This update regarding SPAD and TPWS performance for April 2014 is based on data available as at the date of issue and is subject to change as further information becomes known.

**SPAD & TPWS numbers**

**SPADs during April**
There were 33 SPADs during April. This is 10 greater than in April 2013. The three-year average for the previous three April’s is 19.0.

The moving annual total, which was 258 a year ago, is now 303; 10 greater than last month. An increase of 45 since last year.

**TPWS during April**
Of the 33 SPADs during April: 19 involved TPWS brake demands. 11 were interventions¹ and eight were activations².

**SPAD risk³**
Eleven of April’s SPADs were risk ranked 16+; of which one was risk ranked 20+. There are currently three SPAD Risk Rankings outstanding for April.

The green line in the chart below shows the trend in underlying SPAD risk since the Sept 2006 benchmark date. At the end of April, the underlying level of SPAD risk was estimated to be 72% of the Sept 2006 baseline.

NB: this is a provisional chart, pending receipt of any outstanding SRRs, hence it may change slightly.

Further monthly updates, as well as regular quarterly SPAD/TPWS reports April can be found at www.Opsweb.co.uk

*Please note: We have recently been informed of a number of SPAD events which have since been reclassified, this has caused the notable reduction in AMT from the previous report.

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1 A TPWS intervention occurs when TPWS applies the brakes before, or in the absence of, the driver doing so.
2 A TPWS activation occurs when a driver has already applied the brakes before the TPWS operates.
3 The SPAD Risk chart includes SPADs which come within the definition of ‘On or affecting a running line’. This is a slightly different set of SPADs to those on NRMI reported on elsewhere. A definition of OORL April can be found in the quarterly SPAD/TPWS report.