Monthly SPAD/TPWS Update - January 2012

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This is an update regarding category A SPAD and TPWS performance for January 2012. It 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 January

There were 18 category A SPADs during January (the lowest number[1] for any January) compared to 22 in the same month in 2011. Prior to this, the lowest for January was 21, (in 2006, 2008 & 2009), The three-year average for January is 25.7. The moving annual total is now 280, compared to 294 at the same point last year.

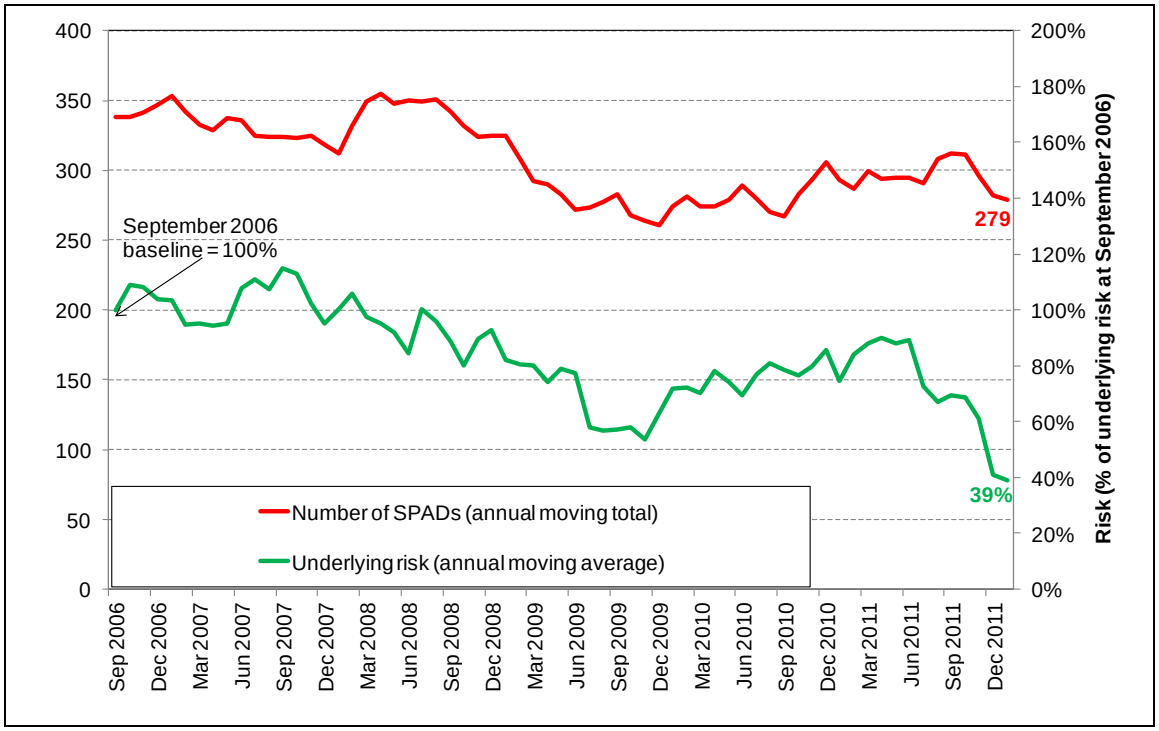
TPWS during January

Of the 18 category A SPADs during January: eight involved TPWS brake demands. Two were interventions[2], two were activations[3] and there were four for which the TPWS involvement is currently not known.

SPAD risk[4]

Five of December's SPADs were risk ranked 16+; one was 20+. There are currently four SPAD Risk Rankings outstanding, so these figures may rise.

The green line in the chart below shows the trend in underlying SPAD risk since the Sept 2006 benchmark date. At the end of January, the underlying level of SPAD risk was estimated to be 39% of the Sept 2006 baseline.



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

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

1 Since the systematic collection of SPAD data started in 1985.
2 A TPWS intervention occurs when the TPWS applies the brakes in the absence of (or prior to) the driver doing so.
3 A TPWS activation occurs when a driver has already applied the brakes before the TPWS operates.
4 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 may be found in the quarterly SPAD/TPWS report.