



# National Passenger Survey

## PTE Report for Transport for Greater Manchester

### 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](http://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.

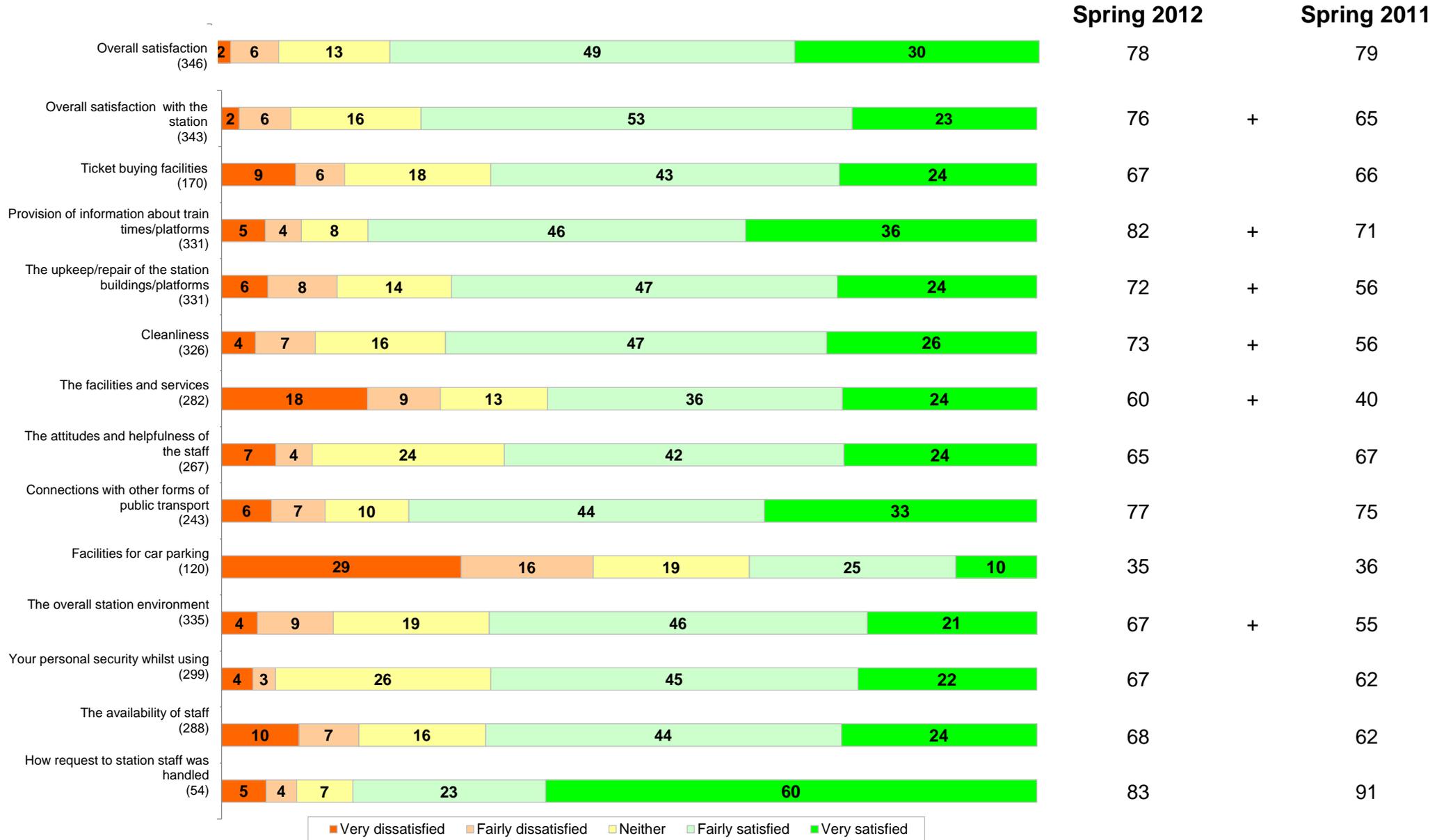
Due to shortfall on returns on certain TOCs the fieldwork period was extended from the 15th of November to the 26th November.

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

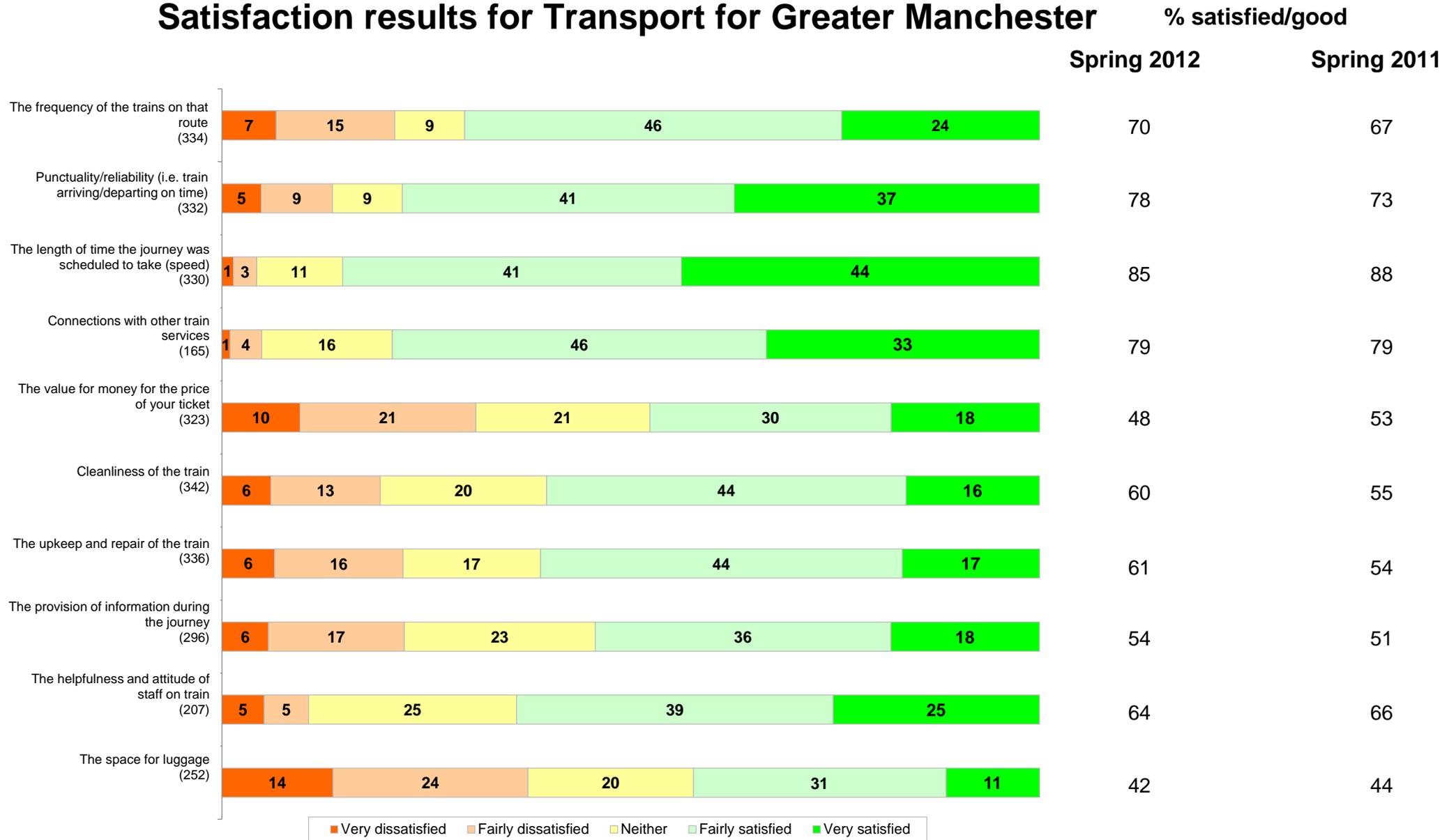
# Satisfaction results for Transport for Greater Manchester

% satisfied/good



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

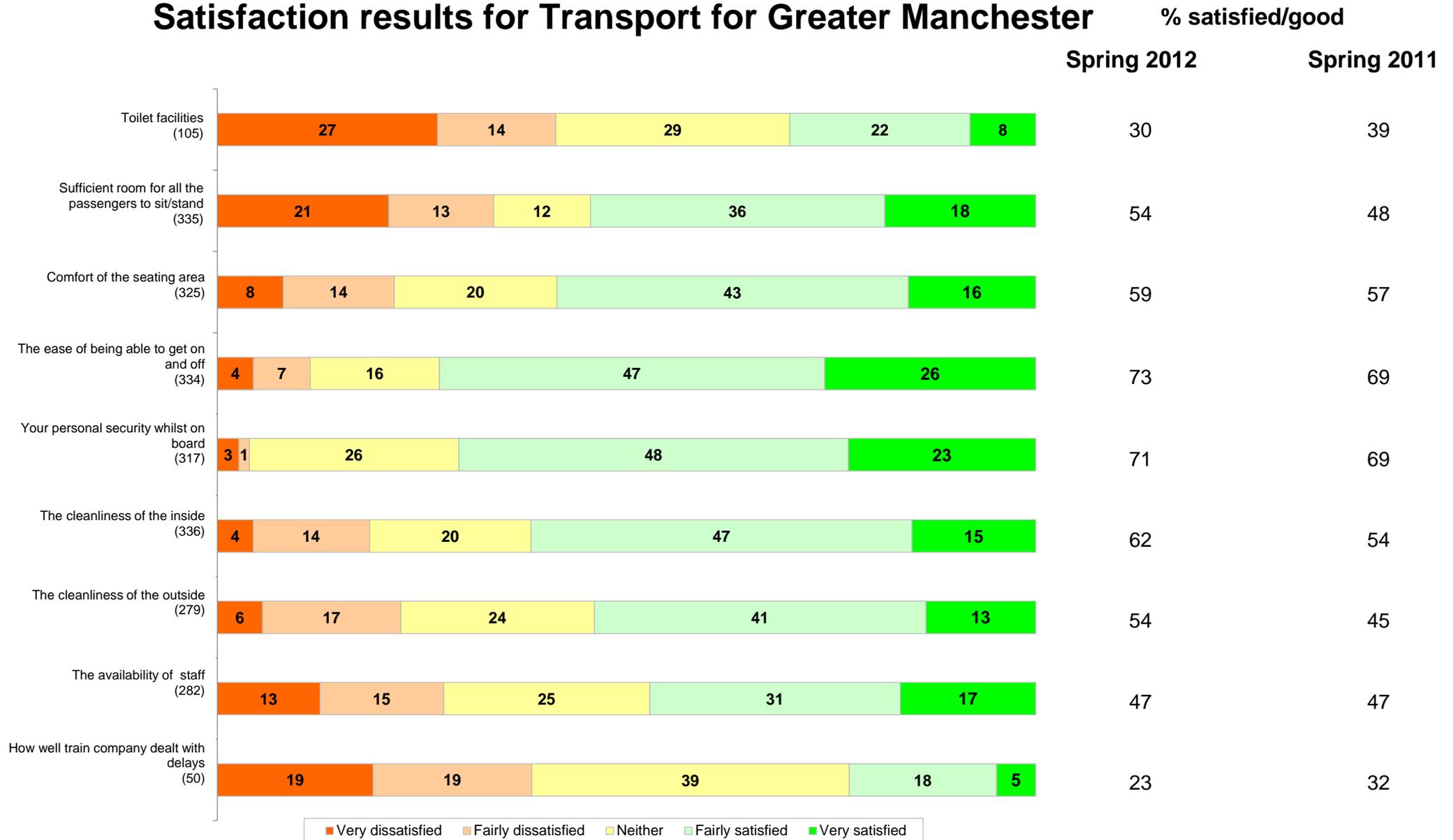
# Satisfaction results for Transport for Greater Manchester



