

Date: 15 December 2025

Ref.: CVLNC020

Email: [cvltrackaccess@amey.co.uk](mailto: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:  
Trefforest Station Operational Platform Length Change (Dn & Up Platforms) Stop  
Car Marker board relocation only**

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 Title	Scheme	Proposed Scheme Detail	Appendix*
Trefforest Platform Length Change – Stop Car Marker relocation		Relocation of Stop Car Marker boards (SCM) to pre station construction works location.  Sectional Appendix Table A amendments associated with this proposal	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 **15 January 2026**. 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](mailto: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](mailto:gary.davies-knight@amey.co.uk) M: + 44 (0)7873 619527

## **Appendix A – Proposal Treforest Station Operational Platform Length Change (Dn & Up Platforms) Stop Car Marker board (SCM) relocation only**

### **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, Various works have been undertaken at Treforest station, to facilitate the works the platform operational lengths were temporarily amended in September 2023.

### **Specification of Works**

As a result of the completion of the works the SCM boards are now required to move to their final locations of:

Up platform 84 metres to 144 metres  
Dn Platform 142 metres to 146 metres

### **Proposed Timescale**

The works at Treforest are currently planned for January 2026.

### **Amendments to Sectional Appendix**

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

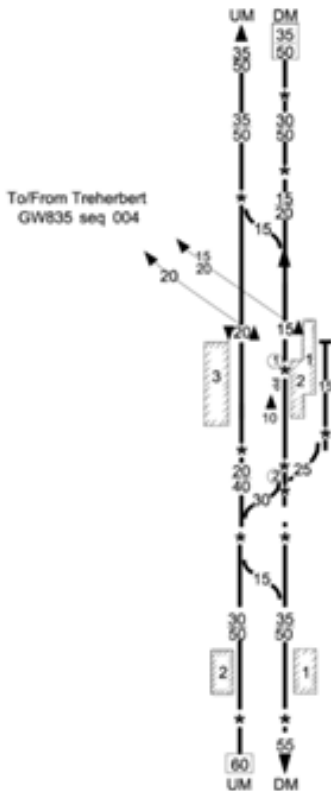
To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (March 2025).

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 – Sectional Appendix changes

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	006	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Limit of electrification		14 10 13 49 13 40 ★  13 15 ★ 13 10 ★			<div>TCB Core Valley Lines Integrated RA6 Control Centre TAM Wksth(VR) AC: CVLICCC</div> <div>GSM-R</div>
Pontypridd Jn		13 04			<div>Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main</div> <div>① 15/20 down ② 30 up</div> <div>Platform 1 - 150m (164 yards)</div> <div>Platforms 2 and 3 - 124m (135 yards)</div> <div>Platform 1- PP - A/S Platform 2- PP - A/S</div>
<b>PONTYPRIDD</b>		12 79 ★ 12 72 ★ 12 67 ★ 12 63 ★ 12 59 ★			
Pontypridd South Jn		12 52 ★ 12 47			
<b>TREFFOREST</b>		12 00			<div>Up platform 144 metres (157 yards) <del>Up Platform 84m (90 yards)</del> <del>Down Platform 142m (155 yards)</del> Down platform 142 metres (155 yards)</div> <div>UM and DM electrified</div>
Limit of electrification on both lines		11 73 11 50 ★			