



# Transport Statement

August 2025

**Merthyr Tydfil Synagogue**

## Table of Contents

1	Introduction .....	1
2	Policy Context .....	2
3	The Site.....	5
4	Proposed Development.....	9
5	Summary & Conclusion.....	12

## Appendix A – Proposed TRO Amendments

### Revision History

A	1 <sup>st</sup> August 2025	First Issue
B	14 <sup>th</sup> August	Final

2511-TS01 Merthyr Synagogue Transport Statement

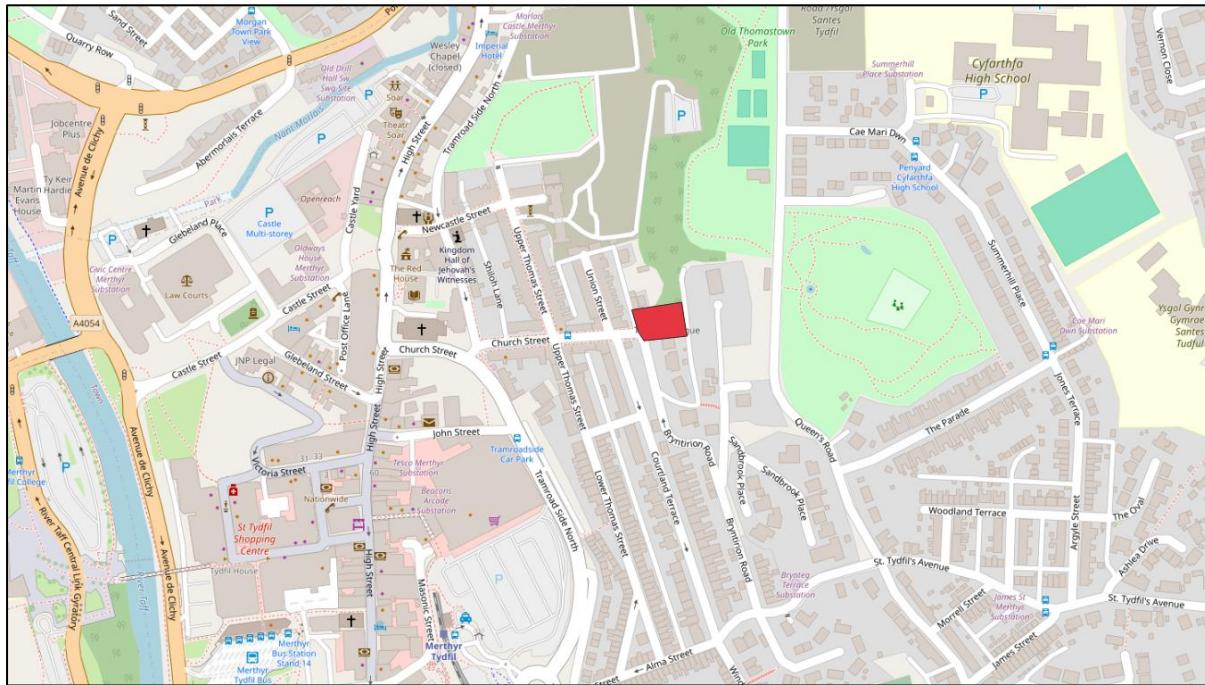
This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Red Oak Transport Ltd., no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Red Oak Transport Ltd. assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2025 Red Oak Transport Ltd.

Red Oak Transport Ltd.  
32 Alan Road, Llandeilo, SA19 6HU  
[www.redoaktransport.co.uk](http://www.redoaktransport.co.uk)

## 1 Introduction

1.1 Red Oak Transport has been appointed by The Foundation for Jewish Heritage to prepare a Transport Statement to support a planning application for the redevelopment of the former Synagogue and neighbouring Primrose Hill. The general location of the site is shown in Figure 1.



**Figure 1 Location Plan**

1.2 The site consists of the former Synagogue and the neighbouring residential property known as Primrose Hill. It is proposed to redevelop and refurbish the buildings to provide a Jewish Heritage Visitor Centre.

1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and appropriate parking and servicing provision is made for the future occupiers and users of the site.

1.4 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site.
- Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
- Section 5 describes the proposed development and its access arrangements.
- Section 6 provides a summary and conclusion.



