p> <p>5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) -3.2%</p>	<p>1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3%</p> <p>2) Education: 2016 = 59.6% 2017 = 55.9% (↓) -3.7%</p> <p>3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) -3.2%</p> <p>4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) -6.8%</p> <p>5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) -3.8%</p>	<p>1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3%</p> <p>2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1%</p> <p>3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6%</p> <p>4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2%</p> <p>5) Leisure: 2017 = 56.4%</p>	<p>1) Work: 2018 = 53.6% 2019 = 60.8% (↑) +7.2%</p> <p>2) Education: 2018 = 59.1% 2019 = 61.7% (↑) +2.6%</p> <p>3) Shopping (City Centre): 2018 = 67.3% 2019 = 70.7% (↑) +3.4%</p> <p>4) Shopping (Other): 2018 = 42.9% 2019 = 49.0% (↑) +6.1%</p> <p>5) Leisure: 2018 = 58.8%</p>	<p>All Journeys:</p> <p>1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 50%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 49% (↓) -1%</p>

2016 = 60.2% (↑) +5.4%		2018 = 58.8% (↑) +2.5%	2019 = 63.7% (↑) +4.9%	
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### Analysis

While the proportion of sustainable travel over the past year as a whole (1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021) has reduced slightly, in particular as a result of a decrease in travel by public transport, nevertheless, in recent months the proportion of sustainable travel has mostly been higher than in 2019, as is demonstrated in figure 1.14.1.

**Figure: 1.14.1**



Cardiff therefore remains on-track for achieving the LDP target of 50:50 modal split for all journeys by 2026. However, it should be noted, that Cardiff's Transport White Paper sets out even more ambitious aspirations to achieve 37:63 by 2025, and 24:76 by 2030, the challenge will be in attaining this in the face of increased growth from development.

Apart from the significant impact of COVID-19 itself, it is worth being mindful that the choice to travel sustainably is nevertheless subject to a number of variables, many of which are externalities outside of the Council's direct influence.

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

#### **Recommendations**

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

## **Topic Area: Percentage of People Walking**

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

**Indicator reference:** OB1 EC15

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Various active travel measures have been adopted across the city over the past year in order to support active travel as part of the COVID-19 recovery, including the Wellfield Road Scheme from June 2020. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

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

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

5) Leisure: 2014 = 19.0% 2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9%	5) Leisure: 2016 = 21.8% 2017 = 17.8% (↓) -4.0%	5) Leisure: 2017 = 17.8% 2018 = 18.0% (↑) +0.2%	5) Leisure: 2018 = 18.0% 2019 = 17.4% (↓) -0.6%	
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### Analysis

While the proportion of travel by walking over the past year as a whole (1st April 2020 to 31st March 2021) has reduced slightly due to repeated restrictions on travel, nevertheless, between August and November of 2020 the proportion walking was increased, and since May 2021 the proportion walking has mostly been significantly higher than in 2019, as is demonstrated in figure 1.15.2.

Comparing various data sources on walking for 2019/2020 versus 2020/2021, it is clear that walking has experienced mixed fortunes over the past year, with City Centre footfall in particular being low. Nevertheless, as of August 2021, walking has either been close to pre-pandemic levels or else has increased relative to 2019/2020 levels. These are summarised in figure 1.15.1 below.

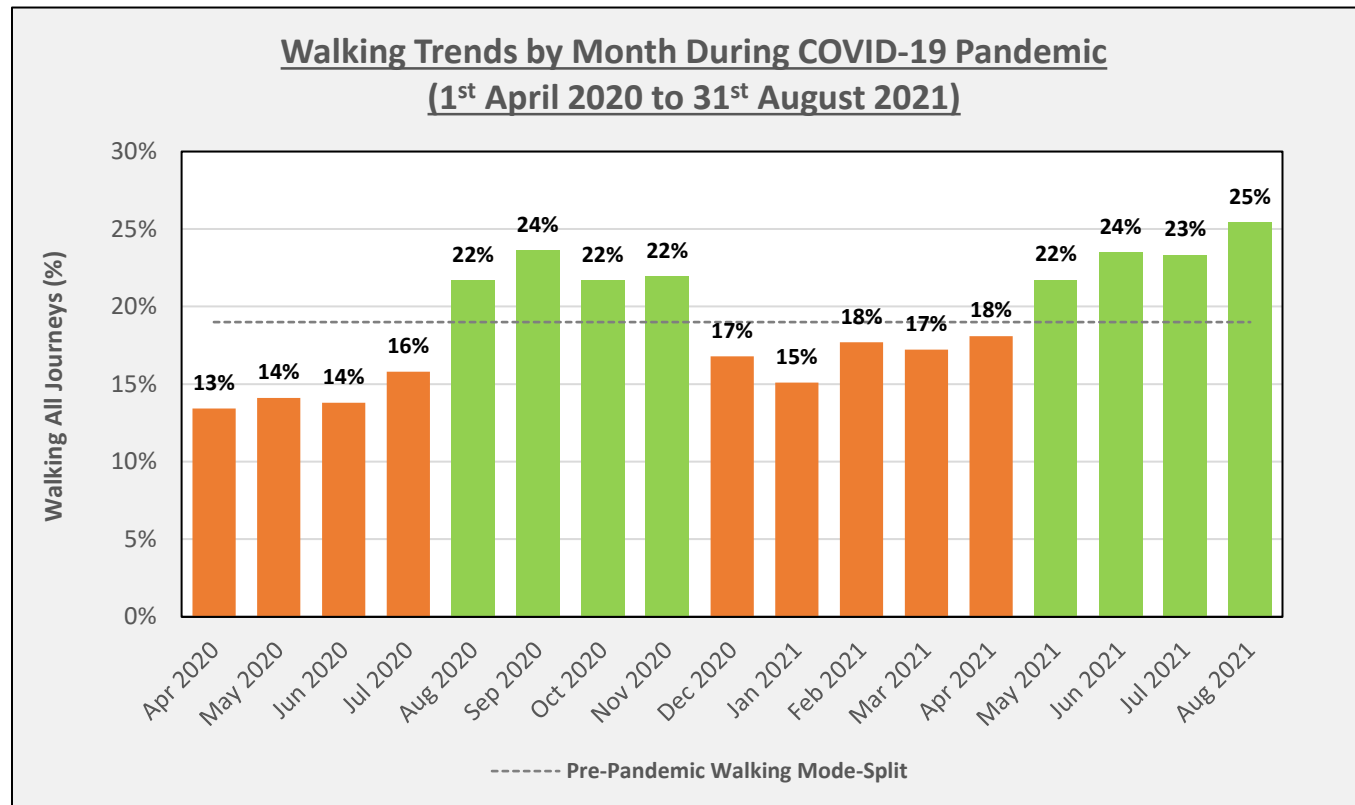
**Figure: 1.15.1**

	2021/2020 vs. 2019/2020	August 2020 vs. 2019/2020
Footfall on Eastern Bay Link	95% (↓) -5%	88% (↓) -12%
City Centre Footfall	37% (↓) -63%	95% (↓) -5%
Footfall on Cardiff Barrage	139% (↑) +39%	113% (↑) +13%
Footfall on Pont y Werin	110% (↑) +10%	105% (↑) +5%
Walking - Apple Mobility	60% (↓) -40%	130% (↑) +30%

The Ask Cardiff Survey 2020 was conducted in October to November of 2020 and published in January 2021, this showed that overall Cardiff residents indicated that they had walked 48% more than they had over the past year.

Some of the key factors influencing the choice to walk as with sustainable travel in general, have been discussed in OB1 EC14 (Achievement of 50:50 Modal Split). Nevertheless, amongst the most significant factors for walking are generally weather conditions and the distance being travelled.

**Figure: 1.15.2**





<b>Recommendations</b>
No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

## **Topic Area: Percentage of People Cycling**

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

**Indicator reference:** OB1 EC16

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Various active travel measures have been adopted across the city over the past year in order to support active travel as part of the COVID-19 recovery, including notably the implementation of the Cross-City Cycleway in March 2021. Also of note, the Nextbike cycle hire scheme underwent a rebranding exercise between 21/07/2021 and 03/08/2021 before becoming 'OVO Bikes'. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

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

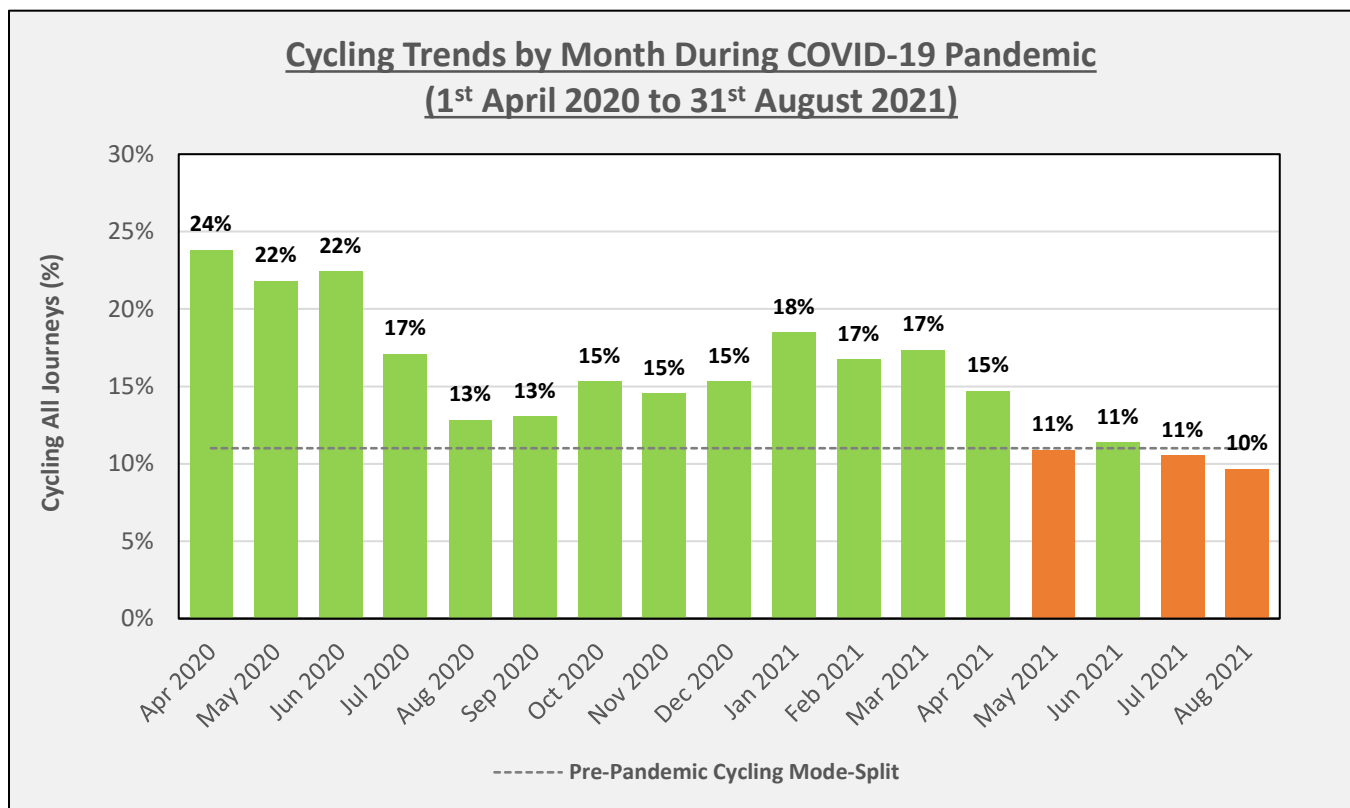
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
<p>1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3%</p> <p>2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7%</p> <p>3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% ( ) +0% 2016 = 6.6% (↑) +0.7%</p> <p>4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) -0.4% 2016 = 6.0% (↑) +0.7%</p> <p>5) Leisure: 2014 = 10.1% 2015 = 9.6% (↓) -0.5%</p>	<p>1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2%</p> <p>2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2%</p> <p>3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2%</p> <p>4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) +0.6%</p> <p>5) Leisure: 2016 = 10.0%</p>	<p>1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7%</p> <p>2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2%</p> <p>3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4%</p> <p>4) Shopping (Other): 2017 = 6.6% 2018 = 9.7% (↑) +3.1%</p> <p>5) Leisure: 2017 = 10.8%</p>	<p>1) Work: 2018 = 20.3% 2019 = 18.9% (↓) -1.4%</p> <p>2) Education: 2018 = 14.0% 2019 = 15.7% (↑) +1.7%</p> <p>3) Shopping (City Centre): 2018 = 12.2% 2019 = 10.9% (↓) -1.3%</p> <p>4) Shopping (Other): 2018 = 9.7% 2019 = 9.0% (↓) -0.7%</p> <p>5) Leisure: 2018 = 13.9% 2019 = 13.2% (↓) -0.7%</p>	<p>All Journeys: 1<sup>st</sup> April 2019 to 16<sup>th</sup> March 2020 (pre-pandemic average) = 11%</p> <p>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 (average during pandemic) = 17% (↑) +6%</p>

2016 = 10.0% (↑) +0.4%	2017 = 10.8% (↑) +0.8%	2018 = 13.9% (↑) +3.1%		
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### Analysis

The proportion of trips made by cycling has been consistently higher than pre-pandemic levels over the course of the past year. However, in recent months as total travel demand has recovered, and trips that previously shifted to cycling (especially public transport trips) have begun to shift back, the proportion cycling has again returned to around pre-pandemic levels, as is illustrated in figure 1.16.1.

**Figure: 1.16.1**



Overall, cycling has fared well over the past year and continues to do as of August 2021 as presented in figure 1.16.1, and there is no reason to believe that the target to double cycling by 2030 cannot still be achieved.

**Figure: 1.16.2**

	2021/2020 vs. 2019/2020	August 2020 vs. 2019/2020
Cycling at North Road	78% (↓) -22%	118% (↑) +18%
Cycling on Eastern Bay Link	116% (↑) +16%	131% (↑) +31%
OVO Bikes (Nextbike) Rentals	95% (↓) -5%	113% (↑) +13%
Cycling on Pont y Werin	122% (↑) +22%	132% (↑) +32%
Cycling Overall	110% (↑) +10%	100% ( ) +0%

As previously discussed in OB1 EC14-15, the choice of whether to cycle is influenced by a number of key factors, some of which are externalities outside of the Council's direct influence.

### Recommendations

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

## **Topic Area: Percentage of People Travelling by Bus**

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

**Indicator reference:** OB1 EC17

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Cardiff's previous bus station closed in August of 2015, and is to be replaced by the new Transport Interchange, currently under construction and anticipated to be operational in 2023. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15<sup>th</sup> of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

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

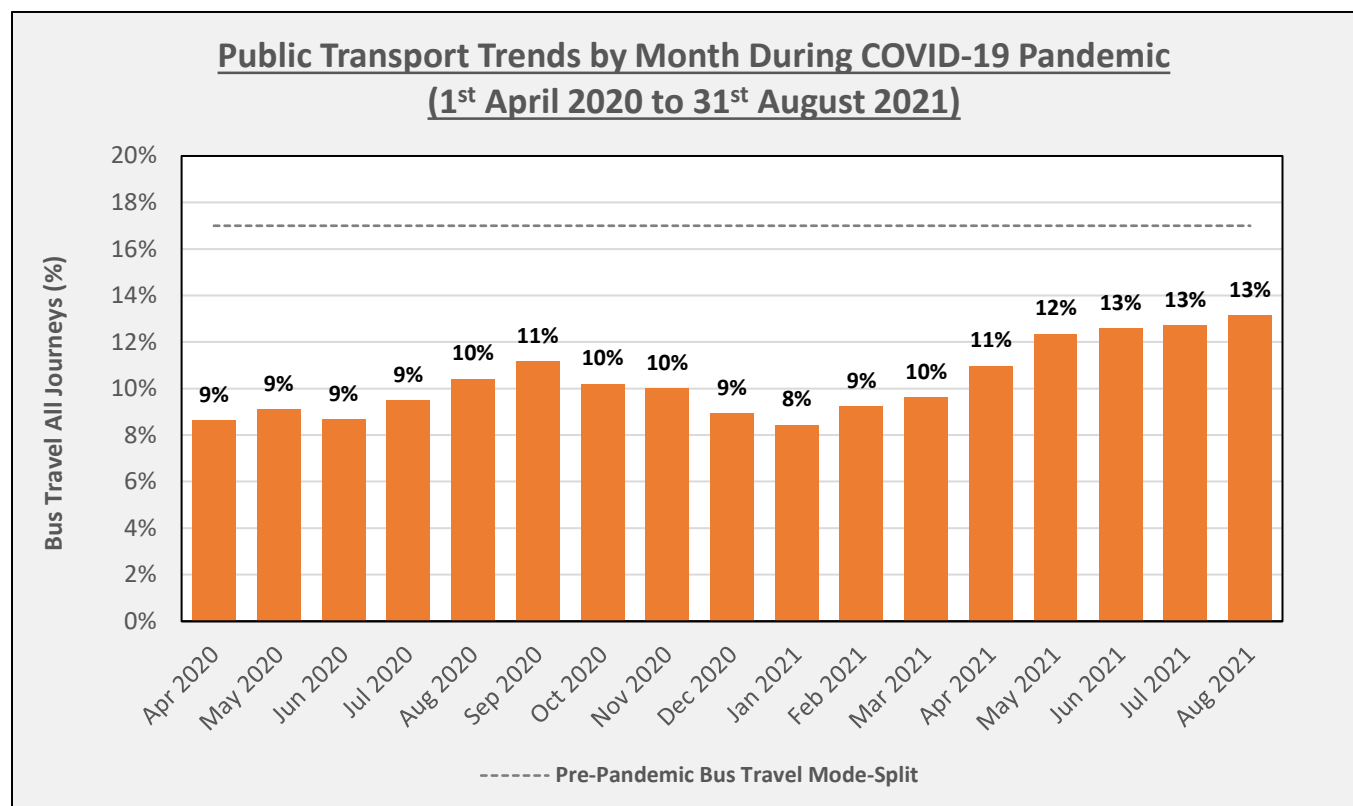
		4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2 (2014)		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7%  2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2%  3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% ( ) +0% 2016 = 26.7% (↓) -2.7%  4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) -0.2% 2016 = 8.9% (↑) +0.5%  5) Leisure: 2014 = 11.2% 2015 = 10.8% (↓) -0.4%	1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3%  2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1%  3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4%  4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) -1.7%  5) Leisure: 2016 = 10.5%	1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9%  2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2%  3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8%  4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) -0.1%  5) Leisure: 2017 = 10.3%	1) Work: 2018 = 10.6% 2019 = 15.9% (↑) +5.3%  2) Education: 2018 = 10.5% 2019 = 13.4% (↑) +2.9%  3) Shopping (City Centre): 2018 = 23.5% 2019 = 28.8% (↑) +5.3%  4) Shopping (Other): 2018 = 7.1% 2019 = 10.2% (↑) +3.1%  5) Leisure: 2018 = 10.1%	All Journeys by Public Transport (Bus and Rail Combined):  1 <sup>st</sup> April 2019 to 16 <sup>th</sup> March 2020 (pre-pandemic average) = 17%  1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021 (average during pandemic) = 9% (↓) -8%

2016 = 10.5% (↓) -0.3%	2017 = 10.3% (↓) -0.2%	2018 = 10.1% (↓) -0.2%	2019 = 12.9% (↑) +2.8%	
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### Analysis

Overall, it is unsurprising that public transport use has been low over the past year as illustrated in figure 1.17.1, due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; mandatory wearing of face masks from 27/07/2020; and limited on-board capacity such as to maintain social distancing.

**Figure: 1.17.1**





The reduction in use of public transport over the past year has resulted in a mode-shift accordingly to other sustainable modes, in particular cycling. At its lowest during 2020, bus use dropped to only 10% of pre-pandemic levels.

Nevertheless, the indications are that public transport use is beginning to recover, not least with the change in social distancing requirements as of May 2021, whereby all forward-facing seats were once again allowed to be used.

As of August 2021, public transport use (bus and rail combined) has returned to around 80% of pre-pandemic levels, and bus service frequency specifically is over 90% of pre-pandemic levels. Nevertheless, use of Cardiff East Park & Ride remains low at around a third of levels typically seen in 2019/2020.

Based on current use, there is some uncertainty moving forwards in terms of the achievability of the Cardiff Transport White Paper aspiration to double bus use from 2019 levels by 2030. However, it is hoped that by establishing a Cardiff Bus Strategy this will go some way to help to address this.

#### **Recommendations**

No action is required at present. Continue to monitor as per during the pandemic, and look to reinstate the Annual Transport Survey from 2022 onwards.

## **Topic Area: Percentage of People Travelling by Train**

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

**Indicator reference:** OB1 EC18

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. The £5bn 15-year contract to operate the Wales and Borders franchise and to progress the South Wales Metro between 2018 and 2033, was awarded by Transport for Wales to partnership KeolisAmey in May of 2017; the responsibilities for which were transferred over from Arriva Trains Wales to the new operator 'TfW Rail' on the 14th of October 2018. In response to declining passenger numbers due to COVID-19, Transport for Wales (TfW) took over operation of the Wales and Borders rail services under a subsidiary 'Transport for Wales Rail LTD'. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) will instead be based on this data, albeit that individual journey purposes cannot be monitored, only the total of all journeys.

