Incident Data Standard for ASC (IDSA)

Network Delivery and Development Directorate

Version 1.4

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Document Control

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Revision History

Version	Date	Description	Author
0.1	20-Mar-2012	For review/approval by HA Stakeholder	Nigel Dowden
1.0	29-Mar-2012	Incorporating stakeholder feedback	Nigel Dowden
1.1	25-May-2012	Explanation and clarification of data standard headings and HA reference data	Tod Wood
1.2	24-Jul-2012	Data dictionary updated for Data not required by AMOR or for PMF scoring; three new rows of data added to satisfy AMOR Appendix 3.3	Tod Wood
1.3	01-Oct-2012	Small changes – see column headings for: INCIDENT_IN_LIVE_LANES JUNCTION_NUMBER SECTION_FUNCTION RESPONSE_VEHICLE_TYPE LEAD_AGENCY ROAD_WEATHER_CONDITION LANE_CLOSURE_DATE_TIME CMD_HANDOVER_DATE_TIME Clarification that ALL incidents should be reported. Correction that the following column headings are mandatory when INCIDENT_IN_LIVE_LANES = Y: LANE_CLOSURE_DATE_TIME LANE_OPENING_DATE_TIME LANES_CLOSED	Tod Wood
1.4	01-Apr-2013	- Clarifications – see various column headings - New options for certain column headings: DIRECTION_CODE – B (meaning 'Both') added LANE_RESTRICTION_TYPE – BOTH (meaning both ETM and TTM used) added Note do not use either of the new additions if	John Beavis

		it will result in a Compensation Event to the Agency. Instead use best fit from the existing options. - Data Quality flag descriptions added	

Approvals

Name	Document Version	Approval Date
Janet Sivorn	1.3	01-Oct-2012
Janet Sivorn	1.4	01-Apr-2013

Contents

1. PURPOSE

The purpose of this document is to define the Incident Data that the Highways Agency (HA) requires each Service Provider (SP) to provide in order for the HA to be able to score performance against AMOR Table 3.1 under the Performance Management Framework (PMF) and to satisfy the data requirements of AMOR Appendix 3.3.

It should be noted that there are additional reporting requirements contained within AMOR Appendix 3.3 which are not set out in this document (e.g. reporting debris details). These should be met by the ASC / Retrofit MAC.

The file is expected to include all incidents (small i). ASC-defined Incidents (big I) will be a subset of those. Only the ASC-defined Incidents will count towards performance metrics 1, 2 and 3.

The IDSA monthly file should contain all incidents.

- **A subset of these will be ASC-defined Incidents (see definition of an Incident in ASC Conditions of Contract Data).**
- **However not all ASC Incidents will result in a live lane closure, and so live lane closures are a subset of ASC-defined Incidents.**
- **Finally not all live lane closures will be attended by the SP so attended incidents will be a subset of live lane incidents.**

For example, there may be a set of 100 incidents, of which 70 are ASC-defined Incidents, of which 40 have resulted in a live lane closure, of which 30 were attended by the SP.

We still want details for each individual response. Data common to each response e.g. LANE_CLOSURE_DATE_TIME should be entered for each response.

"Dummy dates" should not be used anywhere in data submissions in order that the PMF-Plus system accepts an upload. This may result in the data being used incorrectly as part of the scoring. The set of mandatory/conditional rules in PMF attempts to cover all "real world" scenarios, but there may be eventualities which have not been anticipated and accounted for. In such instances, please contact the AMO Performance team rather than using dummy dates.

2. DATA DICTIONARY OVERVIEW

The Incident Data Standard for ASC below is in 'Data Dictionary' format.

Each data column that needs to be supplied by the SP on a monthly basis is described as an individual row containing the following information:

Information	Description
Name	This is the column name required in the monthly data file
Data type	Describes the data type each column should be presented as within the monthly data file
Mandatory	When this is Y then the column <u>must</u> be populated in accordance with the described rules. If it is blank then the data load will not fail, however the Service Provider should follow the guidance in relation to how to populate the field – in some cases the field should be left blank, whilst in others a default value is defined.
Comment	Describes any rules pertaining to population of the column.

