



National Rail Passenger Survey

First TransPennine Express TOC Report

Autumn 2013

Contacts:

David Greeno
Passenger Focus
Fleetbank House
2-6 Salisbury Square
London, EC4Y 8JX

Tel: 0300 123 0837
Email: david.greeno@passengerfocus.org.uk

Rebecca Joyner
BDRC Continental
Kingsbourne House
229-231 High Holborn
London, WC1V 7DA

Tel: 020 7490 9148
Email: rebecca.joyner@bdrcc-continental.com

Contents

1 Introduction

- 1.1 Methodology 2
- 1.2 Issues affecting fieldwork 3

2 Key results

- 2.1 Overall satisfaction and station factor results for First TransPennine Express 5
- 2.2 Train factor results for First TransPennine Express 7
- 2.3 Overall satisfaction and station factor results for Long Distance 9
- 2.4 Train factor results for Long Distance 11
- 2.5 First TransPennine Express versus Long Distance performance 13
- 2.6 Results by route for First TransPennine Express 14

3 Passenger satisfaction trend charts

- 3.1 Overall satisfaction and station factor results for First TransPennine Express 15
- 3.2 Train factor results for First TransPennine Express 21

4 Managed versus non-managed stations

- 4.1 Network Rail categorisation and station factor results for First TransPennine Express 28

5 Passenger experience with service

- 5.1 Passenger experience of delays 29
- 5.2 Passenger experience relating to disability 30

6 Sample profile

- 6.1 Sample profile for First TransPennine Express versus Long Distance 31
- 6.2 Station sample sizes for First TransPennine Express 33
- 6.3 Weighted sample composition for all TOCs 34
- 6.4 Unweighted sample composition for all TOCs 35

7 Technical appendix

- 7.1 Standard reports produced for NRPS 36
- 7.2 Rail sectors 37
- 7.3 How routes are defined 38

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 (2012).

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 NRPS methodology, visit www.passengerfocus.org.uk

Autumn 2013 (Wave 29)

Fieldwork for Wave 29 was undertaken between 2nd September and 11th November 2013.

First Hull Trains results have probably been affected by engineering works and a major power failure on the East Coast mainline during weekend fieldwork.

Results for Southern may have been affected by several incidents, in particular four separate fatalities and a major trespass incident on the Brighton mainline.

As with previous waves, planned and unplanned engineering works/problems meant that some shifts were also rescheduled (this particularly affected shifts during weekends). 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 2013 (Wave 28)

Fieldwork for Wave 28 was undertaken between 12th January and 24th March 2013.

A number of shifts were affected by the severe weather early in the fieldwork period. Both train services and fieldworker transport were disrupted resulting in a number of shifts being rescheduled.

As with previous waves, planned engineering works meant that some shifts were also 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.

Autumn 2012 (Wave 27)

Fieldwork for Wave 27 was undertaken between 1st September and 12th November 2012. Top up shifts were run within the last 3 weeks of fieldwork.

Due to a Network Rail ban on all fieldwork during the Paralympics, NRPS shifts at Network Rail Stations started on 10th September.

To ensure the data did not potentially include data where respondents answers were possibly biased, a small number of shifts affected by the distribution of gift bags by station staff to respondents with questionnaires were removed from the database and the shifts affected were then replaced.

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 2012 (Wave 26)

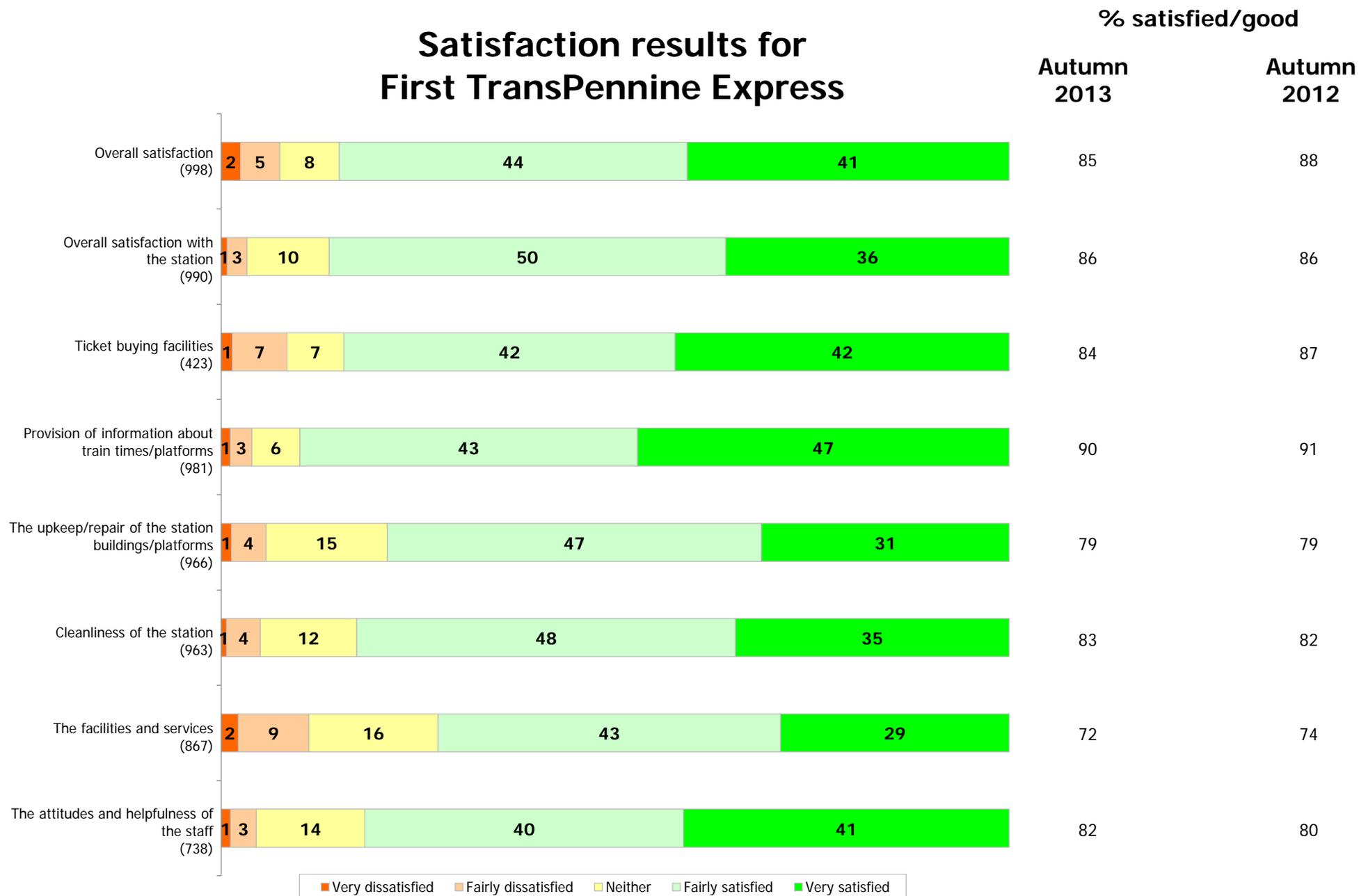
The fieldwork for Wave 26 (Main and Boost) was undertaken between 28th January and 30th March 2012. Top up shifts were run within the last 3 weeks of fieldwork.

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.

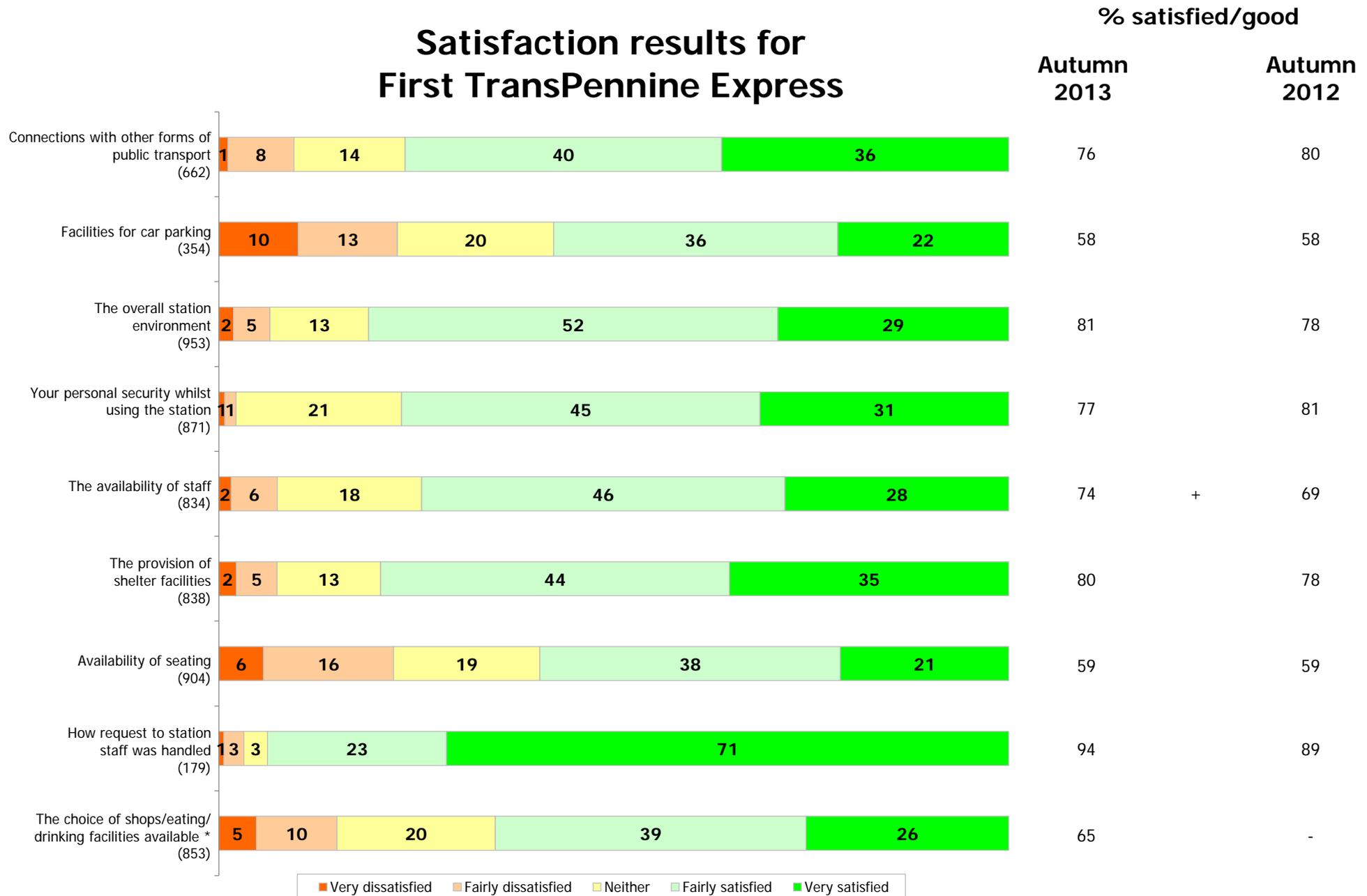
In the latter stages of fieldwork we were refused permission to work on a small number of shifts. This meant the rescheduling of a few shifts but ultimately they were all done by the 30th March.

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.

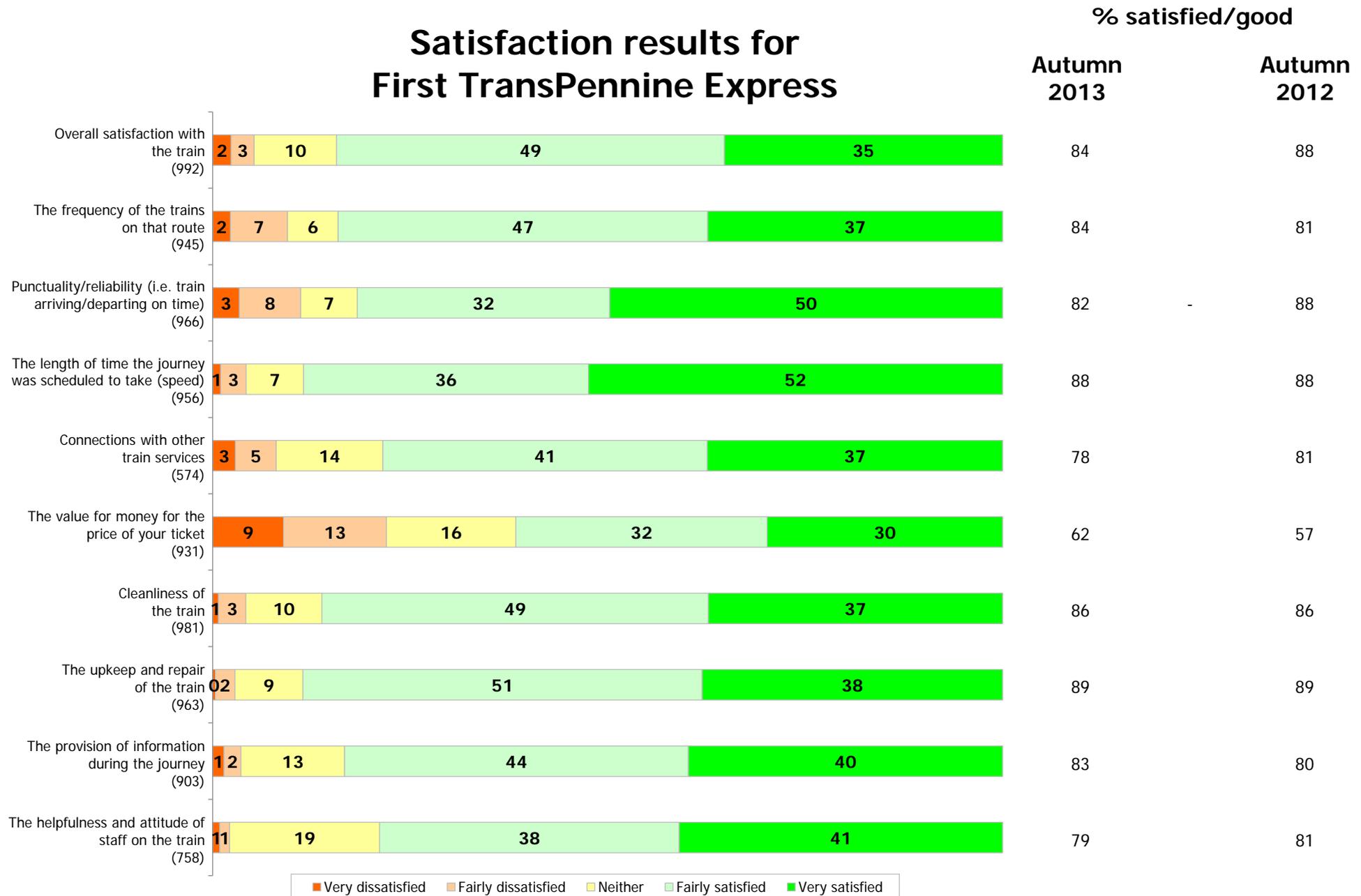
Satisfaction results for First TransPennine Express