## 2 Policy Context

### Future Wales - The National Plan 2040

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

### Planning Policy Wales (12<sup>th</sup> Edition)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
  - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
  - are designed in a way which integrates them with existing land uses and neighbourhoods; and
  - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
  - Walking and Cycling
  - Public Transport
  - Ultra Low Emission Vehicles
  - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.



2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

2.10 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

#### TAN18 Transportation

2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

#### The Active Travel (Wales) Act 2013

2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:



- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.



**Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)**

2.15 This demonstrates that, as would be expected for a site on the edge of the town centre, that the site is well served by active travel routes currently.



### 3 The Site

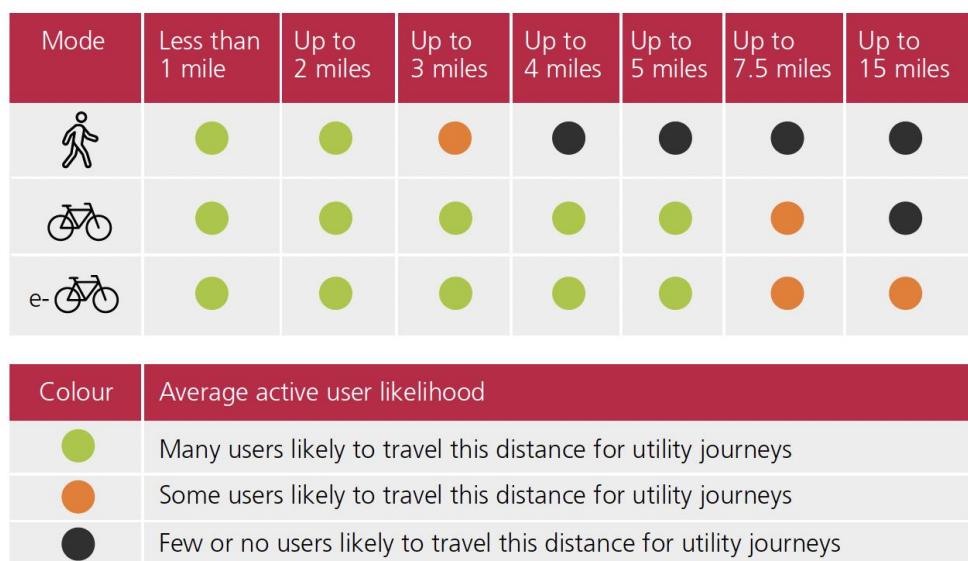
- 3.1 The site predominantly comprises of two buildings, former Synagogue and Primrose Hill, and their associated landscaped areas, which sit at the corner of Church Street and Brynteg Terrace.
- 3.2 The former Synagogue building fronts Brynteg Terrace, and Primrose Hill to the north west, fronting Church Street.
- 3.3 The Synagogue building has had a variety of uses through the years, operating as a Synagogue from its opening in 1876 until 1984. Following this it was used briefly as a Christian centre, before opening as a gym in 1986. It ceased operating as a gym in the mid 2000's.

#### Proximity to Services

- 3.4 The site is located to the east of the town centre of Merthyr Tydfil. As such it is extremely well connected to the local and wider area, with the rail station and bus station being within easy walking distance. The full range of local facilities are available in close proximity to the site, which is in a highly sustainable location

