Technical Note

Project: Former Synagogue, Church Street
Title: Transport Statement Addendum

Introduction

1. Red Oak Transport has been appointed by The Foundation for Jewish Heritage to provide transport planning advice 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.

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.

3. A planning application (Ref P/25/0230) was submitted to Methyr Tydfil County Borough Council (MTCBC) in August 2025. Since that time there has been ongoing dialogue with officers from MTCBC in their role as Local Highway Authority (LHA) regarding the proposals and their impact on the local highway.

4. Following those discussions, it has been requested that the applicant provide a comparison of the trip attraction potential of the proposed use with the former use as a gym. While the original Transport Statement sought to provide a robust scenario by not attempting to portray the building as having any current trip attraction, the LHA have deemed that the site has an 'extant' use as a gym.

5. Therefore, this note sets out the context of the site, the existing and proposed uses and their trip attraction potential and the impact of this change on the operation of the local highway network.

Site Location and Existing Use

6. 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.

7. The former Synagogue building fronts Brynteg Terrace, and Primrose Hill to the north west, fronting Church Street.

8. 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.
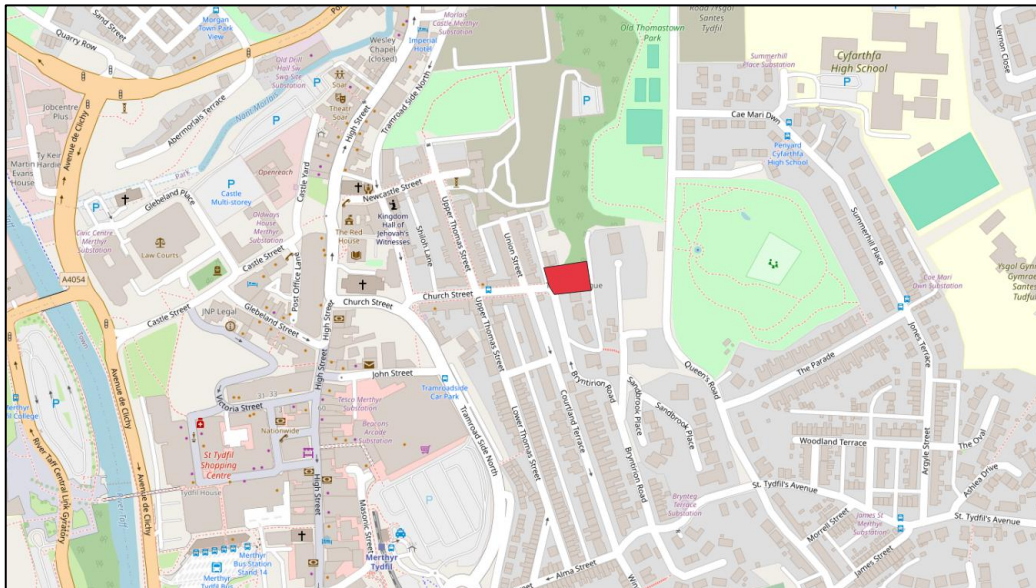

Figure 1 - Site Location

Proposed Development

9. 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.

10. 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.

11. 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

12. 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.

13. 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.

14. It is noted that subsequent to comments from the LHA, cycle parking is to be provided within the site to encourage active travel to the site.

Coach/Bus Travel

15. 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, including local schools who will travel on foot, with 42 school sessions forecast in the first year, increasing to 60 in year 5.

16. Where coaches and minibuses are utilised, 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.

17. 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

18. Due to the location on the edge of the town centre, the site is easily accessed by pedestrians, with good quality walking routes available throughout the surrounding area.

Trip Generation

Proposed Cultural Centre

19. 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.

20. 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
Totals	**18092**	**19450**	**20906**	**22473**	**24160**	**25970**

21. 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 (i.e. excluding 'Digital Visitors'). 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.