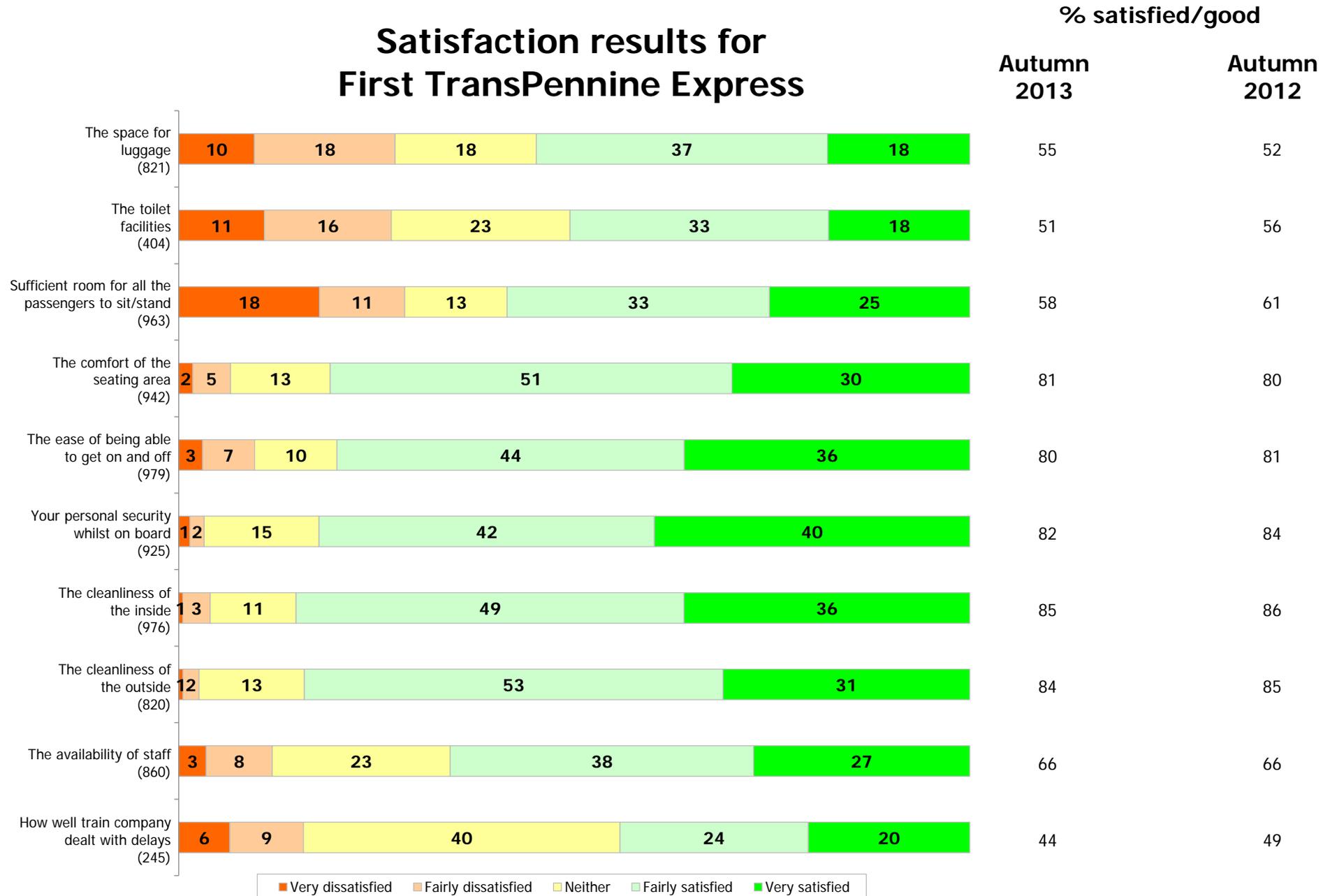


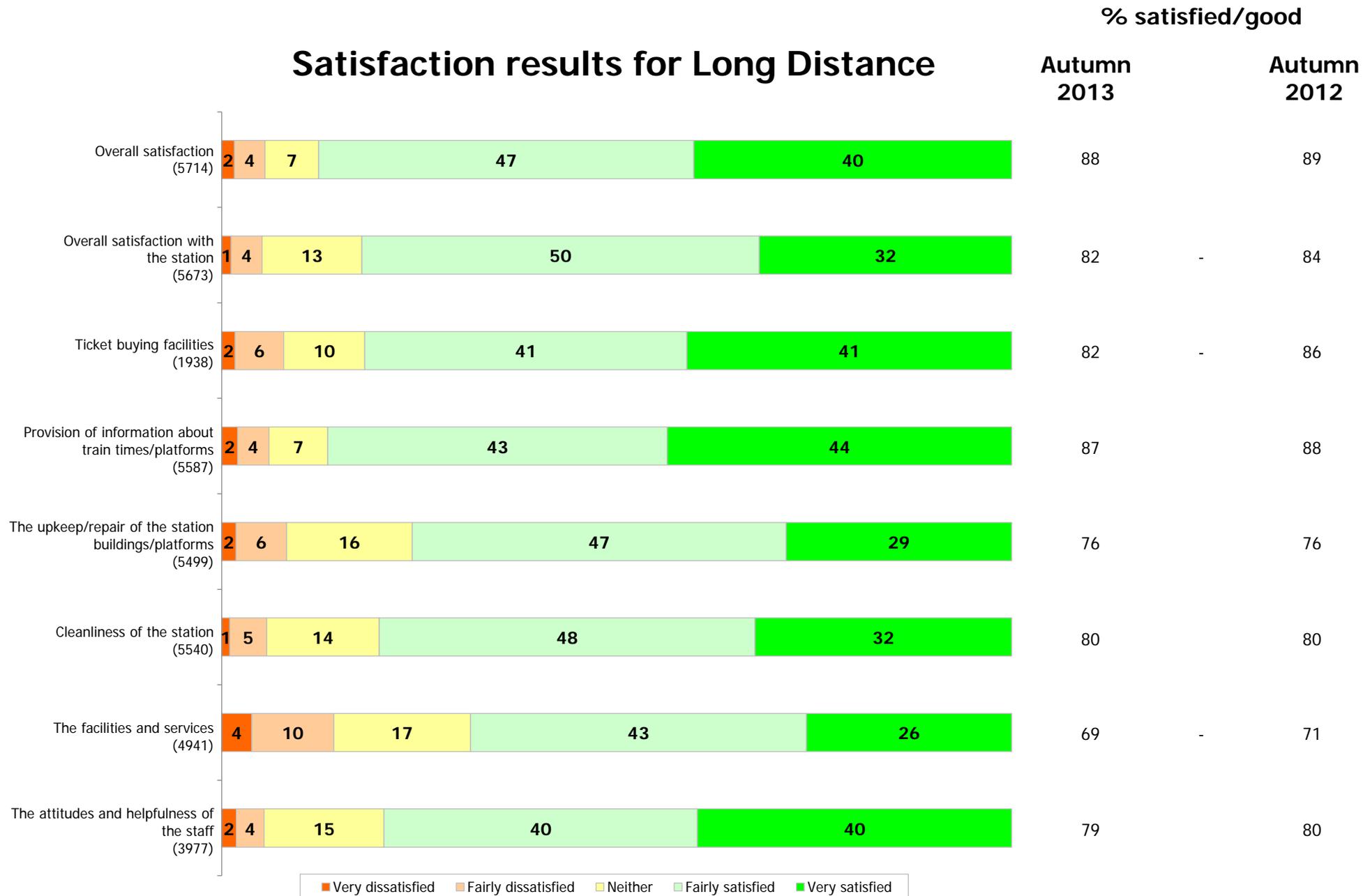
Satisfaction results for First TransPennine Express



* Attribute added for the first time in Spring 2013, so no comparison with Autumn 2012

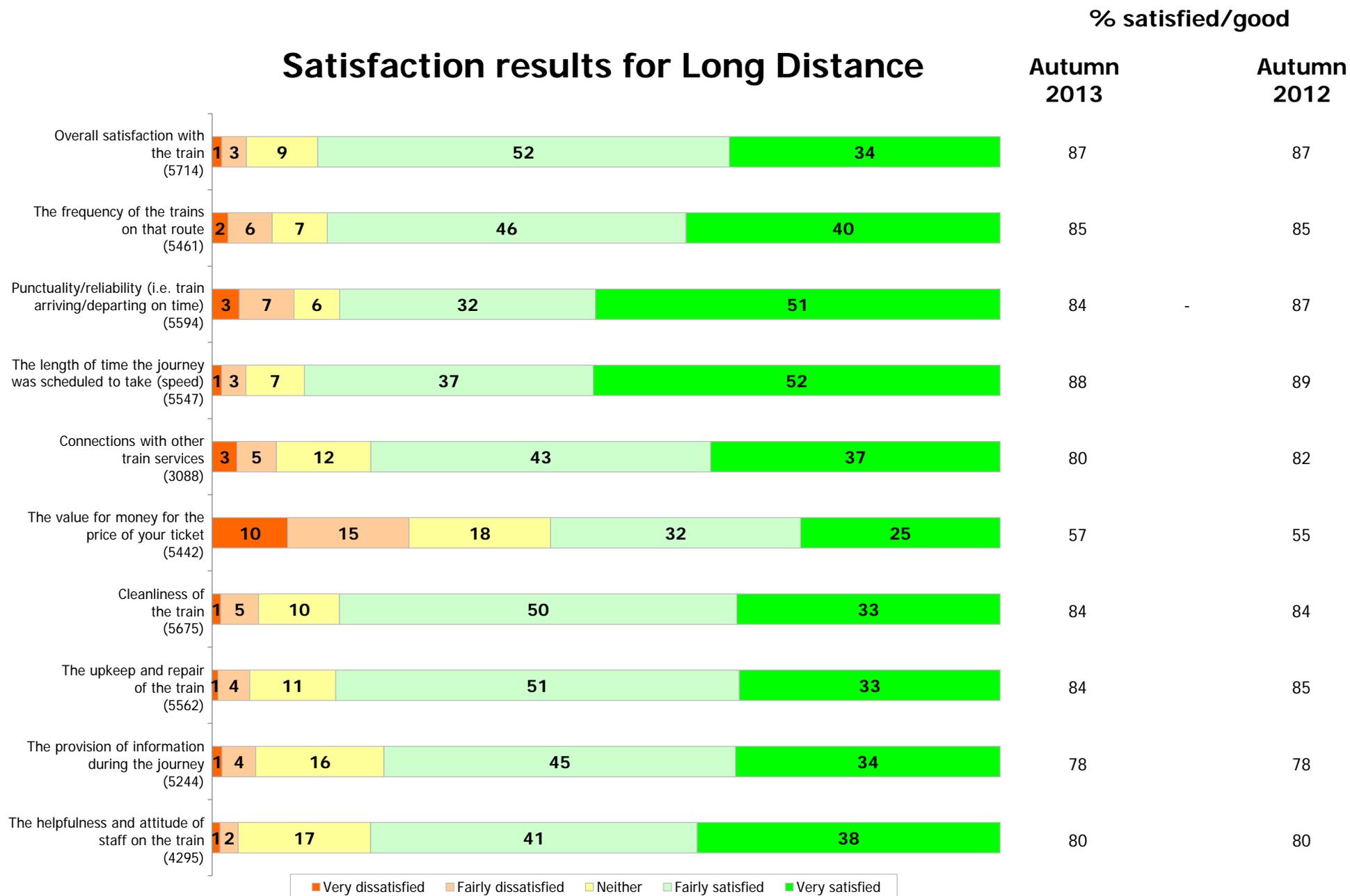








* Attribute added for the first time in Spring 2013, so no comparison with Autumn 2012





First TransPennine Express versus Long Distance

	TOC	Sector	TOC Index
Overall satisfaction	85	88	97%
STATION FACILITIES			
Overall satisfaction with the station	86	82	105%
Ticket buying facilities	84	82	103%
Provision of information about train times/platforms	90	87	104%
The upkeep/repair of the station buildings/platforms	79	76	104%
Cleanliness	83	80	103%
The facilities and services	72	69	106%
The attitudes and helpfulness of the staff	82	79	103%
Connections with other forms of public transport	76	77	99%
Facilities for car parking	58	60	96%
Overall environment	81	75	108%
Your personal security whilst using the station	77	75	102%
The availability of staff	74	68	109%
The provision of shelter facilities	80	75	106%
Availability of seating	59	51	115%
How request to station staff was handled	94	89	105%
The choice of shops/eating/drinking facilities available	65	59	110%
TRAIN FACILITIES			
Overall satisfaction with the train	84	87	97%
The frequency of the trains on that route	84	85	98%
Punctuality/reliability (i.e. the train arriving/departing on time)	82	84	97%
The length of time the journey was scheduled to take (speed)	88	88	100%
Connections with other train services	78	80	98%
The value for money of the price of your ticket	62	57	108%
Cleanliness of the train	86	84	103%
Upkeep and repair of the train	89	84	105%
The provision of information during the journey	83	78	107%
The helpfulness and attitude of staff on train	79	80	99%
The space for luggage	55	57	97%
The toilet facilities	51	52	97%
Sufficient room for all passengers to sit/stand	58	71	82%
The comfort of the seating area	81	79	102%
The ease of being able to get on and off	80	83	97%
Your personal security on board	82	85	97%
The cleanliness of the inside	85	84	101%
The cleanliness of the outside	84	80	106%
The availability of staff	66	66	100%
How well train company deals with delays	44	50	89%

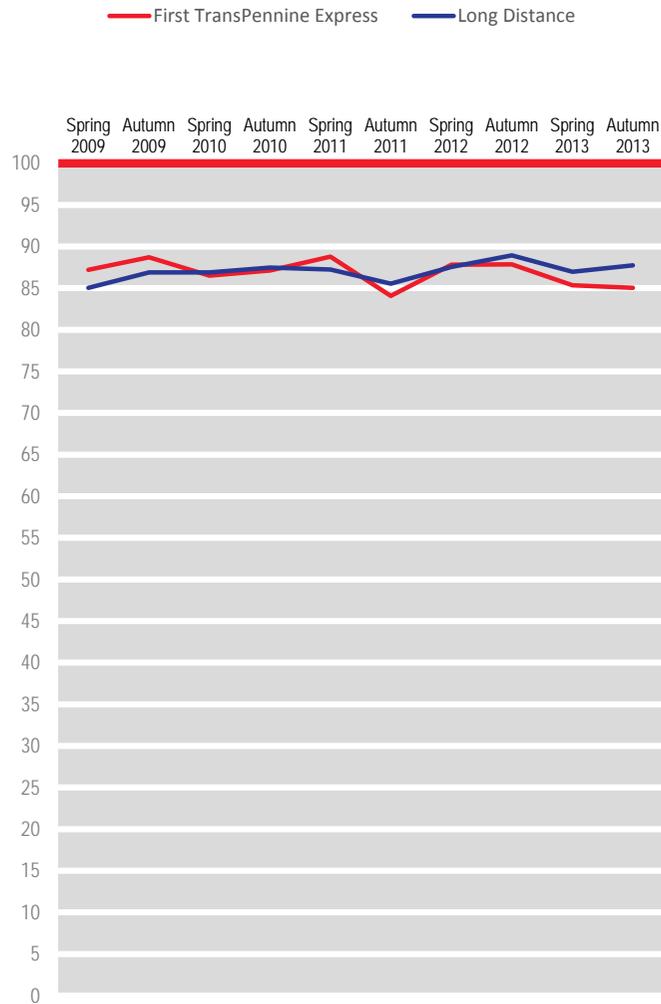
Building block/route data for First TransPennine Express