3. MONTHLY DATA FILE – STRUCTURE AND NAMING CONVENTION

The monthly data file should be produced as a number of rows (one per Incident Response) within an Excel Spreadsheets (Excel 2003).

3.1 Performance Data – ASC Contract Types

The Performance Data file should contain 58 columns of data – starting with HA_AREA, then REPORTING_PERIOD and so on, with the final column being FLEXIBLE_ATTRIBUTE_10. The file naming convention should be as follows:

- ASC_Incident_AA_YYYYMM.xls where AA is the Area including a leading-edge zero if necessary, YYYY is the year, and MM is the Reporting Month
- E.g. File name for Area 2 reporting in July 2012 would be ASC_Incident_02_201207.xls

4. INCIDENT DATA STANDARD DATA DICTIONARY

4.1 Performance Data – ASC/Retrofit Contracts

The data elements required are detailed below.

Name	Data Type	Mandatory	Comment
HA_AREA	Characters (2)	Y	E.g. 03 or 12. Must contain leading zero
REPORTING_PERIOD	Number (6)	Y	Must be of format YYYYMM
IMS_INCIDENT_REFERENCE NUMBER	Characters (8)	Y	Unique ID from Service Provider's Incident Management System (IMS)
RCC_UNIQUE_REFERENCE_NUMBER	Characters (8)	Y	Unique ID from RCC Command and Control System – mandatory where available
ASC_DEFINED_INCIDENT	Text(1)	Y	Y/N ASC_DEFINED_INCIDENT is intended to be set to Y when the incident relates to any of the requirements described in AMOR Appendix 3.1, Table A3.1.1 is applicable. The main 'catch-all' is point 1.e which mandates the Service Provider to report any incident involving 'Moderate or serious congestion or anything likely to cause disruption to road users' which would include even minor situations such as debris in the road and/or broken down vehicles. If this field is marked as "N" then none of the AMOR performance metrics will apply to the incident.
IDENTIFIED_OR_NOTIFIED	Text (10)	Y	One of two values: either IDENTIFIED or NOTIFIED. No other values are valid.
CRITICAL_OR_MAJOR	Text (8)	Y	One of three values: CRITICAL, MAJOR, NEITHER No other values are valid.

Name	Data Type	Mandatory	Comment
INCIDENT_IN_LIVE_LANES	Text(1)	Y	Y/N This should be marked Y if the incident results in a Live Lane Closure, as per the AMOR definition. If this is marked N then the Incident will not be scored for Metric 2/3 Where rolling road blocks are used to clear incidents e.g. debris, the lane is considered closed until the rolling road blocks are completed. Anything 'stopping' the traffic - whether RRB, dead animal in road or other - counts as a live lane obstruction and this field such then be marked Y.
INCIDENT_REPORTED_BY	Text (50)	N	Defined by the HA INCIDENT_REPORTED_BY spreadsheet. A list of values is shown in the Reference Data section. The default value OTHER (DETAILED DESCRIPTION REQUIRED) should be used where a Service Provider cannot populate this field for any given Incident Response.
INCIDENT_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS. Where the INCIDENT_DATE_TIME is not available, the Service Provider should not populate this field (i.e. a null field). It should not contain blanks/spaces etc. The time used is the time the NCC is notified; rather than the incident date time, which may not be known.
LOG_DATE_TIME	Date & Time	Y	Must be of format: DD/MM/YYYY HH:MI:SS. This is the time when the notifying phone call was complete for in the case of NOTIFIED incidents; and the time when the incident was logged in the Service Provider's IMS for IDENTIFIED incidents.
DEPLOYMENT_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS. Mandatory if a response is deployed as per the TIRP, otherwise leave blank.
ON_SITE_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS. Mandatory if arrived at the incident, otherwise leave blank.
OFF_SITE_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS. Mandatory if ON_SITE_DATE_TIME is populated.