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>Local</b> 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)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years

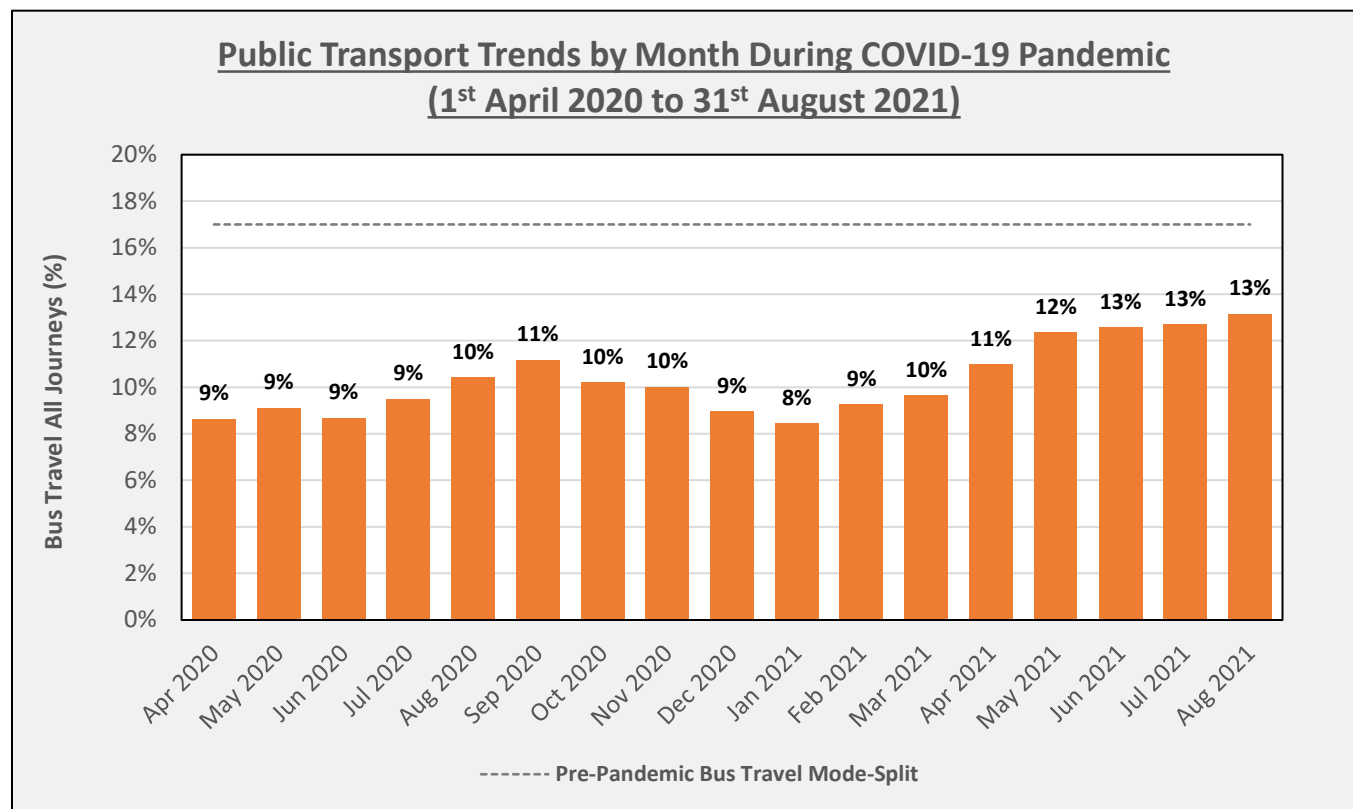
		3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6%  2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8%  3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2%  4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) -0.8% 2016 = 4.4% (↑) +1.4%  5) Leisure:	1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8%  2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4%  3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3%  4) Shopping (Other): 2016 = 4.4% 2017 = 2.7% (↓) -1.7%	1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4%  2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5%  3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2%  4) Shopping (Other): 2017 = 2.7% 2018 = 3.2% (↑) +0.5%	1) Work: 2018 = 6.4% 2019 = 6.6% (↑) +0.2%  2) Education: 2018 = 4.7% 2019 = 6.1% (↑) +1.4%  3) Shopping (City Centre): 2018 = 11.3% 2019 = 10.5% (↓) -0.8%  4) Shopping (Other): 2018 = 3.2% 2019 = 3.9% (↑) +0.7%  5) Leisure:	All Journeys by Public Transport (Bus and Rail Combined):  1 <sup>st</sup> April 2019 to 16 <sup>th</sup> March 2020 (pre-pandemic average) = 17%  1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021 (average during pandemic) = 9% (↓) -8%

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

Overall, it is unsurprising that public transport use has been low over the past year as illustrated in figure 1.18.1, due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; mandatory wearing of face masks from 27/07/2020; and limited on-board capacity such as to maintain social distancing.

**Figure: 1.18.1**



The reduction in use of public transport over the past year has resulted in a mode-shift accordingly to other sustainable modes, in particular cycling. At its lowest during 2020, rail use dropped to only 5% of pre-pandemic levels.

Nevertheless, the indications are that public transport use is beginning to recover, with current indications being that rail use has now returned to around 60% of pre-pandemic levels across the week, and far higher typically during the weekends.

### **Further Investigations (\*see ‘Recommendations’)**

In response to the trigger having been activated for this objective over two or more successive years, the following additional analysis has been undertaken –

#### Accessibility:

The following key events over the course of the pandemic will have affected accessibility for rail users –

- 16/03/2020 – Advised social distancing
- 23/03/2020 – UK-wide Lockdown introduced, rail travel restrictions implemented
- 06/07/2020 – TfW Rail launch Capacity Checker
- 27/07/2020 – Face masks when travelling on public transport are made compulsory
- 17/08/2020 – Non-essential travel re-permitted on public transport
- 27/09/2020 – Cardiff placed in Local Lockdown
- 23/10/2020 – Wales placed in Fire-break Lockdown
- 09/11/2020 – End of Fire-break
- 20/12/2020 – Tier 4 Restrictions introduced in Wales
- 01/03/2021 – Rail fares increase by 2.6%
- 26/04/2021 – Wales moved to Tier 3 Restrictions
- 17/05/2021 – Wales moved to Tier 2 Restrictions
- 21/06/2021 – Social Distancing onboard public transport ends
- 17/07/2021 – Wales moved to Tier 1 Restrictions
- 07/08/2021 – Wales moved to Tier 0 Restrictions

### 13/09/2021 – Rail Service Frequency increased

Typically service frequency has been at around 50-60% over much of the course of the pandemic. However by the 13<sup>th</sup> of September 2021, frequency now stands at around 80% relative to prior to the pandemic. Similarly, initially there were onboard capacity restrictions (around 50%) such as to maintain social distancing. However, as of 21<sup>st</sup> of June 2021, there are no longer any requirements to socially distance on public transport, although face masks continue to be required to be worn.

Key limiting factors on rail passenger numbers over the past year, have been – reduced service frequency; capacity limitations to maintain social distancing; limited opportunities for interchange; restrictions on travel; rail staffing issues; journey time reliability; fare increases; reduced commuter demand; and loss of public confidence, with concerns in particular over potential for infection due to crowded conditions on certain services and due to mixed compliance with the requirement around mask wearing.

#### Corridors:

Over the course of the pandemic, Main Line services have been disproportionately impacted due to greater restrictions around longer distance/national travel than for travel locally (Valley Lines). The service frequency for Main Line services relative to pre-pandemic levels, remains below that for Valley Line services. Nevertheless, relative rail patronage at Cardiff Central station compared with 2019, has generally been higher than at Cardiff Queen Street over recent months.

#### Journey Costs:

TfW Rail increased its fares by 2.6% from the 1<sup>st</sup> of March 2021. However, rail patronage has continued to recover since then in spite of the fare increases.

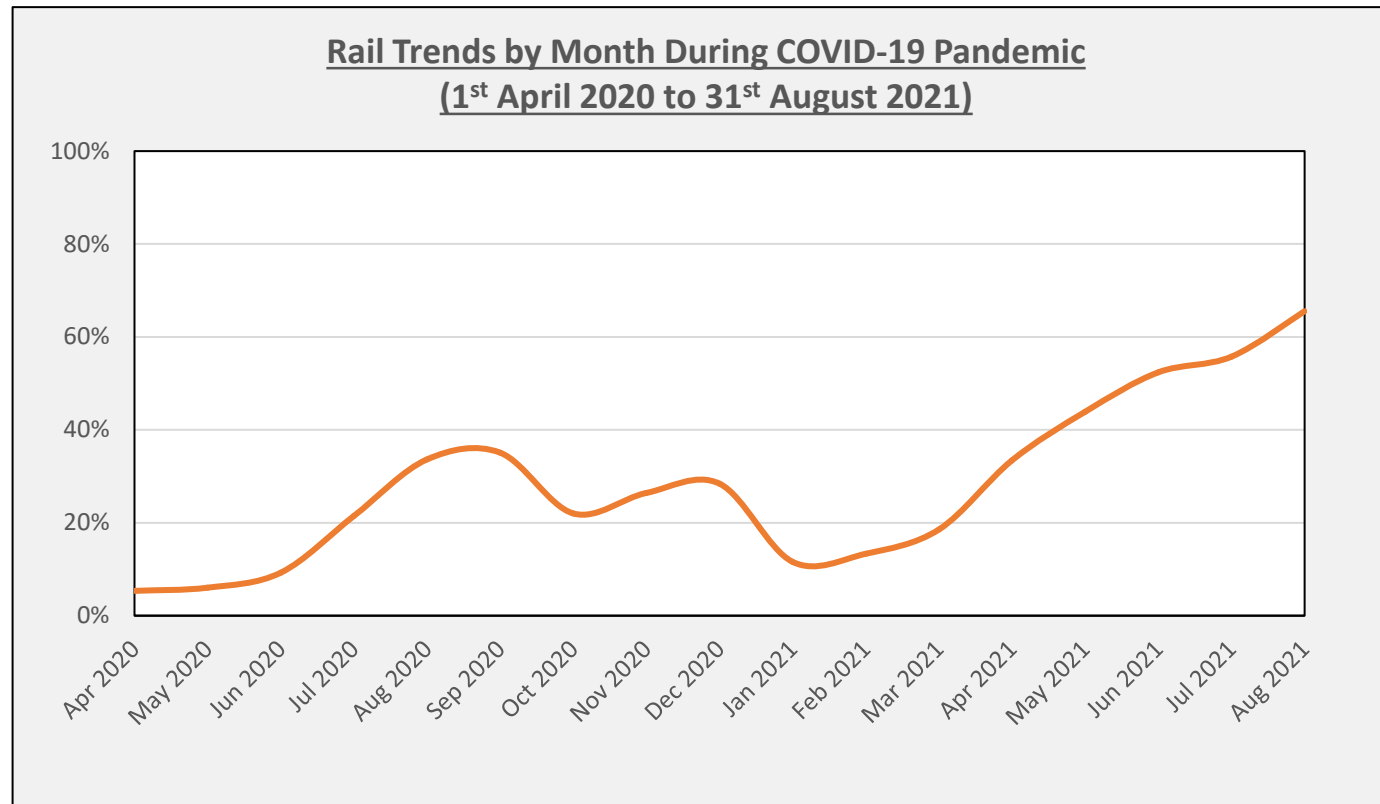
#### Rail Patronage:

As stated previously, at its lowest rail patronage was at around 5% of pre-pandemic levels in April/May. However, since March 2021 in particular, rail has shown promising signs of recovery, and has since returned to around 60% of pre-pandemic levels. The rail patronage trends are represented in figure 1.18.2.

### Rail Journey Time/Reliability:

According to the National Rail Passenger Survey (Spring 2020), there has been a marked decrease since 2019 in customer satisfaction with regards journey time reliability and how the rail operators manage delay accordingly, as is illustrated in figure 1.18.3.

**Figure: 1.18.2**



**Figure 1.18.3 – Change in Customer Satisfaction 2020 vs. 2019**

	<b>TfW Rail</b>	<b>Great Western Railway</b>	<b>CrossCountry (East-West)</b>	<b>Overall</b>
Overall satisfaction with the journey	-1%	-1%	-1%	-1%
Punctuality/reliability	-7%	0%	-6%	-4%
How well train company deals with delays	-15%	+4%	0%	-4%
Usefulness of information about the delay	-14%	-2%	+3%	-4%
Length of time the journey was scheduled to take	+1%	0%	-3%	-1%

### **Recommendations**

In response to the trigger having been activated, the following investigations should therefore be undertaken in conjunction with the methodology as specified within the Transport Monitoring Framework; and in accordance with commitments made as part of the LDP Examination process –

- Accessibility Mapping
- Corridor Investigation
- Assessment of Journey Costs

Whereby the following surveys should also be undertaken –

- Rail Patronage Surveys
- Rail Journey Time / Reliability Surveys

Nevertheless, it may not be appropriate to undertake a more extensive investigation than has been undertaken above at this stage, given the current evolving situation around COVID-19 recovery.



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

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

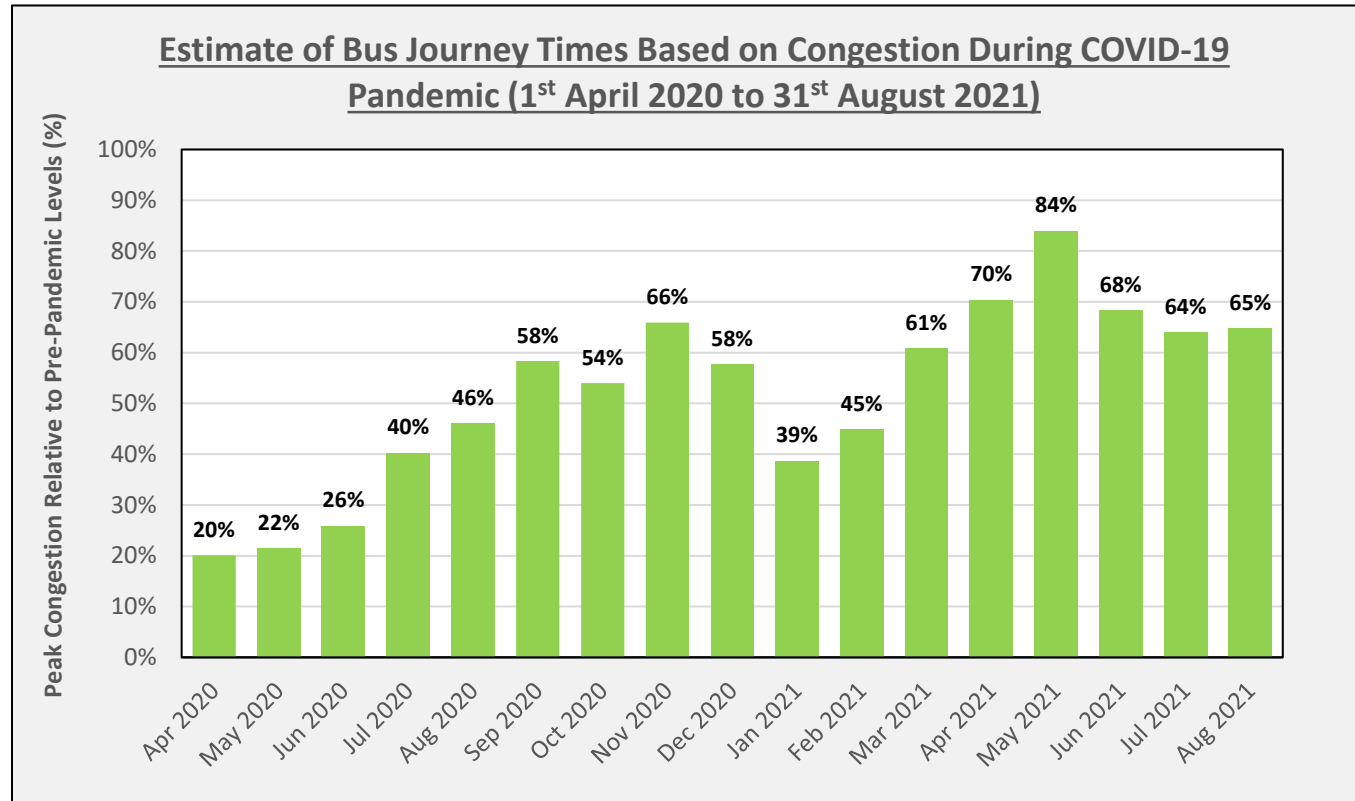
**Indicator reference:** OB1 EC19

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Further contextual changes relating to bus use are defined in OB1 EC17, EC20 and EC21. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15<sup>th</sup> of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, relative peak reported congestion levels provide a proxy for delay to buses as well as to general traffic, and consequently a reasonable measure of bus journey times and reliability; in that the more congested conditions are, then the longer bus journeys will take, and the less reliable these will be.

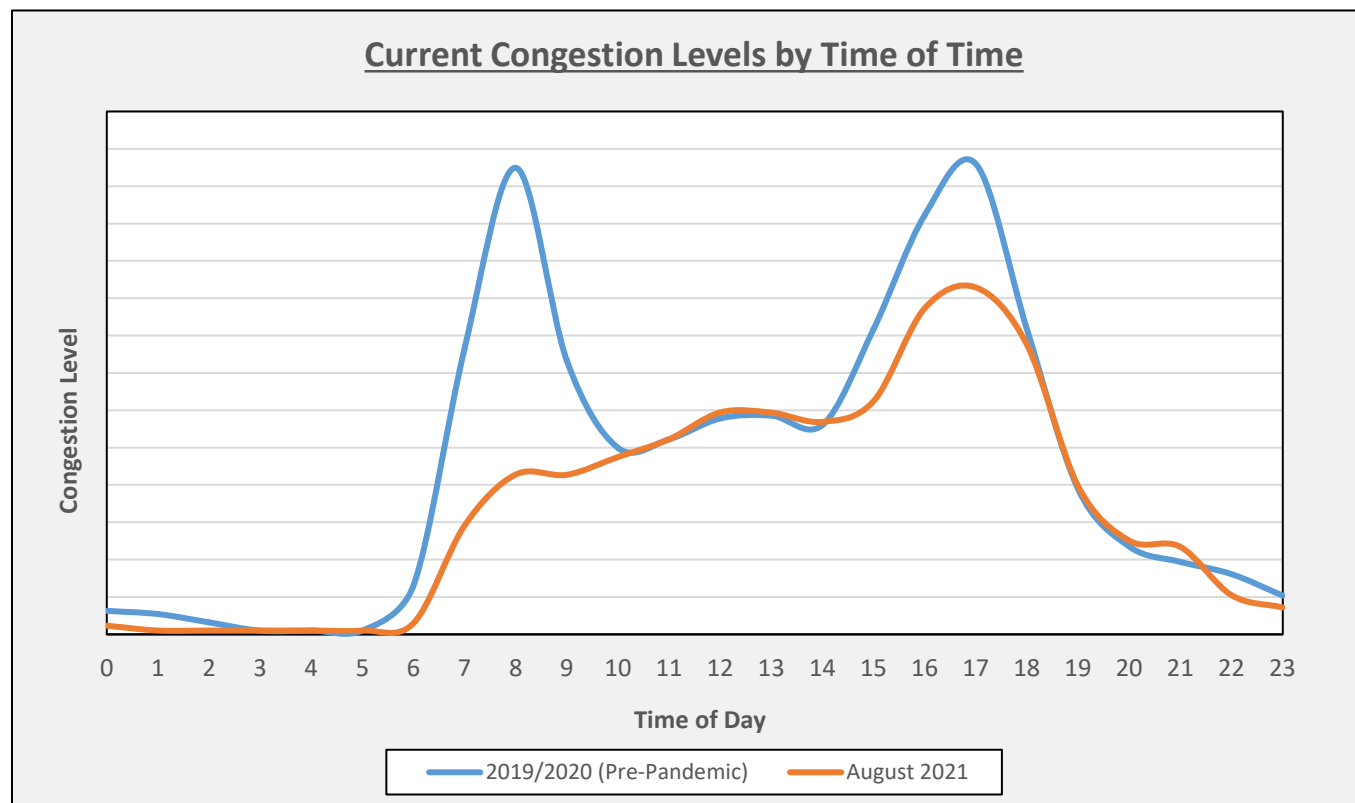
Indicator	Target	Trigger
<b>Local</b> Improvement in journey times by bus	An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve an annual improvement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

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
Public Satisfaction Regarding Bus Journey Times (Transportation Survey):  2015 = 59.8% 2016 = 62.6% (↑) +2.7%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey):  2016 = 62.6% 2017 = 52.1% (↓) -10.5%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey):  2017 = 52.1% 2018 = 54.7% (↑) +2.6%	Public Satisfaction Regarding Bus Journey Times (Transportation Survey):  2018 = 54.7% 2019 = 41.3% (↓) -13.4%	Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44%
<b>Analysis</b> <p>Overall, congestion has been down significantly over the course of the pandemic, as illustrated in figure 1.19.1, and therefore almost certainly bus journey times have been significantly reduced accordingly.</p> <p>Nevertheless, as traffic levels begin to return across the city to similar to pre-pandemic levels, likewise congestion and ultimately bus journey times and reliability are also (although to a lesser extent) beginning to return to pre-pandemic levels. This having said, the traditional congestion and delay experienced during an AM peak is currently largely absent, while the PM peak remains notably reduced, as is illustrated in figure 1.19.2. This is thought to be largely as a result of changing working patterns, e.g. significant numbers still working from home, as well as staggered start/finish times etc.</p> <p>As of August 2020, the Council has acquired the facility to monitor journey times as part of its SMART Corridors initiative, and it is hoped that these will help to provide more accurate measures of journey times and reliability across the city for future monitoring.</p>				

**Figure: 1.19.1**



**Figure 1.19.2**



### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Improvement in Bus Journey Time Reliability**

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

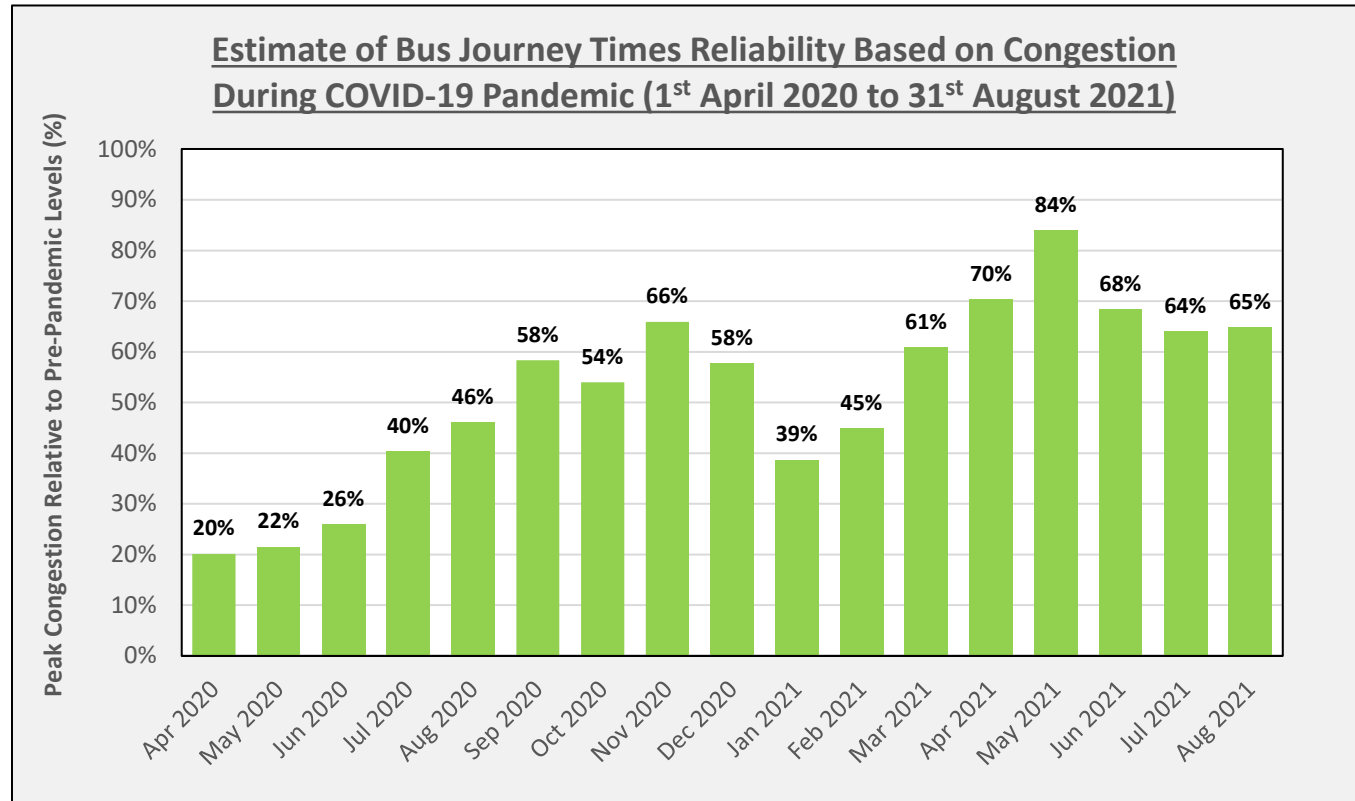
**Indicator reference:** OB1 EC20

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Further contextual changes relating to bus use are defined in OB1 EC17, EC20 and EC21. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15<sup>th</sup> of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'. Due to the pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation was continually evolving and travel patterns changing accordingly. Nevertheless, relative peak reported congestion levels provide a proxy for delay to buses as well as to general traffic, and consequently a reasonable measure of bus journey times and reliability; in that the more congested conditions are, then the longer bus journeys will take, and the less reliable these will be.