■ Very dissatisfied  
 ■ Fairly dissatisfied  
 ■ Neither  
 ■ Fairly satisfied  
 ■ Very satisfied

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

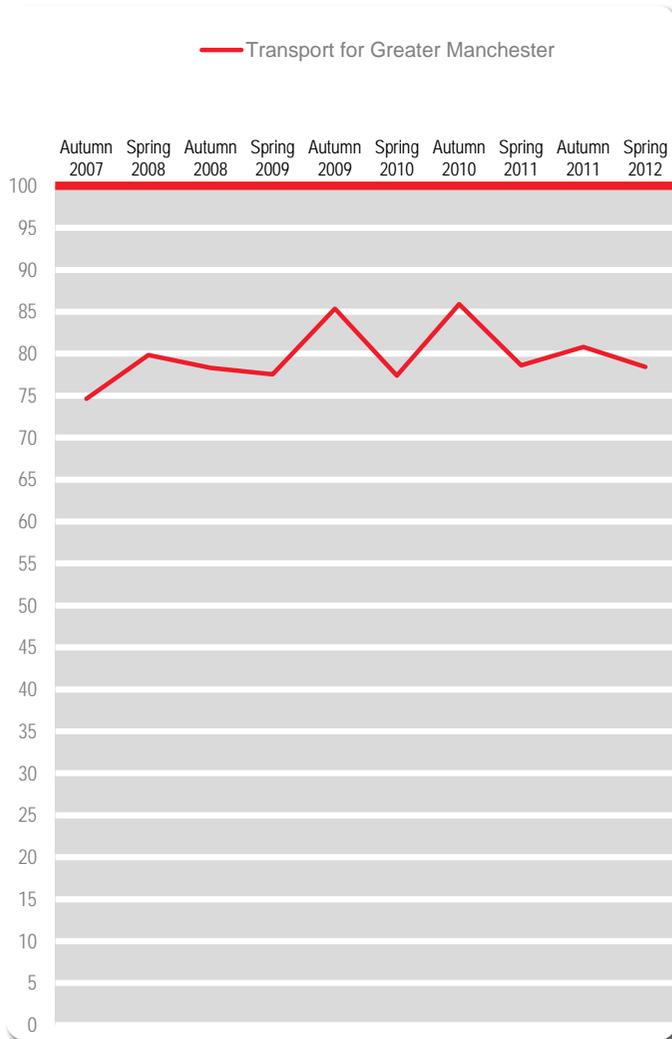
## Satisfaction results for Transport for Greater Manchester



**Overall satisfaction**

**(346)**

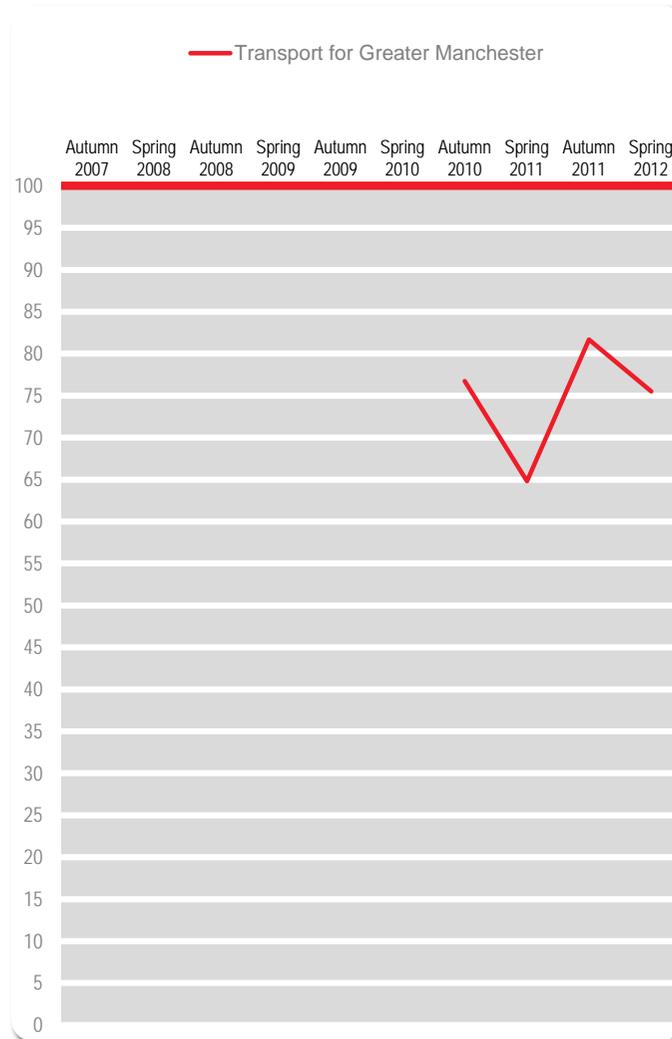
Percentage of passengers satisfied 2007 to 2012



**Overall station satisfaction**

**(343)**

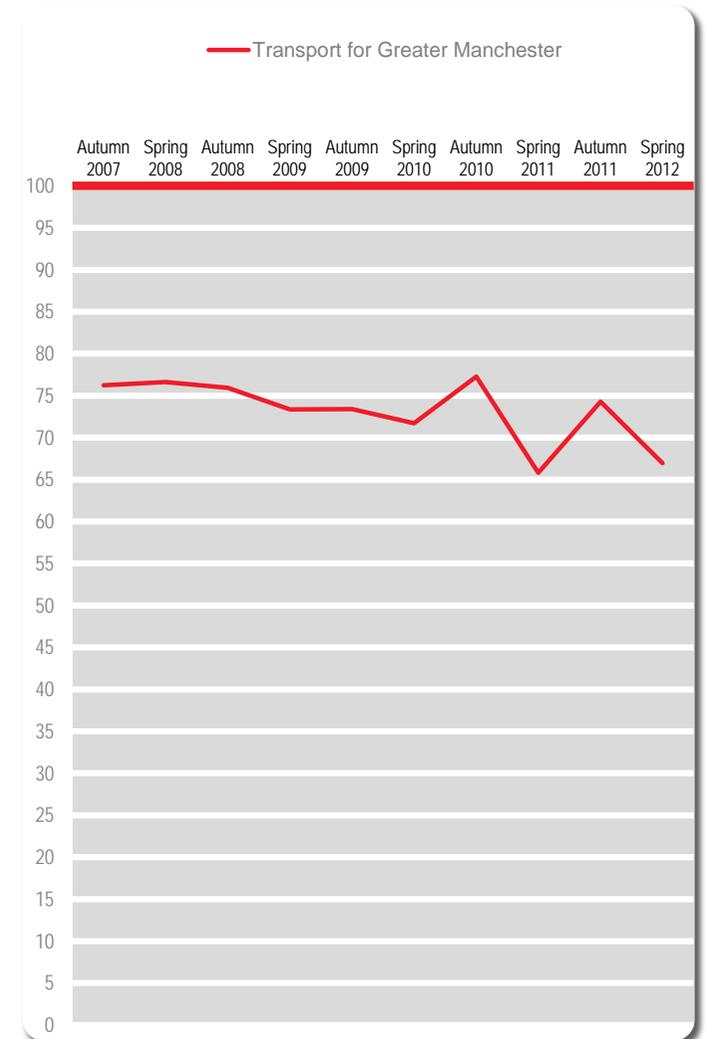
Percentage of passengers satisfied 2007 to 2012



**Ticket buying facilities**

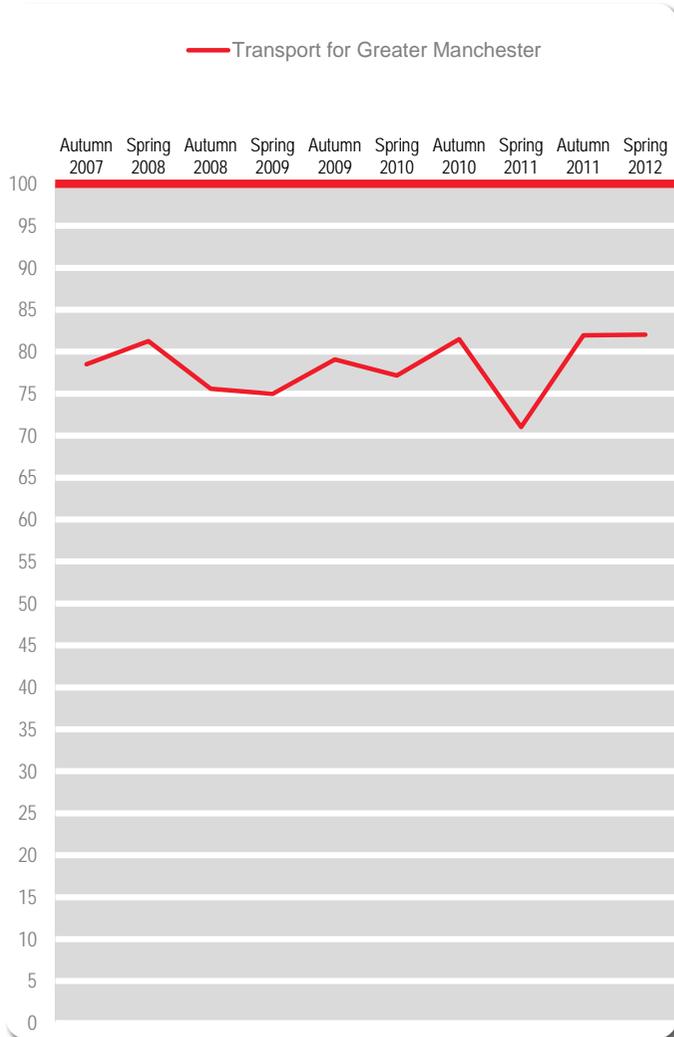
**(170)**

Percentage of passengers satisfied 2007 to 2012



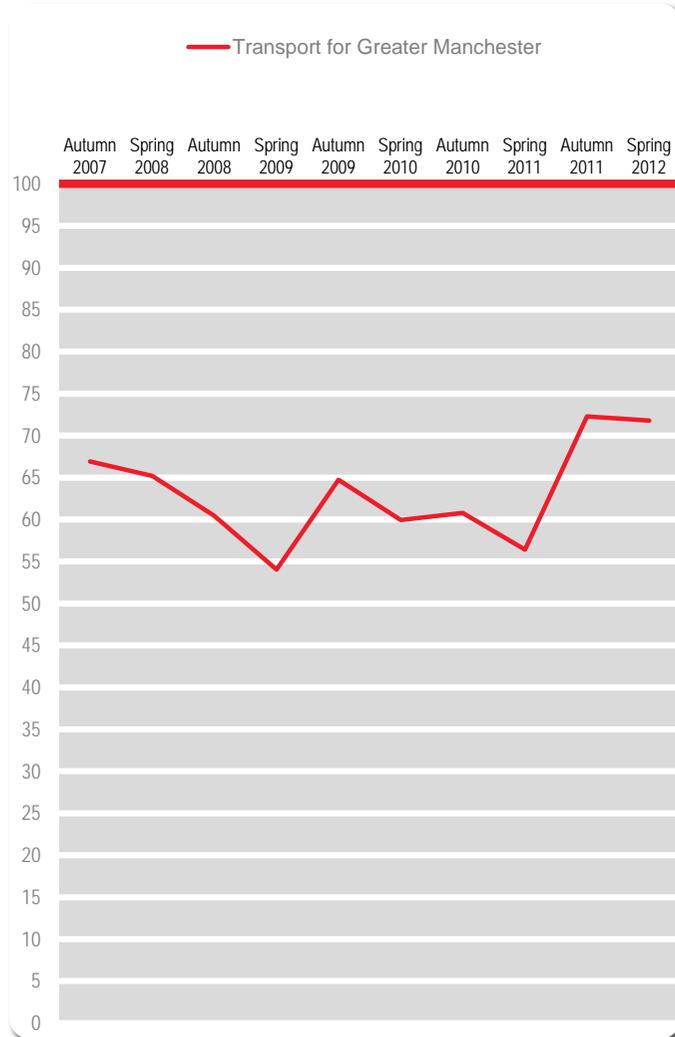
**Provision of information about train times/platforms**

