

Date: 14 August 2024
Ref.: CVLNCCP01-G1-05-V2
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 Ltd
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 2 to the Establishment of the Pontypridd Blockade - Weeks 27 & 28, 2024

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*
Recovery of Pontypridd Engineers Siding	Recovery of Pontypridd Engineer's Siding Recover: <ol style="list-style-type: none"> 1. 858 A&B Points 2. VR752 Signal & Associated TPWS 3. VR291 Subsidiary Signal 4. Buffer Stop Light 	Appendix A

Proposed Scheme Title	Proposed Variations	Appendix*
	5. Points Heating	
Treherbert Lines - Line Speed Improvements	Treherbert Lines Line Speed Improvements <ul style="list-style-type: none"> • Linespeed on the Down Treherbert will change from 25 to 25/40. THT DT13 PSI25 sign to be recovered and replaced by THT DT13 PSI25/40 on existing post • Linespeed on the Up Treherbert will change from 25 to 40. THT UT13 PSI25 sign to be recovered and replaced by THT UT13 PSI40 on existing post. • THT UT13 PSI40(2) post & sign to be recovered 	Appendix A
Up Treforest - Line Speed Improvements	Up Treforest Line Speed Improvements <ul style="list-style-type: none"> • Commission CAM UM9 PSI60 Sign to allow linespeed increase to be implemented. 	Appendix A
Pontypridd Station Permissive Working Platform 2	Provision of Permissive Working PP-AS (Platform Sharing) in Platform 2 <ul style="list-style-type: none"> • VR292/ VR497 shared AWS move. • Relocate Axle counter RM/RK wheel sensor 	Appendix A

* 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 **13 September 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

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Appendix A – Proposed Network Changes occurring in Pontypridd Blockade 20245

Appendix A – Proposed Network Changes in Pontypridd Blockade Weeks 27 & 28 2024

Specification of Works

The following changes are proposed:

1. Pontypridd Engineer's Siding will be permanently taken out of use and 858A Points will be plain lined. VR752 Signal & Associated TPWS shall be recovered. VR291 Subsidiary Signal will be recovered. Signalled routes to and from the Siding will remain disabled pending permanent recovery.
2. Provision of Permissive Working PP-AS in Platform 2.
3. An increase in permanent speed from 25mph to 25/40mph will be implemented on the Down Treherbert from 13 Miles 50 Chains to 13 Miles 13 Chains.
4. An increase in permanent speed from 25mph to 40mph will be implemented on the Up Treherbert from 13 Miles 13 Chains to 13 Miles 50 Chains.
5. An increase in permanent speed from 55mph to 60mph will be implemented on the Up Main from 9 Miles 42 Chains to 11 Miles 50 Chains.

Proposed Timeline

The current proposed timescales are shown below:

- 14th August 2024: Consultation Starts.
- 16th September 2024: Consultation Completes.
- 13th September 2024: Establishment of the proposed alterations.
- 6th October 2024: Changes Implemented

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the GW830 and GW835 of the Western Route Sectional Appendix (June 2024)

