

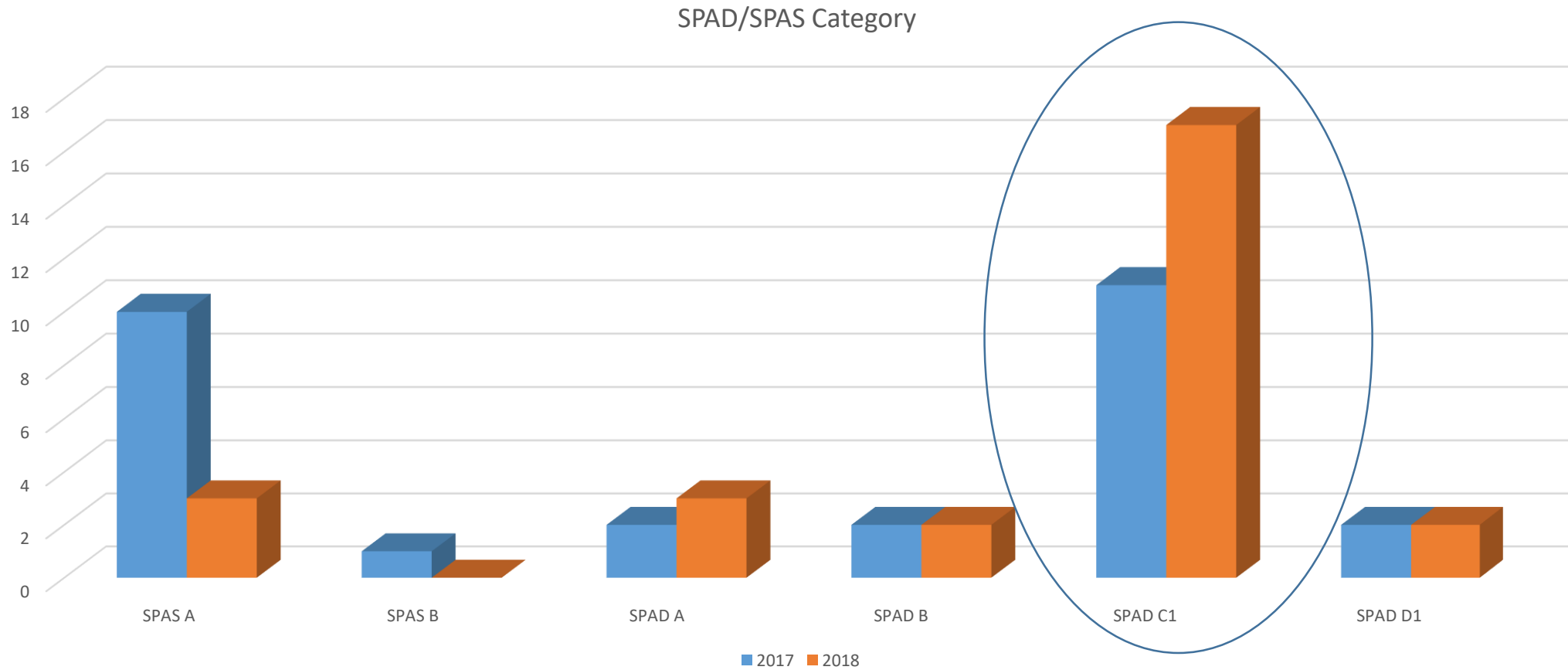
SPAD Statistics & Actions Being Taken to Minimise