	North	North West	South
Overall satisfaction	86	84	84
STATION FACILITIES			
Overall satisfaction with the station	89	80	88
Ticket buying facilities	81	90	87
Provision of information about train times/platforms	90	89	92
The upkeep/repair of the station buildings/platforms	82	73	81
Cleanliness	84	79	86
The facilities and services	74	70	72
The attitudes and helpfulness of the staff	82	80	84
Connections with other forms of public transport	78	70	85
Facilities for car parking	55	58	70
Overall environment	82	80	82
Your personal security whilst using the station	78	76	75
The availability of staff	76	72	76
The provision of shelter facilities	80	77	85
Availability of seating	61	54	67
How request to station staff was handled	91	96	100
The choice of shops/eating/drinking facilities available	68	59	65
TRAIN FACILITIES			
Overall satisfaction with the train	85	82	87
The frequency of the trains on that route	86	80	87
Punctuality/reliability (i.e. the train arriving/departing on time)	81	83	82
The length of time the journey was scheduled to take (speed)	87	90	92
Connections with other train services	80	75	84
The value for money of the price of your ticket	61	62	63
Cleanliness of the train	87	84	86
Upkeep and repair of the train	88	90	86
The provision of information during the journey	82	86	85
The helpfulness and attitude of staff on train	78	79	84
The space for luggage	53	59	54
The toilet facilities	53	43	62
Sufficient room for all passengers to sit/stand	58	58	63
The comfort of the seating area	80	81	86
The ease of being able to get on and off	79	80	85
Your personal security on board	83	80	85
The cleanliness of the inside	86	83	88
The cleanliness of the outside	85	82	88
The availability of staff	65	65	74
How well train company deals with delays	47	34	56

Percentage satisfied with aspects of station where boarded

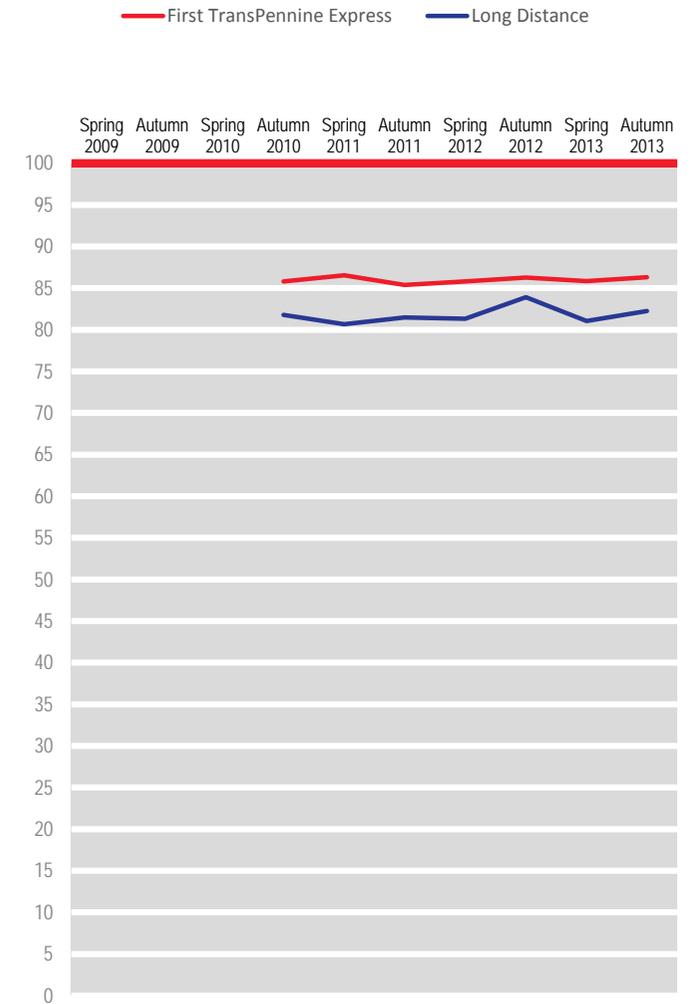
Overall satisfaction

(998)
Percentage of passengers satisfied 2009 to 2013



Overall station satisfaction

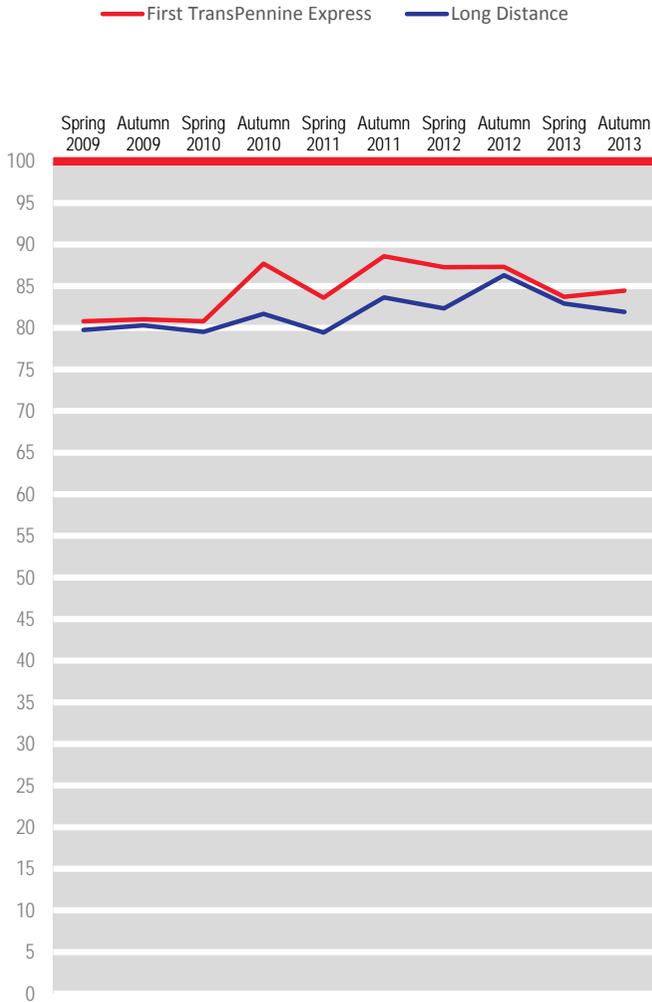
(990)
Percentage of passengers satisfied 2009 to 2013



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

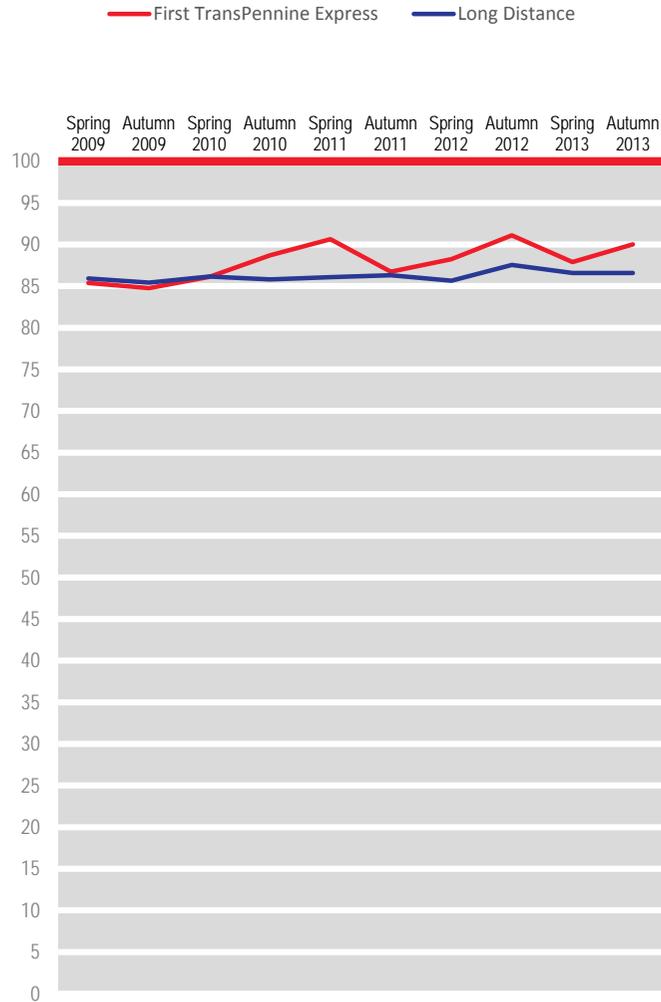
Ticket buying facilities

(423)
Percentage of passengers satisfied 2009 to 2013



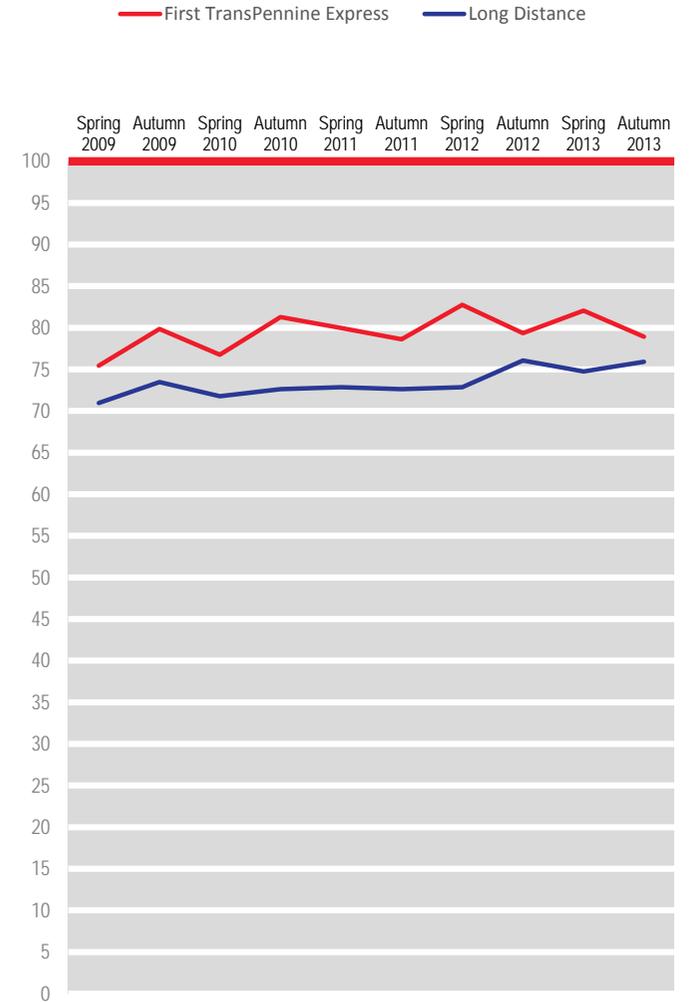
Provision of information about train times/platforms

(981)
Percentage of passengers satisfied 2009 to 2013



The upkeep/repair of the station building/platforms

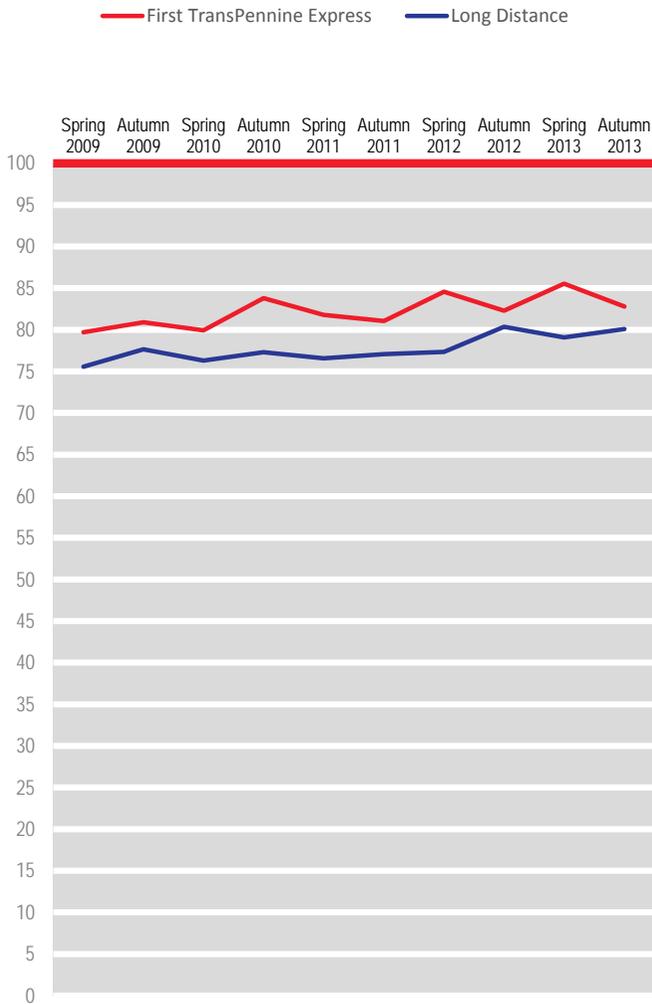
(966)
Percentage of passengers satisfied 2009 to 2013



