



National Passenger Survey

PTE Report for West Midlands

Spring 2012

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Questionnaires are normally handed out at stations to customers about to board a train.

A reply paid envelope is provided for returning questionnaires.

Each Train Operating Company (TOC) is sampled separately. Interviewers are given a number of questionnaires to hand out at a station.

At Gatwick and Heathrow Airports and for some shifts at certain London termini, questionnaires are handed out to passengers of a specific TOC. From Autumn 2003 onwards, at all other stations, questionnaires are handed out to passengers of any TOC (in the past, these were also targeted).

The number of questionnaires handed out will depend on:

- the size of station
- time of day
- length of shift

TOC data is compiled to provide a national sample.

Fieldwork is carried out each Spring (February/March) and Autumn (September/October). Up to Spring 2003, fieldwork took place over 3 weeks.

In Autumn 2003, the fieldwork was extended to an 11 week period, from 26 August to 9 November, to provide a better representation of journeys.

Quotas for returned questionnaires are set overall and by weekday/weekend, journey purpose and station size.

All data for a TOC in this Report is weighted up to the number of passenger journeys annually on the TOC and the profile of those journeys by:

- weekday/weekend
- journey purpose (Commuter, Business, Leisure)
- station size (this profile is applied for each TOC building block)

The data for number of journeys and profiles by these variables was generated from ORR data (2010).

The stations for each TOC were stratified by number of passengers and a number of stations in each size stratum is sampled.

This sample design and weighting ensures that data is representative of all passenger journeys made on each TOC.

National results are constructed by combining data for all TOCs together, weighting by number of journeys.

From Autumn 2007 standard region definitions have been used replacing older rail regions. Analysis for the old regions is available on request.

For more details of NPS methodology, visit www.passengerfocus.org.uk

Spring 2012 (Wave 26)

The fieldwork for Wave 26 (Main and Boost) was undertaken between the 28th January and 30th March 2012. Top up shifts were run within the last 3 weeks of fieldwork.

Due to a change of franchise holder, the 'National Express East Anglia' train company became 'Greater Anglia' on 5th February 2012. Fieldwork and distribution of questionnaires for this train company started a week later than others on 5th February as we waited for this change to take place.

As with previous waves, planned engineering works meant that some shifts were rescheduled. As usual, shifts were only rescheduled if the engineering work caused a station or line closure. Whenever possible the shifts went ahead as planned if there were still train services running.

Heathrow Express results may have been affected by industrial action on 26th/27th February 2012.

Autumn 2011 (Wave 25)

Wave 25 fieldwork (Main and Boost) was undertaken between 1st September 2011 and 18th November 2011. Top up shifts were run within the last 3 weeks of the fieldwork period.

Delayed fieldwork on a separate rail industry project led to a smaller number of NPS shifts than normal at London Euston during the first couple of weeks of fieldwork, with others planned being moved to later in the fieldwork period.

As with previous waves, planned engineering works meant that some shifts were rescheduled. As usual, shifts were only rescheduled if the engineering work caused a station or line closure. Whenever possible the shifts went ahead as planned if there were still train services running.

Spring 2011 (Wave 24)

Wave 24 fieldwork (Main and Boost) was undertaken between 31st January 2011 and 15th April 2011. Top up interviews were run within the last 3 weeks of the fieldwork period.

Closure of the Wrexham and Shropshire Franchise prior to the start of fieldwork meant that no shifts were conducted on train or at station for this TOC.

Due to strike action with Arriva Trains Wales a small number of weekend shifts had to be rescheduled for later on in the fieldwork period. Other than this strike action, and clashes with Virgin Trains' own fieldwork and a small amount of engineering work mainly affecting London Overground shifts there was little disruption to the field schedule. Whenever possible the shifts went ahead as planned if there were still train services running.

The results achieved by London Midland are likely to have been affected by an industrial dispute which resulted in the cancellation of a significant number of trains through the full survey period.

One fieldworker was commended on his behaviour by First TransPennine Express after saving the life of a young female passenger by preventing her from falling onto the track.

Autumn 2010 (Wave 23)

Fieldwork (Main and Boost) was undertaken between 2nd September 2010 and 15th November 2010. Top up shifts were run between 14th October and the 26th November 2010.

Planned engineering works meant that some shifts were rescheduled. As usual, shifts were only rescheduled if the engineering work caused a station or line closure. Whenever possible the shifts went ahead as planned if there were still train services running.

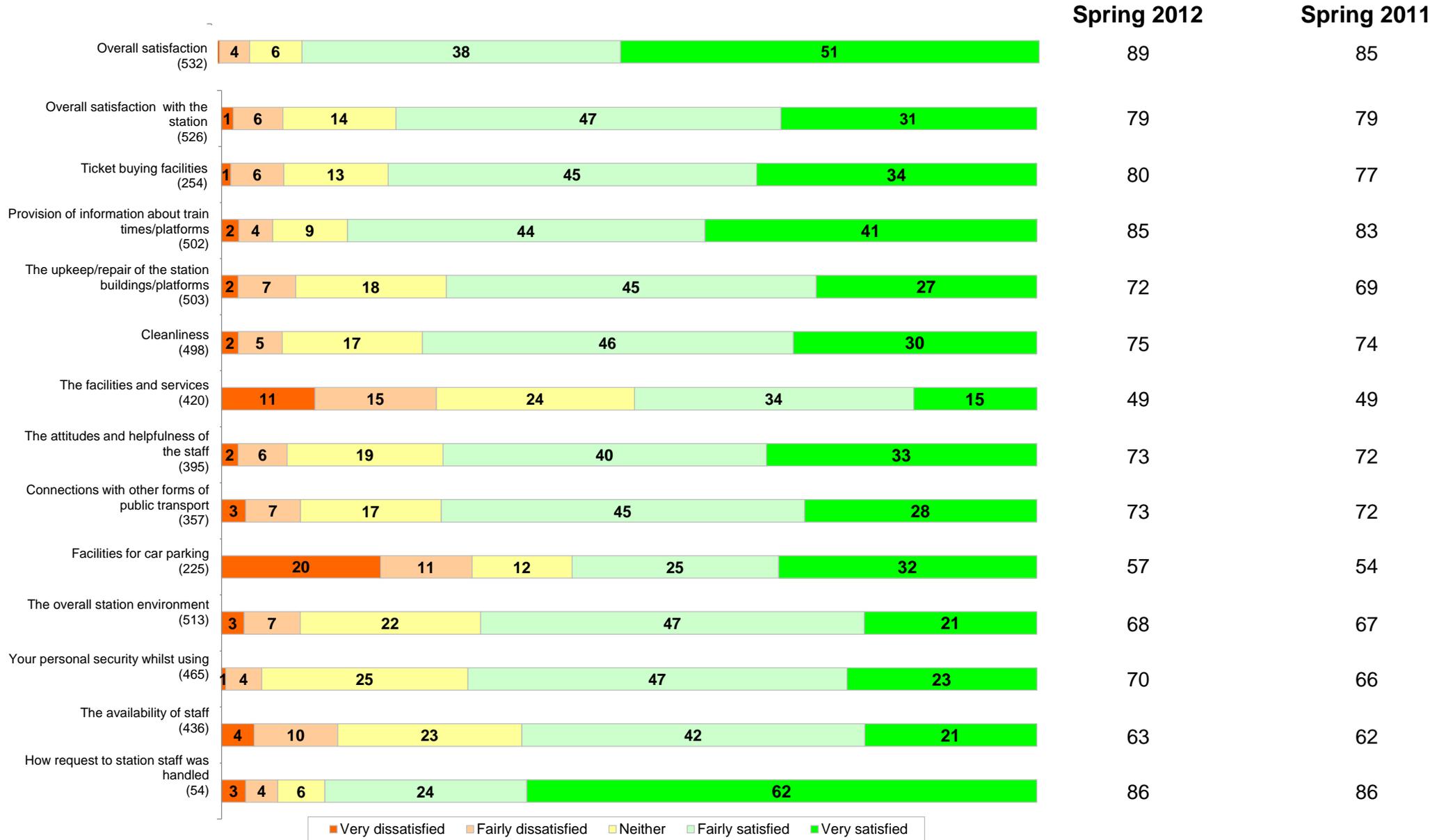
Engineering works particularly affected shifts scheduled to be conducted on weekends both on train and at stations run by London Overground and Wrexham and Shropshire respectively. All shifts were rescheduled and conducted on the weekends where possible.

Due to shortfall on returns on certain TOCs the fieldwork period was extended from the 15th of November to the 26th November.

Other than the Papal visit, and the Conservative Party conference there were no other events that caused major disruptions to the fieldwork schedule.

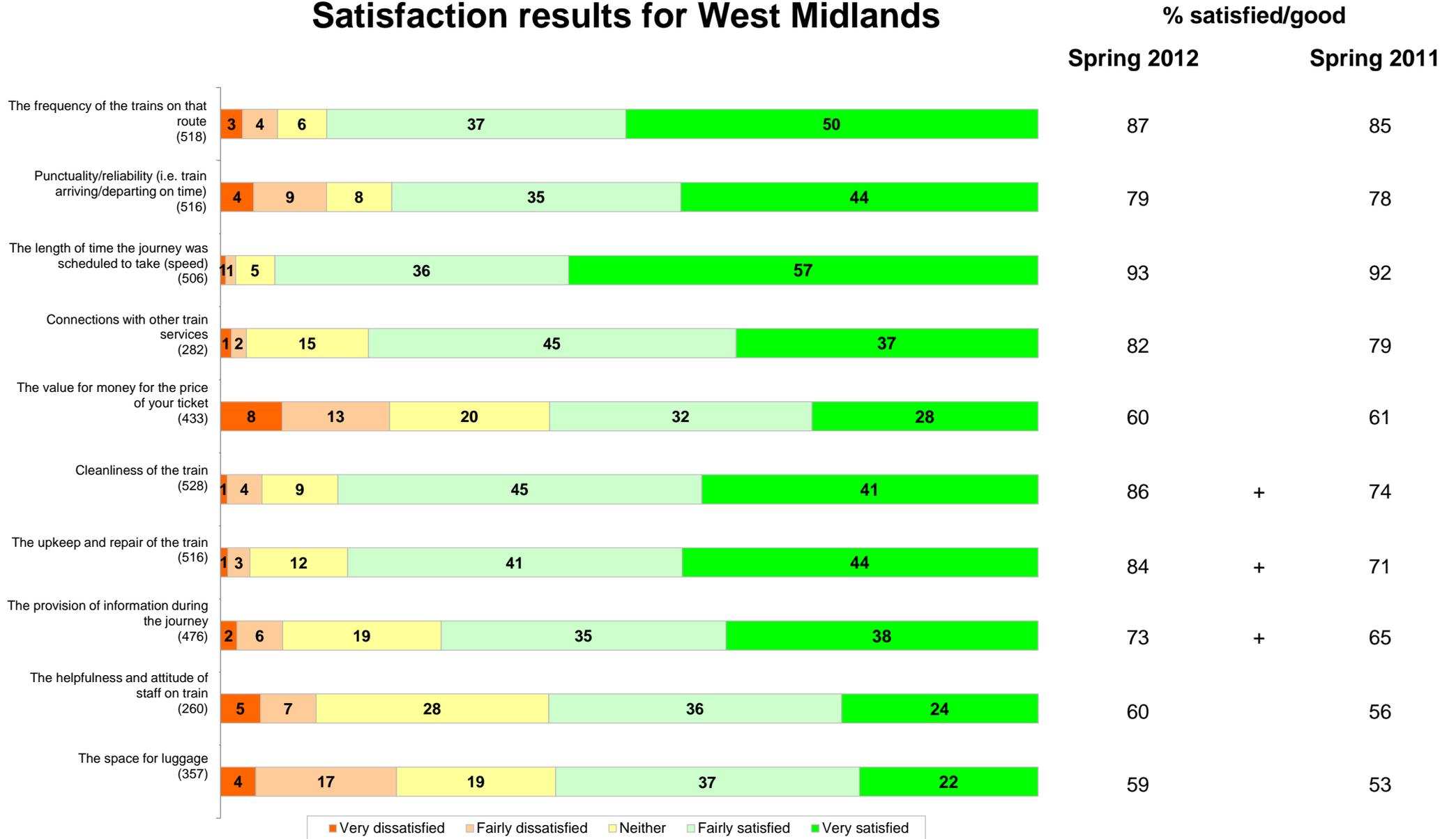
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for West Midlands