Name	Data Type	Mandatory	Comment
RESPONSE_CANCELLED_FLAG	Text (1)	Y	Upper case Y or N only. Only use this if production of a TIRP is not required. If this field = Y, the incident will not be scored for any of Performance metrics 1-3.
DFT_ROAD_NAME	Text (8)	Y	Must be an applicable DfT Road Name for your Area and match an entry in HATRIS.
JUNCTION_NUMBER	Text (20)	Y	Mandatory if on motorway and known. If not known use "UNKNOWN"; if not applicable use "N/A".
MARKER_POST	Text (8)	Y	Number/reference for the nearest marker post. Mandatory if on motorway and known. If not known use "UNKNOWN"; if not applicable use "N/A".
ROAD_CODE	Text (5)	Y	Details pertaining to the HAPMS Section – S1, S2, S3, S4, D1,D2, D3, D4, D2H, D1M, D2M, D3M, D4M, D5M, D6M, MM3, MM4, MM5 – see 5.2
SECTION_FUNCTION	Text (25)	Y	MAINLINE, ENTRY SLIP, EXIT SLIP, SLIP, JUNCTION, ROUNDABOUT, OXBOW
DIRECTION_CODE	Text (5)	Y	Constrained values from REFERENCE DATA – N, S, E, W, CW, AC, RB, B
INCIDENT_OSGR_NORTHING	Number(6)	C	OSGR Northing of Incident. Mandatory if ON_SITE_DATE_TIME is populated.
INCIDENT_OSGR_EASTING	Number(6)	C	OSGR Easting of Incident. Mandatory if ON_SITE_DATE_TIME is populated.
INCIDENT_LOCATION_DETAIL	Text (255)	N	If the Service Provider does not have INCIDENT_LOCATION_DETAIL for an Incident then it should not populate this field (i.e. a null field). It should not contain blanks/spaces etc.
RESPONSE_UNIT_NAME	Text (20)	C	The name of the response unit. Mandatory if DEPLOYMENT_DATE_TIME is populated.
RESPONSE_VEHICLE_TYPE	Text(20)	Y	One of REFERENCE DATA defined list including: MOTORCYCLE, CAR, VAN, TRUCK, NONE, OTHER Enter NONE if no response was required, as per the TIRP.
RESPONSE_UNIT_ORDER	Number (2)	Y	1 to 99 – must not contain zero. The Service Provider must ensure that (at a minimum) all responses for each Incident are provided. Enter '1' even if the incident is not responded in accordance with the TIRP.

Name	Data Type	Mandatory	Comment
RESPONSE_DETAIL	Text (255)	N	If the Service Provider does not have RESPONSE_DETAIL for an Incident then it should not populate this field (i.e. a null field). It should not contain blanks/spaces etc.
INCIDENT_TYPE	Text (100)	Y	Must conform to data type in HA Incident Type reference data spreadsheet.
INCIDENT_DETAIL	Text (255)	N	If data is not available, this field should not be populated (i.e. a null field). It should not contain blanks/spaces etc.
INCIDENT_IN_ROADWORKS_FLAG	Text (1)	Y	Upper case Y or N only.
HAZCHEM	Text (1)	Y	Enter Y if incident involves hazardous chemicals, otherwise N. In terms of reporting against this criterion in the IDSA, any incident where vehicles involved are carrying HAZCHEM materials, or when there has been a spillage, or when an installation next to the network has contaminated the network, should be defined as HAZCHEM incidents.
EMERGENCY_SERVICES_PRESENT	Text (1)	Y	Upper case Y or N only. Y means the Emergency Services are leading on the incident. This field determines whether Metric 2 or 3 of AMOR Table 3.1 is applicable (If ASC Defined Incident = Y and Incident in Live Lanes = Y)
ROAD_TRAFFIC_LEVEL	Text (5)	Y	One of ALL, LIGHT or HEAVY Each individual Area's Annex 13 will set out which routes in that particular Area Network are Heavy and which are Light. If this information is not available please contact the AMO Performance Team. Note if you enter either HEAVY or LIGHT for a Night incident this will automatically be converted to ALL in PMF-Plus.
NOTIFYING_AGENCY	Text (4)	Y	One of TOS, EMS, NONE. This is who notifies the Service Provider's NCC.
TIRP_PRODUCTION_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS. Mandatory if ASC_DEFINED_INCIDENT = Y.
LEAD_AGENCY	Text (4)	Y	One of TOS, EMS, NONE