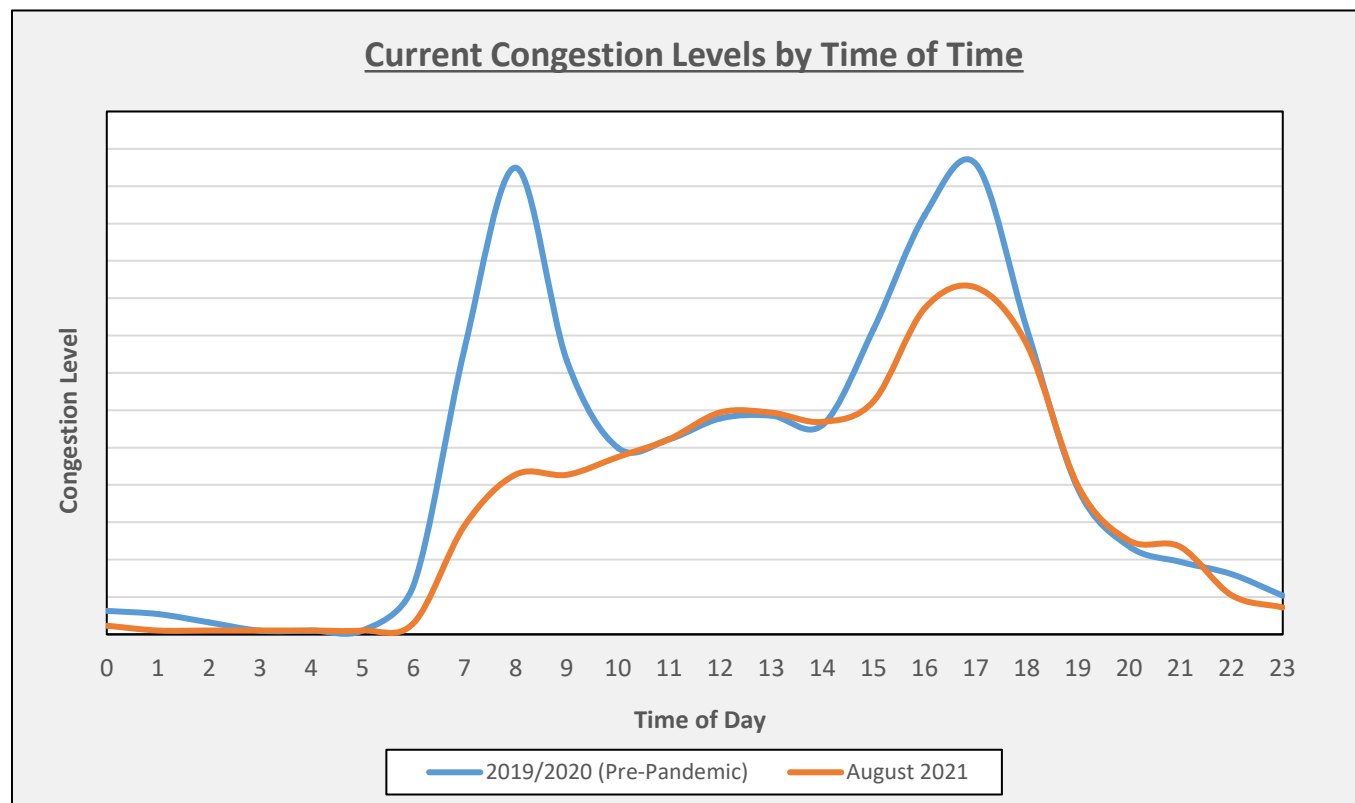
Indicator	Target	Trigger
<b>Local</b> Improvement in bus journey time reliability	An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	Failure to achieve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

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):  2015 = 50.4% 2016 = 55.2% (↑) +4.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):  2016 = 55.2% 2017 = 43.9% (↓) -11.3%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):  2017 = 43.9% 2018 = 46.7% (↑) +2.8%	Public Satisfaction Regarding Bus Journey Time Reliability (Transportation Survey):  2018 = 46.7% 2019 = 30.8% (↓) -15.9%	Peak Congestion Levels in 2020/2021 relative to those in 2019/2020 (as a proxy for Bus Journey Times) = 44%
<b>Analysis</b> <p>Overall, congestion has been down significantly over the course of the pandemic, as illustrated in figure 1.20.1, and therefore almost certainly bus journey time reliability has been significantly reduced accordingly.</p> <p>Nevertheless, as traffic levels begin to return across the city to similar to pre-pandemic levels, likewise congestion and ultimately bus journey times and reliability are also (although to a lesser extent) beginning to return to pre-pandemic levels. This having said, the traditional congestion and delay experienced during an AM peak is currently largely absent, while the PM peak remains notably reduced, as is illustrated in figure 1.20.2. This is thought to be largely as a result of changing working patterns, e.g. significant numbers still working from home, as well as staggered start/finish times etc.</p> <p>As of August 2020, the Council has acquired the facility to monitor journey times as part of its SMART Corridors initiative, and it is hoped that these will help to provide more accurate measures of journey times and reliability across the city for future monitoring.</p>				

**Figure: 1.20.1**



**Figure 1.20.2**



### Recommendations

No action is required at present. Continue to monitor.



## **Topic Area: Delivery of Regional Transport Hub**

**Relevant LDP Policies:** KP2, KP6, KP8, T4

**Indicator reference:** OB1 EC21

**Contextual Changes:** There remains a global COVID-19 (SARS-COV-2) pandemic, the UK having first entered a period of social distancing from the 16/03/2020, followed by nationwide lockdown from the 24/03/2020. This in turn has fundamentally altered people's travel patterns and behaviour, although travel has recently begun to return to a degree of normality in response to Covid recovery. The proportion of the workforce commuting versus working from home, is currently estimated to be around 60% vs. 30% respectively (the remaining 10% being on furlough/other), which is in-line with Welsh Government's long-term aspiration for the equivalent of 30% of the workforce to be continuing to work from home at any one time. Demolition of Cardiff's previous bus station began on the 1st of August 2015, followed by redevelopment of Central Square by developer Rightacres. Planning approval for the new Integrated Transport Hub (now known simply as the 'Transport Interchange') was granted in March of 2017, to be built on vacant land formerly occupied by Marland House and Wood Street car park, with completion initially anticipated in December 2017. However, since this time the nature of the development has evolved significantly, with responsibility for delivery now a joint venture between Welsh Government in partnership with developer Rightacres and Legal & General, while the ultimate responsibility for operation of the new interchange having been transferred to Transport for Wales (TfW), a not-for-profit/arms-length transport company set up by Welsh Government. Construction of the interchange began in December of 2020. Further contextual changes relating to bus use are defined in OB1 EC17, EC19 and EC20. Crucially, Cardiff released its Transport White Paper in January 2020, which in-line with One Planet Cardiff, sets out its ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. Also of note, the Council announced its intention to develop a Bus Strategy at the 15<sup>th</sup> of July 2021 Cabinet, which would involve amongst other things to 'create new Priority SMART Bus Corridors'.

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

Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021
Redevelopment of Central Square ongoing. Planning approval for the new hub granted March 2017.	The council is committed to the delivery of the new hub, working in partnership with Welsh Government/TfW, Network Rail and developer Right Acres, as part of the Metro Delivery Partnership (MDP).	The Council is committed to facilitate delivery of the Transport Interchange, together with its ancillary uses and associated infrastructure. Completion of the interchange is currently anticipated to be 2023, although the bus station itself may become operational prior to this in 2021/2022.	The Council is committed to facilitate delivery of the Transport Interchange. Completion of this is currently anticipated in Quarter 4 of 2022, and is projected to be operation by around spring of 2023.	Construction began in December of 2019, and the Transport Interchange is currently anticipated to be fully operational in 2023.
<b>Analysis</b> <p>The new Transport Hub/Interchange forms part of the wider Central Square redevelopment, which includes the new BBC Cymru Wales HQ catering for 1,200 staff.</p> <p>Responsibility over delivery and operational duties for the interchange now lies with Welsh Government and Transport for Wales (TFW), working in partnership with developers Rightacres and Legal &amp; General.</p> <p>Construction of the interchange began in December of 2019, and although construction was temporarily suspended during lockdown, works recommenced in June of 2020, and have continued to make good progress since, remaining on target to achieve completion in 2023.</p>				

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

The current proposals for the new interchange are as follows –

- 14 bus stands based on a drive-in-reverse-out (DIRO) arrangement;
- Significant secure cycle parking provision;
- Circa 250-space private car park with provision for CV charging (located immediately above the interchange);
- Ground floor concourse comprising ancillary retail units (A1, A2 and A3 use classes);
- 318 private rented residential apartments (PRS) (use class C3);
- 14,000sqm office block (use class B1);
- Various public realm and highway improvement works.

#### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Delivery of Sustainable Transportation Infrastructure**

**Relevant LDP Policies:** KP2, KP6, KP8, T4

**Indicator reference:** OB1 EC22

**Contextual Changes:** Lack of available funding and suitable developer contributions, continue to be significant constraints to the delivery of LTP schemes, and in securing the sustainable infrastructure necessary to support modal shift and the delivery of the Master-planning principles set out in the LDP. Since being originally defined within the LTP, previously named strategic cycle route and walkable network programme (WNP) schemes, have since been superseded and as a result reclassified below according to the existing Cardiff Integrated Network Map (INM), or as part of one of Cardiff's five proposed Cycleways. It should be noted that many cycle schemes are likely to subsequently be superseded by schemes in the new Active Travel Network Map to be submitted to Welsh Government by end of 2021. There remains a global COVID-19 (SARS-COV-2) pandemic, and in some instances efforts have been refocused from existing or programmed schemes to around aiding the recovery of this, with schemes such as at Wellfield Road, Castle Street, the Cross-City Cycleway, initiatives in Grangetown etc.

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

Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32  Completed/On-going = 18 (56%)	Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52  Completed/On-going = 36 (69%)	Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60  Completed/On-going = 42 (70%)	Completed = 15 (23%) On-going = 35 (55%) On-hold = 14 (22%) TOTAL = 64  Completed/On-going = 50 (78%)  Multi-Modal Schemes: Completed = 1 On-going = 3 On-hold = 0  Transport Interchange Schemes: Completed = 0 On-going = 5 On-hold = 0  Walkable Neighbourhoods & Safe Routes in Communities: Completed = 3 On-going = 2 On-hold = 1  Cycle Network Schemes: Completed = 4 On-going = 11 On-hold = 7	Completed = 16 (22%) On-going = 44 (60%) On-hold = 13 (18%) TOTAL = 73  Completed/On-going = 60 (82%)  Multi-Modal Schemes: Completed = 1 On-going = 4 On-hold = 0  Transport Interchange Schemes: Completed = 0 On-going = 4 On-hold = 1  Walkable Neighbourhoods & Safe Routes in Communities: Completed = 3 On-going = 4 On-hold = 4  Cycle Network Schemes: Completed = 5 On-going = 15 On-hold = 3
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			Rapid Bus Corridor Schemes: Completed = 2 On-going = 6 On-hold = 6  Rail Improvement Schemes: Completed = 5 On-going = 8 On-hold = 0	Rapid Bus Corridor Schemes: Completed = 2 On-going = 8 On-hold = 5  Rail Improvement Schemes: Completed = 5 On-going = 9 On-hold = 0
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### Analysis

Not all schemes have been able to be delivered within the timeframes originally set out, not least due to pandemic and the need to support recovery, but also due to a lack of funding and resources, together with shifting priorities.

Nevertheless, good progress has continued to be made, with an additional scheme having been delivered and a further 9 additional schemes on-going since reporting the 4th AMR, together with a higher proportion of schemes whose status is on-going/completed.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015–2020/2021, are summarised below –

### Multi-Modal Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2017	Strategic Junction Improvements - Newport Road / West Grove [LDP]	COMPLETED	Phase 1: East Grove/Howard Place = completed 05/05/16; Phase 2a: West Grove/The Parade = completed 25/08/16; Phase 2b: Newport Road/West Grove = completed 14/03/17; Phase 3:

			Newport Road/Fitzalan Road = completed 22/11/1717
2015-2020	Strategic Cycle & Bus Improvements - Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout	On-going	Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; Traffic gate on A48 Western Avenue southbound approach to Ely Roundabout installed in 2017; now being progressed as part of Cycleway 5 feasibility
2015-2021	Eastern Corridor Improvements [LDP]	On-going	WelTAG Stage 1 completed
2016-2021	City Centre Improvements - Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP]	On-going	Central Square: on site, progressing and due for completion in April 2022 Westgate Street: Bus Gate to be delivered as part of the Central Square scheme and following monitoring of the Castle St reopening scheme City Centre East: Phase 1 of the scheme will be on site in late 2021 and will include the redevelopment of the canal, a bus gate and a cycleway City Centre South: currently undergoing WelTAG and feasibility work. Will include further enhancements for active travel and public transport

			Tudor Street: on site and due to complete in the summer of 2022
2020-2030	Eastern Bay Link Phase 2 [Wales Transport Strategy/LDP]	On-going	Being investigated as part of Eastern Corridor Improvements

### Transport Interchange Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2026	Strategic Park & Ride N of J33 [LDP]	On-going	1,000-space P&R to be delivered as part of SSD; timeline to be agreed
2016-2023	Cardiff Transport Interchange [LDP]	On-going	Delivery and operational duties now passed over to Welsh Government and TFW, construction commenced late 2019, estimated opening date 2023
2017-2022	Cardiff West Hub (Waun-Gron Interchange) & related strategic bus improvements	On-going	Housing taking forward Interchange scheme as part of integrated development of site. Planning Applications submitted for interchange and retaining wall
2017-2022	UHW Hub	On-hold	Planning approval received. UHW revisiting design, no funding agreed. Currently site of Covid unit
2018-2026	Cardiff Parkway [LDP]	On-going	c650-space rail P&R being progressed as part of SSH



### Walkable Neighbourhoods & Safe Routes in Communities:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	INM Pedestrian Improvements - Llanrumney, St Mellos and Ely & Caerau (Phase 1)	COMPLETED	Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017; Phase 3 completed in 2017/2018
2016-2017	INM Pedestrian Improvements - Splott (Phase 1), Grangetown & Llandaff North	COMPLETED	Phase 1 schemes completed
2017-2020	INM Pedestrian Improvements - Llanishen & Pentwyn (Phase 1)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2021	INM Pedestrian Improvements - Llanrumney (Phase 2)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2018-2019	INM Pedestrian Improvements - St Mellons, Ely, Caerau & Splott (Phase 2)	COMPLETED	WNP/SRIC schemes completed
2019-2020	WNP Grangetown, Llanishen and Llandaff North (Phase 2) (Improvements in pedestrian facilities and environment surrounding Hubs and Neighbourhood Centres.)	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2020-2030	Walkable Neighbourhoods Programme Schemes 2020 -	On-hold	Will be superceded by schemes in new Active Travel

	2030 including Phase 2 Pentwyn and Phase 3 Ely & Caerau, Splott, Grangetown, Llandaff North, Llanishen and Pentwyn		Network Map to be submitted to WG by end of 2021
2020-2030	Road Safety Schemes 2020 - 2030 - Annual Pre-delivery and scheme implementation programme [Road Safety Programme]	On-going	On-going programme
2020-2030	Road Safety Education - Provide road safety education and support revenue spending of the Road Safety Grant Revenue [Road Safety Programme]	On-going	On-going programme
2020-2030	Road Safety Grant Revenue - Deliver Road Safety programme in accordance with the Road Safety Grant [Road Safety Programme]	On-going	On-going programme
2020-2030	School Crossing Patrol Service - Improve pedestrian safety when crossing the road on school trips [Road Safety Programme]	On-going	On-going programme

#### Cycle Network Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	INM Strategic Cycle Improvements - Route 5 -	COMPLETED	Scheme completed in 2015

	Penarth Road Corridor - Phase 2		
2015-2016	INM Strategic Cycle Improvements - Route 50 - Wood St-Leckwith Rd	COMPLETED	Scheme completed in 2015
2015-2016	INM Strategic Cycle Improvements [146] - North Cardiff Community Route (NCCR) - Phase 4	On-going	Being progressed as part of Cycleway 1
2015-2020	Strategic Cycle Improvements - Route 6 - Cowbridge Rd East/West & Ely Bridge Roundabout; between Victoria Park Road West and the bridge carrying the City Line railway (Westbound improvements for on-road or off-road cycling)	On-going	Cowbridge Road East Toucan completed in 2016; now being progressed as part of Cycleway 5, for which WeITAG stage 1 & 2 has been completed
2015-2021	Eastern Corridor Improvements incl. EBL and Cardiff<>Newport etc.	On-going	East-West Sustainable Transport Corridor - Project has been set up and is currently undergoing a WeITAG Stage 1 Study
2016-2017	INM Strategic Cycle Improvements [119] - Route 34 - Bute Dock Footway Shared Use	On-going	Being progressed as part of Cycleway 3
2016-2017	INM Strategic Cycle Improvements [120] - Route 34 - Bute East Dock-Hemingway Rd	On-going	Being progressed as part of Cycleway 3

2016-2020	INM Strategic Cycle Improvements [121] - Route 34 - Sanquahar/Windsor Rd	On-going	New crossing implemented 2018/19. Upgrades to cycle track being progressed as part of Cycleway 3
2017-2018	INM Strategic Cycle Improvements [45A] - Route 9 - North Road between Gabalfa & St Georges Rd	COMPLETED	Scheme completed in 2018
2017-2018	INM Strategic Cycle Improvements [135] - Route 9 - Pantbach Road	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2018	INM Strategic Cycle Improvements [26] - Route 6 - Cowbridge Rd West/Vincent Rd	On-going	Being progressed as part of Cycleway 5
2017-2018	INM Strategic Cycle Improvements [27] - Route 6 - Grand Avenue	On-going	Being progressed as part of Cycleway 5
2017-2018	INM Strategic Cycle Improvements [96B] - Route 9 - Footbridge over Western Av with Gabalfa Int.	On-hold	Will be superceded by schemes in new Active Travel Network Map to be submitted to WG by end of 2021
2017-2020	Strategic Cycle Network Route 42 River Ely (New bridge over River Ely and associated path improvements either side) (Enfys)	COMPLETED	Ely River Bridge completed in 2017
2017-2020	INM Strategic Cycle Improvements - Route 80 - Excelsior Road, Taff Trail	COMPLETED	Scheme completed August 2020