#### Active Travel

- 3.5 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

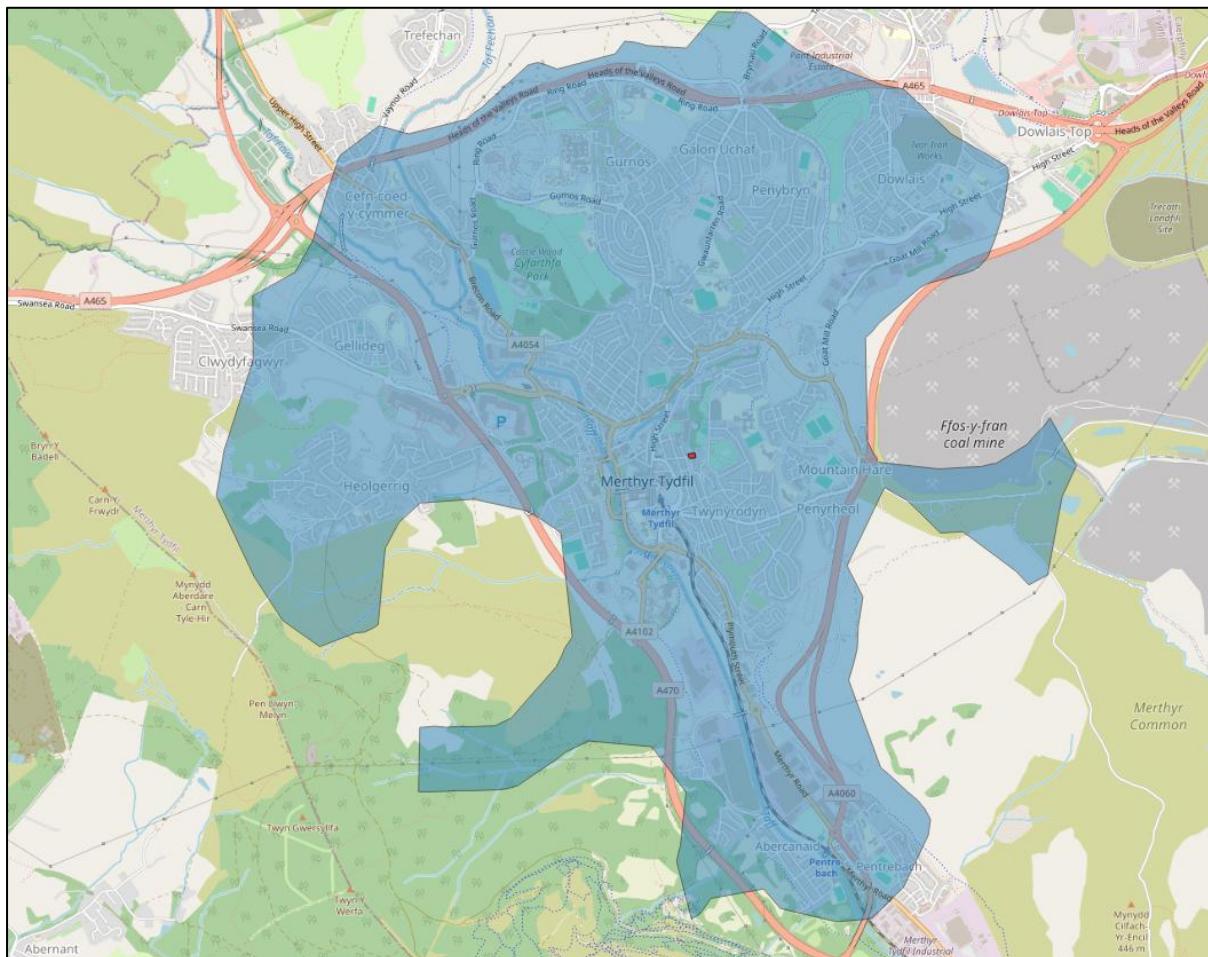


**Figure 3 Typical Distance Range for Active Travel**

(Source: Active Travel Guidance Table 4.1)

- 3.6 Figure 4 shows the areas that are within 2-miles of the development site where utility journeys to and from the site may be viable on foot. This catchment area encompasses all of Aberdare.

