

Date: 26 June 2025

Ref.: CVLNC019

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 – CVL Network Code Condition G1 Network Change Proposal:
Tir-Phil Station Operational Platform Length Change (Dn Platform)**

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.

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*
Tir-Phil Station Platform Operational	Installation of new signal VC2809 (Dorman ILS Signal post type 50 head) on the down platform at Tir-Phil to correct an existing sighting issue. In accordance with drawing number: TRAN01-KAW-R5_RHY-DDR-C-CV-000114 – the result of the installation of this signal on the Dn platform there will be a reduction in platform length of 8mtrs (installation of signal and associated fencing and anti-trespass guards	Appendix A
Tir-Phil Station Platform Operational	Schematic drawings associated with this proposal Sectional Appendix Table A amendments associated with this proposal	Appendix B

* 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 July 2025**. 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

Gary Davies-Knight

Rheolwr Mynediad at Gledrau / Track Access Manager
Trafnidiaeth Cymru / Transport for Wales Infrastructure Hub,
Trefforest Industrial Estate, Pontypridd CF37 5UT
E: gary.davies-knight@amey.co.uk M: + 44 (0)7873 619527

Appendix A – Proposal Tir-Phil Station Operational Platform Length Change (Dn Platform)

Reasons for Proposed Change

As part of the CVL Transformation programme and the requirement to support the introduction of new electric rolling stock on the CVL Network, there is a requirement to install new signal VC2809 (Dorman ILS Signal post type 50 head) on the down platform at Tir-Phil to correct an existing sighting issue.

Specification of Works

As a result of the installation of this signal on the Dn platform there will be a reduction in platform length of 8mtrs due to the installation of signal and associated fencing and anti-trespass guards required.

The planned reduction in platform length is from 124mtrs to 116mtrs.

This work is being completed in accordance with drawing number: TRAN01-KAW-R5_RHY-DDR-C-CV-000114 – see Appendix B.

Proposed Timescale

The works at Tir-Phil are currently planned for August 2025.

Amendments to Sectional Appendix

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

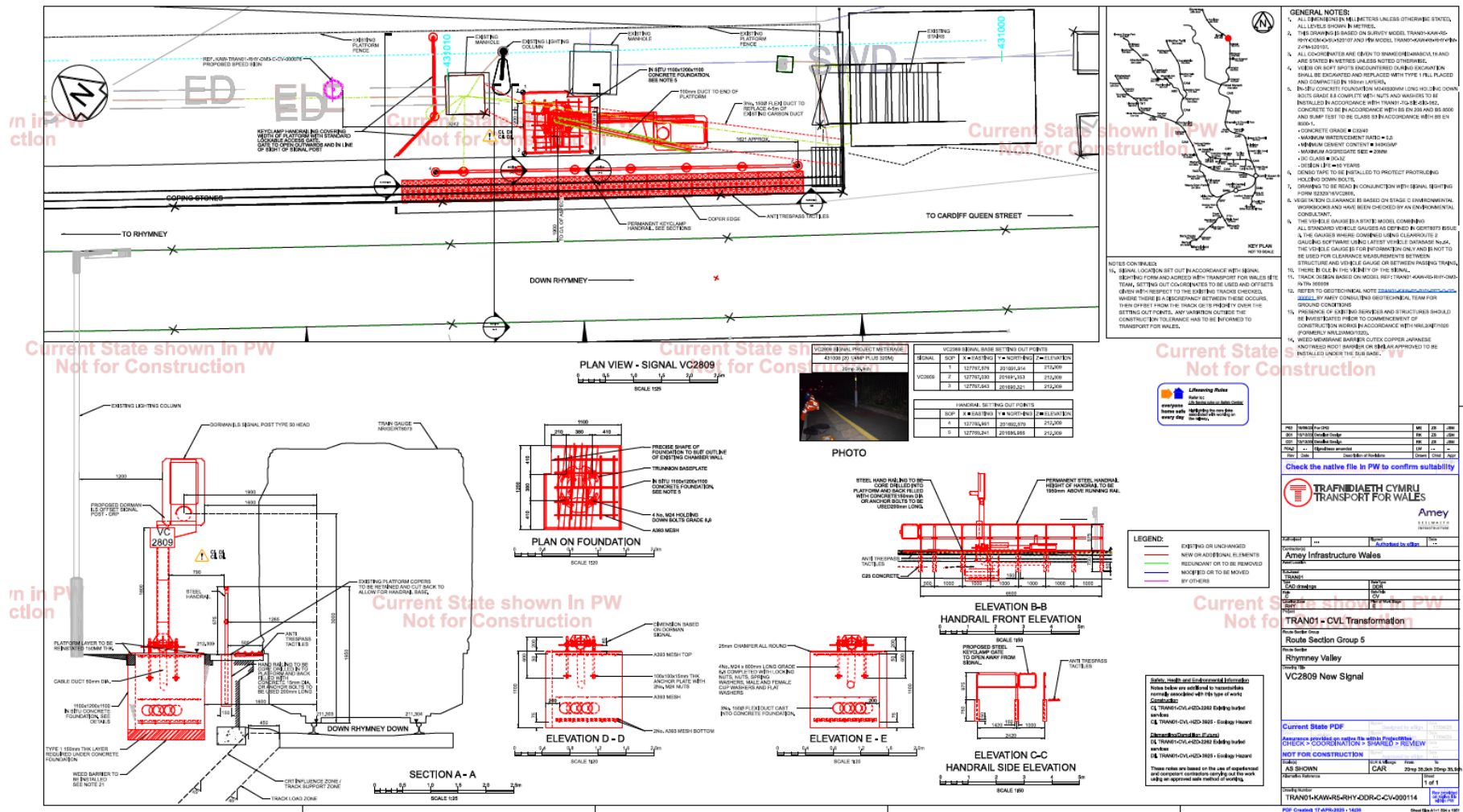
To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (March 2025).

