

Date: 22 December 2023
Ref.: CVLNCCP01-G1-05-V1
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)
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: Variation 1 to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05)

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 Variations	Appendix*
Commissioning of the signalling between Pontypridd and Treherbert.	Further to the application made on the 19 June 2023 reference CVLNCCP01-G1-05, a variation needs to be made to the proposed works detailed in the Appendices: <ul style="list-style-type: none"> The speed restriction on the Down Treherbert between 13m50ch and 13m13ch will remain at 25mph and not the 25/40mph that was proposed in the network change notice CVLNCCP01-G1-05. The 25/40mph is not due to be introduced until October 2024. 	Appendix A

Proposed Scheme Title	Proposed Variations	Appendix*
	<ul style="list-style-type: none"> The speed restriction on the Up Treherbert between 13m13ch and 13m50ch remain at 25mph and not the 40mph that was proposed in the network change notice CVLNCCP01-G1-05. The 40mph is not due to be introduced least October 2024. A new permanent 30/40 mph speed restriction is to be introduced on the Up Treherbert between 17m11ch and 17M60ch. It was originally proposed to be a 40mph in the network change notice CVLNCCP01-G1-05. Ynyswen Station will be closed until further notice to enable the new platforms and access to be constructed. The 15mph speed restriction on the Up Treherbert / Platform 2 is extended and starts at 23m41ch and not 23m45ch. Treherbert UWC was omitted on the original application on the application. The acceptance plunger at Treherbert apply to all moves between the sidings, Headshunt and platform 2 at Treherbert. 	
Commissioning and Overhead Line Electrification System between Pontypridd and Treherbert.	The Commissioning of the Overhead Line electrification systems date has been revised.	Appendix B
Commissioning of platform alterations at Porth Station, Dinas Rhondda Station, and Ton Pentre Station	<p>The following platform alterations are being proposed:</p> <ol style="list-style-type: none"> The alteration at Porth Station (Up Line) includes the installation a new fence with a gate changing the operational use of the platform length from 124m (135yards) to 87m (95yards). The alteration at Dinas Rhondda Station (Down Line) includes the installation a new fence with a gate changing the operational use of the platform length from 137m (150yards) to 100m (109yards). The alteration at Ton Pentre Station (Single Line) includes the installation a new fence with a gate changing the operational use of the platform length from 147m (161yards) to 106m (116yards). 	Appendix F

* 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 **22 January 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,



Nick Rowe

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager

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Appendix A – Proposed Variations for the Commissioning of the signalling between Pontypridd and Treherbert

Reasons for Proposed Change

The reasons for the changes required to reopen for revenue services are:

- Construction delays due to the utilities installed in the old track formation.
- Construction constraints due to the remaining utilities within the railway boundary fence.

Specification of Works

The following changes are proposed for the opening of the line for revenue services:

1. The speed restrictions on the Down Treherbert between 13m50ch and 13m13ch remain at 25mph and not the 25/40mph that was proposed in the network change notice CVLNCCP01-G1-05. The 25/40mph is not due to be introduced until October 2024.
2. The speed restrictions on the Up Treherbert between 13m13ch and 13m50ch remain at 25mph and not the 40mph that was proposed in the network change notice CVLNCCP01-G1-05. The 40mph is not due to be introduced until October 2024.
3. A new permanent 30/40 mph speed restriction has been introduced on the Up Treherbert between 17m11ch and 17M60ch. It was originally proposed to be a 40mph in the network change notice CVLNCCP01-G1-05. The 30/40mph limit has been introduced as a result of reduced signal braking distances between VR300 and VR298 because of construction restraints with signal VR300 due to the position of the existing utilities.
4. Ynyswen Station will be closed until further notice to enable the new platforms and access to be constructed.
5. The 15mph speed restriction on the Up Treherbert / Platform 2 is extended and starts at 23m41ch and not 23m45ch. This is due to the issues with positioning of the 15mph board.
6. Treherbert FP/UWC was omitted on the original application on the application.
7. The acceptance plunger at Treherbert apply to all moves between the sidings, Headshunt and Platform 2 at Treherbert.

Proposed Timeline

The current proposed timescales are shown below:

- 22 December 2023: Consultation Starts.
- 22 January 2024: Consultation Completes.
- 11 February 2024: Establishment of the proposed alterations.
- Summer 2024: Opening of Ynyswen Station.
- October 2024: Line speed improvements between 13m13ch and 13m50ch (Appendix A).

