

Date: 08 January 2026

Ref.: CVLNC021

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:
Llandaff Line speed change**

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*
Llandaff Line speed change	Implementation of change from Temporary Speed Restriction (TSR) to Permanent Speed Restriction (PSR) on the Up & Dn Llandaff	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 identifying where the works is to be completed and the parts of the Network and associated railway assets likely to be affected.

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 **08 February 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.

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 A – Proposed Llandaff Line speed change TSR to PSR

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, When the CAR works are commissioned the 70mph linespeeds will be reduced to 60mph on the basis that the rolling stock cannot achieve the 70-mph speed the current beacons design uses 60mph as the input linespeed to avoid altering the design at CAR.

It should be noted that the Class 756 stock can reach the 70mph, therefore TSRs have been imposed to mitigate the risk of trains travelling at a higher speed than beacons design parameters allow.

Specification of Works

This Stagework scope specifies the changes to enable a PSR on the Up & Dn Llandaff lines ahead of the CAR commissioning to enable the TSR's to be removed.

The existing line speed on the Up Llandaff from 100483 is 50/70 (UL1 PSI 50/70) this extends to 105005 where the speed is reduced to 30/55 (CAM UL4 PSI 30/55).

The existing line speed on the Down Llandaff from 103758 (CAM DL3 PSI 50/70) is 50/70 this extends to 100997 (DL1 PSI 30), where the speed is reduced to 30.

The works consist of:

- Replacing the 50/70 speed sign mounted on CF2890 signal (1m 34ch) with 35/60 speed sign.
- Recovering CAM DL3 PSI 50/70 PSI at 103758 (3m 44ch), this will extend the 50/60 from CAM DL4 PSI50/60 at 104733 (4m 04ch).

The following works have been completed to validate the reduction in line speed:

The project has undertaken Signal Sighting assessment of:

- UL1 PSI 35/60

Reviewed sighting of existing assets affected by the Line speed decrease:

- CF2888
- VR528
- CAM UL4 PSI30/55
- CF2887

•DL2 PSWI30

The works will be tested in accordance with NR/L2/SIG/30014/A110.

Extracts of Signalling Scheme plans provided in Annex 3 to Appendix A.

Proposed Timeline

The current proposed timescales are shown below:

8th January 2026: Consultation Starts.
6th February 2026: Consultation Completes.
21st February 2026: PSR Implementation

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix GW830 sequence 009

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 A1 to Appendix A for detail

Changes to Operating Instructions

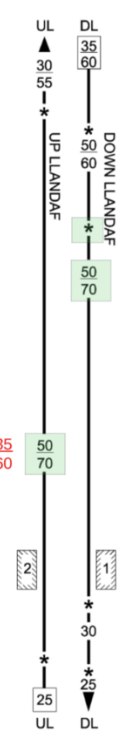
To reflect these changes to the existing Local Instructions will be amended.

Please see Annex A2 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 are proposed to be completed 21st February 2026.

Annex A1 – Proposed Amendments to the Existing Sectional Appendix

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW830	009	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	
		4 27			<div>TCB Core Valley Lines Integrated RA8 Control Centre-TAM Wrkstn(VR) AC: CVLICC</div> <div>Permanently Earthed Section both lines 4m 19ch - 4m 33ch Axle counter area Non - SPT area DL - Down Llandaf UL - Up Llandaf Permanently Earthed Section both lines 3m 59ch - 3m 74ch UL and DL electrified</div> <div>Wales Rail Operating Centre (Valleys) (CF)</div> <div>SPT area Axle counter area</div> <div>Platforms - 124m (135 yards)</div> <div>GSM-R</div>	
		4 20 *				
		4 04 *				
		3 35 *				
		2 72				
Limit of electrification on DL		2 57				
Limit of electrification on UL						
CATHAYS		1 61				
		1 58 *				
		1 34 *				
		1 29 *				