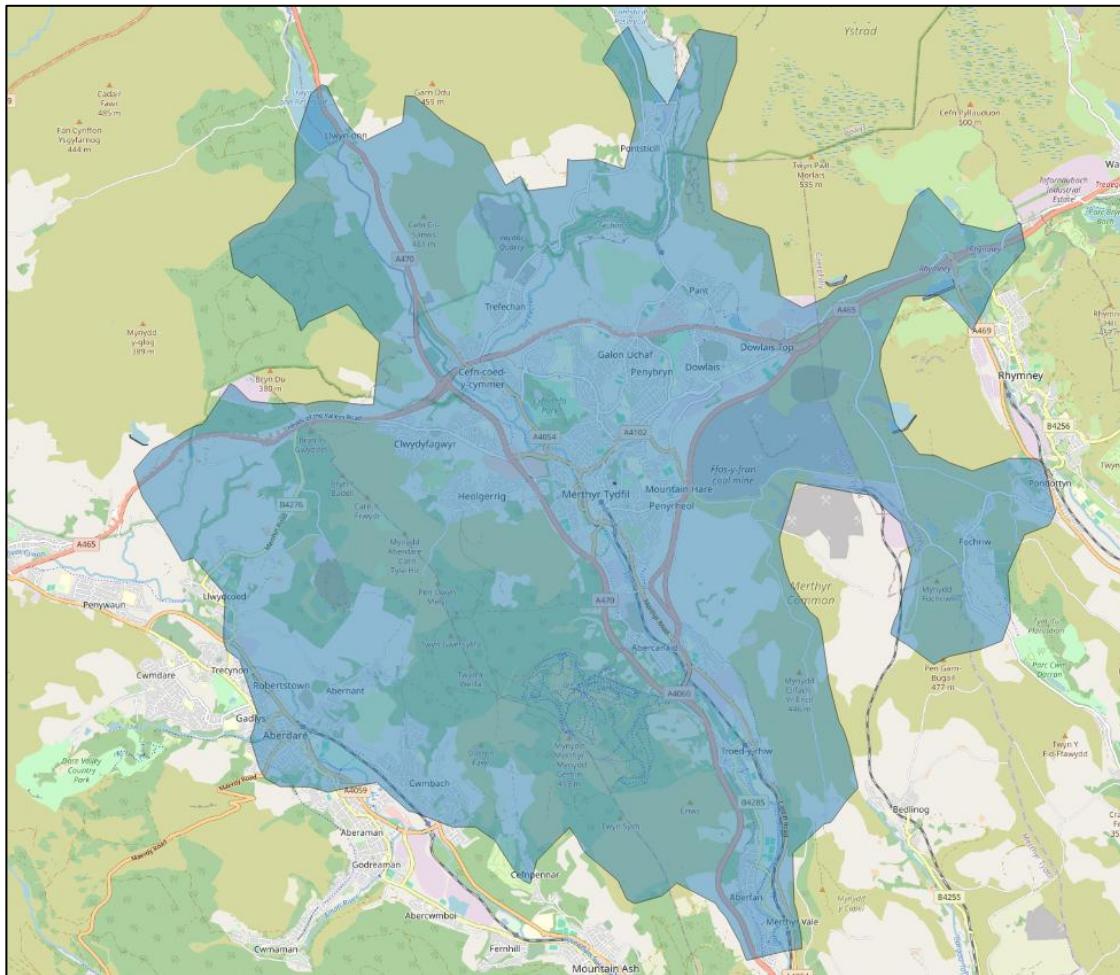




**Figure 4 2-Mile Walk Catchment**

3.7 Figure 5 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.





**Figure 5 5-Mile Cycle Catchment**

3.8 As would be expected in an urban location such as this, the site is highly accessible to pedestrians with most roads in the immediate vicinity benefitting from footways and street lighting.

