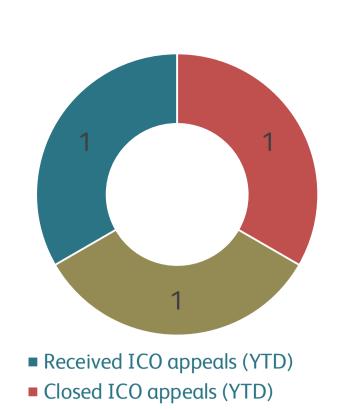
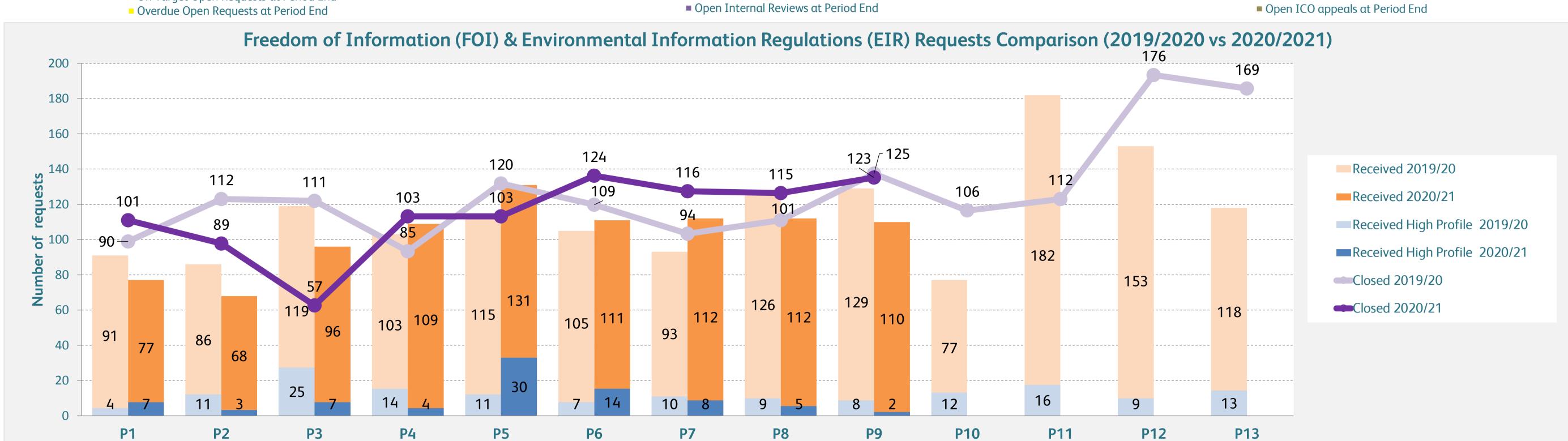