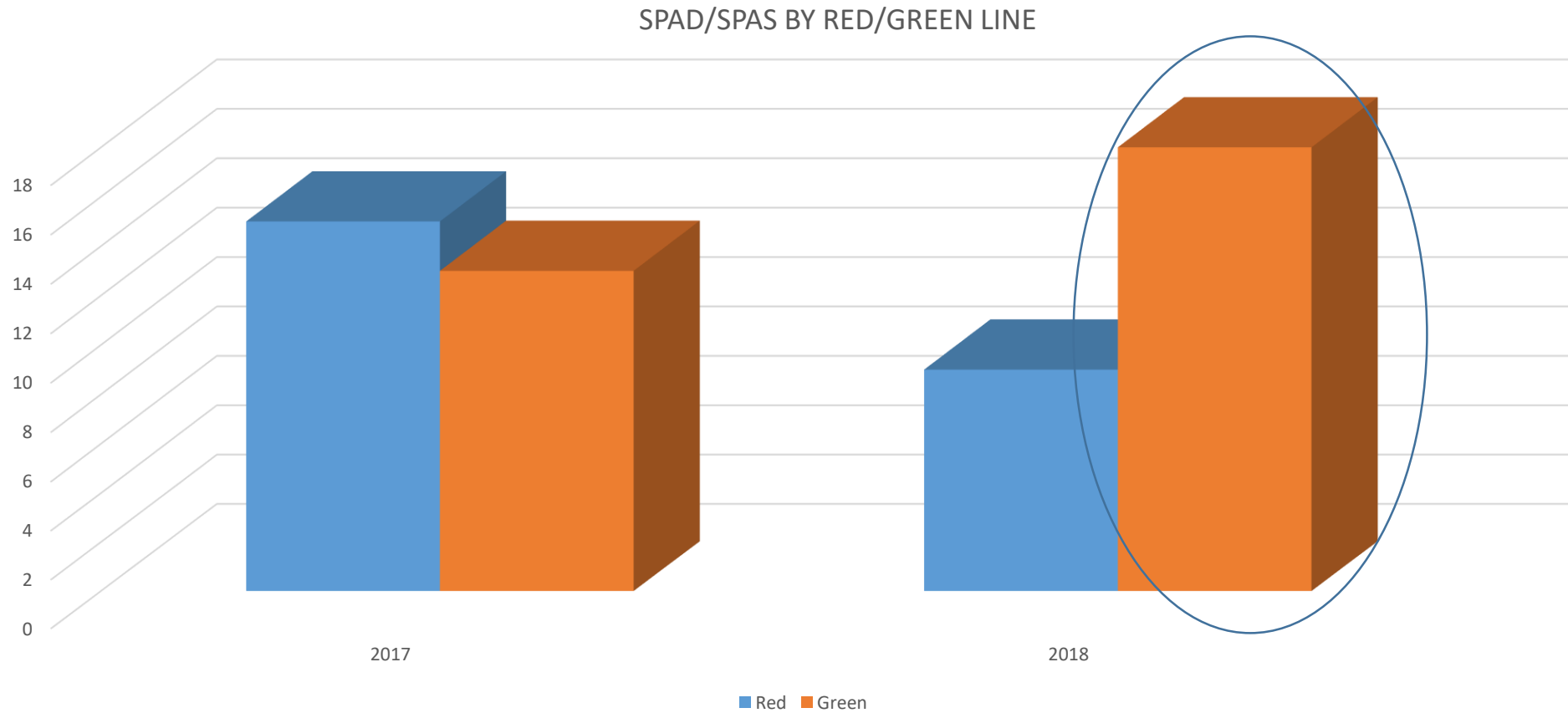
SPAD / SPAS Categories

A SPAD	Tram is stopped passed the signal head, but before yellow box or points or driver engaged the area under line of sight. No conflict with pedestrians or road traffic.
B SPAD	Tram passed the signal on a non-conflicting route.
C1 SPAD	Tram passed the signal and crossed points on a conflicting route, but no other tram in the area
C2 SPAD	Tram passed the signal and crossed points on a conflicting route, with another tram in the area possibility of collision
D1 SPAD	Tram passed the signal and entered a traffic junction or pedestrian crossing with no contact
D2 SPAD	Tram passed the signal and entered a traffic junction or pedestrian crossing leading to a contact
E SPAD	SPAD/SPAS which occurs when a Stop Aspect is displayed as a result of failed equipment or Signal Reversion, which the driver may or may not have time to react to correctly. If it is suspected that a technical fault has caused the incident, this must be investigated by the appropriate technical experts, in line with current procedures