**(331)**  
Percentage of passengers satisfied 2007 to 2012



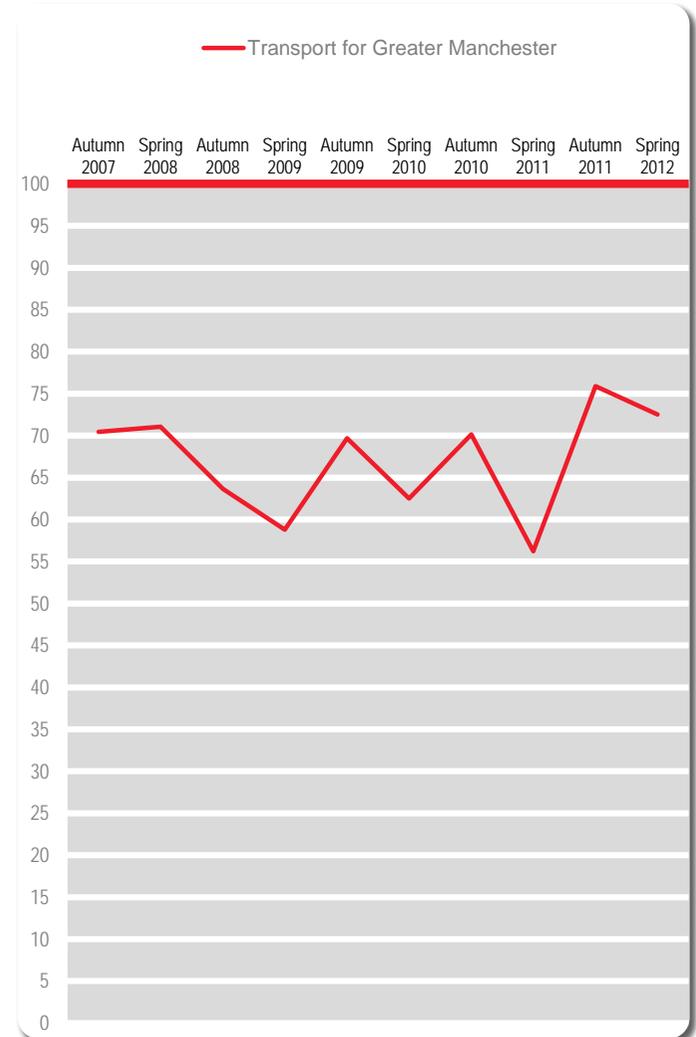
**The upkeep/repair of the station building/platforms**

**(331)**  
Percentage of passengers satisfied 2007 to 2012



**Cleanliness of the station**

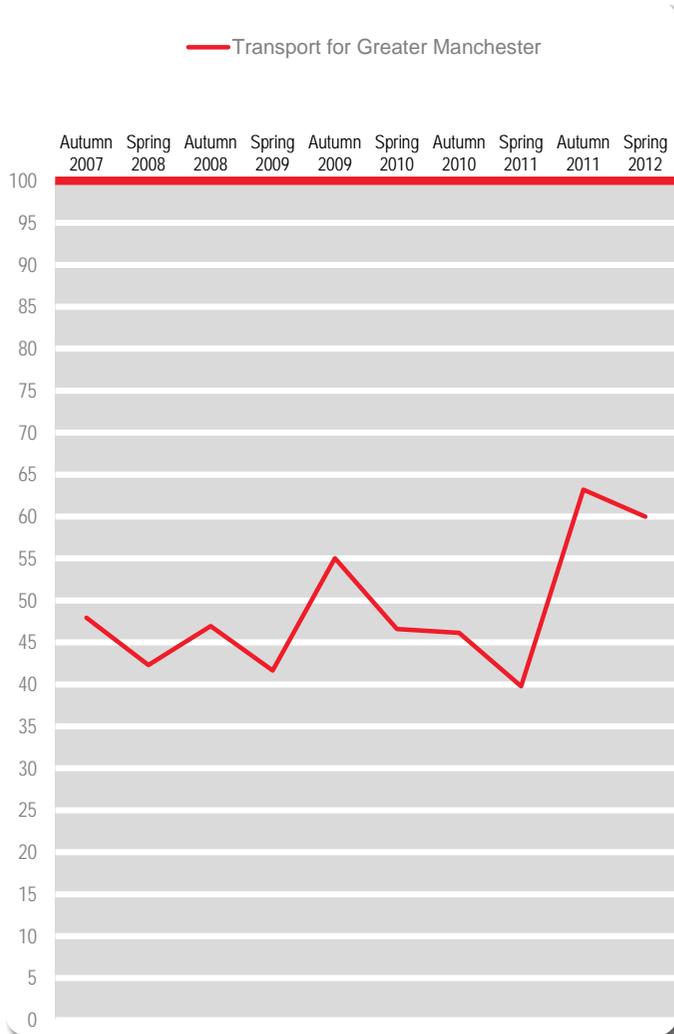
**(326)**  
Percentage of passengers satisfied 2007 to 2012



**The facilities and services at the station**

(282)

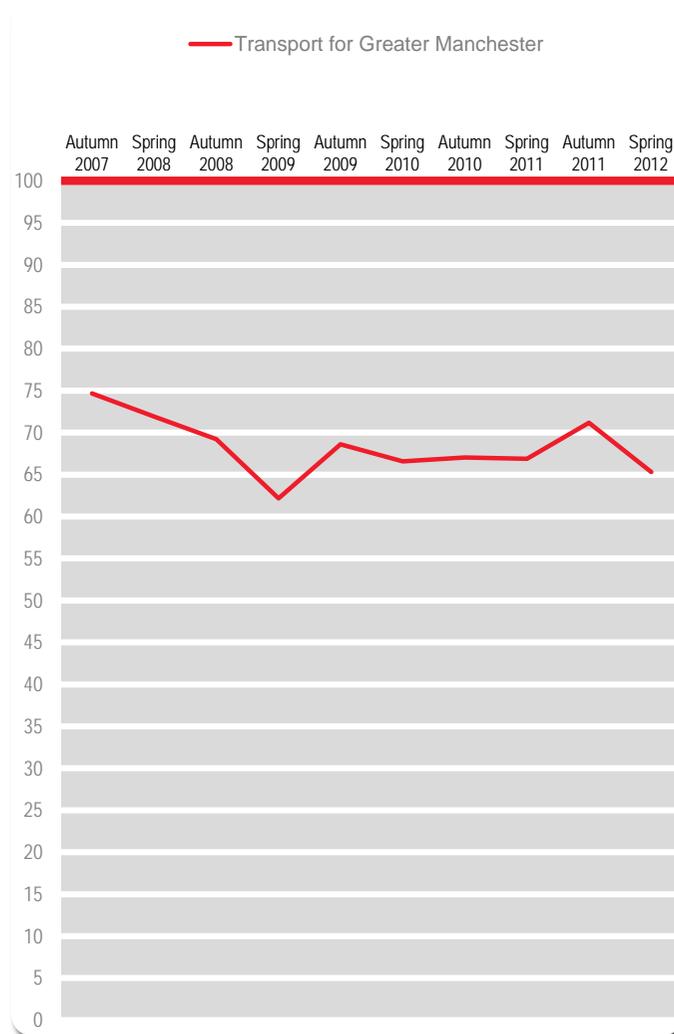
Percentage of passengers satisfied 2007 to 2012



**The attitudes and helpfulness of the staff at the station**

(267)

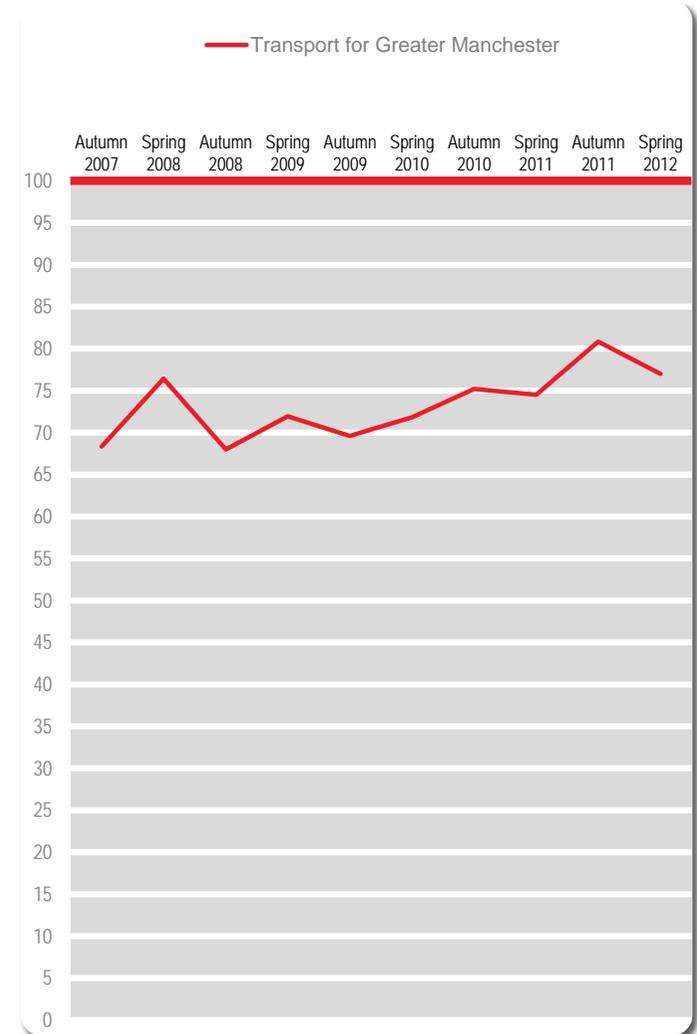
Percentage of passengers satisfied 2007 to 2012