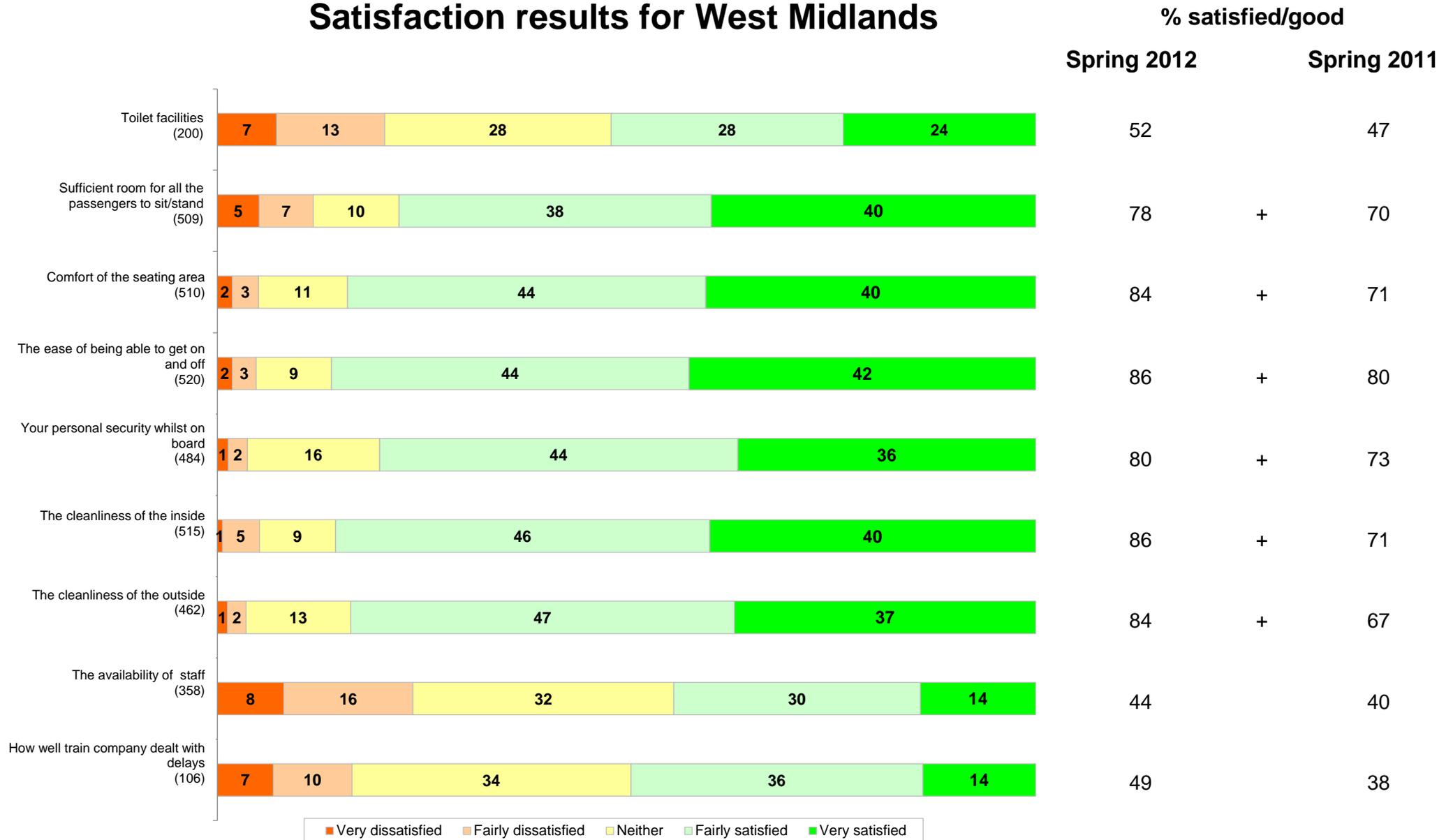
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for West Midlands



At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

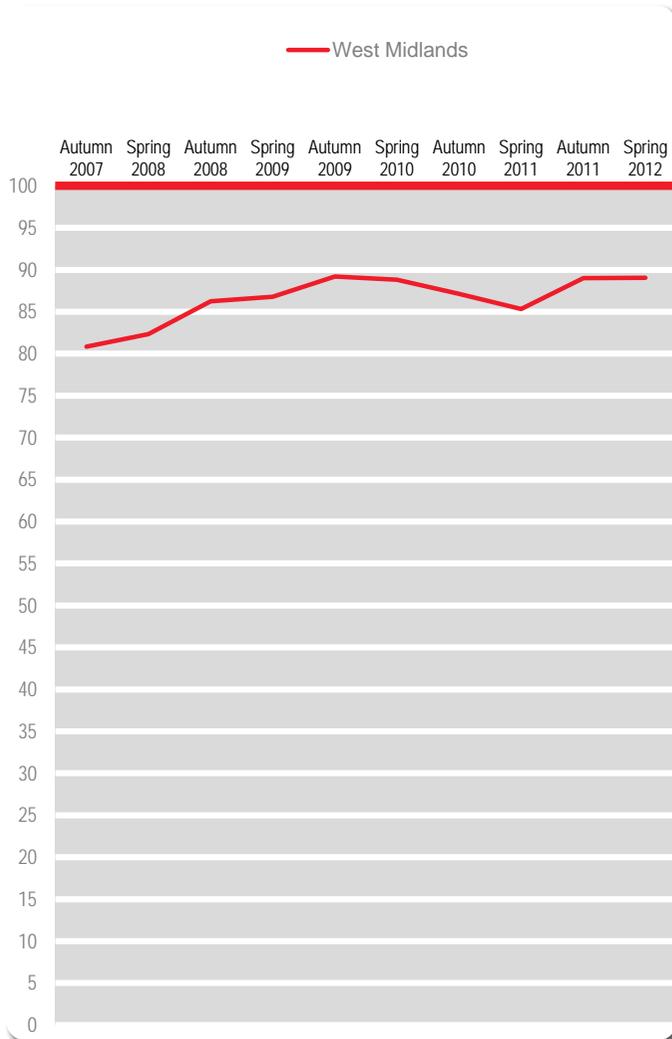
Satisfaction results for West Midlands



Overall satisfaction

(532)

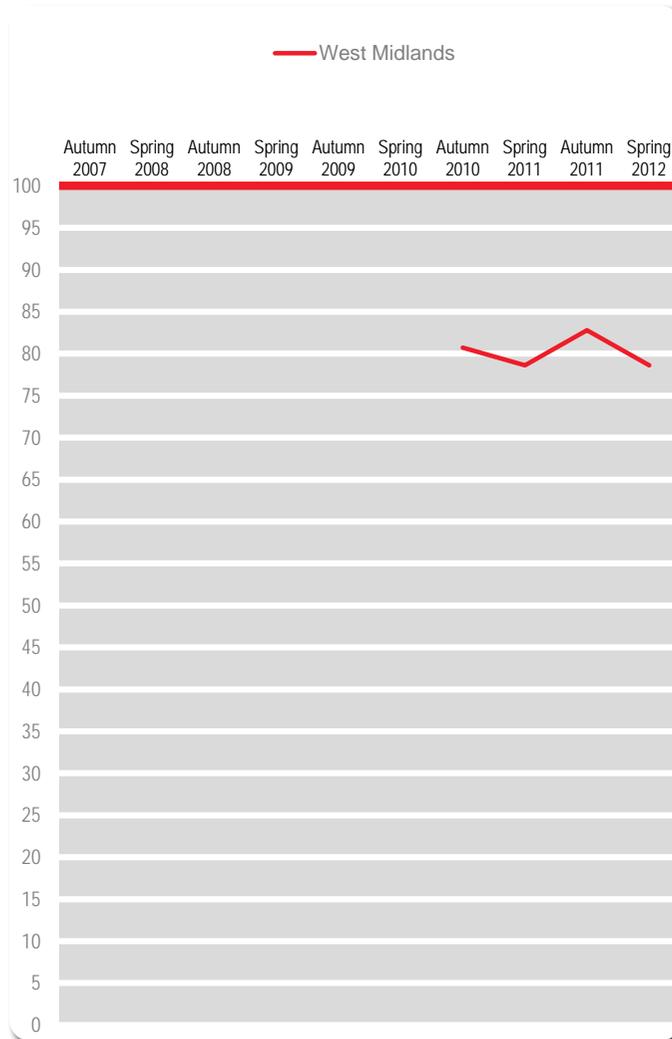
Percentage of passengers satisfied 2007 to 2012



Overall station satisfaction

(526)

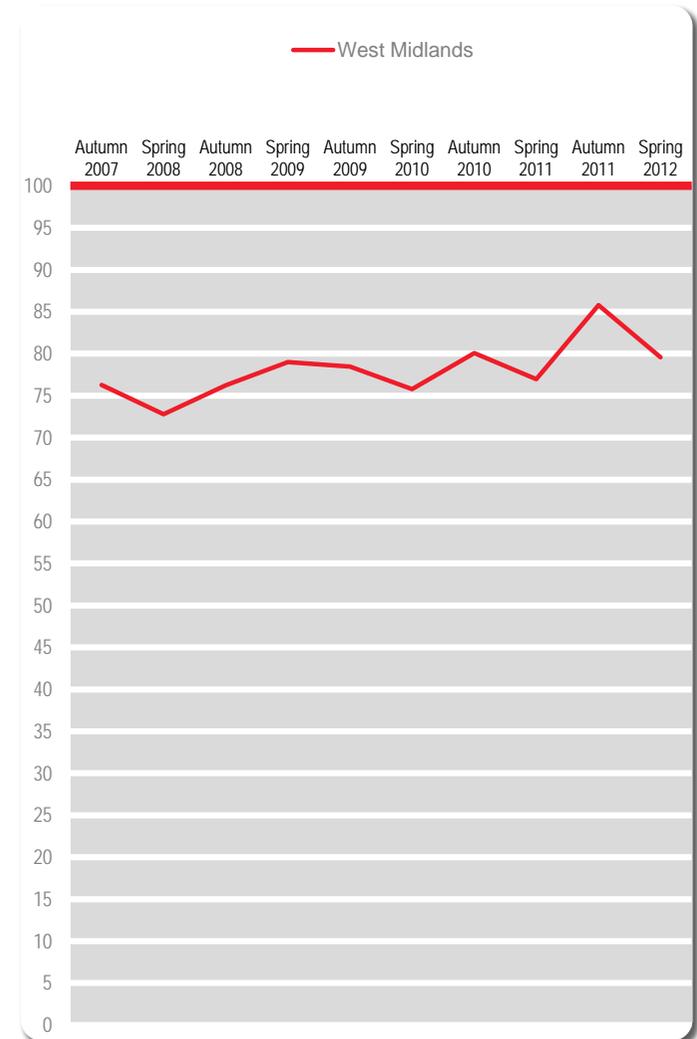
Percentage of passengers satisfied 2007 to 2012



Ticket buying facilities

(254)

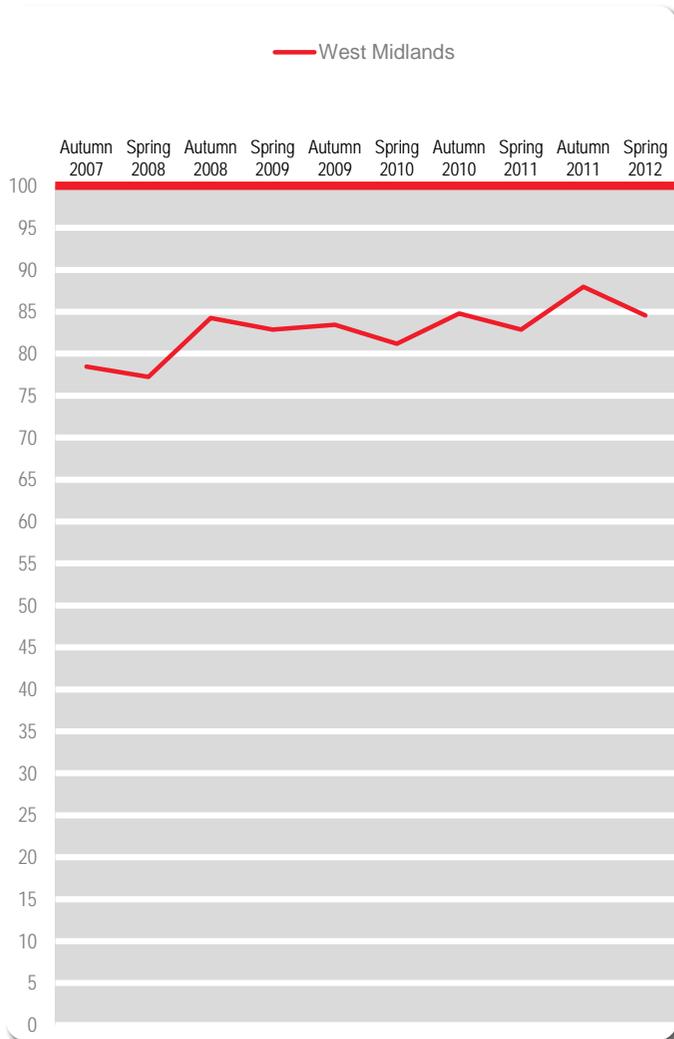
Percentage of passengers satisfied 2007 to 2012



