



National Passenger Survey

TOC Report for Virgin Trains

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.

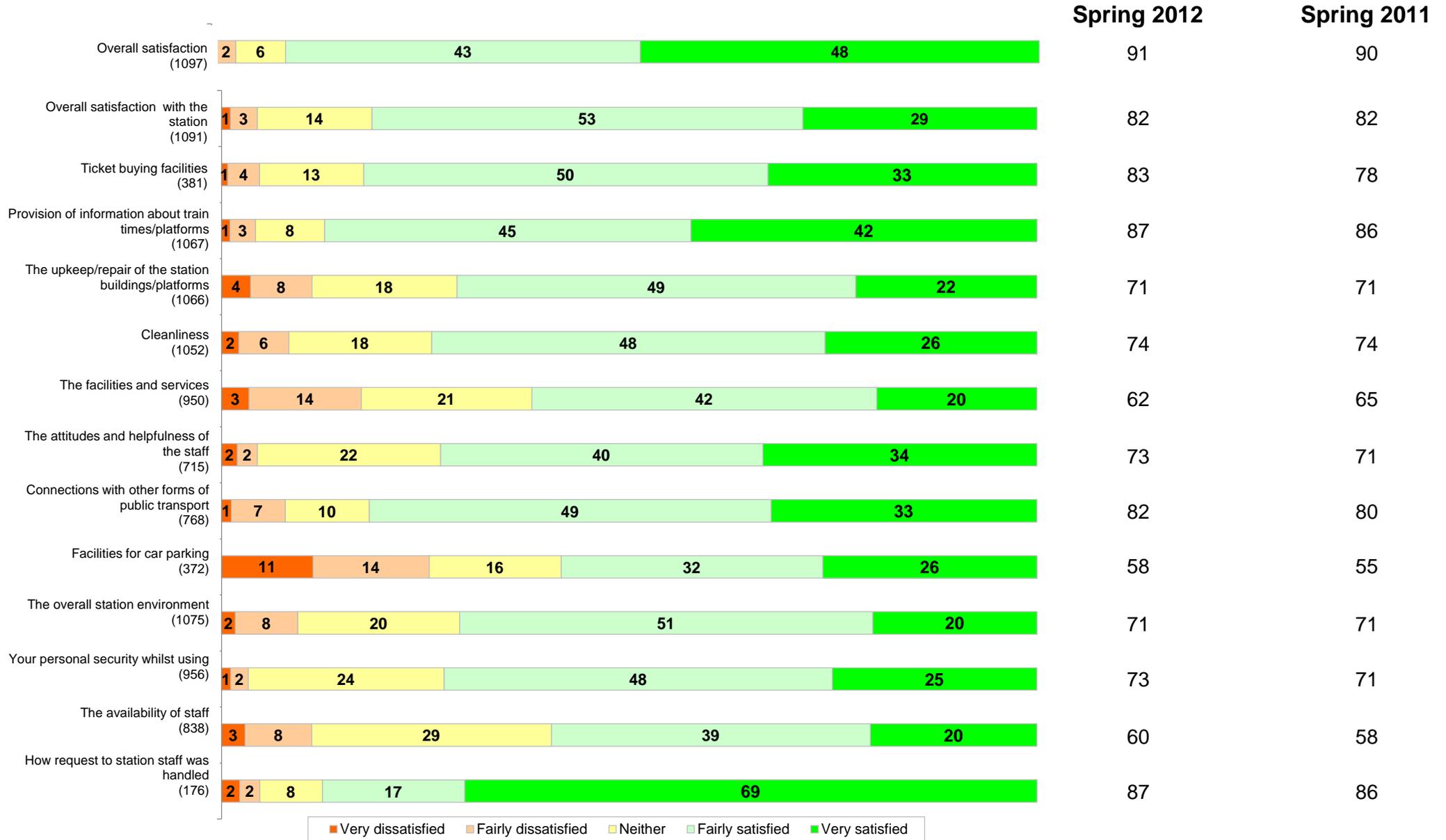
Engineering works particularly affected shifts scheduled to be conducted on weekends both on train and at stations run by London Overground and Wrexham and Shropshire respectively. All shifts were rescheduled and conducted on the weekends where possible.

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.

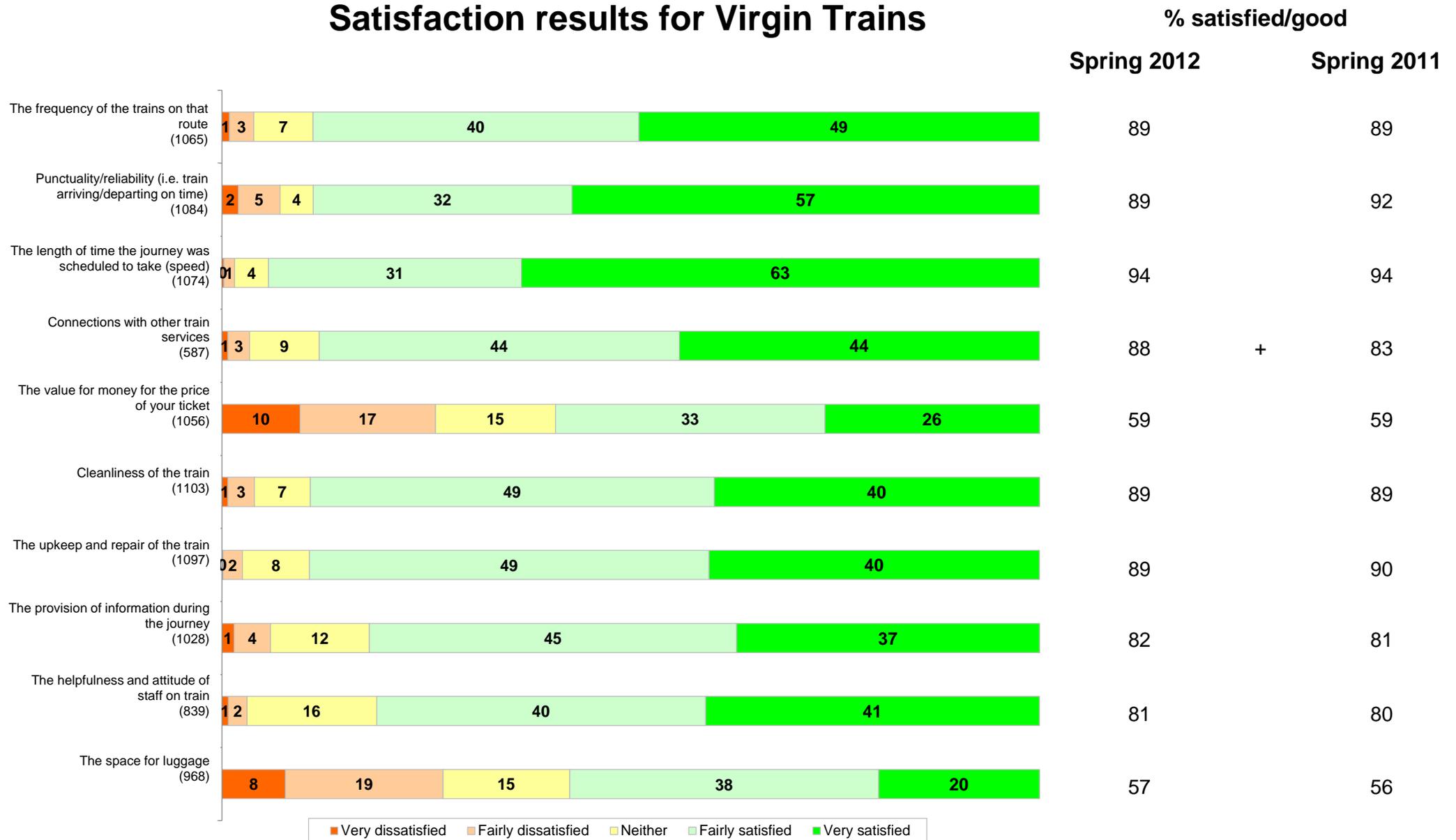
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for Virgin Trains



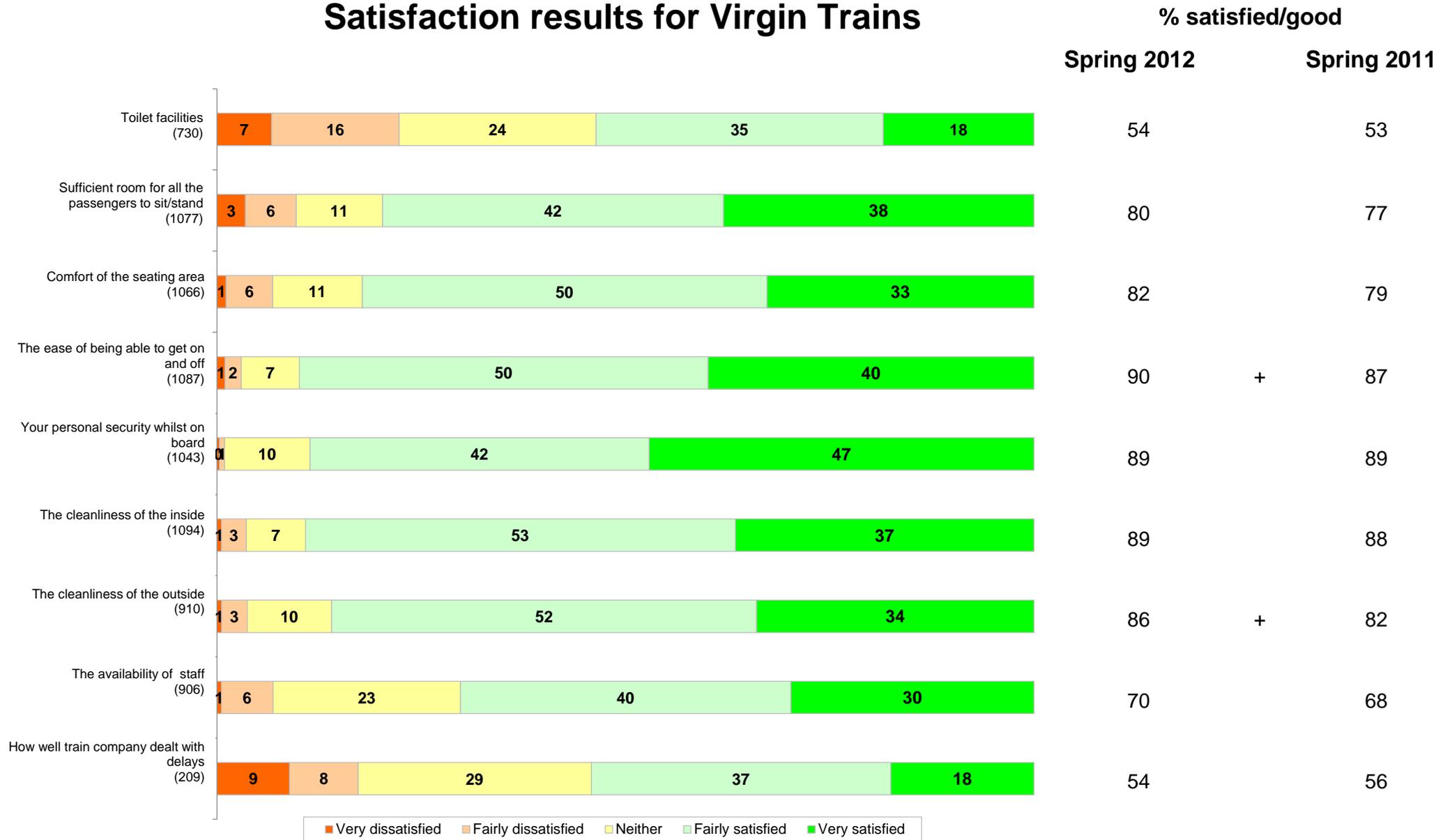
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for Virgin Trains



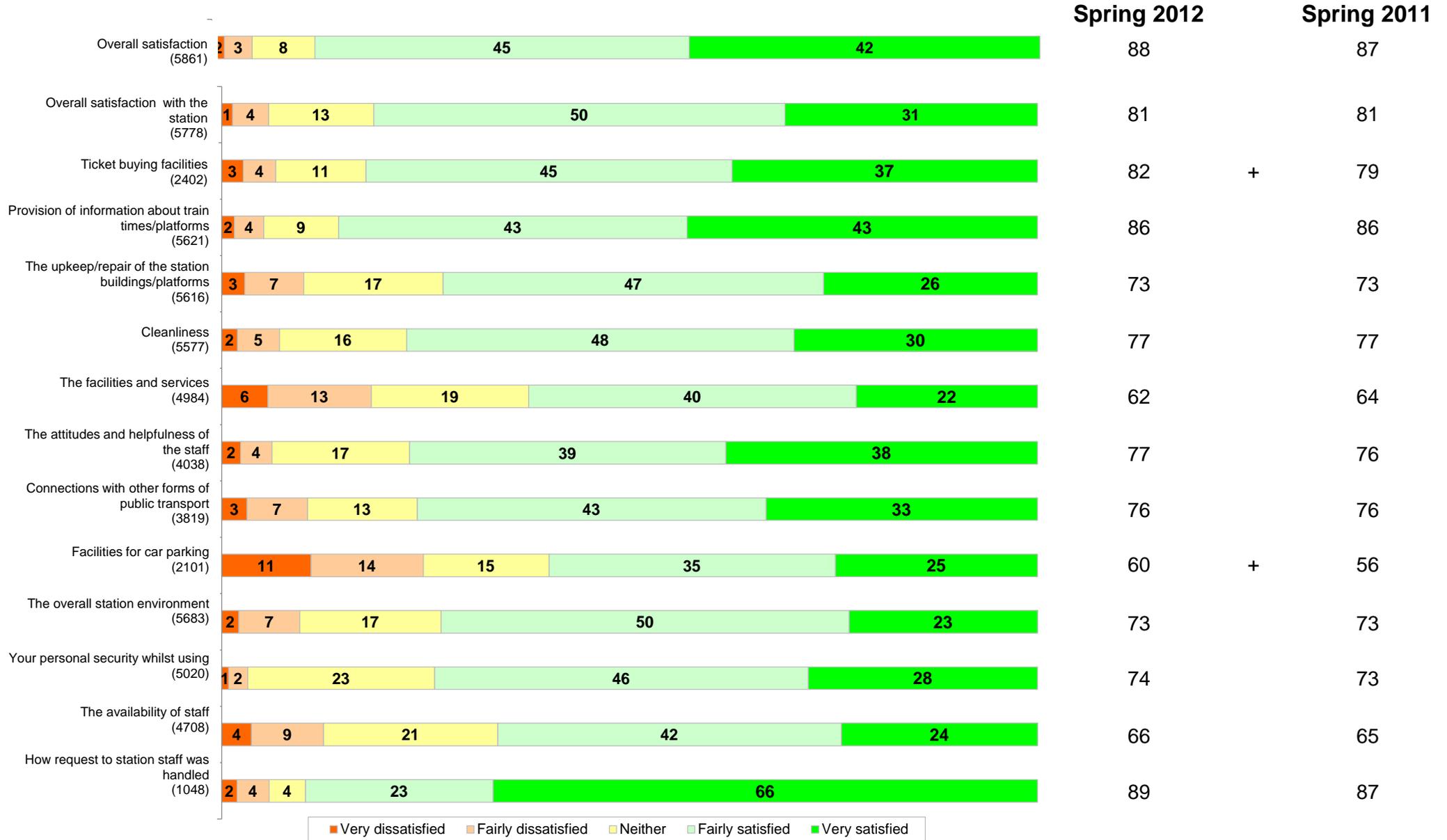
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for Virgin Trains