22. The remaining 5150 can be distrusted across a 6-day week, averaging 100 visitors per week, or 17 per day.

Extant Use

23. The LHA have requested that TRICS data is provided showing the potential trip generation for the gym, which was the last official use of the building before its closure in the mid 2000's.

24. Therefore, reference has been made to trip rate information for existing public house facilities contained within the Trip Rate Information Computer System (TRICS) database '07 – Leisure, K – Fitness Club' category.

25. For the purposes of this report, trip rate information for public house facilities that are located in England, except Greater London, have been considered.

26. The trip rates and estimated traffic generation for the gym is summarised in Table 1 below.

Table 1 – Gym Trip Rate (per 100sqm)

	Arrivals	Departures	Two-way
06:00-07:00	0.881	0.093	0.974
07:00-08:00	0.612	0.612	1.224
08:00-09:00	0.686	0.695	1.381
09:00-10:00	1.465	0.510	1.975
10:00-11:00	0.918	0.760	1.678
11:00-12:00	0.593	1.131	1.724
12:00-13:00	0.658	0.742	1.400
13:00-14:00	0.565	0.751	1.316
14:00-15:00	0.779	0.621	1.400
15:00-16:00	1.168	0.871	2.039
16:00-17:00	1.520	1.057	2.577
17:00-18:00	1.780	1.326	3.106
18:00-19:00	1.298	1.659	2.957
19:00-20:00	0.853	1.604	2.457
20:00-21:00	0.343	1.075	1.418
21:00-22:00	0.083	0.473	0.556
22:00-23:00	0.000	0.000	0.000
Total	14.202	13.98	28.182

27. These trip rates have been applied to the GFA of the building as it was configured when operating as a gym (432sqm), with the resulting trip generation

Table 2 - Trip Generation for Public House (105sqm)

	Arrivals	Departures	Two-way
06:00-07:00	4	0	4
07:00-08:00	3	3	5
08:00-09:00	3	3	6
09:00-10:00	6	2	9
10:00-11:00	4	3	7
11:00-12:00	3	5	7
12:00-13:00	3	3	6
13:00-14:00	2	3	6
14:00-15:00	3	3	6
15:00-16:00	5	4	9
16:00-17:00	7	5	11
17:00-18:00	8	6	13
18:00-19:00	6	7	13
19:00-20:00	4	7	11
20:00-21:00	1	5	6
21:00-22:00	0	2	2
22:00-23:00	0	0	0
Total	**61**	**60**	**122**

Comparison

28. This exercise demonstrates that the former gym use would be expected to generate more trips in a single day than the proposed use would per week, without taking into account that many of the visitors will be likely to arrive in a single vehicle such as a minibus.

29. This does not alter the conclusion of the TS, that the addition of circa 17 vehicle movements per day will not impact on the local highway network, and there is a range of parking available locally, as well as a plethora of alternative travel modes available.

30. It is also noted that primrose Hill would have generated movements in it's use as a large detached use or it's recent use as two flats.

Summary and Conclusions

31. It is proposed to refurbish and restore the former Synagogue building and Primrose Hill as a Jewish Heritage Centre.

32. 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.

33. 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.

34. 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.

35. An exercise requested by the LHA has demonstrated that the proposals will result in a significant net decerase in trips in comparison with the 'extant' use as a gym.

36. As such, it is not considered that there are any highways or transport related reasons why the proposals should be considered to have a significant impact on the safe operation of the local highway network, and should therefore be supported by the LHA.