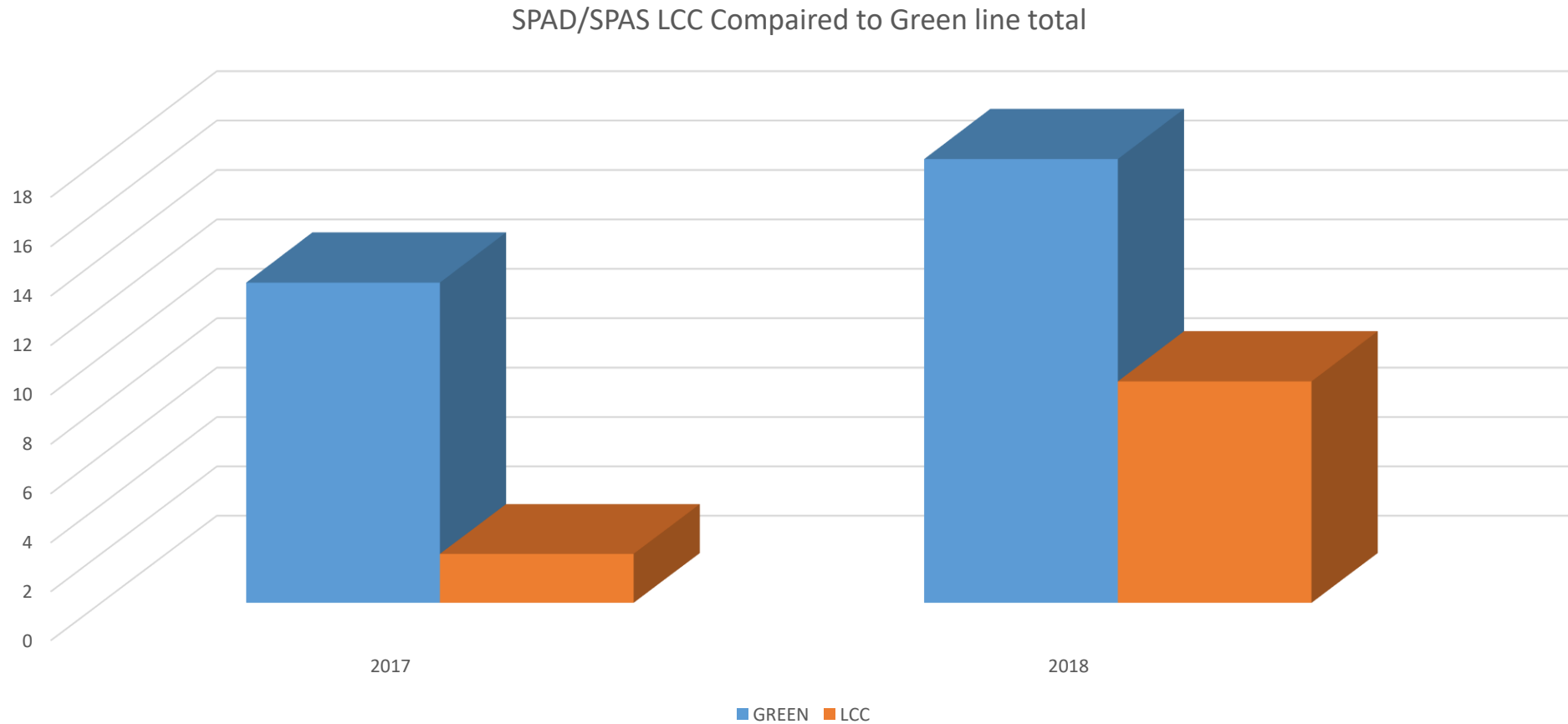
SPAD / SPAS Category



Red / Green Line Comparison

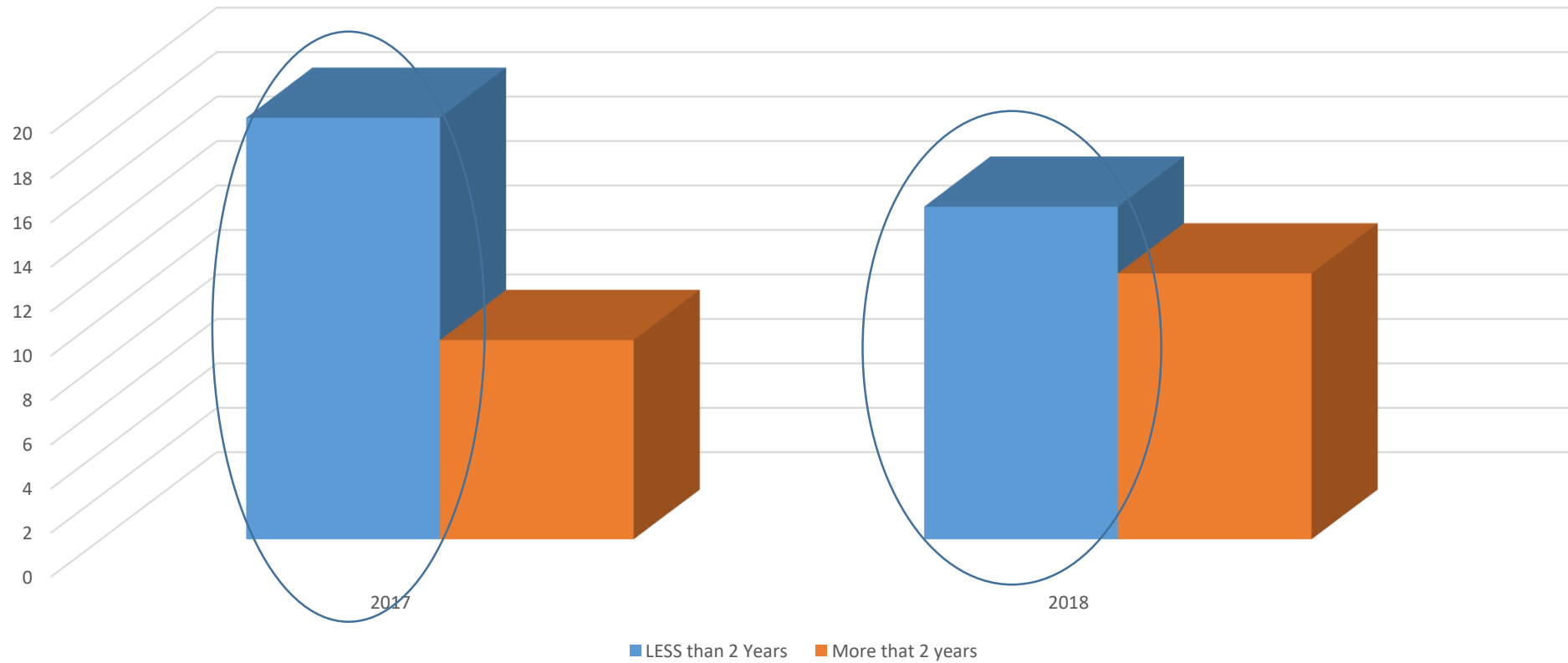


SPAD/SPAS LCC Compared to Green Line Total

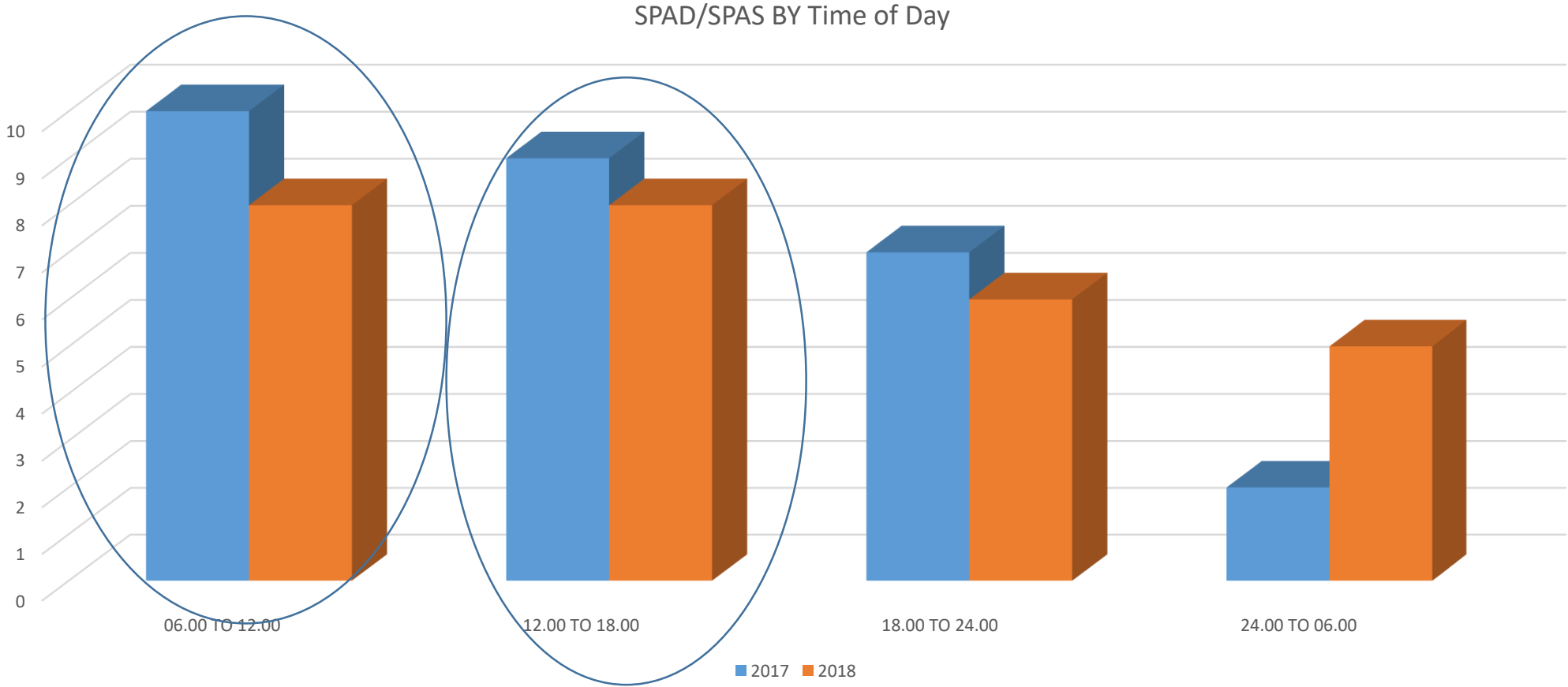


Driver Experience

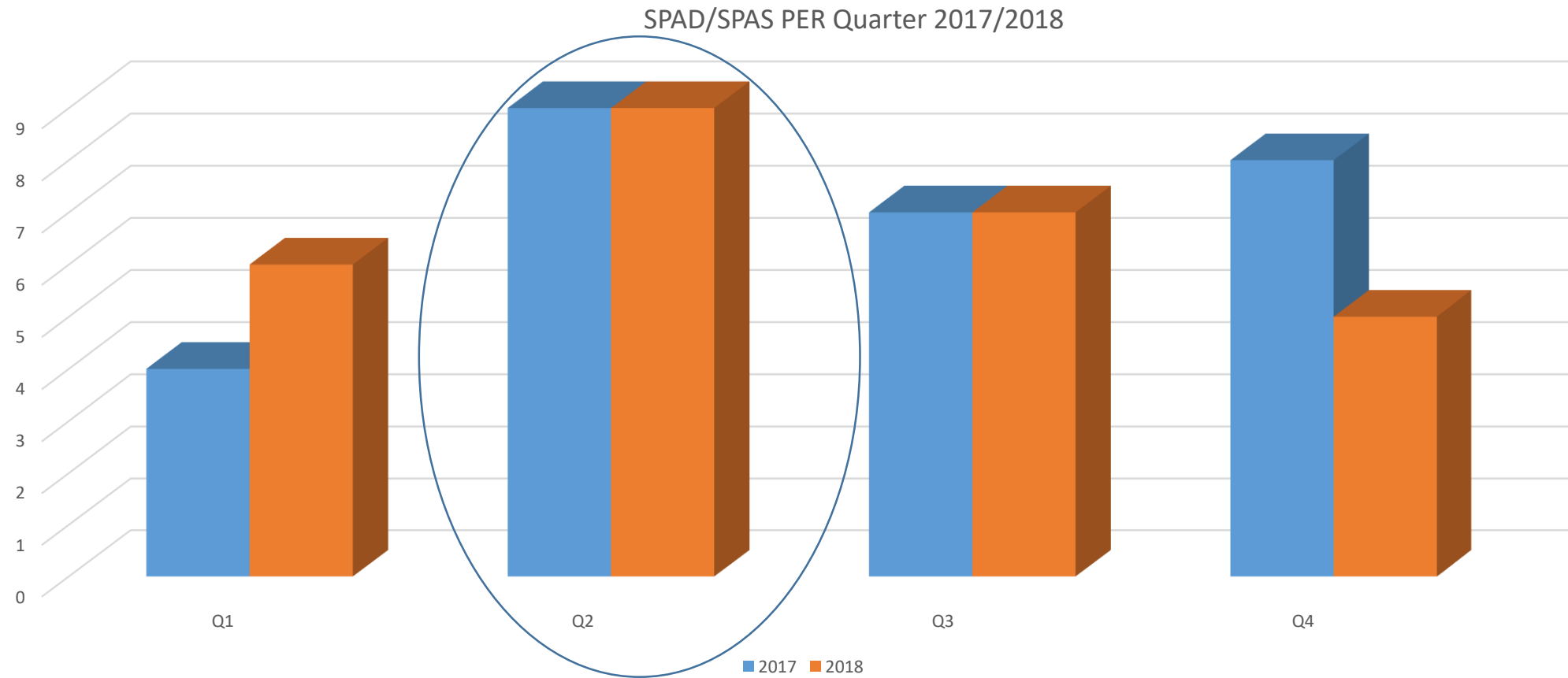