The new requirements are shown in **Red** whilst requirements that are to be removed are shown in **Green**. Any explanatory notes are in **Blue**.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	004	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/01/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Limit of electrification	14 10 13 49 13 40 * 13 15 * 13 10 *		TCB Core Valley Lines Integrated RA6 Control Centre TAM Wkstrn(VR) AC: CVLICC		
Pontypridd Jn	13 04		Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main		
PONTYPRIDD	12 79 * 12 72 * 12 67 * 12 63 * 12 59 *		① 15/20 down ② 30 up Platform 1 - 150m (164 yards) Platforms 2 and 3 - 124m (135 yards) Platform 1- PP - A/S Engineers Siding Temporarily out of use 8th Jan 23 - 28 Sept 24		
Pontypridd South Jn	12 52 * 12 47		Up Platforms - 84m (92 yards) Down Platform - 142m (156 yards)		
TREFFOREST	12 00				
Limit of electrification on both lines	11 73 11 50 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
GW830	004	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/01/2024		
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Limit of electrification	14 10 13 49 13 40 *			TCB Core Valley Lines Integrated RA6 Control Centre TAM Wkstm(VR) AC: CVLICC			
Pontypridd Jn	13 04			Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main			
PONTYPRIDD	12 79 * 12 72 * 12 67 * 12 63 * 12 59 *			① 15/20 down ② 30 up Platform 1 - 150m (164 yards) Platforms 2 and 3 - 124m (135 yards) Platform 1- PP - A/S Platform 2 - PP - A/S			
Pontypridd South Jn	12 52 * 12 47			Up Platforms - 84m (92 yards) Down Platform - 142m (156 yards)			
TREFFOREST	12 00 11 73 11 50 *			GSM-R			
Limit of electrification on both lines							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	02/04/2024
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
DINAS RHONDDA	17 57 17 41			TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC: CVLICC	
PORTH	17 11 * 16 09 16 05 *			Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds)	
TREHAFOD	14 72 14 60 *			Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)	
Limit of Electrification	13 50 * 13 22 13 13 *			Platforms - 137m , (149yds)	
				UT - UP Treherbert DT and Down Treherbert UT and DT electrified	
				To/From Pontypridd GW830 Seq 004	
				To/From Merthyr GW830 Seq 004	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	02/04/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
DINAS RHONDDA	17 57		<p>TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC: CVLICCC</p> <p>Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds)</p> <p>Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)</p> <p>Platforms - 137m , (149yds)</p> <p>UT - UP Treherbert DT and Down Treherbert</p> <p>UT and DT electrified</p>	<p>GSM-R</p>	
	17 41				
PORTH	17 11 *				
	16 09				
	16 05 *				
TREHAFOD	14 72				
	14 60 *				
Limit of Electrification	13 50 *				
	13 22				
	13 13 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	005	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM TWD	Wales - TFW CVL	02/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Overhead Neutral Section both lines	11 50		<p>TCB Core Valley Lines Intergrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICCC</p> <p>Axle Counter Area Non-SPT Area</p> <p>Tel. adjacent Up line Down and Up platforms - 124m,136yds</p> <p>Down platform - 116m (127yds) Up platform - 90m (98yds)</p> <p>Temporary gate installed on the TWD line at 0m 7ch</p> <p>CAM TWD</p> <p>DDVC - Depot Down Valley Chord DUVC - Depot Up Valley Chord (not commissioned)</p>	<p>GSM-R</p>	
TREFFOREST ESTATE	9 64 *				
	9 53				
	9 42 *				
	9 09 *				
Limit of Electrification on both lines	8 20 *				
	8 19 *				
	7 79 *				
TAFFS WELL/ FFYNNON TAF Taffs Well Jn	7 24				
Change of Mileage/ELR to Depot only	7 20				
	7 15 *				
	7 19 *				
	0 00				
	7 00 *				
Limit of Electrification on both lines	6 15				
	6 11 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	005	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM TWD	Wales - TFW CVL	02/12/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Overhead Neutral Section both lines	11 50 10 20		GSM-R TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wriston(VR) AC: CVLICC		
TREFFOREST ESTATE	9 64 * 9 53		Axle Counter Area Non-SPT Area Tel. adjacent Up line Down and Up platforms - 124m,136yds		
Limit of Electrification on both lines	9 42 * 9 09 * 8 20 * 8 19 * 7 70 *		Down platform - 116m (127yds) Up platform - 90m (98yds)		
TAFFS WELL/ FFYNNON TAF	7 24		Temporary gate installed on the TWD line at 0m 7ch		
Taffs Well Jn	7 20		CAM TWD		
Change of Mileage/ELR to Depot only	7 15 * 7 19 * 0 00		DDVC - Depot Down Valley Chord DUV - Depot Up Valley Chord (not commissioned)		
Limit of Electrification on both lines	7 00 * 6 15 6 11 *				

Changes to Operating Instructions

None

Changes to Local Instructions

None