**Connections with other forms of public transport from the station**

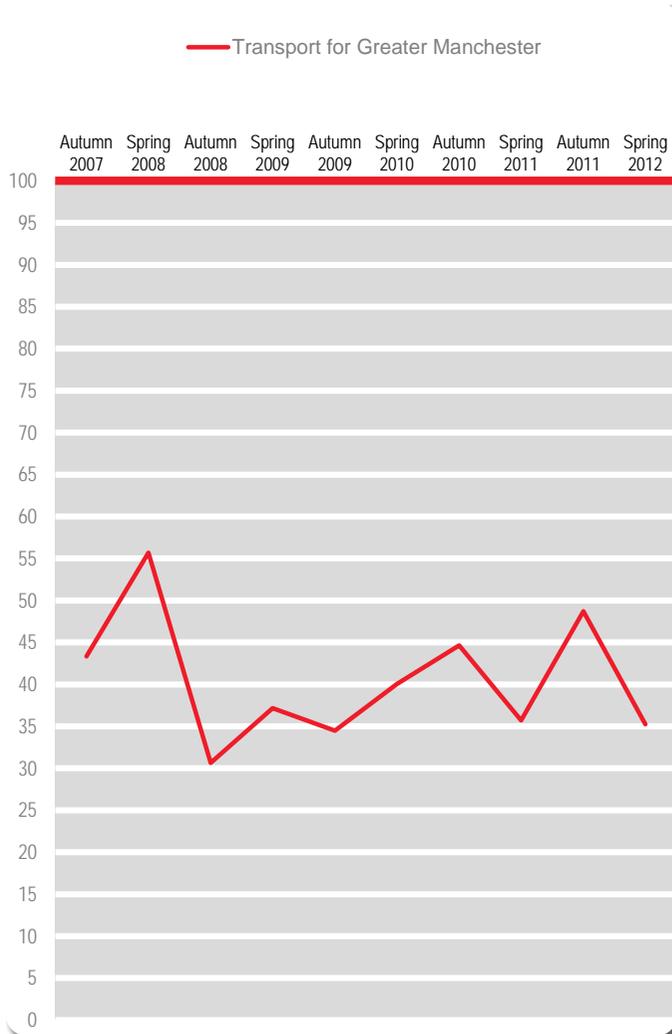
(243)

Percentage of passengers satisfied 2007 to 2012



**Facilities for car parking at the station**

**(120)**  
Percentage of passengers satisfied 2007 to 2012



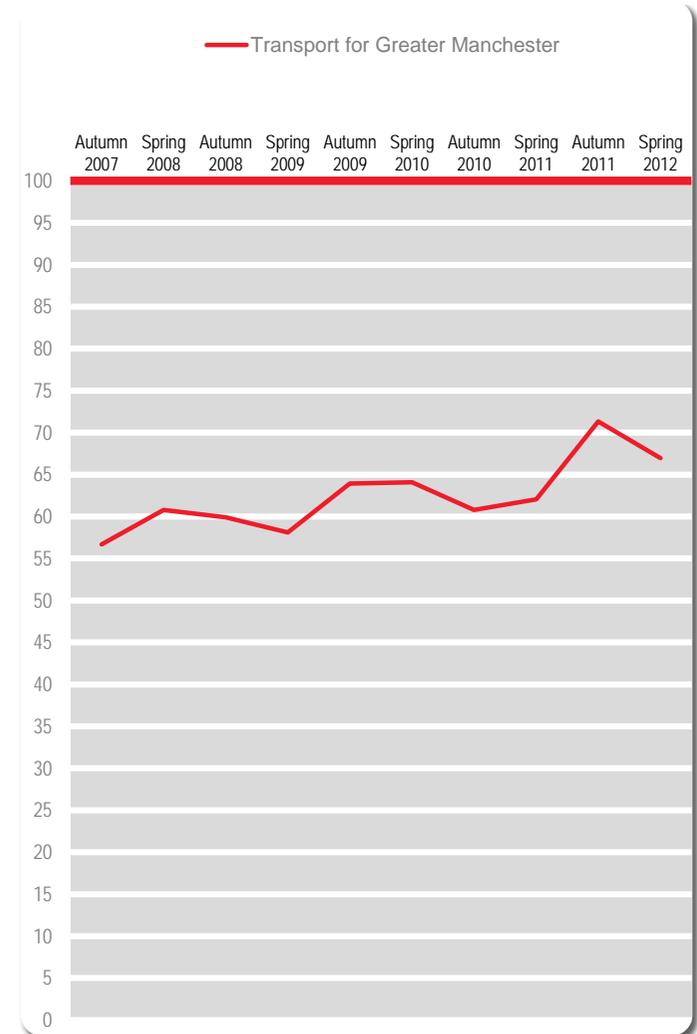
**Overall station environment**

**(335)**  
Percentage of passengers satisfied 2007 to 2012



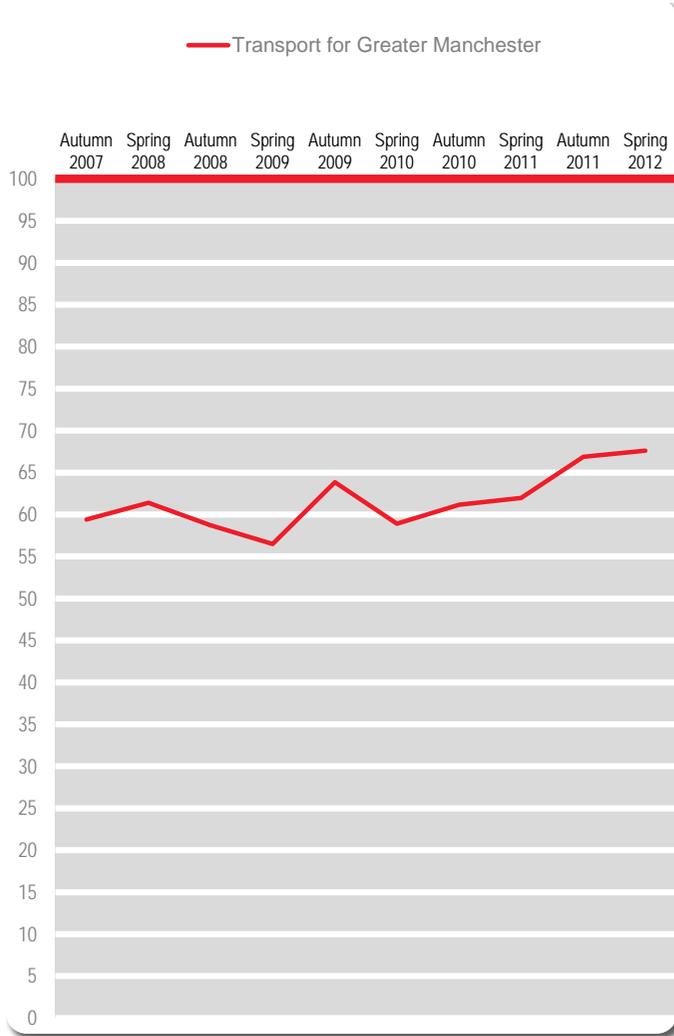
**Your personal security whilst using the station**

**(299)**  
Percentage of passengers satisfied 2007 to 2012



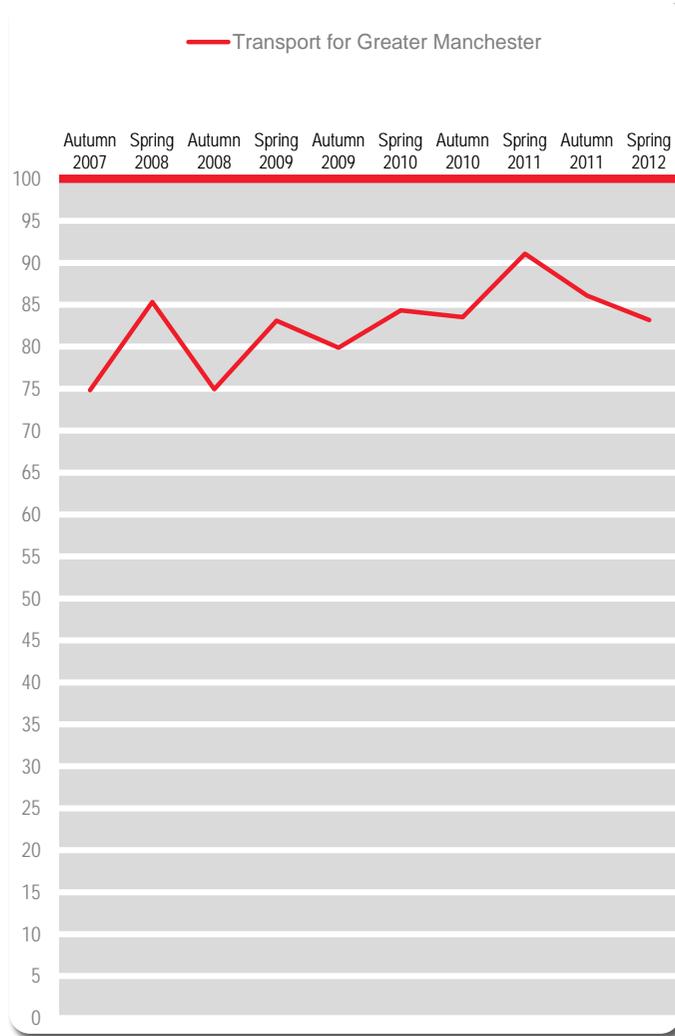
**The availability of staff at the station**

**(288)**  
Percentage of passengers satisfied 2007 to 2012



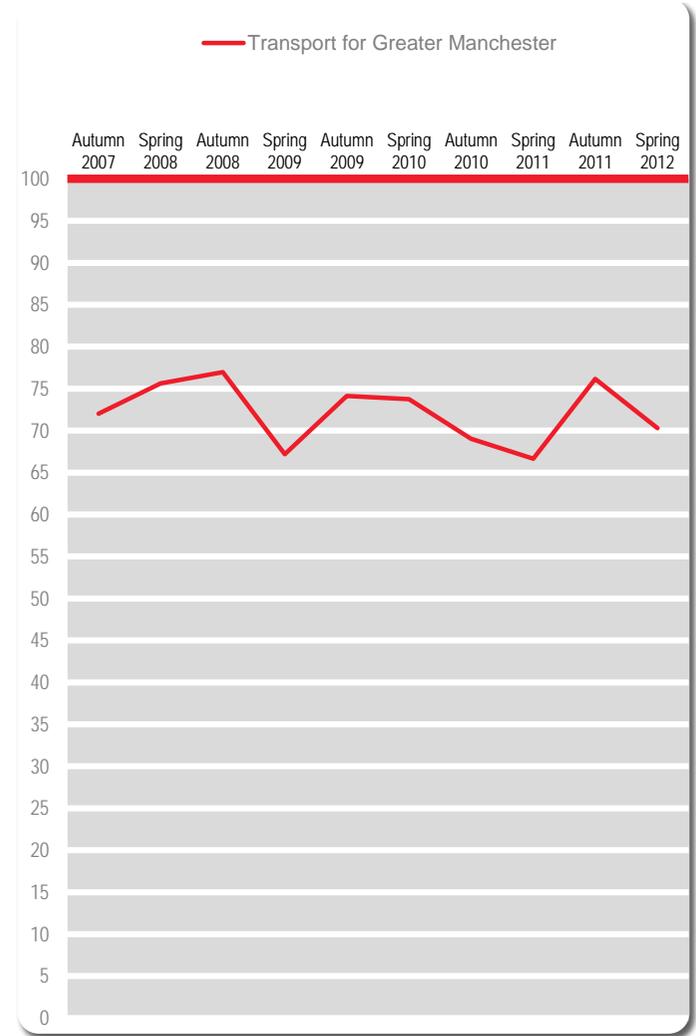
**How request to station staff was handled**

