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 November, 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 since Sep 14 is due to a decrease of 12 16+ SPADs AMT and a reduction of 4 passenger SPADs AMT which passed conflict points in the current year compared to the year ending Sep 2014.

There were 30 SPADs during November. This is 4 greater than in November 2013. The three-year average for the previous three November is 25.

The annual moving total, which was 272 a year ago, is now 297; 4 greater than last month. An increase of 25 since last year.

Of the 30 SPADs during November: 18 involved TPWS brake demands; 12 were interventions and 6 were activations.

13 of November’s SPADs were risk ranked 16+; of which 1 was risk ranked 20+.

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

The AMT refers to SPADs which have occurred in the last 12 months of the relevant period. Last month and last year are what the respective measure was at those points.

A TPWS intervention occurs when TPWS applies the brakes before, or in the absence of, the driver doing so.

A TPWS activation occurs when a driver has already applied the brakes before the TPWS operates.