

Date: 09 October 2025
Ref.: CVLNCCP03-G1-02
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:
CVL Transformation programme combined consultation - EE4 Energisation and Ty-Glas Station Platform Extension

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 25th June 2025.

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*
Energisation of the Overhead Line Electrification system (“OLE”) Caerphilly to Rhymney	This energisation event will see all the 25kv and HV distribution assets from Caerphilly to Rhymney. This will see the entry into service of the new OLE, overhead line switches, HV cabling, Note: the Electrical substation at Queen Street North Junction was brought into use at a previous commissioning namely EE3B.	Appendix A

Ty-Glas Platform Extension	The existing high mileage end of the platform will be extended to increase the platform length from 49.2m to 65m with associated move of stop car marker boards.	Appendix B
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*

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 identifying where the works is to be completed 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 **9th November 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,



Nick Rowe

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager
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Appendix A1 – Proposed EE4 Energisation of New OLE from Caerphilly to Rhymney

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, the railway is being electrified with a 25kV overhead line contact system. The OLE is supported by 25kV substations distributing the electricity around the Network.

The stage of energisation described in this appendix will bring into service the OLE from Caerphilly Tunnel to Rhymney Cardiff Bay.

NB This electrification system is of a new discontinuous type. For electric traction to operate in the area the locomotive or rolling stock needs to be certified as compatible with the system. The system does not compromise the running of any type of diesel trains on the CVL Network

Specification of Works

This energisation event will bring into use all 25kV OLE and HV distribution assets from the limit of electrification between Caerphilly Tunnel and Rhymney. Limits of electrification will be between 5m29ch to 23m79ch.

This will see the Entry into Service of all new OLE, overhead line switches, HV cabling, and electrical substations as detailed on the Major Feeder Diagram (“MFD”) (TRAN01-PSP-ZZ-CVL-DDR-Y-EP-000003-S1-P04, see Annex A1 to Appendix A). In addition, the proposed isolation diagrams are provided in Annex A4 to Appendix A.

The 25kV contact system has been taken from Network Rail’s UKMS100 design range. This is an interoperable statement of verification against the Energy National Technical Specification Notice (“ENE NTSN”). The system will be compliant with BS EN 50122-01. The system has a minimum energised wire height, in accordance with GL RT 1210 and Rail Industry Standards (“RIS”) RIS 1853 and RIS 2715.

The part of the electrification system brought into use at this stage does not include any Permanently Earthed Sections (“PES”)

NB: Catenary Free Sections (“CFS”) have no overhead contact system at all and trains must pass through with the pantograph lowered.

Permanently Earthed Sections (“PES”) have a physically continuous overhead contact system but the wires are not energised. Trains can pass through PES areas with the pantograph raised.

There are the following Catenary Free Sections (“CFS”) within the limits of this commissioning event:

- 1 – CFS from 22m 743ch to 23m 76ch Pontlottyn Viaduct
- 2 – CFS from 20m 63ch to 21m 510ch Tir Phil North Junction (Up Rhymney)
- 3 – CFS from 20m 510ch to 21m 510ch Tir Phil North Junction (Dn Rhymney)
- 4 – CFS from 17m 243ch to 18m 427ch Bargoed viaduct / tunnel (Up & Dn Rhymney)
- 5 – CFS from 14m 17ch to 14m 587ch Hengoed Station (Up & Dn Rhymney)
- 6 – CFS from 10m 5961ch to 11m 1918ch Llanbradach Station (Up & Dn Rhymney)
- 7 – CFS from 5m 29ch to 8m 35ch Caerphilly Station

The 25Kv route runs as follows: CAR 00.325Km Queens MPTSS through to the CAM 99.014km Dn route of 25kV cable

55mph Permanent Speed Restriction (“PSR”) on the up at Llanbradach moved 5 chains north.

Isolation Diagrams are mentioned in Annex A4 to Appendix A issued to consultees under separate cover.

Proposed Timeline

The current proposed timescales are shown below:

- | | |
|--------------------------------|--|
| 9 th October 2025: | Consultation Starts. |
| 9 th November 2025: | Consultation Completes. |
| 8 th December 2025: | The infrastructure change for the OLE commissioning.
Monday morning 0440hrs |

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix GW 810 sequence 001 – 006.

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.

See Annex A2 to Appendix A for detail

Changes to Operating Instructions

To reflect the OLE infrastructure Energisation from Caerphilly to Rhymney the changes to the existing Local Instructions under WR1 traction changeover signage will be amended.

Please see Annex A3 to Appendix A below for the changes proposed to each document. The new requirements are shown in **Red** Font whilst requirements that are to be removed are shown in **Green** Font struck through.