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

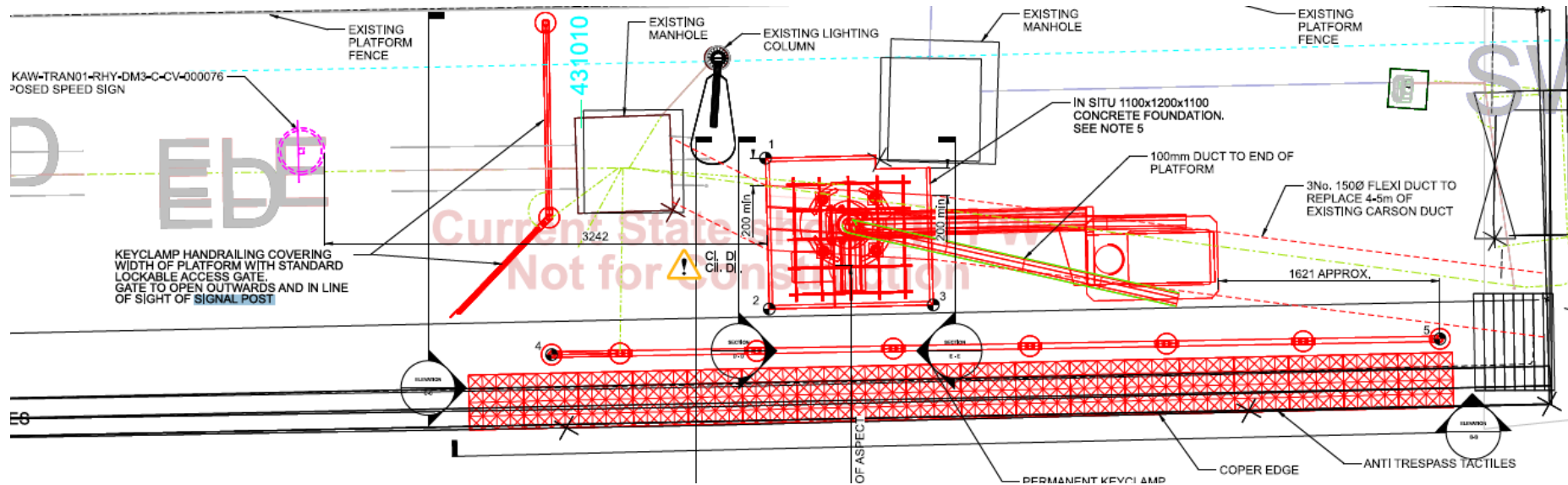
Changes to Operating Instructions

None.

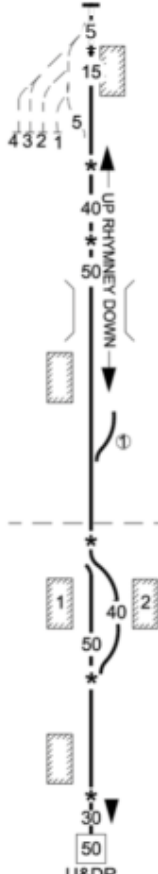
Annex 1.1 - Extracts from Drawing number TRAN01-KAW-R5_RHY-DDR-C-CV-000114



Annex 1.2 Fencing and anti-trespass detail



Annex 2 – Sectional Appendix changes

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW810	001	Rhymney to Queen Street North Jn		CAR	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
End of Line		24 00			<div>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>GSM-R</div>	
RHYMNEY/RHYMNI		23 72 23 69 23 64			Non-SPA Area (Excluding CF7403 SPT) Axle counter area Platform - 127m (138 yards)	
		23 49			4-Rhymney TFW LMD U&DR - Up & Down Rhymney	
		23 28				
Pontlottyn Viaduct 128m		23 00 22 75				
PONTLOTTYN		22 65			Platform - 127m (139 yards)	
		21 36			① Points installed & out of use	
Craig Rhymney LC (UWC)		20 72 20 59				
TIR-PHIL		20 40			Platforms - 124m (135 yards) Platform 1 - 124m (135 yards) Platform 2 - 116m (127 yards)	
		20 16				
BRITHDIR		19 31 19 04			Platform - 124m (135 yards)	