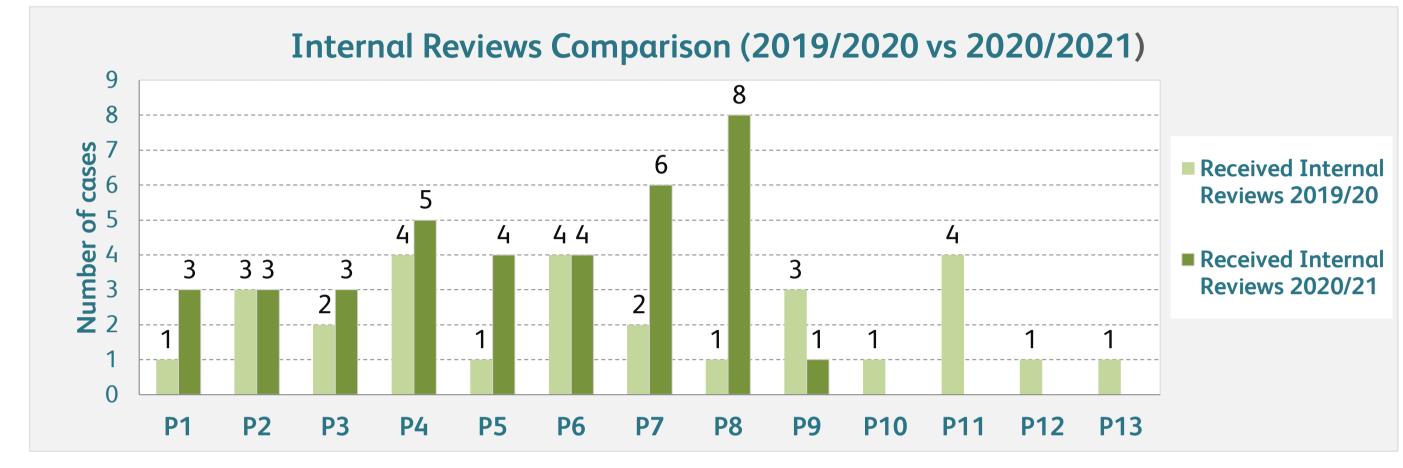
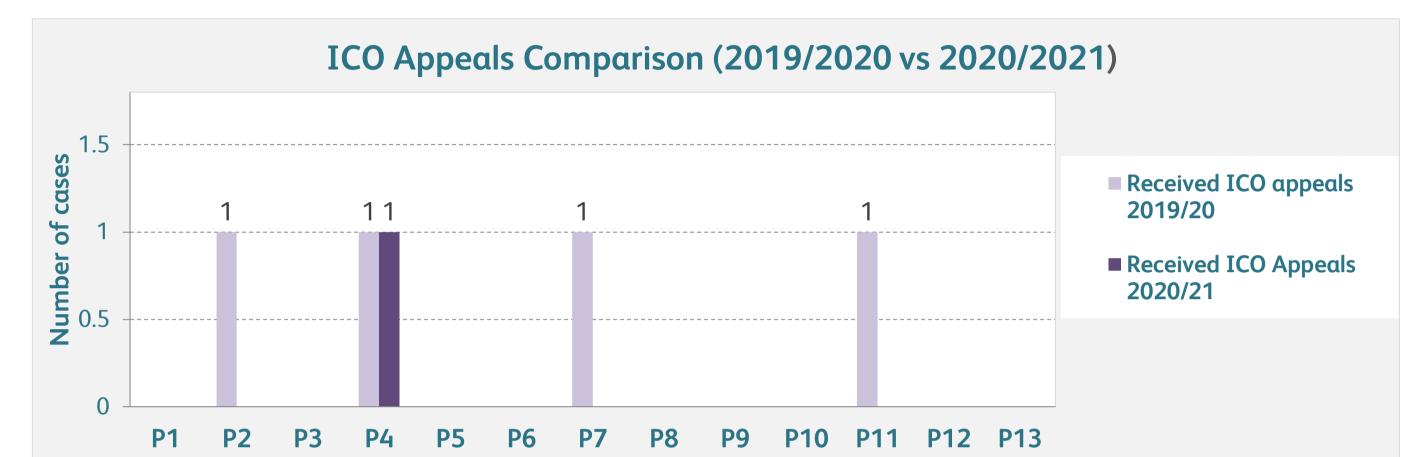