Provision of information about train times/platforms

(502)

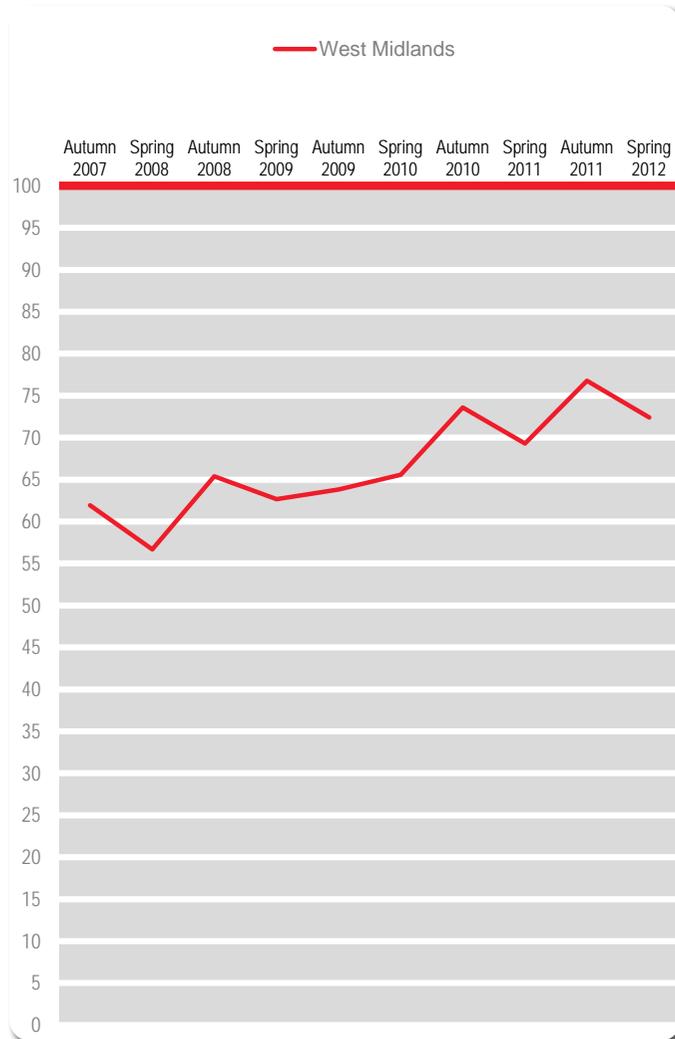
Percentage of passengers satisfied 2007 to 2012



The upkeep/repair of the station building/platforms

(503)

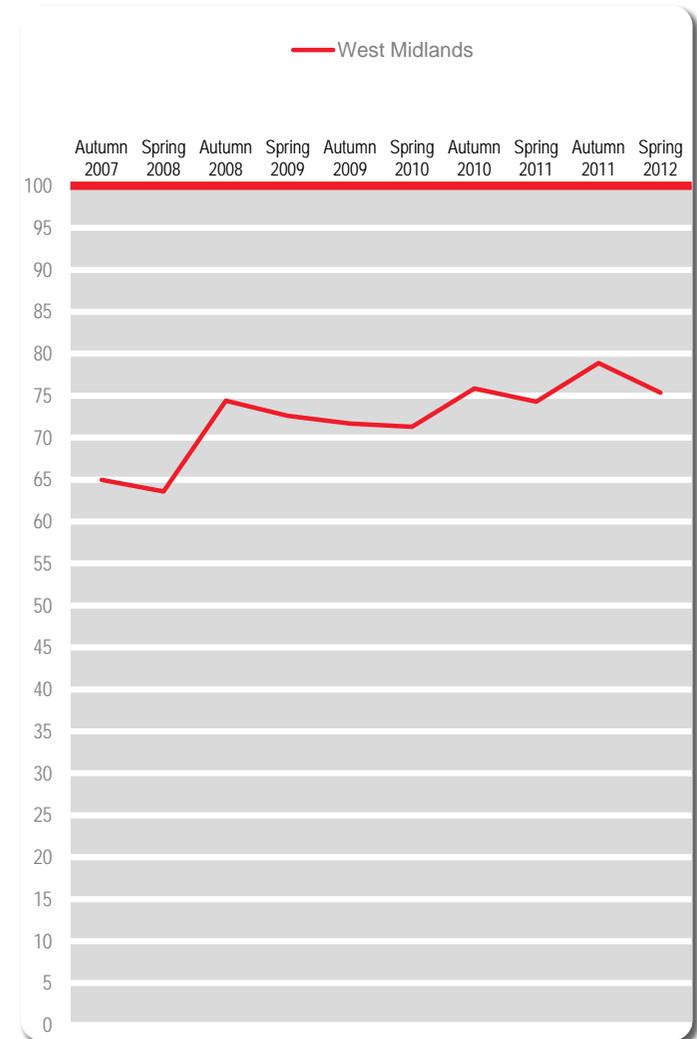
Percentage of passengers satisfied 2007 to 2012



Cleanliness of the station

(498)

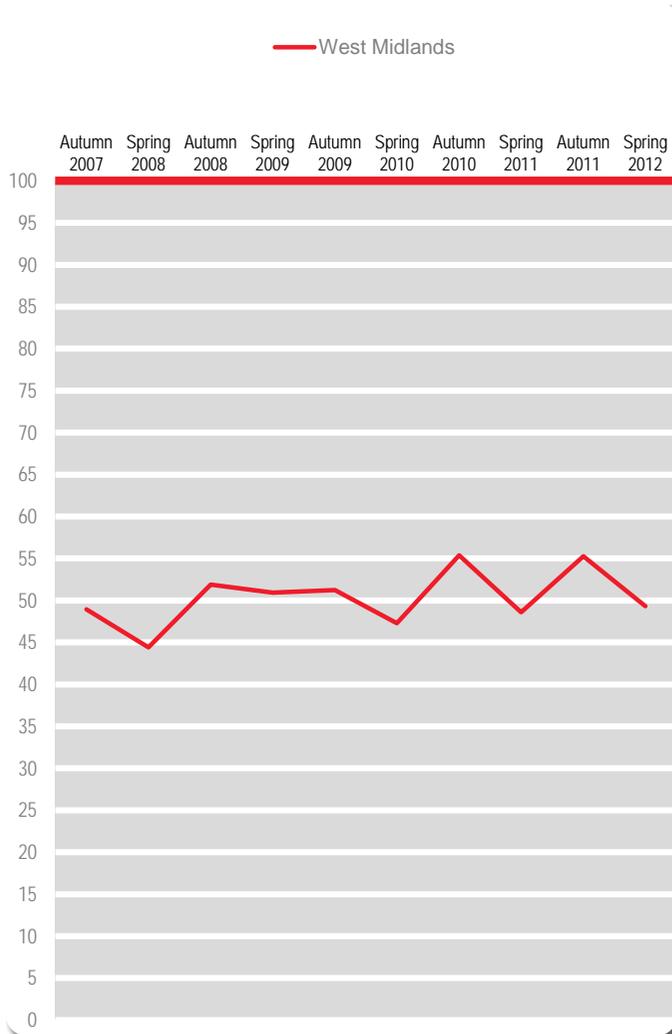
Percentage of passengers satisfied 2007 to 2012



The facilities and services at the station

(420)

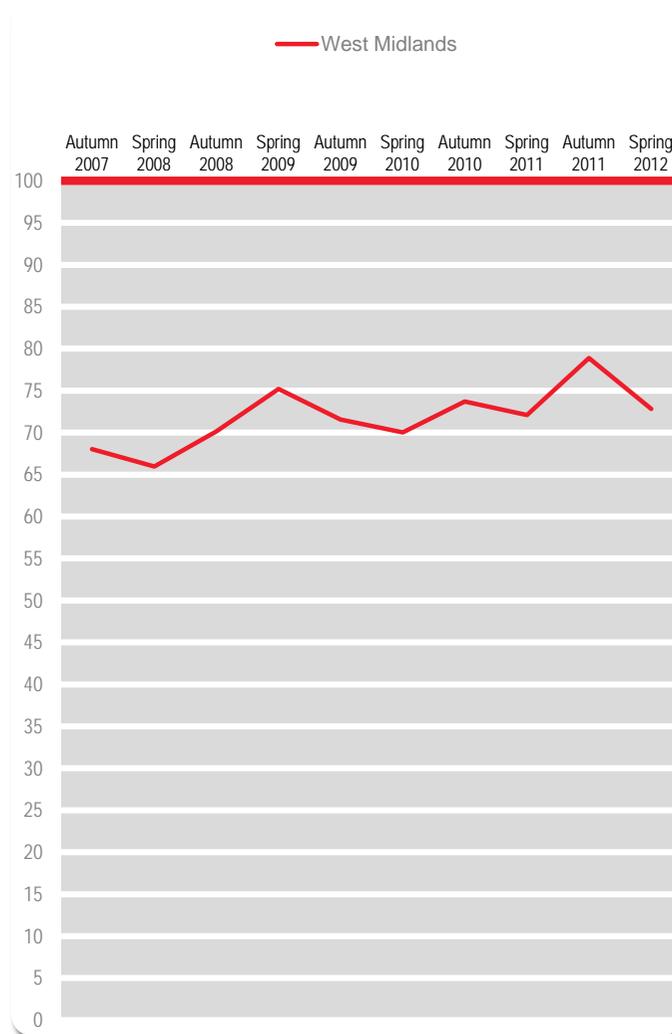
Percentage of passengers satisfied 2007 to 2012



The attitudes and helpfulness of the staff at the station

(395)

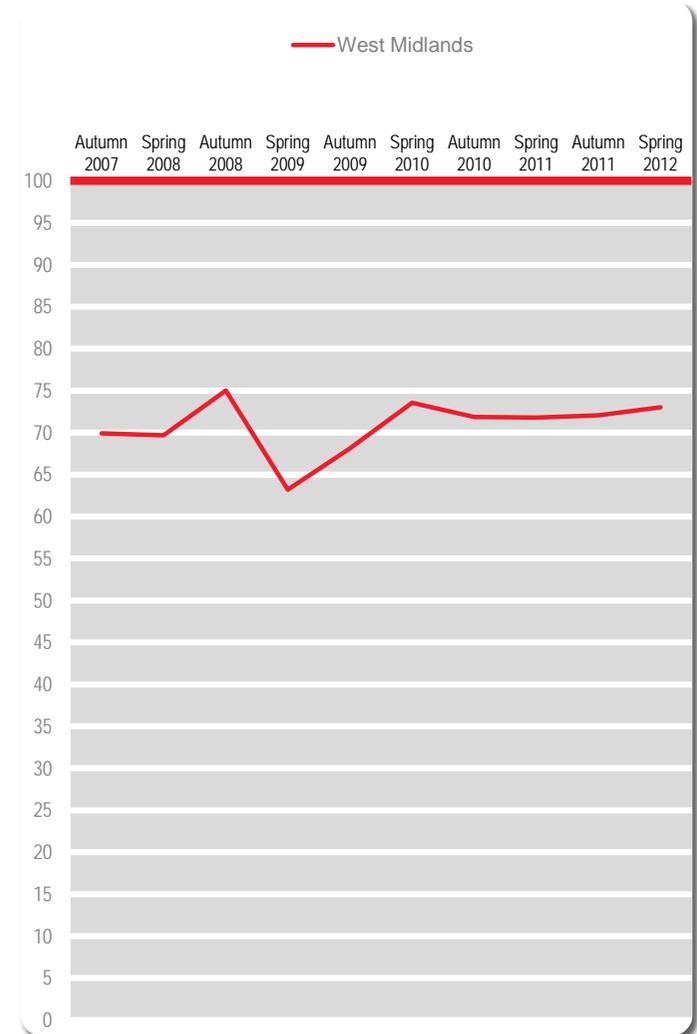
Percentage of passengers satisfied 2007 to 2012