2018-2021	Various City Centre Cycle Improvements, incl. Routes 5, 6, 35 & 50 (Enfys/INM)	On-going	Have been superseded by City Centre Schemes, Pop-up Cycleways, Permanent Cycleways and the Cycle Parking Study and Strategy
2018-2021	Cardiff Cycleways C1 - Phase 1 - City Centre to UHW Heath (inc. Route 1)	On-going	Phase 2 going on site September 2021, open for Summer 2022
2018-2021	Cardiff Cycleways C2 - City Centre to St Mellons Business Park (inc. Route 3)	On-going	Phase 1 has gone in as a pop up, the remainder of the route is currently part of the East-West Cross City Sustainable Transport Corridor and is in design and testing
2018-2021	Cardiff Cycleways C3 - City Centre to Cardiff Bay (inc. Route 34)	On-going	Tyndal Street section has been installed as a pop up. The permanent scheme is on hold and under review pending outcome of future developments in the area
2018-2021	Cardiff Cycleways C4 - City Centre to Llandaff, Danescourt & NW Cardiff	On-going	Phase 1 construction completed. Phase 2 consultation complete (Stage 1), currently in design
2018-2021	Cardiff Cycleways C5 - City Centre to Riverside, Ely & Caerau (inc. Route 6/50)	On-going	Phase 1 has gone in as a pop up, phase 2 is in design and Phase 3 likely to be on site early 2022
2019-2020	Strategic Cycle Network Route 7 Llantrisant Road between Bridge Street and Danescourt Way (Provide	On-going	To be progressed as part of Cycleway 4

	cycle lanes and reduce build-out widths. Provide off road cycle track on one side (Enfys)		
2020-2030	Strategic Cycle Network - City Centre Hub: Queen Street (Enfys)	On-hold	On hold

#### Rapid Bus Corridor Schemes:

Timeframe:	Scheme:	Status:	Commentary:
2015-2016	North East Bus Corridor - A470 – Keysham Road to Birchgrove Road	COMPLETED	Delivered Q4 2016-2017
2015-2020	North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP]	On-hold	On-hold subject to funding
2015-2021	North East Bus Corridor - A470 – Caedelyn Road to Ty'n-y-Parc Road	On-going	Construction anticipated on-site in 2022; junctions being considered as part of SMART Corridors' A470 'Living Lab'
2016-2017	North East Bus Corridor - A469 Phase 2 - Birchgrove Road to Maes-y-Coed Road	COMPLETED	Delivered in 2016/2017
2016-2022	North East Bus Corridor - A469 Phase 3 - North of Maes-y-Coed Road [LDP]	On-going	Concept designs under consideration
2016-2022	North East Bus Corridor - A470 - Gabalfa/Heath Hospital to City Centre [LDP]	On-hold	Not currently actively under consideration

2016-2026	Part-time Bus Lanes on Strategic Routes [LDP]	On-hold	Has not yet been required but may be needed where there is conflict with parking requirements
2017-2020	North West Bus Corridor - A4119 Llantrisant Road - Phase 2 [LDP]	On-going	Phase 2A completed in 2017; Phase 2B & 2C completed in June 2018; Phase 2D (Pen-Hill) anticipated on-site in Q4 2020/2021
2017-2021	Eastern Bus Corridor - A48 Eastern Avenue Bus Lane Improvements Between Pentwyn Int. & Pontprennau Int. [LDP]	On-going	Being considered as part of multi-modal Eastern Corridor Study
2017-2021	Southern Bus Corridor - Cardiff Bay Barrage Link (Vale of Glamorgan) [LDP]	On-going	Structural surveys completed; consultation completed; Penarth Hedlands Link on hold, Barrage Link on hold
2017-2026	North East Bus Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP]	On-going	Options identified, awaiting planning application. On-going discussions with developer regarding mitigations
2018-2023	North West Bus Corridor - A4119 Capel Llanilltern	On-hold	On hold
2019-2020	Priority Narrowings & Bus Borders	On-hold	On hold
2019-2020	Real-Time Passenger Information	On-going	On-going
2020-2030	Bus Programme – Strategic Bus Network: Annual Pre-delivery and scheme	On-going	On-going

	implementation programme [LDP/Metro]		
<b>Rail Improvement Schemes:</b>			
<b>Timeframe:</b>	<b>Scheme:</b>	<b>Status:</b>	<b>Commentary:</b>
2015-2017	New Platform & Building Entrance at Cardiff Central Station (Network Rail) [LDP]	COMPLETED	Opened in January 2017
2015-2017	New Platform & Building Entrance at Cardiff Queen Street Station (Network Rail) [LDP]	COMPLETED	Works completed in 2015
2015-2021	Rail Station Access, Signage & Information Improvements (TfW) [LDP]	On-going	Responsibility for delivery with TfW as part of the Metro. CC working with TfW to identify improvements.
2016-2017	Metro Station Improvements Plan (MSIP) - Llandaf Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2016-2017	Metro Station Improvements Plan (MSIP) - Radyr Station (TfW) [LDP]	COMPLETED	Works completed in 2017
2016-2020	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	Electrification of Core Valleys Lines (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro



2018-2033	Metro Rail Strategy Delivery Programme [LDP]	On-going	Discussions on programme currently taking place with TfW
2019-2021	City Centre to Cardiff Bay - New Rail Station in the vicinity of proposed Cardiff Arena	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 1 – conversion of existing single track to tram) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 2 – twin track and link via Callaghan Square to Central Station) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	City Centre to Cardiff Bay (Phase 3 – Remove Herbert Street bridge and realign tracks to be at grade) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2019-2021	Pontyclun to Cardiff (New rapid transit link to connect Pontyclun with Cardiff via strategic sites serving major new development) (TfW) [LDP]	On-going	Responsibility for delivery transferred to TfW as part of the Metro
2020-2030	Cardiff Capital Region Metro programme: Delivery in line with WG Strategic Metro programme	On-going	Responsibility for delivery transferred to TfW as part of the Metro

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

## **Topic Area: Central Shopping Area Protect Frontages SPG**

**Relevant LDP Policies:** R3

**Indicator reference:** OB1 EC23

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

Indicator		Target		Trigger	
LOCAL Central Shopping Area Protected Frontages SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018.	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below).	
Analysis					
The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The latest survey results shows that the number of frontages with 50% or more Class A1 uses remains strong at 98.1%, when measured against this indicator.					
Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in 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 to progress a Central Shopping Area Protected Shopping Frontages SPG at this time.
- To monitor Performance AMR 'OB1 EC11', to identify any significant contextual changes to Central Shopping Area Protected Shopping Frontages during the monitoring period.

## **Topic Area: Shop Fronts and Signs Guidance SPG**

**Relevant LDP Policies:** KP5

**Indicator reference:** OB1 EC24

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

Indicator		Target		Trigger	
LOCAL Shop Fronts and Signs Guidance SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Shop Fronts and Signs Guidance SPG is due to be issued for public consultation in November 2017	A draft of the Shop Fronts and Signs SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.	The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019	
Analysis					
The Shopfront Design and Signage SPG was approved by Council on 20 <sup>th</sup> June 2019.					
Recommendations					
No action is required.					

## **Topic Area: Protection of Employment Land and Premises SPG**

**Relevant LDP Policies:** EC1, EC3

**Indicator reference:** OB1 EC25

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

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

<b>Recommendations</b>
No action is required.

## Objective 2 – To respond to evidenced social needs

### Topic Area: Trajectory of Housing Delivery

**Relevant LDP Policies:** KP1

**Indicator reference:** OB2 SO1 (New)

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

Indicators
Table 21A & Diagram 16B (see following pages)
Analysis
<p>These indicators compare the Annual Average Requirement set out in the LDP with the number of actual completions that have taken place.</p> <p>The latest monitoring figures show that there is an annual shortfall of -46.7% against the Annual Average Requirement in the LDP in 2020/21. In this year completions are 968 below what was anticipated i.e. 2,071 AAR (black line) vs 1,103 actual completions (maroon line). The cumulative required build rate from the start of the plan period to 1<sup>st</sup> April 2021, was 31,061 units. Actual completions for this same period have been 18,727 units, representing a 12,334 unit shortfall in housing delivery of the plan period to date (-39.7%).</p> <p>As progress is now being made with construction of the strategic housing sites it is anticipated that completion rates will increase over the remaining five years of the plan period as set out in the table and diagram below.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the actual completions figure presented for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p>



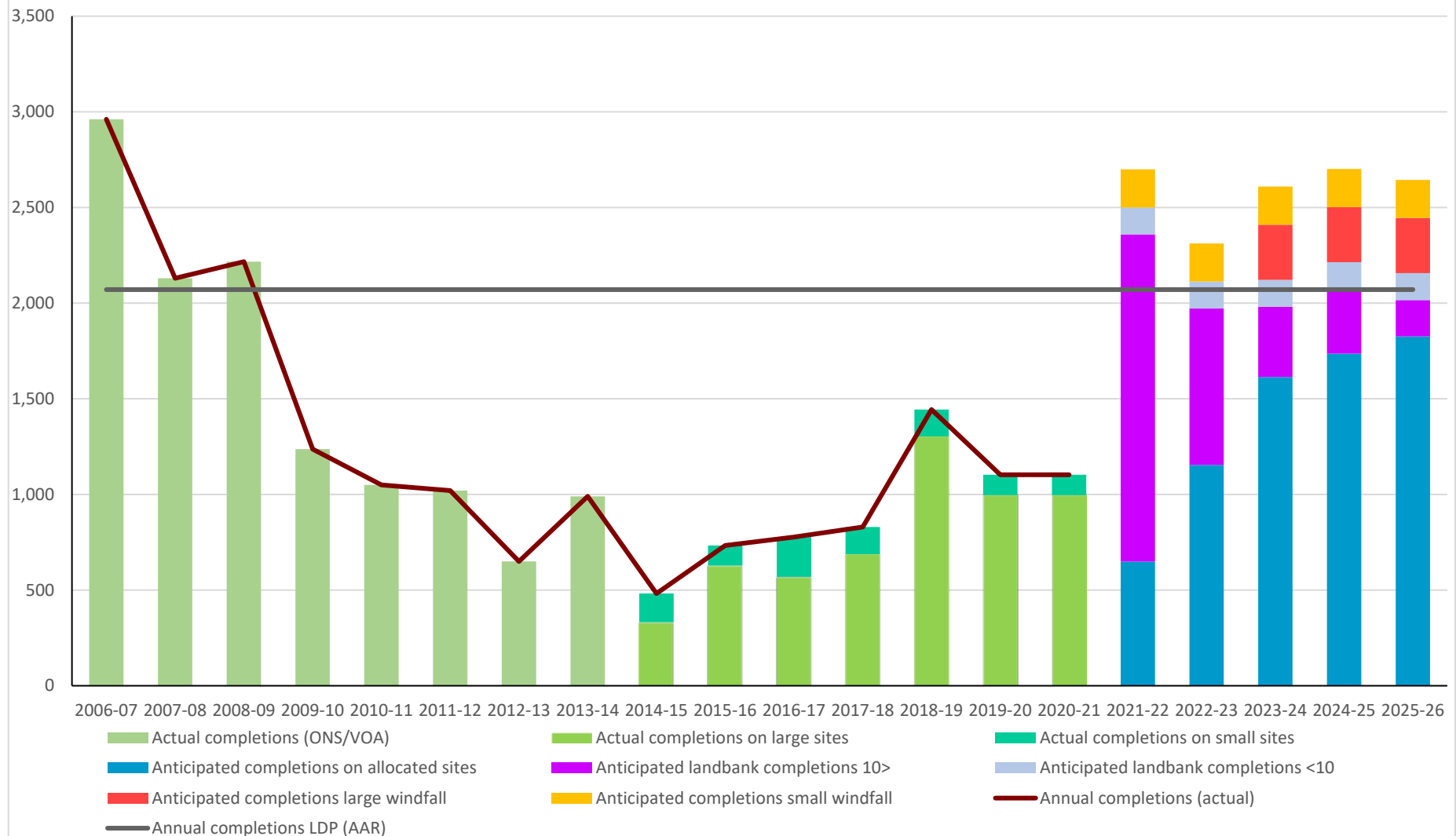
**“Table 21A” - Comparison of Housing Completions against LDP Average Annual Requirement (LDP)**

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Actual completions (ONS/VOA)	2,961	2,130	2,217	1,237	1,050	1,020	650	990												
Actual completions on large sites									332	628	569	688	1,303	997	997					
Actual completions on small sites									150	105	208	142	141	107	107					
Anticipated completions on allocated sites																649	1,154	1,614	1,736	1,826
Anticipated landbank completions <10																141	141	141	141	141
Anticipated landbank completions 10>																1,710	818	367	337	190
Anticipated completions large windfall																*	*	288	288	288
Anticipated completions small windfall																199	199	199	199	199
Annual completions (actual)	2,961	2,130	2,217	1,237	1,050	1,020	650	990	482	733	777	830	1,444	1,103	1,103					
Annual completions LDP (AAR)	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071	2,071
Annual difference (homes)	890	59	146	-834	-1,021	-1,051	-1,421	-1,081	-1,589	-1,338	-1,294	-1,241	-627	-968	-968					
Annual difference (%)	43%	3%	7%	-40%	-49%	-51%	-69%	-52%	-77%	-65%	-62%	-60%	-30%	-47%	-47%					
Cumulative completions (actual)	2,961	5,091	7,308	8,545	9,595	10,615	11,265	12,255	12,737	13,470	14,247	15,077	16,521	17,624	18,727					
Cumulative completions (anticipated)																21,426	20,777	21,257	21,741	23,148
Cumulative completions (AAR)	2,071	4,142	6,212	8,283	10,354	12,425	14,495	16,566	18,637	20,708	22,778	24,849	26,920	28,991	31,061	33,132	35,203	37,274	39,344	41,415
Cumulative difference (homes)	890	950	1,096	262	-759	-1,810	-3,230	-4,311	-5,900	-7,238	-8,531	-9,772	-10,399	-11,367	-12,334	-11,706	-14,426	-16,017	-17,603	-18,267
Cumulative difference (%)	43%	23%	18%	3%	-7%	-15%	-22%	-26%	-32%	-35%	-37%	-39%	-39%	-39%	-40%	-35%	-41%	-43%	-45%	-44%

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

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

## Housing Development Trajectory 2021-2026



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

**Relevant LDP Policies:** KP1

**Indicator reference:** OB2 SO2

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

<b>Indicator</b>		<b>Target</b>	<b>Trigger</b>		
<b>CORE</b> The number of net general market dwellings built		Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759	Failure to deliver the required number of dwellings for each 2 year period.		
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
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 <sup>st</sup> April 2018 and 31 <sup>st</sup> 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 <sup>st</sup> April 2019 and 31 <sup>st</sup> March 2020 was 853.  The cumulative total number of general market dwellings built	The total number of general market dwellings built between 1 <sup>st</sup> April 2020 and 31 <sup>st</sup> March 2021 was 853.  The cumulative total number of general market dwellings built to date is therefore 4,900.	

The combined total of general market dwellings built by 1st April 2016 was 866.	The combined total of general market dwellings built by 1st April 2018 was 1,183.		to date is therefore 4,042.	
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>It is considered that a yearly completion figure for general market dwellings of 858 between 1<sup>st</sup> April 2020 and 31<sup>st</sup> March 2021 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown.</p> <p>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.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor.				

## **Topic Area: Topic Area: Number of Affordable Dwellings Built**

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

**Indicator reference:** OB2 SO3

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

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

provided during 2015/16 was 244.  The combined total of affordable dwellings provided by 1st April 2016 was 349.	provided during 2017/18 was 194.  The combined total of affordable dwellings provided by 1 <sup>st</sup> April 2018 was 424.	built to date was therefore 1,082.	built to date was therefore 1,582.	built to date was therefore 1,832.
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>The monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor.				

## **Topic Area: Topic Area: Annual Dwellings Completions**

**Relevant LDP Policies:** KP1

**Indicator reference:** OB2 SO4

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

<b>Indicator</b>		<b>Target</b>	<b>Trigger</b>		
<b>CORE</b> Annual dwelling completions (all dwellings)		Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866	Failure to deliver the required number of dwellings for each 2 year period.		
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
The total number of all dwellings provided during 2014/15 was 482.  The total number of all dwellings provided during 2015/16 was 733.	The total number of all dwellings provided during 2016/17 was 777  The total number of all dwellings provided during 2017/18 was 830  The combined total by 1 <sup>st</sup> April 2018 was 1,607.	The total number of all dwellings built by 1 <sup>st</sup> April 2019 was 1,444.  The total number of all dwellings built to date is 4,266.	The total number of all dwellings built by 1 <sup>st</sup> April 2020 was 1,103.  The total number of all dwellings built to date is 5,369.	The total number of all dwellings built by 1 <sup>st</sup> April 2021 was 1,103.  The total number of all dwellings built to date is 6,472.	

The combined total by 1st April 2016 was 1,215.				
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>It is considered that a yearly completion figure for all dwellings of 1,103 between 1<sup>st</sup> April 2020 and 31<sup>st</sup> March 2021 is respectable, especially considering that the construction industry had to stop during the height of the Covid-19 pandemic due to the national lockdown. It is in fact the highest yearly total delivery of affordable dwellings since the LDP was adopted in 2016.</p> <p>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.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor.				



## **Topic Area: Topic Area: Number of Windfall Units Completed**

**Relevant LDP Policies:** KP1

**Indicator reference:** OB2 SO5

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

Indicator		Target		Trigger	
CORE Number of windfall units completed per annum on all sites		Annual target of overall anticipated windfall contributions for the remainder of the Plan period – 488 dwellings per annum.		Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The total number of windfall contributions during 2016/17 was 449 dwellings.	The total number of windfall contributions during 2017/18 was 401 dwellings.	The total number of windfall contributions during 2018/19 was 737 dwellings.	The total number of windfall contributions during 2019/20 was 505 dwellings.	The total number of windfall contributions during 2019/20 was 505 dwellings.	
<b>Analysis</b>					
It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021 is based on an average of the two year total.					
During the monitoring period for 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021, there were 505 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 505 completed windfall units falls within the 10% buffer set out in the trigger.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Settlement Boundaries**

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

**Indicator reference:** OB2 SO6

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

Indicator		Target		Trigger	
<b>Core</b> Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies.		Number of dwellings permitted that are not in accordance with KP3(B)		1 or more permission that does not satisfy LDP policies	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	No applications permitted outside the settlement boundary that do not satisfy policy.	
<b>Analysis</b>					
During the 5th monitoring period no applications for dwellings were permitted outside the settlement boundary that did not satisfy policy. During the monitoring period of the relevant applications approved one application was approved for residential development outside the settlement boundary. The application was considered policy compliant and related to development within a residential curtilage. Given this it is considered that Policy KP3(B) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor					

## **Topic Area: Gypsy and Traveller Accommodation Provision**

**Relevant LDP Policies:** H7

**Indicator reference:** OB2 SO7

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

Indicator		Target		Trigger	
<b>LOCAL</b> Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation				Site is no longer categorised within Flood Risk Zone C2	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps	
<b>Analysis</b>					
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.					

The status of the site in terms of flood risk remains unchanged and the site is still lies within Flood Risk Zone C2 in the latest Development Advice Maps produced by Welsh Government and Natural Resources Wales.

A feasibility Study has been undertaken by the Council to investigate options to improve flood defences along the Rover Way Foreshore and River Rhymney. This Study recommends design options for improving the flood defences along this stretch of the coastline. Grant funding has now been secured from Welsh Government for the works and construction is due to commence in spring 2022 and be completed by autumn 2023.

#### **Recommendations**

No action is required at present. Continue to monitor.

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

**Relevant LDP Policies:** H7

**Indicator reference:** OB2 SO8

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

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

		site(s) required to meet long term need for 65 pitches by May 2021			
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
<p>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.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	

<p>agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>
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<p>the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>				
<p><b>Analysis</b></p> <p>The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.</p> <p>Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.</p> <p>In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.</p>				



To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.

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

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

#### **Recommendations**

No action is required at present. Continue to monitor.

## **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.

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

		site(s) required to meet long term need for 65 pitches by May 2021			
<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
<p>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.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	<p>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.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best</p>	

<p>agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>	<p>possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>
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<p>the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p>				
<p><b>Analysis</b></p> <p>The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.</p> <p>Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.</p> <p>In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.</p>				

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.

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

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

#### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Gypsy and Traveller Provision**

**Relevant LDP Policies:** H7

**Indicator reference:** OB2 SO10

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

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

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S011

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
As at 1 <sup>st</sup> April 2017 there had been no	As at 1 <sup>st</sup> April 2018 there had been no	As at 1 <sup>st</sup> April 2019 there were 102	As at 1 <sup>st</sup> April 2020 there were no completions on	As at 1 <sup>st</sup> April 2021 there were no completions on	



completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	completions on Strategic Housing Site A.	Strategic Housing Site A	Strategic Housing Site A
<b>Analysis</b>				
<p>As at 1<sup>st</sup> April 2021, there were 102 completions on Strategic Site A so the target of 890 dwellings by 2020 has not been met. There are however a number of existing residential planning permissions on this site which are under construction totalling 958 dwellings and these are summarised below:</p> <ul style="list-style-type: none"> <li>• 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)</li> <li>• 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)</li> <li>• 17/01672 – Crawshay Court, Curran Road (140 apartments with permission and under construction)</li> <li>• 17/02404 – Former Browning Jones &amp; Morris, Dumballs Road (206 apartments with permission and under construction)</li> <li>• 18/02634 – Plot J, Capital Quarter (307 apartments with permission and under construction)</li> <li>• 18/01705 – Former Marland House, Central Square (305 apartments with permission and under construction)</li> </ul> <p>Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes currently under construction and with 102 completions by 1<sup>st</sup> April 2021, it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor				

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S012

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.		500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0		Failure to deliver the required number of dwellings for each 2 year period.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been no completions on Strategic Site B.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2020 there had been no completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2021 there had been no completions on Strategic Housing Site B.	

<b>Analysis</b>				
<p>The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence shortly.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor				

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S013

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

<b>Indicator</b>		<b>Target</b>	<b>Trigger</b>		
<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site C – North West Cardiff		5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.  Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060	Failure to deliver the required number of dwellings for each 2 year period.		
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2018 there had been 39 completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2019 there had been 128 completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2020 there were 179 completions on Strategic Housing Site C.	As at 1 <sup>st</sup> April 2021 there were 180 completions on Strategic Housing Site C.	