Proposed Timescale

The works for the commissioning of OLE infrastructure changes Caerphilly to Rhymney are being delivered from May 2025 until 8th December 2025.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	002	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)		19 04			TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC CVLICG Non-SPT Area Axle counter area U&DR - Up & Down Rhymney U & DR Electrified Platform 1 - 126m (137 yards) Platform 2 - 124m (135 yards) Platforms - 16m (17 yards) UR - Up Rhymney DR - Down Rhymney UR and DR Electrified GSM-R
Limit of Electrification		18 77 *			
Bargoed Viaduct 111m, 120yds		18 21			
Single Line Jn		18 16			
		18 12 *			
		18 09			
		18 06 *			
BARGOED		18 03			
		17 76 *			
		17 59 *			
Bargoed South		17 54 *			
GILFACH FARGOED		17 35			
Limit of Electrification		17 33 *			
		17 23			
(Start/end of diagram)		17 17 *			

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LOK	Seq.	Line or 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 17 10 *			TCB Wales Rail Operating Centre (Valleys) (CF) RA6 AC CVLCC GSM-R Non-SPT Area Axle counter area UR and DR Electrified UR - Up Rhymney DR - Down Rhymney Platforms - 124m (135 yards) Location of Known Low rail adhesion Down 16m 50ch to 16m 20ch Platforms - 124m (135 yards) Platforms - 124m (135 yards) Cwmbargoed branch not electrified	
PENGAM		16 55 *				
		16 30				
		15 57 *				
Limit of Electrification		15 20 *				
HENGOED		14 57				
Limit of Electrification		14 17				
		14 10 *				
YSTRAD MYNACH		13 70 *				
		13 63(Up)				
		13 57(Dn)				
Ystrad Mynach South Jn (Start/end of diagram)		13 41 13 40 *				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW810	004	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)		13 40			GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC CVLICC Non-SPT Area Axle counter area DRL - Down Rhymney Loop, 645m, 2116ft Down Rhymney Loop not electrified UR and DR Electrified Platforms - 124m (135 yards) Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch Platforms - 126m (137 yards) UR and DR Electrified	
		12 11 *				
		12 10 *				
		11 40 *				
Limit of Electrification		11 32 *				
		11 18 *				
		11 14 *				
LLANBRADACH		10 74(Up)				
Limit of Electrification		10 68(Dn)				
		10 61 *				
		10 25 *				
		10 30 *				
		10 17 *				
ENERGLYN AND CHURCHILL PARK		09 45				
(Start/end of diagram)		9 35 *				

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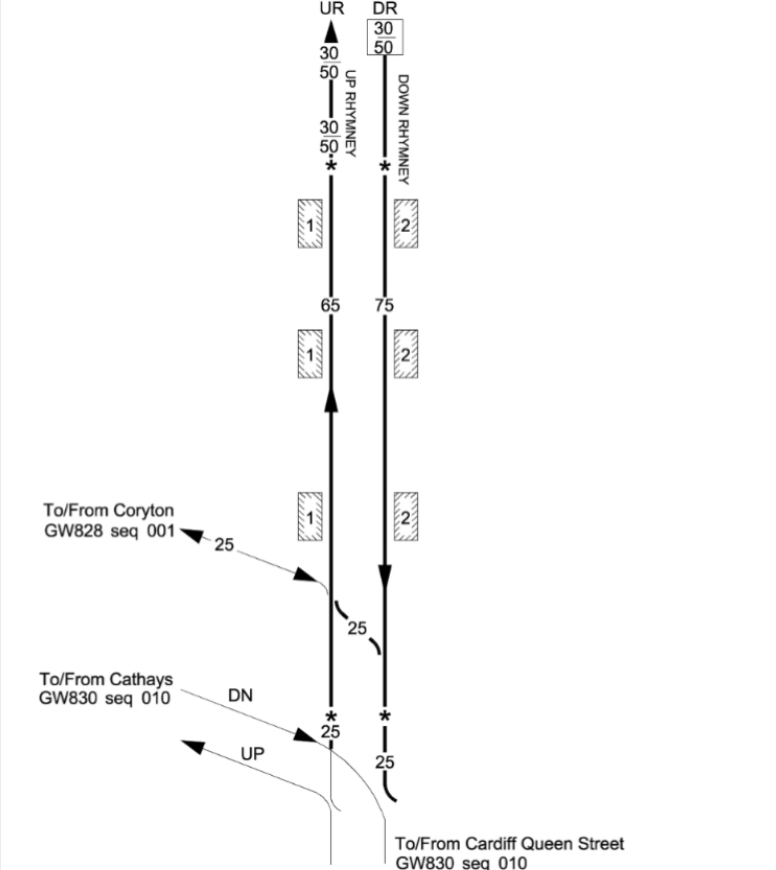
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW810	005	Rhymney to Queen Street North Jn		CAR	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		9 35			TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC CVLICG Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney UR and DR Electrified Platforms - 124m (135yds) Platform 1 - 150m (164yds) - PP/C Platforms 2 and 3 - 238m (260yds) Platform 1 (only) electrified from 8m 18ch to 8m 20ch AC - CVLICG GSM-R	
ABER		8 70				
Limit of Electrification		8 35				
CAERPHILLY/ CAERFFILI		8 21				
		8 14 *				
		8 13 *				
		7 19 *				
		7 15 *				
Caerphilly Tunnel 1775m (1941 yards)		7 14				
		to				
		6 06				
(Start/end of diagram)		6 00				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	02/08/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		6 00			TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC CVLIC Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney GSM-R Platforms - 124m (135yds) Location of Known Low Rail Adhesion Both lines 5m 15ch to 4m 31ch AC - CVLIC Platforms - 124m (135 yards) (Tel - Up platform) Location of Known Low Rail Adhesion Both lines 3m 65ch to 3m 50ch Platforms - 124m (135yds) UR Electrified - 2m 49 - 28ch DR Electrified - 2m 49 - 29ch
LISVANE AND THORNHILL / LLYS-FAEN		5 76 *			
Limit of Electrification DN		5 45			
Limit of Electrification UP		5 29 5 28			
LLANISHEN		4 61			
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH		3 52			
Heath Jn		3 32			
Limit of Electrification UP		2 49			
		1 27 *			
Queen Street North Jn		1 22 1 17	To/From Cardiff Queen Street GW830 seq 010		