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 385 – 386.

The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	001	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
End of line	23 69		<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="border: 1px solid black; padding: 2px;"> TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC: CVLICC </div> <div style="text-align: right;"> </div> </div> <p>Axle Counter Area Non - SPT Area</p> <p>Point work to Sidings not electrified Telephone provided for Siding Supervisor to contact TAM signaller</p> <p>Platform 1 - 116m. (128yds) (PP) Platform 2 - 135m. (148yds) (PP)</p> <p>UT - UP Treherbert DT - Down Treherbert</p> <p>UT and DT electrified</p>		
Treherbert FP/UMC	23 57				
	23 55	T			
TREHERBERT / DREHERBER	23 54				
Treherbert Carriage Sidings	23 46 *				
	23 45 *				
	23 44 *				
	23 41 *				
	23 45 *				
Treherbert Junction	23 36 *				
	23 21 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	002	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	23 21		TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC		
	22 74 *		Axle Counter Area Non - SPT Area		
YNYSWEN	22 70		Up Platform (2) - 86m (94yds) Down Platform (1) - 124m (135yds) Station Closed until Further Notice		
Single Line Junction	22 40		Permanently Earthed section 22m 32ch - 22m 44ch Platform - 124m (135yds)		
TREORCHY/TREORCI	22 02		Permanently Earthed section 21m 78ch - 22m 14ch		
TON PENTRE	20 76		Platform - 147m (161yds)		
	20 71 *		UT and DT electrified		
	20 70 *		UT - UP Treherbert DT and Down Treherbert		
Single Line Junction	20 65		Permanently Earthed section 19m 44ch - 21m 06ch		
	20 19 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	003	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	20 19		TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC		
	20 10 *		Axle Counter Area Non - SPT Area		
YSTRAD RHONDDA	20 04		UT and DT electrified Platforms - 124m (135yds)		
Single Line Junction	19 73 *		Permanently Earthed section 19m 44ch - 21m 06ch		
Old Mill UWC	19 63		Platform - 124m (135yds)		
LLWYNPIA	19 08		Permanently Earthed section 18m 77ch - 19m 10ch		
TONYPANDY	18 03		Platform - 124m (135yds)		
	17 60 *		Permanently Earthed section 17m 37ch - 17m 47ch		
Single Line Junction	17 57		UT - Up Treherbert DT - Down Treherbert		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
DINAS RHONDDA	17 57			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (WR) AC : CVLICC	
	17 41			Axle Counter Area Non - SPT area Platform 1 - 137m . (150yds) Platform 2 - 88m . (94yds)	
PORTH	17 11 *			Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 124m . (135yds) Platform 2 - 132m . (144yds)	
	16 09				
	16 05 *				
TREHAFOD	14 72			Platforms - 137m . (149yds)	
	14 60 *				
	13 50 *			UT - UP Treherbert DT and Down Treherbert	
Limit of Electrification	13 22			UT and DT electrified	
	13 13 *				

Changes to Operating Instructions

The method of working of the Treherbert branch has been amended and the details are shown in Annex 1.

Proposed Timescale

- 11 February 2024: The Commissioning of the line for entry into revenue service.
- Summer 2024: Opening of Ynyswen Station.
- October 2024: Line speed improvements between 13m13ch and 13m50ch (Appendix A).

Annex 1 – Proposed amendments to the existing Sectional Appendix Local Instructions

The new requirements are shown in **Red** Font whilst requirements that are to be removed are shown in **Green** Font struck through. Explanatory notes are in **Blue** font.

GW835 - TREHERBERT TO PONTYPRIDD JN **TREHERBERT / DREHERBER**

~~Failure of signalling equipment. When a train is to operate from Ystrad Rhondda to Treherbert and then return towards Ystrad Rhondda in accordance with Clause 8.4.3 of the NSTR Regulations, the Driver must cancel the Special Authority Card for the journey from Ystrad Rhondda to Treherbert and then obtain a new Special Authority Card for the return journey. The Driver must complete the card at the dictation of the Signaller at Radyr before the train departs.~~

~~Treherbert Ground Frame may be used when working by special authority cards is in operation and clause 8.7 of the NSTR regulations is modified accordingly. The following arrangements must apply:~~

~~Up trains – Drivers must cancel the special authority card and advise the Signaller at Radyr after the train has passed complete with tail light beyond the ground frame points.~~

