

Date: 17th September 2026

Ref.: CVLNC025

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 consultation – Butetown Station Dn Platform 2
Introduction to operational use.

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 22nd January 2026.

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*
Bring into use Platform 2 on the current single line between Queen Street South Junction and Cardiff Bay Station	Platform (Plt) 2 is located on the Downside (Dn) of the Up / Down Cardiff Bay single line between Mileage 0m 32ch - 0M 38ch. Platform 2 will be used for a limited number of trains travelling in the Down Direction only. Briefly the works involve commissioning Platform 2 on the current single line between Queen Street South Junction and Cardiff Bay Station. Alterations to CF2871 distant board to be raised to mitigate	Appendix A

	potential obstructions and provision of temporary CSDE Beacon (door opening beacon)	

*

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 **17th October 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,



Samuel Folland
Rheolwyr Mynediad At Gledrau | Track Access Manager

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Appendix A1 – Butetown Station Dn Platform 2 Introduction to operational use.

Reasons for Proposed Change

As part of the TfW Core Valley Lines (CVL) transformation works, there is a requirement to provide various improvements to stations and infrastructure on the Network for the operation of the new fleet of bi-mode and tri-mode vehicles.

Elements of the CVL scope are subject to European Regional Development Funding (ERDF) to be eligible for the funding elements of the station are required to be operational by 27th February 2027. Bute Town Station is one of these stations.

The electrification of the route will require new overbridges, new track infrastructure, new platforms provided and existing platforms to be improved.

The aim of the CVL Project is to transform Cardiff and the surrounding Valleys through the improvement of the railway service. The completed CVL Project will deliver four trains per hour from each of the Valley Heads through Cardiff and on to The Bay, Penarth and Barry.

Specification of Works

This Entry into Service event will bring the newly constructed Down Platform 2 at Butetown Station into operational use.

The new platform has an overall constructed length of approximately 125 metres and an operational stopping length of approximately 123 metres, **this EIS will bring into use a reduced operational use of 80mtrs, for the 3 car CityLink 398s limited services that will run from December 2026.**

Note: The final state operational length will be brought into use during the main CAR commissioning April 2027.

The platform has been designed to accommodate the planned passenger services operating through the station and includes the associated platform furniture, operational systems, passenger facilities and safe access arrangements required to support its use.

The wider Butetown Station development comprises two newly constructed platforms serving the Up and Down lines. Access to the Down platform is provided from Lloyd George Avenue by means of stepped and accessible ramped routes. These access arrangements provide a continuous route between the surrounding highway network and the operational platform.

The wider station works also include a new passenger lift and staircase providing access from Bute Street to the Up platform. Associated highway alterations are being undertaken to accommodate the new lift and staircase structures, improve the interface between the station and the surrounding highway and provide suitable pedestrian access to the station.

Passenger facilities provided across the station development include:

- Ticket vending machines.
- Platform validators.
- Platform and access-route lighting.
- CCTV and associated security systems.
- Customer Information Screens
- Cycle parking hoops.
- Waiting shelters incorporating seating and a designated wheelchair space within each shelter.
- Station signage, wayfinding, statutory signage and operational notices.
- Fencing, barriers and other platform safety measures.

The station also includes an emergency refuge area at the northern end of the Up platform, providing a designated place of relative safety for passengers who may require assistance during an emergency evacuation.

This Entry into Service event is limited to the opening of the Down platform and the associated access routes, systems and passenger facilities required for its safe operation. The Up platform, lift and associated access arrangements will be brought into operational use through a subsequent Entry into Service event once the remaining construction, testing, commissioning, assurance and acceptance activities have been completed for CAR main commissioning.

Reference: scheme plan extract 20-CVL-01/07 Version A08 Annex 3

Proposed Timeline

The current proposed timescales are shown below:

17 th September 2026:	Consultation Starts.
17 th October 2026:	Consultation Completes.
November 2026:	EIS certification process
13 th December 2026:	EIS

Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix GW 839 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 A1 to Appendix A for detail

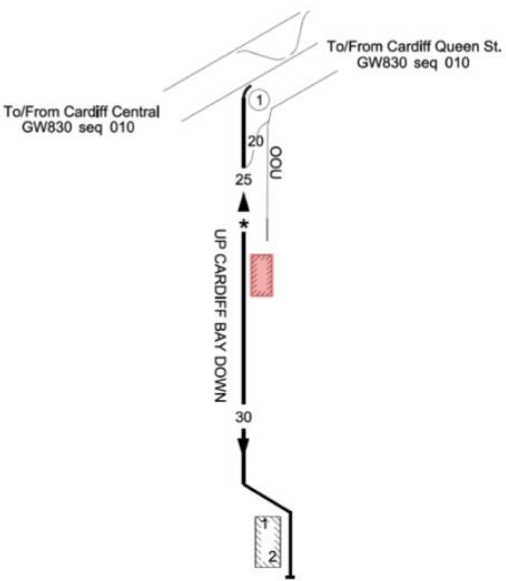
Changes to Local and Operating Instructions

There are no updates required operating instructions.

Proposed Timescale

The EIS date for operational use of the Plt 2 is 13th December 2026.

Annex A1 – Proposed Amendments to the Existing Sectional Appendix

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay	CAM	Wales - TFW CVL	31/05/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Queen Street South Jn	0 66		OT Wales Rail Operating Centre (Valleys) (CF) Axle counter area Non SPT area ① - Up/Down Cardiff Bay Chord Platform 63 m, 69yds = Down trains only Platform 1 - 50m, 55yds = OUT OF USE Platform 2 - 151m, 165yds		
Limit of Electrification BUTETOWN	0 48 * 0 41 0 35				
CARDIFF BAY/ BAE CAERDYDD	0 05				

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited is registered in England & Wales.

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

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