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

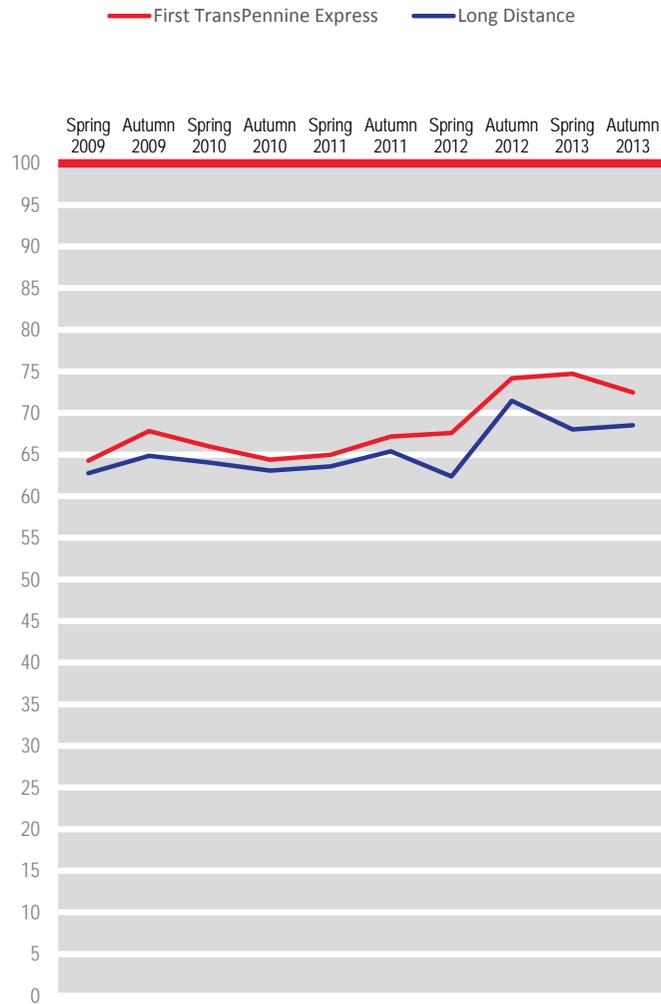
Cleanliness of the station

(963)
Percentage of passengers satisfied 2009 to 2013



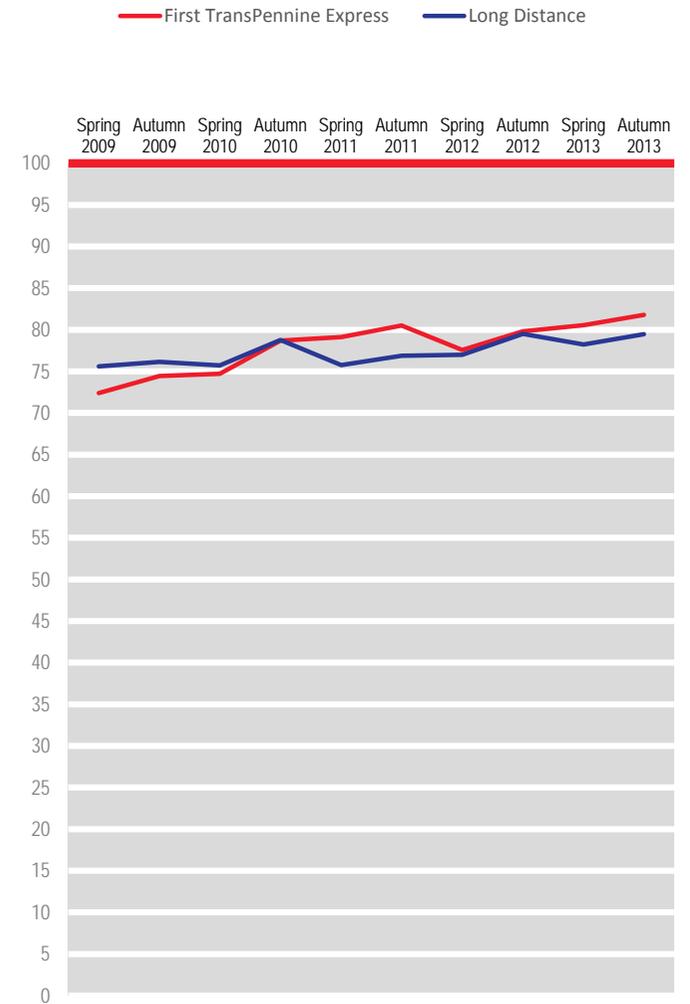
The facilities and services at the station

(867)
Percentage of passengers satisfied 2009 to 2013



The attitudes and helpfulness of the staff at the station

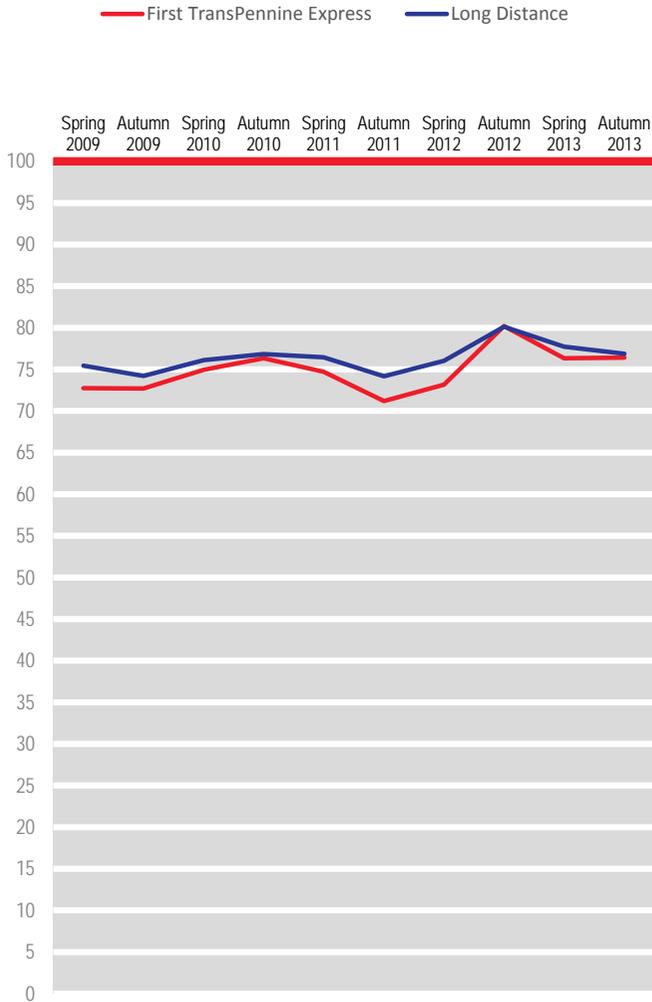
(738)
Percentage of passengers satisfied 2009 to 2013



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

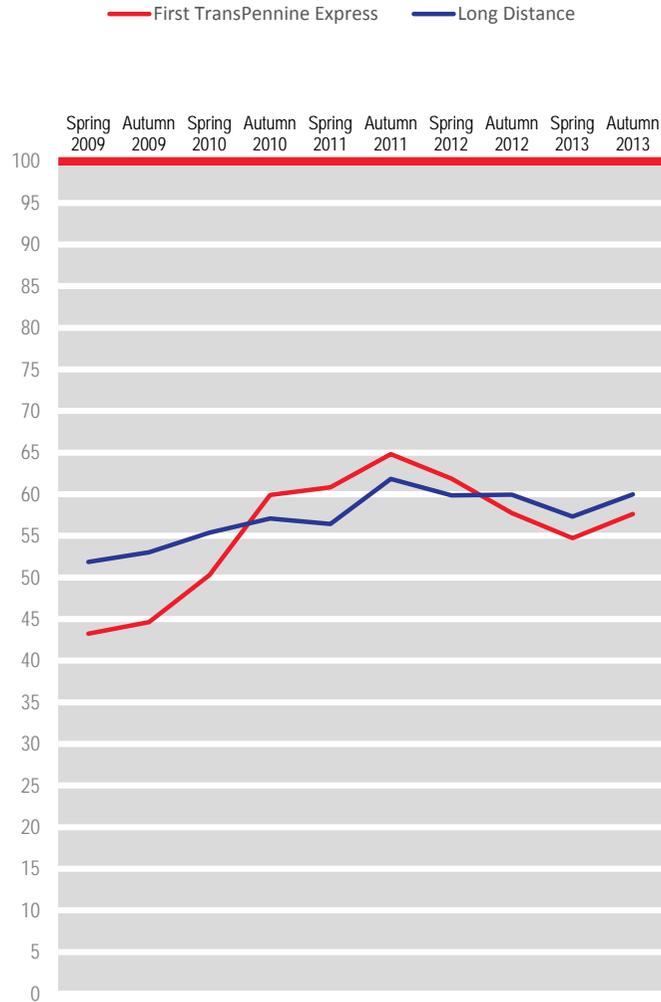
Connections with other forms of public transport from the station

(662)
Percentage of passengers satisfied 2009 to 2013



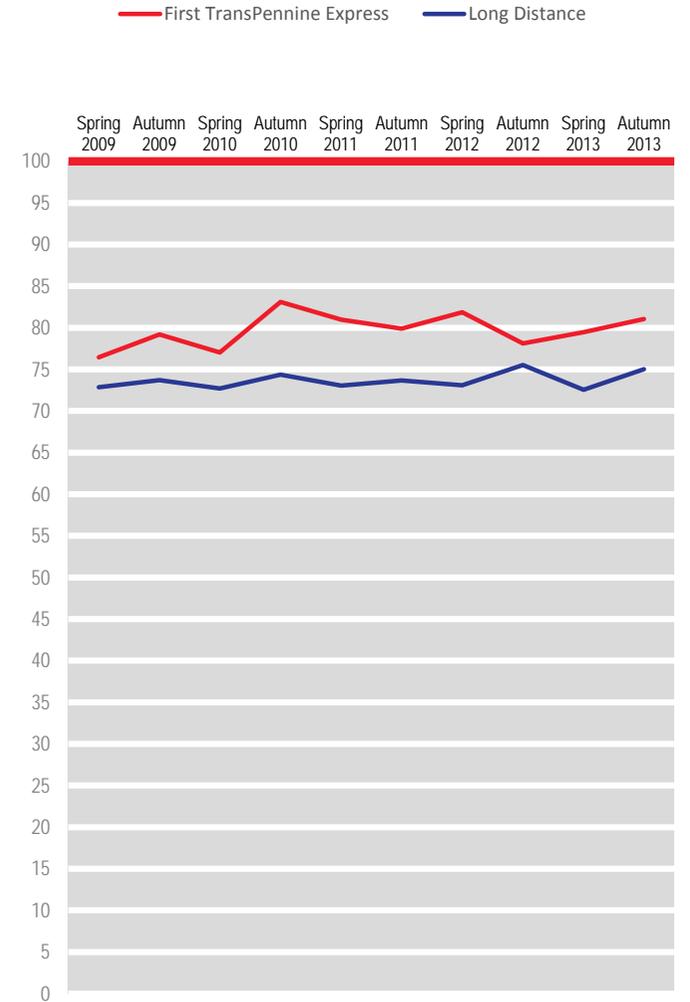
Facilities for car parking at the station

(354)
Percentage of passengers satisfied 2009 to 2013



Overall station environment

(953)
Percentage of passengers satisfied 2009 to 2013

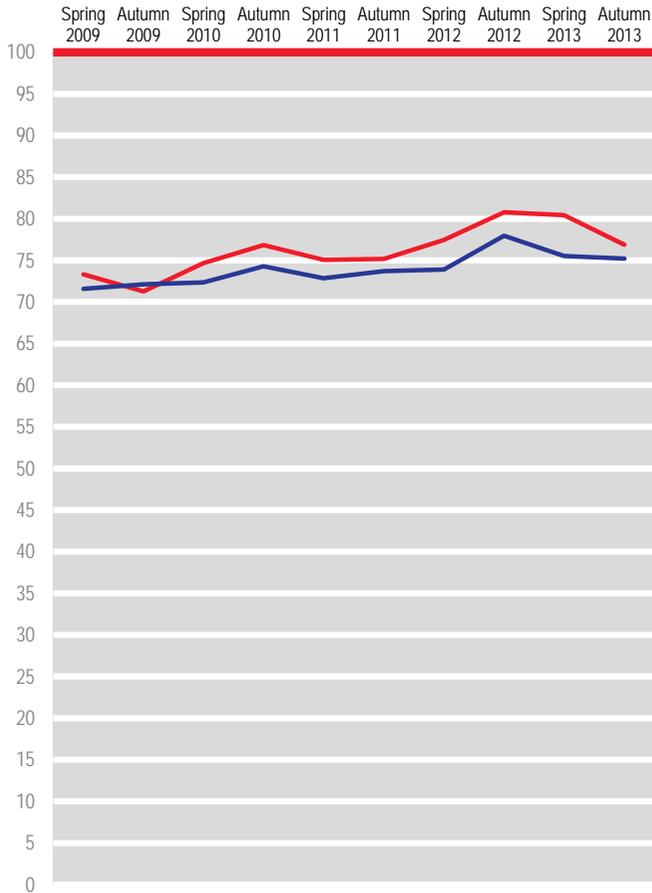


N.B. Benchmarks and targets are only shown for applicable factors

Your personal security whilst using the station

(871)
Percentage of passengers satisfied 2009 to 2013

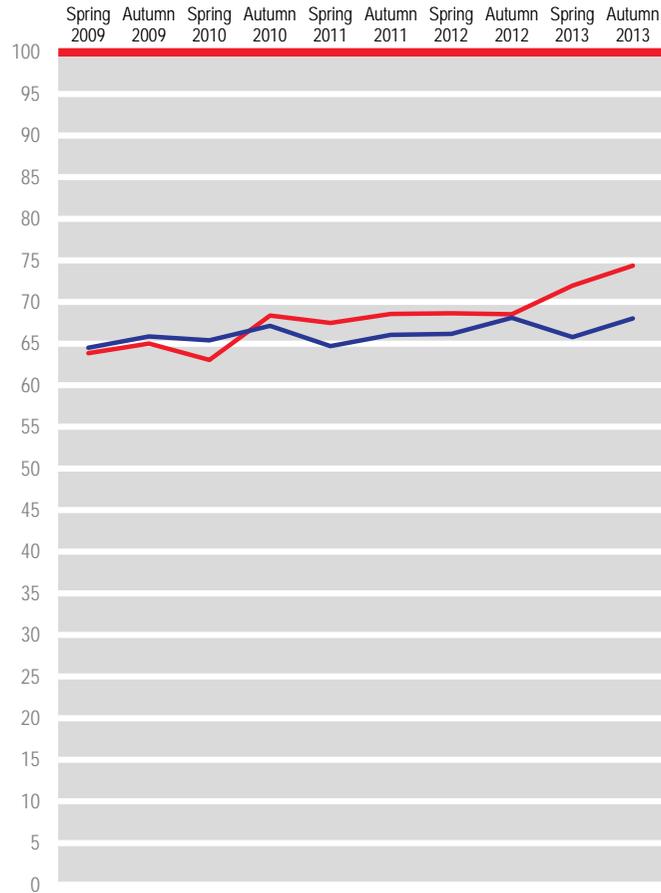
— First TransPennine Express — Long Distance



The availability of staff at the station

(834)
Percentage of passengers satisfied 2009 to 2013

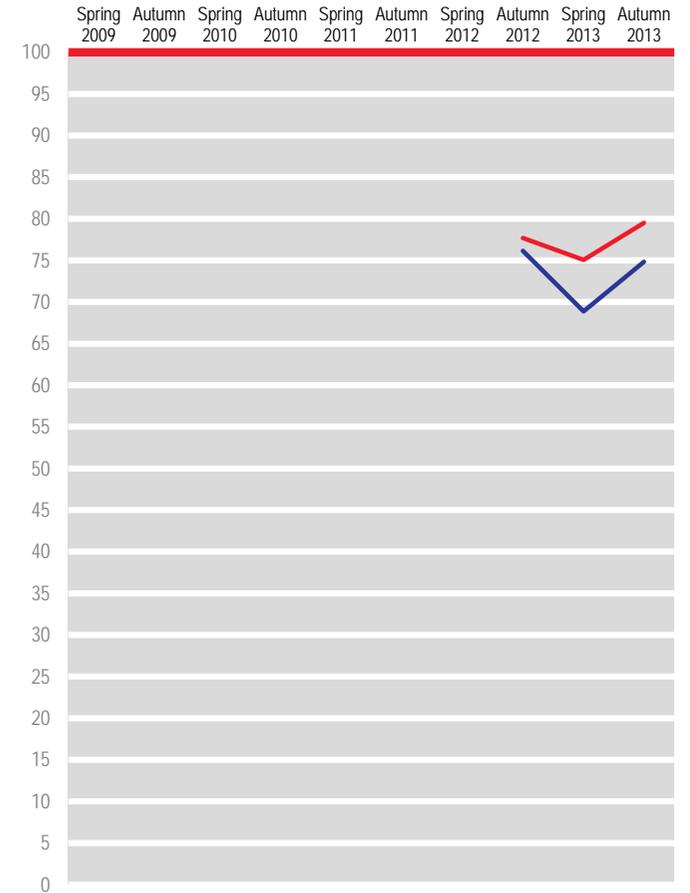
— First TransPennine Express — Long Distance