<b>Analysis</b>
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020 is based on an average of the two year total.</p> <p>To date there have been 527 completed dwellings on Strategic Site C, this is lower than the required cumulative total by 2020 of 1,819 dwellings as set out in the target indicator above. Whilst the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.</p>
<b>Recommendations</b>
<p>No action is required at present. Continue to monitor</p>

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

<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup></b> <b>March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup></b> <b>March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup></b> <b>March 2021</b>
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2020 there were 64 completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2021 there were 64 completions on Strategic Housing Site D.
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>Whilst the target number of completions by 2020 has not been met, it is significant that this site has begun delivering completed dwellings. To date there have been 128 completions, detailed planning permission has been granted and the site is progressing well.</p>				
<b>Recommendations</b>				
No action is required at present. Continue to monitor				

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S015

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

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



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

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S016

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

<b>Indicator</b>	<b>Target</b>	<b>Trigger</b>
<b>LOCAL</b> 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.

<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup></b> <b>March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup></b> <b>March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup></b> <b>March 2021</b>
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2019 there had been no completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2020 there were 38 completions on Strategic Housing Site F.	As at 1 <sup>st</sup> April 2021 there were 39 completions on Strategic Housing Site F.

### Analysis

It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.

While the delivery target of 2,185 units by 2020, as originally anticipated, has not been met, to date, construction is underway and 128 dwellings have been completed and there are a number of consented and live applications on the site which are summarised below:

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

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

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

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

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

**Relevant LDP Policies:** KP2

**Indicator reference:** OB2 S017

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

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

Analysis
<p>*Previous years completions figures on this site have been adjusted to avoid double counting errors picked up in the recent housing monitoring surveys.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>As set out above, the cumulative total of completions on Strategic Site G is 841 dwellings, which is over the required cumulative target of 800 completed dwellings by 2020. There is considerable progress on this site and is the most advanced site out of all the key allocated Strategic Housing Sites in the Cardiff LDP.</p>
Recommendations
<p>No action is required at present. Continue to monitor</p>

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S018

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

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

### **Analysis**

As at 1<sup>st</sup> April 2021, there were no affordable housing completions on Strategic Site A so the target of 178 affordable dwellings by 2020 has not been met. There are a number of existing residential planning permissions on this site and these are summarised below:

- 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)
- 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)
- 17/01672 – Crawshay Court, Curran Road (140 apartments with permission and under construction)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission and under construction)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission and under construction)
- 18/01705 – Former Marland House, Central Square (305 apartments with permission and under construction)

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

### **Recommendations**

No action required continue to monitor.



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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S019

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

Indicator		Target	Trigger		
<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road		100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0	Failure to deliver the required number of dwellings for each 2 year period.		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been no completions on Strategic Site B.	As at 1 <sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2020 there were no affordable completions on Strategic Housing Site B.	As at 1 <sup>st</sup> April 2021 there were no affordable completions on Strategic Housing Site B.	
Analysis					
The site has now been brought by the Council and has been included in the Council's housing partnership programme. On this basis it is expected that development will commence shortly.					

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

**Recommendations**

No action required continue to monitor.

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S020

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

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

Affordable completions on Strategic Housing Site C.	Strategic Housing Site C.	on Strategic Housing Site C.	on Strategic Housing Site C.	on Strategic Housing Site C.
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>To date there have been 89 completed dwellings on Strategic Site C, this is lower than the required cumulative total of 546 dwellings by 2020 as set out in the target indicator above. Whilst the required target number of dwellings has not be reached, there has been very significant progress on the site in terms of the initial phases being built with a large number of planning applications either having been granted planning permission, or currently under consideration by the Council.</p>				
<b>Recommendations</b>				
No action required continue to monitor,				

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S021

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

Indicator		Target	Trigger		
<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site D – North of Junction 33		603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103	Failure to deliver the required number of dwellings for each 2 year period.		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
As at 1 <sup>st</sup> April 2017 there had been no Affordable completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2018 there had been no affordable completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2020 there were 13 affordable completions on Strategic Housing Site D.	As at 1 <sup>st</sup> April 2021 there were 14 affordable completions on Strategic Housing Site D.	
Analysis					
It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was					

carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.

Whilst the required target number of completions by 2020 has not been met, it is significant that the site has begun delivering completed dwellings. To date there have been 27 affordable completions, detailed planning permission has been granted and the site is progressing well.

### **Recommendations**

No action required continue to monitor,

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S022

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

Indicator		Target	Trigger		
<b>LOCAL</b> Total annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau		195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period.		
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2018 there had been no completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2019 there were no affordable completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2020 there were no affordable completions on Strategic Housing Site E.	As at 1 <sup>st</sup> April 2021 there were no affordable completions on Strategic Housing Site E.	
Analysis					
As at 1 <sup>st</sup> April 2021 there have been no completions at Strategic Site E and so the delivery target of 650 units by 2020, as originally anticipated has not been met. However, a planning application has now been submitted for the site and is currently being determined. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process the application efficiently, preventing any further unnecessary delay to the delivery of the site.					

<b>Recommendations</b>
No action required continue to monitor,



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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S023

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>LOCAL</b> 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.	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
As at 1 <sup>st</sup> April 2017 there had been no	As at 1 <sup>st</sup> April 2018 there had been no	As at 1 <sup>st</sup> April 2019 there were no	As at 1 <sup>st</sup> April 2020 there were 3 affordable	As at 1 <sup>st</sup> April 2021 there were 3 affordable	

completions on Strategic Housing Site F.	completions on Strategic Housing Site F.	affordable completions on Strategic Housing Site F.	completions on Strategic Housing Site F.	completions on Strategic Housing Site F.
<b>Analysis</b>				
<p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>While the delivery target of 655 affordable dwellings by 2020, as originally anticipated, has not been met there are a number of consented and live applications on the site which are summarised below:</p> <ul style="list-style-type: none"> <li>• 14/02891 (Outline Application) for up to 1,000 dwellings</li> <li>• 19/01113 (Reserved Matters) Phase 3 Parish Reach permission for 271 dwellings not started</li> <li>• 19/2053 (Reserved Matters) Phase 1B &amp; 1C, Churchlands permission for 92 dwellings under construction</li> <li>• 19/02677 (Reserved Matters) Phase 2B, Churchlands permission for 62 dwellings under construction</li> </ul> <p>It is clear that progress is gradually being made with reserved matters being approved and a number of phases under construction. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be submitted.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently to avoid any further delay.</p>				
<b>Recommendations</b>				
No action required continue to monitor.				

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

**Relevant LDP Policies:** KP2, KP13

**Indicator reference:** OB2 S024

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

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

on Strategic Housing Site G.	Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.	on Strategic Housing Site G.
<b>Analysis</b>				
<p>*Previous years completions figures on this site have been adjusted to avoid double counting errors picked up in the recent housing monitoring surveys.</p> <p>It should be noted that due to the Covid-19 Pandemic which began in early 2020, no housing monitoring survey was undertaken at the end of March 2020. However, due to Covid restrictions being lifted, a housing monitoring survey was carried out between April and May 2021. Therefore the figure presented above for 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 is based on an average of the two year total.</p> <p>As set out above, the cumulative total of completions on Strategic Site G is 121 affordable dwellings, which is under the required cumulative target of 241 completed dwellings by 2020. Although the target has been missed, there is considerable progress on this site and is the most advanced site out of all the key allocated Strategic Housing Sites in the Cardiff LDP.</p>				
<b>Recommendations</b>				
No action required continue to monitor,				

## **Topic Area: Changes in Market Value of Property**

**Relevant LDP Policies:** KP13, H3

**Indicator reference:** OB2 SO25

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

Indicator		Target		Trigger	
<b>LOCAL</b> Changes in market value of property in Cardiff on Greenfield and Brownfield areas		Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108		An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
Data not available for 2016/17.	Data not available for 2017/18.	Data not available for 2018/19.	Data not available for 2019/20.	Data not available for 2020/21.	
<b>Analysis</b>					
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.					
<b>Recommendations</b>					
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 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04 for the first 2 year period to 1 <sup>st</sup> April 2016.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04.	
Analysis					
As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04.					
Recommendations					
No action is required at present. Continue to monitor.					

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

**Relevant LDP Policies:** KP13, H3

**Indicator reference:** OB2 SO27

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

Indicator		Target		Trigger	
LOCAL Affordable Housing SPG				Failure to adopt SPG within 6 months of Plan adoption	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017	
Analysis					
Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 <sup>th</sup> January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					
Recommendations					
No action required.					

## **Topic Area: Houses in Multiple Occupation SPG**

**Relevant LDP Policies:** H5

**Indicator reference:** OB2 SO28

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

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



## **Topic Area: Planning Obligations SPG**

**Relevant LDP Policies:** KP7

**Indicator reference:** OB2 SO29

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

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

## **Topic Area: Community Facilities and Residential Development SPG**

**Relevant LDP Policies:** C1

**Indicator reference:** OB2 SO30

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

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

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

**Relevant LDP Policies:** C1

**Indicator reference:** OB2 SO31

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

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

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

**Relevant LDP Policies:** C6

**Indicator reference:** OB2 SO32

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

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

## **Topic Area: Gypsy and Traveller Sites SPG**

**Relevant LDP Policies:** H8

**Indicator reference:** OB2 SO33

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

Indicator		Target		Trigger	
LOCAL Gypsy and Traveller Sites SPG				Failure to adopt SPG within 18 months of Plan adoption	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale.	
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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests	2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests	
Analysis					
During the 5 <sup>th</sup> monitoring period 2 applications for highly vulnerable development were permitted in Zone C1. Both applications related to change of use of the first and second floors only to residential flats and were therefore not considered at risk from flooding.					

Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

**Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Flood Risk**

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

**Indicator reference:** OB3 EN2

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

Indicator		Target		Trigger	
<b>Core</b> Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas		No permissions granted for highly vulnerable development within C2 floodplain area		1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	1 application was permitted in C2 floodplain Areas.	No applications permitted in C2 floodplain Areas.	
<b>Analysis</b> During the 4 <sup>th</sup> monitoring period 1 application 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 with these measures 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.					
<b>Recommendations</b> No action is required at present. Continue to monitor.					



## **Topic Area: Water Quality**

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

**Indicator reference:** OB3 EN3

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

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

## **Topic Area: Water Quality**

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

**Indicator reference:** OB3 EN4

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

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

## **Topic Area: Water Quality**

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

**Indicator reference:** OB3 EN5

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

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

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

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

**Indicator reference:** OB3 EN6

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

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

## **Topic Area: Green Wedge**

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

**Indicator reference: OB3 EN7**

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

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

## **Topic Area: Special Landscape Areas**

**Indicator reference:** EN3: Landscape

**Indicator reference:** OB3 EN8

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

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

## **Topic Area: Ancient Semi-Natural Woodland**

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

**Indicator reference:** OB3 EN9

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

Indicator		Target		Trigger	
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 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy.	
Analysis					
During the 5th monitoring period of the relevant applications two applications were permitted within areas of ancient semi natural woodland. Both applications were for reserved matters and were considered policy compliant/ compliant subject to conditions recommendations placed on the approval. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action is required at present. Continue to monitor.					

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

**Relevant LDP Policies:** EN1-8

**Indicator reference:** OB3 EN10

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

Indicator		Target		Trigger	
<b>LOCAL</b> 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	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	No applications were permitted on SSSIs and SINC's that do not satisfy policy	
<b>Analysis</b> During the 5th monitoring period no applications were permitted on SSSI or SINC designated areas that were not policy compliant/compliant subject to conditions /recommendations placed on the permission or the principle of development had been established. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
<b>Recommendations</b> No action is required at present. Continue to monitor.					



## **Topic Area: Environment**

**Relevant LDP Policies:** EN1 – EN8

**Indicator reference:** OB3 EN11

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

Indicator		Target		Trigger	
<b>Core</b> Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site		Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies.		No applications were permitted on Natura 2000 sites that do not comply with policy.	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	No applications were permitted on Natura 2000 sites that do not comply with policy.	
<b>Analysis</b>					
During the 5th monitoring period of the relevant applications approved none were permitted on Natura 2000 sites that were not policy compliant or compliant subject to conditions/recommendations placed on the permission.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Natural Environment**

**Relevant LDP Policies:** EN1– EN8

**Indicator reference:** OB3 EN12

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

Indicator		Target	Trigger		
<b>LOCAL</b> Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute		No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	1 application permitted contrary to the advice of NRW or the authority's ecologist		
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No developments have been permitted contrary to the advice of NRW or the authority's ecologist	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	No developments have been permitted contrary to the advice of NRW or the authority's ecologist.	
<b>Analysis</b>					
During the 5 <sup>th</sup> monitoring period, of the relevant applications approved it is considered that no applications were approved contrary to the advice of NRW or the authority's Ecologist. Approved applications were policy compliant/policy compliant subject to conditions/recommendations placed on the permission.					
The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Open Space Provision**

**Relevant LDP Policies:** KP16, KP18, C5

**Indicator reference:** OB3 EN13

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

Indicator		Target		Trigger	
LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C5		2.43 Ha functional open space per 1,000 population		Less than 2.43 Ha functional open space per 1,000 population	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff.	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff.	
For all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population.	For all types of open space the equivalent figure is 8.07 of open space per 1,000 population.	For all types of open space the equivalent figure is 8.10 of open space per 1,000 population.	For all types of open space the equivalent figure is 8.03 of open space per 1,000 population.	For all types of open space the equivalent figure is 8.03 of open space per 1,000 population.	
Analysis					
The latest survey of open space (2020) shows that the baseline figure for the 5 <sup>th</sup> Annual Monitoring Report is 1.17 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.15 ha in the 3 <sup>rd</sup> Annual Monitoring Report. This figure increases if you include educational playing fields to 1.88 functional open space per 1,000 population in Cardiff and if you					

include all types of open space (functional amenity open space) the equivalent figure is 8.03 ha of open space per 1,000 population, well in excess of the indicator target and a rise of 8% when compared to 2016/17.

Although there has been a very marginal decrease in the figure since the first Annual Monitoring Report significant additional functional open space will be provided in conjunction with the large strategic housing sites which are at the very early stages of development or are yet to commence. Once significant progress has been made on these sites it is anticipated that the amount of functional open space per 1,000 population will increase over and above the baseline figure identified above.

### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Air Quality**

**Relevant LDP Policies:** EN13

**Indicator reference:** OB3 EN14

**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 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period	
Analysis					
There are currently four established AQMAs within Cardiff:  1. Cardiff City Centre- declared 1st April 2013 2. Llandaff- declared 1st April 2013					

3. Stephenson Court- declared 1<sup>st</sup> December 2010

4. Ely Bridge- declared 1st Feb 2007

Each of these AQMA 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 AQMA.

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

#### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Open Space SPG**

**Relevant LDP Policies:** C4, C5

**Indicator reference:** OB3 EN15

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

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

Recommendations
No action is required.



## **Topic Area: Public Rights of Way and Development SPG**

**Relevant LDP Policies:** T1

**Indicator reference:** OB3 EN16

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

Indicator		Target			Trigger
LOCAL Public Rights of Way and Development SPG					Failure to adopt SPG within 18 months of adoption of the Plan
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Green Infrastructure SPG, incorporating guidance on public rights of way was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017	
Analysis					
The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date.					

Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.

**Recommendations**

No action is required.

## **Topic Area: Trees and Development SPG**

**Relevant LDP Policies:** EN8

**Indicator reference:** OB3 EN17

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

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

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

## **Topic Area: Biodiversity SPG**

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

**Indicator reference:** OB3 EN18

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

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

<b>Recommendations</b>
No action is required.

## **Topic Area: Flooding SPG**

**Relevant LDP Policies:** EN14

**Indicator reference:** OB3 EN19

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

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

### **Recommendations**

No action is required. Continue to monitor.



## **Topic Area: Natural Heritage Network SPG**

**Relevant LDP Policies:** KP16, EN3 - EN8

**Indicator reference:** OB3 EN20

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

Indicator		Target		Trigger	
LOCAL Natural Heritage Network SPG				Failure to adopt SPG within 12 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Green Infrastructure SPG, incorporating guidance on the natural heritage network was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017	
Analysis					
The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 <sup>th</sup> November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG.					

<b>Recommendations</b>
No action is required.

## **Topic Area: Archaeologically Sensitive Areas SPG**

**Relevant LDP Policies:** EN14

**Indicator reference:** OB3 EN21

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

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

Recommendations
No action is required.

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

### Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

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

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

It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from 'permitted development' rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy developments is not possible and certain developments will not be captured by this monitoring indicator.

#### **Recommendations**

No action required at present. Continue to monitor.

## **Topic Area: Waste Management Capacity**

**Relevant LDP Policies:** KP12, W1

**Indicator reference:** OB4 SN2

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

Indicator		Target		Trigger	
<b>LOCAL</b> Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity		Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)		No trigger	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity	
<b>Analysis</b>					
TAN21 and its associated regional monitoring reports are used to monitor whether each region has enough capacity to manage its waste arisings and anticipate when additional regional capacity will be needed. Cardiff is part of the South East Wales Region. The latest regional monitoring report available is the 'Waste Planning Monitoring Report: South East Wales' published in April 2016. This concluded that there is no further need for landfill capacity within the South East Wales region and that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in over-provision.					
No significant waste developments were granted permission within the monitoring period.					

Therefore, it is considered that policies KP12 and W1 are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

**Recommendations**

No action required at present. Continue to monitor.



## **Topic Area: Household Waste Recycling**

**Relevant LDP Policies:** KP12, W1, W2

**Indicator reference:** OB4 SN3

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

Indicator		Target		Trigger	
<b>LOCAL</b> Amount of household waste recycled		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025		Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5%	The amount of household waste recycled in 2016/17 was 58.1% and amount sent to landfill was 1.6%	The amount of household waste recycled in 2017/18 was 58.3% and amount sent to landfill was 1%	The amount of household waste recycled in 2018/19 was 59.2% and amount sent to landfill was 3%	The amount of household waste recycled in 2019/20 was 58.1% and amount sent to landfill was 3%	
<b>Analysis</b>					
Latest figures produced by Welsh Government show that the household recycling rate in 2019/20 was 58.1% which was below the target for recycling in 2020 of 64% set out above. This rate shows a slight drop on 2018/19 but overall there has been a general upward trend over the last few years as rates in 2013/14 were 49.7%. Only 3% of household waste was sent to landfill in 2019/20 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. Therefore, it is considered that policies KP12. W1 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
<b>Recommendations</b>					
No action 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 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	No applications for waste management uses on B2 land refused	
Analysis					
During the monitoring period, no applications for waste management uses on B2 land were refused.					
Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
Recommendations					
No action required at present. Continue to monitor.					

## **Topic Area: Landbank of Crushed Rock Reserves**

**Relevant LDP Policies:** KP11

**Indicator reference:** OB4 SN5

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

Indicator		Target		Trigger	
<b>LOCAL</b> Maintain a minimum 10 year landbank of crushed rock reserves		10 year supply		Less than 10 year supply	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	More than 10 year supply maintained throughout the plan period	
<b>Analysis</b>					
The most recent published data on the landbank is the SWRAWP Annual Report 2019, published in May 2021. This states that Cardiff has a landbank of 28 years based on a three year average of sales (2017-2019) and 30 years based on a ten year average of sales (2010-2019). The Council cannot publish information on rates of sales in relation to reserves in an uncollated format, due to the need to protect the commercial confidentiality of operators.					
Given that there would be a landbank in excess of 10 years at the end of the plan period in 2026, it is considered that mineral policies are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					

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

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

**Relevant LDP Policies:** KP11, M6

**Indicator reference:** OB4 SN6

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

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

## **Topic Area: Mineral Safeguarding Areas**

**Relevant LDP Policies:** KP11, M7

**Indicator reference:** OB4 SN7

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

Indicator		Target		Trigger	
<b>LOCAL</b> Amount of development permitted within a mineral safeguarding area		No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan		1 application permitted for development in any year	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	No permanently sterilising developments permitted contrary to policy M7	
<b>Analysis</b>					
During the monitoring period, four applications within mineral safeguarding areas were approved: <ul style="list-style-type: none"><li>An application for the demolition of an existing house and construction of three detached dwellings within the limestone safeguarding area was approved. The site is partially within the limestone safeguarding area, is already within residential use and is surrounded on three sides by recent residential development. It is not, therefore, considered that the development would cause any additional sterilisation of the limestone resource;</li></ul>					

- An application for engineering works within the sand and gravel safeguarding area was approved. Only part of the overall site is within the safeguarding area and mainly accommodates a section of existing adopted highway. It is not considered that the proposal would constitute permanently sterilising development;
- The retention of a concrete access track was approved within the sand and gravel safeguarding area, but is not considered to be permanently sterilising development;
- The diversion of an access track was approved within the sand and gravel safeguarding area, but is not considered to be permanently sterilising development.

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

#### **Recommendations**

No action is required at present. Continue to monitor.

## **Topic Area: Mineral Permissions**

**Relevant LDP Policies:** M2

**Indicator reference:** OB4 SN8

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

Indicator		Target		Trigger	
<b>LOCAL</b> Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2		0 Planning permissions permitted		1 application permitted for development in any 1 year	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	No applications permitted for extraction in line with policy M2	
<b>Analysis</b>					
No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.					
The discharge of the remaining conditions relating to planning permission 15/01953/MJR for a lateral extension to Creigiau Quarry has continued during the monitoring period, in line with policy M2.					
<b>Recommendations</b>					
No action required at present. Continue to monitor.					