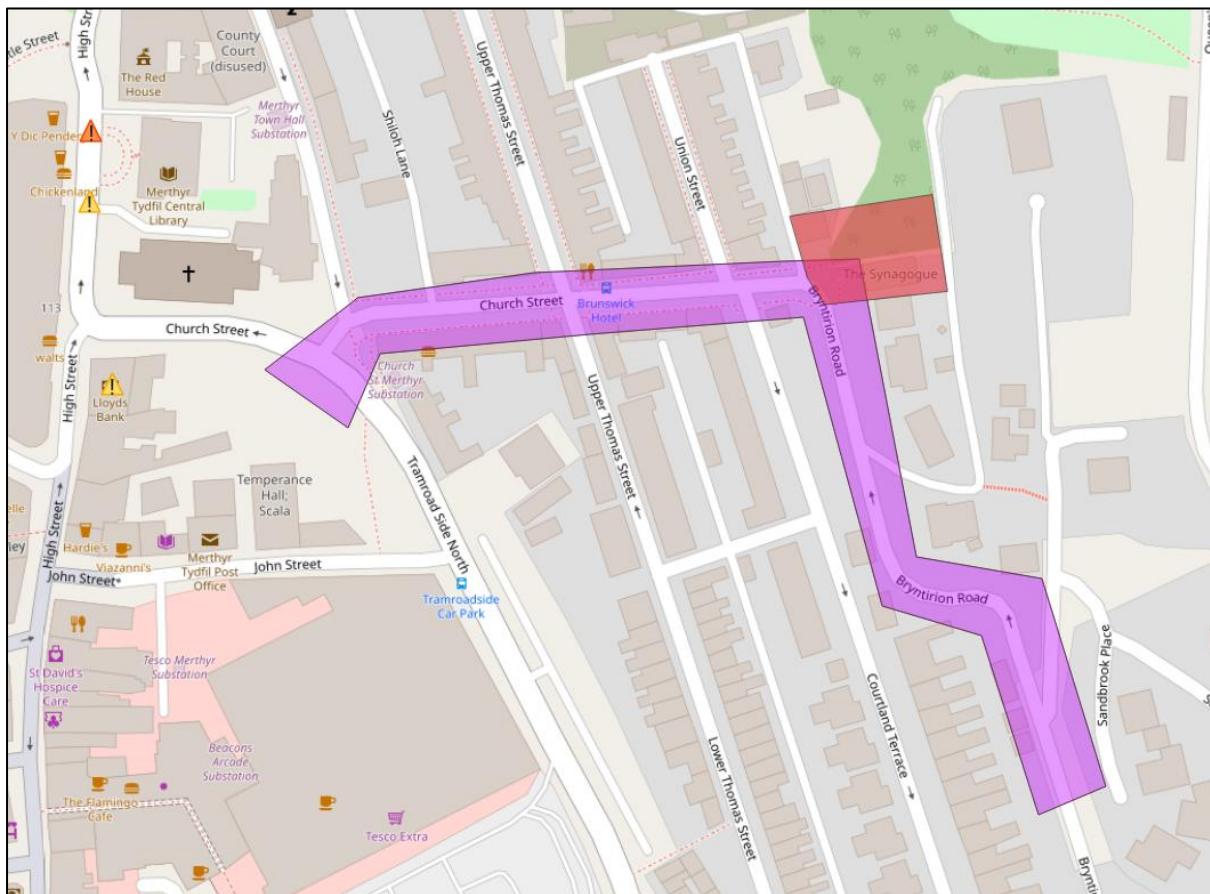


### Public Transport

- 3.9 The nearest bus stops are located at Merthyr Tydfil bus station, approximately a 12 minute walk from the site, providing a range of regular services to the surrounding area.
- 3.10 Merthyr Tydfil Rail Station is approximately 10 minute walk from the front of the site. From here there are regular services (approximately 2 per hour) to Cardiff Central and beyond, giving easy access to Regional and National Services.

### Highway Safety

- 3.11 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2018-2022). Within the 5-year period, there have been no collisions which have occurred within the assessed area. As such it is not considered that there is a highway safety problem in the area which will be impacted by the development.



**Figure 6 PIC Study Area**



## 4 Proposed Development

- 4.1 The proposed development will restore, renovate and make publicly accessible the much-loved but now derelict Grade II listed Victorian Synagogue in Merthyr Tydfil, bringing it back to life as the Welsh Jewish Cultural Centre (WJCC). It will share Welsh Jewish heritage and culture and its important role in the growth of Merthyr and its connections to other inter-cultural relationships and experiences of migration.
- 4.2 The Synagogue will be restored and operated as a visitor attraction, community resource and venue, presenting displays and exhibitions and events and hosting performances and events organised by the project and by others. The gardens adjacent to the Synagogue will also be opened to visitors and used for activities and events.
- 4.3 Primrose Hill house will be used for some public or group activities including spaces to support school visits, will contain offices and other back-of-house uses, and will have spaces that are rented out to community and commercial organisations.

### Parking

- 4.4 Due to the town centre location, there is no dedicated parking associated with the current buildings, as has been the case throughout their historic use.
- 4.5 Visitors to the centre travelling by car will be encouraged to utilise the plethora of parking options within close proximity to the site. Car parking is available within 250m walk of the centre at the Tramroad car park and Ty Gwyn car park. On street parking in the vicinity of the site is predominantly permit controlled, with a small number of short-stay and public parking spaces available.
- 4.6 It is proposed that one of the existing permit bays outside the Synagogue will be amended to become a disabled parking bay. This will allow disabled visitors the opportunity to park in close proximity to the centre, adjacent to the step-free access to the Synagogue building.

### Servicing

- 4.7 In order to facilitate servicing of the centre and its commercial uses, it is proposed that the existing permit parking bay outside Primrose Hill is amended to become a loading bay. This will allow for the delivery and collection of goods from the centre, as well as allow loading and unloading of minibuses. This proposal is shown in appendix A and would result in the loss of one permit parking bay.
- 4.8 In order to understand the impact of this proposal, a parking survey was undertaken in the vicinity of the site. Manual counts were undertaken of the various parking permit bays in the area during two periods on 2<sup>nd</sup> July 2025. The full survey output is included at Appendix B.
- 4.9 The survey results illustrate that there are 186 on-street parking spaces in the vicinity of the site. During the survey periods, a maximum of 148 spaces were occupied. On Brynteg Terrace, of the 39 available spaces, the maximum occupancy was 17.
- 4.10 As such, it is not considered that the proposed loss of one bay will have a detrimental impact on the availability of parking in the area.



