## Monthly SPAD/TPWS Update

**March 2015**

### Key Statistics

<table>
<thead>
<tr>
<th>Monthly SPAD Number</th>
<th>16+ Annual Moving Total</th>
<th>20+ Annual Moving Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All SPADs</strong></td>
<td>300</td>
<td>14</td>
</tr>
<tr>
<td>Last month: 309</td>
<td>Last month: 80</td>
<td>Last month: 13</td>
</tr>
<tr>
<td>Last year: 289</td>
<td>Last year: 92</td>
<td>Last year: 16</td>
</tr>
</tbody>
</table>

### Multi-SPAD Signals (two or more SPADs in five years)

<table>
<thead>
<tr>
<th>Multi-SPAD Signals</th>
<th>135</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last month: 133</td>
<td></td>
</tr>
<tr>
<td>Last year: 119</td>
<td></td>
</tr>
</tbody>
</table>

### SPAD Risk Relative to September 2006

<table>
<thead>
<tr>
<th>Risk Rank</th>
<th>Apr-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>66%</td>
<td></td>
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<tr>
<td>58%</td>
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</tbody>
</table>

### Monthly Performance

#### SPAD Numbers

- **March:** 30, 29, 29, 26, 29, 26, 20
- **April:** 23, 22, 19, 23, 24, 24, 26
- **May:** 30, 23, 22, 19, 23, 24, 26

#### SPADS: AMT & Risk

- **AMT:** 300
  - **90%:** 140%
  - **66%:** 120%
  - **58%:** 100%
  - **40%:** 80%
  - **20%:** 60%
  - **0%:** 40%

- **Risk:** 66%

### Notes

- There were 20 SPADs during March. This is 9 fewer than in March 2014. The three-year average for the previous three Marches is 23.3.
- The annual moving total, which was 289 a year ago, is now 300; 9 fewer than last month; 11 more than last year.
- Of the 20 SPADs during March: 12 involved TPWS brake demands; 6 were interventions and 6 were activations.
- 5 of March’s SPADs were risk ranked potentially significant (16-19); and 1 was risk ranked as potentially severe (20+). There are no SPAD risk rankings outstanding for March.
- 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 March, the underlying level of SPAD risk was estimated to be 66% 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. There were 5 passenger SPADs which passed conflict points in the last 12 months.

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Issued by Theresa Liu, Safety Intelligence Analyst, RSSB

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This update regarding SPAD and TPWS performance for March 2015 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.