## **Topic Area: Mineral Buffer Zones**

**Relevant LDP Policies:** M4

**Indicator reference:** OB4 SN9

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

Indicator		Target		Trigger	
<b>LOCAL</b> Number of planning permissions for inappropriate development e.g. dwellings/ mineral working, permitted in Minerals Buffer Zones contrary to policy M4		1 planning permission permitted		1 application permitted for development in any one year	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>	
No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	No applications for inappropriate development permitted within the Minerals Buffer Zones	
<b>Analysis</b>					
During the monitoring period, no applications were approved for development within any of the buffer zones, so no applications for inappropriate development were permitted. It is, therefore, considered that policy M4 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Prohibition Orders on dormant Mineral Sites**

**Relevant LDP Policies:** M3

**Indicator reference:** OB4 SN10

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

Indicator		Target		Trigger	
LOCAL Number of prohibition orders issued on dormant sites		Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders		LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3	No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	No prohibition orders served in the monitoring period	
Analysis					
The Council has not served any prohibition orders within the monitoring period.					
The discharge of the remaining conditions relating to planning permission 15/01953/MJR at Creigiau Quarry has continued during the monitoring period. The permission allows an extension to the south east area of Creigiau Quarry and includes the relinquishment of southern and western parts of the quarry, in line with Policy M3 ‘Quarry Closures and Extension Limits’.					

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

**Recommendations**

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

## **Topic Area: Historic Environment**

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

**Indicator reference:** OB4 SN11

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

Indicator		Target		Trigger	
<b>LOCAL</b> Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas		1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	No developments have been permitted with an outstanding objection from statutory heritage advisors.	
<b>Analysis</b>					
During the 5 <sup>th</sup> monitoring period all the relevant applications received on historic environment assets were considered to be policy compliant/policy compliant subject to conditions/recommendations placed on the permission. No applications were permitted with an outstanding objection from statutory heritage advisors					
<b>Recommendations</b>					
No action is required at present. Continue to monitor.					

## **Topic Area: Delivery of Strategic Site Infrastructure**

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

**Indicator reference:** OB4 SN12

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

Indicator	Target	Trigger
<b>LOCAL</b> Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements.	Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions).	1 (or more) key principles not delivered.

<b>Performance 1<sup>st</sup> AMR 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017</b>	<b>Performance 2<sup>nd</sup> AMR 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018</b>	<b>Performance 3<sup>rd</sup> AMR 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019</b>	<b>Performance 4<sup>th</sup> AMR 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020</b>	<b>Performance 5<sup>th</sup> AMR 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021</b>
<p>2017: Outline planning permission(s) have been granted at Strategic Sites:</p> <p>C: (North West Cardiff), F: (North East Cardiff – West of Pontprennau) and G: (East of Pontprennau Link Road).</p> <p>Associated S106 agreements are linked to infrastructure provision identified through policies KP2(A-H).</p> <p>To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes</p>	<p>2018: Outline planning permission has been granted at Strategic Sites:</p> <p>C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone</p>	<p>2019: Outline planning permission has been granted at Strategic Sites:</p> <p>C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>Full and/or Reserved Matters have been approved at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p>	<p>2020: Outline planning permissions have been granted at Strategic Sites:</p> <p>C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites E and F</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p>	<p>2021: Outline planning permissions have been granted at Strategic Sites:</p> <p>C: NW Cardiff D: Land North of Junction 33 F: NE Cardiff G: East of Pontprennau Link Road</p> <p>Live Outline Applications at Sites A, E, F and H</p> <p>Full and/or Reserved Matters have been granted/approved at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G: East of Pontprennau Link Road</p>

progress over the coming years.	<p>C: North West Cardiff G:East of Pontprennau Link Road.</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of infrastructure provision is monitored as schemes progress and is summarised in Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018).</p>	<p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G:East of Pontprennau Link Road (x2)</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is now being monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: NW Cardiff D: North of M4 J33 F: NE Cardiff G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>	<p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone B: Ferry Road (meanwhile use) C: NW Cardiff D: North of M4 J33 F: NE Cardiff G:East of Pontprennau Link Road</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p>
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<b>Analysis</b>
<p>Construction is being undertaken at sites A (Central Enterprise Zone), C (North West Cardiff), D (Land North of Junction 33 on the M4), F (North East Cardiff) and G (East of Pontprennau Link Road). There are currently live outline planning applications at Strategic Sites A (Central Enterprise Zone), E (South of Creigiau), F (North East Cardiff) and H (South of St Mellons Business Park). A meanwhile use is being constructed at Site B (Ferry Road).</p> <p>In order to monitor ongoing progress at each of the strategic sites in terms of planning consents, development activity and infrastructure provision, a series of bespoke monitoring documents have been produced. These documents form part of the wider Cardiff Infrastructure Plan and are regularly updated to track progress on each of the sites. They are available to view on the Planning pages of the Council's website at <a href="http://www.cardiff.gov.uk/planning">www.cardiff.gov.uk/planning</a> &gt; <a href="#">Major Development Activity Monitoring</a>.</p>
<b>Recommendations</b>
<ul style="list-style-type: none"> <li>• Continue to monitor the delivery of Strategic Site infrastructure provision through regular updates of the 'Strategic Site Monitoring Documents'.</li> <li>• No actions are triggered under the fifth year of performance monitoring.</li> </ul>



## **Topic Area: Cardiff Infrastructure Plan**

**Relevant LDP Policies:** KP6

**Indicator reference:** OB4 SN13

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

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

<b>Analysis</b>
<ul style="list-style-type: none"> <li>• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis.</li> <li>• As part of the annual review/update, a series of 'Strategic Site Monitoring Documents' have been produced to monitor ongoing progress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. The Spring 2021 monitoring documents have been published on the Council's website.</li> </ul>
<b>Recommendations</b>
<ul style="list-style-type: none"> <li>• No actions are triggered under the fifth year of performance monitoring.</li> </ul>

## **Topic Area: Managing Transportation Impacts SPG**

**Relevant LDP Policies:** T5

**Indicator reference:** OB4 SN14

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

<b>Indicator</b>		<b>Target</b>		<b>Trigger</b>	
<b>Local</b> Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)		To deliver the SPG		Failure to adopt SPG within 6 months of adoption of the Plan	
<b>Performance 1<sup>st</sup> AMR</b> <b>1<sup>st</sup> April 2016 to 31<sup>st</sup></b> <b>March 2017</b>	<b>Performance 2<sup>nd</sup> AMR</b> <b>1<sup>st</sup> April 2017 to 31<sup>st</sup></b> <b>March 2018</b>	<b>Performance 3<sup>rd</sup> AMR</b> <b>1<sup>st</sup> April 2018 to 31<sup>st</sup></b> <b>March 2019</b>	<b>Performance 4<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2019 to 31<sup>st</sup></b> <b>March 2020</b>	<b>Performance 5<sup>th</sup> AMR</b> <b>1<sup>st</sup> April 2020 to 31<sup>st</sup></b> <b>March 2021</b>	
In 2016-2017, the Draft SPG was in the process of being finalised in preparation for consultation.  Progress on the document having been delayed due to extensive 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 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	The SPG was approved by Council on the 19 <sup>th</sup> of July 2018.	

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

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

**Relevant LDP Policies:** W1, W2

**Indicator reference:** OB4 SN15

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

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

## **Topic Area: Infill Sites Design Guidance SPG**

**Relevant LDP Policies:** KP5

**Indicator reference:** OB4 SN16

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

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

## **Topic Area: Tall Buildings SPG**

**Relevant LDP Policies:** KP5

**Indicator reference:** OB4 SN17

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

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

## **Topic Area: Householder Design Guidance SPG**

**Relevant LDP Policies:** KP5

**Indicator reference:** OB4 SN18

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

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



## **Topic Area: Public Art SPG**

**Relevant LDP Policies:** KP5

**Indicator reference:** OB4 SN19

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

Indicator		Target		Trigger	
LOCAL Public Art SPG				Failure to adopt SPG within 18 months of adoption of the Plan	
Performance 1 <sup>st</sup> AMR 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017	Performance 2 <sup>nd</sup> AMR 1 <sup>st</sup> April 2017 to 31 <sup>st</sup> March 2018	Performance 3 <sup>rd</sup> AMR 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March 2019	Performance 4 <sup>th</sup> AMR 1 <sup>st</sup> April 2019 to 31 <sup>st</sup> March 2020	Performance 5 <sup>th</sup> AMR 1 <sup>st</sup> April 2020 to 31 <sup>st</sup> March 2021	
The Public Art SPG is due to be issued for public consultation in March 2018.	The draft Public Art SPG is currently in preparation prior to being reviewed and finalised internally before being issued for public consultation.	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below).	
Analysis					
Having reviewed the previous public art SPG, it is considered that through the related policies in the Local Development Plan and other existing (Cardiff Public Art Strategy) and recently produced (Public Art Protocol) public art guidance, there is not a need to produce an updated public art SPG at this time.					
This position will be reviewed annually to monitor if any significant contextual changes occur in the future.					
Recommendations					
<ul style="list-style-type: none"><li>• Not to progress a Public Art SPG at this time.</li><li>• To continue to monitor public art to identify any significant contextual changes during the monitoring period.</li></ul>					

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

## **Topic Area: Waste Collection and Storage Facilities SPG**

**Relevant LDP Policies:** W1, W2

**Indicator reference:** OB4 SN21

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

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

## **Topic Area: Flat Conversions SPG**

**Relevant LDP Policies:** H5

**Indicator reference:** OB4 SN22

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

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

Recommendations
No action is required.

## **Topic Area: Renewable Energy Assessments SPG**

**Relevant LDP Policies:** EN12

**Indicator reference:** OB4 SN23

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

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

## 6. Sustainability Appraisal Monitoring

### Methodology

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

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

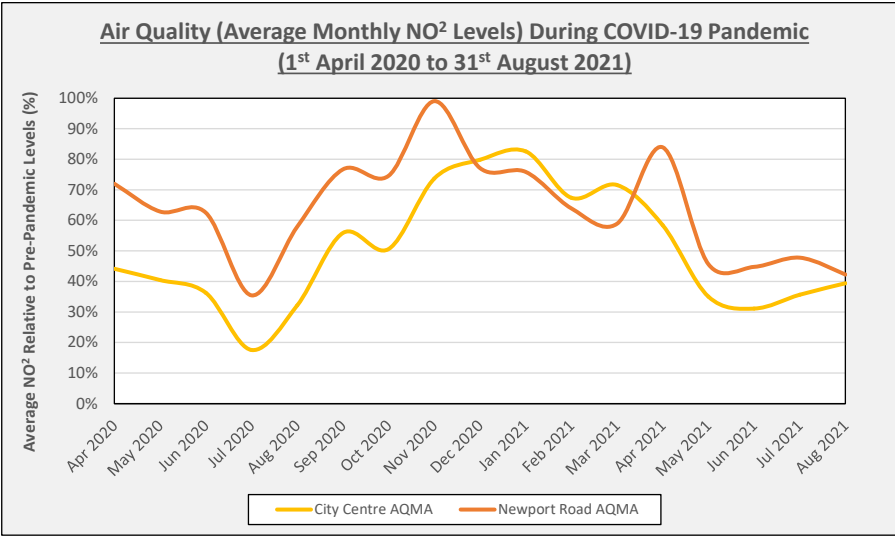
There are a number of SA indicators where information is not published annually, for example those based on the census. The purpose of the monitoring framework is to review changes on an annual basis, as a consequence these are not necessarily going to be useful moving forward in terms of future monitoring.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

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

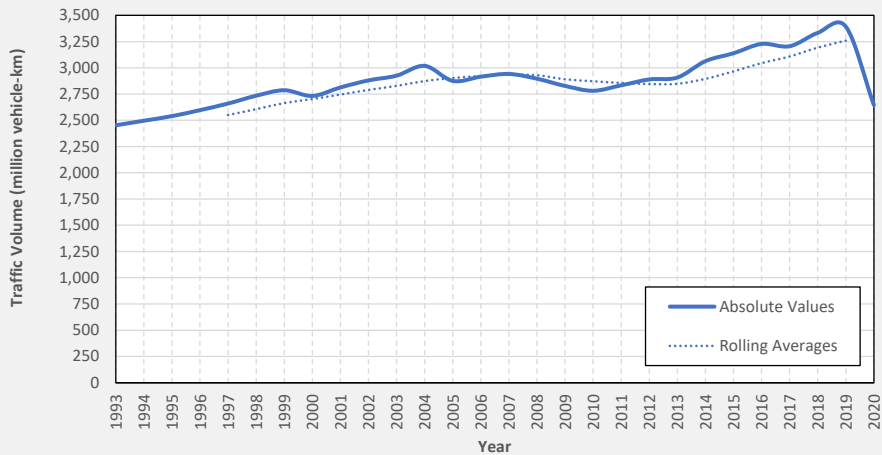
Information contained in the SA monitoring framework in the main relates to a wide range of data produced internally, by various departments of the Council and externally from other organisations. Where data has been sourced externally, a footnote is provided to ensure the data source is easily identifiable.

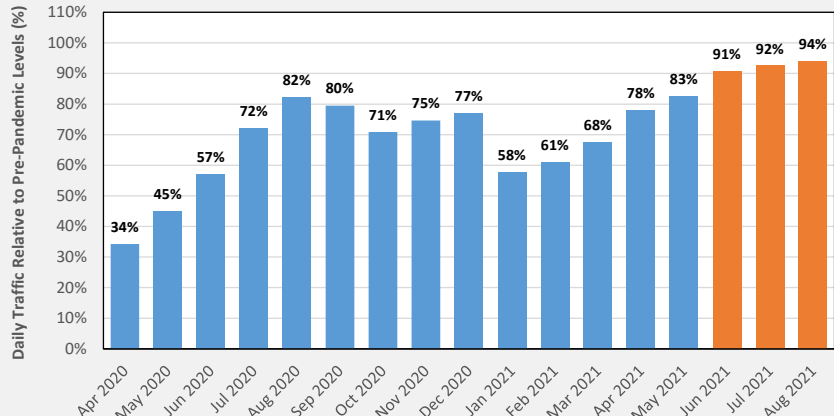
SA objective	Indicator	Target	Data	Commentary
1. Help deliver equality of opportunity and access for all	The percentage of population in the 100 most deprived wards in Wales	Reduction	12% is the 2015 baseline 2019 10% (↓)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 10% of the population of Cardiff is in the 100 most deprived wards in Wales
	The number of net additional affordable dwellings built	6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision)	1,582 (↑)	From 2014/15 to 2020/21 a total of 1,582 affordable dwellings were completed.
	Total number of Gypsy and Traveller pitches for residential accommodation	Net increase	No increase	Work ongoing to identify new site for Gypsy and Traveller pitches.



SA objective	Indicator	Target	Data	Commentary
2. Maintain and improve air quality	NO2 levels	40µgm3	Exceedance's of the 40µgm3 within the declared AQMAs	<p>Due to the reduction in traffic volumes as a result of the pandemic and national lockdown traffic volumes have decreased significantly in the last year and this reduction has translated to improvements in air quality. The average NO<sup>2</sup> levels for the City Centre AQMA and for Newport Road AQMA are presented in the graph below.</p>  <p><b>Air Quality (Average Monthly NO<sup>2</sup> Levels) During COVID-19 Pandemic (1<sup>st</sup> April 2020 to 31<sup>st</sup> August 2021)</b></p> <p>The graph displays the average monthly NO<sup>2</sup> levels relative to pre-pandemic levels for two AQMAs. The City Centre AQMA (yellow line) starts at approximately 45% in April 2020, drops to a low of about 18% in July 2020, and then fluctuates between 40% and 80% until April 2021, where it drops to around 30% and remains low. The Newport Road AQMA (orange line) starts at approximately 70% in April 2020, drops to about 35% in July 2020, peaks at nearly 100% in November 2020, and then fluctuates between 60% and 85% until April 2021, where it drops to around 40% and remains low.</p>
3. Protect and enhance biodiversity, flora and fauna	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs)	No loss of area	No loss of area	<p>It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission</p>

SA objective	Indicator	Target	Data	Commentary
	and SINC's, ancient woodland)			
	Condition of SSSIs	No reduction in condition	No reduction in condition	It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/ compliant subject to conditions/recommendations placed on the permission.
	Extent of Local Biodiversity Action Plan priority habitats	No reduction in extent		Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	Traffic volumes (vehicle-km)	n/a	2015 = 2,927 2016 = 2,978 (↑) +2.8% 2017 = 2,920 (↓) -0.7% 2018 = 2,999 (↑) +4.0% 2019 = 3,392 (↑) +1.8% 2020 = 2,646 (↓)	According to DfT published road traffic statistics data, there has been a 22% decrease in the volume of road traffic between 2019 and 2020, from 3,392 to 2,646 million vehicle-km, this being due to the on-going COVID-19 pandemic. The annual trends in traffic volumes are presented in figure SA4.1.1 below –  <b>Figure: SA4.1.1</b>

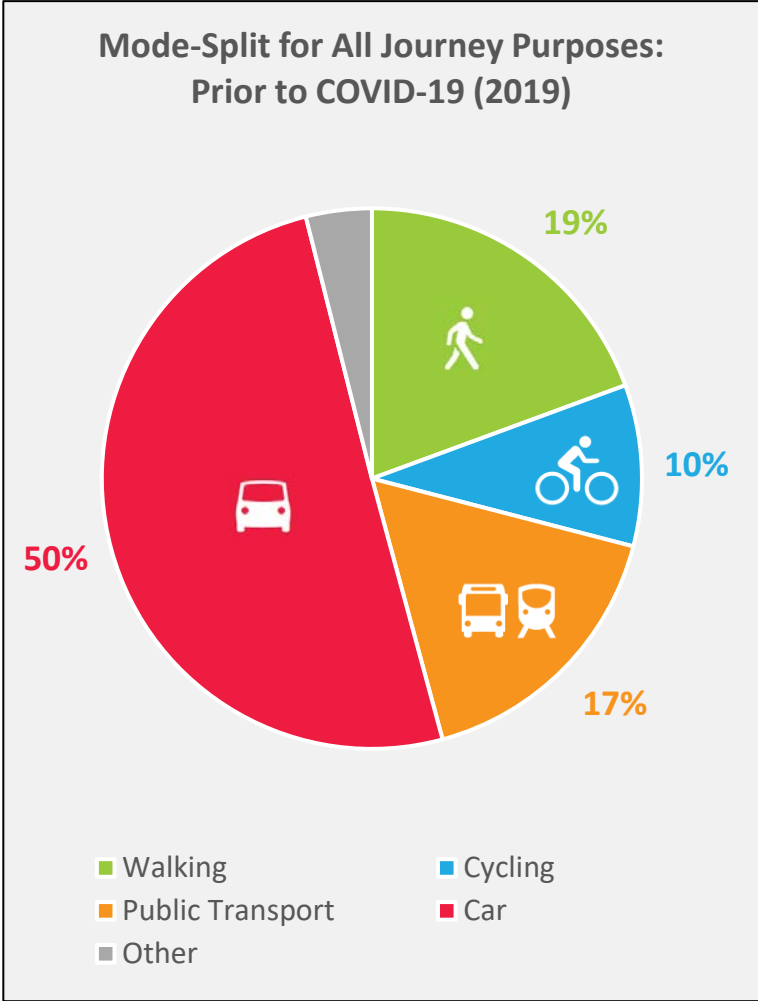
SA objective	Indicator	Target	Data	Commentary
			-22%	<p><b>Cardiff Traffic Volume Trends</b></p>  <p>Nevertheless, traffic levels have changed over the course of the pandemic in response to changes in travel restrictions, as evident in figure SA4.1.2, whereby as can be seen since June of 2021 traffic has returned to near pre-pandemic levels.</p> <p><b>Figure: SA4.1.2</b></p>

SA objective	Indicator	Target	Data	Commentary																																																												
				<div><p><b>Daily Traffic Flows in by Month Cardiff During COVID-19 Pandemic (1<sup>st</sup> April 2020 to 31<sup>st</sup> August 2021)</b></p><table><caption>Daily Traffic Flows in by Month Cardiff During COVID-19 Pandemic</caption><thead><tr><th>Month</th><th>Daily Traffic Relative to Pre-Pandemic Levels (%)</th></tr></thead><tbody><tr><td>Apr 2020</td><td>34%</td></tr><tr><td>May 2020</td><td>45%</td></tr><tr><td>Jun 2020</td><td>57%</td></tr><tr><td>Jul 2020</td><td>72%</td></tr><tr><td>Aug 2020</td><td>82%</td></tr><tr><td>Sep 2020</td><td>80%</td></tr><tr><td>Oct 2020</td><td>71%</td></tr><tr><td>Nov 2020</td><td>75%</td></tr><tr><td>Dec 2020</td><td>77%</td></tr><tr><td>Jan 2021</td><td>58%</td></tr><tr><td>Feb 2021</td><td>61%</td></tr><tr><td>Mar 2021</td><td>68%</td></tr><tr><td>Apr 2021</td><td>78%</td></tr><tr><td>May 2021</td><td>83%</td></tr><tr><td>Jun 2021</td><td>91%</td></tr><tr><td>Jul 2021</td><td>92%</td></tr><tr><td>Aug 2021</td><td>94%</td></tr></tbody></table></div> <p>In setting the above in context with the other UK Core Cities and the Regional Authorities, as presented in figure SA4.1.3 and SA4.1.4 respectively; it is clear that these have also experienced a similar decrease in traffic volumes over the past year due to COVID-19, at typically around 20%.</p> <p><b>Figure: SA4.1.3</b></p> <table><tr><th>Core City:</th><th>2019</th><th>2020</th><th>Change</th></tr><tr><td>Belfast</td><td>n/a</td><td>n/a</td><td>n/a</td></tr><tr><td>Birmingham</td><td>6,772</td><td>5,416</td><td>-20.0%</td></tr><tr><td>Bristol</td><td>2,438</td><td>1,907</td><td>-21.8%</td></tr><tr><td>Cardiff</td><td>3,392</td><td>2,646</td><td>-22.0%</td></tr><tr><td>Glasgow</td><td>3,538</td><td>2,729</td><td>-22.9%</td></tr></table>	Month	Daily Traffic Relative to Pre-Pandemic Levels (%)	Apr 2020	34%	May 2020	45%	Jun 2020	57%	Jul 2020	72%	Aug 2020	82%	Sep 2020	80%	Oct 2020	71%	Nov 2020	75%	Dec 2020	77%	Jan 2021	58%	Feb 2021	61%	Mar 2021	68%	Apr 2021	78%	May 2021	83%	Jun 2021	91%	Jul 2021	92%	Aug 2021	94%	Core City:	2019	2020	Change	Belfast	n/a	n/a	n/a	Birmingham	6,772	5,416	-20.0%	Bristol	2,438	1,907	-21.8%	Cardiff	3,392	2,646	-22.0%	Glasgow	3,538	2,729	-22.9%
Month	Daily Traffic Relative to Pre-Pandemic Levels (%)																																																															
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Core City:	2019	2020	Change																																																													
Belfast	n/a	n/a	n/a																																																													
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SA objective	Indicator	Target	Data	Commentary			
				Leeds	7,806	6,223	-20.3%
				Liverpool	2,809	2,335	-16.9%
				Manchester	3,213	2,592	-19.3%
				Newcastle	1,946	1,535	-21.1%
				Nottingham	1,689	1,412	-16.4%
				Sheffield	3,285	2,665	-18.9%
				<b>Figure: SA4.1.4</b>			
				Regional Authority:	2019	2020	Change
				Blaenau Gwent	448	347	-22.5%
				Bridgend	1,515	1,175	-22.4%
				Caerphilly	1,302	1,035	-20.5%
				Cardiff	3,392	2,646	-22.0%
				Merthyr Tydfil	438	329	-24.9%
				Monmouthshire	1,592	1,179	-25.9%
				Newport	2,094	1,609	-23.2%
				Rhondda Cynon Taf	2,311	1,770	-23.4%
				Torfaen	727	580	-20.2%
				Vale of Glamorgan	1,188	937	-21.1%
				Relating traffic to congestion; according to the Tom Traffic Index, peak congestion within Cardiff has reduced by 30% overall over the past year, while Cardiff’s world ranking has dropped from 125 <sup>th</sup> most congested to 178 <sup>th</sup> over the past year. Meanwhile, the INRIX Global Traffic Scorecard reports an even larger decrease in congestion over this period of 60%, and Cardiff as having dropped in its rankings from 56 <sup>th</sup> most congested in 2019 to 91 <sup>st</sup> in 2020.			