The provision of shelter facilities

(838)
Percentage of passengers satisfied 2009 to 2013

— First TransPennine Express — Long Distance

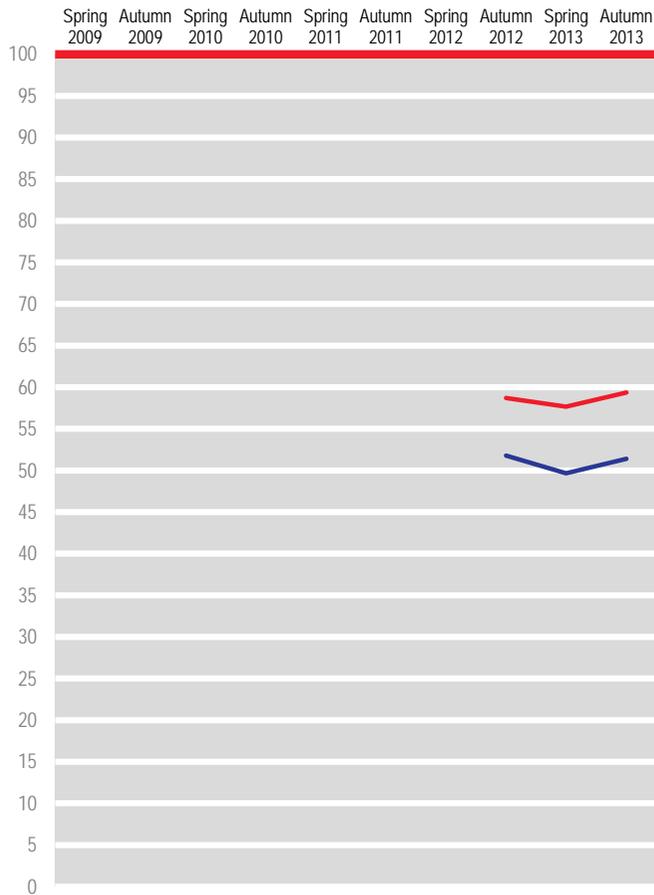


N.B. Benchmarks and targets are only shown for applicable factors

Availability of seating

(904)
Percentage of passengers satisfied 2009 to 2013

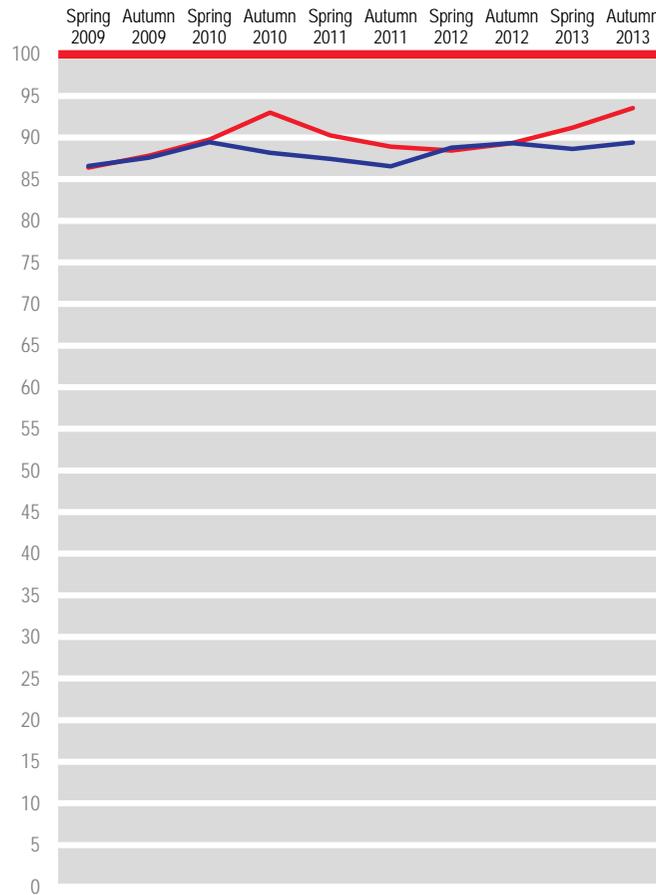
— First TransPennine Express — Long Distance



How request to station staff was handled

(179)
Percentage of passengers satisfied 2009 to 2013

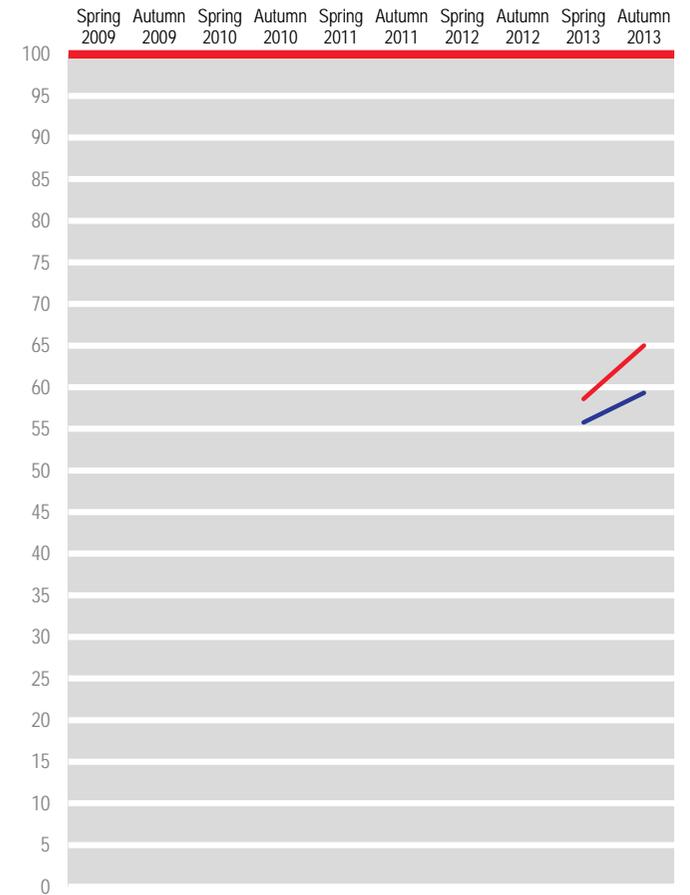
— First TransPennine Express — Long Distance



The choice of shops/eating/drinking facilities available

(853)
Percentage of passengers satisfied 2009 to 2013

— First TransPennine Express — Long Distance

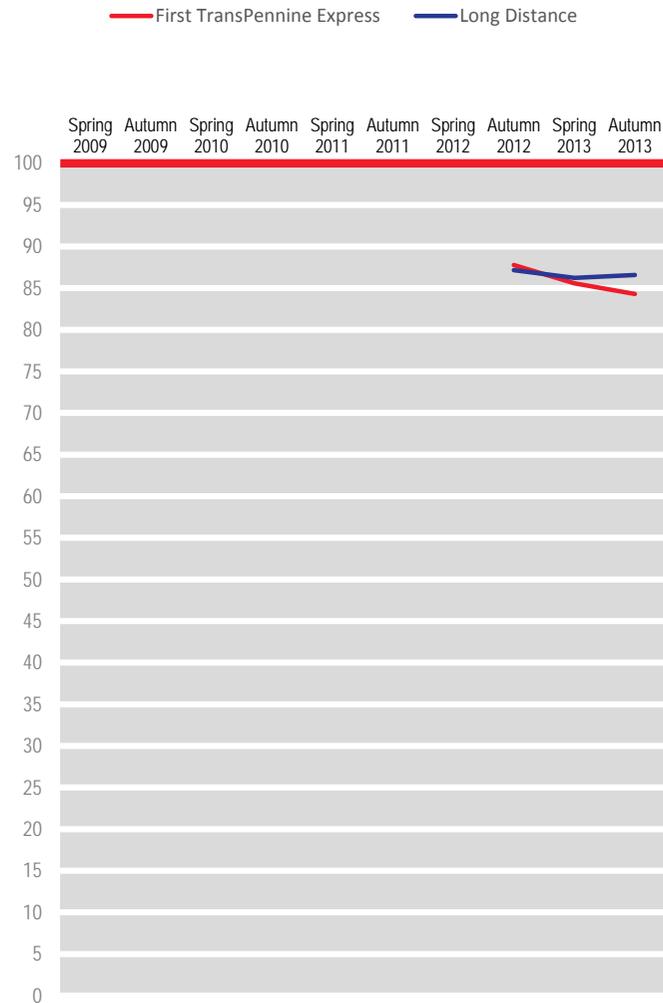


N.B. Benchmarks and targets are only shown for applicable factors

Percentage satisfied with aspects of the train

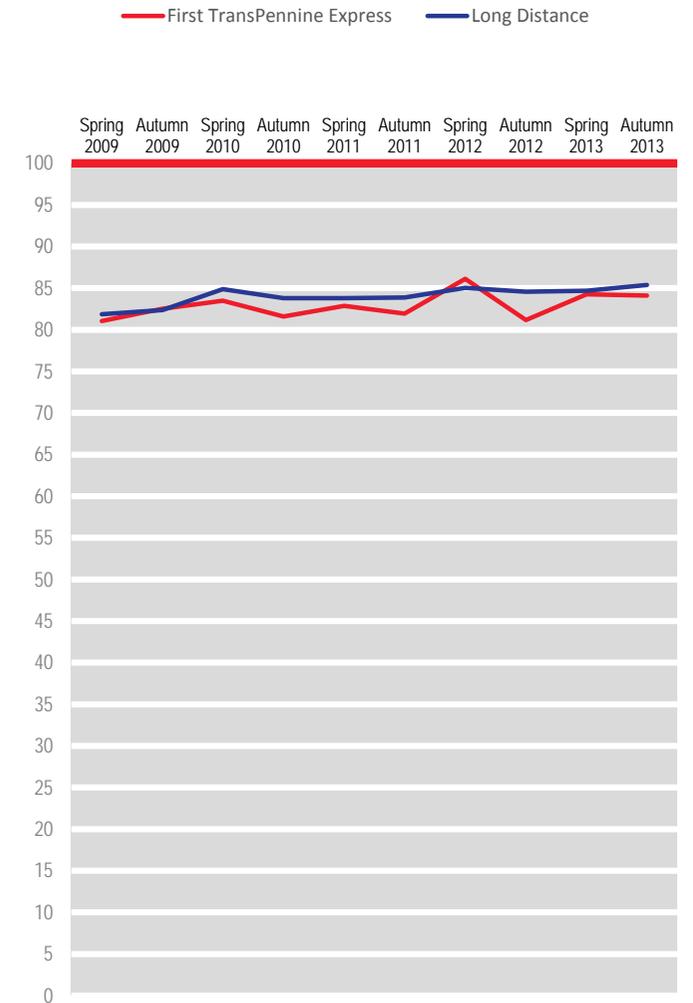
Overall satisfaction with the train

(992)
Percentage of passengers satisfied 2009 to 2013



The frequency of trains on that route

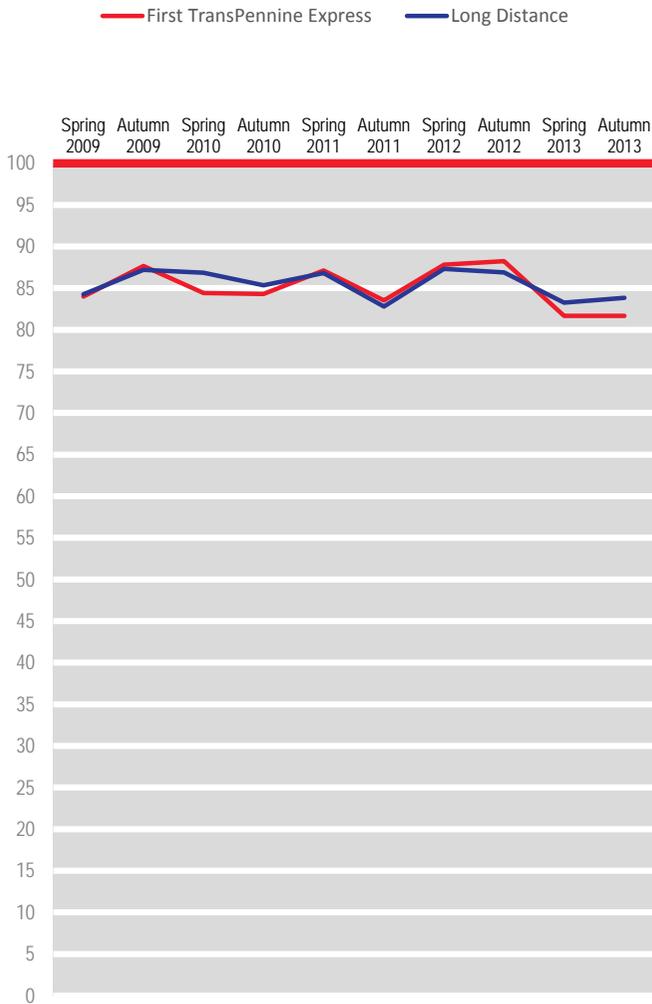
(945)
Percentage of passengers satisfied 2009 to 2013



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

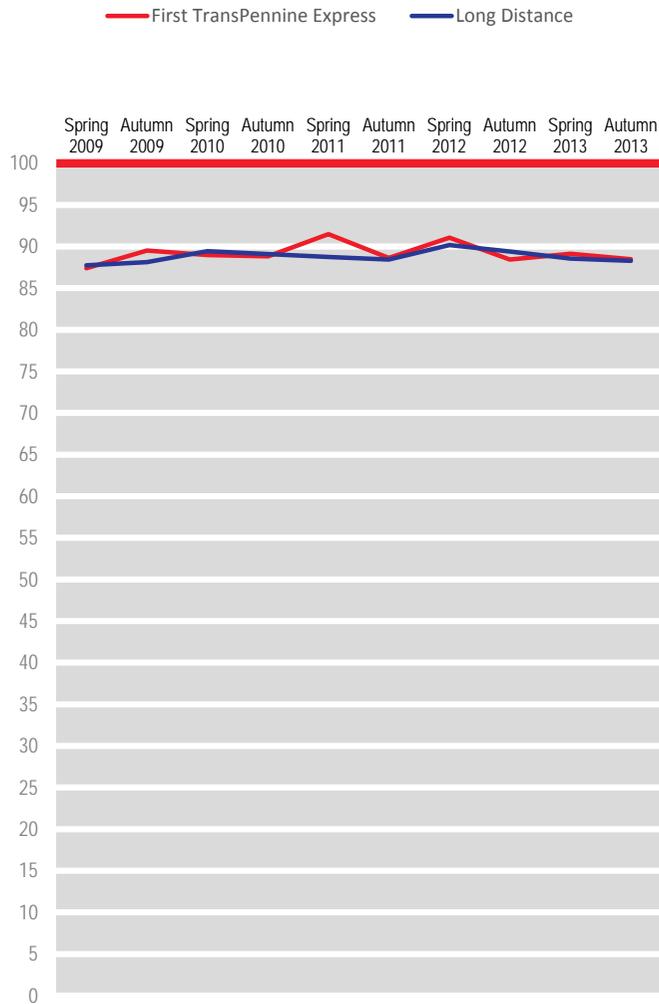
Punctuality/reliability (i.e. train arriving/departing on time)