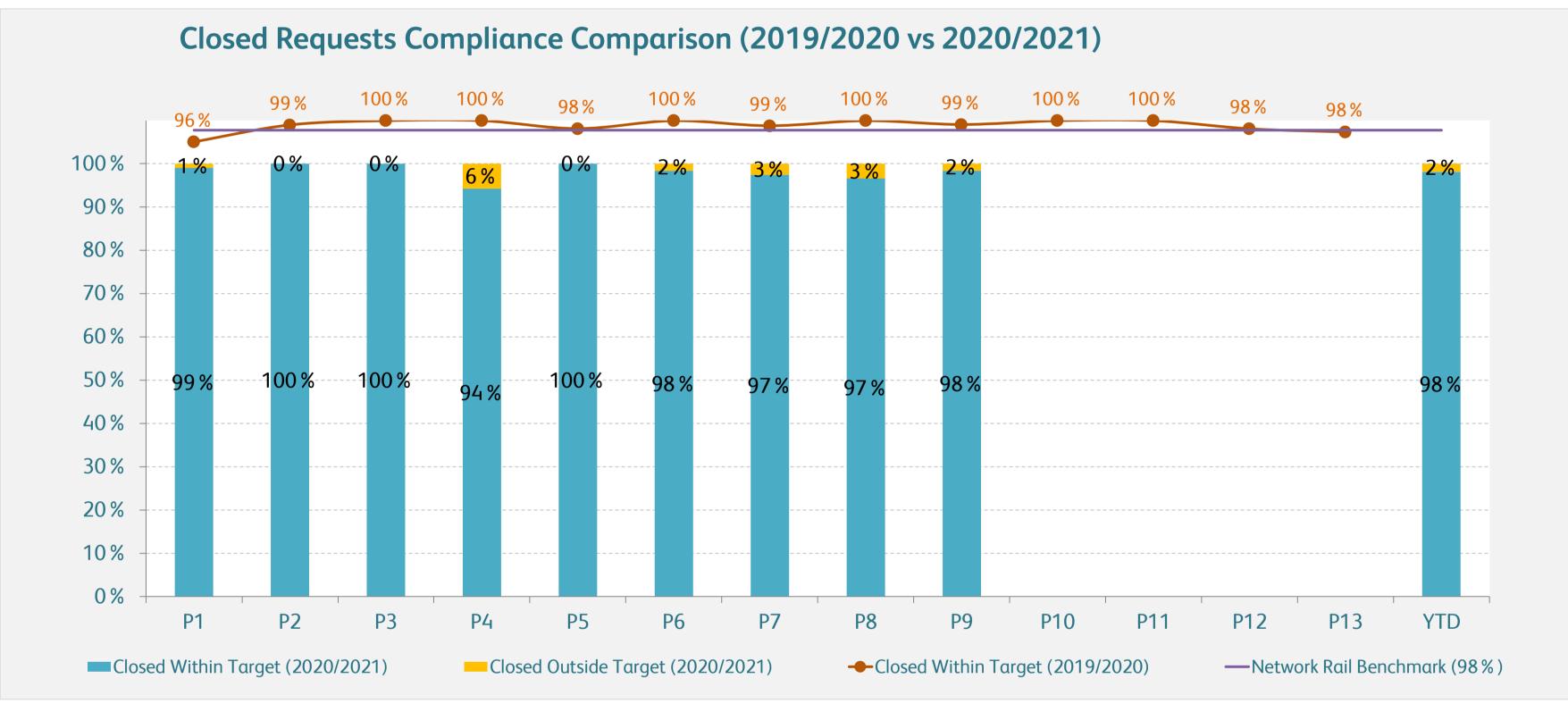
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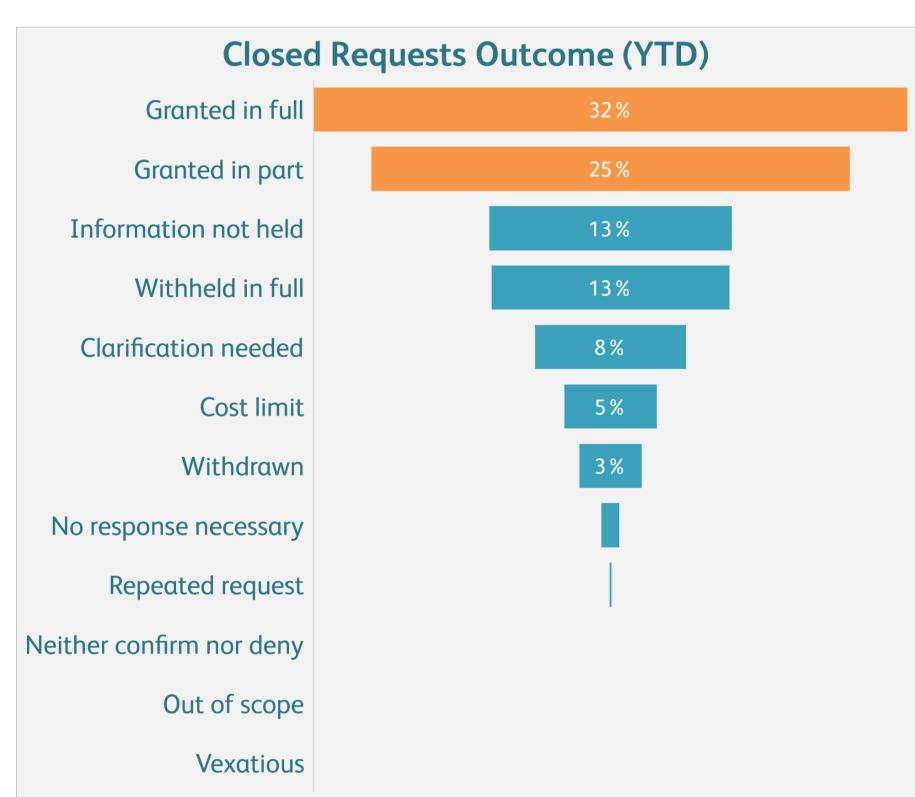