~~Down trains – The Signaller must arrange for the Signalling Technician to release a token at Treherbert which must be retained by the Chargeman. The Chargeman must not replace the token into the token instrument unless instructed to do so by the Signaller at Radyr.~~

~~The driver of each down train must complete a special authority card at the dictation of the signaller before the ground frame is operated. The completed card must then be shown to the Chargeman as his authority to operate the ground frame which must be restored to the normal position as soon as the train concerned has passed clear and arrived in the station platform.~~

~~Movements beyond the “Stop – End of Section” board. Movement beyond this board must be authorised by the Chargeman or Guard (if the Chargeman is otherwise engaged). Before authorising any movement in either direction over the level crossing, the Chargeman or Guard (if the Chargeman is otherwise engaged) must ensure that the crossing gates are closed to road traffic.~~

~~Treherbert Sidings. The Chargeman or other authorised person (if the Chargeman is otherwise engaged or not on duty) is responsible for the provisions of Rule Book, Module SS2 at Treherbert ground frame and sidings.~~

~~Treherbert Ground Frame.~~

- ~~1. The ground frame at Treherbert is fitted with a key lock to hold the single lever locked reverse. After reversing the point lever and before authorising a movement over the points, the key lock must be operated one half turn. After movements over the points are completed, the lock key must be returned to the original position before the lever may be released.~~
- ~~2. Movements past the "Start of Section" board may proceed to Treherbert Station platform only, whilst the token is being used to operate the ground Frame. Thereafter, no further movement towards Ystrad Rhondda is permitted until the Driver is in possession of the token.~~

Working of Treherbert sidings – Acceptance of trains. These instructions must be undertaken by the Treherbert Duty Depot Manager or another trained and competent person.

An acceptance switch (slot release) has been provided for clearance of signals VR276 (Platform 2), VR758 (sidings), VR761(headshunt), for movements to and from Treherbert sidings.

The acceptance must be operated for each move.

Before providing an acceptance to the signaller, you must ensure that the driver is on the train and is ready to depart, all gates are closed at Treherbert level crossing, and the crossing is clear.

You must remain at Treherbert Crossing for the duration of the movement.

Additionally, you must verbally communicate with the TAM signaller in the following circumstances:

- Where unplanned or ad hoc moves are required.
- Where you are unable to activate the acceptance switch.
- Where there is more than one train ready to depart.
- Any movement that requires signals VR276, VR758 or VR761 to be passed at danger.

Note: Only the TAM signaller can authorise a driver to pass a signal at danger

Annex 2 – Proposed additions to the Signal Box Special Instructions

Track circuit showing occupied when clear (TS11 / 16)

In the event of a failure of the axle counter on the bi-directionally signalled loop lines listed below, you must only permit trains to travel in the direction shown until a Pilot has been appointed.

At or between	Line	Track sections concerned	Direction in which trains can be worked
Ystrad Rhondda	Down Treherbert (reversing trains).	LP	Down

Permissive working (TS2 / 3.3)

This method of working is authorised only at the following locations:

Station	Line	From Signal (s)	To Signal	Limitations on use
Treherbert	Platform 1	VR278	Stop Block	Attaching, detaching and platform sharing
Treherbert	Platform 2	VR278	VR276	Attaching, detaching and platform sharing

Level crossings – signallers’ regulations – general (TS9)

Crossings where mobile telephones are in use

The provisions of Regulation 2 apply at the crossing listed below, and a phone has been provided.

Crossing	Mileage	Between	Protecting Signals	
			Down Line	Up Line
Old Mill UWC ②	19m 63ch	Ystrad Rhondda and Dinas Rhondda	VR295	VR298 (Crossing within overlap of VR294)

② Regulation 2.1.2 must be applied for all movements at Old Mill crossing.

Treherbert Sidings User Worked Crossing

Crossing Name	Mileage	Between	Protecting signals	
			Down direction	Up direction
Treherbert Footpath / UWC	23m 55ch	Treherbert station and Treherbert headshunt	VR761	VR758 VR276

This crossing is under the control of the Treherbert Duty Depot Manager; before authorising any movements, they will ensure that the gates are closed and the crossing clear. If you become aware of any issues at this crossing, you must contact the Treherbert Duty Depot Manager to advise them.