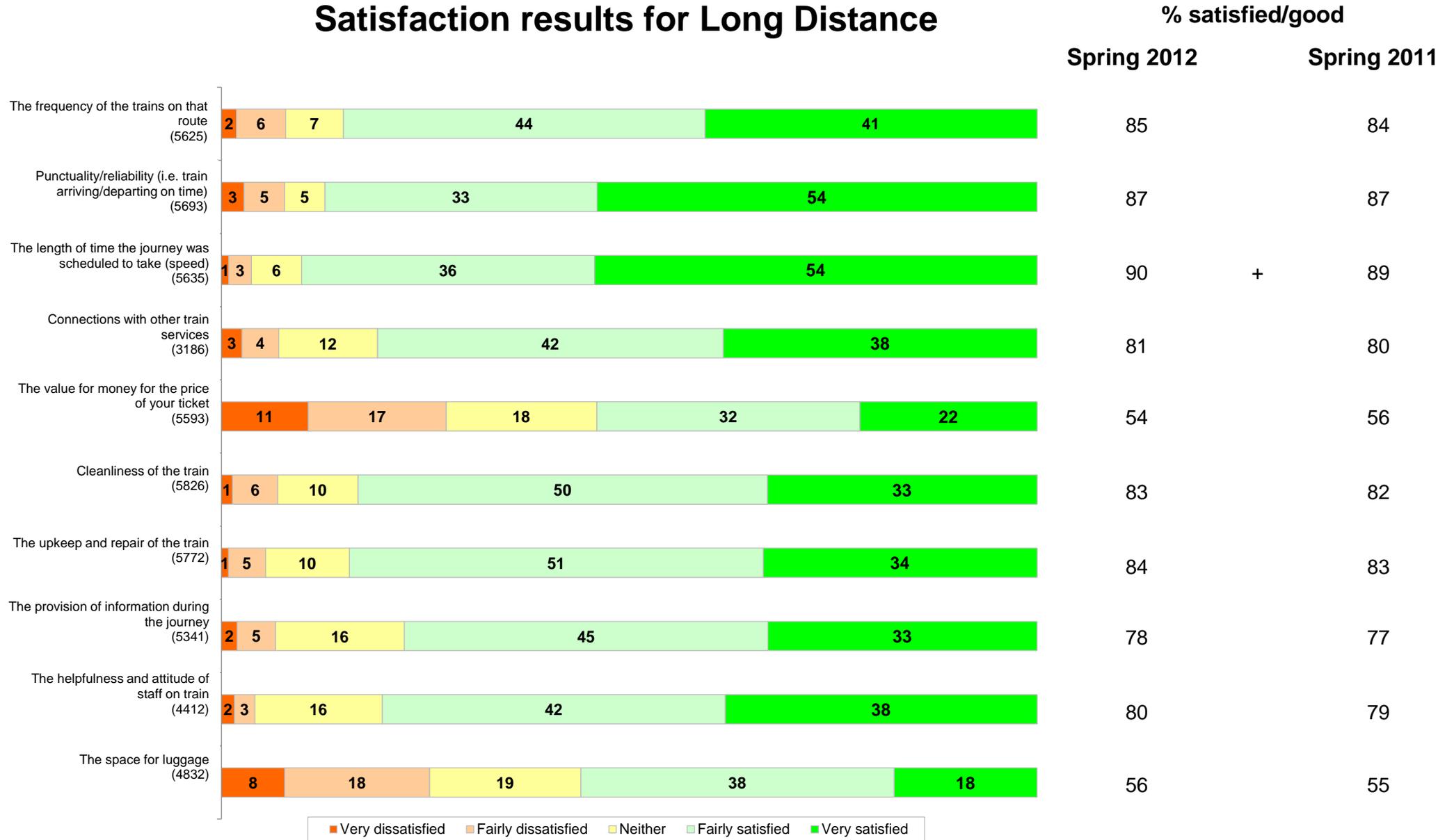
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for Long Distance



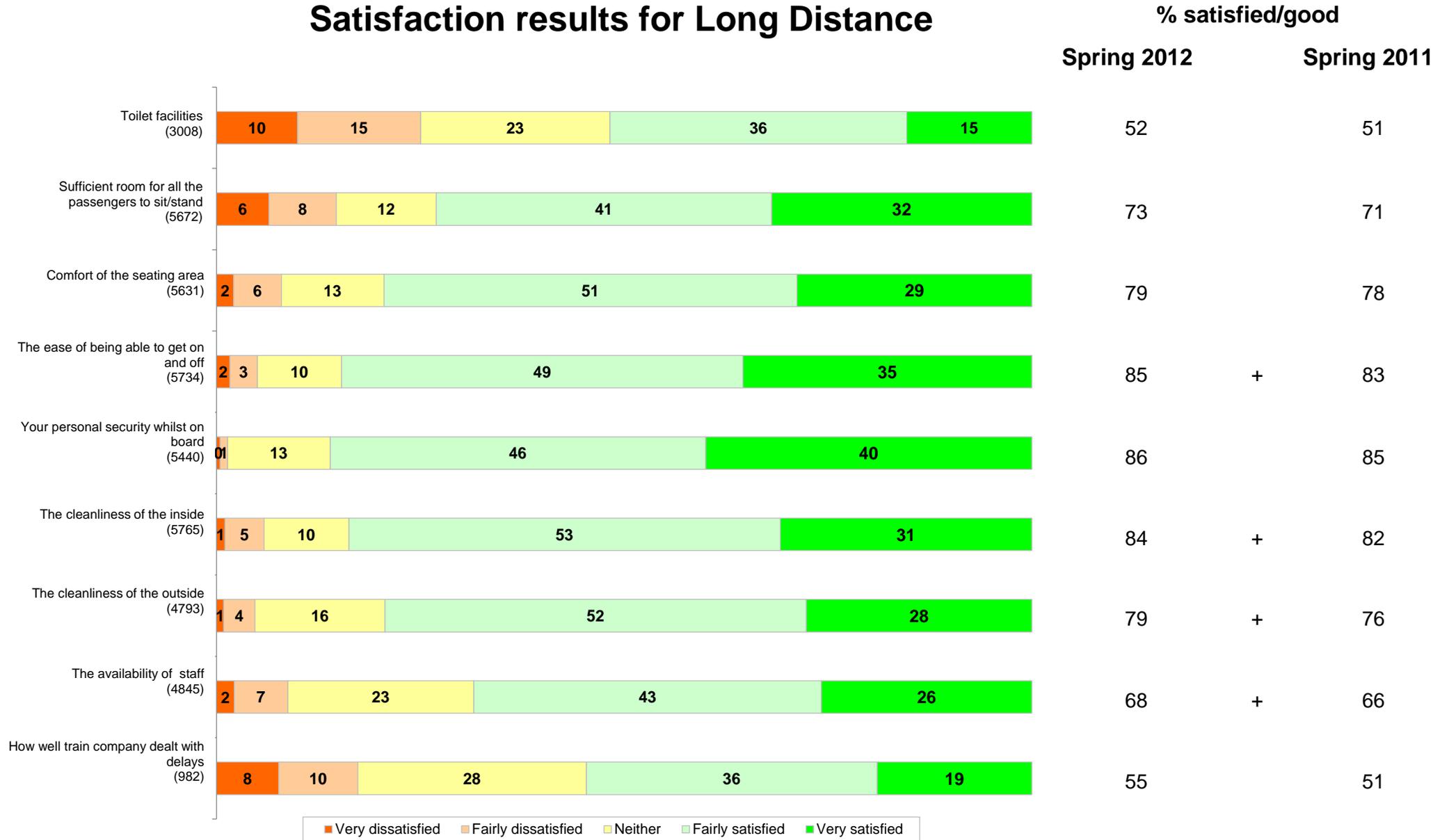
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for Long Distance



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

Satisfaction results for Long Distance



Virgin Trains performance versus Long Distance

	TOC	Sector	TOC Index
Overall satisfaction	91	88	104%
Overall satisfaction with the station	82	81	100%
Ticket buying facilities	83	82	100%
Provision of information about train times/platforms	87	86	102%
The upkeep/repair of the station buildings/platforms	71	73	98%
Cleanliness	74	77	96%
The facilities and services	62	62	99%
The attitudes and helpfulness of the staff	73	77	95%
Connections with other forms of public transport	82	76	108%
Facilities for car parking	58	60	97%
Overall environment	71	73	97%
Your personal security whilst using	73	74	98%
The availability of staff	60	66	90%
How request to station staff was handled	87	89	98%

Virgin Trains performance versus Long Distance

	TOC	Sector	TOC Index
The frequency of the trains on that route	89	85	104%
Punctuality/reliability (i.e. the train arriving/departing on time)	89	87	102%
The length of time the journey was scheduled to take (speed)	94	90	105%
Connections with other train services	88	81	109%
The value for money for the price of your ticket	59	54	110%
Cleanliness of the train	89	83	107%
Upkeep and repair of the train	89	84	106%
The provision of information during the journey	82	78	106%
The helpfulness and attitude of staff on train	81	80	101%
The space for luggage	57	56	103%
The toilet facilities	54	52	104%
Sufficient room for all passengers to sit/stand	80	73	109%
The comfort of the seating area	82	79	103%
The ease of being able to get on and off	90	85	106%
Your personal security on board	89	86	103%
The cleanliness of the inside	89	84	106%
The cleanliness of the outside	86	79	108%
The availability of staff	70	68	103%
How well train company deals with delays	54	55	99%

Building block/route data for Virgin Trains

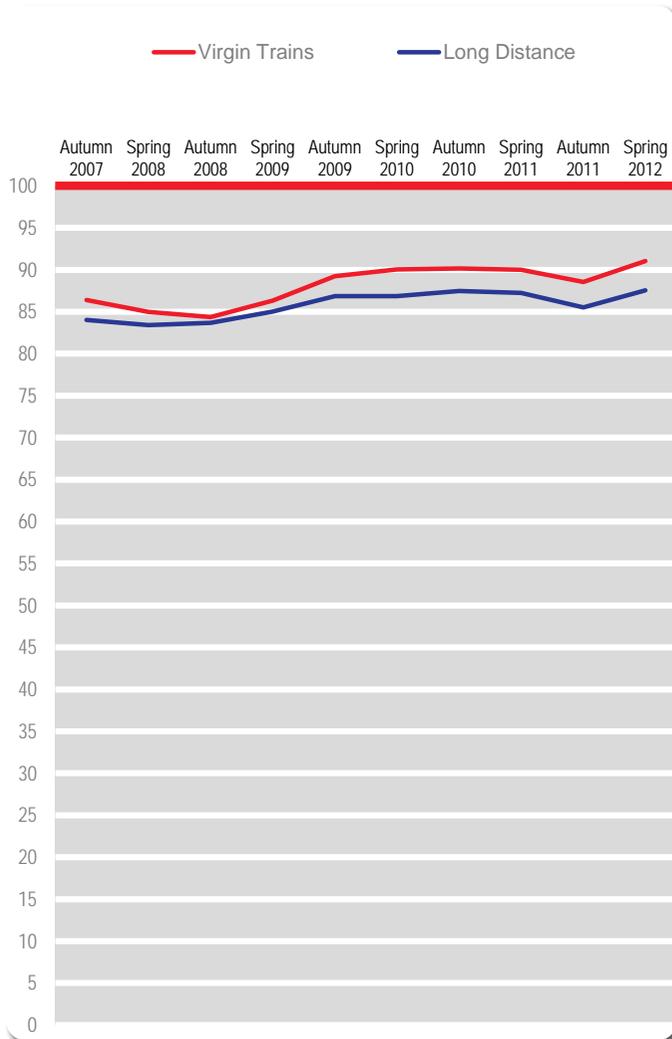
	Birming- ham to Scotland	London to Liverpool	London to Man- chester	London to North Wales	London to Scotland	London to Wolver- hampton
Overall satisfaction	90	92	91	92	91	90
Overall satisfaction with the station	76	86	86	87	76	79
Ticket buying facilities	83	79	84	85	80	83
Provision of information about train times/platforms	87	91	90	91	89	82
The upkeep/repair of the station buildings/platforms	66	75	78	80	66	66
Cleanliness	70	75	82	71	68	72
The facilities and services	66	73	68	60	57	56
The attitudes and helpfulness of the staff	73	71	73	76	75	73
Connections with other forms of public transport	76	90	79	91	73	85
Facilities for car parking	61	52	46	72	61	63
Overall environment	61	76	76	69	65	70
Your personal security whilst using	71	74	73	70	78	71
The availability of staff	68	59	61	61	60	56
How request to station staff was handled	92	88	87	96	91	78

