The blue line in the chart above right shows the trend in underlying SPAD risk since the Sep 2006 benchmark date. At the end of October, the underlying level of SPAD risk was estimated to be 59% of the Sep 2006 baseline. The drop is due to a decrease of 16 16+ SPADs AMT and a reduction of 3 passenger SPADs AMT which passed conflict points in the current year compared to the year ending Sep 2014.

There were 28 SPADs during October. This is 5 fewer than in October 2013. The three-year average for the previous three October is 30.7.

The annual moving total, which was 276 a year ago, is now 293; 5 fewer than last month. An increase of 17 since last year.

Of the 28 SPADs during October: 14 involved TPWS brake demands; 8 were interventions and 6 were activations.

4 of October’s SPADs were risk ranked 16+; of which none were risk ranked 20+. There are currently 2 SPAD Risk Rankings outstanding for October.

The blue line in the chart above right shows the trend in underlying SPAD risk since the Sep 2006 benchmark date. At the end of October, the underlying level of SPAD risk was estimated to be 59% of the Sep 2006 baseline. The SPAD risk is mainly driven by events where a train has passed the conflict point and there is potential for a passenger train collision. The drop is due to a decrease of 16 16+ SPADs AMT and a reduction of 3 passenger SPADs AMT which passed conflict points in the current year compared to the year ending Sep 2014.