Name	Data Type	Mandatory	Comment
ROAD_WEATHER_CONDITION	Text(7)	Y	The weather conditions when Service Provider staff arrive on site. Constrained to values of DRY, WET, SNOW, SLUSH, ICE or UNKNOWN (this latter option to be used when Incident was not attended). No other values are valid.
LANE_CLOSURE_DATE_TIME	Date & Time	C	Conditional – Mandatory if INCIDENT_IN_LIVE_LANES = Y. Must be of format: DD/MM/YYYY HH:MI:SS Time lane(s) closed e.g. by Police. This is the time the service provider's NCC is notified of a confirmed Incident impacting a live lane. Mandatory if INCIDENT_IN_LIVE_LANES = Y **AND** ON_SITE_DATE_TIME is populated.
LANE_OPENING_DATE_TIME	Date & Time	C	Conditional – Mandatory if INCIDENT_IN_LIVE_LANES = Y. Must be of format: DD/MM/YYYY HH:MI:SS Time lane opened. This is the time the service provider's NCC is notified that the lane has reopened. Mandatory if INCIDENT_IN_LIVE_LANES = Y **AND** ON_SITE_DATE_TIME is populated.
LANES_CLOSED	Text(255)	C	Conditional – Mandatory if INCIDENT_IN_LIVE_LANES = Y. Selected from HA reference data – see 5.2.2. Mandatory if INCIDENT_IN_LIVE_LANES = Y **AND** ON_SITE_DATE_TIME is populated.
CMD_HANDOVER_DATE_TIME	Date & Time	C	Must be of format: DD/MM/YYYY HH:MI:SS Short for Command Handover Date Time. Mandatory if EMERGENCY_SERVICES_PRESENT = Y **AND** ON_SITE_DATE_TIME is populated. If the incident is an Emergency Services-led incident then when command is handed over to the service provider this is the date/time entered. If no formal handover takes place then put same time as LANE_CLOSURE_DATE_TIME. If the incident is HA-led, or not attended (ON_SITE_DATE_TIME is blank), then leave blank
LANE_RESTRICTIONS_APPLIED	Text (1)	Y	Y/N
LANE_RESTRICTION_TYPE	Text (4)	C	Conditional – Mandatory if LANE_RESTRICTIONS_APPLIED = Y. One of ETM, TTM, BOTH.

Name	Data Type	Mandatory	Comment
FIRST_RESTRICTION_ON_DATE_TIME	Date & Time	C	Conditional – Mandatory if LANE_RESTRICTIONS_APPLIED = Y. Must be of format: DD/MM/YYYY HH:MI:SS First time traffic management is applied by the service provider
LAST_RESTRICTION_OFF_DATE_TIME	Date & Time	C	Conditional – Mandatory if LANE_RESTRICTIONS_APPLIED = Y. Must be of format: DD/MM/YYYY HH:MI:SS When last piece of traffic management is removed by the service provider
NOTIFIED_FIRST_ON_DATE_TIME	Date & Time	C	Conditional – Mandatory if LANE_RESTRICTIONS_APPLIED = Y. Must be of format: DD/MM/YYYY HH:MI:SS When the service provider notifies the HA that traffic management restrictions have been applied
NOTIFIED_LAST_OFF_DATE_TIME	Date & Time	C	Conditional – Mandatory if LANE_RESTRICTIONS_APPLIED = Y. Must be of format: DD/MM/YYYY HH:MI:SS When the service provider notifies the HA that last traffic management restrictions have been removed
FLEXIBLE_ATTRIBUTE_1	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_2	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_3	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_4	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_5	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_6	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_7	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_8	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_9	Variable		This fields is not yet defined
FLEXIBLE_ATTRIBUTE_10	Variable		This fields is not yet defined

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5. HA REFERENCE DATA

There are a number of HA Reference Data types which are required in order to standardize the responses from the ASC / Retrofit MACs. These are described below, including the list of valid values which has been agreed at the point of document issue. These may change over time; in which case the Service Manager will issue an updated list.