Building block/route data for Virgin Trains

	Birming- -ham to Scotland	London to Liverpool	London to Man- chester	London to North Wales	London to Scotland	London to Wolver- hampton
The frequency of the trains on that route	82	85	95	90	84	89
Punctuality/reliability (i.e. the train arriving/departing on time)	81	93	91	98	85	88
The length of time the journey was scheduled to take (speed)	90	92	95	98	96	94
Connections with other train services	88	87	94	96	87	83
The value for money for the price of your ticket	61	62	60	52	54	60
Cleanliness of the train	90	90	90	86	86	90
Upkeep and repair of the train	89	89	90	85	86	92
The provision of information during the journey	81	80	84	68	84	83
The helpfulness and attitude of staff on train	86	80	83	63	81	82
The space for luggage	46	59	66	51	46	60
The toilet facilities	75	53	52	36	45	57
Sufficient room for all passengers to sit/stand	83	80	84	78	82	75
The comfort of the seating area	85	72	84	79	80	85
The ease of being able to get on and off	88	92	93	86	89	88
Your personal security on board	91	86	92	88	90	86
The cleanliness of the inside	85	88	91	95	86	90
The cleanliness of the outside	85	87	86	82	89	85
The availability of staff	70	76	76	52	74	66
How well train company deals with delays	51	43	76	22	55	40

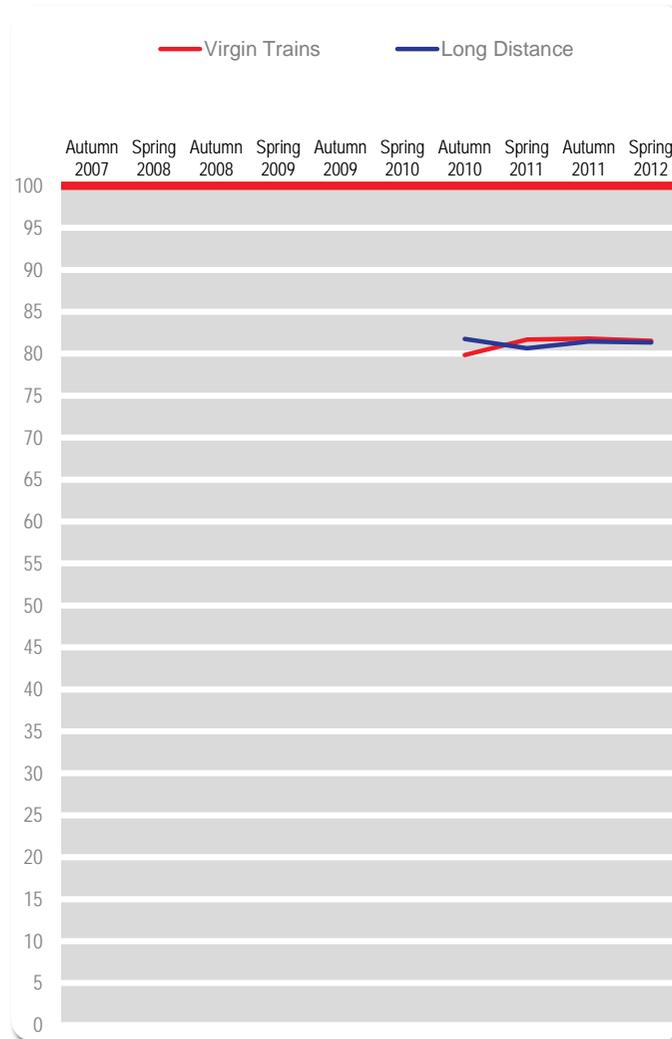
Overall satisfaction

(1097)
Percentage of passengers satisfied 2007 to 2012



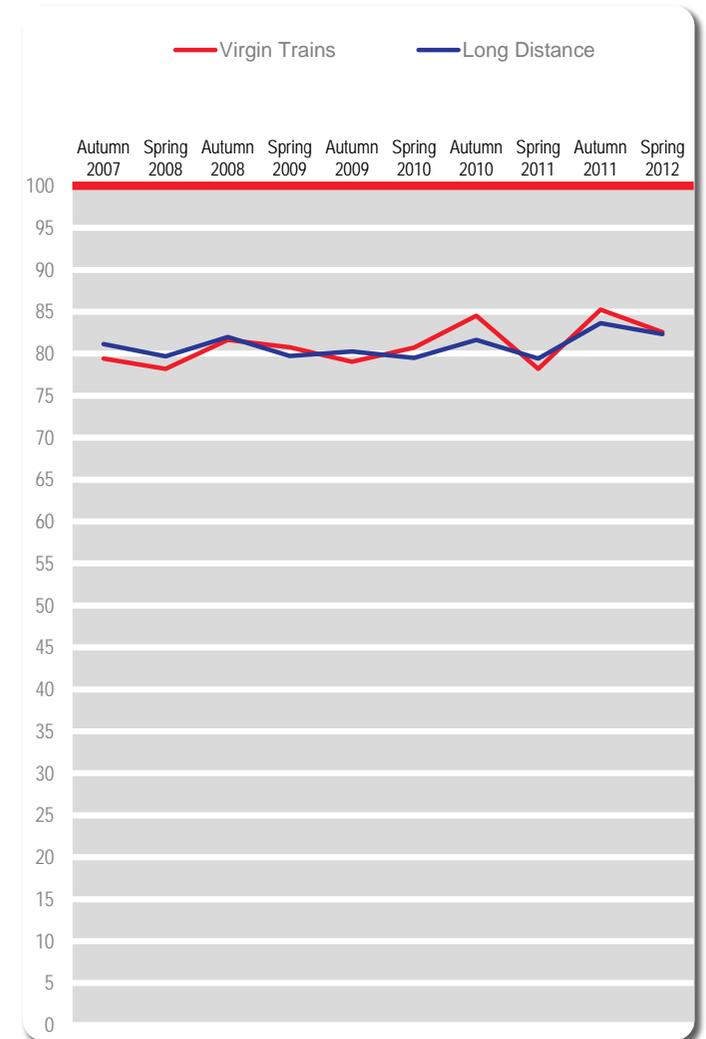
Overall station satisfaction

(1091)
Percentage of passengers satisfied 2007 to 2012



Ticket buying facilities

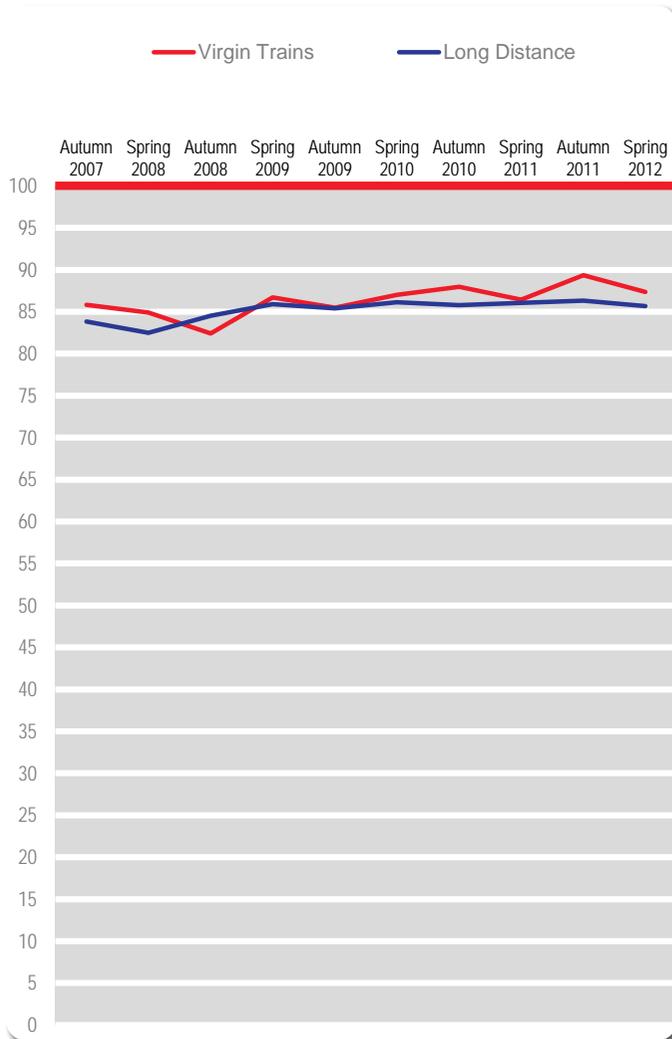
(381)
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

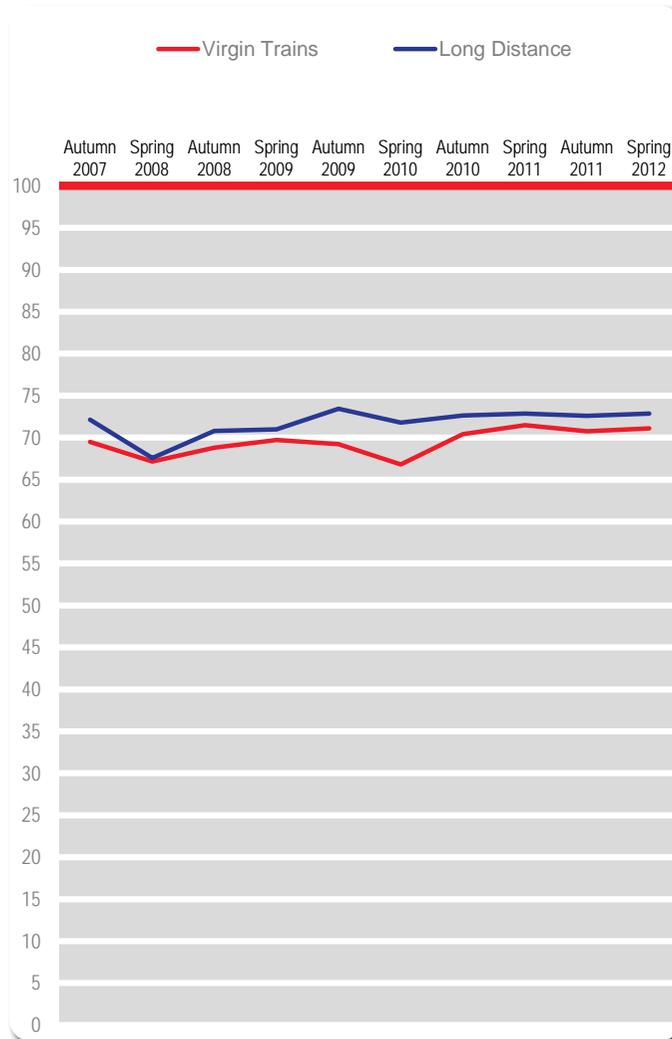
Provision of information about train times/platforms

(1067)
Percentage of passengers satisfied 2007 to 2012



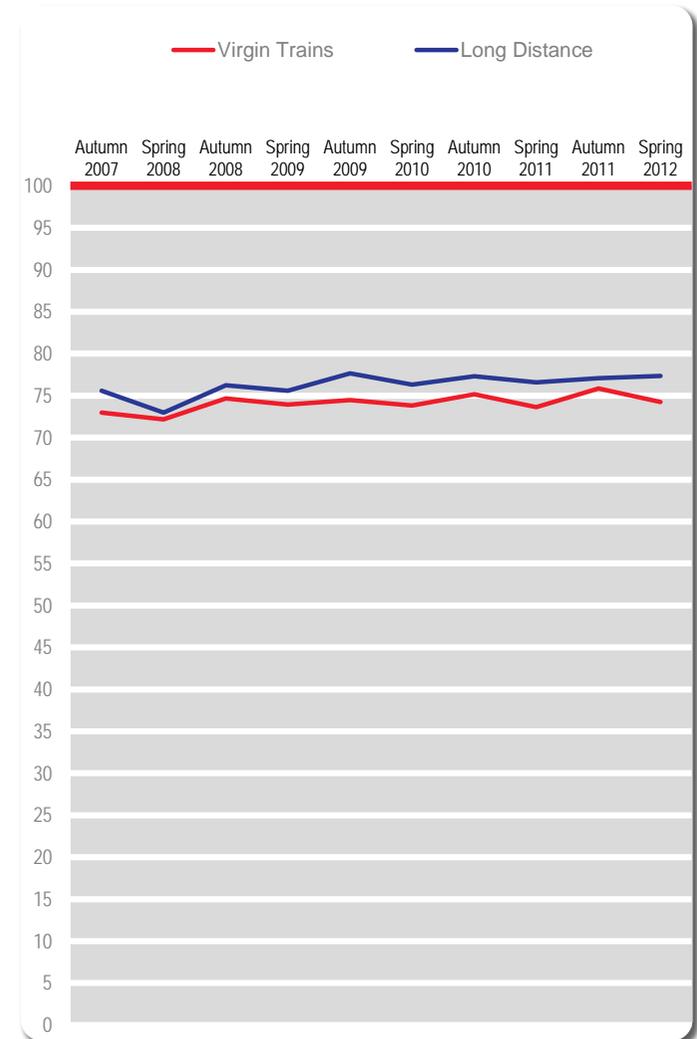
The upkeep/repair of the station building/platforms

(1066)
Percentage of passengers satisfied 2007 to 2012



Cleanliness of the station

(1052)
Percentage of passengers satisfied 2007 to 2012

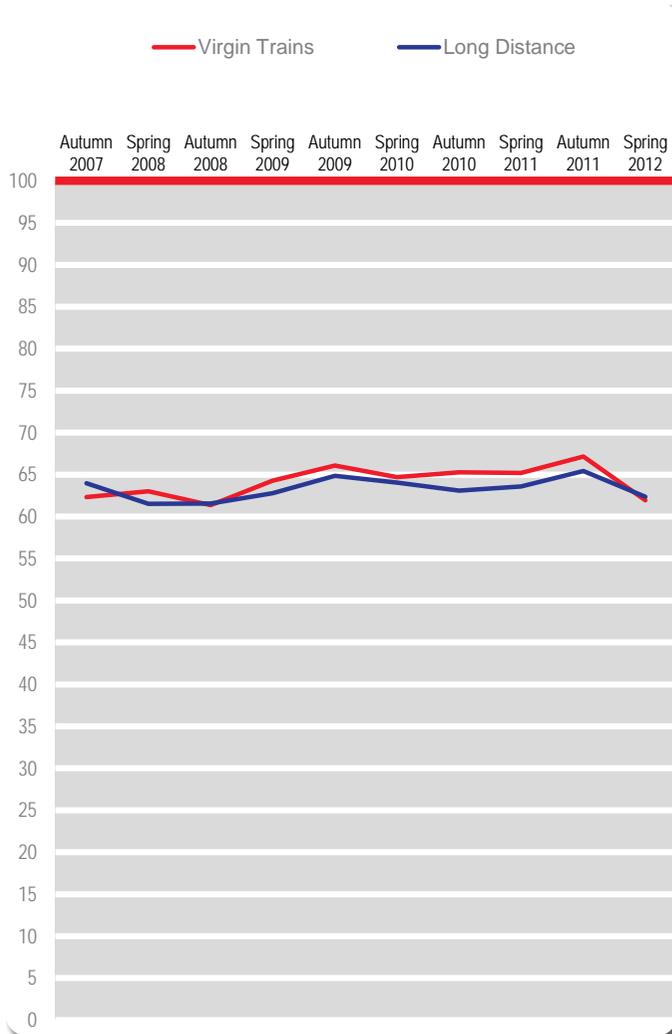


N.B. Benchmarks and targets are only shown for applicable factors

The facilities and services at the station

(950)