**(54)**  
Percentage of passengers satisfied 2007 to 2012



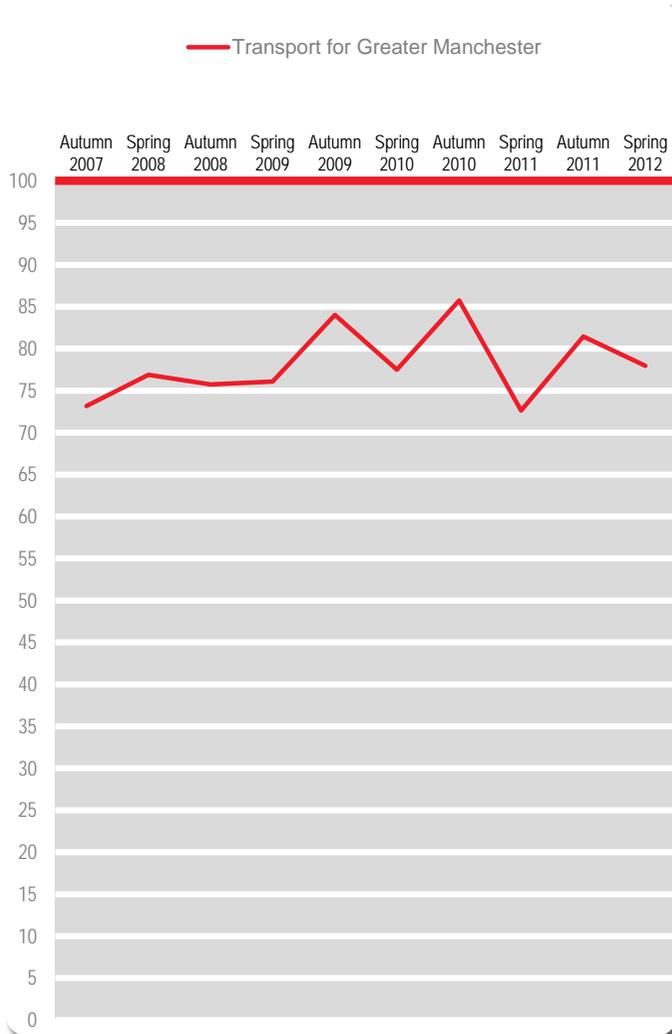
**The frequency of trains on that route**

**(334)**  
Percentage of passengers satisfied 2007 to 2012



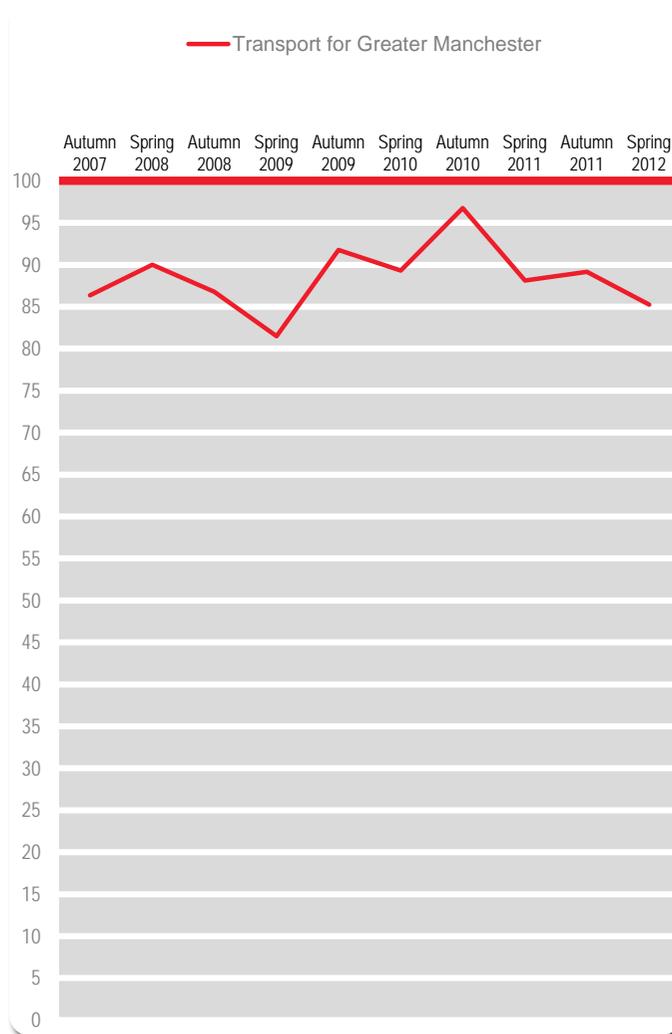
**Punctuality/reliability (i.e. train arriving/departing on time)**

**(332)**  
Percentage of passengers satisfied 2007 to 2012



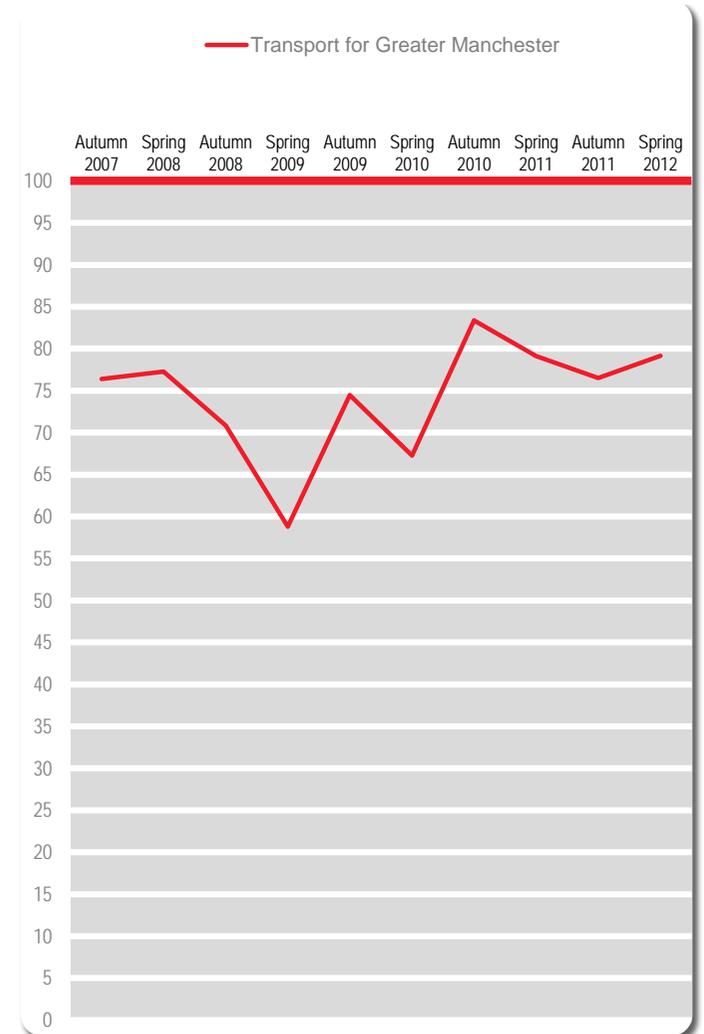
**The length of time the journey was scheduled to take (speed)**

**(330)**  
Percentage of passengers satisfied 2007 to 2012



**Connections with other train services**

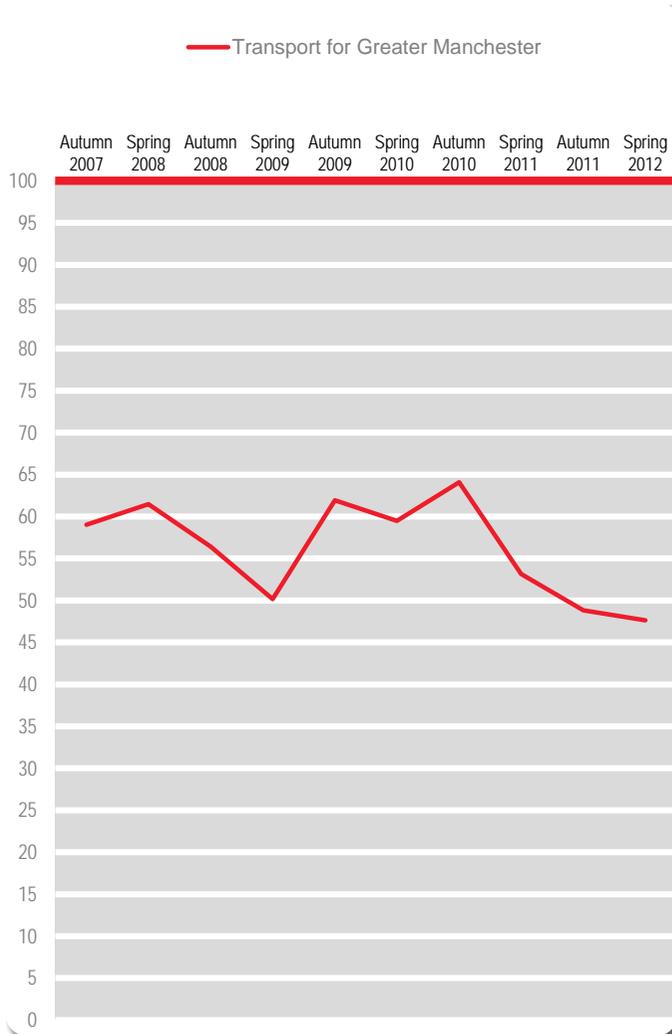
**(165)**  
Percentage of passengers satisfied 2007 to 2012



**The value for money for the price of your ticket**

**(323)**

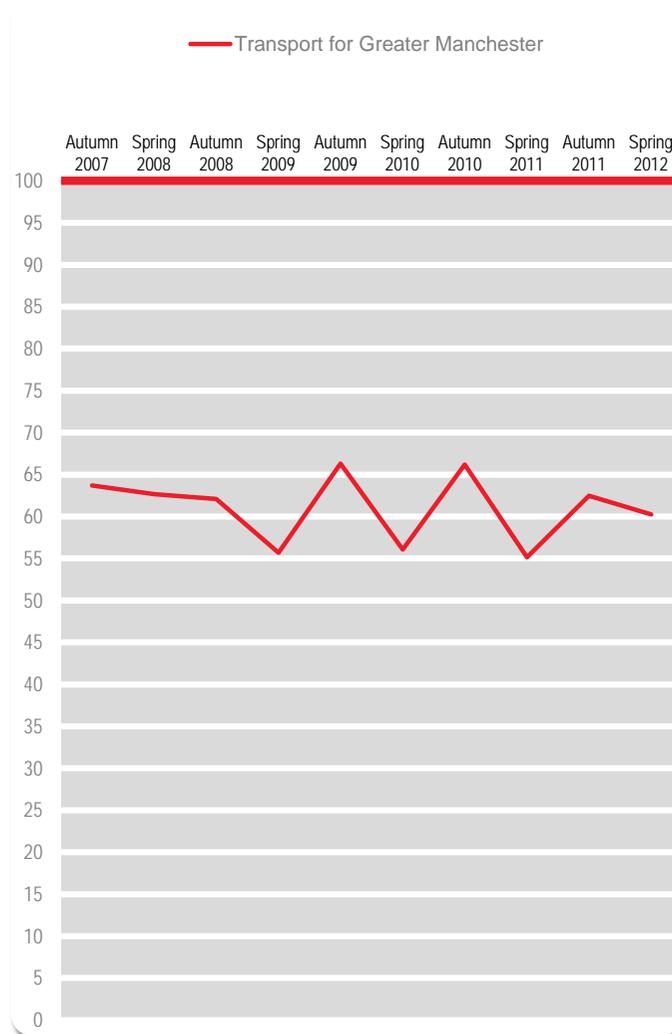
Percentage of passengers satisfied 2007 to 2012



