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9th January 2017

Dear Doctor Applejack,

Information request

Reference number: FOI2017/01442

Thank you for your request of 6th December 2017. You requested the following information:

"Could you please supply some track diagrams and gradient profiles of the follows lines:

Shortest:

*Hampdon Court to Surbiton
Brockenhurst to Lymington Pier
Raynes Park to Chessington South
Virginia Water to Weybridge
Twickenham to New Malden
South Croydon to Caterham
Twickenham to Shepperton
Sutton (via Wimbledon) to Streatham
Aldershot to Ascot
Appledore (Kent) to Dungeness*

Longest:

*Guildford to Surbiton (via Oxshott)
South Croydon to East Grinstead
Woking to Alton
South Croydon to Uckfield
London Waterloo to Reading*

Track diagram is a line graph, up and down of the gradients Something like this:
<http://www.bluebell-railway.co.uk/bluebell/sym/grad.jpg>

I have processed your request under the terms of the Freedom of Information Act 2000 (FOIA).

I can confirm that we hold the information you requested.

Gradient Profiles:

Please see the attached document entitled 'Gradient _ FOI2017_01442' that includes the gradient profiles for the lines identified in your request.

Track Diagrams:

Please see attached the information you have identified (i.e. a line graph of the gradients) – you will note that this is contained in a number of signaling plans.

Whilst we are disclosing the information relating to gradients within these documents, we are not disclosing the information that specifically relates to signalling. This is because we believe this information is exempt from disclosure under [section 31\(1\)\(a\)](#) - prejudice to the prevention or detection of crime and [section 38\(1\)](#) – endangerment to the health and safety of any individual of the FOIA.

Due to the operational information contained in signalling and track diagrams, we consider that disclosure in this instance would release significant information about signal operations into the public domain where it could be used by those who may wish to disrupt, interfere with or attack the workings of our infrastructure. The consequences of such activity would be likely to adversely affect public safety and endanger individuals.

It is particularly important to remember that disclosures made under the FOIA are disclosures to the 'world at large' and any information disclosed is released into the public domain rather than being provided to one individual in a private transaction. Consequently, we have to consider the wider impact of disclosure and we cannot take into account the motives of an applicant even when they are well-intentioned.

The section 31(1) and 38(1) exemptions are subject to a public interest test and this means that we are required to consider whether the public interest in disclosure outweighs the public interest in maintaining the exemptions. In this case, disclosure would contribute to increasing transparency and public knowledge about the operation and workings of the rail infrastructure. Conversely, there is little public

interest in the disclosure of this type of information in terms of demonstrating accountability, as the information being technical and operational in nature, sheds no light on any factors such as public spending or management of the infrastructure.

There are strong arguments around withholding the information as disclosure would increase the likelihood and severity of potential harm to the security of the rail network and wider public safety.

We consider that these factors outweigh all others and after consideration of all the relevant factors in the circumstances of this case, we consider that the balance of the public interest lies in preventing harm to the security of the infrastructure and in ensuring the safety of those individuals who work and travel on the network.

On this basis, our decision is that the public interest favours withholding the information on this occasion and we are therefore refusing to provide the whole signaling plan by virtue of the exemptions set out in section 31(1)(a) (law enforcement) and section 38(1) (health and safety) of the FOIA.

By way of advice and assistance I thought it might be useful to provide you with a list of the locations which correspond to each of the titles of the diagrams attached;

Hampton Court (SW-049) to Surbiton (SW-003)
Brockenhurst(SW- 011) to Lymington Pier (SW-049)
Raynes Park (SW-058) to Chessington South (SW-061)
Virginia Water (SW-073 and SW-068) to Weybridge(SW-004 and SW-068)
Twickenham(SW-072) to New Malden(SW-003)
South Croydon (SC-003) to Caterham(SC-072)
Twickenham(SW-072) to Shepperton(SW-061)
Sutton (via Wimbledon) (SC-075 &SC-017) to Streatham (SC-074)
Aldershot(SW-034) to Ascot (SW-69 and SW-74)
Appledore (Kent) (SE-065) to Dungeness (SE-068)

Longest:

Guildford (SW-063 & SW-17) to Surbiton(SW-003)
South Croydon(SC-003) to East Grinstead (SC-041)
Woking(SW-035) to Alton(SW-035)
South Croydon(SC-003) to Uckfield(SC-046)
London Waterloo to Reading (SW-001, SW-002, SW- 044, SW-068, SW-072, SW-073,SW-074 and SW-075)

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk or on 01908 782405. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Robert Malcolm
Information Officer

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Appeal Rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the FOI Compliance and Appeals Manager at Network Rail, Freedom of Information, The Quadrant, Elder Gate, Milton Keynes, MK9 1EN, or by email at foi@networkrail.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