Points Provided With Auto Normalisation (Self restoring)

The following points are provided with Auto Normalisation:-

Points Number	Location
841	Treherbert headshunt
842A 842B	Treherbert Junction
843A 843B	Treherbert Junction
844	Ynyswen
845	Ton Pentre
846	Ystrad Rhondda South
847	Dinas Rhondda North

Provision of Pre-Determined Overrun Protection (POP)

In addition to SPAD alarms pre-determined overrun protection is provided within SGRC groups. In the event of a SPAD signals displaying a proceed aspect will be replaced to danger in conjunction with the SGRC group.

Following a SPAD a yellow POP group roundel will appear on the screen layout which inhibits route setting from the signals within the appropriate SGRC group.

When you are satisfied that it is safe to re-commence route setting you must acknowledge the yellow pop group roundel. This will permit you to recommence route setting immediately.

LIST OF POP GROUPS	
TAM 01 – Treherbert to Ystrad Rhondda	VR276, VR278, VR279, VR281, VR282, VR285, VR286, VR289, VR758, VR761
TAM 02 – Ystrad Rhondda to Porth	VR294, VR295, VR298, VR299

Removal of Aspect Restriction

The table below shows locations where a train does not need to traverse the entire section for aspect restriction removal.

If the listed conditions cannot be met, normal working must not resume until the full extent of the axle counter can be examined; **in this circumstance aspect restriction will not be applied.**

Axle counter	Location	Movement	Condition
MP/MQ	Treherbert	Platform 2 reverse from South	Request the driver to examine the line to VR276 signal.
		Platform 2 reverse from North	Request the driver to examine the line to VR281 signal.
YB/YC	Treherbert	Platform 1 reverse from South	Request the driver to examine the line to the stop block.
ML	Treherbert	Headshunt	Request the driver to examine the full length of the line to the stop block.

Axle counter	Location	Movement	Condition
LP	Ystrad Rhondda	Platform 1 Reverse from the South	Request the driver to examine the line, the full length of the loop to VA290 signal

Working of Treherbert sidings

These instructions must be undertaken by the Treherbert Duty Depot Manager or another trained and competent person.

An acceptance switch (slot release) has been provided for clearance of signals VR276 (Platform 2), VR758 (sidings), VR761(headshunt), for movements to and from Treherbert sidings.

The acceptance must be operated for each move.

Before providing an acceptance the sidings supervisor must ensure that:

- The driver is on the train and is ready to depart.
- All gates are closed at Treherbert level crossing, and the crossing is clear.

The Treherbert Duty Depot Manager must remain at Treherbert Crossing for the duration of the movement.

Additionally, the Treherbert Duty Depot Manager must communicate with you in the following circumstances:

- Where unplanned or ad hoc moves are required
- Where the sidings supervisor is unable to activate the acceptance switch.
- Where there is more than one train ready to depart.
- Any movement that requires signals VR276, VR758 or VR761 to be passed at danger.

Appendix B – Proposed Variations for the Energisation of the Overhead Line Electrification System ("OLE") between Pontypridd and Treherbert

Reasons for Proposed Change

Due to construction delays associated with the relocating of the utilities running in the old formation the implementation of energisation is to be redated.

Specification of Works

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Proposed Timeline

The current proposed timescales are shown below:

- 22 December 2023: Consultation Starts.
- 22 January 2024: Consultation Completes.
- 30 May 2024: Energisation of the OLE from Pontypridd to Treherbert under Rules on 25 May 2024 and Commissioning on 30 May 2024 (Appendix B).

Amendments to Sectional Appendix

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Changes to Operating Instructions

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Proposed Timescale

The energisation of the OLE from Pontypridd to Treherbert takes place during the start of Commissioning under Rules on 25 May 2024.

Appendix C – Isolation Diagrams for the Energisation of the OLE from Pontypridd to Treherbert

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Appendix D – Major Feeder Diagram (“MFD”)

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Appendix E – Isolation Instructions

No changes to the Establishment of the Commissioning and Overhead Line Electrification System ("OLE") from Pontypridd to Treherbert (CVLNCCP01-G1-05), issued on 19 June 2023.