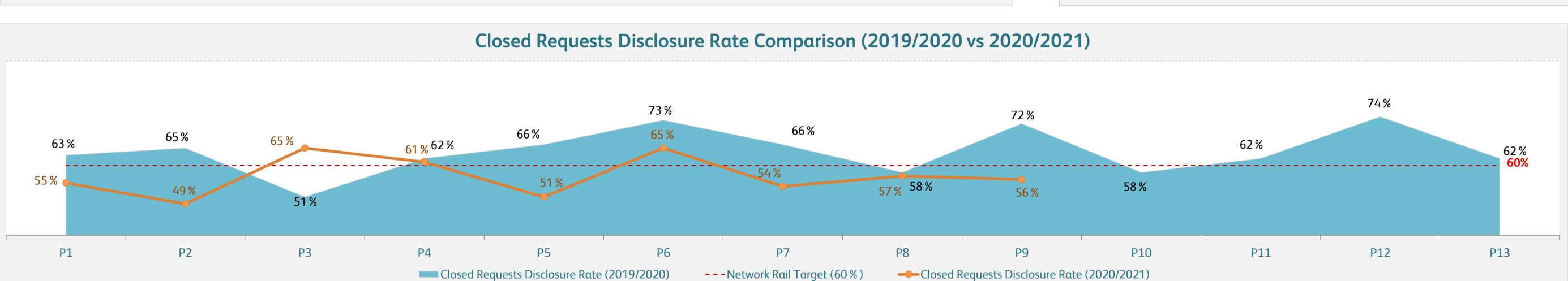












How are we doing against our targets?

The overall intake of new requests for Period 9 (P9) was 110. This is a 2% decrease from the last period and a 15% decrease on requests received in the same P9 of 2019/2020.

The average weekly intake of requests for the period was 28.

The number of high profile cases received during P9 was 2; this is a 60% decrease compared to the previous period. These requests asked for statistics on fly tipping and metal theft on the network.

We achieved 98 % compliance during P9, with 2 requests closed outside the statutory deadline.

We provided information in response to $56\,\%$ of requests during P9. This was a $1\,\%$ decrease from P8.

We received one new first stage appeal (known as Internal Review - IR) during P9. Seven IRs were closed during P9. While the current number of appeals is higher than in previous years, the YTD continues to meet the current KPI of 'less than' 5 % of overall requests.

There were no new second stage appeal to the Information Commissioner's Office (ICO) in this period.

There is one ongoing ICO investigation for appeal concerning our refusal to provide details and locations of fatalities on the railway due to electrocution. It is likely that the requester can be directed to some published information, while we will submit further arguments to the ICO to maintain our position of exempting location details for fatalities.

It continues to be the case that there have been no third stage appeals to the First-Tier Tribunal in the 5 year period that Network Rail has been subject to Freedom of Information and Environmental Information legislation.