SA objective	Indicator	Target	Data	Commentary
				<p>How traffic volumes translate in terms of air quality, average NO<sup>2</sup> levels for the City Centre AQMA and for Newport Road AQMA are presented in figure SA4.1.5 below.</p> <p><b>Figure: SA4.1.5</b></p> <p>Unsurprising, the above shows that as with traffic volumes, NO<sup>2</sup> levels have also generally been much lower over the past year.</p>
	% of people walking, cycling, travelling by bus and train for	n/a	<p><b>All Journey Purposes</b></p> <p>Walking: 2019 = 19%</p>	<p>Due to the on-going COVID-19 pandemic, it was not feasible to conduct the usual Cardiff Annual Transport Survey in 2020, on which the monitoring for this objective is based, as the situation</p>

SA objective	Indicator	Target	Data	Commentary
	each journey purpose		<p>2020 = 18% (↓) -1%</p> <p>Cycling: 2019 = 11% 2020 = 17% (↑) +6%</p> <p>Public Transport: 2019 = 17% 2020 = 9% (↓) -8%</p> <p><b>Work</b></p> <p>Walking: 2016 = 17.9% 2017 = 14.0% (↓) 2018 = 15.0% (↑) 2019 = 18.3% (↑)</p> <p>Cycling: 2016 = 11.3% 2017 = 16.5% (↑)</p>	<p>was continually evolving and travel patterns changing accordingly.</p> <p>Nevertheless, transport trends have been closely monitored throughout the pandemic using various local data sources in combination with published mobility data for Cardiff. Therefore, comparing the performance of 2020/2021 against 2019/2020 (pre-pandemic) is instead based on this data, albeit that individual journey purposes cannot be monitored, only the total for all journey purposes.</p> <p>Overall in 2020, there has been a marked decline in public transport use (8% shift from the proportion using bus or rail combined) due to travel restrictions (non-essential travel on public transport not having been permitted prior to August of 2020); limited service frequency; and limited on-board capacity such as to maintain social distancing. However, in recent months public transport use has shown signs of slowly but surely recovering, in particular as more people venture back to working in the office as opposed to working remotely or following having previously been on furlough.</p> <p>Walking has also experienced a slight 1% decrease overall across the year, although in past months has increased to significantly above pre-pandemic levels, as explored in OB1 EC15.</p> <p><b>Figure: SA4.2.1</b></p>

SA objective	Indicator	Target	Data	Commentary
			<p>2018 = 20.3% (↑) 2019 = 18.9% (↓)</p> <p>Bus: 2016 = 10.0% 2017 = 9.7% (↓) 2018 = 10.6% (↑) 2019 = 15.9% (↑)</p> <p>Train: 2016 = 7.6% 2017 = 6.8% (↓) 2018 = 6.4% (↓) 2019 = 6.6% (↑)</p> <p><b>Education</b></p> <p>Walking: 2016 = 27.6% 2017 = 23.3% (↓) 2018 = 26.6% (↑) 2019 = 21.9% (↓)</p>	<p><b>Mode-Split for All Journey Purposes: Prior to COVID-19 (2019)</b></p>  <p>50% 19% 10% 17%</p> <p>Walking Cycling Public Transport Car Other</p>



SA objective	Indicator	Target	Data	Commentary																		
			<p>Cycling: 2016 = 9.6% 2017 = 12.8% (↑) 2018 = 14.0% (↑) 2019 = 15.7% (↑)</p> <p>Bus: 2016 = 12.8% 2017 = 10.7% (↓) 2018 = 10.5% (↓) 2019 = 13.4% (↑)</p> <p>Train: 2016 = 5.6% 2017 = 5.2% (↓) 2018 = 4.7% (↓) 2019 = 6.1% (↑)</p> <p><b>Shopping (City Centre)</b></p> <p>Walking: 2016 = 18.4%</p>	<p><b>Figure: SA4.2.2</b></p> <table border="1"><caption>Mode-Split for All Journey Purposes: During COVID-19 (late August 2021)</caption><thead><tr><th>Mode</th><th>Percentage</th><th>Change</th></tr></thead><tbody><tr><td>Car</td><td>48%</td><td>(-2%)</td></tr><tr><td>Walking</td><td>25%</td><td>(+6%)</td></tr><tr><td>Public Transport</td><td>13%</td><td>(-4%)</td></tr><tr><td>Cycling</td><td>11%</td><td>(+1%)</td></tr><tr><td>Other</td><td>3%</td><td></td></tr></tbody></table>	Mode	Percentage	Change	Car	48%	(-2%)	Walking	25%	(+6%)	Public Transport	13%	(-4%)	Cycling	11%	(+1%)	Other	3%	
Mode	Percentage	Change																				
Car	48%	(-2%)																				
Walking	25%	(+6%)																				
Public Transport	13%	(-4%)																				
Cycling	11%	(+1%)																				
Other	3%																					

SA objective	Indicator	Target	Data	Commentary
			2017 = 16.1% (↓) 2018 = 16.9% (↑) 2019 = 17.5% (↑)  Cycling: 2016 = 6.6% 2017 = 7.8% (↑) 2018 = 12.2% (↑) 2019 = 10.9% (↓)  Bus: 2016 = 26.7% 2017 = 25.3% (↓) 2018 = 23.5% (↓) 2019 = 28.8% (↑)  Train: 2016 = 11.3% 2017 = 11.0% (↓)	<p>However, the proportion cycling in 2020 has increased significantly from that in 2019, previously being at 11% then becoming 17% as of 2020 (a mode-shift of +6% to cycling). While in recent months the proportion cycling has since levelled off to around pre-pandemic levels in response to the recovery of the other modes and public transport in particular, nevertheless the actual numbers cycling have remained strong, with OVO Bikes (Nextbike) rentals alone as of August 2021 13% higher than for the equivalent period in 2019.</p> <p>In translating the above into mode-split for all journeys, the pre-pandemic and current proportions travelling by mode as of end of August 2021 are presented in figures SA4.2.1 and SA4.2.2, respectively.</p>

SA objective	Indicator	Target	Data	Commentary
			<p>2018 = 11.3% (↑) 2019 = 10.5% (↓)</p> <p><b>Shopping (Other)</b></p> <p>Walking: 2016 = 23.5% 2017 = 19.9% (↓) 2018 = 21.1% (↑) 2019 = 23.4% (↑)</p> <p>Cycling: 2016 = 6.0% 2017 = 6.6% (↑) 2018 = 9.7% (↑) 2019 = 9.0% (↓)</p> <p>Bus: 2016 = 8.9% 2017 = 7.2% (↓) 2018 = 7.1% (↓)</p>	

SA objective	Indicator	Target	Data	Commentary
			<p>2019 = 10.2% (↑)</p> <p>Train:</p> <p>2016 = 4.4% 2017 = 2.7% (↓) 2018 = 3.2% (↑) 2019 = 3.9% (↑)</p> <p><b>Leisure</b></p> <p>Walking:</p> <p>2016 = 21.8% 2017 = 17.8% (↓) 2018 = 18.0% (↑) 2019 = 17.4% (↓)</p> <p>Cycling:</p> <p>2016 = 10.0% 2017 = 10.8% (↑) 2018 = 13.9% (↑) 2019 = 13.2% (↓)</p> <p>Bus:</p>	

SA objective	Indicator	Target	Data	Commentary												
			2016 = 10.5% 2017 = 10.3% (↓) 2018 = 10.1% (↓) 2019 = 12.9% (↑)  Train: 2016 = 8.8% 2017 = 8.3% (↓) 2018 = 8.5% (↑) 2019 = 9.7% (↑)													
	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	n/a	Commuting in Cardiff Overall: 2019 = 100% 2020 = 42% (↓) -58%  Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 (↑) 2017 = 139,600 ( ) 2018 = 157,400 (↑)	Although the Annual Population Survey on which the Welsh Government statistics for commuting are derived, wasn't conducted this year due to the on-going COVID-19 pandemic; nevertheless, the Welsh Government released <u>hypothetical estimates of what commuter movements could have been in 2020 were there not the effect of a pandemic</u> . The results of these compared with the figures for 2019 are given in figure SA4.3.1.  <b>Figure: SA4.3.1</b> <table><tr><th>Origin:</th><th>2019</th><th>2020 (no pandemic)</th></tr><tr><td>Blaenau Gwent</td><td>1,800</td><td>1,300</td></tr><tr><td>Bridgend</td><td>9,000</td><td>6,800</td></tr><tr><td>Caerphilly</td><td>15,400</td><td>16,800</td></tr></table>	Origin:	2019	2020 (no pandemic)	Blaenau Gwent	1,800	1,300	Bridgend	9,000	6,800	Caerphilly	15,400	16,800
Origin:	2019	2020 (no pandemic)														
Blaenau Gwent	1,800	1,300														
Bridgend	9,000	6,800														
Caerphilly	15,400	16,800														

SA objective	Indicator	Target	Data	Commentary																																	
			2019 = 161,700 (↑)  Residents Commuting Out of Cardiff: 2015 = 34,000 2016 = 27,700 (↓) 2017 = 32,600 (↑) 2018 = 30,500 (↓) 2019 = 31,700 (↑)  Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (↑) 2017 = 88,800 (↓) 2018 = 98,300 (↑) 2019 = 98,500 ( )  Total Working in	<table><tr><td>Cardiff</td><td>161,700</td><td>150,700</td></tr><tr><td>Merthyr Tydfil</td><td>2,800</td><td>2,700</td></tr><tr><td>Monmouthshire</td><td>2,100</td><td>1,700</td></tr><tr><td>Newport</td><td>8,700</td><td>8,700</td></tr><tr><td>Rhondda Cynon Taf</td><td>22,900</td><td>23,200</td></tr><tr><td>Vale of Glamorgan</td><td>22,800</td><td>22,500</td></tr><tr><td>Torfaen</td><td>3,600</td><td>3,400</td></tr><tr><td>TOTAL Region (excl. Cardiff)</td><td>89,100</td><td>87,100</td></tr><tr><td>TOTAL Outside Region</td><td>9,400</td><td>9,800</td></tr><tr><td>TOTAL Commuting In</td><td>98,500</td><td>96,900</td></tr><tr><td>TOTAL Working in Cardiff</td><td>260,200</td><td>247,500</td></tr></table> <p>Nevertheless, based on published mobility data, overall commuting in Cardiff for 2020 was around 42% of 2019 pre-pandemic levels (down 58%).</p> <p>The proportion of the workforce over the course of the pandemic whom have commuted, worked from home/remotely (WFH) or ‘other’ (on-leave, furlough, self-isolating, made redundant etc.), is presented in figure SA 4.3.2. As can be seen, currently nearly a third of the workforce is continuing to work from home, which is in-line with Welsh Government’s long-term aspiration for equivalent to 30% of the workforce to be working remotely at any one time</p>	Cardiff	161,700	150,700	Merthyr Tydfil	2,800	2,700	Monmouthshire	2,100	1,700	Newport	8,700	8,700	Rhondda Cynon Taf	22,900	23,200	Vale of Glamorgan	22,800	22,500	Torfaen	3,600	3,400	TOTAL Region (excl. Cardiff)	89,100	87,100	TOTAL Outside Region	9,400	9,800	TOTAL Commuting In	98,500	96,900	TOTAL Working in Cardiff	260,200	247,500
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SA objective	Indicator	Target	Data	Commentary																																																																								
			Cardiff: 2015 = 215,400 2016 = 229,200 (↑) 2017 = 228,400 ( ) 2018 = 255,700 (↑) 2019 = 260,200 (↑)	<p><b>Figure: SA4.3.2</b></p> <table border="1"><caption>Cardiff Working Arrangements During COVID-19 Pandemic (1st April 2020 to 31st August 2021)</caption><thead><tr><th>Month</th><th>Commute (%)</th><th>WFH (%)</th><th>Other (%)</th></tr></thead><tbody><tr><td>Apr 2020</td><td>27%</td><td>67%</td><td>7%</td></tr><tr><td>May 2020</td><td>31%</td><td>48%</td><td>21%</td></tr><tr><td>Jun 2020</td><td>39%</td><td>38%</td><td>23%</td></tr><tr><td>Jul 2020</td><td>44%</td><td>33%</td><td>23%</td></tr><tr><td>Aug 2020</td><td>45%</td><td>31%</td><td>24%</td></tr><tr><td>Sep 2020</td><td>49%</td><td>31%</td><td>20%</td></tr><tr><td>Oct 2020</td><td>50%</td><td>34%</td><td>17%</td></tr><tr><td>Nov 2020</td><td>53%</td><td>34%</td><td>13%</td></tr><tr><td>Dec 2020</td><td>47%</td><td>40%</td><td>13%</td></tr><tr><td>Jan 2021</td><td>37%</td><td>50%</td><td>13%</td></tr><tr><td>Feb 2021</td><td>41%</td><td>45%</td><td>14%</td></tr><tr><td>Mar 2021</td><td>43%</td><td>42%</td><td>15%</td></tr><tr><td>Apr 2021</td><td>45%</td><td>39%</td><td>15%</td></tr><tr><td>May 2021</td><td>51%</td><td>33%</td><td>15%</td></tr><tr><td>Jun 2021</td><td>53%</td><td>35%</td><td>12%</td></tr><tr><td>Jul 2021</td><td>53%</td><td>31%</td><td>16%</td></tr><tr><td>Aug 2021</td><td>47%</td><td>27%</td><td>26%</td></tr></tbody></table>	Month	Commute (%)	WFH (%)	Other (%)	Apr 2020	27%	67%	7%	May 2020	31%	48%	21%	Jun 2020	39%	38%	23%	Jul 2020	44%	33%	23%	Aug 2020	45%	31%	24%	Sep 2020	49%	31%	20%	Oct 2020	50%	34%	17%	Nov 2020	53%	34%	13%	Dec 2020	47%	40%	13%	Jan 2021	37%	50%	13%	Feb 2021	41%	45%	14%	Mar 2021	43%	42%	15%	Apr 2021	45%	39%	15%	May 2021	51%	33%	15%	Jun 2021	53%	35%	12%	Jul 2021	53%	31%	16%	Aug 2021	47%	27%	26%
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	Modal split	'At least 50% of all trips on Cardiff's transport network made by sustainable modes by the end of the Plan period in 2026'	Absolute Values: 2015 = 46.0% 2016 = 50.3% (↑) +4.3% 2017 = 48.1% (↓) -2.2% 2018 = 50.4% (↑) +2.3% 2019 = 54.6% (↑) +4.2%	<p>Due to the COVID-19 pandemic and restrictions around travel accordingly, there was a 5.6% reduction in the proportion of all journeys made by sustainable modes in 2020 (49.0%) compared with 2019 (54.6%).</p> <p>However, the above is based on comparing absolute values, if instead we compare the 2020 value with that for the 5yr rolling average for 2019 (50%), then the difference is far less significant at only a 1% decrease.</p> <p>The historic trends for journeys made by sustainable modes, is provided in figure SA4.4.1. The proportion travelling sustainably</p>																																																																								

SA objective	Indicator	Target	Data	Commentary																																																
			<p>2020 = 49.0% (↓) -5.6%</p> <p>5yr Rolling Averages: 2015 = 47.6% 2016 = 48.0% (↑) + 0.4% 2017 = 48.0% ( ) +0% 2018 = 48.7% (↑) +0.7% 2019 = 49.9% (↑) +1.2% 2020 = 49% (↓) -0.9%</p>	<p>has varied across the year in response to the evolving situation around COVID-19, as presented in figure SA4.4.2.</p> <p><b>Figure: SA4.4.1</b></p> <div><p><b>Proportion of Sustainable Travel for All Journey Purposes</b></p><table><caption>Data for Figure SA4.4.2: Proportion of Sustainable Travel</caption><thead><tr><th>Year</th><th>TOTAL Sustainables (%)</th><th>Sustainables (5yr Avg) (%)</th><th>Target 50:50 (%)</th></tr></thead><tbody><tr><td>2010</td><td>50.0</td><td>50.0</td><td>50.0</td></tr><tr><td>2011</td><td>49.0</td><td>49.0</td><td>50.0</td></tr><tr><td>2012</td><td>48.5</td><td>48.5</td><td>50.0</td></tr><tr><td>2013</td><td>47.6</td><td>47.6</td><td>50.0</td></tr><tr><td>2014</td><td>48.0</td><td>48.0</td><td>50.0</td></tr><tr><td>2015</td><td>47.6</td><td>47.6</td><td>50.0</td></tr><tr><td>2016</td><td>48.0</td><td>48.0</td><td>50.0</td></tr><tr><td>2017</td><td>48.0</td><td>48.0</td><td>50.0</td></tr><tr><td>2018</td><td>48.7</td><td>48.7</td><td>50.0</td></tr><tr><td>2019</td><td>49.9</td><td>49.9</td><td>50.0</td></tr><tr><td>2020</td><td>49.0</td><td>48.0</td><td>50.0</td></tr></tbody></table></div> <p><b>Figure: SA4.4.2</b></p>	Year	TOTAL Sustainables (%)	Sustainables (5yr Avg) (%)	Target 50:50 (%)	2010	50.0	50.0	50.0	2011	49.0	49.0	50.0	2012	48.5	48.5	50.0	2013	47.6	47.6	50.0	2014	48.0	48.0	50.0	2015	47.6	47.6	50.0	2016	48.0	48.0	50.0	2017	48.0	48.0	50.0	2018	48.7	48.7	50.0	2019	49.9	49.9	50.0	2020	49.0	48.0	50.0
Year	TOTAL Sustainables (%)	Sustainables (5yr Avg) (%)	Target 50:50 (%)																																																	
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				<div><p><u>Sustainable Travel Trends by Month During COVID-19 Pandemic</u> <u>(1<sup>st</sup> April 2020 to 31<sup>st</sup> August 2021)</u></p><table><caption>Sustainable Travel Trends by Month During COVID-19 Pandemic</caption><thead><tr><th>Month</th><th>Sustainable Travel (%)</th></tr></thead><tbody><tr><td>Apr 2020</td><td>50%</td></tr><tr><td>May 2020</td><td>50%</td></tr><tr><td>Jun 2020</td><td>49%</td></tr><tr><td>Jul 2020</td><td>47%</td></tr><tr><td>Aug 2020</td><td>49%</td></tr><tr><td>Sep 2020</td><td>52%</td></tr><tr><td>Oct 2020</td><td>51%</td></tr><tr><td>Nov 2020</td><td>51%</td></tr><tr><td>Dec 2020</td><td>45%</td></tr><tr><td>Jan 2021</td><td>46%</td></tr><tr><td>Feb 2021</td><td>48%</td></tr><tr><td>Mar 2021</td><td>48%</td></tr><tr><td>Apr 2021</td><td>48%</td></tr><tr><td>May 2021</td><td>49%</td></tr><tr><td>Jun 2021</td><td>52%</td></tr><tr><td>Jul 2021</td><td>51%</td></tr><tr><td>Aug 2021</td><td>52%</td></tr></tbody></table><p>----- Pre-Pandemic Sustainable Mode-Split</p></div>	Month	Sustainable Travel (%)	Apr 2020	50%	May 2020	50%	Jun 2020	49%	Jul 2020	47%	Aug 2020	49%	Sep 2020	52%	Oct 2020	51%	Nov 2020	51%	Dec 2020	45%	Jan 2021	46%	Feb 2021	48%	Mar 2021	48%	Apr 2021	48%	May 2021	49%	Jun 2021	52%	Jul 2021	51%	Aug 2021	52%
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	Delivery of transport infrastructure as part of key strategic sites	As per the LDP and site masterplans	<p>S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows –</p> <p><b>SSA. Cardiff Central Enterprise Zone:</b></p>	<p>Construction in relation to the strategic sites has progressed through much of the past year even during periods of lockdown, although it is likely that this will have impacted on timeframes for delivery of sustainable infrastructure.</p> <p>Construction works are on-going and initial occupation underway at SSF. Churchlands in NE Cardiff ('Plas Ty Draw' in Lisvane), SSC. Plasdŵr in NW Cardiff ('Goitre Fach', 'Parc Plymouth' north of Llantrisant Road, and 'Cae St Fagans' south of Pentrebane Road).</p> <p><b><u>2020/2021</u></b></p> <p>The following infrastructure have been delivered over the past year specifically –</p>																																				