Appendix F – Proposed Commissioning of platform alterations at Porth Station, Dinas Rhondda Station, and Ton Pentre Station

Reasons for Proposed Change

Porth Station, Dinas Rhondda Station, and Ton Pentre Station require platform alterations due to non-compliance as outlined below:

Station	Proposed Scheme Detail
Porth Station	<p>The alteration at Porth Station includes the installation a new fence with a gate changing the operational use of the platform length from 124m (135yards) to 87m (95yards).</p> <p>The Porth Station platform (Up Line) alteration is required due to non-compliant crossfalls that pose a hazard to passengers.</p>
Dinas Rhondda Station	<p>The alteration at Dinas Rhondda Station includes the installation a new fence with a gate changing the operational use of the platform length from 137m (150yards) to 100m (109yards).</p> <p>The Dinas Rhondda Station platform (Down Line) alteration is required due to non-compliant stepping distances to the CVL level boarding specifications as part of the Person with Reduced Mobility (PRM) compliance, including posing a hazard to passengers.</p>
Ton Pentre Station	<p>The alteration at Ton Pentre Station includes the installation a new fence with a gate changing the operational use of the platform length from 147m (161yards) to 106m (116yards).</p> <p>The Ton Pentre Station platform (Single Line) alteration is required due to non-compliant stepping distances to the CVL level boarding specifications as part of the Person with Reduced Mobility (PRM) compliance, including posing a hazard to passengers.</p>

Specification of Works

A lockable gate and fence will be installed at Porth Station, Dinas Rhondda Station, and Ton Pentre Station with anti-trespass measures. A full description of the proposed changes is provided as part of the CVL Station Change Proposal for Porth Station, Dinas Rhondda Station, and Ton Pentre Station.

Proposed Timeline

The current proposed timescales are shown below:

- 22 December 2023: Consultation Starts.
- 22 January 2024: Consultation Completes.
- 11 February 2024: Establishment of the proposed alterations.
- 11 February 2024: Opening of Porth Station.
- 11 February 2024: Opening of Dinas Rhondda Station.
- 11 February 2024: Opening of Ton Pentre Station.

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (December 2023) pages 385 – 386.

The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
DINAS RHONDDA	17 57			TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC 	
	17 41	Axle Counter Area Non - SPT area Platform 1 - 137m , (150yds) Platform 2 - 86m , (94yds)		Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 124m , (135yds) Platform 2 - 132m , (144yds)	
PORTH	17 11 *				
	16 09				
TREHAFOD	16 05 *				
	14 72			Platforms - 137m , (149yds)	
Limit of Electrification	14 60 *				
	13 50 *			UT - UP Treherbert DT and Down Treherbert	
	13 22			UT and DT electrified	
	13 13 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
DINAS RHONDDA	17 57			TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC 	
	17 41	Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds)		Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)	
PORTH	17 11 *				
	16 09				
TREHAFOD	16 05 *				
	14 72			Platforms - 137m , (149yds)	
Limit of Electrification	14 60 *				
	13 50 *			UT - UP Treherbert DT and Down Treherbert	
	13 22			UT and DT electrified	
	13 13 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	002	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	23 21		<div style="border: 1px solid black; padding: 2px;"> TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC </div>		
	22 74 *		Axle Counter Area Non - SPT Area		
YNYSWEN	22 70		Up Platform (2) - 86m (94yds) Down Platform (1) - 124m (155yds) Station closed until further notice		
Single Line Junction	22 40		Permanently Earthed section 22m 32ch - 22m 44ch Platform - 124m , (135yds)		
TREORCHY/TREORCI	22 02		Permanently Earthed section 21m 78ch - 22m 14ch		
TON PENTRE	20 76		Platform - 147m, (161yds)		
	20 71 *		UT and DT electrified		
	20 70 *		UT - UP Treherbert DT and Down Treherbert		
Single Line Junction	20 65		Permanently Earthed section 19m 44ch - 21m 06ch		
	20 19 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	002	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	13/12/2023
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	23 21		<div style="border: 1px solid black; padding: 2px;"> TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC </div>		
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Single Line Junction	22 40		Permanently Earthed section 22m 32ch - 22m 44ch Platform - 124m , (135yds)		
TREORCHY/TREORCI	22 02		Permanently Earthed section 21m 78ch - 22m 14ch		
TON PENTRE	20 76		Platform - 106m (116yds)		
	20 71 *		UT and DT electrified		
	20 70 *		UT - UP Treherbert DT and Down Treherbert		
Single Line Junction	20 65		Permanently Earthed section 19m 44ch - 21m 06ch		
	20 19 *				

Changes to Operating Instructions

There are no changes to the Operating Instructions as all Car Markers will remain in the exact position at Porth Station, Dinas Rhondda Station, and Ton Pentre Station, respectively.

Proposed Timescale

Commissioning of platform alterations at Porth Station, Dinas Rhondda Station, and Ton Pentre Station takes place on 11 February 2024.