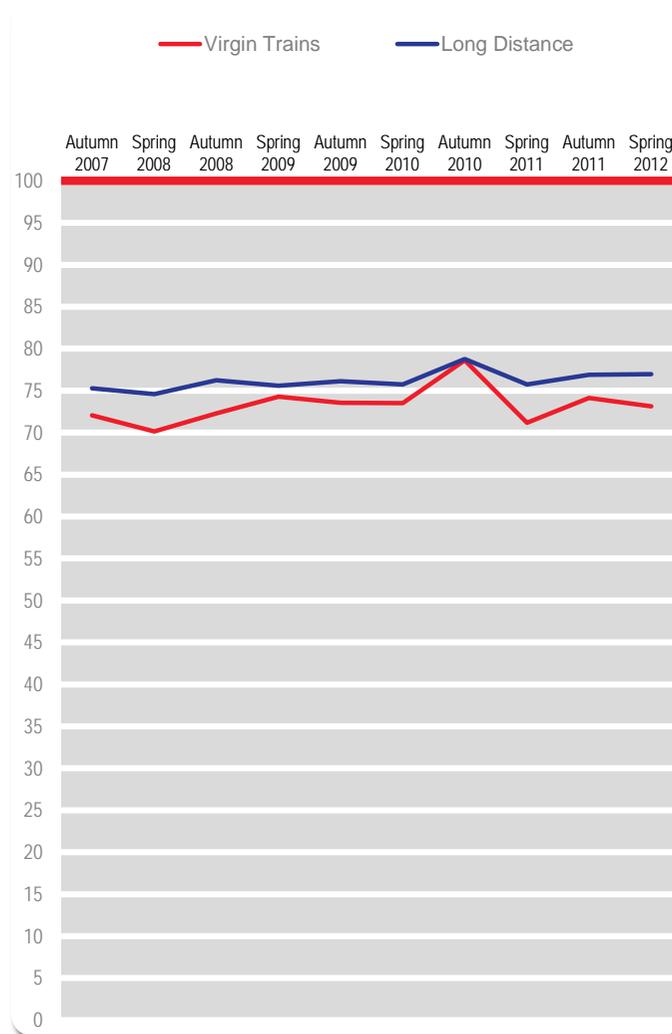
Percentage of passengers satisfied 2007 to 2012



The attitudes and helpfulness of the staff at the station

(715)

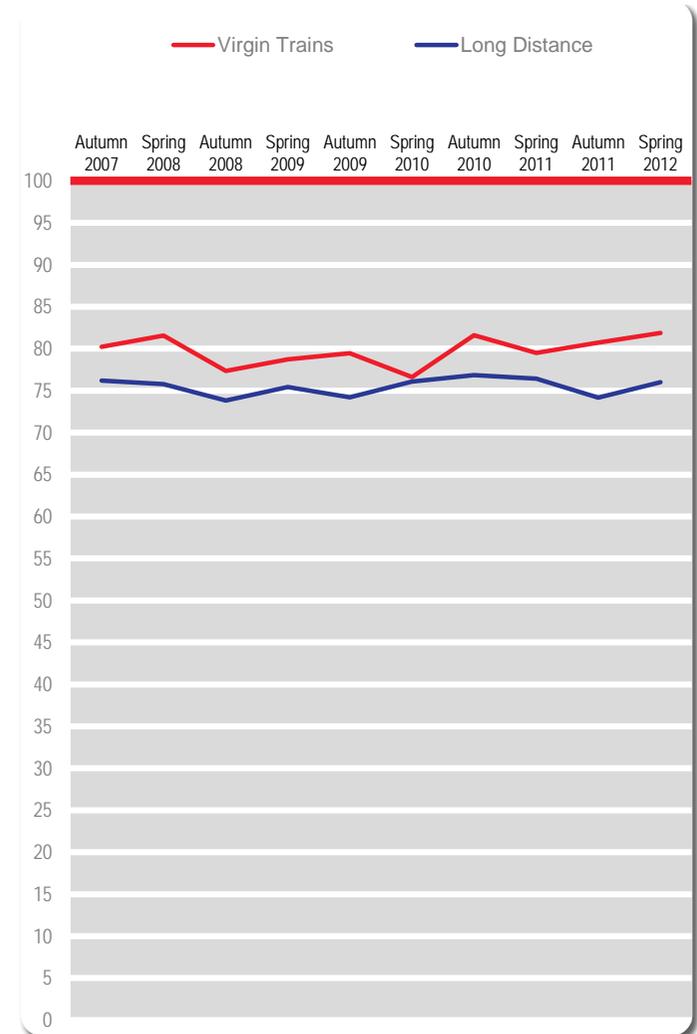
Percentage of passengers satisfied 2007 to 2012



Connections with other forms of public transport from the station

(768)

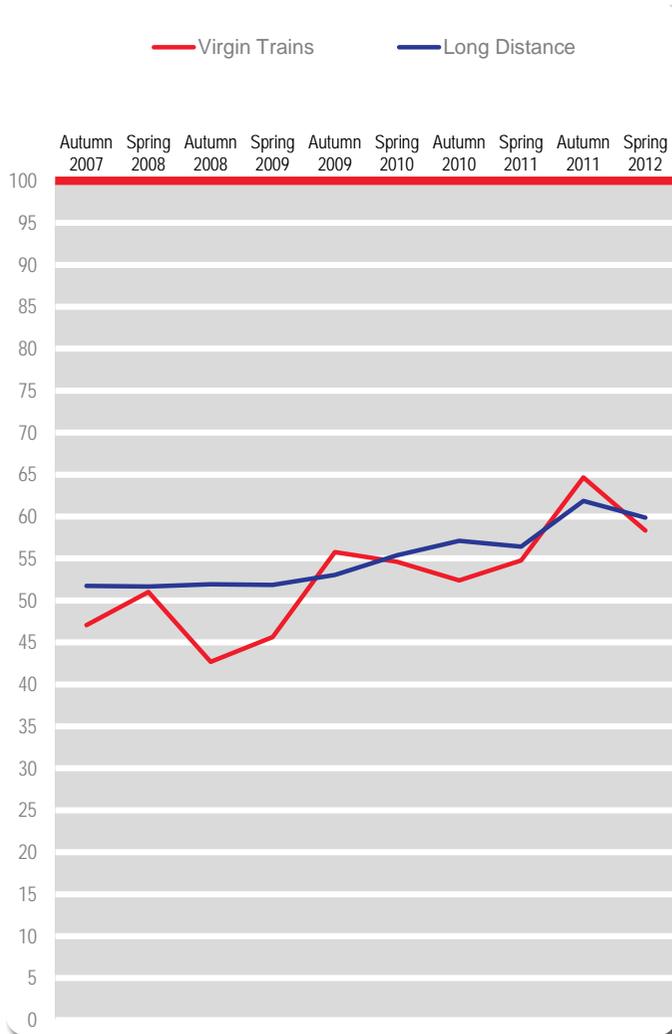
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

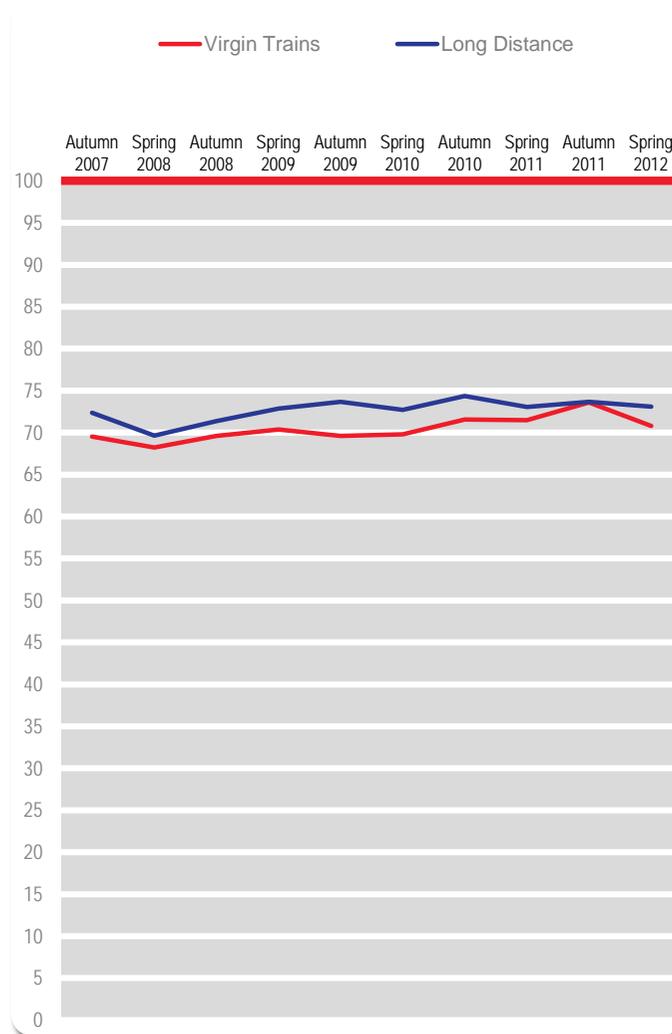
Facilities for car parking at the station

(372)
Percentage of passengers satisfied 2007 to 2012



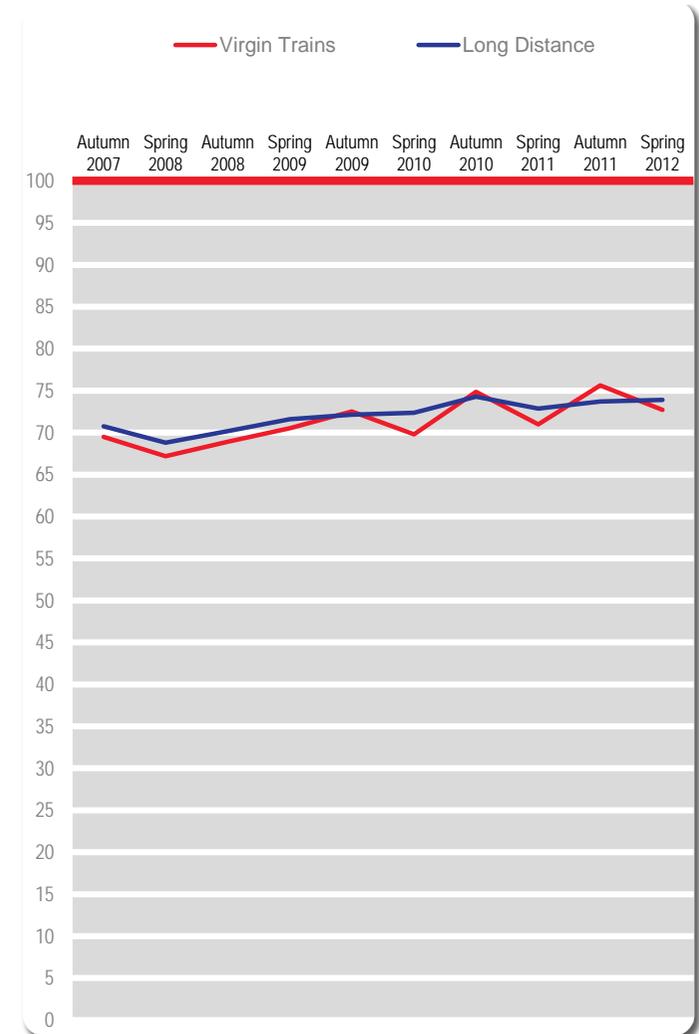
Overall station environment

(1075)
Percentage of passengers satisfied 2007 to 2012



Your personal security whilst using the station

(956)
Percentage of passengers satisfied 2007 to 2012

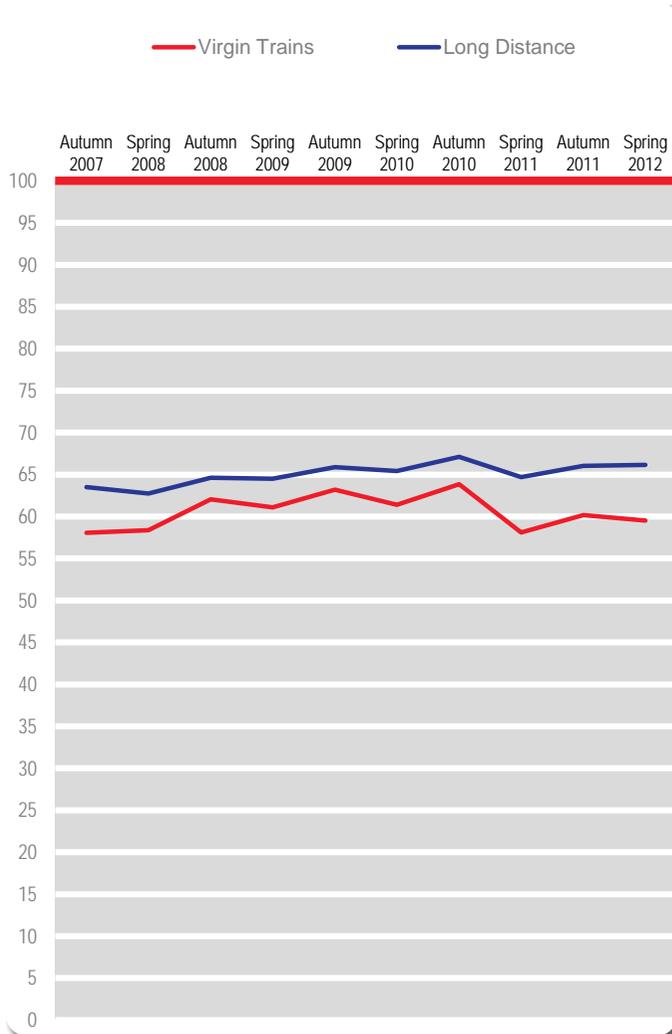


N.B. Benchmarks and targets are only shown for applicable factors

The availability of staff at the station

(838)