(966)
Percentage of passengers satisfied 2009 to 2013



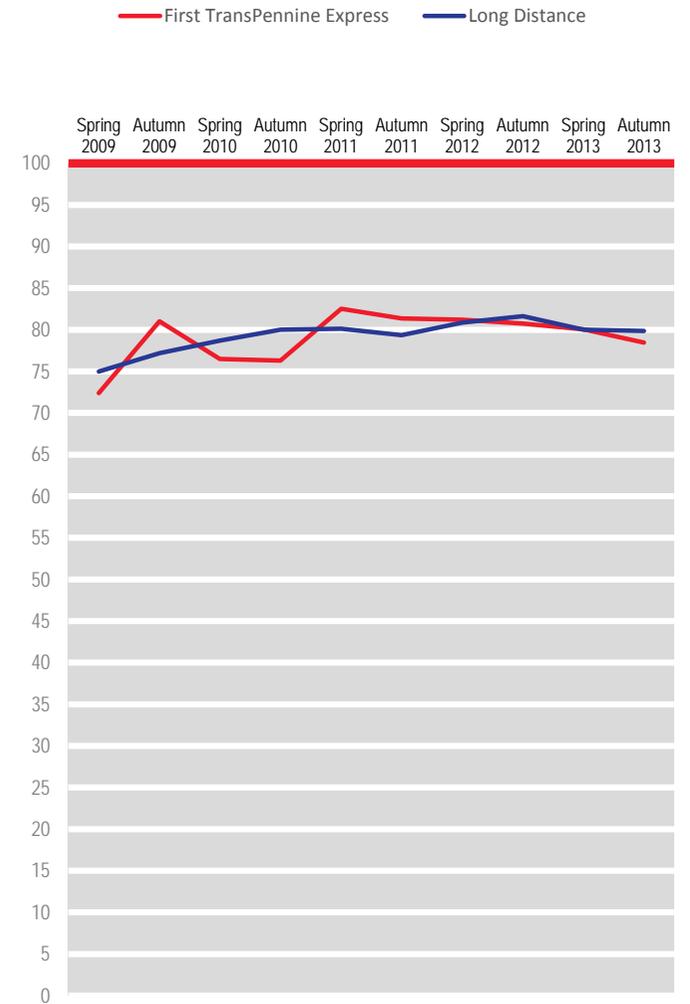
The length of time the journey was scheduled to take (speed)

(956)
Percentage of passengers satisfied 2009 to 2013



Connections with other train services

(574)
Percentage of passengers satisfied 2009 to 2013

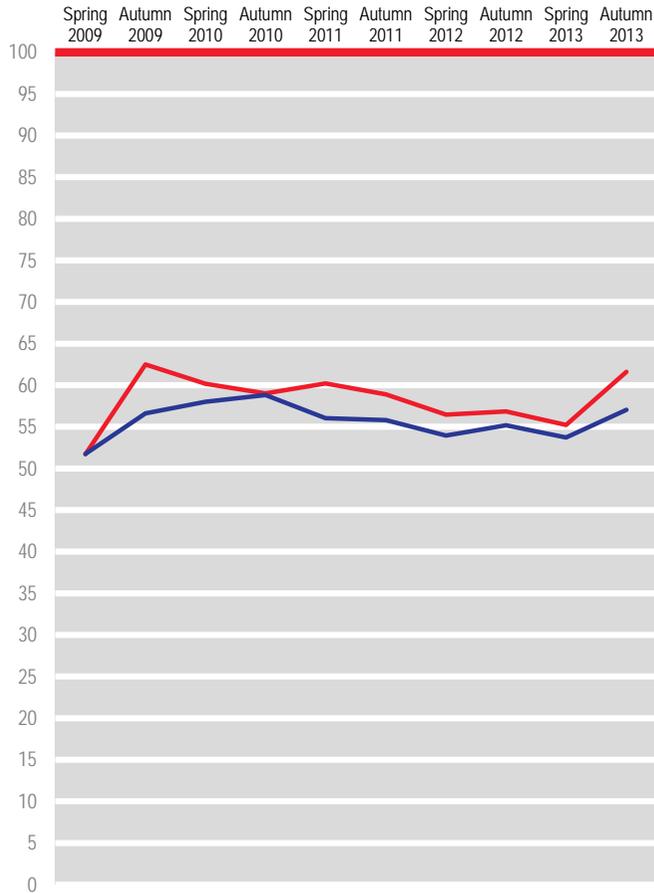


N.B. Benchmarks and targets are only shown for applicable factors

The value for money for the price of your ticket

(931)
Percentage of passengers satisfied 2009 to 2013

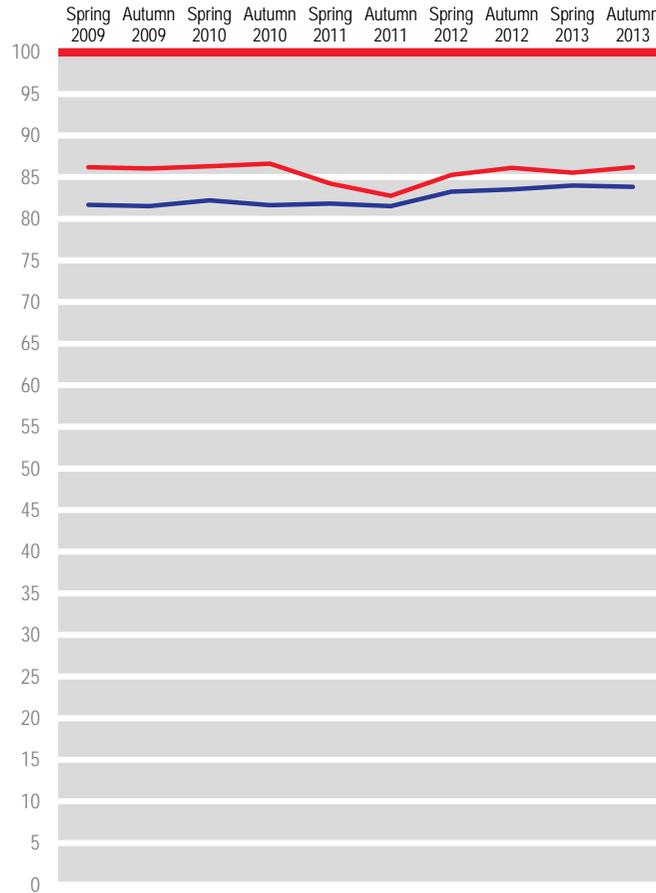
— First TransPennine Express — Long Distance



Cleanliness of the train

(981)
Percentage of passengers satisfied 2009 to 2013

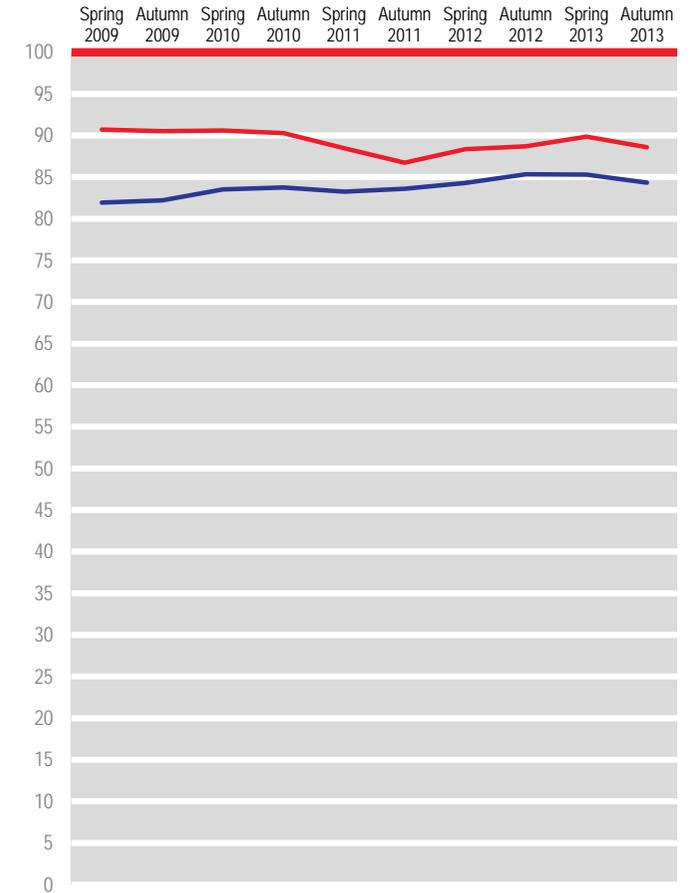
— First TransPennine Express — Long Distance



Upkeep and repair of the train

(963)
Percentage of passengers satisfied 2009 to 2013

— First TransPennine Express — Long Distance

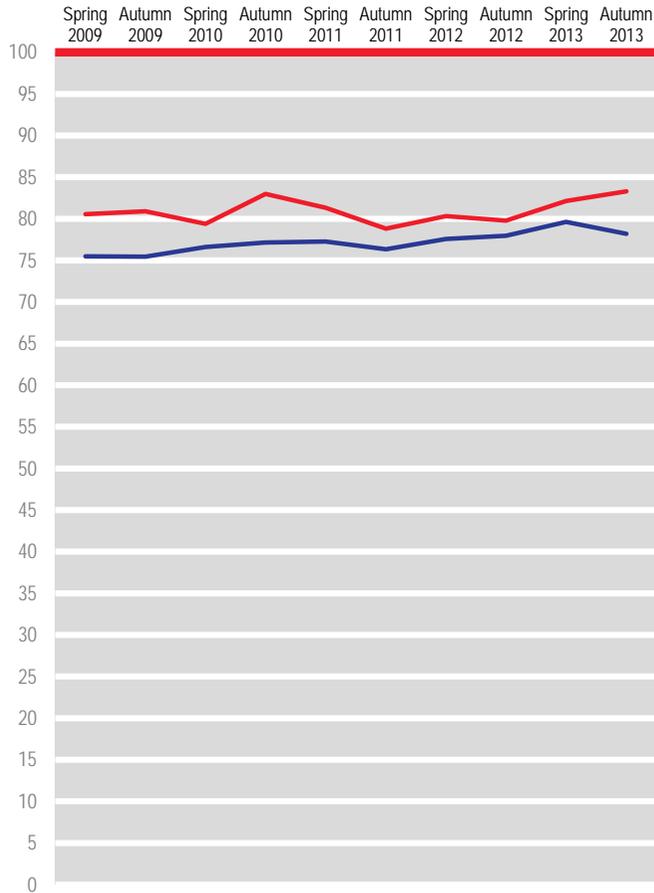


N.B. Benchmarks and targets are only shown for applicable factors

The provision of information during the journey (903)

Percentage of passengers satisfied 2009 to 2013

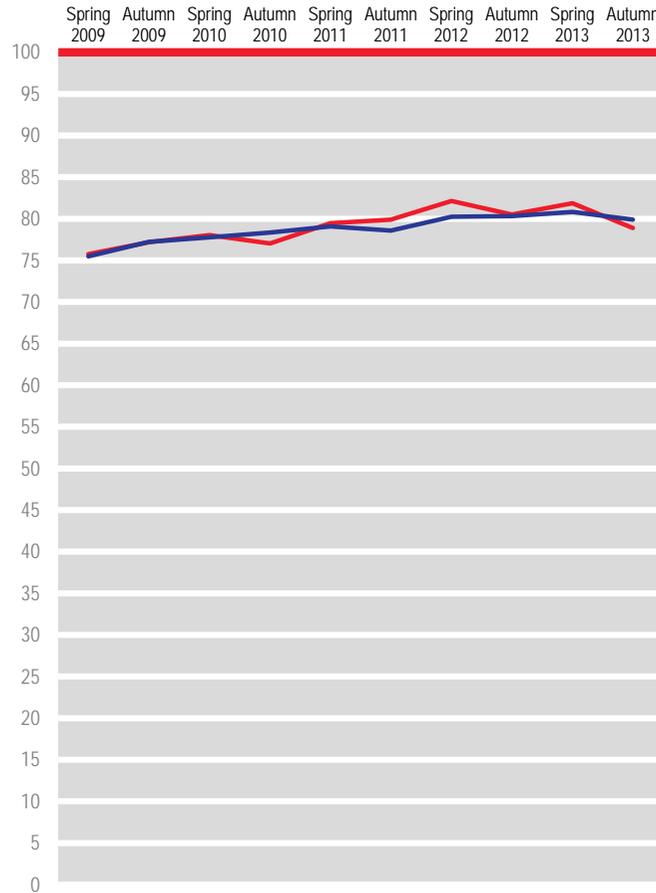
— First TransPennine Express — Long Distance



The helpfulness and attitude of staff on the train (758)

Percentage of passengers satisfied 2009 to 2013

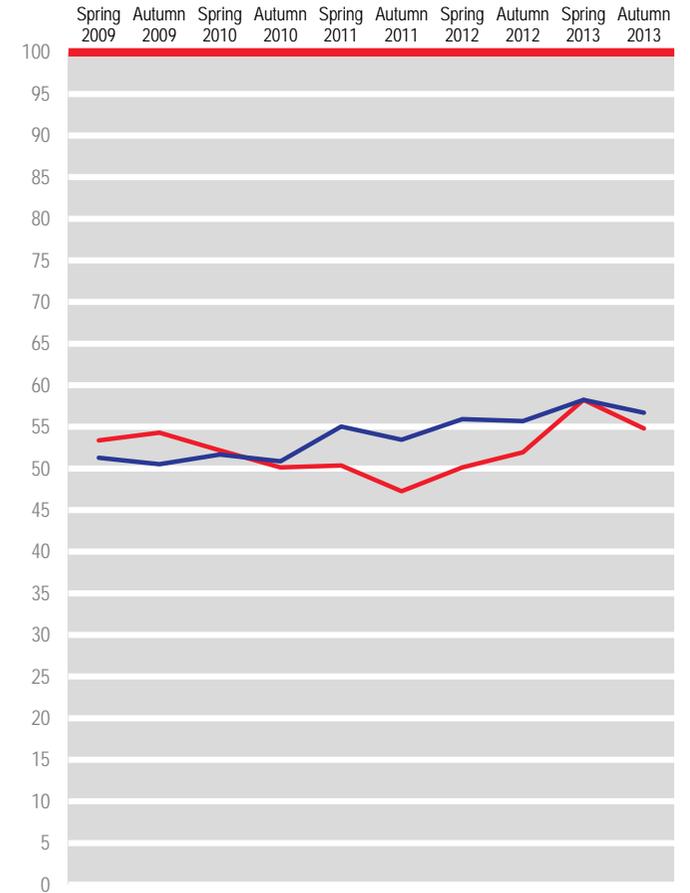
— First TransPennine Express — Long Distance