Connections with other forms of public transport from the station

(357)

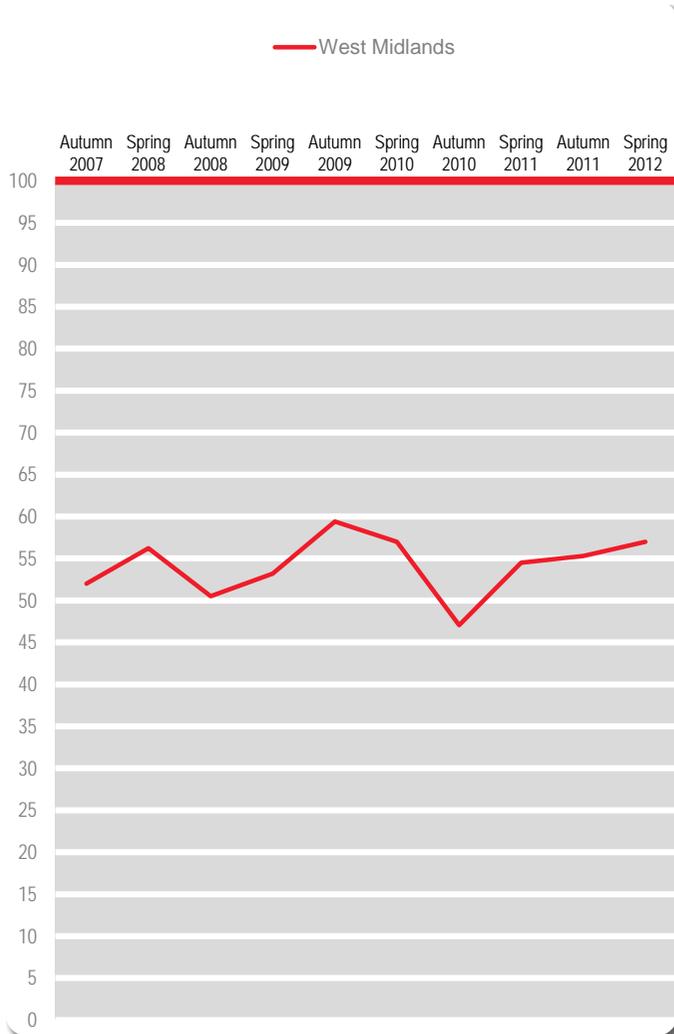
Percentage of passengers satisfied 2007 to 2012



Facilities for car parking at the station

(225)

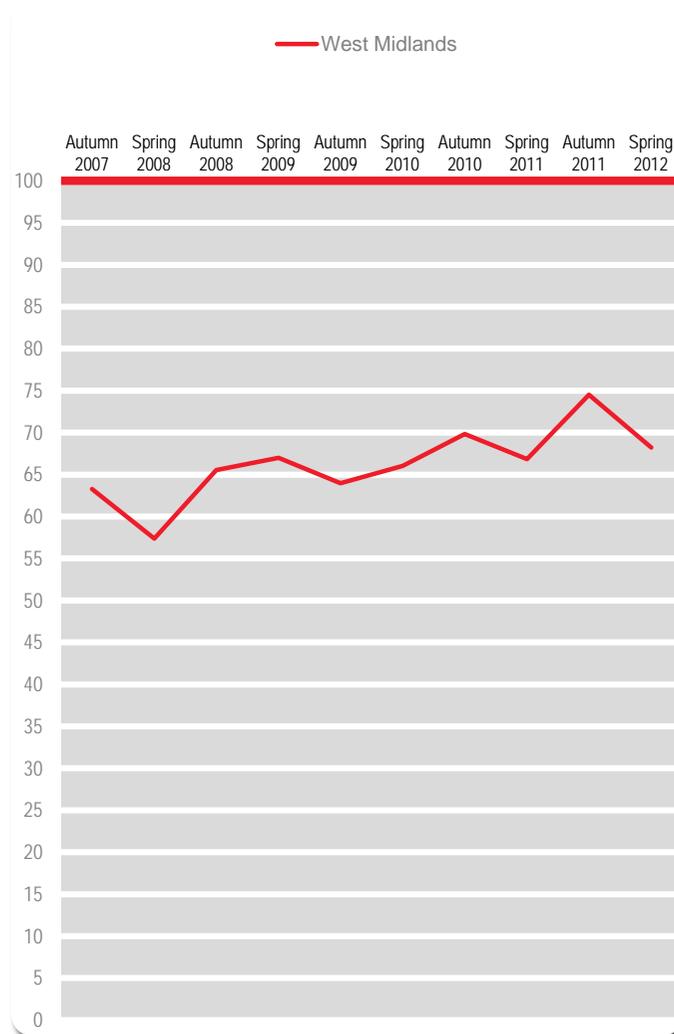
Percentage of passengers satisfied 2007 to 2012



Overall station environment

(513)

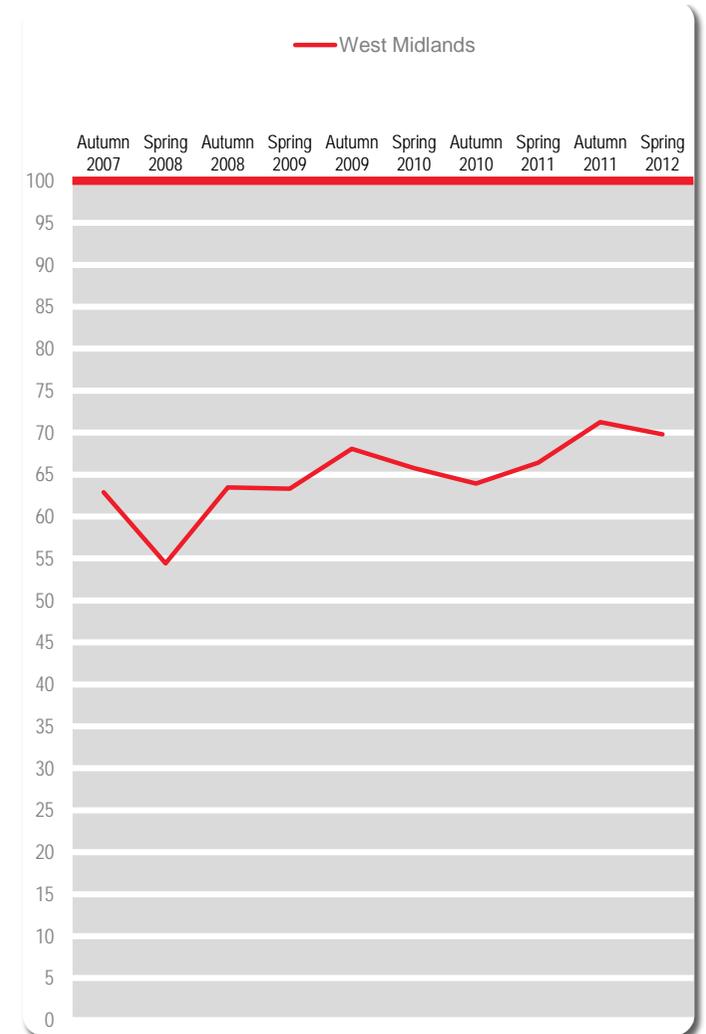
Percentage of passengers satisfied 2007 to 2012



Your personal security whilst using the station

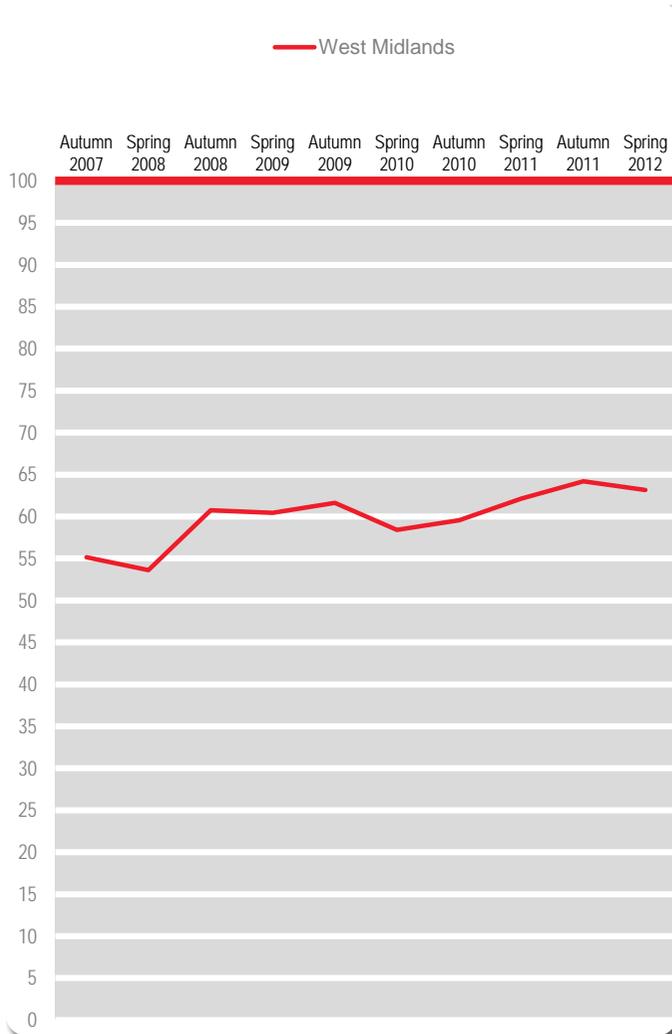
(465)

Percentage of passengers satisfied 2007 to 2012



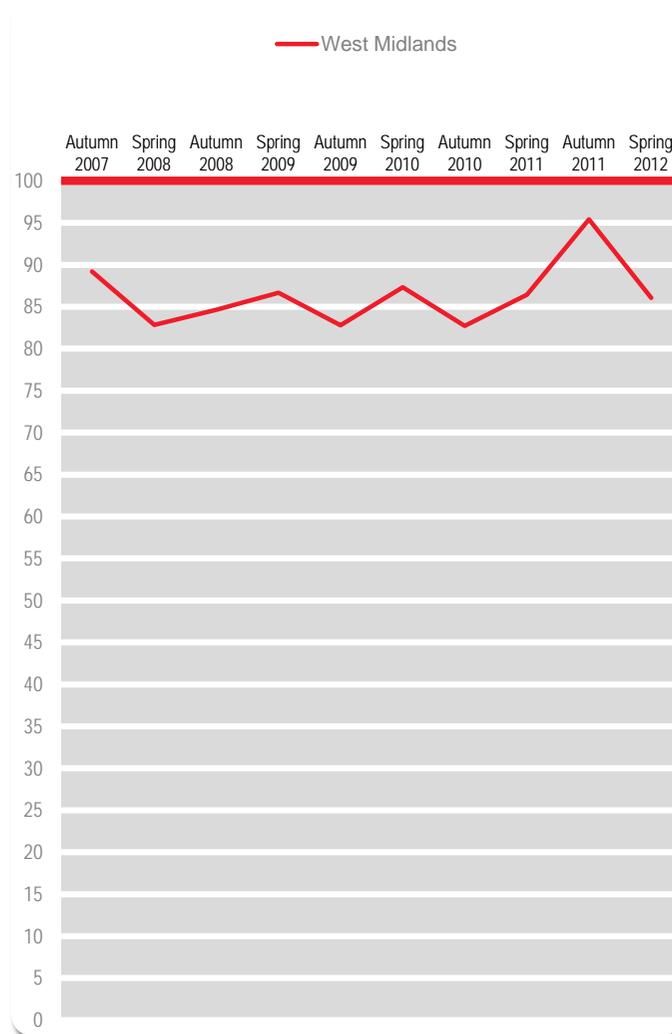
The availability of staff at the station

