

Date: 18 January 2023  
Ref: CVLNCCP01-G1-01

Email: [cvltrackaccess@amey.co.uk](mailto:cvltrackaccess@amey.co.uk)

DB Cargo (UK) Ltd  
Freightliner Heavy Haul Ltd  
Freightliner Ltd  
GB Railfreight Ltd  
Network Rail  
Office of Rail and Road (ORR)  
Rail Express Systems Ltd  
Transport for Wales (TfW)  
Transport for Wales Rail Ltd  
Vintage Trains Ltd  
Welsh Ministers

Dear colleague,

## **CVL Network – Network Code Condition G1 Network Change proposal: Driver Training and Migration of Operations Control from WROC to CVLICC**

This Network Change Notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition. This Notice is issued to describe specific elements of the overall “CVL Transformation Programme” and is a consequence of having issued a G5 Notice of Intended Scope on 28 November 2022.

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited (“AIW”) wishes to implement the Network Changes described above and is required under Condition G1 to give notice of its proposal to the parties shown above. Condition G2 allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Access Beneficiaries may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

This Network Change Notice details AIW’s proposals:

Proposed Scheme Title	Proposed Scheme Detail	Appendix
Driver Training Proposed Deliverables	The overall scope of the “CVL Transformation Programme” was described in a G5 Notice of Intended Scope (issued on 28 November 2022) so as a consequence, this Notice describes a specific element of that, for the Transformation Programme works to be proposed during 2023: the driver training materials which AIW proposes to supply to Access Beneficiaries.	Appendix A

<p>Migration of Operations Control only from WROC to CVLICC</p>	<p>The overall scope of the “CVL Transformation Programme” was described in a G5 Notice of Intended Scope (issued on 28 November 2022) so as a consequence, this Notice describes a specific element of that: the effect of transferring the operational control from the WROC (Cardiff) to the CVLICC (Taff’s Well):</p> <ul style="list-style-type: none"> <li>• The CVLICC will ultimately provide an integrated traffic management centre, which will include the strategic and tactical railway operations command, control, and communications functions. An electrical control function will also be commissioned to support OLE energisation of the CVL Network.</li> <li>• The signalling systems will be supported by a modern Traffic Management System (“TMS”) although for the first stage, signalling and regulation will be supported by Siemens’ Dynamic Route Setting system (“DRS”, a form of automatic route setting).</li> <li>• New Operating Procedures will be implemented in accordance with the proposed changes to the infrastructure and will be the subject of a further G1 Network Change Notice.</li> <li>• Network Rail will continue to attribute train delays on the CVL Network by its attribution team who shall remain based at the WROC.</li> <li>• This Network Change is for the initial commissioning of the CVLICC and includes only the migration of Operations Control of the CVL Infrastructure from WROC to CVLICC.</li> <li>• Migration of signalling control from Radyr, Abercynon and WROC will be commissioned in future stages.</li> </ul>	<p>Appendix B</p>
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In accordance with Conditions 5.7 and 5.12 of Part G of the CVL Network Code, any expansion of the scope of the Programme, including further detail to previously consulted scope, will be consulted with Access Beneficiaries. As defined by Condition G7 of the CVL Network Code, AIW will follow Condition G1 in order to consult with Access Beneficiaries and to establish changes to the CVL Network.

AIW is proposing these changes as part of the transformation programme to increase the capability of the Cardiff Core Valley Lines Network (the “CVL”).

In accordance with Condition G1.2(d), AIW is seeking comments from you to establish whether or not you are content for the changes to be implemented. We invite you to consider the proposed scheme and forward your comments to us by **17 February 2023** If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

### Costs and compensation

Condition G2 of the CVL Network Code allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

### **Additional terms and conditions**

Once this Network Change has become an established Network Change (as defined in Part G of the CVL Network Code), AIW may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

AIW shall ensure the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for AIW to re-issue the entire Network Change notice for consultation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on AIW's website <https://tfw.wales/projects/consultation-centre/cvl-infrastructure-manager> Please send all responses electronically to [cvltrackaccess@amey.co.uk](mailto: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 Notice.

If you are no longer the appropriate person within your organisation to receive communications such as this, I would be grateful if you could let me know.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully,



**Nick Rowe**

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## Appendix A – Proposed Driver Training Deliverables

### Reasons for proposed change

The overall scope of the “CVL Transformation Programme” was described in a G5 Notice of Intended Scope (issued on 28 November 2022) so as a consequence, this Notice describes a specific element of that, for the Transformation Programme works to be proposed during 2023: the driver training materials which AIW proposes to supply to Access Beneficiaries.