Driver experience 2 Years or Less



SPAD / SPAS by Time of Day

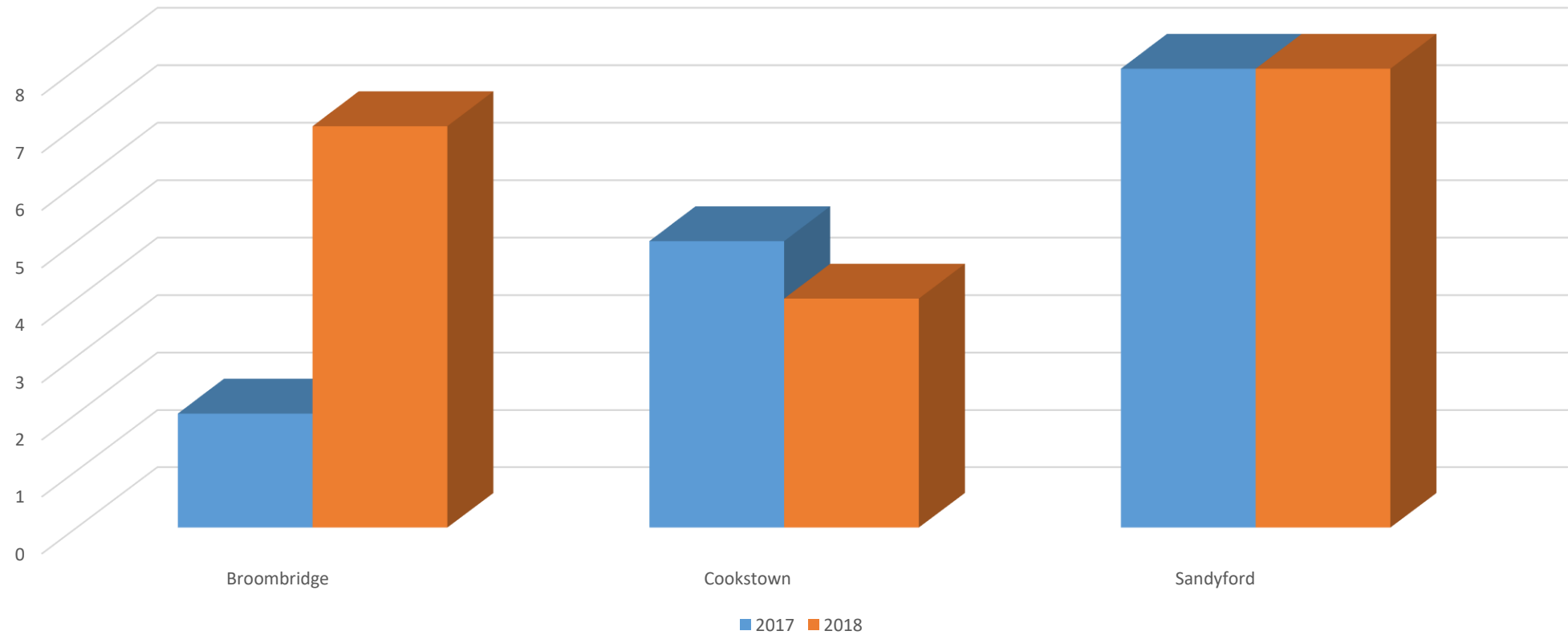


SPAD / SPAS Per Quarter

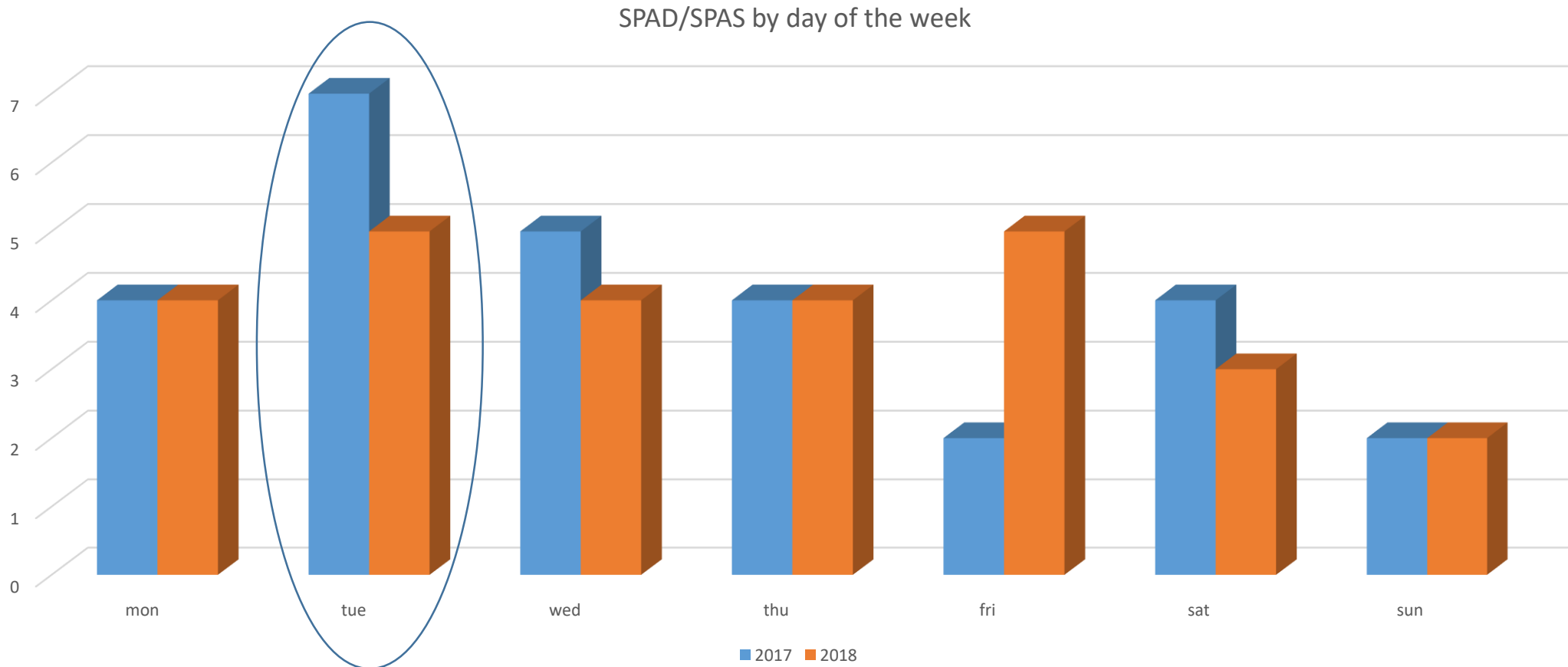


SPAD / SPAS by Stop

SPAD/SPAS LSS Areas



SPAD / SPAS by Day of the Week



Main Findings

- C1
- Green Line
- Less than 2 years' driving experience
- Daytime / peak
- Q2 – has been period of very bad weather over the last 2 years
- 3x hotspots – Broombridge / Cookstown / Sandyford

Initiatives

- Full network risk review with all relevant stakeholders
- Review of driver training from recruitment onwards, including use of appropriate psychometric testing
- Bespoke management of Red and Green lines
- Full review of Severe Weather Plan
- Appointment of Accident Investigator (fully trained by RAIB)
- Appropriate categorisation of SPAD / SPAS
- Effective Root Cause Analysis
- Effective post-incident action – Safety Team / Accident Investigator / Line Management / HR
- Lessons learned from other operators from both within Transdev and outside – eg. Barcelona and Croydon
- Working collaboratively with CRR to review their SPAD categorisations

Thank You
Any Questions?