(436)
Percentage of passengers satisfied 2007 to 2012



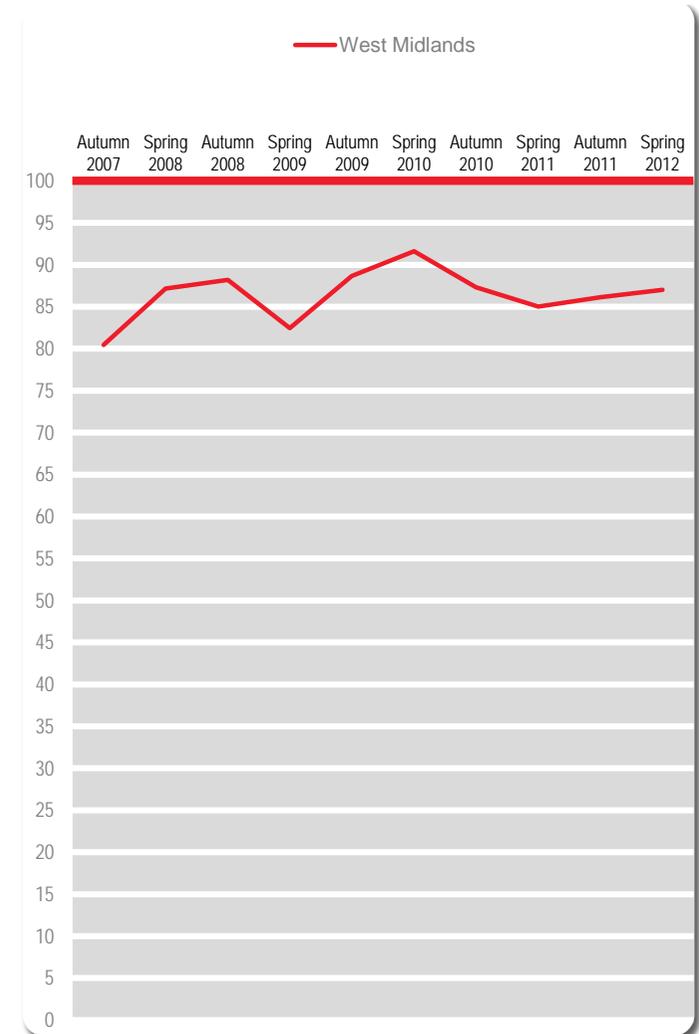
How request to station staff was handled

(54)
Percentage of passengers satisfied 2007 to 2012



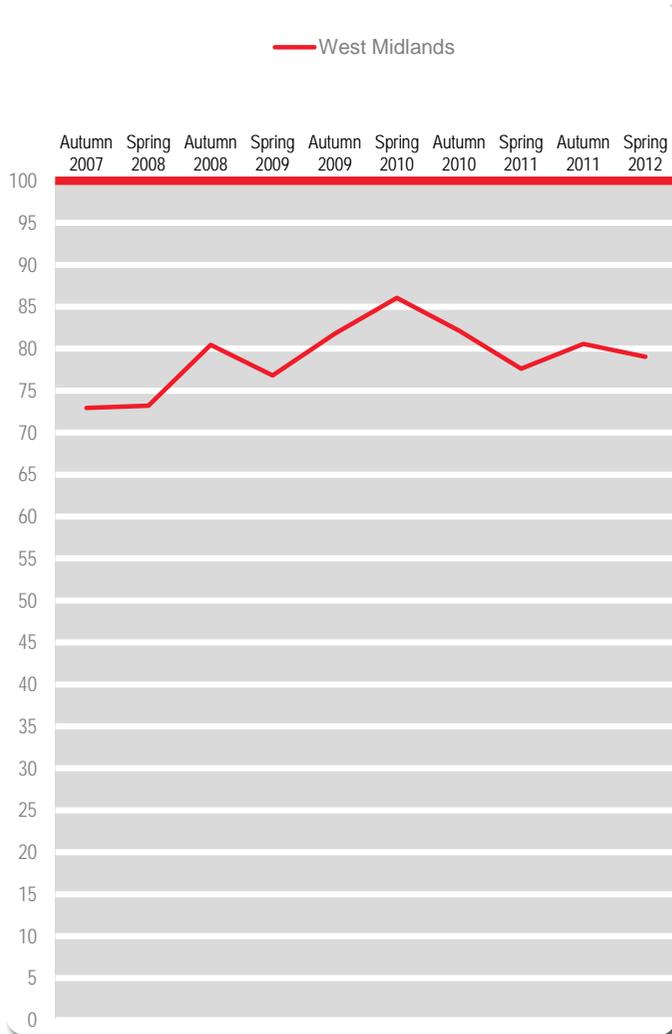
The frequency of trains on that route

(518)
Percentage of passengers satisfied 2007 to 2012



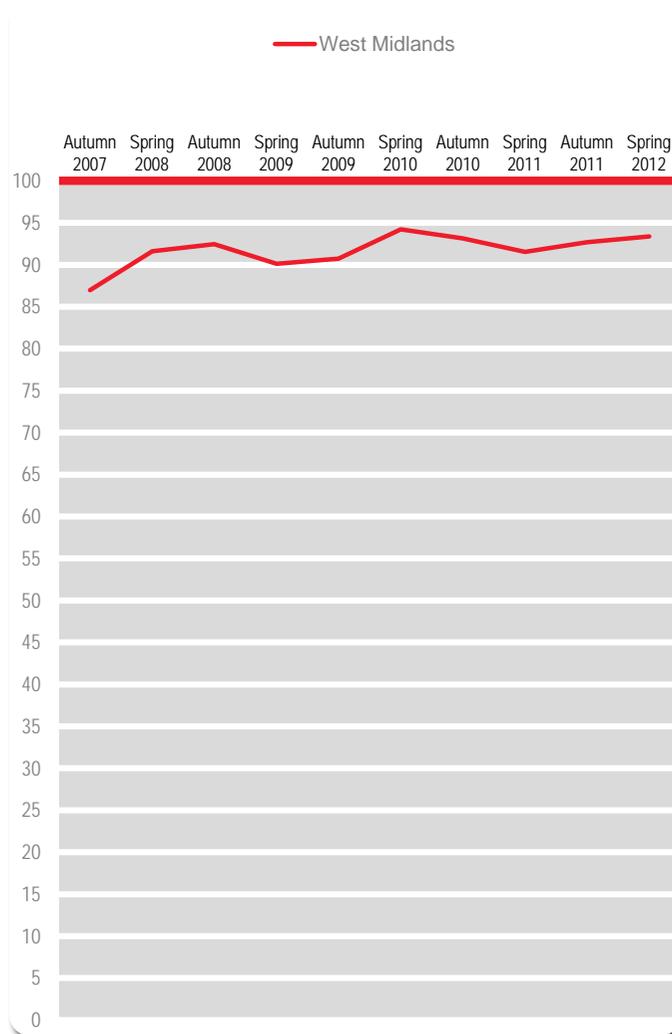
Punctuality/reliability (i.e. train arriving/departing on time)

(516)
Percentage of passengers satisfied 2007 to 2012



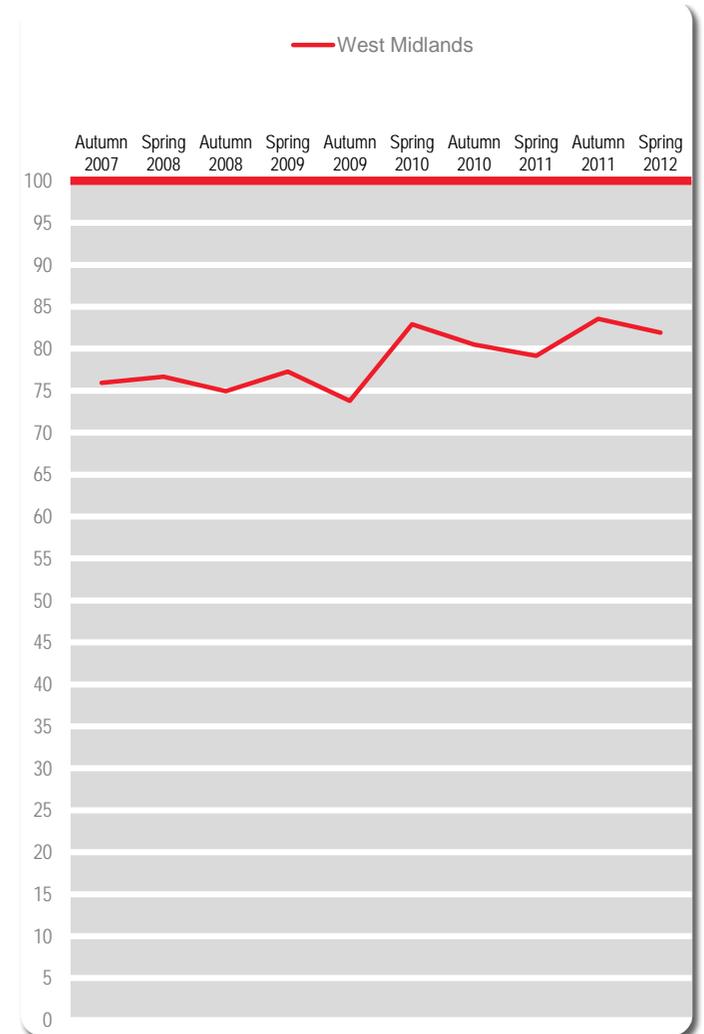
The length of time the journey was scheduled to take (speed)

(506)
Percentage of passengers satisfied 2007 to 2012



Connections with other train services

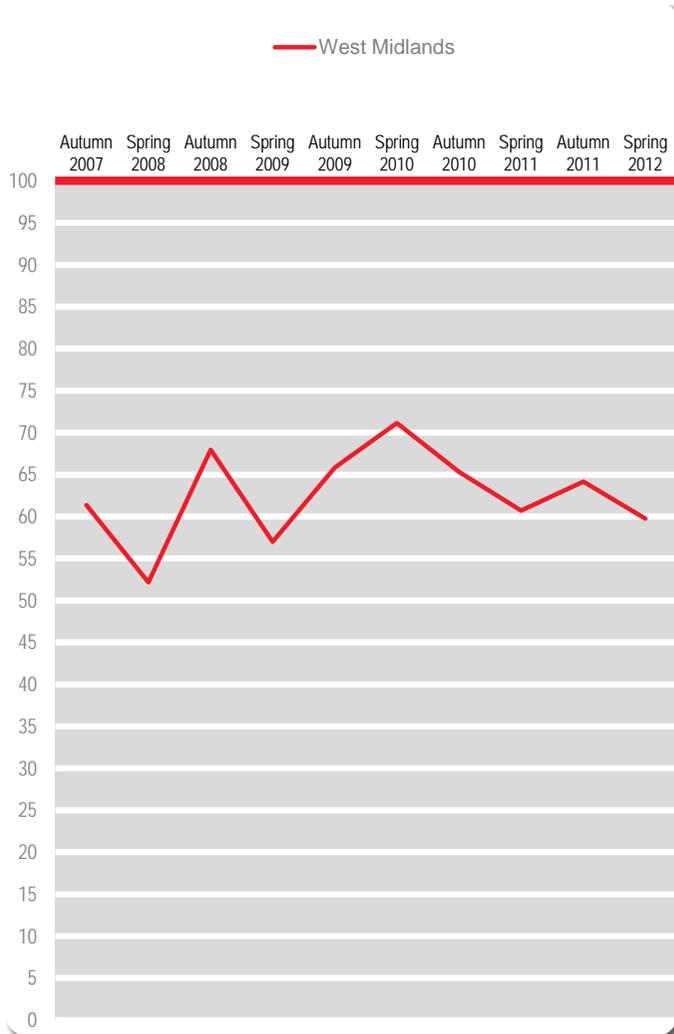
(282)
Percentage of passengers satisfied 2007 to 2012



The value for money for the price of your ticket

(433)

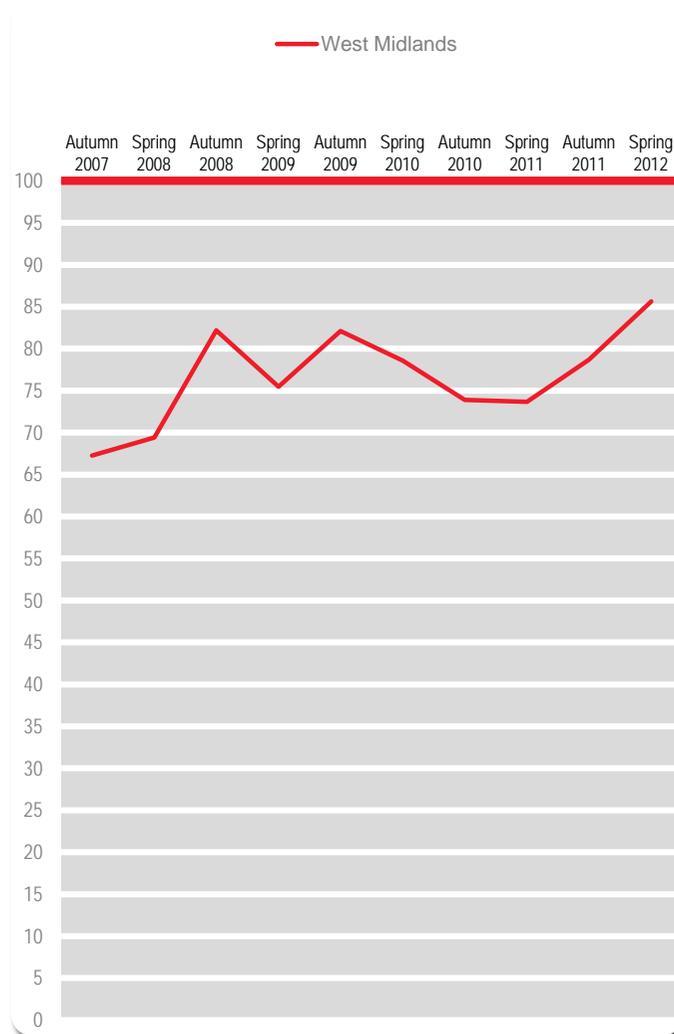
Percentage of passengers satisfied 2007 to 2012