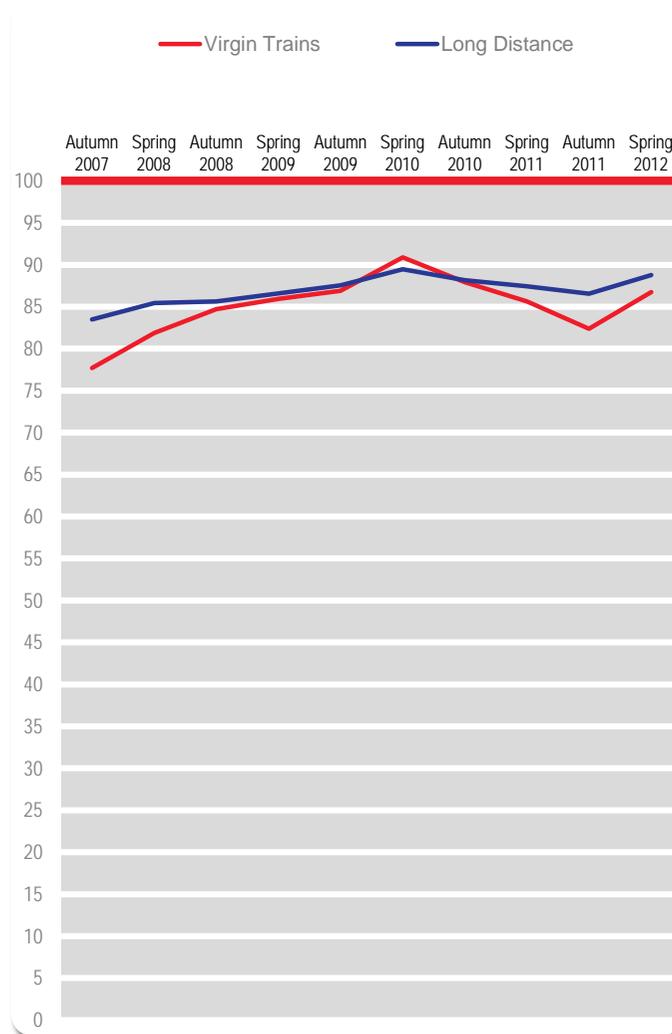
Percentage of passengers satisfied 2007 to 2012



How request to station staff was handled

(176)

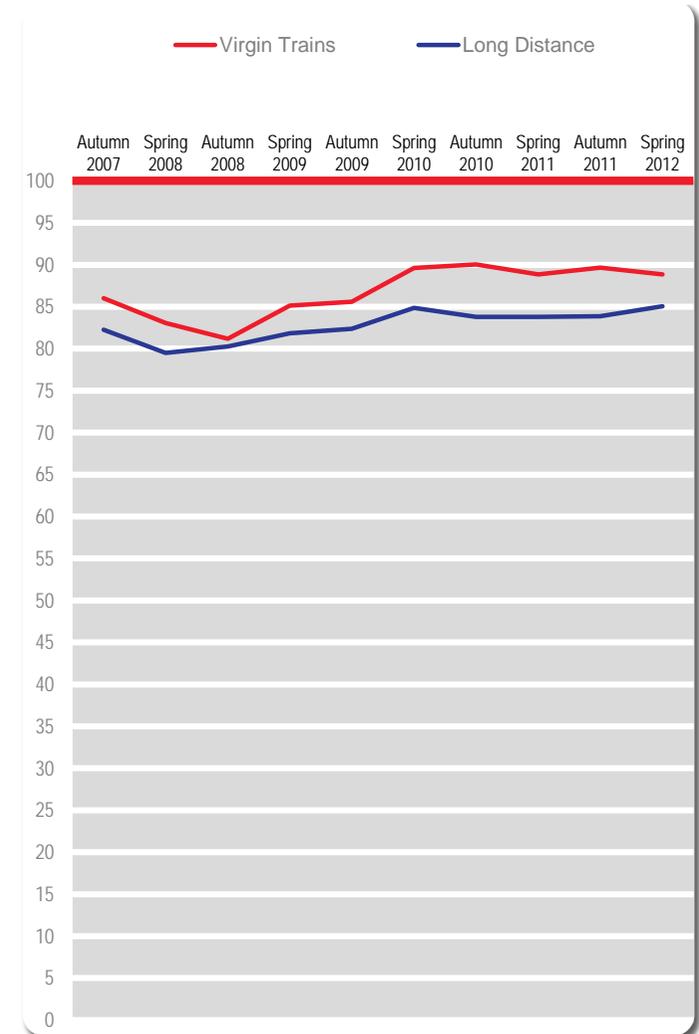
Percentage of passengers satisfied 2007 to 2012



The frequency of trains on that route

(1065)

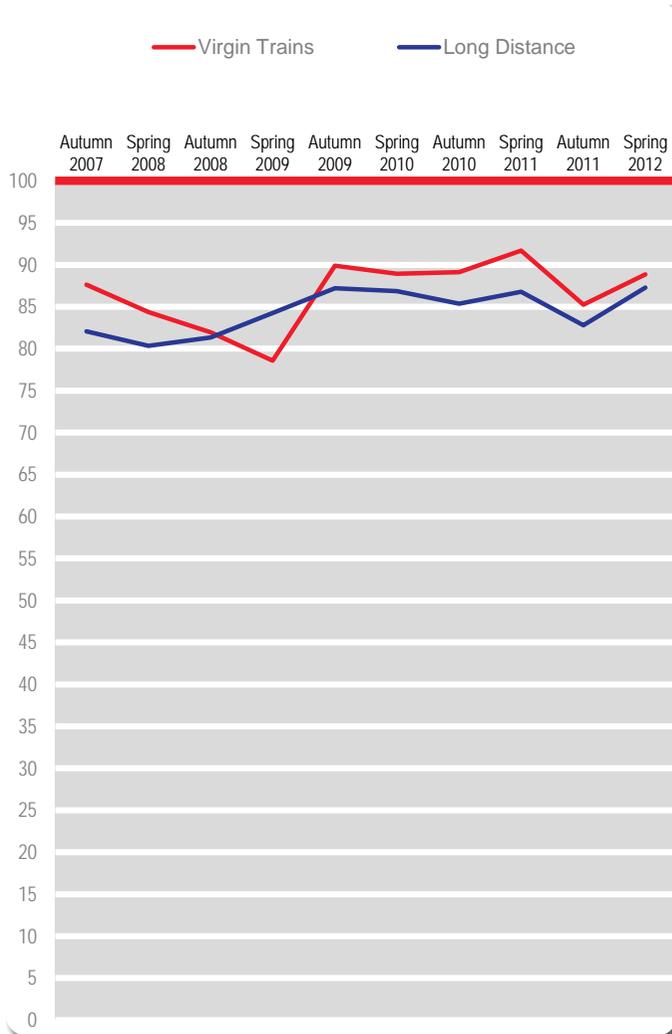
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

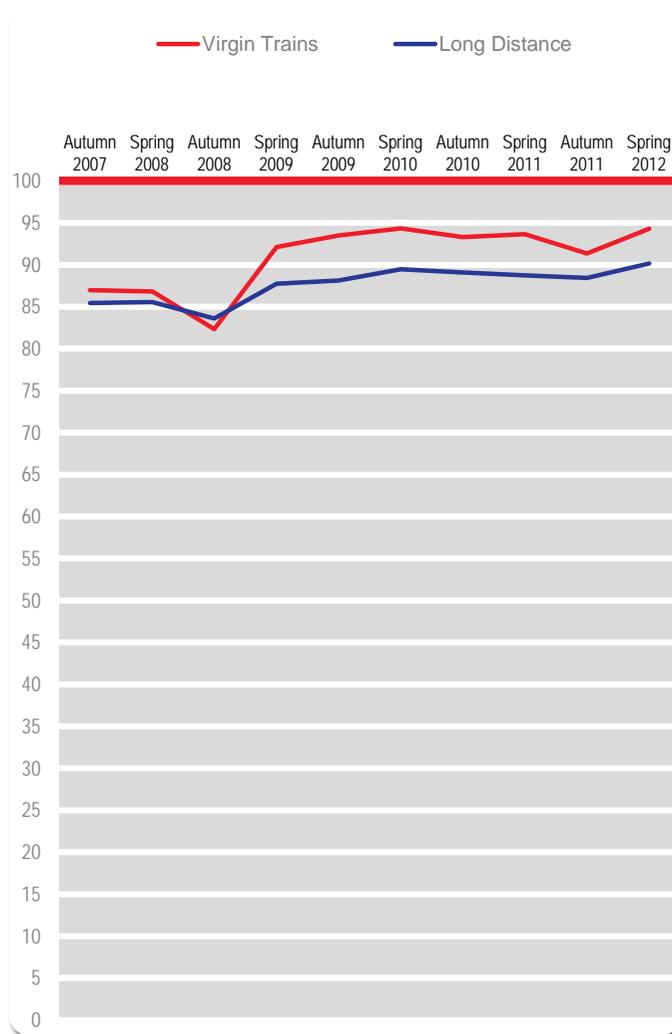
Punctuality/reliability (i.e. train arriving/departing on time)

(1084)
Percentage of passengers satisfied 2007 to 2012



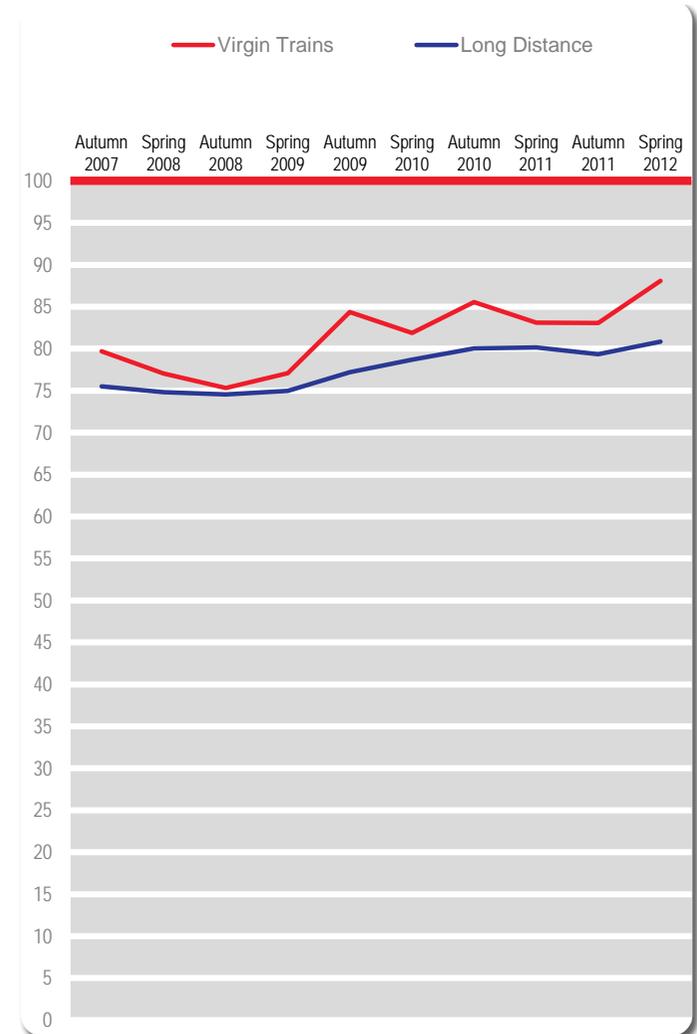
The length of time the journey was scheduled to take (speed)

