

Date: 16 October 2024

Ref.: CVLNC015

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:
Taff’s Well Depot Connection to mainline network**

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 proposal:

Proposed Scheme Title	Proposed Scheme Detail	Appendix*
Taff’s Well Depot Connection to mainline network	To connect the newly constructed Taff’s Well Depot to the mainline network, as part of the Welsh Government’s CVL Transformation Programme	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 **07 November 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,



Gary Davies-Knight

Rheolwyr Mynediad At Gledrau | Track Access Manager



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Appendix A – Proposed scheme for Taff’s Well Depot Commissioning and Access

Reasons for Proposed Change

To allow the Taffs Well Depot facility to begin its mainline operations and rolling stock testing programme.

The Taffs Well Depot will be responsible for the testing, maintenance and stabling of Transport for Wales new Metro vehicles

To enable these functions, the depot must be connected to the mainline via the Ffordd Bleddyn bridge portal and integrated with the mainline.

Specification of Works

Introduction of the PLC HiMatrix system, connection of depot track to mainline track) and integration of signalling systems between depot, fringe and mainline assets

Proposed Timescale

Signalling commissioning targets the 10th November 2024 to enter the signalling at the depot and the fringe into service.

This will enter the system into service and allow rolling stock to access and egress the mainline at Taffs Well without degraded operation procedures.

Amendments to Sectional Appendix

Sectional Appendix Changes are shown in Annex 1 to this document.

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (September 2024).

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

Changes to Operating Instructions

None

Annex 1 Sectional Appendix Changes

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	05/10/2024
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Overhead Neutral Section both lines	11	50	<p>The diagram illustrates the railway section between Merthyr Tydfil and Barry Island. It shows two main lines: UP MAIN and DOWN MAIN. Speed restrictions are indicated by numbers along the lines: 60, 40, 20, and 10. Key locations include the Taffs Well Depot, with Down Valley Chord (DVC) and Up Valley Chord (UVC). Infrastructure boundaries and control areas are also marked, such as 'Controlled by Taffs Well Depot Operations Controller (TW)' and 'Controlled by CVLICC TAM workstation (VR)'. A 'Taffs Well Depot Infrastructure boundary at 0m4ch' is noted. Dashed lines indicate directions to 'Taffs Well servicing road', 'Taffs Well shed', 'Taffs Well storage', and 'Taffs Well bypass road'. A 'Taffs Well Junction' is also shown.</p>		<p>TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICC</p> <p>GSM-R</p> <p>Axle Counter Area Non-SPT Area</p> <p>Tel. adjacent Up line</p> <p>Down and Up platforms - 124m,136yds</p> <p>Down platform - 116m (127yds) Up platform - 90m (98yds)</p> <p>CAM TWD</p> <p>DDVC - Depot Down Valley Chord DUVC - Depot Up Valley Chord (not commissioned)</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	7	24			
Taffs Well Jn	7	20			
Change of Mileage/ELR to Depot only	7	19 *			
	7	15 *			
	7	00 *			
Limit of Electrification on both lines	6	15			
	6	11 *			