Explanation document: Historic attributed delays

The file attached is a standard data extract from our Performance System Strategy (PSS) database . The information within the file contains all "attributed" delays to passenger train services in line with the guidance in the Delay Attribution Guide. The information is structured for industry systems and understanding, the below provides a few key insights into the data contained.

The data contains both delay and cancellation events (denoted by the performance event code) and a user should be careful when summing delay minutes (pfpi minutes) to exclude cancellation events.

It is possible that the detailed reasons for some of the delays in this file are still being investigated and until this is complete the responsibility for the delay is still not finalised (see attribution status).

Delay data is remapped to reflect the franchise mapping at the time of the data extraction (in this case May 2021).

Financial Year and Period - the "railway" period that the delay occurred in
Date – this is the date of the train within the system
TrainID – PSS doesn't contain UID codes it contains trainid – trainids are unique within a railway period but not within a year – the same train in the timetable should have the same 8 digit trainid the last two digits are the day of the month
Location codes – these are stanox codes – PSS works on TRUST recording locations not timetable locations (a lookup file is attached).
GBTT and WTT – the GBTT times are those which appear in the published timetable and delays are calculated against
TSC – this is the train service code at the point where the delay occurred
Service Group code – this is the service group within the Schedule 8 performance regime (and on Real Time PPM screens)
Operator – this is the operator code (ie TOC which ran the train)
English Day Type – weekday, Saturday, Sunday, bank holiday, Christmas
Applicable timetable flag – if N the train is not in official performance records as it is a short term replacement of a train plan – normally a reinstatement of part of a cancelled service
Train schedule type / traction type/ trailing load / unit class – these aren't mandated or validated fields within PSS
Incident number – the TRUST DA incident number (not unique without the create date)
Incident create date – the date the incident was entered into the system
Incident start/end date – the date the system has the incident live (this is not the length of the incident on the ground)
Section code – where the incident took place
Network Rail location Manager – the area of the country
Responsible Manager – who within the industry is responsible for the delay – all delays have responsibility for performance improvement purposes
Incident Reason – the Delay Attribution Guide cause code for the incident
Attribution Status – All delays go through an acceptance process only once they are agreed is the linkage to the incident official …. Disputed delays normally mean further investigation is ongoing about either the cause of the incident or the delay
Incident equipment – internal free form information

Incident description – short description of the incident for internal use
Reactionary reason code – again in the DAG …. If no code the delay is primary (ie the delay is at the site of the incident) if reactionary the delay is a later consequence of that incident
Incident Responsible train – which train initially caused the incident (if any)
Performance Event Code – Whether the train has been delayed or cancelled … A and M denote delays, C, D, O, P, S and F are cancellations … C – is a full cancelletion, D is a diversion, F is a failure to stop, S is a scheduled cancellation and O/P are part cancellations
Start/end stanox – the location of the delay (not the incident)
Event Datetime – the time the train encountered the delay
Pfpi minutes – the size of the delay …. Note if the train is cancelled (performance event code) a deemed delay minute is generated for internal usage in these circumstances the train hasn't been delayed and including this delay in any calculation of delay is misleading.
Train ID responsible – see incident responsible train
Train ID react – if the delay is a reactionary delay the system will try and capture the train which made this train late