Appendix A – TRICS Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use   : 07 - LEISURE
Category   : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:
05   EAST MIDLANDS
    NR   NORTHAMPTONSHIRE   1 days
06   WEST MIDLANDS
    SH   SHROPSHIRE   1 days
07   YORKSHIRE & NORTH LINCOLNSHIRE
    NY   NORTH YORKSHIRE   1 days
    WY   WEST YORKSHIRE   1 days
09   NORTH
    CB   CUMBRIA   1 days
    TW   TYNE & WEAR   1 days
10   WALES
    PS   POWYS   1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 404 to 4500 (units: sqm)
Range Selected by User: 404 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 06/04/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Monday   1 days
Tuesday   2 days
Wednesday   2 days
Thursday   1 days
Friday   1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count   7 days
Directional ATC Count   0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre)   1
Edge of Town   5
Free Standing (PPS6 Out of Town)   1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone   1
Commercial Zone   1
Development Zone   1
Residential Zone   2
Out of Town   1
No Sub Category   1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	1 days
D2	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-07-K-01	FITNESS CLUB	CUMBRIA

COWPER ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Gross floor area: 650   sqm
    Survey date: TUESDAY   _10/06/14_   _Survey Type: MANUAL_

2	NR-07-K-01	PUMP GYM	NORTHAMPTONSHIRE

GLADSTONE ROAD
KINGSFIELD BUS. CENTRE
NORTHAMPTON
Edge of Town
Commercial Zone
Total Gross floor area: 1333   sqm
    Survey date: WEDNESDAY   _23/11/16_   _Survey Type: MANUAL_

3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE

RIVER VIEW ROAD

RIPON
Edge of Town
No Sub Category
Total Gross floor area: 404   sqm
    Survey date: TUESDAY   _27/09/16_   _Survey Type: MANUAL_

4	PS-07-K-01	SPORTS CENTRE	POWYS

BROOK STREET

WELSHPOOL
Edge of Town
Residential Zone
Total Gross floor area: 950   sqm
    Survey date: MONDAY   _11/05/15_   _Survey Type: MANUAL_

5	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHROPSHIRE

SUNDORNE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Gross floor area: 4500   sqm
    Survey date: WEDNESDAY   _21/05/14_   _Survey Type: MANUAL_

6	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR

TIMBER BEACH ROAD
CASTLETOWN
SUNDERLAND
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 1380   sqm
    Survey date: THURSDAY   _06/04/17_   _Survey Type: MANUAL_

7	WY-07-K-01	FITNESS FIRST	WEST YORKSHIRE

REDCOTE LANE
BURLEY
LEEDS
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 1570   sqm
    Survey date: FRIDAY   _11/06/10_   _Survey Type: MANUAL_

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	7	1541	0.881	7	1541	0.093	7	1541	0.974
07:00 - 08:00	7	1541	0.612	7	1541	0.612	7	1541	1.224
08:00 - 09:00	7	1541	0.686	7	1541	0.695	7	1541	1.381
09:00 - 10:00	7	1541	1.465	7	1541	0.510	7	1541	1.975
10:00 - 11:00	7	1541	0.918	7	1541	0.760	7	1541	1.678
11:00 - 12:00	7	1541	0.593	7	1541	1.131	7	1541	1.724
12:00 - 13:00	7	1541	0.658	7	1541	0.742	7	1541	1.400
13:00 - 14:00	7	1541	0.565	7	1541	0.751	7	1541	1.316
14:00 - 15:00	7	1541	0.779	7	1541	0.621	7	1541	1.400
15:00 - 16:00	7	1541	1.168	7	1541	0.871	7	1541	2.039
16:00 - 17:00	7	1541	1.520	7	1541	1.057	7	1541	2.577
17:00 - 18:00	7	1541	1.780	7	1541	1.326	7	1541	3.106
18:00 - 19:00	7	1541	1.298	7	1541	1.659	7	1541	2.957
19:00 - 20:00	7	1541	0.853	7	1541	1.604	7	1541	2.457
20:00 - 21:00	7	1541	0.343	7	1541	1.075	7	1541	1.418
21:00 - 22:00	7	1541	0.083	7	1541	0.473	7	1541	0.556
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			14.202			13.980			28.182

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	404 - 4500 (units: sqm)
Survey date date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.