(1074)
Percentage of passengers satisfied 2007 to 2012



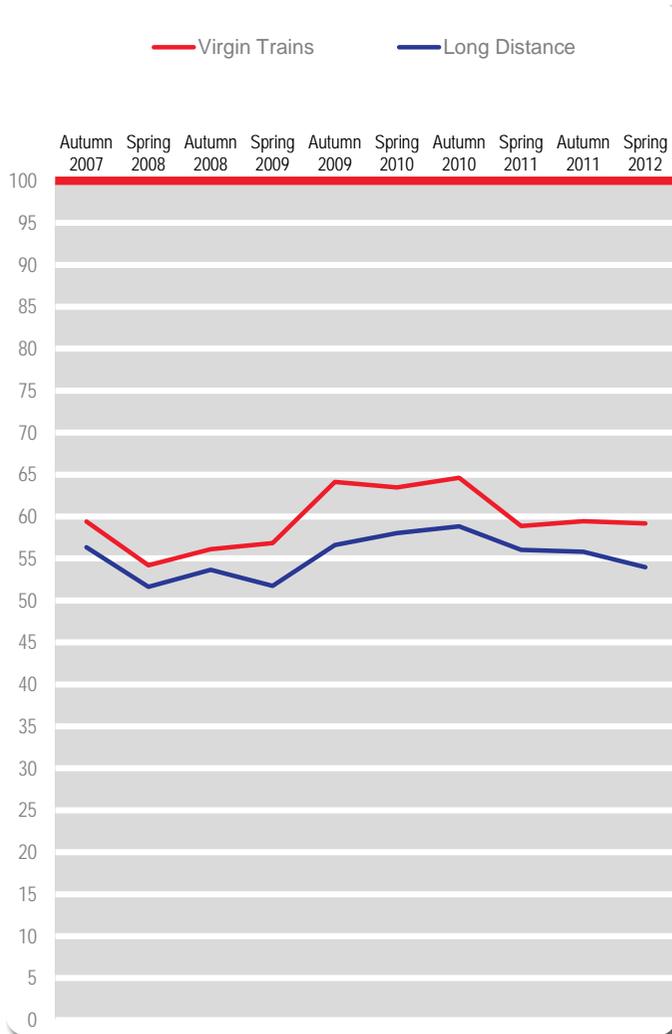
Connections with other train services

(587)
Percentage of passengers satisfied 2007 to 2012

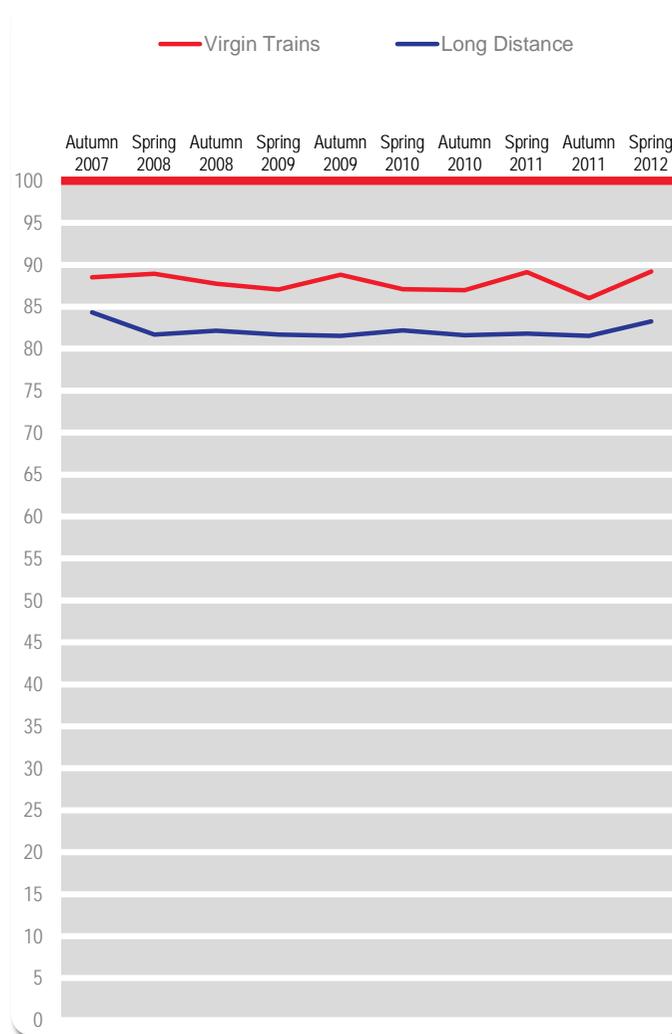


N.B. Benchmarks and targets are only shown for applicable factors

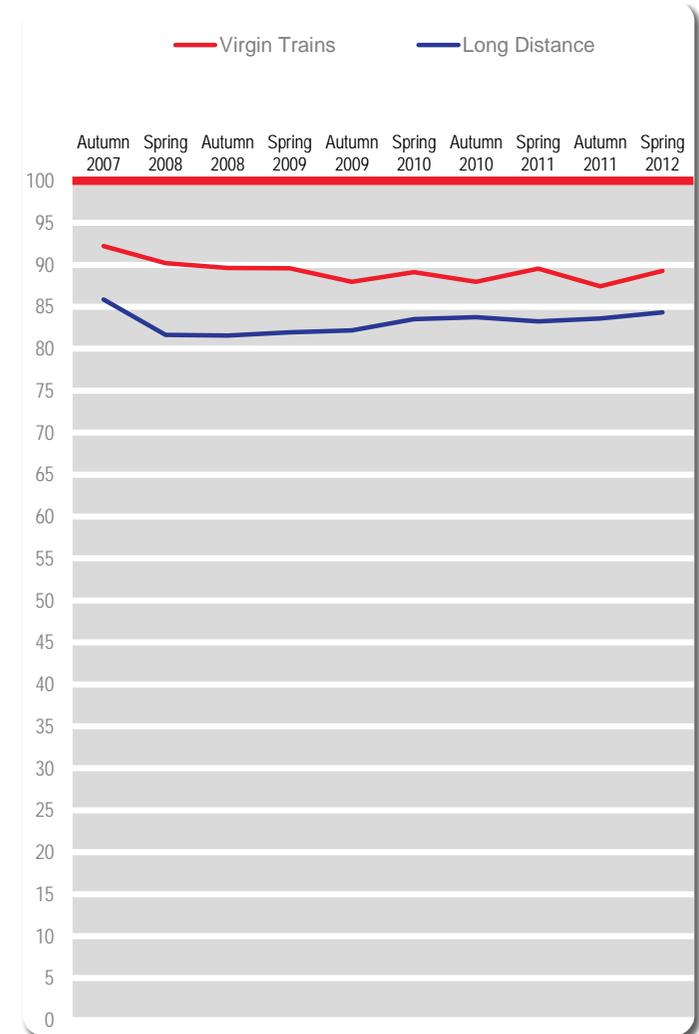
The value for money for the price of your ticket (1056)
Percentage of passengers satisfied 2007 to 2012



Cleanliness of the train (1103)
Percentage of passengers satisfied 2007 to 2012



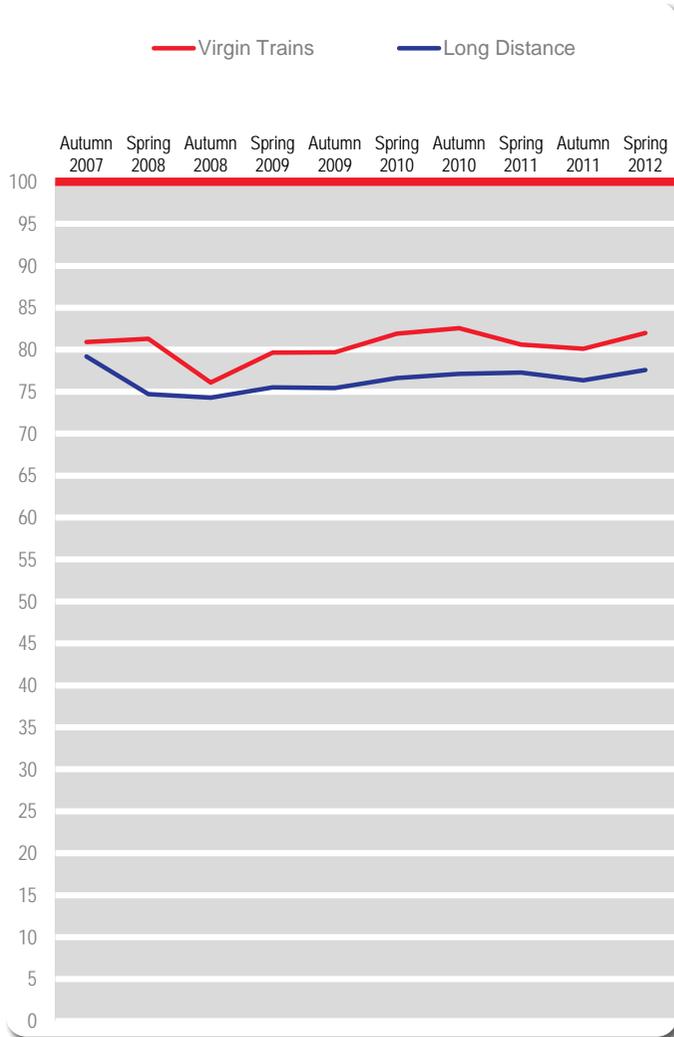
Upkeep and repair of the train (1097)
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

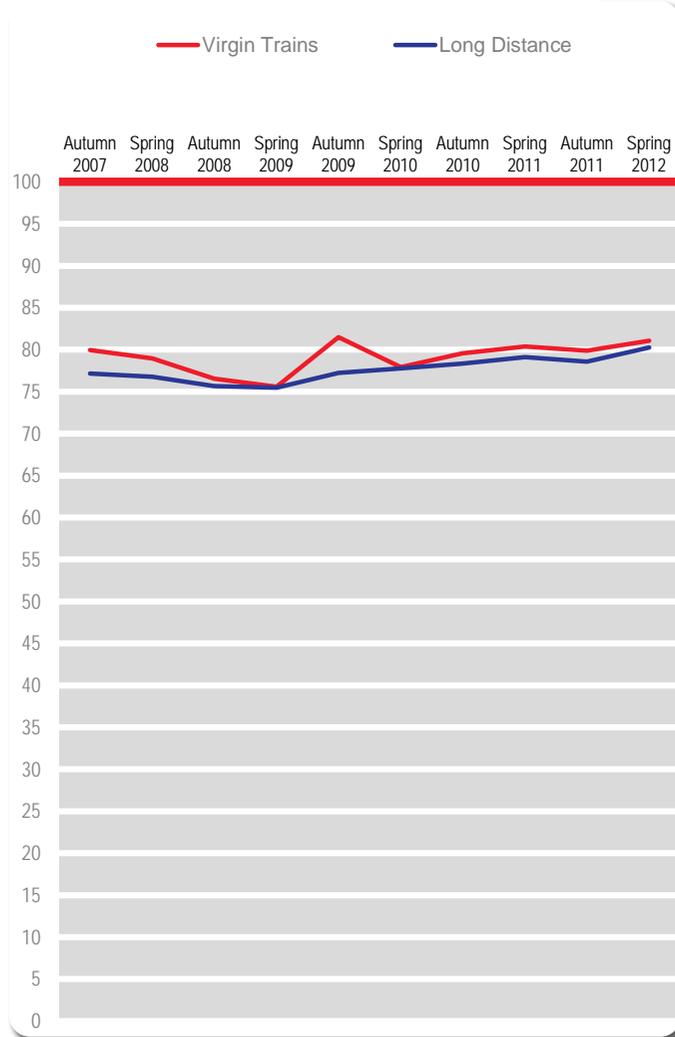
The provision of information during the journey
(1028)

Percentage of passengers satisfied 2007 to 2012



The helpfulness and attitude of staff on train
(839)

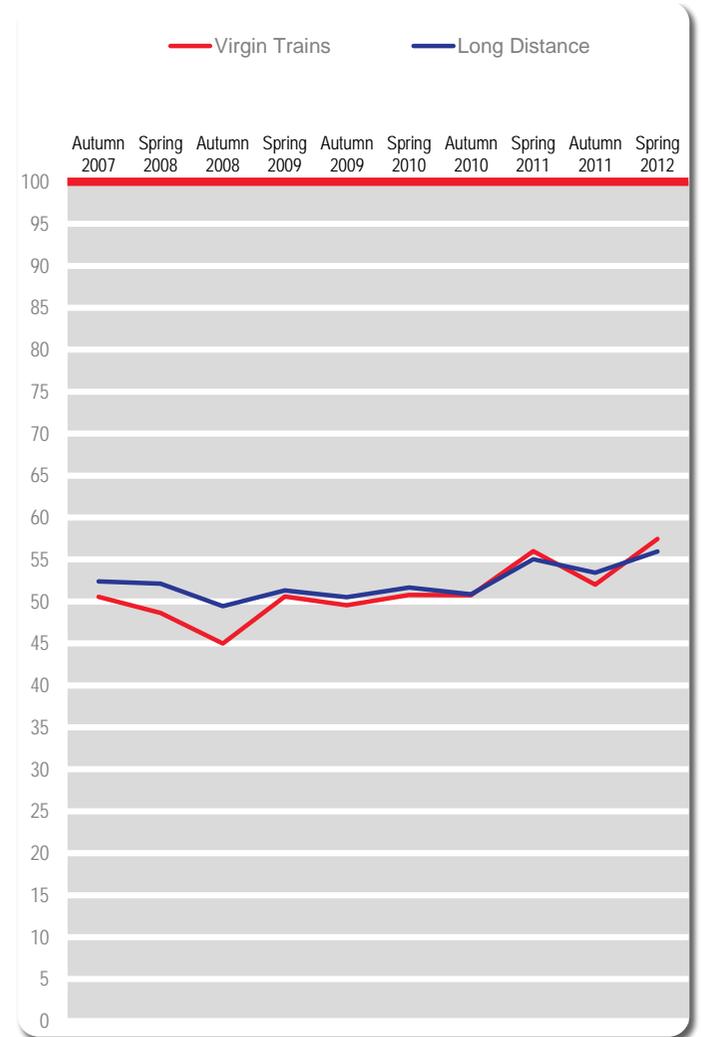
Percentage of passengers satisfied 2007 to 2012



The space for luggage

(968)

Percentage of passengers satisfied 2007 to 2012

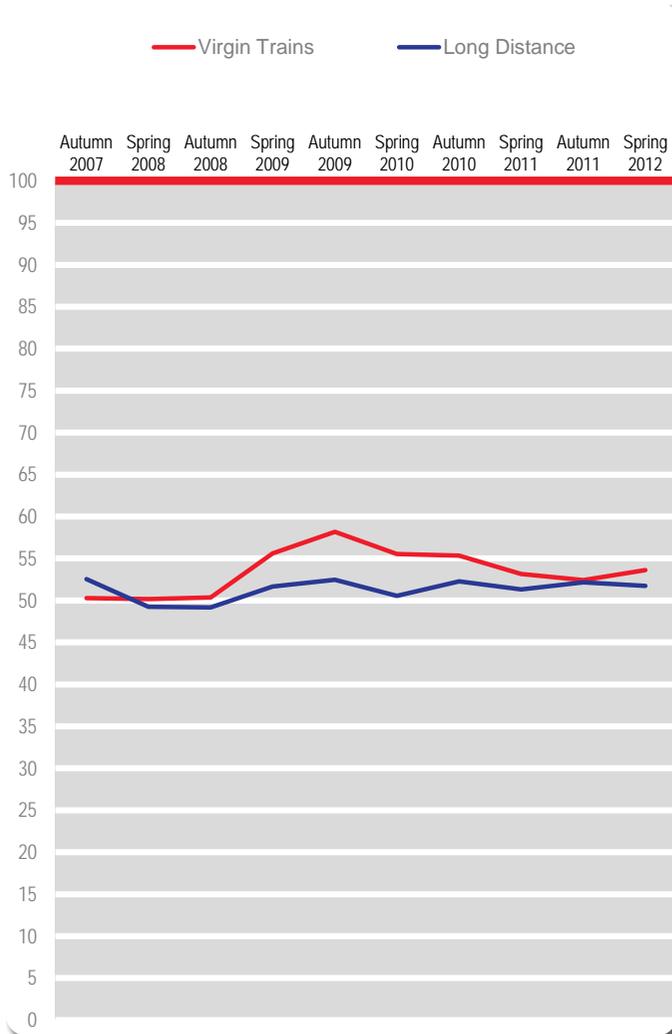


N.B. Benchmarks and targets are only shown for applicable factors

Toilet facilities on train

(730)