### Coach/Bus Travel

4.11 The business plan prepared to allow funding of the proposed Centre includes details of anticipated visitor numbers. A significant amount of visitors are expected to be generated from school visits, with 42 school sessions forecast in the first year, increasing to 60 in year 5.

4.12 School travel will typically take place on minibuses, which can utilise the proposed loading bay outside Primrose Hill. Where a larger coach is used, schools will be advised that there is no access for large vehicles to the site, due to the constrained nature of the local highways. Coaches will therefore be expected to utilise the loading facilities in the vicinity of High Street and Church Street for loading and unloading children.

4.13 Coaches would enter the one-way system at lower Church Street, where there are two loading bays, with further loading bays available on High Street, before exiting via the Bolgoed Place mini-roundabout.

### Pedestrians

4.14 Due to the location on the edge of the town centre, the site is easily accessed by pedestrians. An audit of the local area highlighted a lack of dropped kerbs and tactile paving to assist mobility and visually impaired visitors. In order to increase this provision and aid visitors crossing Brynteg Terrace, it is proposed to install dropped kerbs and tactile paving, as shown illustratively in Appendix A.

### Trip Generation

4.15 Due to the unique nature of the proposed use, it is not considered appropriate to utilise a standard approach such as the TRICS database when estimating trip generation. Instead, the business plan which was written to enable funding of the centre has been used to derive estimated numbers of people movements.

4.16 The excerpt below shows the estimated visitor numbers in the first five years of operation.

Audience	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34
Cultural Centre - paying visitors	1500	1613	1733	1863	2003	2153
Attendees - free events	1500	1613	1733	1863	2003	2153
Attendees - paid for events	750	806	867	932	1002	1077
School visits - children paid	1750	1881	2022	2174	2337	2512
School – in-school users	1250	1344	1445	1553	1669	1794
Number of in-school sessions	42	45	48	52	56	60
Building uses – community /activities	1000	1075	1156	1242	1335	1435
Building users – researchers, academics etc	400	430	462	497	534	574
Offsite attendees – outreach etc	1500	1613	1733	1863	2003	2153
Digital visitors – online engagement	8000	8600	9245	9938	10684	11485
Digital visitors paying for online events - subset of total above	400	430	462	496	534.2	574
<b>Totals</b>	<b>18092</b>	<b>19450</b>	<b>20906</b>	<b>22473</b>	<b>24160</b>	<b>25970</b>

4.17 This shows that in the first year, it is estimated that there will be a total of 8150 in-person visitors expected at the centre. Of these, 3000 are expected to be related to school visits, the majority of whom will travel by minibus, coach or walk from the local schools.



- 4.18 The remaining 5150 can be distributed across a 6-day week, averaging 100 visitors per week, or 17 per day.
- 4.19 As set out above, the visitors to the centre will be made aware through marketing channels that there is no dedicated parking associated with the Centre, and to therefore utilise nearby car parking.
- 4.20 The business plan identifies that there is likely to be interest from visitors across the UK; these visitors will be encouraged to take advantage of the good quality public transport connections to and from Cardiff, and it is therefore likely that many will arrive by train to Merthyr Tydfil station, which is a short walk from the Centre.
- 4.21 As such, it is unlikely that the use of the centre will result in a significant increase in traffic movements in the immediate vicinity of the site, with a small number of daily movements to the town centre.
- 4.22 During its peak usage as a Synagogue and then gym, it is likely that there would have been more intensive use of the site, with no reported issues arising.