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Annex A3 – Proposed Amendments Local and Existing Operating instructions

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

OFFICIAL

Western Route Sectional Appendix Module WR1

TRACTION CHANGEOVER SIGNAGE

The following signage is provided to show drivers of Class 80x IET services, where they are able to PAN UP and PAN DOWN at line speed.

These signs are provided at the following locations with details of mileages shown in the relevant line of route, local instructions

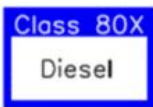
GW103 Between Cholsey and Didcot East Junction
GW105 Swindon Station
GW105 Between Wootton Bassett Junction and Chippenham
GW500 Between Thatcham and Newbury
GW600 Bristol Parkway
GW600 Pining
GW700 Severn Tunnel Junction
GW900 Severn Tunnel Junction
GW900 Cardiff Central

The new signs and their meanings are shown below:

Changing from electric to diesel:



This sign warns the driver that there is a traction supply changeover ahead.



This sign instructs the driver to start the change-over process from electric to diesel traction.



Lower pantograph before passing this point

Changing from diesel to electric:



Raise pantograph at line speed



Raise pantograph at line speed



Raise pantograph at line speed

CORE VALLEY LINES TRACTION CHANGEOVER SIGNAGE

The following signage is provided for drivers of vehicles using the Core Valley Lines (CVL) discontinuous electrification system to show where to check the status of the vehicle's pantograph and traction power mode.

These signs are provided on the following lines of route with a description of their location provided in the local instructions:

GW830 - Merthyr Tydfil to Cathays OLE boundary
GW834 - Hirwaun to Abercynon
GW835 - Treherbert to Pontypridd Jn
GW830 - Rhymney to Queen Street North Jn
GW828 - Coryton to Heath Jn

April 2009 82

Annex A4 – Isolation Diagrams – Provided to consultees under separate cover

Appendix B – Proposed Introduction of Ty-Glas Platform Extension

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 extend the platform at Ty-Glas.

The new trains will improve capacity, reliability and performance on the line.

Specification of Works

The high mileage end of the platform will be extended increasing the platform length from 49.2m to 65m. The existing ramp and fence at high mileage end of the platform will be removed to provide the space for the platform extension inclusive of steps to the adjacent cess

New stop car markers will be required due to the platform extension.

Coper adjustments are proposed at the high mileage and low mileage ends of the existing platform in compliance with the PRM NTSN standards for level boarding.

Proposed Timeline

The current proposed timescales are shown below:

- 9th October 2025: Consultation Starts.
- 9th November 2025: Consultation Completes.
- April 2026: Commissioning

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix GW828 Sequence 001.

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.

See Annex B1 of Appendix B for the detail.

Changes to Operating Instructions

There are no proposed changes to the Local Instructions or existing Operating Instructions required by the implementation of these works.

Proposed Timescale

The planned works are construction complete February 2026, with subsequent Entry into Service process to be progressed to April 2026. The introduction of the platform extensions at Ty Glas station are planned for April 2026

Annex B1 – Proposed Sectional Appendix changes

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW828	001	Coryton to Heath Jn	CRY	Wales - TFW CVL	28/06/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
CORYTON		2 57 2 51 (Dn)★	To/From Cardiff Queen St. GW810 seq 006 To/From Heath High Level GW810 seq 006	GSM-R OT Wales Rail Operating Centre RA6 (Valleys) (CF) AC - GVLICG Non-SPT Area Axle counter area Platform - 64m, 71yds Platform - 99m, 107yds Platform - 108m, 117yds Platform - 64m, 71yds Location of known low rail adhesion Down direction only 1m 40ch to 1m 10ch Platform - 40m, 54yds Platform 65m, 71yds Platform - 107m, 116yds Coryton Branch Electrified Permanently Earthed Section 1m 27ch - 1m 37ch	
WHITCHURCH/ EGLWYS NEWYDD		2 25			
RHIWBINA		1 78			
BIRCHGROVE		1 37			
TY GLAS		1 21 (Up) ★ 1 20 1 15 (Dn) ★			
HEATH LOW LEVEL/ LEFEL ISEL HEATH		0 29 0 26 *			
Heath Jn		0 15 3 32			

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