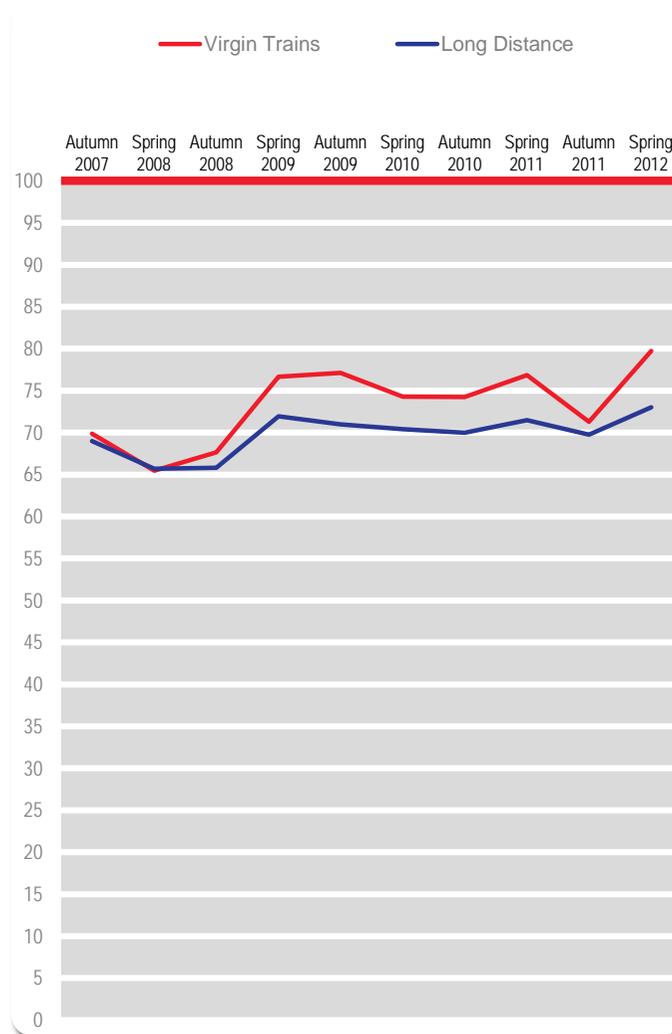
Percentage of passengers satisfied 2007 to 2012



Sufficient room for all the passengers to sit/stand

(1077)

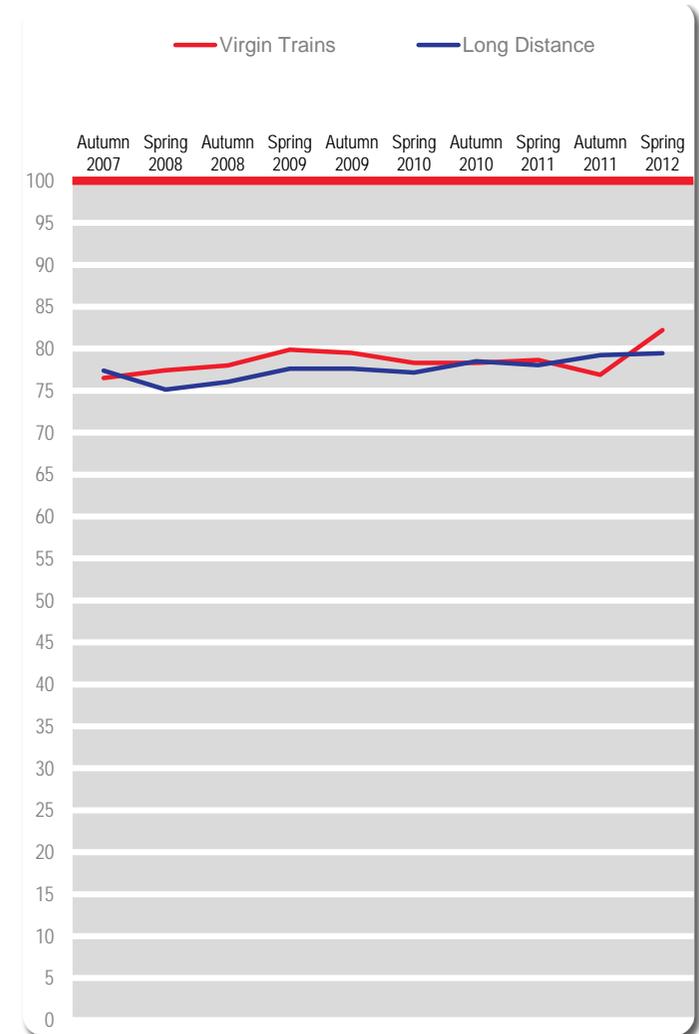
Percentage of passengers satisfied 2007 to 2012



The comfort of the seating area

(1066)

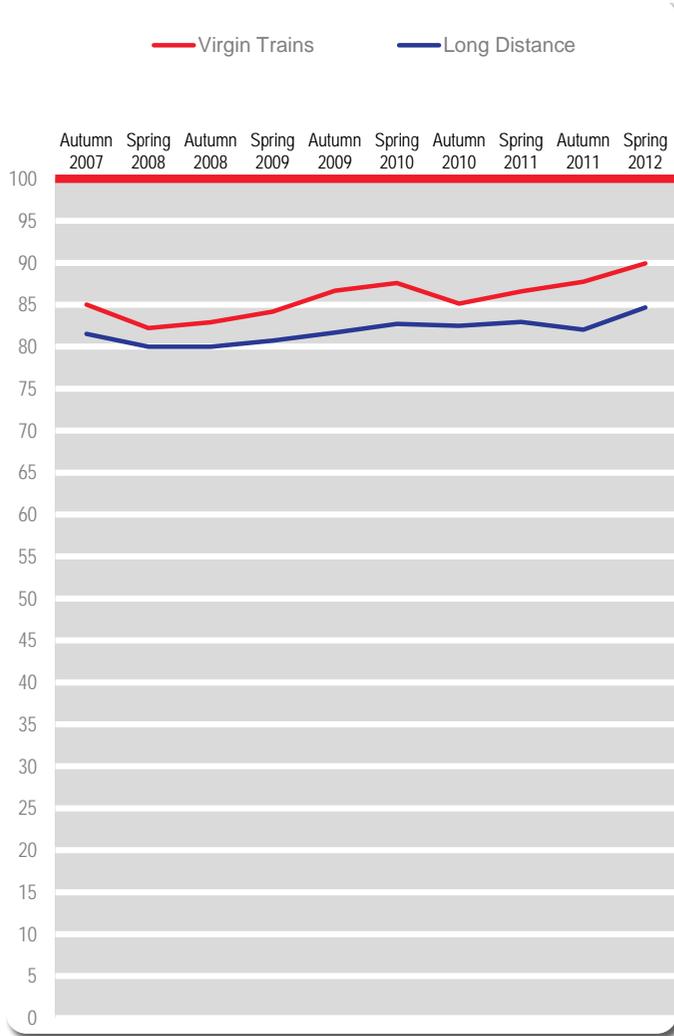
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

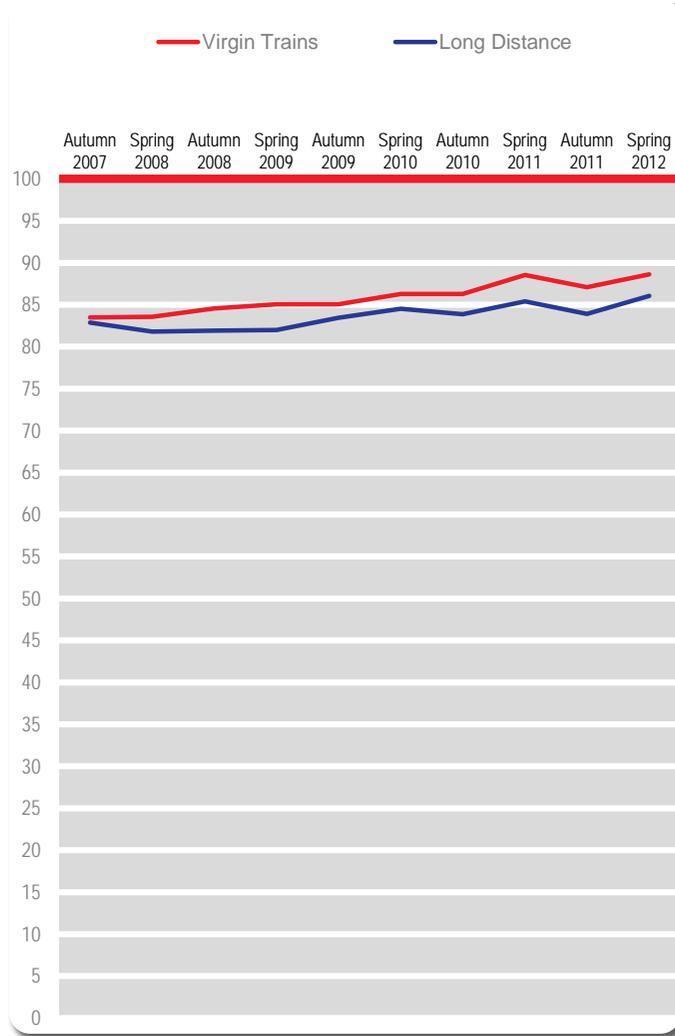
The ease of being able to get on and off the train

(1087)
Percentage of passengers satisfied 2007 to 2012



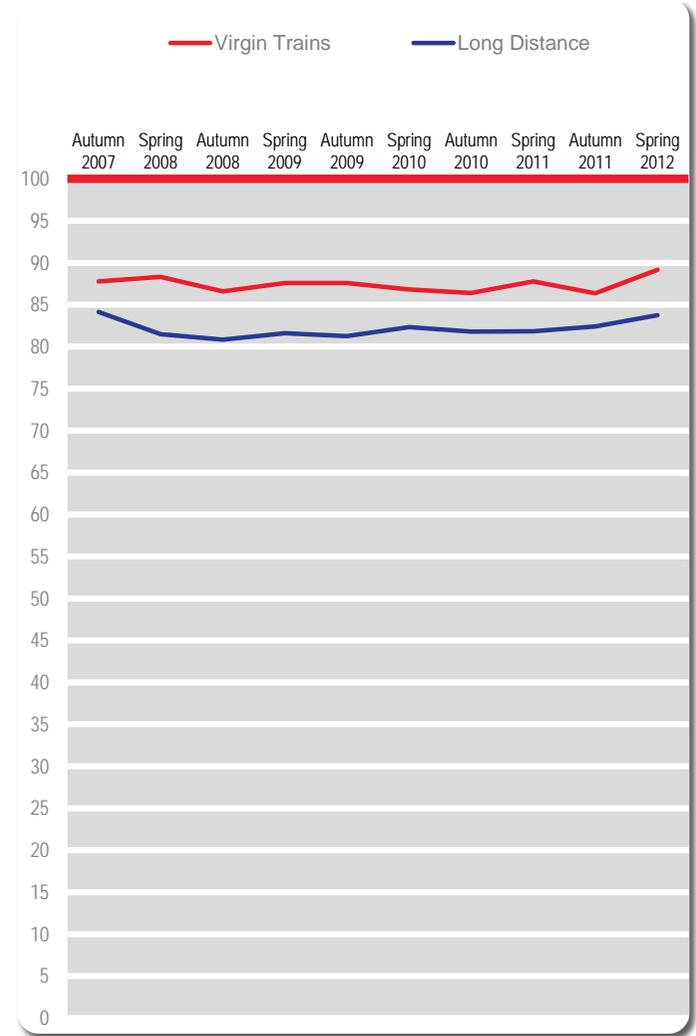
Your personal security whilst on board

(1043)
Percentage of passengers satisfied 2007 to 2012



The cleanliness of the inside of the train

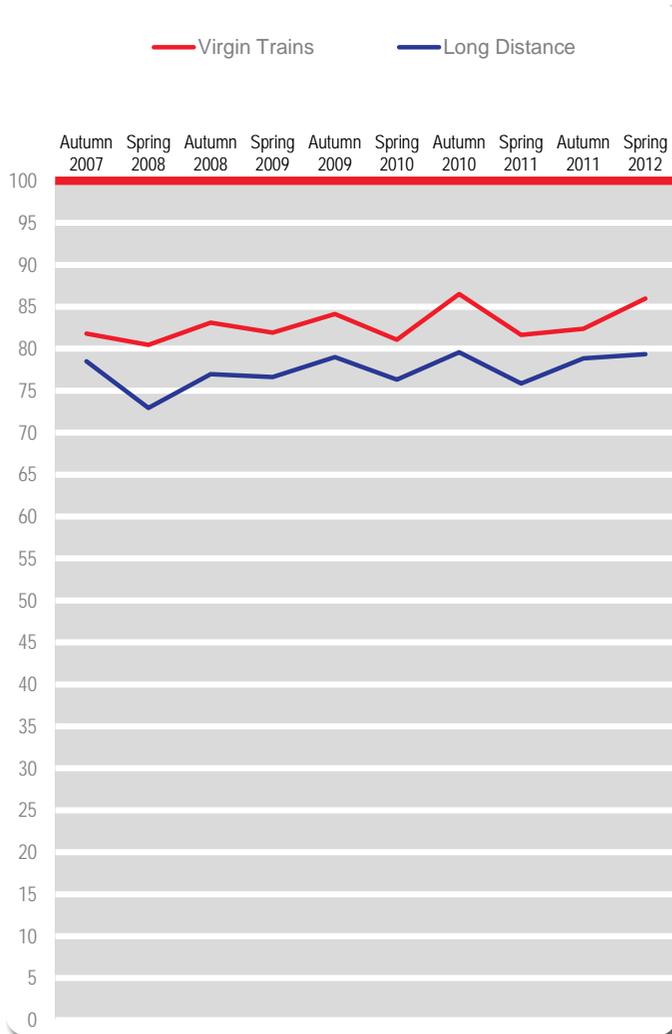
(1094)
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