**Cleanliness of the train**

**(342)**

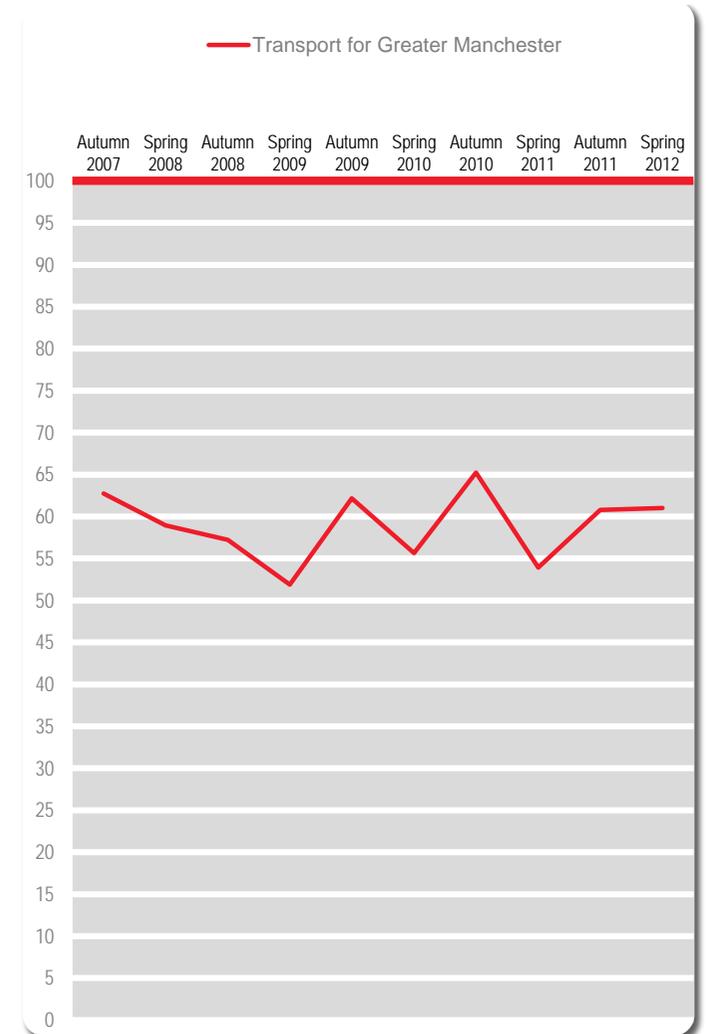
Percentage of passengers satisfied 2007 to 2012



**Upkeep and repair of the train**

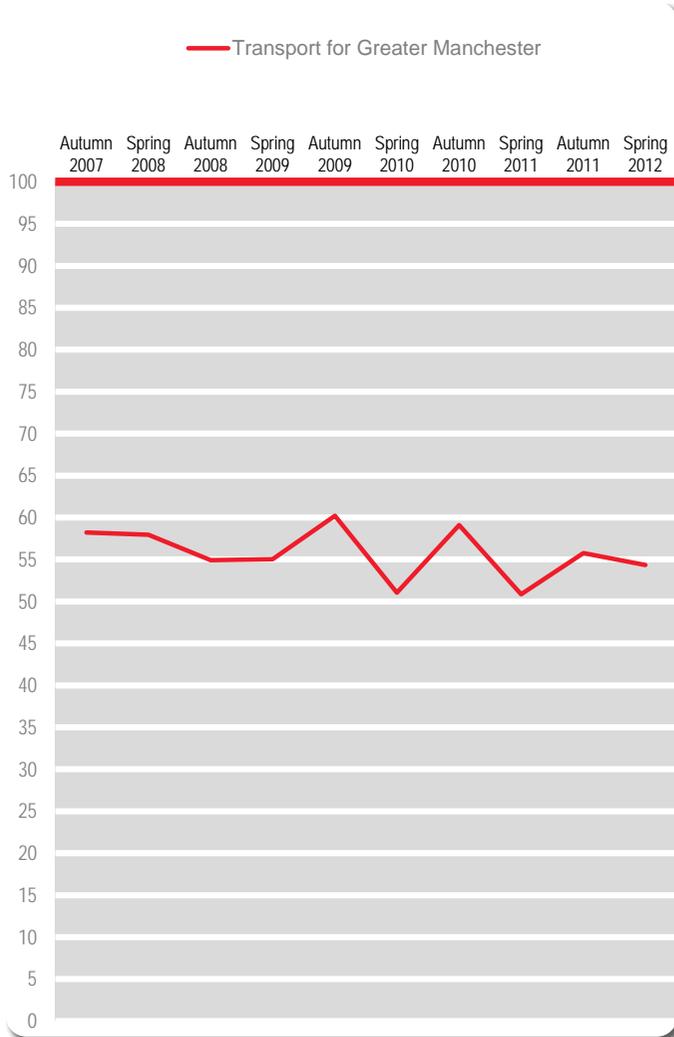
**(336)**

Percentage of passengers satisfied 2007 to 2012



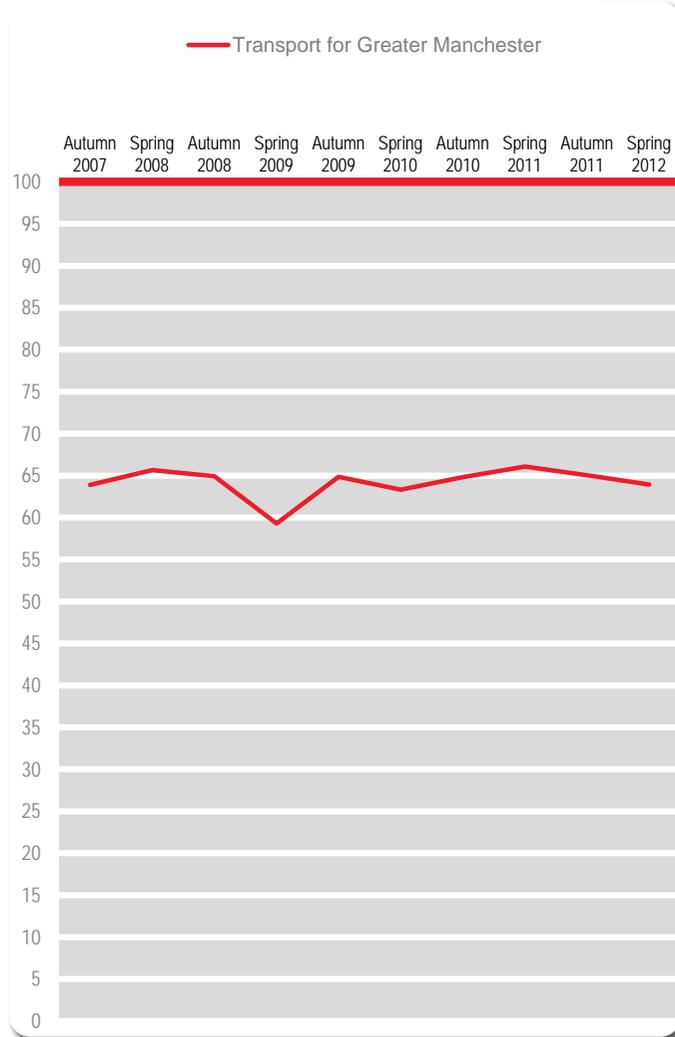
**The provision of information during the journey**

(296)  
Percentage of passengers satisfied 2007 to 2012



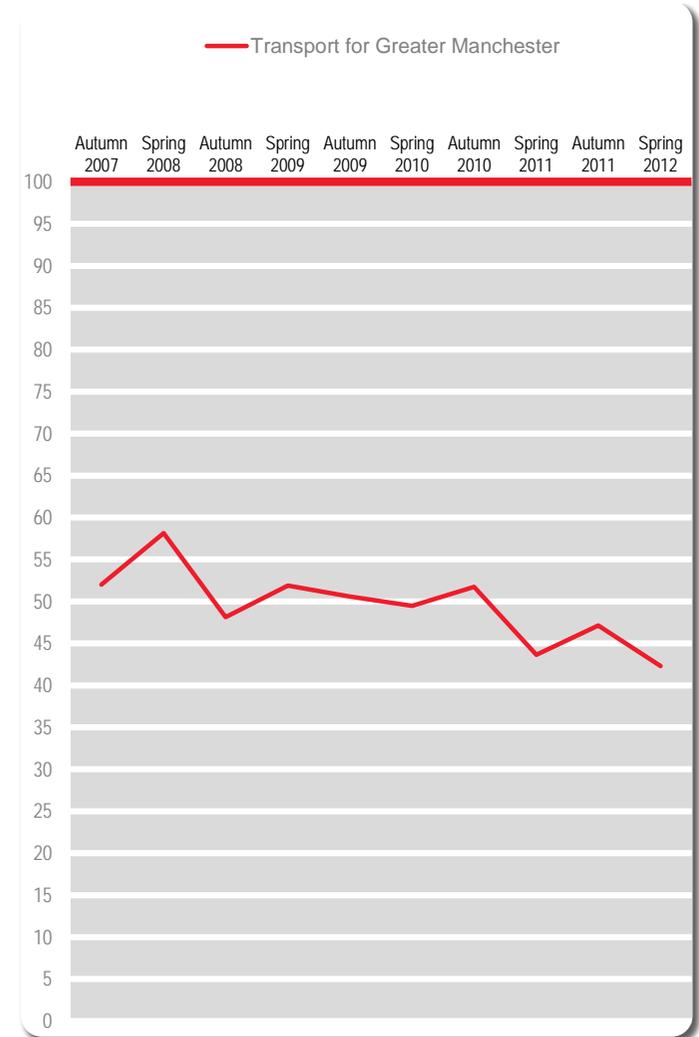
**The helpfulness and attitude of staff on train**

(207)  
Percentage of passengers satisfied 2007 to 2012



**The space for luggage**

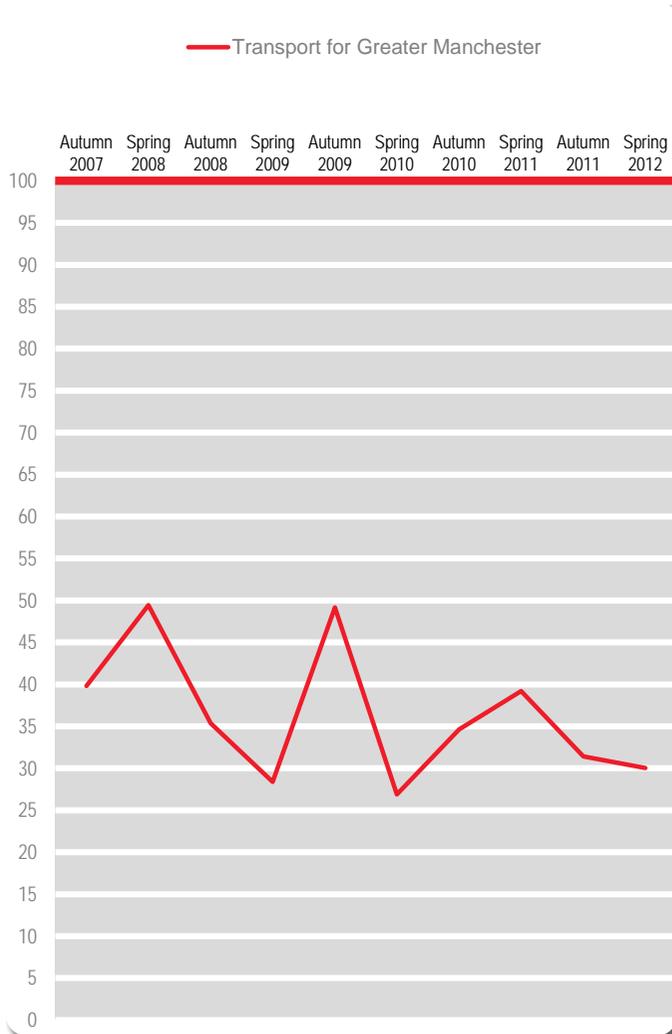
(252)  
Percentage of passengers satisfied 2007 to 2012