Cleanliness of the train

(528)

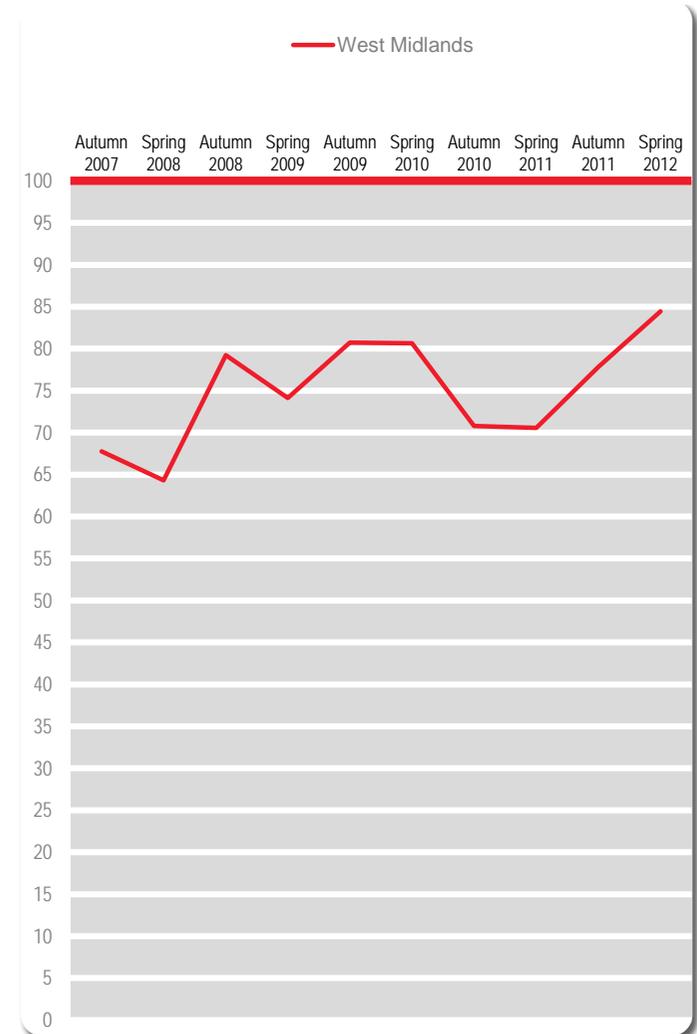
Percentage of passengers satisfied 2007 to 2012



Upkeep and repair of the train

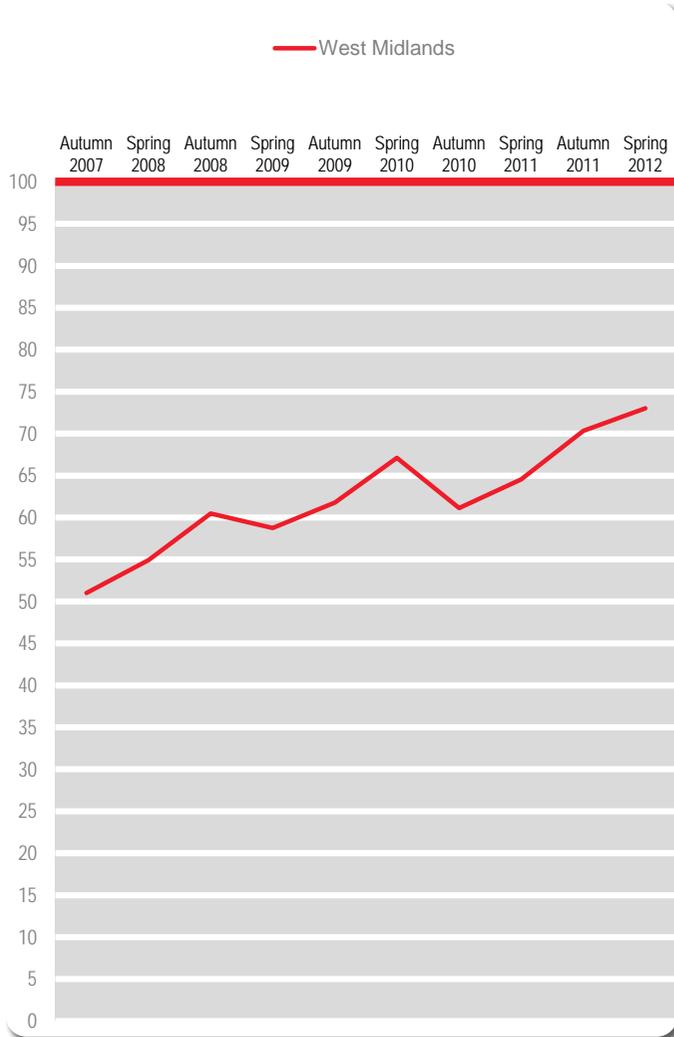
(516)

Percentage of passengers satisfied 2007 to 2012



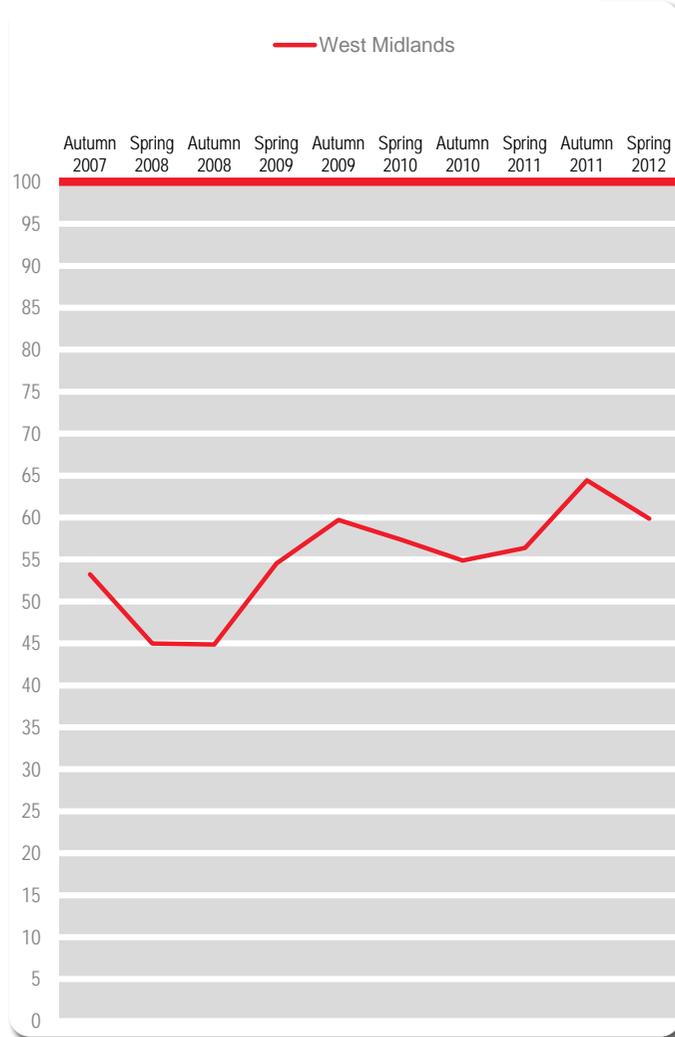
The provision of information during the journey
(476)

Percentage of passengers satisfied 2007 to 2012



The helpfulness and attitude of staff on train
(260)

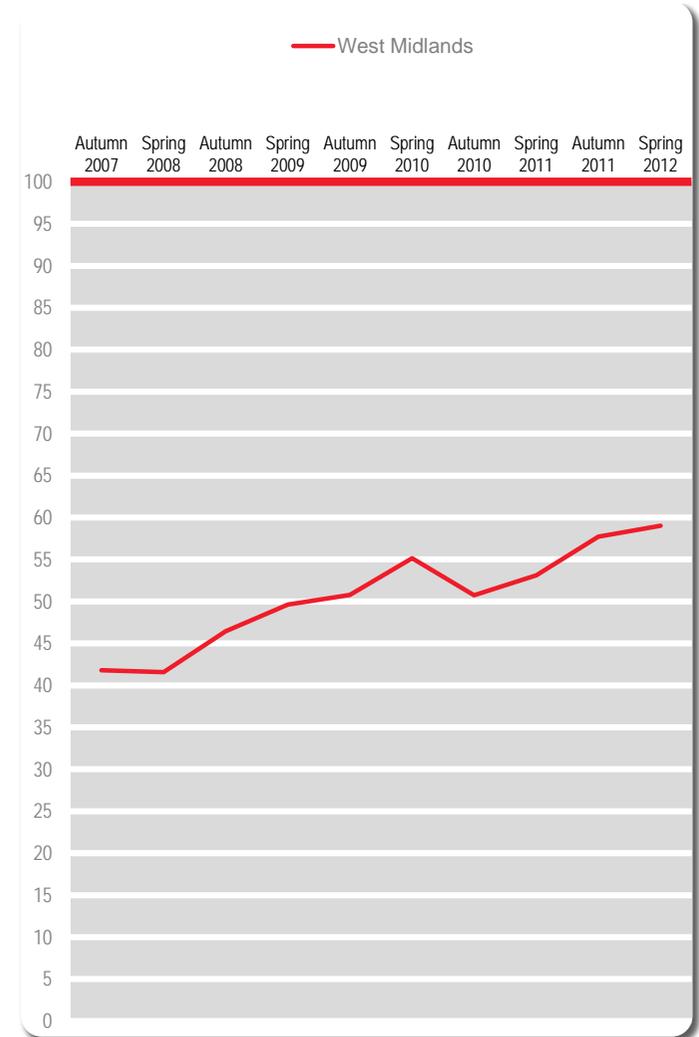
Percentage of passengers satisfied 2007 to 2012



The space for luggage

(357)

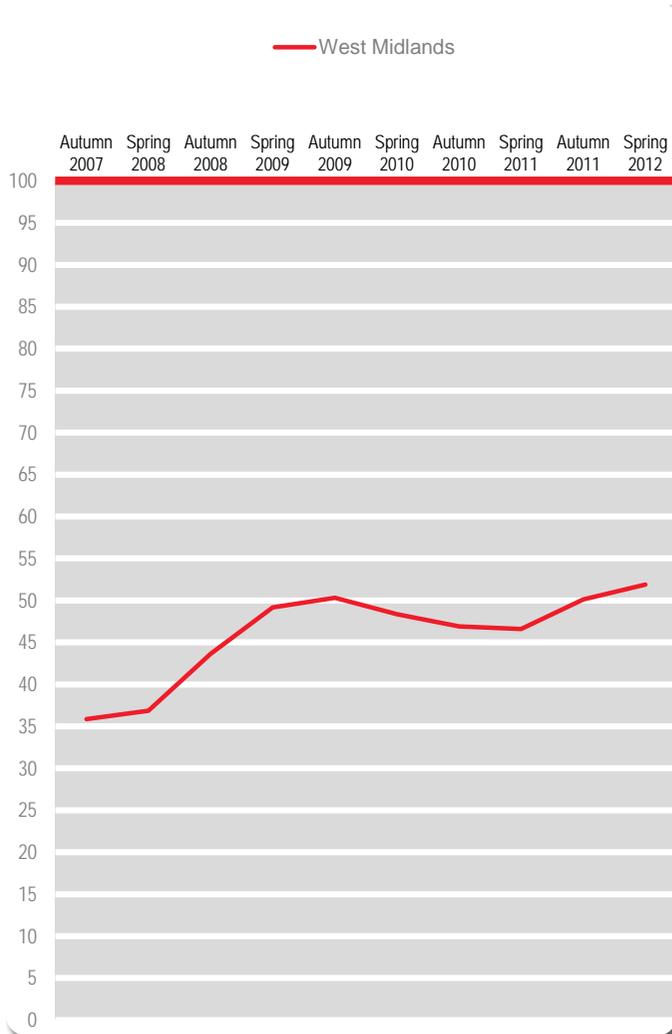
Percentage of passengers satisfied 2007 to 2012



