

Date: 25th January 2024

Ref.: CVLNC012

Email: 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)
Railadventure UK Limited
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: Installation, Commissioning and Speed Change at 9454 points Cardiff Queen St South

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*
Speed Change at 9454 points Cardiff Queen St South	<p>This scope of work forms part of the Welsh Gov/TFW £800m upgrade to facilitate the Timetable requirements of 4 TPH as part of wider CVL Project program.</p> <p>To enable the commissioning of CAR A and to begin building platforms at Butetown new station and lay the track for double lining between Queen Street South Junction and the Bay Station</p>	Appendix A

Proposed Scheme Title	Proposed Scheme Detail	Appendix*
	platforms there is a need for a signalling stage to install and commission 9454 points. These points are capable of 20mph whereas the existing speed restriction is 25mph. Therefore, the speed across the junction will change and will have associated speed board changes and this will be reflected in the scheme plan as will the changes to the axle counter positions.	

* Note: Full details of these works as well as the detailed specification of the scheme is set out in the relevant Appendix to this notice and includes a plan showing where the work is to be done and the parts of the Network and associated railway assets likely to be affected.

In accordance with Conditions 5.7 and 5.12 of Part G of the CVL Network Code, any expansion of the scope of the Transformation 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 **25 February 2024**. 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 G1 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.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the CVL 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 in 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,

A handwritten signature in black ink, appearing to be 'N. Rowe', written in a cursive style.

Nick Rowe

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager
E: nick.rowe@amey.co.uk M: + 44(0)7885 225692

Appendix A – Installation, Commissioning and Speed Change at 9454 points Cardiff Queen St South

Progress to date using the Complex Projects Procedure

This proposal has been progressed using a stand-alone process and is limited to the areas defined in the letter, and as detailed below in the Specification section. The Complex Projects Procedure is not being used.

Reasons for Proposed Change

To enable the commissioning of CAR A and to begin building platforms at Butetown new station and lay the track for double lining between Queen Street South Junction and the Bay Station platforms there is a need for a signalling stage to install and commission 9454 points. These points are capable of 20mph whereas the existing speed restriction is 25mph. Therefore, the speed across the junction will change and will have associated speed board changes and this will be reflected in the scheme plan as will the changes to the axle counter positions.

Specification of Works

The Cardiff Bay Line is currently a single line from Queen Street South Junction to the buffer stops at Cardiff Bay Station. It is proposed to double the line and install two crossovers to enable the line to be partially bi-directional and at the same time introduce track circuit block and use Tram Signals. During a 100-hour possession in March 2024 Balfour Beatty Rail will be renewing the S&C at Queen Street Junction, specifically 9454 points. The work will replace the existing single ended HW point machine with double ended clamp locks. At this time there will be no data change to support the change from single ended to double ended points, so a relay-based solution is required.

It is proposed that 9454B (closest to Bay station) will be motorised and detected both normal and reverse and that 9454A (closest to Cardiff Street South Junction) will be detected reverse, clipped and not motorised.

The speed across the junction will change and will have associated speed board changes and this will be reflected in the scheme plan as will the changes to the axle counter positions. Amey Consulting will be designing the alteration for the signalling aspect of this work.

Proposed Timeline

The current proposed timescales are shown below:

- 25 January 2024: Consultation Starts.
- 25 February 2024: Consultation Completes.
- 27 February 2024: Establishment of the proposed alterations.
- 02 March 2024: Week 49 installation and commissioning works

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (September 2023) pages 377 & 387.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	008	Merthyr Tydfil To Barry Island Via Cardiff Queen St	CAM CEJ	Wales - TFW CVL	08/04/2023
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks	
	1 29			TCB Wales Rail Operating Centre (Valleys) (CF) Axle counter area Platform 1 - 55m, (60yds) Platform 2 - 124m, (135yds) Platform 3 - 184m, (201yds) Platform 4 - 161m, (176yds) Platform 5 - 166m, (181yds) No.2 line bi-directional to CF2358 ① - Up/Down Cardiff Bay Chord ELR : CAM ELR : CEJ CB - Up/Down Cardiff Bay DLL - Down Llandaff Loop DL - Down Llandaff UL - Up Llandaff ULL - Up Llandaff Loop	
Queen Street North Jn	1 17				
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	1 08				
	1 01 *				
	0 73 *				
Queen Street South Jn (Change of Mileage and ELR)	0 66 *				
	0 22				
	0 21 *				
Route Boundary Transport for Wales CVL - NR Wales	0 13				

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GW830	008	Merthyr Tydfil To Barry Island Via Cardiff Queen St	CAM	CEJ	Wales - TFW CVL	08/04/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Queen Street North Jn	1 29		TCB Wales Rail Operating Centre RA8 (Valleys) (CF)			
	1 17		Axle counter area			
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	1 08		Platform 1 - 55m, (60yds)			
	1 01 *		Platform 2 - 124m, (135yds)			
	0 73 *		Platform 3 - 184m, (201yds)			
	0 62 *		Platform 4 - 161m, (176yds)			
Queen Street South Jn (Change of Mileage and ELR)	0 66 *	Platform 5 - 166m, (181yds)				
	0 22	No.2 line bi-directional to CF2358				
	0 21 *	① - Up/Down Cardiff Bay Chord				
Route Boundary Transport for Wales CVL - NR Wales	0 13	ELR : CAM ELR : CEJ ② - 9454A points clipped & padlocked reverse CB - Up/Down Cardiff Bay DLL - Down Llandaff Loop DL - Down Llandaff UL - Up Llandaff ULL - Up Llandaff Loop ③ - line out of use, protection in place to prevent movements fouling the running line				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay	CAM		Wales - TFW CVL	28/10/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Queen Street South Jn	0 66		OT Wales Rail Operating Centre RA6 (Valleys) (CF)			
	0 58 *		Axle counter area			
	0 48 *	① - Up/Down Cardiff Bay Chord				
		② - line out of use, protection in place to prevent movements fouling the running line				
CARDIFF BAY/ BAE CAERDYDD	0 02	Platform - 50m, 55yds				