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Registration number: 11389544 Registered Address: Transport for Wales CVL Infrastructure Depot,

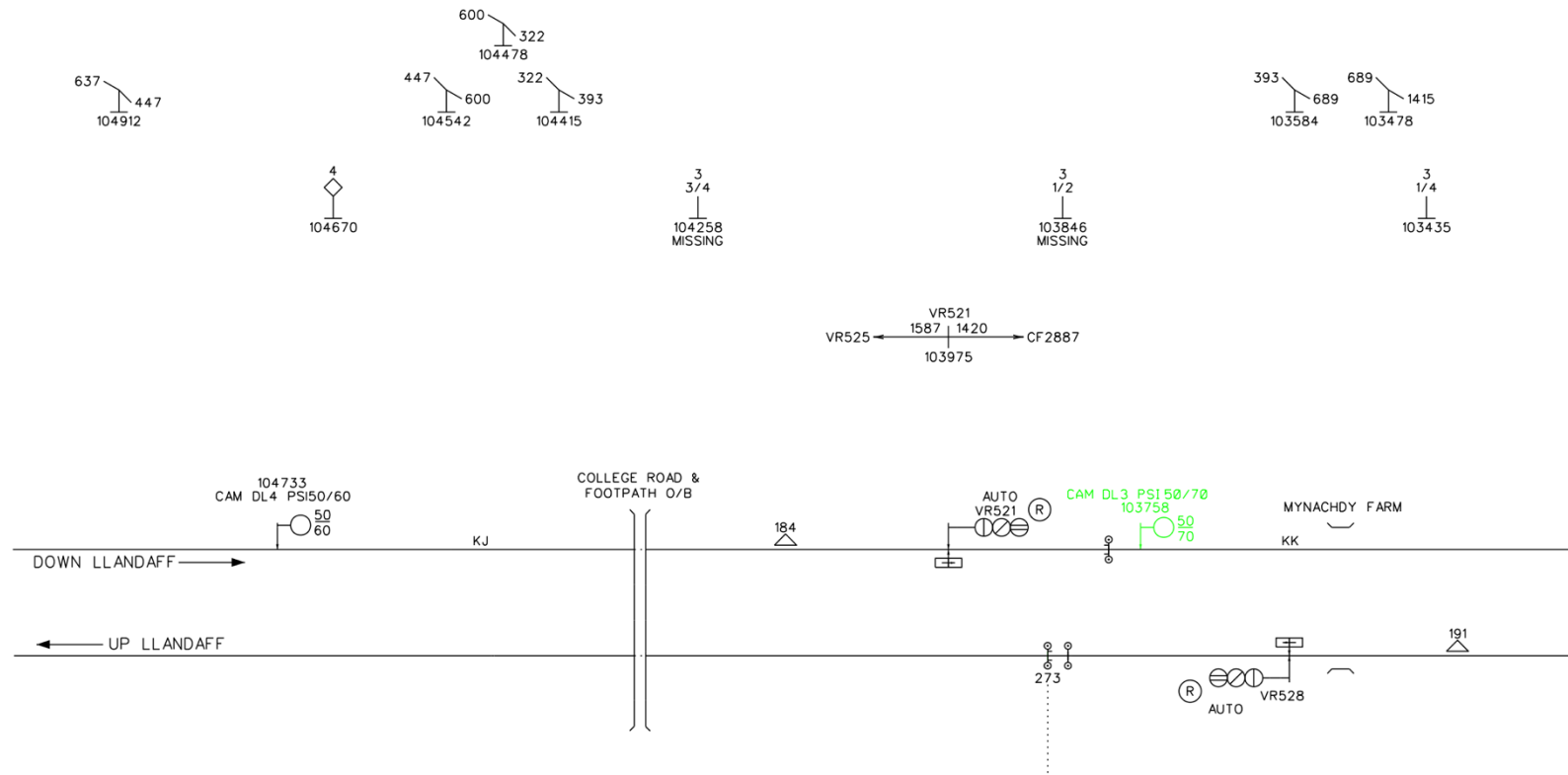
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Annex A2 – Proposed Amendments Local and Existing Operating instructions