Toilet facilities on train

(200)

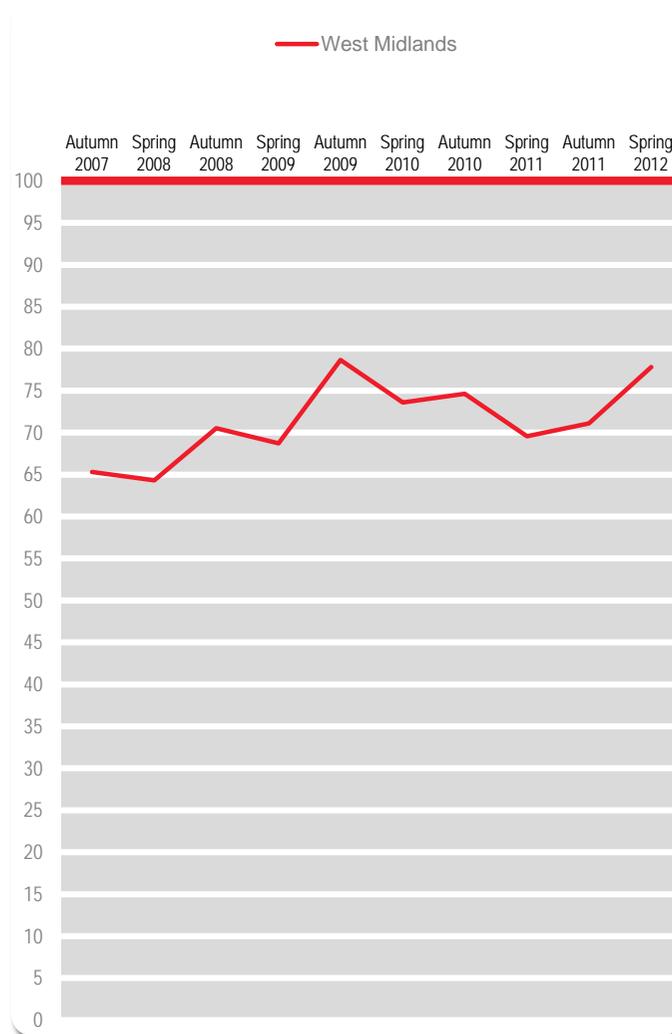
Percentage of passengers satisfied 2007 to 2012



Sufficient room for all the passengers to sit/stand

(509)

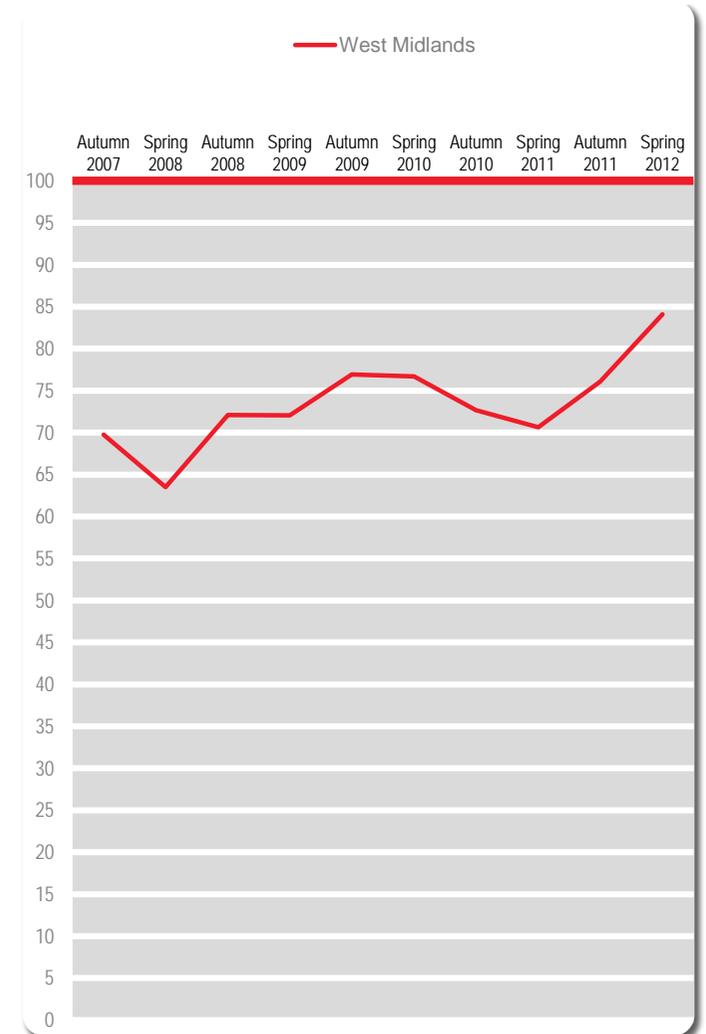
Percentage of passengers satisfied 2007 to 2012



The comfort of the seating area

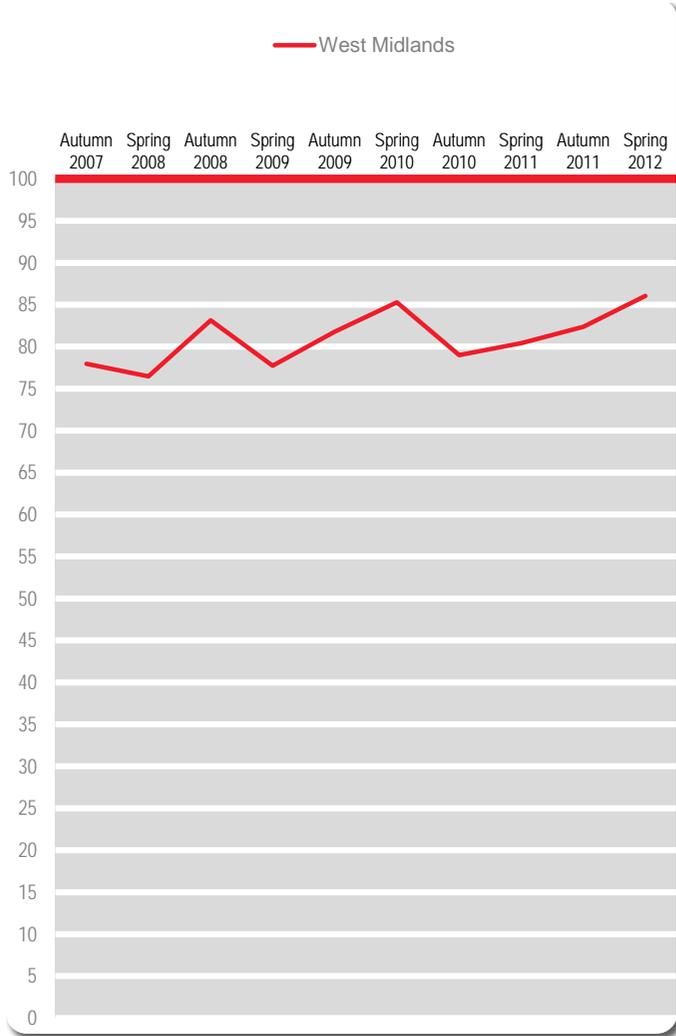
(510)

Percentage of passengers satisfied 2007 to 2012



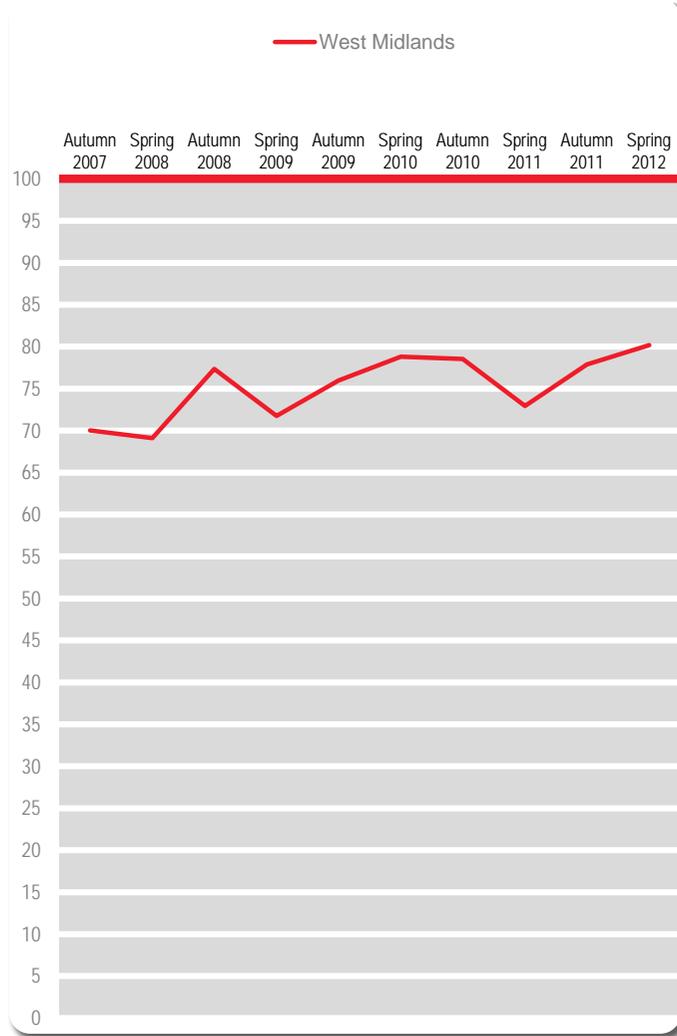
The ease of being able to get on and off the train

