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Email: cvltrackaccess@amey.co.uk

Amey
Babcock International Group
Balfour Beatty Rail Services
Britam Rail
British Transport Police (BTP)
Centro
Colas Rail
CrossCountry
DB Cargo (UK) Ltd
Department for Transport (DfT)
Devon & Cornwall Railways Ltd
Direct Rail Services Ltd (DRS)
East Midlands Trains
Ffestiniog & Welsh Highland Railways
First Group
Freightliner Group
Freightliner Heavy Haul
Freightliner Ltd
GB Railfreight (GBRf)
Geldard Consulting
GO OP
Grand Central
Grand Union Trains
GrantRail / VolkerRail
Great Western Railway (GWR)
Harsco Rail Ltd
Heathrow Airport
Hutchison Ports UK Ltd
Legge Infrastructure Services
Locomotive Services Ltd
Loram UK
Maritime Transport
Mersey Rail
Mersey Travel
Merthyr (South Wales) Ltd Cwmbargoed
Network Rail
Northern
Office of Rail and Road (ORR)

PD Ports
PreMetro Operations Ltd
Rail Delivery Group (RDG)
Rail Express Systems (RES)

Rail Freight Group
Rail Operations Group
Rail Safety & Standards Board (RSSB)
Renaissance Trains Ltd
Serco
Tarmac
Transport Focus
Transport for Greater Manchester (TfGM)
Transport for Wales (TfW)
Transport for Wales Rail Ltd
Victa Railfreight Ltd
Vintage Trains Ltd
Virgin Trains
West Coast Railway Co Ltd
West Midland Trains
Welsh Ministers

Dear colleague,

Industry Consultation relating to the removal of the existing rolling stock from the Cardiff Bay Line

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited ("AIW"), is conducting this consultation to set out its proposals regarding the removal of existing rolling stock on the Cardiff Bay line from September 2024.

Transport for Wales (TfW) and Cardiff Council have a vision for public transport which includes extending the CVL network onto the street in several areas within the city. A key requirement set by TfW for the CVL Transformation programme was that it must support on-street extension with both rolling stock and infrastructure. The re-doubling of the Cardiff Bay line and conversion to line-of-sight operation is the first stage in delivering this vision. The infrastructure at Cardiff Bay station will make full provision for extending the line as a tramway to Pierhead Street and into the heart of the Bay and provision will also be made for a new junction north of the proposed Bute Town station for a tramway spur towards Callaghan Square, Cardiff Central and beyond. Operation of the Cardiff Bay line as a line-of-sight system will allow these extensions to be implemented with seamless transition. As part of TfW's transformation vision, Transport for Wales Rail Ltd (TfWRL) are procuring a new fleet of Class 398 "tram-train" vehicles for operation on the CVL and through to Cardiff Bay in "tram" mode.

Seilwaith Amey Cymru / Amey Infrastructure Wales Ltd is a company registered in England and Wales
Registered number: 11389544

Registered office: Transport for Wales CVL Infrastructure Depot Ty Trafnidiaeth, Treforest Industrial Estate, Gwent Road, Pontypridd, United Kingdom CF37 5UT

Line of sight operation of the Bay line will result in only rolling stock capable of line of sight operation being allowed to operate on this route.

There will be no provision for the “mixing” of Class 398 and mainline rolling stock within the line-of-sight area of the Cardiff Bay line. No enhanced TPWS will be provided, there will be few “stop signals” and the usual mainline rules of “one train in section” will not apply. This means that the existing rolling stock contained in the Sectional Appendix relating to the Bay line will need to be removed. This is shown below:

Rolling Stock proposed to be removed from the Sectional Appendix
Locomotive Classes 08,20,31,33,37,47,97 Multiple Units: 121, 142,143,150,153,155,156,158,159 Loco hauled Passenger Coaches Mk1 and Mk2 coaches W6a wagons

As part of the transformation programme, turnback facilities will be provided on both lines at the Cardiff Queen Street end of the Cardiff Bay line to accommodate existing rolling stock types.

AIW has looked at developing an operational methodology that would allow the existing rolling stock to continue operate once line of sight operation is introduced. However, the prevailing view is that this cannot be made to work safely and that the existing rolling stock and rights will need to be removed.

This industry consultation is being conducted to give Operators the opportunity to comment well in advance of any actual proposed network changes so that these comments can be considered and if necessary incorporated in to how we progress the associated network changes. This consultation will not result in the actual removal of rolling stock, as we recognise that we will need to conduct a Network Change to cover the removal of rolling stock.

For clarity this consultation is concerned only with the proposal to remove rolling stock from the Sectional Appendix. The proposals regarding the conversion of the Cardiff Bay line to be a line of sight operation will be progressed as a Network Change at a later date.

Please send all responses to; CVLTrackAccess@amey.co.uk

Respondents should clearly indicate if they consider that all or part of their response is “sensitive information” as defined in Part A of the Network Code.

Please let me know if you require any further details to enable you to respond formally to this consultation. I look forward to receiving your response to enable the progression of this proposal.

If you are no longer the appropriate contact within your organisation to receive this consultation, please advise so that I may update my records.



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