**Toilet facilities on train**

(105)

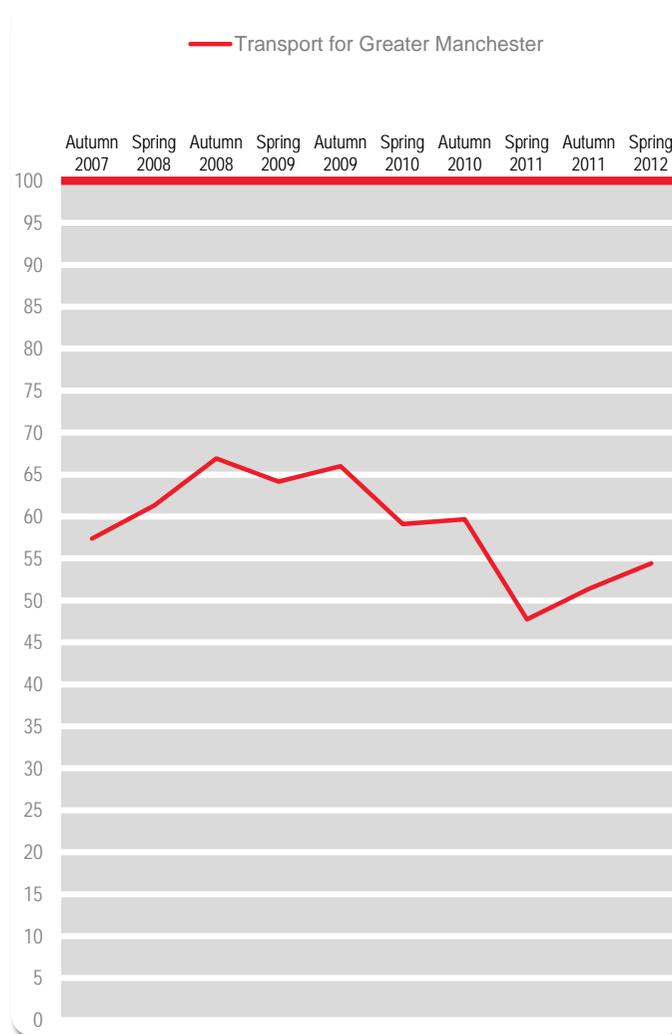
Percentage of passengers satisfied 2007 to 2012



**Sufficient room for all the passengers to sit/stand**

(335)

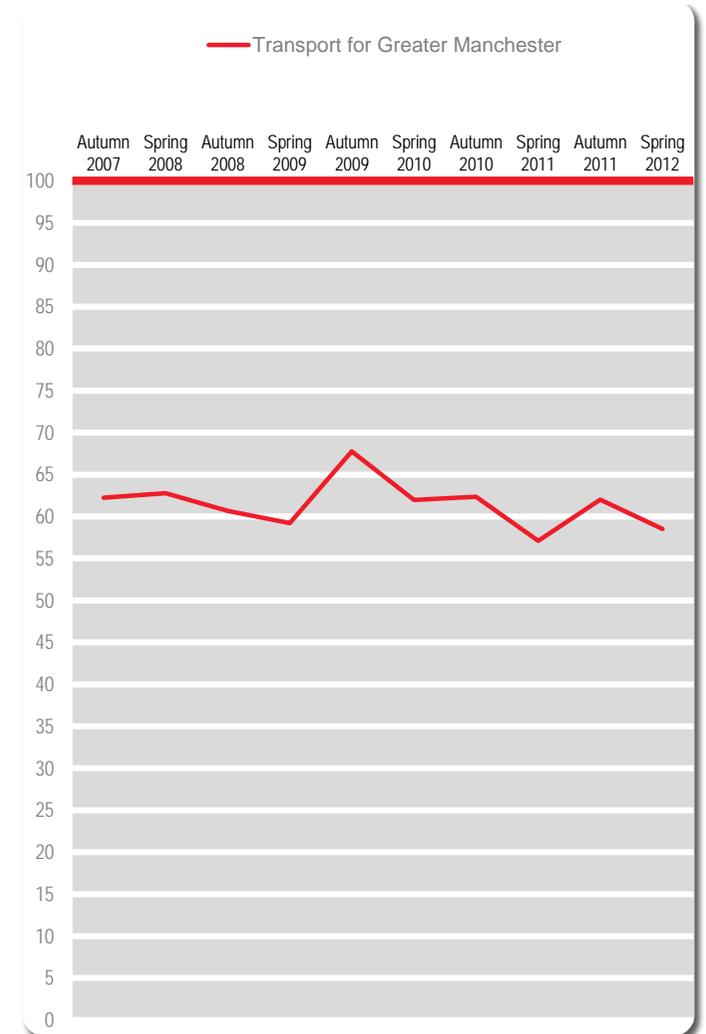
Percentage of passengers satisfied 2007 to 2012



**The comfort of the seating area**

(325)

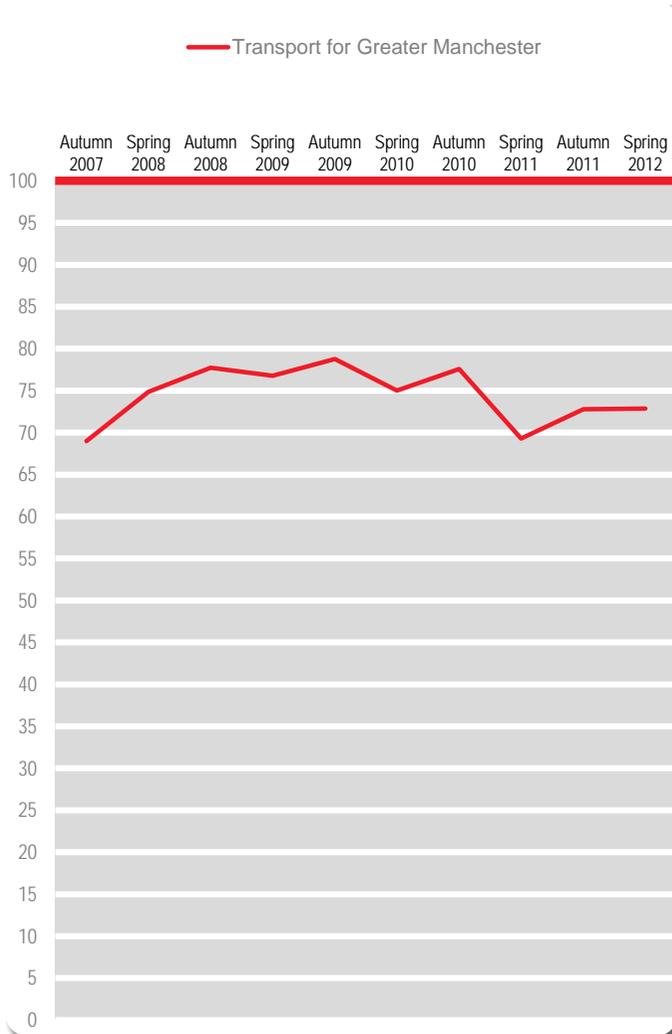
Percentage of passengers satisfied 2007 to 2012



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

(334)

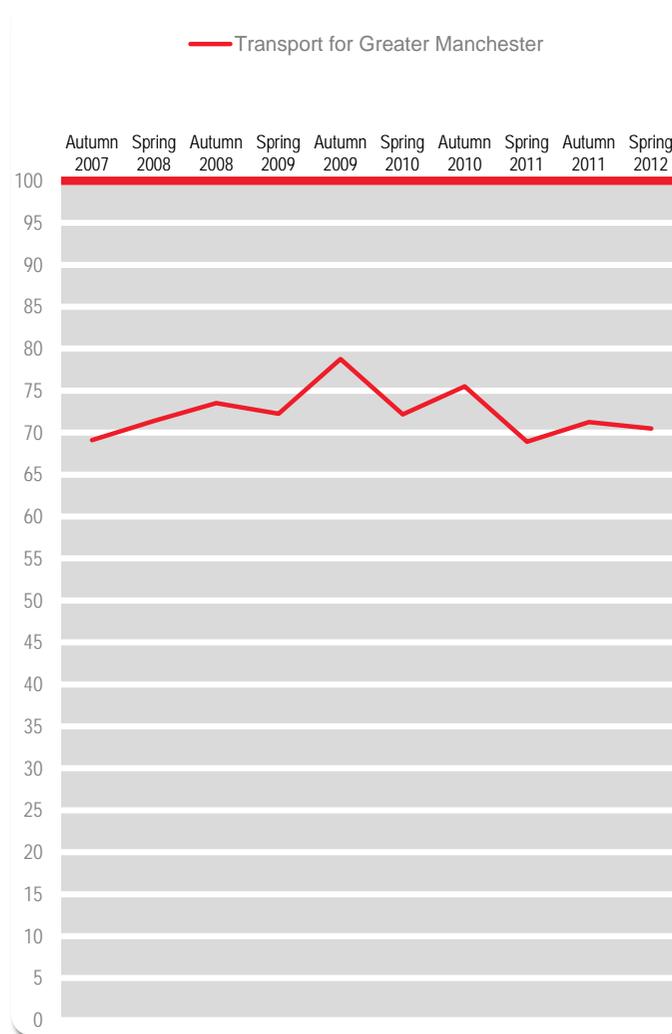
Percentage of passengers satisfied 2007 to 2012



**Your personal security whilst on board**

(317)