5.1 INCIDENT_REPORTED_BY

The following list shows the valid data element values:

Incident Reported By	Effective From	Effective To
COUNCIL OR LOCAL AUTHORITY	01/01/2005	31/12/2020
MAC STAFF	01/01/2005	31/12/2020
HAIL	01/01/2005	31/12/2020
ISU	01/01/2005	31/12/2020
POLICE	01/01/2005	31/12/2020
RCC	01/01/2005	31/12/2020
OTHER (DETAILED DESCRIPTION REQUIRED)	01/01/2005	31/12/2020
MEMBER OF PUBLIC	01/01/2005	31/12/2020
TOS PATROL	01/01/2005	31/12/2020
INSPECTOR	01/01/2005	31/12/2020
HA STAFF	01/01/2005	31/12/2020
NCC	01/01/2005	31/12/2020
EXTERNAL BUSINESS	01/01/2005	31/12/2020

5.2 INCIDENT LOCATIONAL DETAILS

It is the Service Provider responsibility to ensure that DfT Road Name, Junction Number, Marker Post, Road Type, Section Function and Directional Code associated with the Incident are accurate given the INCIDENT_OSGR_NORTHING, INCIDENT_OSGR_EASTING.

5.2.1 ROAD_TYPE

Possible options and their meaning are:

S1 = Single, 1-lane carriageway - i.e. 1 lane in one direction - no central reservation
S2 = Single, 2-lane carriageway - i.e. 1 lane in each direction - no central reservation
S3 = Single, 3-lane carriageway, i.e. 1 lane in one direction, 2 lanes in the other direction - no central reservation
S4 = single, 4-lane carriageway - i.e. usually 2 lanes in each direction - but no central reservation.
D1 = Dual 1-lane carriageways - i.e. 1 lanes in each direction - with a central reservation.
D2 = Dual 2-lane carriageways - i.e. 2 lanes in each direction - with a central reservation.
D3 = Dual 3-lane carriageways - i.e. 3 lanes in each direction - with a central reservation.
D4 = Dual 4-lane carriageways - i.e. 4 lanes in each direction - with a central reservation.
D2M = Dual 2-lane motorway standard - i.e. 2 lanes in each direction - with a central reserve and motorway characteristics such as hard shoulders (although the road doesn't necessarily have to be a motorway). You might sometimes see this as D2H if it's a non-motorway dual carriageway with hard shoulders.
D3M = Dual 3-lane motorway
D4M = Dual 4-lane motorway
D5M = Dual 5-lane motorway
D6M = Dual 6-lane motorway
MM3 = Managed Motorways section with 3 lanes in operation at the time of the incident
MM4 = Managed Motorways section with 4 lanes in operation at the time of the incident
MM5 = Managed Motorways section with 5 lanes in operation at the time of the incident
OTHER – used as a last resort when none of the options above are applicable – please inform the AMO so that a new category can be added, if required.

Note, a slip road off a motorway, legally constitutes part of the motorway still, so the relevant AMOR metric follows.

For an APTR that changes status e.g. from 2-lane to single via a roundabout, as AMOR is written the metric would align with how many lanes the roundabout has running on it, which would be 2 in this example. The Provider may wish to respond more quickly, because of the congestion that could build up and jeopardise the successful achievement of their other AMOR outcomes (especially Part 3, Outcome 3).

5.2.2 LANES_CLOSED

HS, 1, 2, 3, 4, 5, 6, 7, ALL

If more than one lane closed then combine with a comma but no space, starting with the nearest lane to the HS first and then adding lanes in ascending order. For example:

If lanes 1 and 2 are closed then put '1,2'
If lanes 2 and 3 are closed then put '2,3'
If hard shoulder and lanes 1 and 2 are closed then put 'HS,1,2'
Etc.
If the whole carriageway is closed, put 'ALL'

5.3 INCIDENT_TYPE

The following list shows the valid data element values:

Incident Type	Effective From	Effective To
LITTER	01/01/2005	31/12/2020
STRUCTURES DAMAGE	01/01/2005	31/12/2020
TRAFFIC MANAGEMENT	01/01/2005	31/12/2020
OTHER (DETAILED DESCRIPTION REQUIRED)	01/01/2005	31/12/2020
ROAD TRAFFIC COLLISION	01/01/2005	31/12/2020
DEBRIS IN ROAD	01/01/2005	31/12/2020
BROKEN DOWN VEHICLE	01/01/2005	31/12/2020
ANIMAL IN ROAD	01/01/2005	31/12/2020
MAIN CARRIAGEWAY DEFECT (E.G. POTHOLE, PATCHING, FRETTING)	01/01/2005	31/12/2020
SIGNAGE ISSUES (E.G. CONDITION, DAMAGE, MISSING)	01/01/2005	31/12/2020
BOUNDARY FENCE DAMAGE	01/01/2005	31/12/2020
DANGEROUS VEGETATION	01/01/2005	31/12/2020
ELECTRICAL DEFECTS (E.G. LIGHTING)	01/01/2005	31/12/2020
FLOODING (E.G. DEFECTIVE GULLIES, DRAINAGE)	01/01/2005	31/12/2020
GRAFFITI	01/01/2005	31/12/2020
BARRIER DAMAGE (E.G. ACOUSTIC, SAFETY)	01/01/2005	31/12/2020
ICE/SNOW REPORTED	01/01/2005	31/12/2020
SPILLAGES	01/01/2005	31/12/2020
VEHICLE FIRE	01/01/2005	31/12/2020
OTHER CARRIAGEWAY DEFECTS (E.G. KERBS, LIGHTING COLUMNS)	01/01/2005	31/12/2020
ILLEGAL SIGNS	01/01/2005	31/12/2020
POOR ROAD MARKING	01/01/2005	31/12/2020
ASSET DAMAGE (E.G. MANHOLE, GULLEY, GANTRY, VERGE)	01/01/2005	31/12/2020
ABANDONED VEHICLE	01/01/2005	31/12/2020
PEDESTRIAN ON CARRIAGEWAY	01/01/2005	31/12/2020
TECH MAC (E.G. COMMS)	01/01/2005	31/12/2020
WELFARE (E.G. POTENTIAL SUICIDE)	01/01/2005	31/12/2020
OTHER FIRE (E.G. VERGE, GULLEY)	01/01/2005	31/12/2020

6. DATA QUALITY FLAGS

This section outlines the Data Quality Flags which PMF-Plus may raise against IDSA submissions. The DQ Calculations check the important fields within the PMF-Plus database to look for potential mistakes and/or issues.

Note that not all DQ issues flagged are issues that need to be addressed prior to submission – for example, the DQ_LOG_DEPLOYMENT flag raises if the difference between an Incident's log time and the deployment time is greater than 3 hours. It may be that this is correct. Such flags provide a 'sense check' rather than raise a definite problem.

DQ Flag	Logic	Explanation
DQ_INCIDENT_DATE_TIME	INCIDENT_DATE_TIME is > Reporting_Period Or INCIDENT_DATE_TIME < Reporting_Period – 1 day	Flag raises if the Incident occurred after the end of the reporting period, or if the Incident occurred more than one day prior to the start of the reporting period
DQ_LOG_DATE_TIME	LOG_DATE_TIME > Reporting_Period Or < Reporting_Period – 1 day	Flag raises if the Log Time is after the end of the reporting period, or if the Log Time is more than one day prior to the start of the reporting period
DQ_INCIDENT_LOG	INCIDENT_DATE_TIME & LOG_DATE_TIME are both populated And Time Difference between INCIDENT_DATE_TIME & LOG_DATE_TIME in minutes > 180 mins Or INCIDENT_DATE_TIME > LOG_DATE_TIME	Flag raises if fields detailed are populated and if the Incident time is 180 minutes after the log time, or if the incident time is before the log time, i.e. is logged before it occurred.
DQ_DEPLOYMENT_DATE_TIME	DEPLOYMENT_DATE_TIME >Reporting_Period Or	Flag raises if deployment time is after the end of the reporting period, or more than 1 day prior to the start of the reporting period