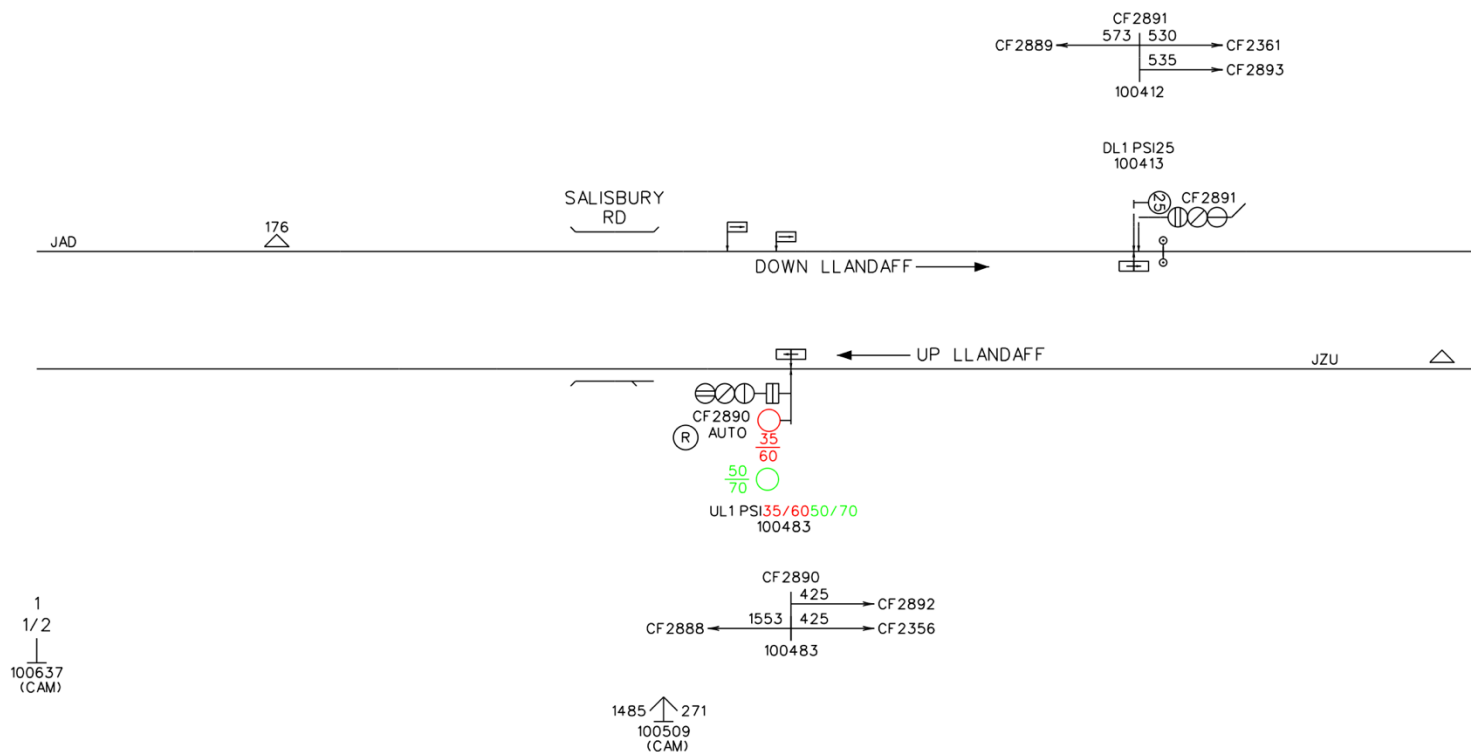
No change

Annex A3 – Scheme plan extracts for information



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