

Date: 23 May 2025

Ref: CVLNC017

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 Adventure UK Ltd
Transport for Wales (TfW)
Transport for Wales Rail Ltd
Vintage Trains Ltd
Welsh Ministers

Dear colleague,

Proposed Core Valley Lines (“CVL”) G1 Short Term Network Change: Cwmbargoed Branch Temporarily Out of Use (ELRs: PTA 13m 41ch to 15m 01ch, VON 12m 41ch to 13m 72ch and TBD 13m 68ch to 19m 59ch)

This short-term Network Change Notice is issued in accordance with Condition G1.1 of the CVL Network Code and constitutes a formal proposal for a short-term Network Change under that Condition.

Seilwaith Amey Cymru/Amey Infrastructure Wales Ltd (“AIW”) wishes to implement the short-term Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the distribution list. 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. Train operators may also assess the impact of the proposed change on their business and inform AIW of the direct costs and benefits of implementing the change are likely to be (if any).

This short-term Network Change Notice outlines AIW’s proposal to temporarily secure the Cwmbargoed branch line out-of-use, as follows, ELRs:

- PTA 13m 41ch to 15m 01ch
- VON 12m 41ch to 13m 72ch
- TBD 13m 68ch to 19m 59ch

A detailed specification of the scheme is set out in Appendix A and includes a plan showing the parts of the Network and associated railway assets affected. AIW is proposing this change because there is no operational requirement for the line to Cwmbargoed since the cessation of coal mining at Ffos-y-Fran Colliery in November 2023.

In accordance with Condition G1.2 (d), AIW is seeking comments from you to establish if you are content for the change to be implemented. We invite you to consider the proposed scheme and forward any comments to us **by 27 June 2025**. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard forms; (b), (c), (d) or (e) as appropriate, all of which can be found here: <https://tfwrail.wales/about-us/core-valley-lines-infrastructure-manager>

Please send all responses 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 Network Code.

Please let me know if you require any further details to enable you to respond formally to this Notice. I look forward to receiving your response to enable the progression of this proposal.

If you are no longer the appropriate contact within your organisation to receive this consultation, please advise so that I may update my records.

Kind regards,

Nick Rowe

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager
Trafnidiaeth Cymru / Transport for Wales CVL Infrastructure Hub, Trefforest Industrial Estate,
Pontypridd CF37 5UT

Appendix A

Short Term Network Change details

The proposed duration of the short-term Network Change CVLNC017 will be 3 years.

The timescale in which the change could reasonably be reversed if so requested is 3 years.

Reasons for proposed change

There is no operational requirement for the line to Cwmbargoed since the cessation of coal mining at Ffos-y-Fran Colliery in November 2023. This proposal is to temporarily secure the Cwmbargoed branch line out-of-use.

ELRs:

- PTA 13m 41ch to 15m 01ch
- VON 12m 41ch to 13m 72ch
- TBD 13m 68ch to 19m 59ch

This will provide a cost saving to the rail industry due to the avoidance of ongoing maintenance activities. With 3 years notice, the branch line could be reinstated.

Specification of works

Physical disconnection of the signalling block by the signalling engineer:

- a block failure will be indicated to the signaller
- the block being disconnected will prevent the Ystrad Mynach end of the signalling system from communicating with the Cwmbargoed end thereby preventing any movement on or toward the branch line being signalled

Application of a route bar:

- In the WROC, a route bar will be placed on the signal leading to the branch line which will be recorded on a NR.3187 form with the signaller
- The signaller will place a reminder appliance on the signal
- The manual block release function will not be available

For the avoidance of doubt, points CF9415A and CF9415B will be maintained in an operational condition (in the normal position) and not secured. This is because:

- It is advantageous to keep these points in full working condition because they remain an integral part of the signalling system at Ystrad Mynach South Jn
- From experience, points which are secured for any length of time tend to deteriorate and become less reliable quite rapidly
- If these points were to be secured and should fail, the signaller would be denied the opportunity to operate them in an attempt to regain detection
- If these points should lose detection, then it will be quicker to diagnose and fix without the points being clipped/scotched
- Movements of rorail plant under possession can still be made to/from Ystrad Mynach to/from the rorail access point at 14m25ch on the Cwmbargoed line

Proposed Amendments to the Sectional Appendix Relevant Pages

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW820	001	Cwmbargoed to Ystrad Mynach South	TBD VON PTA	Wales - TFW CVL	27/08/2022
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
End of Line Colliery Crossing	20 75 20 70 20 66		<p>Wales Rail Operating Centre (Valleys) (CF)</p> <p>Axle counter area</p> <p>SPT area</p> <p>Amey Infrastructure Wales</p> <p>Network Rail Private siding boundary</p> <p>ELR - TBD</p> <p>ELR - VON</p> <p>ELR - VON</p> <p>ELR - PTA</p> <p>Cwmbargoed Line Out of Use 13m40ch to 20m77ch</p> <p>Non SPT area</p>		
Cwmbargoed Cwmbargoed	20 50				
Cwmbargoed LC (TMO)	20 37 *				
Ownership Boundary	19 59				
Site of former Taff Bargoed Branch Jn (Change of ELR)	13 68 13 72				
Site of former Penallta Jn (Change of mileage and ELR)	12 41 15 01				
Ystrad Mynach South Jn	13 41				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	003	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Start/end of diagram	17 17		<p>Wales Rail Operating Centre (Valleys) (CF)</p> <p>Non-SPT Area</p> <p>Axle counter area</p> <p>Up to Rhymney</p> <p>Down Rhymney</p> <p>Platforms - 124m (135 yards)</p> <p>Location of Known Low rail adhesion</p> <p>Down 16m 50ch to 16m 20ch</p> <p>Platforms - 124m (135 yards)</p> <p>Platforms - 124m (135 yards)</p> <p>① Points clipped scotched and padlocked out of use</p>		
End of diagram	16 17				
NGAM	16 30				
bons LC (UWC)	15 57 *				
	15 40				
NGOED	15 20 *				
	14 55				
YSTRAD MYNACH	13 70 *				
	13 63(Up)				
	13 57(Dn)				
Ystrad Mynach South Jn	13 41				
Start/end of diagram	13 40 *				

Industry wide business justification

1. Option	2. Brief description	3. Impact on stakeholders' business & operations	4. GRIP stage at which option discarded	5. Indicative net present cost & benefits	6. Reason for option rejection
Network Change proposal	Temporarily secure the Cwmbargoed branch line out-of-use for 3 years	Cost saving to the rail industry due to the avoidance of ongoing maintenance costs	N/A		N/A
Reopen the line to traffic after the short-term Network Change expires		Increased maintenance costs Replacement of the signalling system Replacement of the telephony	N/A	£300-500k	As there is no operational requirement for the line to Cwmbargoed, this option presents a nil return on investment

Proposed timescales of work

At the establishment of this short-term Network Change, the activities described in the Specification of Works section shall be executed.

Costs and compensation

Compensation will be paid in line with Part G of the Network Code.

Additional terms and conditions

Once this Network Change has become an established Network Change (as defined in Part G of the 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 formally communicate the specific variation (or variations) 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.