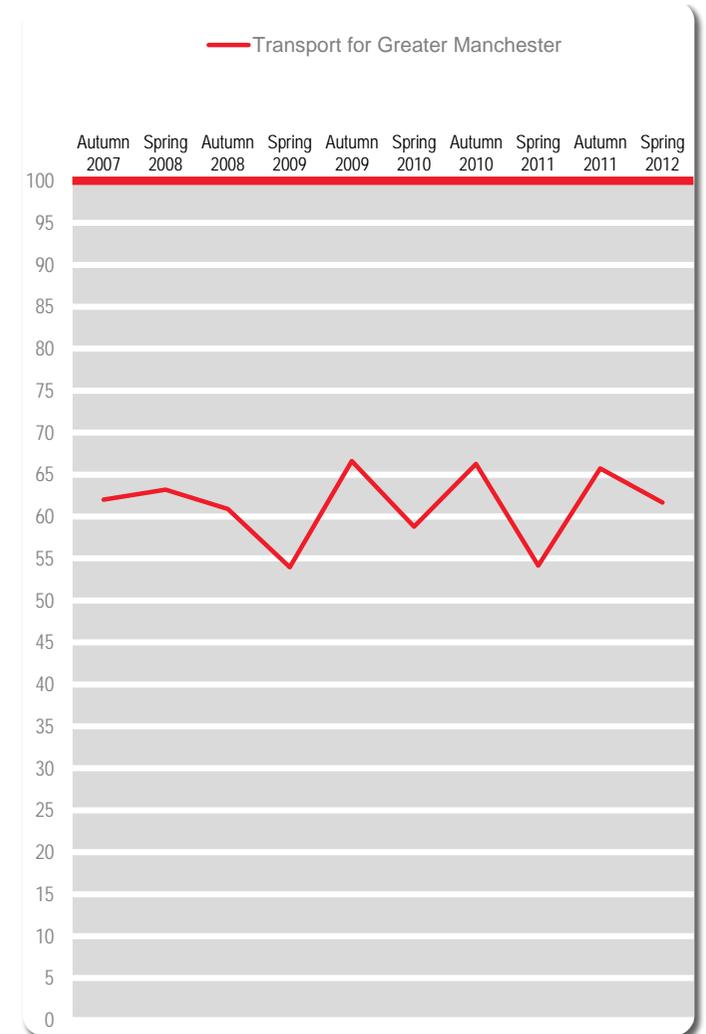
Percentage of passengers satisfied 2007 to 2012



**The cleanliness of the inside of the train**

(336)

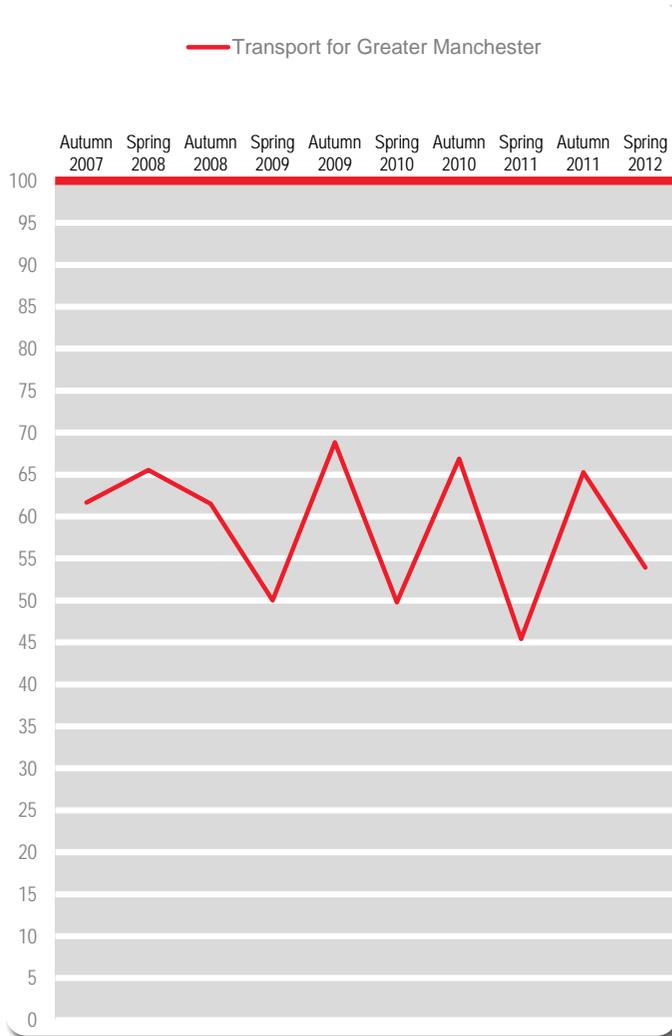
Percentage of passengers satisfied 2007 to 2012



**The cleanliness of the outside of the train**

(279)

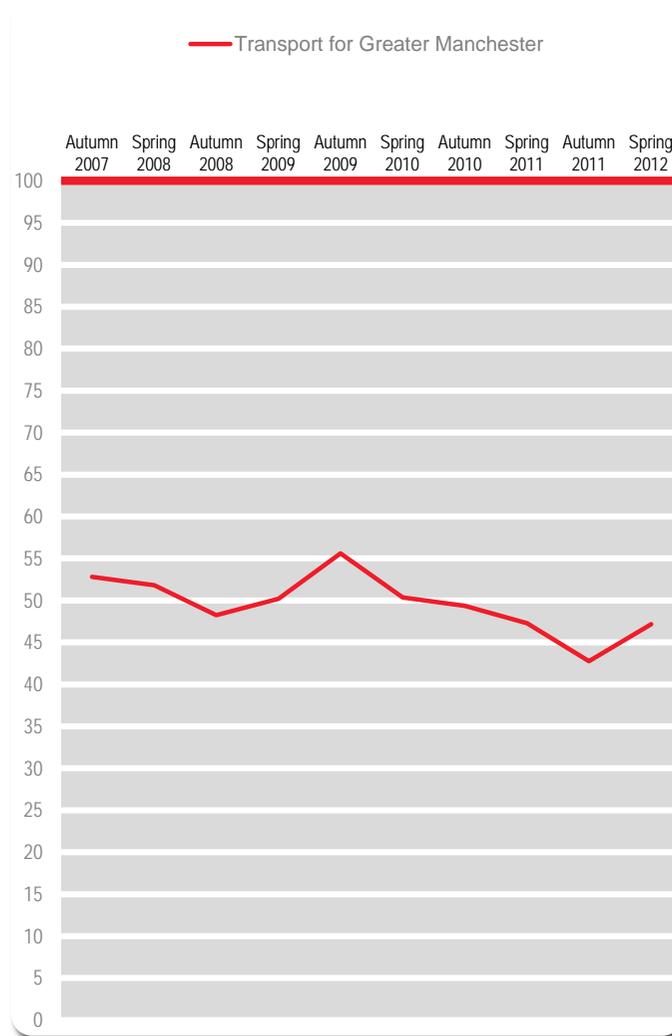
Percentage of passengers satisfied 2007 to 2012



**The availability of staff on the train**

(282)

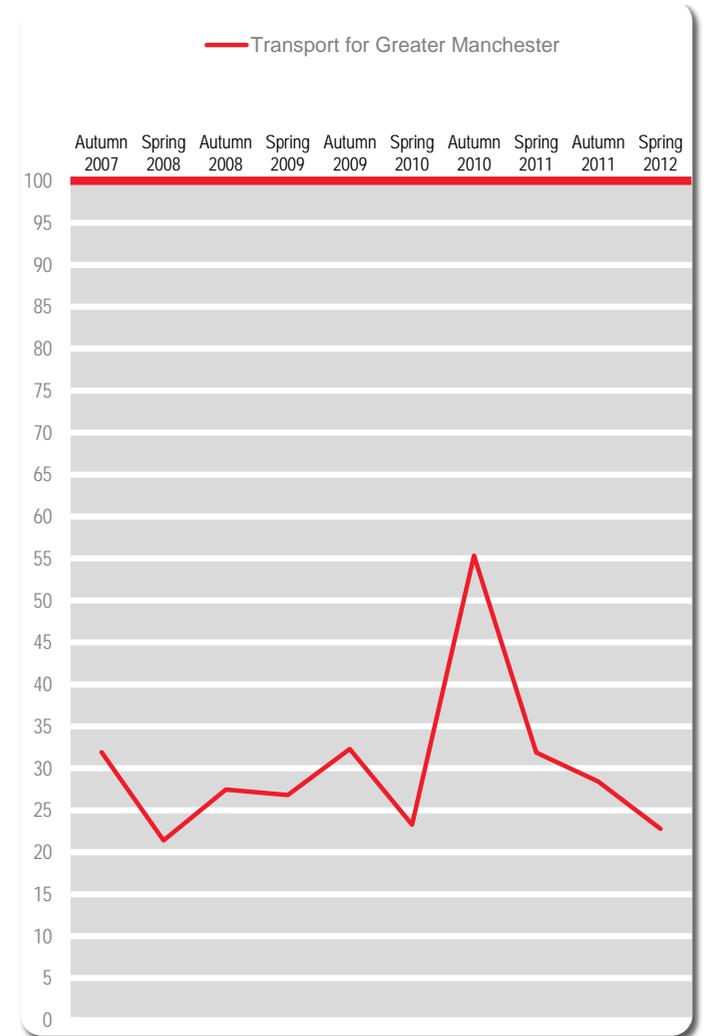
Percentage of passengers satisfied 2007 to 2012



**How well train company dealt with delay**

(50)

Percentage of passengers satisfied 2007 to 2012



## Sample profile for Transport for Greater Manchester

	Spring 2012 %	Spring 2011 %		Spring 2012 %	Spring 2011 %
<b>SEX</b>			<b>DELAYS</b>		
Male	45	39	None	82	80
Female	55	61	Minor	16	17
Not stated	1	1	Major	1	2
			Not stated	1	2
<b>AGE</b>			<b>REGULAR TRAVELLER</b>		
16-25	18	16	Yes	69	71
26-34	15	16	No	31	29
35-44	13	19			
45-54	19	14			
55-59	11	10	<b>TIME OF TRAVEL</b>		
60-64	8	10	Peak		
65+	15	15	Off-peak		
Not stated	1	1			
<b>JOURNEY PURPOSE</b>			<b>ASKED FOR HELP OR INFORMATION</b>		
Commuter	50	50	Yes asked for help	9	6
Business	5	5	Yes asked for information	9	9
Leisure	45	45	Could not find anyone to ask	3	9
			No	77	77
			Not stated	3	2



## Station catchment area for Greater Manchester PTE

Station	Station	Station	Station
Altrincham	Fairfield	Lostock	Smithy Bridge
Appley Bridge	Farnworth	Manchester Airport	Stalybridge
Ardwick	Flixton	Manchester Oxford Road	Stockport
Ashburys	Flowery Field	Manchester Piccadilly	Strines
Ashton-under-Lyne	Gathurst	Manchester Victoria	Swinton (Lancashire)
Atherton	Gatley	Marple	Trafford Park
Belle Vue	Glazebrook	Mauldeth Road	Urmston
Blackrod	Glossop	Middlewood	Walkden
Bolton	Godley	Mills Hill	Westhoughton
Bramhall	Gorton	Milnrow	Wigan North Western
Bredbury	Greenfield	Moorside	Wigan Wallgate
Brinnington	Guide Bridge	Moses Gate	Woodley
Broadbottom	Hadfield	Mossley (Greater Manchester)	Woodsmoor
Bromley Cross	Hag Fold	Moston	
Bryn	Hale	Navigation Road	
Burnage	Hall I' Th' Wood	New Hey	
Castleton	Hattersley	New Mills Newtown	
Chassen Road	Hazel Grove	Newton for Hyde	
Cheadle Hulme	Heald Green	Oldham Mumps	
Clifton	Heaton Chapel	Oldham Werneth	
Daisy Hill	Hindley	Orrell	
Davenport	Hollinwood	Patricroft	
Dean Lane	Horwich Parkway	Pemberton	
Deansgate	Humphrey Park	Reddish North	
Denton	Hyde Central	Reddish South	
Derker	Hyde North	Rochdale	
Dinting	Ince (Manchester)	Romiley	
Disley	Irlam	Rose Hill Marple	
East Didsbury	Kearsley	Ryder Brow	
Eccles	Levenshulme	Salford Central	
Failsforth	Littleborough	Salford Crescent	

## 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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