(520)
Percentage of passengers satisfied 2007 to 2012



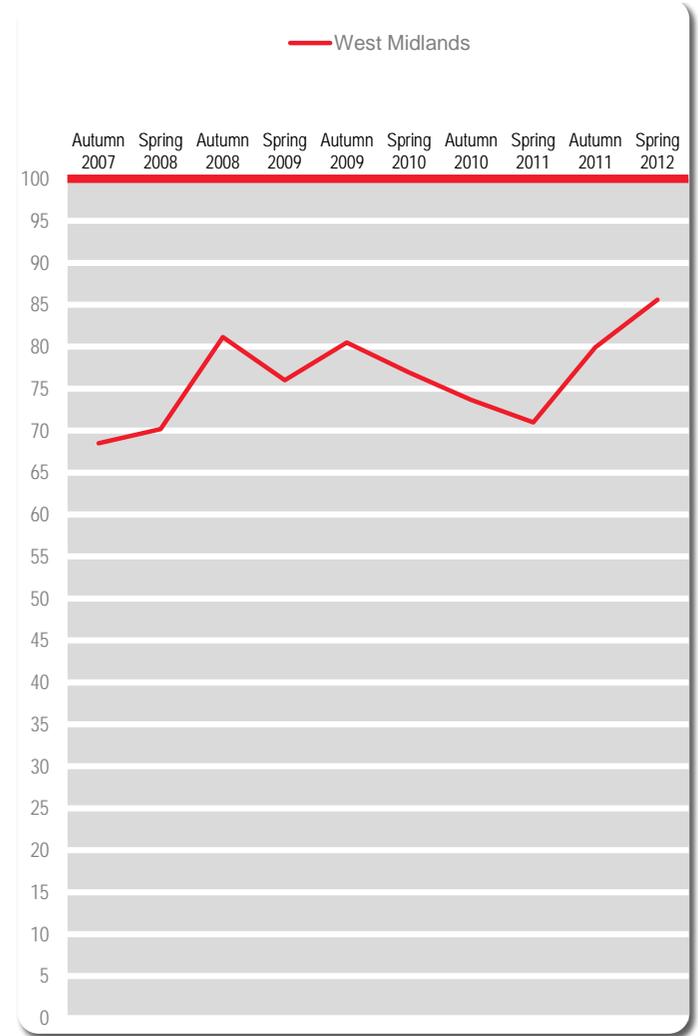
Your personal security whilst on board

(484)
Percentage of passengers satisfied 2007 to 2012



The cleanliness of the inside of the train

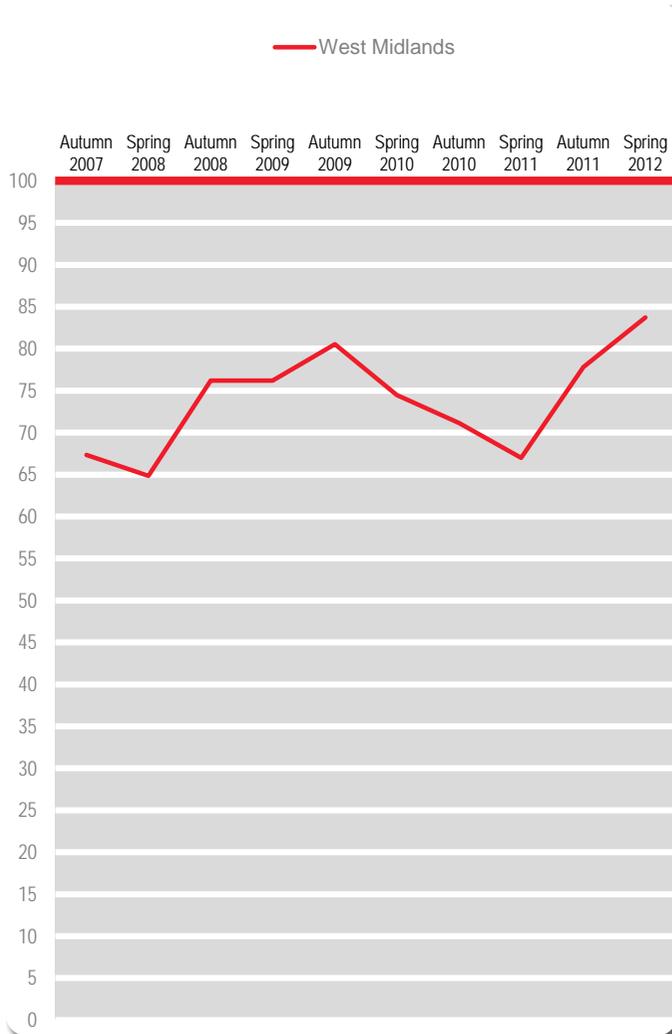
(515)
Percentage of passengers satisfied 2007 to 2012



The cleanliness of the outside of the train

(462)

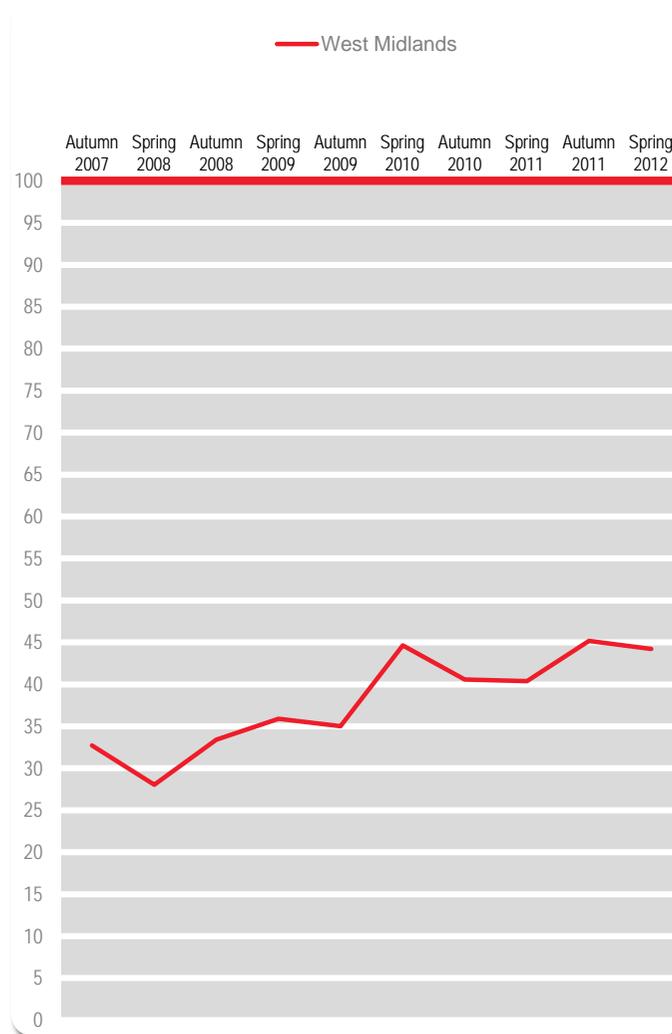
Percentage of passengers satisfied 2007 to 2012



The availability of staff on the train

(358)

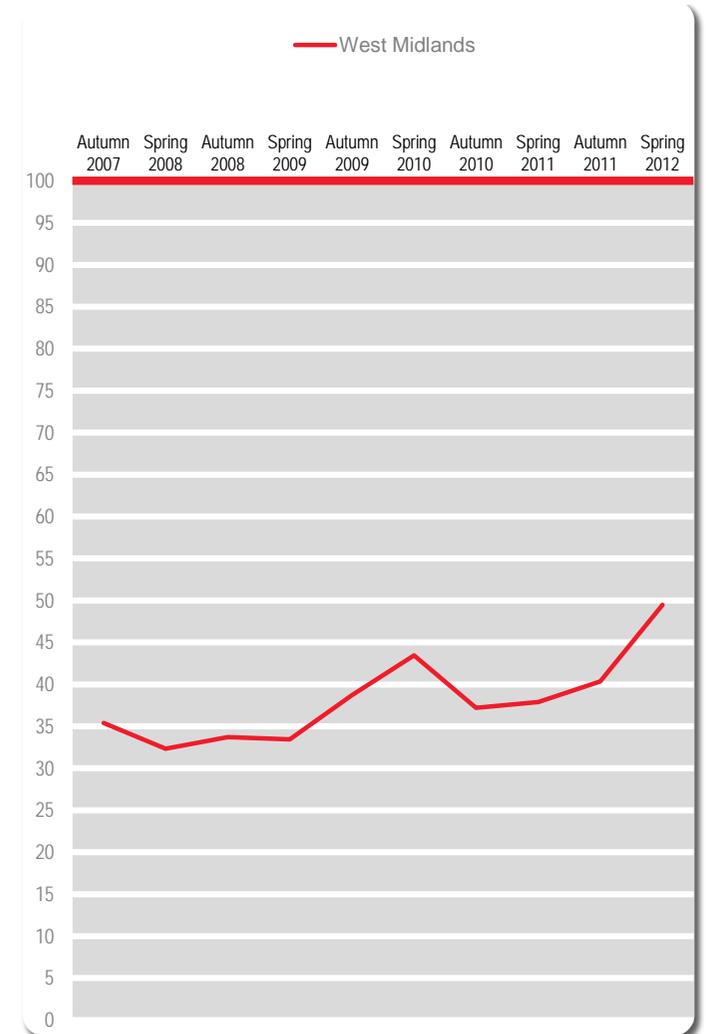
Percentage of passengers satisfied 2007 to 2012



How well train company dealt with delay

(106)

Percentage of passengers satisfied 2007 to 2012



Sample profile for West Midlands

| | Spring 2012 % | Spring 2011 % | | Spring 2012 % | Spring 2011 % |
|------------------------|------------------|------------------|--------------------------------------|------------------|------------------|
| SEX | | | DELAYS | | |
| Male | 44 | 45 | None | 78 | 75 |
| Female | 54 | 52 | Minor | 20 | 21 |
| Not stated | 2 | 3 | Major | 1 | 3 |
| | | | Not stated | 1 | 1 |
| AGE | | | REGULAR TRAVELLER | | |
| 16-25 | 14 | 18 | Yes | 67 | 70 |
| 26-34 | 11 | 10 | No | 33 | 30 |
| 35-44 | 15 | 16 | | | |
| 45-54 | 17 | 12 | | | |
| 55-59 | 8 | 8 | TIME OF TRAVEL | | |
| 60-64 | 13 | 12 | Peak | | |
| 65+ | 20 | 22 | Off-peak | | |
| Not stated | 2 | 2 | | | |
| JOURNEY PURPOSE | | | ASKED FOR HELP OR INFORMATION | | |
| Commuter | 38 | 38 | Yes asked for help | 5 | 8 |
| Business | 10 | 10 | Yes asked for information | 5 | 9 |
| Leisure | 52 | 52 | Could not find anyone to ask | 2 | 2 |
| | | | No | 86 | 80 |
| | | | Not stated | 2 | 2 |

Station catchment area for West Midlands

| Station | Station | Station |
|---------------------------|-------------------------|---------------|
| Acocks Green | Jewellery Quarter | Whitlocks End |
| Adderley Park | Kings Norton | Widney Manor |
| Aston | Langley Green | Witton |
| Berkswell | Lea Hall | Wolverhampton |
| Bescot Stadium | Longbridge | Wylde Green |
| Birmingham International | Lye | Wythall |
| Birmingham Moor Street | Marston Green | Yardley Wood |
| Birmingham New Street | Northfield | |
| Birmingham Snow Hill | Old Hill | |
| Blake Street | Olton | |
| Bloxwich | Perry Barr | |
| Bloxwich North | Rowley Regis | |
| Bordesley | Sandwell and Dudley | |
| Bournville | Selly Oak | |
| Butlers Lane | Shirley | |
| Canley | Small Heath | |
| Chester Road | Smethwick Galton Bridge | |
| Coseley | Smethwick Rolfe Street | |
| Coventry | Solihull | |
| Cradley Heath | Spring Road | |
| Dorridge | Stechford | |
| Duddeston | Stourbridge Junction | |
| Dudley Port | Stourbridge Town | |
| Earlswood (West Midlands) | Sutton Coldfield | |
| Erdington | Tame Bridge Parkway | |
| Five Ways | The Hawthorns | |
| Four Oaks | Tile Hill | |
| Gravelly Hill | Tipton | |
| Hall Green | Tyseley | |
| Hampton-in-Arden | University (Birmingham) | |
| Hamstead (Birmingham) | Walsall | |

The following reports are produced each wave:

| | |
|--------------------------------------|---|
| Summary report | Summary tables for all TOCs (including comparison with one year previously), trend tables for last 10 waves by TOC, trend charts for the main NPS factors, peak vs off-peak analysis for LSE TOCs. |
| TOC reports | Tables and graphs showing results for TOC (including comparisons with one year previously and with relevant sector), trend charts for all factors (including sector and benchmark (if relevant) comparisons), summary profile of passengers surveyed, station sample sizes for TOC and sample composition & weighting. |
| Stations report | Percentage of passengers satisfied by each main factor for last 10 waves for all stations covered by NPS during that time period. |
| Consultees report | Summary national trend charts for all main factors, trend charts by age/journey purpose & gender, summary results for leisure/business passengers & commuters, one page for each factor showing national trend and results for all TOCs, Government Office Region charts for each factor and simple tables for some questions that are not included in the main NPS report. |
| Best in class report | Trend tables showing results for all main factors for all TOCs and building blocks for the last 10 waves. |
| Multivariate report | Multivariate analysis showing drivers of satisfaction and dissatisfaction nationally, by sector and by TOC for latest two NPS waves combined. |
| Personal security at stations report | Percentage of passengers satisfied and dissatisfied with personal security at all stations that were included in the NPS for the last 10 survey waves. |
| Rankings report | Results since wave 10 showing satisfaction score for each TOC by factor, significant changes since one year earlier, national rank and rank in TOC type. |
| Virtual TOC reports | NPS reports for TOCs that used to exist or that are planned to exist in the future (exactly the same format as TOC reports). |
| Building block report | Summary results showing satisfaction for all building blocks for all main NPS factors. |
| PTE reports | NPS reports for all PTEs (exactly the same format as TOC reports). |
| Demographic reports | Simple reports for all TOCs showing demographic profile (and answers to other questions). |
| Tables report | Quite detailed tables for all TOCs showing results for the majority of NPS questions by gender, age, journey purpose, time of week and whether they were a frequent traveller or not. |

Sector definitions

The sector results used in this report contain the following TOCs (non-franchised operators are excluded):

| London and South East Operators | Long Distance Operators | Regional Operators |
|---------------------------------|----------------------------|---------------------|
| c2c | CrossCountry | Arriva Trains Wales |
| Chiltern Railways | East Coast | Merseyrail |
| First Capital Connect | East Midlands Trains | Northern Rail |
| First Great Western | First TransPennine Express | ScotRail |
| Greater Anglia* | Virgin Trains | |
| London Midland | | |
| London Overground | | |
| Southeastern | | |
| Southern | | |
| South West Trains | | |

*Greater Anglia from 5th February 2012 (previously National Express East Anglia)



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