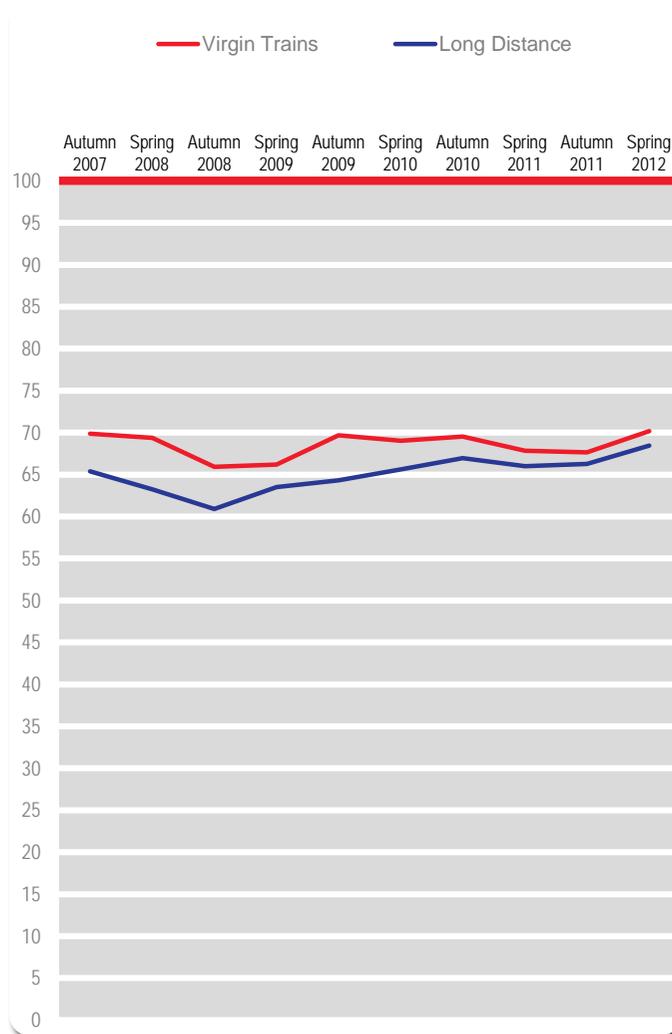
The cleanliness of the outside of the train

(910)
Percentage of passengers satisfied 2007 to 2012



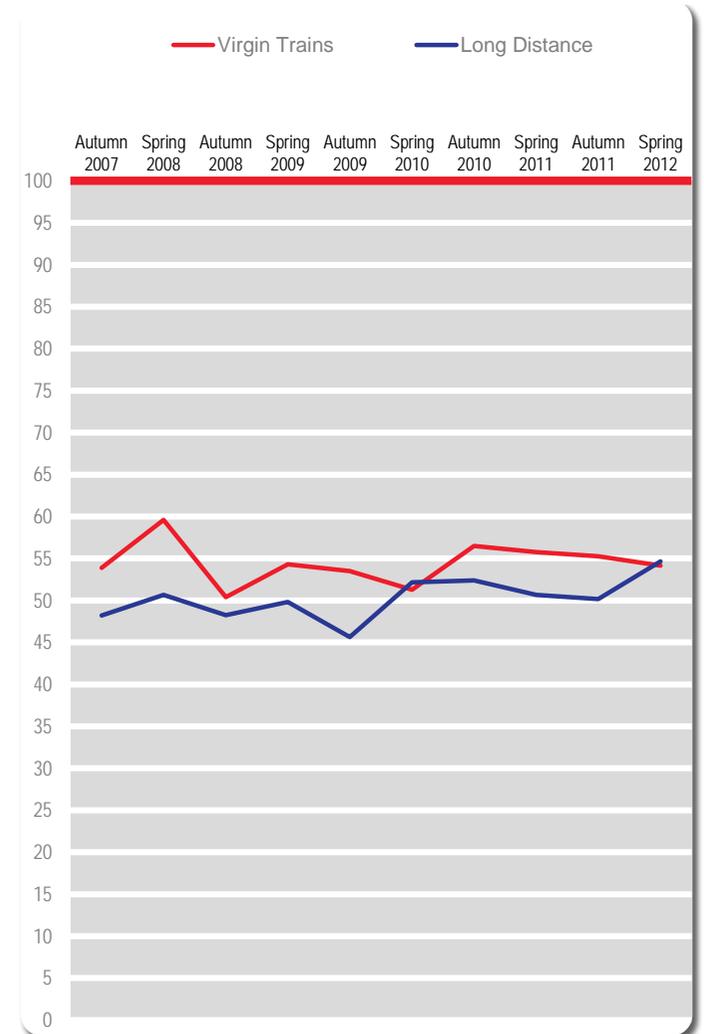
The availability of staff on the train

(906)
Percentage of passengers satisfied 2007 to 2012



How well train company dealt with delay

(209)
Percentage of passengers satisfied 2007 to 2012



N.B. Benchmarks and targets are only shown for applicable factors

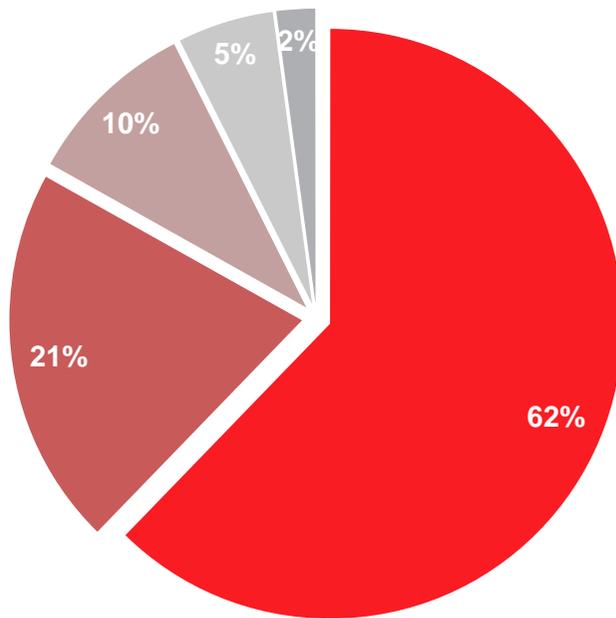
Managed versus non-managed stations for Virgin Trains

	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	80		82
Ticket buying facilities	83		82
Provision of information about train times/platforms	88		87
The upkeep/repair of the station buildings/platforms	70		72
Cleanliness	72		75
The facilities and services	57		65
The attitudes and helpfulness of the staff	77		70
Connections with other forms of public transport	75	-	85
Facilities for car parking	69	+	43
Overall environment	71		71
Your personal security whilst using	76		71
The availability of staff	68	+	54
How request to station staff was handled	90		84

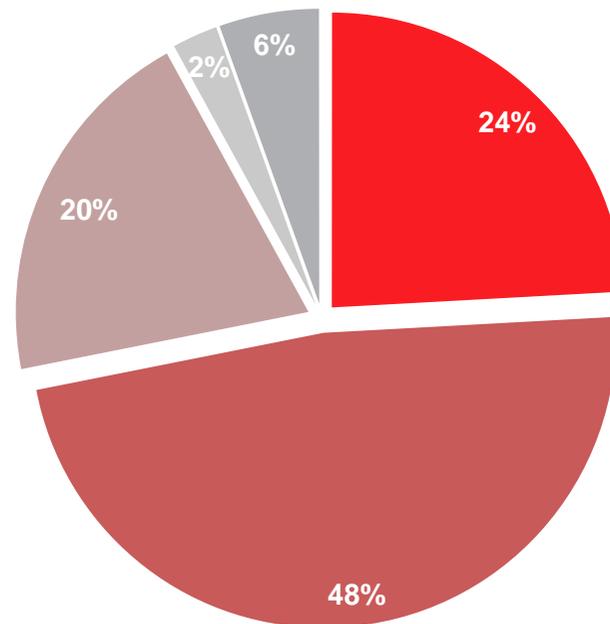
Managed versus non-managed stations for Virgin Trains

(% Passengers Journeys originating from each type of station)

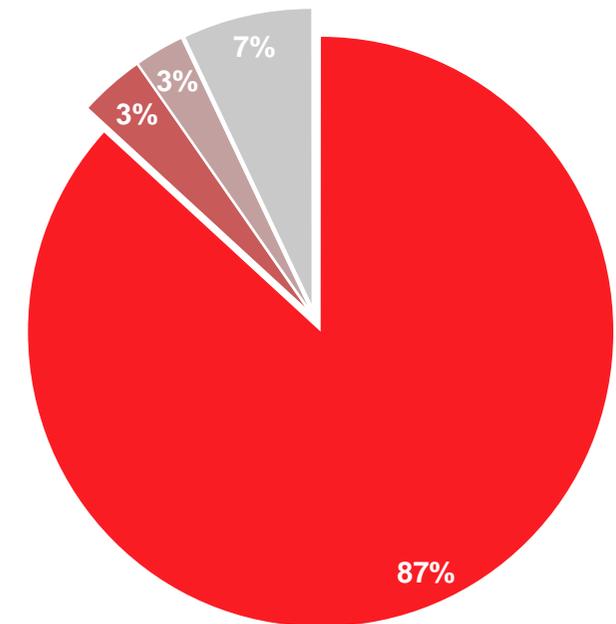
Overall Total



Stations managed by TOC



Stations not managed by TOC



- A = National hub
- B = Regional hub
- C = Important feeder
- D = Medium staffed
- E = Small staffed
- F = Small unstaffed
- Not categorised

Weighted sample profile for Virgin Trains

	Spring 2012 %	Spring 2011 %		Spring 2012 %	Spring 2011 %
SEX			DELAYS		
Male	41	41	None	79	85
Female	57	57	Minor	18	11
Not stated	2	3	Major	2	3
			Not stated	1	1
AGE			REGULAR TRAVELLER		
16-25	11	10	Yes	37	33
26-34	11	13	No	63	67
35-44	16	17			
45-54	21	23			
55-59	11	10	TIME OF TRAVEL		
60-64	12	11	Peak		
65+	15	15	Off-peak		
Not stated	2	1			
JOURNEY PURPOSE			ASKED FOR HELP OR INFORMATION		
Commuter	9	9	Yes asked for help	11	11
Business	31	31	Yes asked for information	8	9
Leisure	60	60	Could not find anyone to ask	2	2
			No	80	79
			Not stated	1	1

Weighted sample profile for Long Distance

	Spring 2012 %	Spring 2011 %		Spring 2012 %	Spring 2011 %
SEX			DELAYS		
Male	43	42	None	81	82
Female	56	56	Minor	16	15
Not stated	2	2	Major	3	2
			Not stated	1	1
AGE			REGULAR TRAVELLER		
16-25	14	14	Yes	38	38
26-34	12	13	No	62	62
35-44	16	16			
45-54	21	21	TIME OF TRAVEL		
55-59	11	10	Peak		
60-64	11	11	Off-peak		
65+	14	14			
Not stated	1	1	ASKED FOR HELP OR INFORMATION		
JOURNEY PURPOSE			Yes asked for help	11	11
Commuter	17	17	Yes asked for information	10	11
Business	26	26	Could not find anyone to ask	3	2
Leisure	57	57	No	76	76
			Not stated	2	1

Station sample sizes for Virgin Trains

Station	Unweighted
London Euston	402
Manchester Piccadilly	90
Liverpool Lime Street	85
Crewe	61
Birmingham New Street	53
Penrith	44
Warrington Bank Quay	41
Coventry	32
Wigan North Western	30
Stockport	25
Chester	23
Macclesfield	21
Preston	19
Wolverhampton	19
Edinburgh	18
Birmingham International	17
Milton Keynes Central	17
Glasgow Central	14
Oxenholme Lake District	13
Wilmslow	13
Rugby	13
Runcorn	12
Carlisle	10
Lancaster	9
Sandwell And Dudley	8
Stoke-On-Trent	6
Bangor (Gwynedd)	4
Haymarket	4
Stafford	3
Tamworth	3
Rhyl	3

Weighted sample composition for all train companies

	Annual journeys ('000s)	Journey Purpose			Day Of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size*	28832	12220	4086	12526	24869	3963	8690	5702	7055	7385
Arriva Trains Wales	26420	28	8	64	81	19	27	21	26	26
c2c	32175	66	4	30	93	7	30	17	25	28
Chiltern Railways	17768	35	21	44	80	20	41	8	25	26
CrossCountry	29700	15	28	57	78	22	21	26	26	28
East Coast	17733	13	27	60	79	21	39	13	19	29
East Midlands Trains	22317	23	28	49	82	18	21	23	29	26
First Capital Connect	97672	45	26	29	86	14	20	26	27	27
First Great Western	83870	30	20	50	77	23	21	27	26	26
First TransPennine Express	22372	24	14	62	78	22	20	28	26	27
Greater Anglia ⁺	106689	60	17	23	89	11	29	16	26	28
London Midland	52930	45	14	41	85	15	31	18	25	27
London Overground	92515	64	3	33	83	17	17	31	25	28
Merseyrail	40082	37	8	55	80	20	21	27	25	27
Northern Rail	94518	38	9	53	76	24	23	26	26	25
ScotRail	73238	39	13	47	80	20	28	18	28	26
South West Trains	190065	53	15	32	85	15	37	18	16	29
Southeastern	163361	61	12	27	90	10	16	32	26	26
Southern	162014	50	16	34	90	10	17	33	24	26
Virgin Trains	23172	9	31	60	85	16	32	5	35	28

*Sample size excludes non-franchised Train Operating Companies. ⁺Greater Anglia from 5th February 2012 (previously National Express East Anglia)

Unweighted sample composition for all train companies

	Sample size	Journey Purpose			Day Of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size*	28832	12220	4086	12526	24869	3963	8690	5702	7055	7385
Arriva Trains Wales	1189	38	12	51	91	9	31	27	21	21
c2c	1114	71	6	23	93	7	35	23	22	20
Chiltern Railways	1192	41	21	38	92	8	53	6	18	24
CrossCountry	1191	32	18	50	80	20	14	30	29	27
East Coast	1225	19	25	56	83	17	47	6	17	30
East Midlands Trains	1219	34	20	46	85	15	31	27	20	22
First Capital Connect	2000	55	13	32	92	8	26	18	33	23
First Great Western	3044	34	16	50	80	20	32	23	22	24
First TransPennine Express	1175	38	16	45	87	13	16	33	26	25
Greater Anglia [†]	2454	45	13	43	86	14	34	11	29	27
London Midland	1192	47	11	42	88	12	25	23	20	32
London Overground	1202	60	5	34	88	12	30	21	21	27
Merseyrail	635	39	4	58	94	6	24	35	22	20
Northern Rail	1264	48	9	43	87	13	31	23	25	21
ScotRail	1230	40	13	47	80	20	25	16	35	24
South West Trains	2334	42	10	48	82	18	31	14	19	35
Southeastern	1722	51	10	40	87	13	17	29	29	25
Southern	2338	43	14	43	88	12	31	21	22	27
Virgin Trains	1112	23	37	41	88	12	37	4	34	25

*Sample size excludes non-franchised Train Operating Companies. [†]Greater Anglia from 5th February 2012 (previously National Express East Anglia)

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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