## 5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

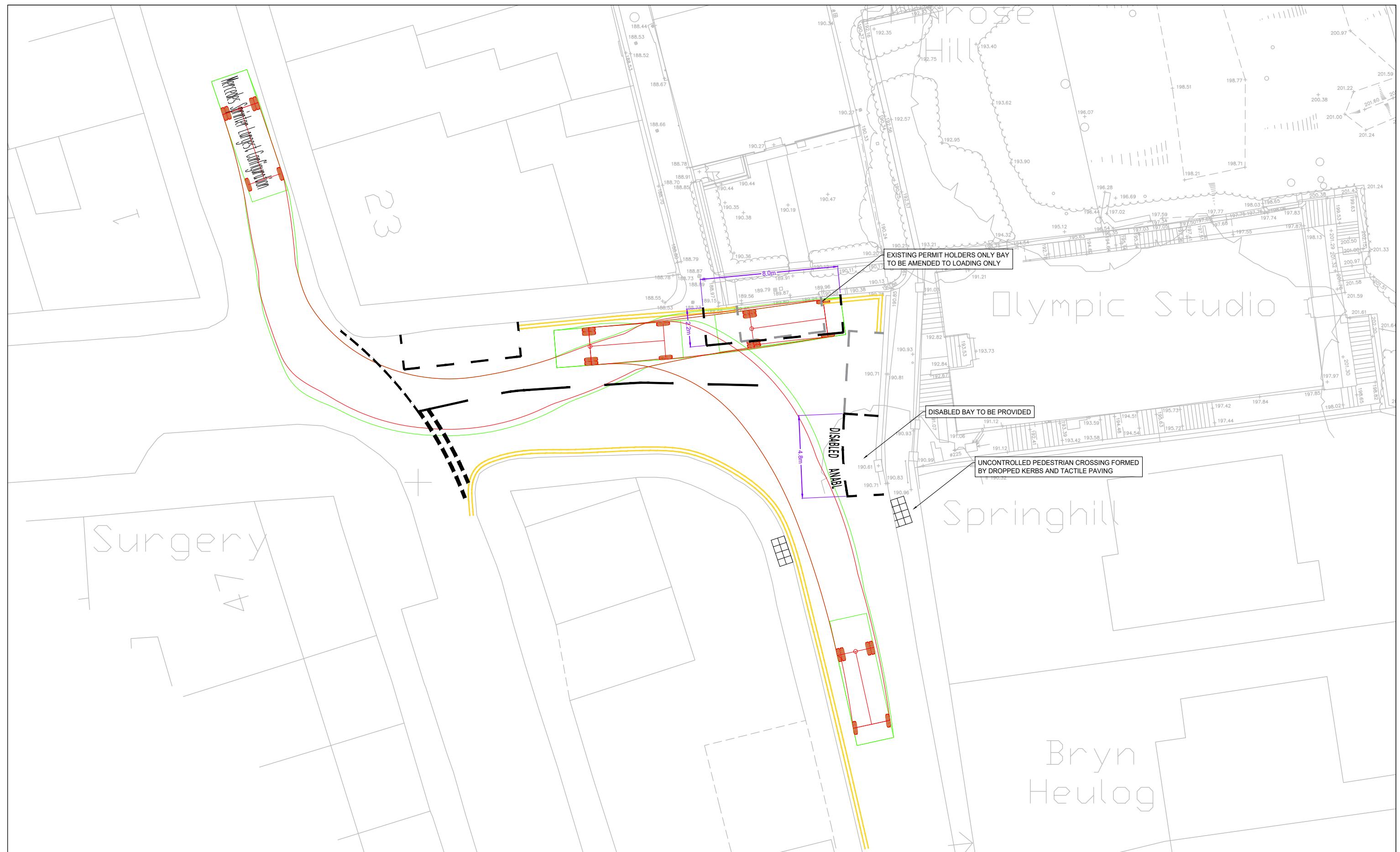
- The site is in a sustainable and accessible location. It is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future guests and visitors without access to cars are not socially excluded.
- The proposals include appropriate provision for servicing requirements through the creation of a loading bay.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

5.2 As such it is considered that the development site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

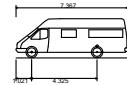


## **Appendix A – Proposed TRO Amendments**



KEY PLAN

VEHICLE MODELS USED IN SWEEP PATH ANALYSIS



Mercedes Sprinter Largest Configuration  
 Overall Length 7.367m  
 Overall Width 2.175m  
 Overall Height 2.589m  
 Min. Bump Clearance 0.375m  
 Track Width 2.175m  
 Lorry Turn Time 4.000s  
 Wall to Wall Turning Radius 7.600m

NOTES

DRAWING TITLE  
**PROPOSED LOADING BAY AND  
DISABLED PARKING BAY**

CLIENT

PROJECT

**MERTHYR TYDFIL SYNAGOGUE**

DRAWING NO.

SCALE @ A3

1:200

REV

DRAWN

CHECKED

N.BUCKMAN

REV DATE

21/07/25



Red Oak Transport Planning  
 32 Alan Road  
 Llandeilo  
 SA19 6HU  
[www.redoaktransport.co.uk](http://www.redoaktransport.co.uk)