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Network Rail
Freedom of Information
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14 January 2021

Dear Daniel Franklin,

Information request

Reference number: FOI2020/01461

Thank you for your request of 11 December 2020. You requested the following information:

'Could you please supply track, signalling and speed diagrams for the Wherry Line route.

*Norwich to Great Yarmouth
Norwich to Lowestoft
Reedham to Great Yarmouth'*

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 have requested, however, it is not possible to disclose all of the information we hold, specifically the signalling diagrams, under the FOIA because to do so would create a security risk.

In the course of this letter I will:

1. Explain how to access information on speed limits and track diagrams; and
2. Set out my reasons for concluding that the signalling diagrams we hold are exempt from disclosure.

Speed limits and track diagrams

Under section 21 of the FOIA, we are not required to provide information in response to a request if it is reasonably accessible to you by other means. In this case, we have already published the speed limits and track diagrams in the [Sectional Appendix](#) of our website. As

well as the information you have requested, these diagrams also contain key features of the network as well as local and general instructions. Please follow this [link](#) to find the Anglia Section, in which the Wherry Line route is located. Please note that speed diagram is displayed as the small numbers on the track lines. You can find on the table of contents on page 17, however, below I have provided the page and route numbers for where you can find the track and speed diagrams for the specific routes you have requested:

Route	Route Number	Page number
Norwich to Great Yarmouth	EA1500	236
Norwich to Lowestoft	EA1470	222
Reedham to Great Yarmouth	EA1510	239

Signalling diagrams

Under section 31(1)(a) information is exempt from disclosure if its disclosure under the Act would be likely to prejudice the prevention or detection of crime. The signalling diagrams show the location of points and signals on the railway infrastructure. This type of information could be used by those who might seek to identify vulnerable points on the railway infrastructure for the purposes of crime and terrorism; we are aware that there are determined individuals who would seek to disrupt the railway network in this way.

In reaching this decision, we take into account that any FOI disclosure is to the general public, and not to one individual. Having sought the views of the relevant experts within Network Rail, we consider that disclosing this information to the 'world at large' under FOIA would be likely to prejudice the prevention of crime because disclosure of the location of points and signals increase the likelihood of the theft of cable from locations along the line. We also consider that the information would be likely to assist anyone who wished to plan attacks on the railway infrastructure by identifying individual vulnerable locations.

Section 38(1) provides an exemption for information, the disclosure of which would be likely to endanger the physical or mental health of any individual, or endanger the safety of any individual. This exemption is engaged because any activities aimed at disrupting the railway would, in turn, be likely to endanger the safety of the public and staff travelling or working on the route covered by your request.

These exemptions are subject to a public interest test. I consider that the factors in favour of disclosing the information is that it would increase public understanding of the layout of the railway infrastructure on the Eastern route. Disclosure of this type of information does not meet a wider public interest in accountability or provide details which could inform wider public debate.

I consider that the factors in favour of withholding the information are that there is a significant public interest in safeguarding the safety of people travelling and working on the rail network, which is part of the critical national infrastructure. As explained previously, there are a number of determined individuals with the motivation to disrupt the railway network and I consider that the public interest is strongly in favour of withholding the information.

I am sorry I could not provide all of the information you were looking for but I hope the advice and explanation that I have provided are useful to you. If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. 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

Isabella Battaglia
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 Head of Freedom of Information 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 (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".