### Specification of works

The driver training materials which AIW proposes to supply to Access Beneficiaries, at each stage of the Transformation Programme works to be proposed during 2023 is shown below:

Commissioning phase	Date	Training required	Proposed deliverables (tools)
<p><b>Operational Control migration</b> Migration of the CVL Network operational control function from Network Rail's Wales Route Operating Centre located at Cardiff ("WROC") to a new integrated control at Taff's Well (the Core Valley Lines Integrated Control Centre ("CVLICC"))</p>	18/03/2023	No specific driver training needs have been identified	Publication in the WON notifying stakeholders of the migration and new contact numbers
<p><b>TAM A commissioning</b> Commissioning of a new signalling control centre at the CVLICC at Taff's Well; this commissioning covers the area from Radyr to the heads of the valleys at Aberdare and Merthyr (see below for Treherbert lines)</p> <p>This stage also brings into operational use track, signalling, telecoms, line speed alterations and station infrastructure</p>	<p>03/05/2023 Commission to Radyr only</p> <p>16/05/2023 Commission to the heads of the valleys (excluding Treherbert)</p>	Driver training on new infrastructure, including new/changed driving risks	<p>Combined map booklet and yellow signalling notice – content to be created by Giaconda and shall be consistent with materials provided for other projects such as: Oxford Phase 1 and East-West Phase 1</p> <p>Advanced notice of publication to be provided in a WON advertisement</p> <p>Route videos shall be provided on USB media and will be created by Giaconda, which will be a combination of video and Virtual Reality to show all new assets</p>

<p><b>OLE energisation</b> New sections of discontinuous OLE commissioned across the CVL Network</p>	<p>02/06/2023 to 08/08/2023</p>	<p>Driver awareness of locations of new OLE and associated APCO beacons and signage</p>	<p>OLE is to be included in the map booklet provided at TAM A</p> <p>OLE will be included in the route videos provided at TAM A</p> <p><b>NB</b> Although beacons will be placed on the track, the APCO system is an “on train” system and therefore, operators using this system will train their own drivers in its application and operation both in normal and degraded modes</p>
<p><b>Porth to Treherbert temporary solution</b> This is an interim stage to provide a temporary signalling solution that retains the existing token sections with an automated crossover at Porth</p> <p><b>NB</b> signalling of this section will be transferred to the TAM signaller</p>	<p>July 2023</p>	<p>Modification of the existing method of operation</p>	<p>To be included in the map booklet provided at TAM A</p> <p>Route videos will not be provided</p>
<p><b>Taff’s Well depot</b> Opening of a new depot of Taff’s Well and associated connections to the main line</p> <p><b>NB</b> signalling of trains within this new depot will be performed by TfW Rail Ltd signaller from a new workstation within the CVLICC</p>	<p>August 2023</p>	<p>Driver training on the new depot infrastructure</p>	<p>Dedicated Taff’s Well map booklet – content to be created by Giaconda</p> <p>Route videos shall be provided on USB media and will be created by Giaconda using Virtual Reality to show all new assets</p>

<p><b>TAM B commissioning</b> Signalling commissioning from Pontypridd (exclusive) to Treherbert</p>	<p>11/12/2023</p>	<p>Driver training on new infrastructure, including new/changed driving risks</p>	<p>To be included in the map booklet provided at TAM A</p> <p>Route videos shall be provided on USB media and will be created by Giaconda, which will be a combination of video and Virtual Reality to show all new assets</p> <p>Advanced notice of publication to be provided in a WON advertisement</p>
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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

## Appendix B – Proposed Migration of Operations Control only from WROC to CVLICC

### Reasons for proposed change

The overall scope of the “CVL Transformation Programme” was described in a G5 Notice of Intended Scope (issued on 28 November 2022) so as a consequence, this Notice describes a specific element of that: the effect of transferring the operational control from the WROC (Cardiff) to the CVLICC (Taff’s Well).

### Specification of works

The CVLICC will ultimately provide an integrated traffic management centre, which will include the strategic and tactical railway operations command, control, and communications functions. An electrical control function will also be commissioned to support OLE energisation of the CVL Network.

The signalling systems will be supported by a modern Traffic Management System (“TMS”) although for the first stage, signalling and regulation will be supported by Siemens’ Dynamic Route Setting system (“DRS”, a form of automatic route setting). As signalling control is migrated into the CVLICC, the existing fringes between the WROC and the Radyr Junction Signal Box will be re-created essentially like-for-like (at the same locations trackside) between the WROC and the CVLICC:

- The retention of GSM-R will ensure communication between driver and the correct signaller is seamlessly established.
- New Operating Procedures will be implemented in accordance with the proposed changes to the infrastructure and will be the subject of a further G1 Network Change Notice.
- Network Rail will continue to attribute train delays on the CVL Network by its attribution team who shall remain based at the WROC.
- This Network Change is for the initial commissioning of the CVLICC and includes only the migration of Operations Control of the CVL Infrastructure from WROC to CVLICC.
- Migration of signalling control from Radyr, Abercynon and WROC will be commissioned in future stages.
- Subsequent Network Change Notices will provide details of the wider infrastructure changes to be introduced as part of the CVL Transformation Programme.

### Proposed timeline

It is proposed to transfer the operational control of the CVL Network from WROC to CVLICC on 18 March 2023.

### **Amendments to Sectional Appendix**

Any references to the operational control of the CVL Network will be amended to show CVLICC, from the 18 March 2023.

### **Changes to Operating Instructions**

In changing the operational control of the CVL Network from WROC to CVLICC, no changes to operational instructions will be made.

For information, there will be changes to the existing operating instructions and new operating instructions will be created in the future, which will be consulted upon in future G1 Network Change Notices, associated with the commissioning the specific new assets to which they relate.