SA objective	Indicator	Target	Data	Commentary
			18/01705/MJR – Cardiff Transport Interchange (by TfW) £1.76 million  <b>SSC. NW Cardiff:</b>  14/02157/MJR – Land North & South of Llantrisant Road £0.61 million  14/02733/MJR – Plasdŵr £26.03 million  16/00106/MJR - Goitre Fach Farm £1.29 million  14/02188/MJR -	<b>SSC. NW Cardiff:</b> <ul style="list-style-type: none"> <li>Llantrisant Road / Heol Isaf new signalised junction with dedicated bus lanes, completed and operational as of November 2020</li> <li>Llantrisant Road / Clos Parc Radyr junction construction on-going. Works commenced in June 2021 and will feature 2 signalised junctions. Completion scheduled for October 2022</li> <li>Llantrisant Road / Goitre Fach signalised junction near Rhydlafar, remedials are on-going. Anticipated adoption October 2021</li> </ul> <b>SSF. NE Cardiff (Churchlands):</b> <ul style="list-style-type: none"> <li>Llwyn-y-Pia Road completed October 2020</li> <li>Rudry Road S278 scheme on-going. Completion scheduled for January 2022</li> </ul> <b><u>2019/2020</u></b>  The following infrastructure were previously delivered in connection with the strategic sites –  <b>SSC. NW Cardiff:</b> <ul style="list-style-type: none"> <li>Junctions 1 and 2 on Llantrisant Road completed, in maintenance period and awaiting adoption,</li> </ul>

SA objective	Indicator	Target	Data	Commentary
			<p>South of Pentrebanne £1.33 million</p> <p><b>SSD. North of J33:</b></p> <p>14/00852/DCO — North of J33 £2.25 million</p> <p><b>SSF. NE Cardiff:</b></p> <p>14/02891/MJR — Churchlands £1.65 million</p> <p><b>SSG. St Edeyrns:</b></p> <p>13/00578/DCO — St Edeyrns £2.79 million</p>	<p>with associated segregated walking and cycling provision</p> <ul style="list-style-type: none"> <li>• Llantrisant Road / Goitre Fach signalised junction completed</li> </ul> <p><b>SSF. NE Cardiff (Churchlands):</b></p> <ul style="list-style-type: none"> <li>• Churchlands South (Pentwyn Road / Ty-Draw Road) signalised junction completed and adopted, includes short section of bus lane</li> <li>• Churchlands Northern Access junction (unsignalized) via Llwynypia Road under construction</li> </ul> <p><b>SSG. St Edeyrns:</b></p> <ul style="list-style-type: none"> <li>• New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontpennau Roundabout</li> <li>• The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontpennau Roundabout</li> <li>• Access road built to 'spine road' standard, including short section of outbound bus lane leading to the Heol Pontpennau Roundabout, due for adoption shortly</li> <li>• 40mph speed limit imposed on the A4232 Pentwyn Link</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Bus turning circle and new bus stops operational, in use by service X59 (CGBP)</li> </ul> <p><b>S106 Commitments:</b></p> <p>In total, the following sustainable infrastructure and initiatives have been agreed to be delivered as part of the S106 agreements for the key strategic sites. These will help to reduce greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes –</p> <p><b>SSA. Cardiff Central Enterprise Zone</b></p> <p>18/01705/MJR - Transport Interchange:</p> <ul style="list-style-type: none"> <li>• Integrated Transport Hub, based on 14 bus stands with DIDO arrangement</li> <li>• Cycling provision for a significant number of secure operational cycle parking spaces</li> <li>• Various public realm improvements</li> </ul> <p><b>SSC. NW Cardiff</b></p> <p>14/02157/MJR - Land North &amp; South of Llantrisant Road:</p> <ul style="list-style-type: none"> <li>• Cycle parking, including at Radyr Station</li> </ul>

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

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• New traffic control access junction on Llantrisant Road, with cycle feeder lanes &amp; dropped kerbs (J2)</li> <li>• Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2</li> <li>• New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks &amp; cycle feeder lanes (J3)</li> <li>• New northbound bus lane at the southern arm to J3</li> <li>• 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use &amp; raised tables (J4-6)</li> <li>• New traffic control junction at Pentreban Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes &amp; Toucan crossings on all arms (J11)</li> <li>• New segregated cycling facility between Amethyst Road and J11</li> <li>• 2x new priority access junctions on Pentreban Road, with associated bidirectional 3m wide cycle lanes, crossing facilities &amp; dropped kerbs (J12-13)</li> <li>• Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12</li> <li>• Realignment of Crofft-y-Genau Road into Pentreban Road, providing cyclist &amp; pedestrian access to St Brides Road (J14)</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Stopping up of Pentrebane Road, with provision of shared use link</li> <li>• ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road</li> <li>• 2x new priority access junctions on Crofft-y-Genau Road, with associated ANPR traffic gate &amp; access flared for bus movements (J15-16)</li> <li>• Bridge Road 270m southbound bus lane, shared cycle footway &amp; signalised junction with Llantrisant Road</li> <li>• Cardiff Road/Fairwater Road upgrade of traffic signals</li> <li>• Cardiff Road cycling &amp; bus stop improvements between Ely Road and Fairwater Road</li> <li>• Provision of segregated off-road cycleway on disused rail line</li> <li>• 90m Southbound bus lane on Fairwater Road approach to St Fagans Road</li> <li>• Heol Isaf pedestrian &amp; cycle improvements</li> <li>• Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road</li> <li>• 300m eastbound bus lane &amp; shared cycle footway on southern side of St Fagans Road</li> <li>• St Fagans Road safety improvements</li> <li>• 100m westbound bus lane on Waun-Gron Road</li> <li>• A48 Western Avenue/Waun-Gron Road junction improvements</li> </ul>

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



SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road &amp; Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park &amp; Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff)</li> </ul> <p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> <li>Cycle parking</li> <li>New traffic signal access junction at Llantrisant Road with Toucan &amp; Puffin crossing facilities</li> <li>Realignment of segregated cycleway on Llantrisant Road</li> <li>New public transport, pedestrian &amp; cycle facilities along Llantrisant Road</li> <li>New raised crossing facility on Llantrisant Road</li> <li>New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway</li> <li>Bus contribution to Llantrisant Road (subject to occupation)</li> <li>Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road</li> <li>Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p>14/02188/MJR - South of Pentrebane:</p>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• New Pentrebane Road priority access junction to accommodate safe &amp; convenient 2-way bus movement, with associated footway &amp; cycle provision</li> <li>• Provision of bus stop &amp; bus turning circle, with 3m wide segregated cycleways, 2m wide footways &amp; 6.1m carriageways to promote sustainable travel</li> <li>• Secure cycle parking, including covered cycle parking at Fairwater Station &amp; at key bus stops</li> <li>• Improvements to Llantrisant Road &amp; Pentrebane Road as part of the North West Corridor programme</li> <li>• Bus contribution (in accordance with trigger points &amp; instalments)</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p><b>SSD. North of J33</b></p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> <li>• 1,000 space Park &amp; Ride facility, with 3/4 (750 spaces) accessed from J33 &amp; 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces</li> <li>• Bus gate between the M4 and Llantrisant Road</li> <li>• The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<p>07:00-19:00, utilising £2.25 million bus service contribution</p> <ul style="list-style-type: none"> <li>• New junctions on Llantrisant Road, including crossing facilities, associated cycle &amp; footway provision, and bus lanes</li> <li>• On-site public transport infrastructure, bus &amp; cycle lanes</li> </ul> <p><b>SSF. NE Cardiff</b></p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> <li>• Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive</li> <li>• New signalized junction on Pentwyn Drive</li> <li>• New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close</li> <li>• New cycle route (2) to be provided along Cyncoed Road</li> <li>• Bus improvements on A48 Eastern Avenue (between Pentwyn &amp; Pontprennau) &amp; A4232 Pentwyn Link (northbound to J33)</li> <li>• Provision of bus services linking to Heath Hospital</li> <li>• Provision of bus service linking to City Centre via Cardiff East Park &amp; Ride</li> <li>• Phase 2 bus priority infrastructure</li> <li>• Phase 3 bus priority infrastructure</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<p><b>SSG. St Edeyrns</b></p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> <li>• Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway</li> <li>• Cycle parking spaces</li> <li>• Investigation &amp; provision of a northbound bus lane on A4232</li> <li>• Bus service extension from the development to City Centre serving Church Road and St Mellons Road</li> <li>• Investigation &amp; provision of bus service extension on A48 from A4232</li> <li>• A scheme to demonstrate effective operation of Heol Pontprennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian &amp; cyclist provision</li> <li>• Spine-road treatment on access road, including the provision of bus lane</li> <li>• Widening of existing footways linking the Toucan crossing and Heol Pontprennau signalised crossing</li> <li>• Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road</li> <li>• Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph</li> </ul>

SA objective	Indicator	Target	Data	Commentary
				<ul style="list-style-type: none"> <li>• Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends</li> <li>• Provision of a new bridge across the River Rumney for pedestrians &amp; cyclists to St Mellons</li> </ul>
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	0	3	<p>One application for highly vulnerable development was permitted in Zone C2 without flood mitigation measures. This application was confirmed as appropriate through advice provided by NRW.</p> <p>Two applications for highly vulnerable development were permitted in Zone C1. Both applications related to change of use of the first and second floors only to residential flats and were therefore not considered at risk from flooding.</p> <p>Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p>
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	No reduction	No reduction	There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission.
6. Help deliver the growth of a	Net job creation over the	40,000 net additional	23,000 since 2009 (↑)	Total jobs in Cardiff - 213,000 in 2019 (latest Nomisweb.co.uk figures). This compares to an equivalent figure from 2009 of

SA objective	Indicator	Target	Data	Commentary															
sustainable and diversified economy	remaining Plan period	jobs over plan period, 20,900 between 2006 and 2015		190,000 jobs in Cardiff which represents a 23,000 increase in jobs over that period.															
7. Improve health and well-being	Delivery of community infrastructure as part of key development sites			As of August 2021, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of Junction 33), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.															
	% of journeys made by walking/cycling	Increase	All Journeys: 2015 = 24.8% 2016 = 28.0% (↑) +3.2% 2017 = 27.1% (↓) -0.9% 2018 = 30.3% (↑) +3.2% 2019 = 29.7% (↓) -0.6%	<p>The proportion of all journeys made by active travel modes (i.e. walking and cycling) is presented in the table in figure SA7.1.1 below –</p> <p><b>Figure: SA7.1.1</b></p> <table><tr><th></th><th>2019</th><th>2020</th><th>Change</th></tr><tr><td>Walking</td><td>19%</td><td>18%</td><td>-1%</td></tr><tr><td>Cycling</td><td>11%</td><td>17%</td><td>6%</td></tr><tr><td>Walking &amp; Cycling</td><td>30%</td><td>35%</td><td>5%</td></tr></table> <p>As can be seen above, while the proportion walking overall has seen a slight reduction over the past year, nevertheless cycling</p>		2019	2020	Change	Walking	19%	18%	-1%	Cycling	11%	17%	6%	Walking & Cycling	30%	35%
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			<p>2020 = 35.0% (↑) +5.3%</p> <p>Work: 2015 = 26.6% 2016 = 29.2% (↑) 2017 = 30.6% (↑) 2018 = 35.3% (↑) 2019 = 37.2% (↑)</p> <p>Education: 2015 = 31.5% 2016 = 37.2% (↑) 2017 = 36.1% (↓) 2018 = 40.6% (↑) 2019 = 37.6% (↓)</p> <p>Shopping (City Centre): 2015 = 22.4%</p>	<p>has seen a significant rise, resulting in a net 5% gain in the proportion walking and cycling combined.</p> <p>The proportions walking and cycling over the past year are represented in figure SA7.1.2 below –</p> <p><b>Figure: SA7.1.2</b></p> <div data-bbox="1227 564 2132 1098"> <p><b>Walking &amp; Cycling by Month During COVID-19 Pandemic</b> (1<sup>st</sup> April 2020 to 31<sup>st</sup> August 2021)</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Walking (%)</th> <th>Cycling (%)</th> <th>Walking Pre-Pandemic (%)</th> <th>Walking &amp; Cycling Pre-Pandemic (%)</th> </tr> </thead> <tbody> <tr><td>Apr 2020</td><td>13%</td><td>24%</td><td>18%</td><td>30%</td></tr> <tr><td>May 2020</td><td>14%</td><td>22%</td><td>18%</td><td>30%</td></tr> <tr><td>Jun 2020</td><td>14%</td><td>22%</td><td>18%</td><td>30%</td></tr> <tr><td>Jul 2020</td><td>16%</td><td>17%</td><td>18%</td><td>30%</td></tr> <tr><td>Aug 2020</td><td>22%</td><td>13%</td><td>18%</td><td>30%</td></tr> <tr><td>Sep 2020</td><td>24%</td><td>13%</td><td>18%</td><td>30%</td></tr> <tr><td>Oct 2020</td><td>22%</td><td>15%</td><td>18%</td><td>30%</td></tr> <tr><td>Nov 2020</td><td>22%</td><td>15%</td><td>18%</td><td>30%</td></tr> <tr><td>Dec 2020</td><td>17%</td><td>15%</td><td>18%</td><td>30%</td></tr> <tr><td>Jan 2021</td><td>15%</td><td>18%</td><td>18%</td><td>30%</td></tr> <tr><td>Feb 2021</td><td>18%</td><td>17%</td><td>18%</td><td>30%</td></tr> <tr><td>Mar 2021</td><td>17%</td><td>17%</td><td>18%</td><td>30%</td></tr> <tr><td>Apr 2021</td><td>18%</td><td>15%</td><td>18%</td><td>30%</td></tr> <tr><td>May 2021</td><td>22%</td><td>11%</td><td>18%</td><td>30%</td></tr> <tr><td>Jun 2021</td><td>24%</td><td>11%</td><td>18%</td><td>30%</td></tr> <tr><td>Jul 2021</td><td>23%</td><td>11%</td><td>18%</td><td>30%</td></tr> <tr><td>Aug 2021</td><td>25%</td><td>10%</td><td>18%</td><td>30%</td></tr> </tbody> </table> </div> <p>As can be seen in the above, at various points walking has been lower than pre-covid levels, while the proportion cycling has typically been far higher. Meanwhile the proportion walking and cycling combined has consistently been higher for the entire period from April 2020 to the end of August 2021.</p>	Month	Walking (%)	Cycling (%)	Walking Pre-Pandemic (%)	Walking & Cycling Pre-Pandemic (%)	Apr 2020	13%	24%	18%	30%	May 2020	14%	22%	18%	30%	Jun 2020	14%	22%	18%	30%	Jul 2020	16%	17%	18%	30%	Aug 2020	22%	13%	18%	30%	Sep 2020	24%	13%	18%	30%	Oct 2020	22%	15%	18%	30%	Nov 2020	22%	15%	18%	30%	Dec 2020	17%	15%	18%	30%	Jan 2021	15%	18%	18%	30%	Feb 2021	18%	17%	18%	30%	Mar 2021	17%	17%	18%	30%	Apr 2021	18%	15%	18%	30%	May 2021	22%	11%	18%	30%	Jun 2021	24%	11%	18%	30%	Jul 2021	23%	11%	18%	30%	Aug 2021	25%	10%	18%	30%
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			<p>2016 = 25.0% (↑) 2017 = 23.9% (↓) 2018 = 29.2% (↑) 2019 = 28.4% (↓)</p> <p>Shopping (Other): 2015 = 27.5% 2016 = 29.5% (↑) 2017 = 26.5% (↓) 2018 = 30.8% (↑) 2019 = 32.4% (↑)</p> <p>Leisure: 2015 = 28.5% 2016 = 31.8% (↑) 2017 = 28.6% (↓) 2018 = 31.9% (↑)</p>	



SA objective	Indicator	Target	Data	Commentary
			2019 = 30.5% (↓)	
	Percentage of population in the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment	Reduction	28% (No change since 2015)	The latest Welsh Index of Multiple Deprivation data from 2019 shows that 28% of the population of Cardiff is in the 100 most deprived wards in Wales for physical environment.
8. Protect and enhance the landscape	Achievement of functional open space requirements	2.43ha per 1,000 population	1.17 ha per 1,000 population (↑)	Latest figures show 1.17 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.03 ha of open space per 1,000 population.
	Special Landscape Areas	Five SLAs designated by plan adoption	Five SLAs designated	Five SLAs have been designated at: <ul style="list-style-type: none"> <li>• St Fagans Lowlands and the Ely Valley</li> <li>• Garth Hill and Pentyrch Ridges</li> <li>• Fforest Fawr and Caerphilly Ridge</li> <li>• Wentloog Levels</li> <li>• Flat Holm</li> </ul>
9. Use natural resources efficiently and safeguard their	Percent of housing on previously developed land	60%	52.89% (↓)	For the two year period 19/21 52.89% of housing completed was on previously developed land.

SA objective	Indicator	Target	Data	Commentary
quality	Average density of new development		138.17 dwellings per hectare (↓)	For the two year period 2019/21 the average density of new housing development in Cardiff was 138.17 dwellings per hectare.
	Area of contaminated land cleared up	>0	N/A	Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report.
10. Respond to demographic changes in a sustainable way	Total population	n/a	369,202 (↑)	The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 369,202 in 2020
	No. homes in Cardiff	45,400 net additional homes by 2026	18,727 completed 2006 to 2021 (↑)	Over the period 2006 to 2021 18,727 dwellings have been completed leaving 22,773 to be completed (excluding the 4,000 homes flexibility allowance).
11. Minimise waste, increase re-use & recycling	Waste reduction rate	Reduction per household	+0.06% (↓)	The amount of household waste collected and generated between 2018/19 and 2019/20 increased by 0.6% from 170,523 to 171,528 tonnes.

## 7. Conclusions

This is the fourth AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for 2017, 2018 and 2019 AMRs. Although due to the ongoing Covid pandemic there are gaps in this year's data the key conclusion is that good progress is being made in delivering the identified targets/monitoring outcomes and policies.

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

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

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

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

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

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

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

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

<b>Continue Monitoring (Green)</b>	<b>82</b>
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.	
<b>Training Required (Blue)</b>	<b>0</b>
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.	
<b>Supplementary Planning Guidance Required (Purple)</b>	<b>0</b>
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.	
<b>Further Research (Yellow)</b>	<b>25</b>
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.	
<b>Policy Review (Orange)</b>	<b>0</b>
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.	
<b>Plan Review (Red)</b>	<b>0</b>
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.	

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

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

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

## **Key Findings**

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

Overall the findings of the fifth AMR are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

**Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 9,000 jobs since the first AMR (16/17).

**Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP strategic housing sites. Specifically, there are new completions on 4 of the strategic housing sites:

- 841 completions have been achieved at St Ederyns Village (which is over the 800 completed dwelling target included in the AMR);
- 526 completions have been achieved on the North West Cardiff strategic site, which has three separate outlets underway with more planned in the near future;
- 128 completions have been recorded on the North East Cardiff strategic site; and
- 128 completions have been achieved at the North of J33 strategic site.

Although most of the strategic housing site completion rates are below targets set out in the AMR it is now evident from the above data that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. For example completions for the last 3 years (2018 to 2021) have averaged 1,217 in contrast with the previous 9 years (2008 to 2017) where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 15 years between 2006 and 2021

a total of 18,723 new dwellings were built in Cardiff which represents 45% of the overall dwelling requirement.

However, construction has now started on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 5 years of the Plan period will increase significantly.

In terms of the impact of the pandemic on construction and completion rates there was evidence of a slight slow-down in construction activity in 2020 but this has been short term as evidenced by the fact the combined number of homes under construction on the strategic housing sites in April 2021 was 1,332 dwellings.

**Affordable Housing** – The plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 809 new build affordable dwellings were completed in the last three years, which represents 22% of total new build housing completions over this period. This trend is expected to continue as construction of the greenfield strategic housing sites gathers pace for the remaining 5 years of the Plan period. In addition, it is important to note that the Council and Registered Social Landlords (RSLs) have delivered a total of 1,267 affordable homes over the last three years from a combination of new build and other delivery methods. These figures show that good progress is being made in delivering affordable housing to meet the identified need within the city.

**Transportation** – Restrictions in travel as a result of the pandemic and national lockdown have had a significant impact on travel volumes and patterns over the monitoring period. Data shows a 22% reduction in traffic volumes from 2019, along with reduced congestion and improved air quality. Related to this commuting for 2020 was down 58% due to Covid restrictions and consequent working from home, furlough and self-isolation. With reduced congestion bus journey times and reliability have improved. There was also a 6% increase in cycling over the monitoring period and a 8% drop in bus and rail use. Overall this had an impact on the 50:50 sustainable modal split target which dropped from 50% to 49%. However in the past 3 months the modal split figure has been higher than 50% as a result of increased use of bus and rail services as restrictions ease and frequencies increase.

**Gypsy and Traveller Sites** - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the forthcoming Strategic Development Plan preparation process.

**Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

**Contextual Changes** – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the five monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018 & PPW, Edition 11, February 2021) and the publication of Future Wales: The National Plan 2040 (February 2021) have made significant changes to the high-level policy framework.

### **Sustainability Appraisal (SA) Monitoring**

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first, second and third AMRs published in 2017, 2017 and 2019.

### **Conclusions:**

1. Submit the 2021 fifth AMR to the Welsh Government by 31 October 2021 in accord with statutory requirements. Publish the AMR on the Council's website.
2. Continue to monitor the Plan through the preparation of successive AMRs. Close monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.
3. Use the findings of the monitoring to inform the ongoing preparation of the Replacement Local Development Plan.
4. Prepare the 2022 sixth AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2022.

## Appendix 1: Table setting out summary of findings

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

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