The space for luggage (821)

Percentage of passengers satisfied 2009 to 2013

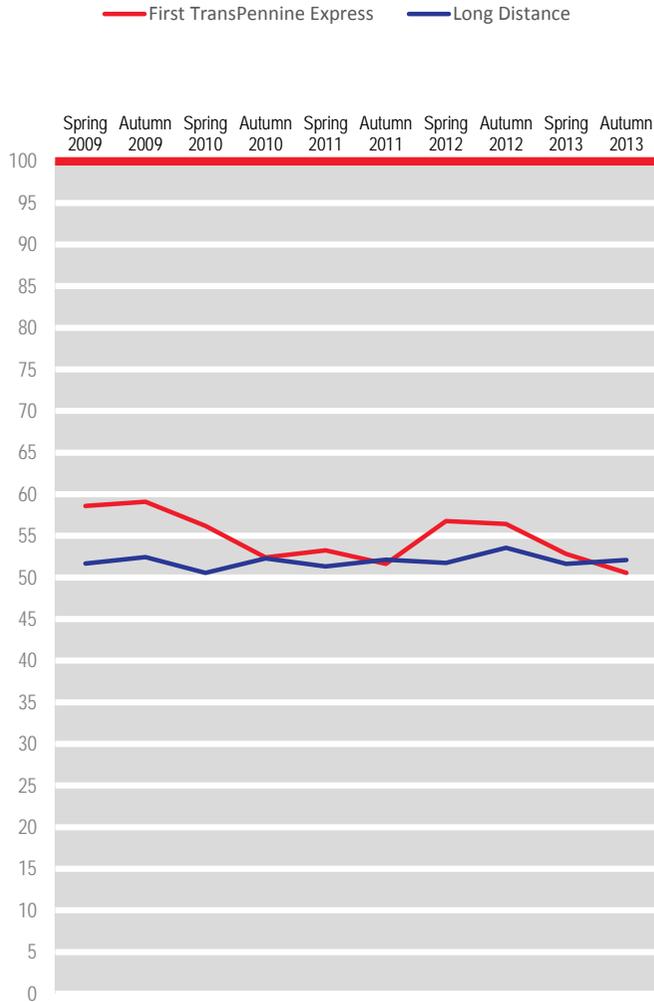
— First TransPennine Express — Long Distance



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

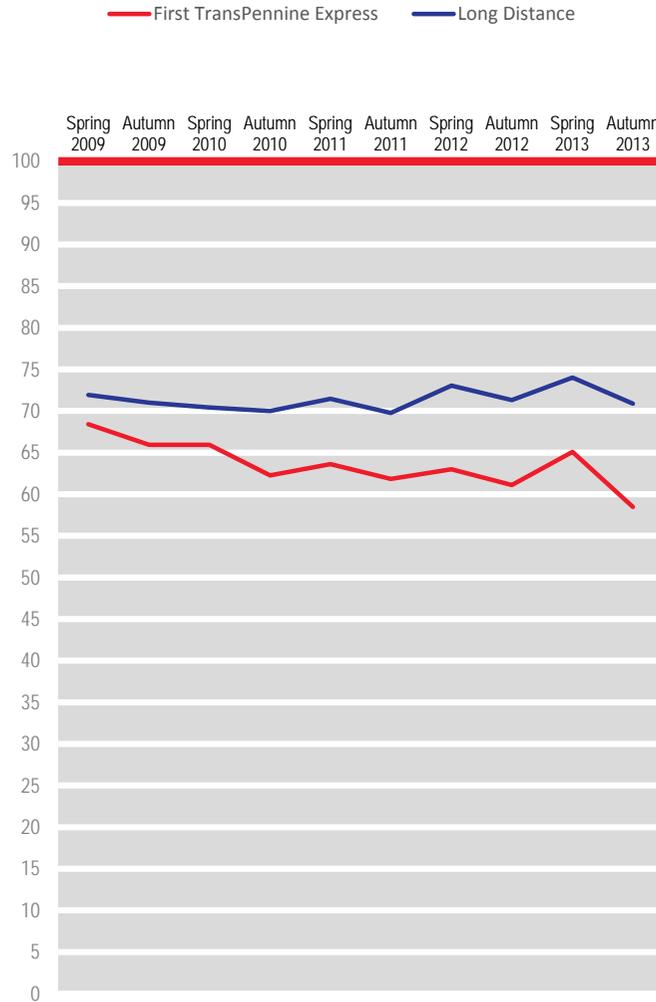
Toilet facilities on the train

(404)
Percentage of passengers satisfied 2009 to 2013



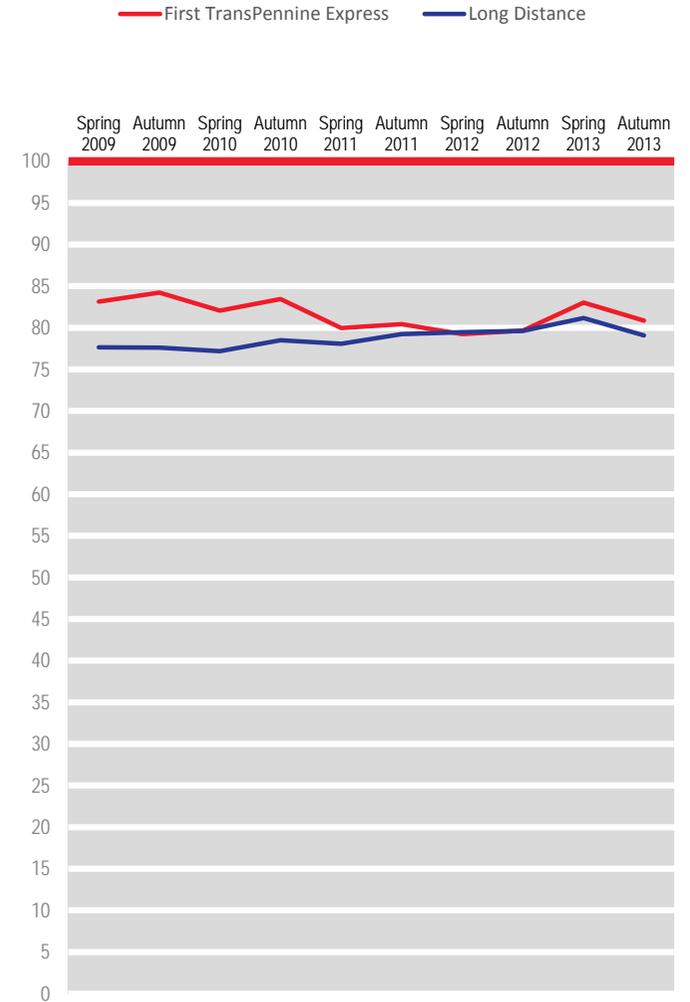
Sufficient room for all the passengers to sit/stand

(963)
Percentage of passengers satisfied 2009 to 2013



The comfort of the seating area

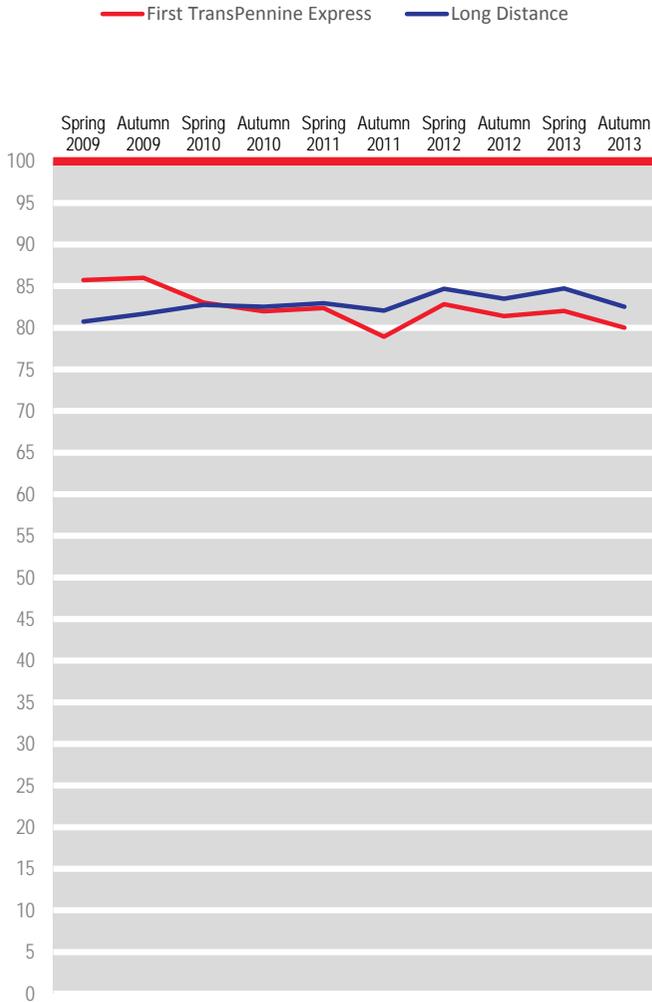
(942)
Percentage of passengers satisfied 2009 to 2013



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

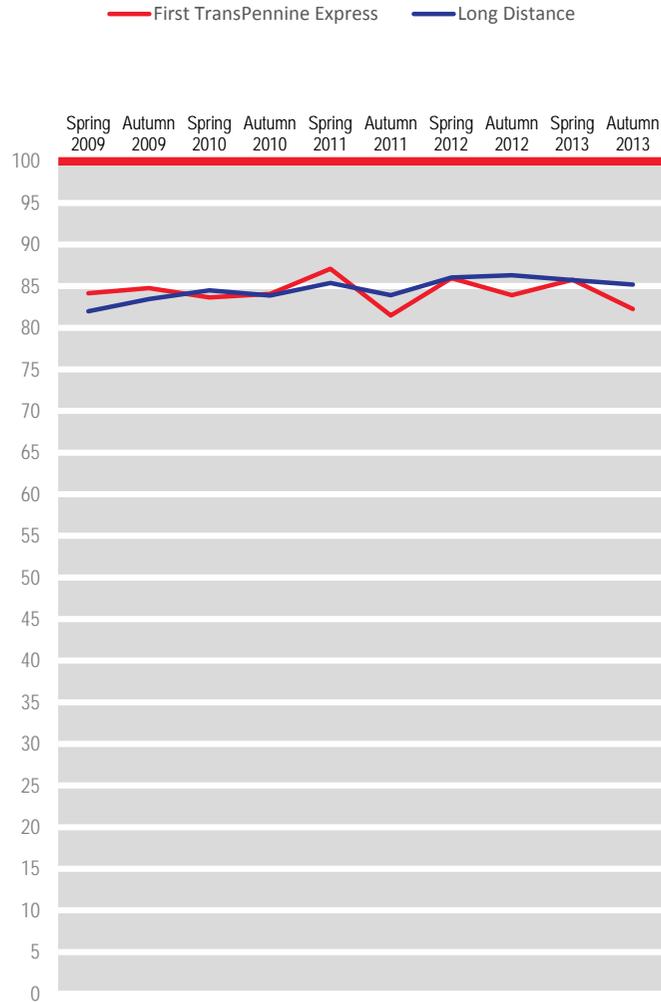
The ease of being able to get on and off the train

(979)
Percentage of passengers satisfied 2009 to 2013



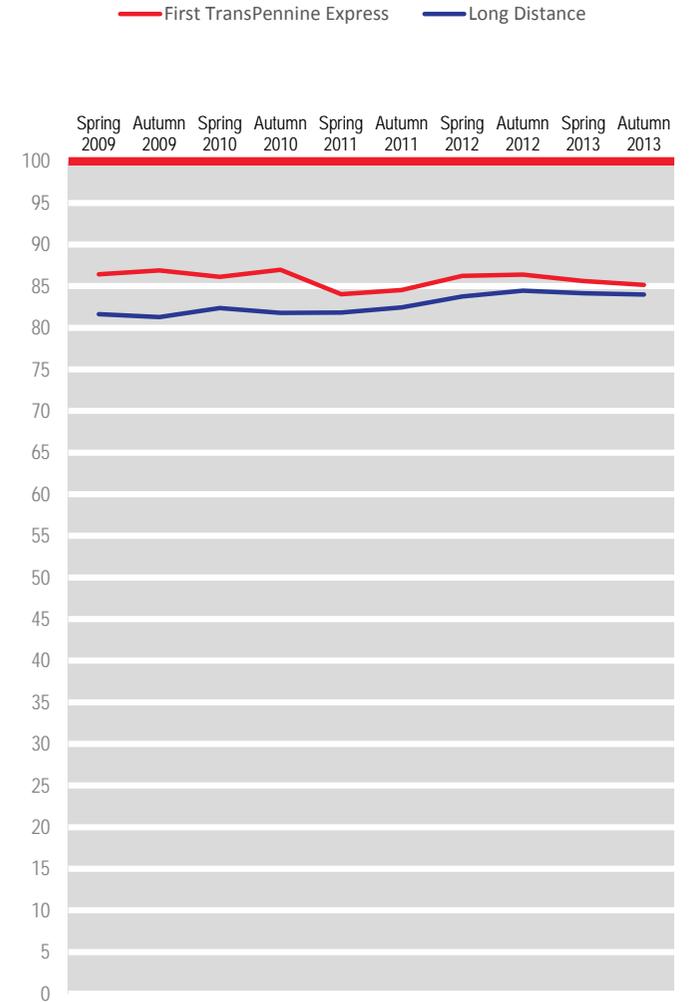
Your personal security whilst on board

(925)
Percentage of passengers satisfied 2009 to 2013



The cleanliness of the inside of the train

(976)
Percentage of passengers satisfied 2009 to 2013

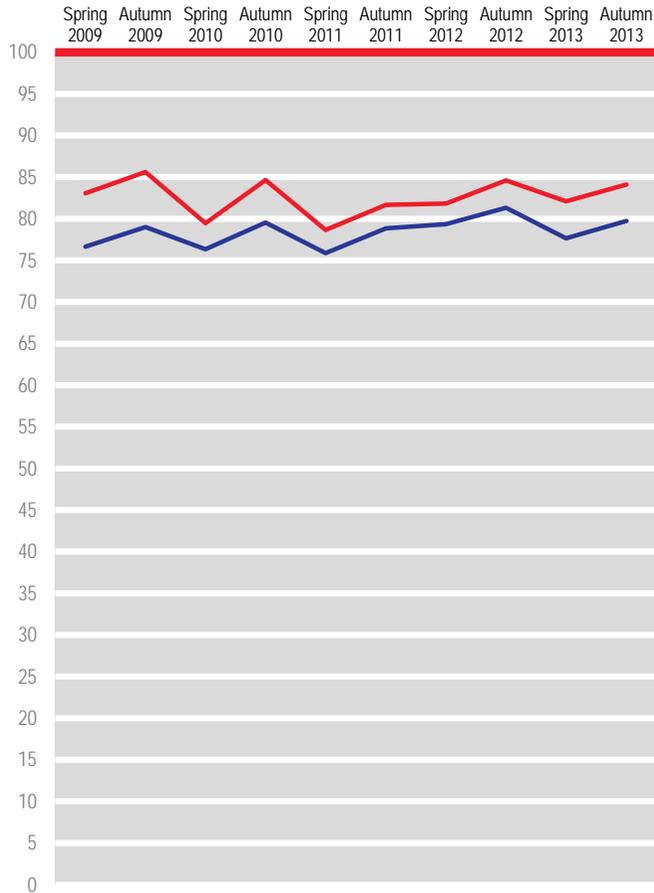


N.B. Benchmarks and targets are only shown for applicable factors

The cleanliness of the outside of the train (820)