	DEPLOYMENT_DATE_TIME < Reporting_Period – 1 day	
DQ_LOG_DEPLOYMENT	LOG_DATE_TIME is populated & DEPLOYMENT_DATE_TIME is populated And Time Difference between LOG_DATE_TIME & DEPLOYMENT_DATE_TIME > 180 mins Or LOG_DATE_TIME > DEPLOYMENT_DATE_TIME	Flag raises if fields detailed are populated, and if deployment occurs more than 180 minutes after the log time, or if the log time is after the deployment time, i.e. response logged after it is deployed
DQ_ON_SITE_DATE_TIME	ON_SITE_DATE_TIME > Reporting_Period Or ON_SITE_DATE_TIME < Reporting_Period – 1 day	Flag raises if the on site time is after the end of the reporting period, or more than 1 day prior to the start of the reporting period
DQ_DEPLOYMENT_ON_SITE	ON_SITE_DATE_TIME is populated & DEPLOYMENT_DATE_TIME is populated And Time Difference between DEPLOYMENT_DATE_TIME & ON_SITE_DATE_TIME > 180 minutes Or ON_SITE_DATE_TIME < DEPLOYMENT_DATE_TIME	Flag raises if fields detailed are populated, and if the on site time is 180 minutes after deployment time, or if the on site time is before the deployment time, i.e. the response unit arrived before it left
DQ_OFF_SITE_DATE_TIME	OFF_SITE_DATE_TIME >Reporting_Period Or OFF_SITE_DATE_TIME < Reporting_Period – 1 day	Flag raises if the off site time is after the end of the reporting period, or more than 1 day prior to the start of the reporting period
DQ_ON_SITE_OFF_SITE	ON_SITE_DATE_TIME is populated & OFF_SITE_DATE_TIME is populated And Time Difference between ON_SITE & OFF_SITE > 600 minutes	Flag raises if fields detailed are populated, and if the off site time is more than 10 hours after the on site time, or if the off site time is before or the same as the on site time

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	Or OFF_SITE <= ON_SITE	
DQ_TIRP_DATE_TIME	TIRP_PRODUCTION_DATE_TIME >Reporting_Period Or < Reporting_Period – 1 day	Flag raises if the TIRP production time is after the end of the reporting period, or more than 1 day prior to the start of the reporting period
DQ_ON_SITE_TIRP	ON_SITE_DATE_TIME is populated & TIRP_PRODUCTION_DATE_TIME is populated And Time Difference between ON_SITE_DATE_TIME & TIRP_PRODUCTION_DATE_TIME in minutes > 180 mins Or TIRP_PRODUCTION_DATE_TIME > ON_SITE_DATE_TIME	Flag raises if fields detailed are populated, and if the on site time is more than 180 minutes after the TIRP is produced, or if the TIRP is produced after arrival on site
DQ_LANE_CLOSE_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_LANE_OPEN_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_LANE_CLOSE_LANE_OPEN	LANE_CLOSE_DATE_TIME is populated & LANE_OPEN_DATE_TIME is populated And Time Difference between LANE_CLOSE_DATE_TIME & LANE_OPEN_DATE_TIME in minutes > DQ Time Or LANE_OPEN_DATE_TIME <	600 Mins

	LANE_CLOSE_DATE_TIME	
DQ_FIRST_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_LAST_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_FIRST_LAST_RESTRICTION	FIRST_RESTRICTION_ON_DATE_TIME is populated & LAST_RESTRICTION_OFF_DATE_TIME is populated And Time Difference between FIRST_RESTRICTION_ON_DATE_TIME & LAST_RESTRICTION_OFF_DATE_TIME in minutes > DQ Time Or LAST_RESTRICTION_OFF_DATE_TIME < FIRST_RESTRICTION_ON_DATE_TIME	600 Mins
DQ_NOTIFIED_ON_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_NOTIFIED_OFF_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day
DQ_NOTIFIED_ON_OFF	NOTIFIED_FIRST_ON_DATE_TIME is populated & NOTIFIED_LAST_OFF_DATE_TIME is populated	600 Mins

	And Time Difference between NOTIFIED_FIRST_ON_DATE_TIME & NOTIFIED_LAST_OFF_DATE_TIME in minutes > DQ Time Or NOTIFIED_LAST_OFF_DATE_TIME < NOTIFIED_FIRST_ON_DATE_TIME	
DQ_CMD_HANDOVER_DATE_TIME	>Reporting_Period Or < Reporting_Period – DQ Time	1 Day