Percentage of passengers satisfied 2009 to 2013

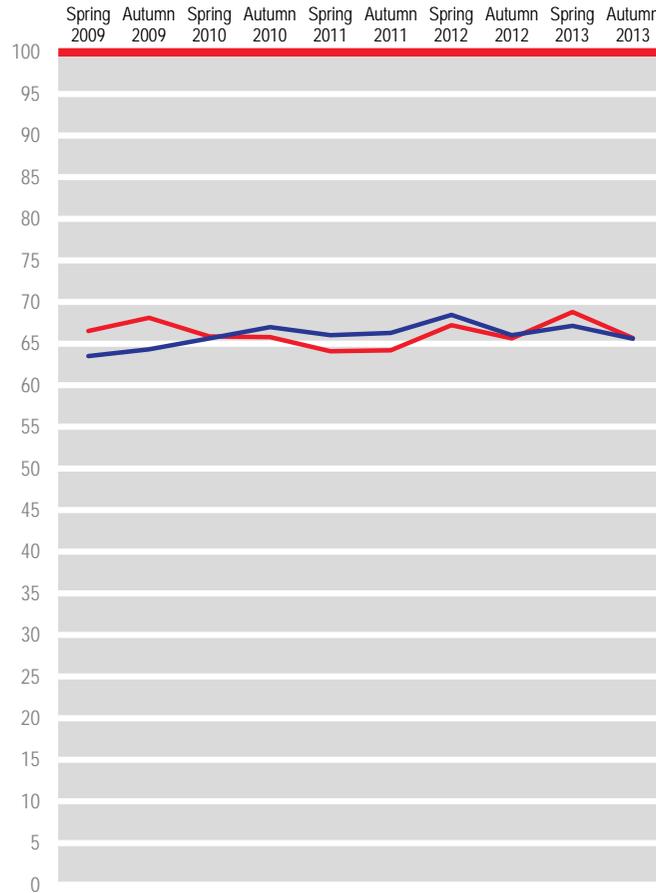
— First TransPennine Express — Long Distance



The availability of staff on the train (860)

Percentage of passengers satisfied 2009 to 2013

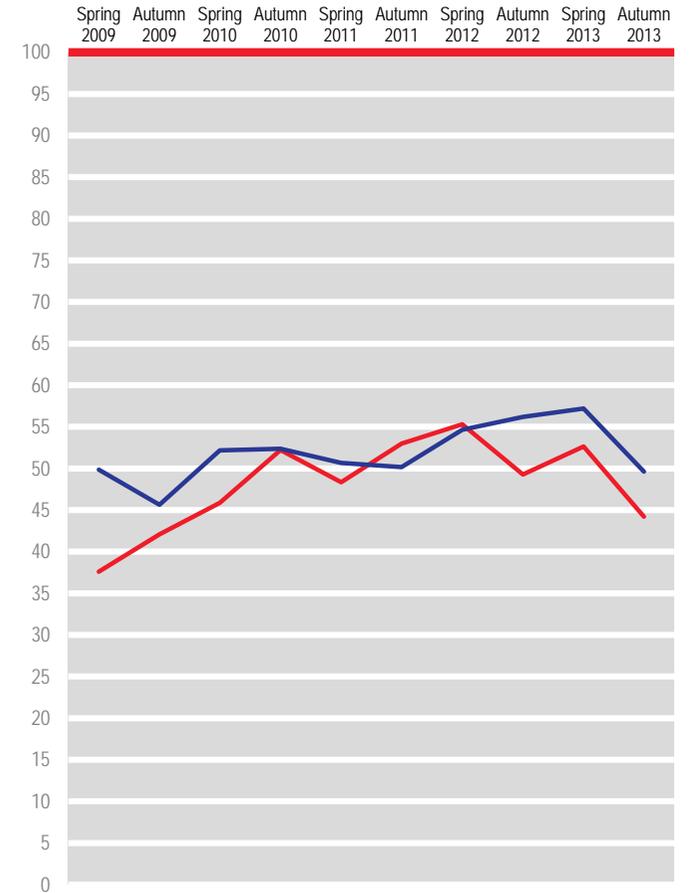
— First TransPennine Express — Long Distance



How well train company dealt with delays (245)

Percentage of passengers satisfied 2009 to 2013

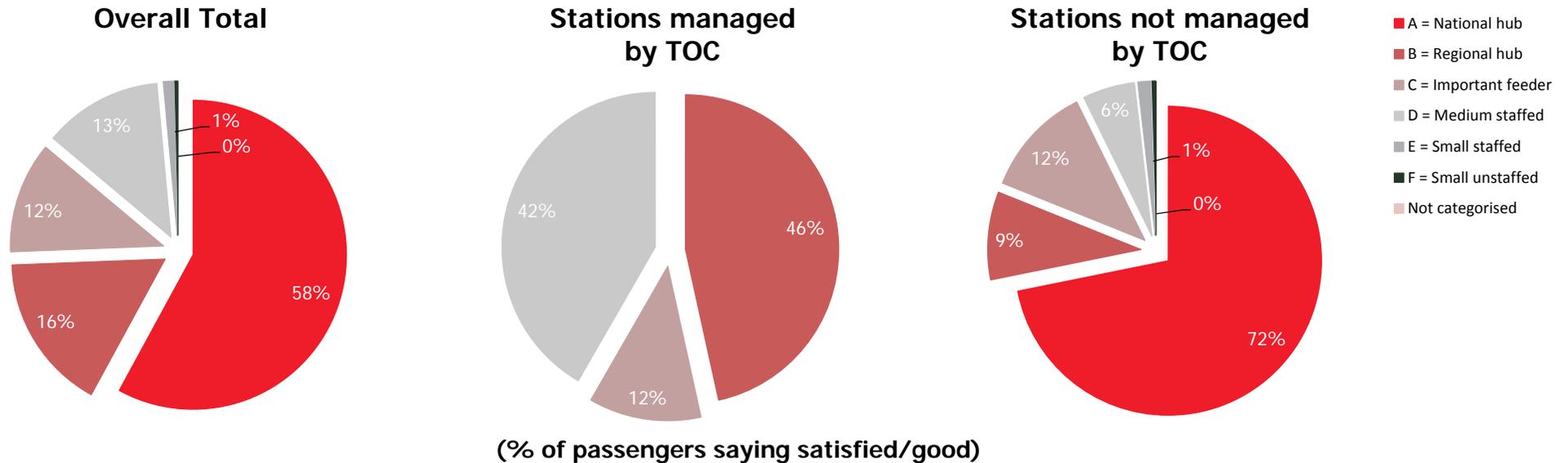
— First TransPennine Express — Long Distance



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

Managed versus non-managed stations for First TransPennine Express

(% of passenger journeys originating from each type of station)



	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	91		85
Ticket buying facilities	90		82
Provision of information about train times/platforms	91		90
The upkeep/repair of the station buildings/platforms	87	+	77
Cleanliness	82		83
The facilities and services	69		73
The attitudes and helpfulness of the staff	81		82
Connections with other forms of public transport	73		77
Facilities for car parking	65		54
Overall environment	81		81
Your personal security whilst using the station	77		77
The availability of staff	77		74
The provision of shelter facilities	77		80
Availability of seating	69	+	57
How request to station staff was handled	98		93
The choice of shops/eating/drinking facilities available	53	-	68

	First TransPennine Express	Long Distance		First TransPennine Express	Long Distance
DELAY					
None	77	76			
Minor	21	20			
Major	1	3			
LENGTH OF DELAY					
5 minutes or less	31	27			
6-10 minutes	38	32			
11-20 minutes	17	20			
21-30 minutes	6	9			
31-60 minutes	2	6			
More than 1 hour	3	3			
AMOUNT INFORMATION PROVIDED ABOUT THE DELAY			SPEED WITH WHICH INFORMATION WAS PROVIDED		
Very well	22	21	Very well	22	23
Fairly well	26	32	Fairly well	28	32
Neither well nor poorly	24	21	Neither well nor poorly	18	21
Fairly poorly	14	12	Fairly poorly	17	12
Very poorly	15	13	Very poorly	16	12
ACCURACY OF INFORMATION GIVEN ABOUT THE DELAY			TIME TAKEN TO RESOLVE THE PROBLEM		
Very well	21	23	Very well	20	20
Fairly well	27	33	Fairly well	22	27
Neither well nor poorly	21	20	Neither well nor poorly	32	32
Fairly poorly	16	12	Fairly poorly	15	11
Very poorly	14	12	Very poorly	12	11
USEFULNESS OF THE INFORMATION			AVAILABILITY OF ALTERNATIVE TRANSPORT IF THE TRAIN SERVICE COULD NOT CONTINUE		
Very well	24	24	Very well	10	14
Fairly well	24	30	Fairly well	30	21
Neither well nor poorly	26	27	Neither well nor poorly	31	34
Fairly poorly	15	9	Fairly poorly	11	8
Very poorly	12	11	Very poorly	18	22

5 5.2 Passenger experience relating to disability

	First TransPennine Express	Long Distance		First TransPennine Express	Long Distance
DISABILITY OR LONG TERM ILLNESS					
Mobility	3	3			
Wheelchair user	-	0			
Hearing	2	2			
Eyesight	0	1			
Speech impairment	-	0			
Learning difficulties	0	0			
Other	2	2			
None	90	90			
Don't know/no answer	4	3			
NEEDED TO MAKE SPECIAL ARRANGEMENTS IN ADVANCE WITH TRAIN COMPANY TO ORGANISE YOUR TRAVEL					
Yes	5	5			
No	95	95			
SATISFACTION WITH SPECIAL ARRANGEMENTS WHEN BOOKING			TRAIN MET NEEDS AS PASSENGER WITH DISABILITY/LONG TERM ILLNESS		
Very satisfied	100	78	Very satisfied	30	32
Fairly satisfied	-	11	Fairly satisfied	30	37
Neither satisfied nor dissatisfied	-	3	Neither satisfied nor dissatisfied	16	18
Fairly dissatisfied	-	-	Fairly dissatisfied	11	8
Very dissatisfied	-	8	Very dissatisfied	12	5
STATION MET NEEDS AS PASSENGER WITH DISABILITY/LONG TERM ILLNESS			SATISFACTION WITH SPECIAL ARRANGEMENTS ON THE DAY		
Very satisfied	34	37	Very satisfied	23	42
Fairly satisfied	40	37	Fairly satisfied	77	40
Neither satisfied nor dissatisfied	16	16	Neither satisfied nor dissatisfied	-	-
Fairly dissatisfied	5	6	Fairly dissatisfied	-	-
Very dissatisfied	6	4	Very dissatisfied	-	18

	First TransPennine Express	Long Distance		First TransPennine Express	Long Distance
GENDER			ETHNIC GROUP OF PASSENGERS		
Male	41	41	White	90	92
Female	56	57	Mixed	1	1
			Asian or Asian British	5	3
			Black or Black British	1	1
			Chinese or other ethnic group	1	1
AGE			JOURNEY PURPOSE		
16-25	12	10	Commuter	24	16
26-34	12	11	Business	14	26
35-44	11	15	Leisure	62	58
45-54	23	23			
55-59	11	11			
60-64	12	11			
65+	16	17			
WORKING STATUS			REGULAR TRAVELLER		
Working Full Time	46	53	Yes	41	35
Working Part Time	17	14	No	59	65
Not Working	4	4			
Retired	23	21			
Full Time Student	8	6			
OCCUPATION OF CHIEF WAGE EARNER IN HOUSEHOLD			TIME OF TRAVEL		
Professional/Senior Managerial	35	40	Peak	-	-
Middle Managerial	12	14	Off-peak	-	-
Junior Managerial/Clerical/Supervisory	10	9			
Skilled Manual (With Professional Qualifications/ Served an Apprenticeship)	6	5			
Unskilled Manual (No Qualifications/Not Served an Apprenticeship)	3	2			
Full time student	4	3			
Retired	21	19			
Unemployed/between jobs	1	1			
Housewife/house-husband	1	1			
Other	4	5			
			ASKED FOR HELP OR INFORMATION		
			Yes asked for help	12	13
			Yes asked for information	10	12
			Could not find anyone to ask	1	2
			No	77	74
			DO YOU REGULARLY USE THE INTERNET		
			Yes, at home	87	89
			Yes, at work	51	59
			No	10	7

	First TransPennine Express	Long Distance		First TransPennine Express	Long Distance
TRAVELLING ALONE OR WITH OTHERS			POTENTIAL IMPROVEMENTS TO ASSIST WITH PLANNING		
Alone	71	75	Better telephone enquiry/booking service	6	6
With other adults 16+	25	23	Better internet enquiry/booking service	17	20
With children aged 0-4	1	1	Better information facilities at stations	15	15
With children aged 5-10	2	1	Better route maps of the rail network	17	18
With children aged 11-15	2	1	Make timetables easier to read	18	18
			Better ticket buying facilities at station ticket offices	11	10
			Better ticket buying facilities at station ticket machines	11	9
			Better promotion when advanced tickets available	40	42
			Other	13	15
			None of these	23	22
TRAVELLING WITH ...					
Heavy/bulky luggage/other large items	30	33			
Pushchair	0	0			
Folding bicycle	0	0			
Non-folding bicycle	1	1			
Dog	0	0			
Wheelchair	-	0			
Helper	0	0			
None apply	68	64			
TYPE OF TICKET USED FOR JOURNEY					
Anytime single/return	18	16			
Anytime day single/return	14	12			
Off-peak/super off-peak single/return	19	21			
Off-peak/super off-peak day single/return	11	9			
Advance	17	28			
Day travelcard	1	1			
Oyster pay as you go	0	0			
Weekly or monthly season ticket	8	4			
Annual season ticket	2	2			
Special promotion ticket	1	0			
Rail staff pass/privilege ticket/police	3	2			
Free travel pass (e.g. Freedom Pass)	1	1			
Other	4	3			
Don't know/no answer	1	1			

Station sample sizes for First TransPennine Express

Station	Unweighted
Manchester Piccadilly	147
Leeds	128
Sheffield	103
York	83
Preston	62
Edinburgh	59
Lancaster	45
Manchester Oxford Road	42
Doncaster	40
Huddersfield	36
Manchester Airport	33
Bolton	30
Northallerton	21
Darlington	19
Liverpool Lime Street	17
Durham	14
Scarborough	12
Oxenholme Lake District	12
Glasgow Central	12
Dewsbury	11
Blackpool North	11
Chorley	9
Stalybridge	8
Garforth	8
Newcastle	7
Barrow-In-Furness	7
Hull	6
Meadowhall	6
Carlisle	5
Scunthorpe	4
Chester-Le-Street	3
Haymarket	3
Stockport	2
Liverpool South Parkway	1
Middlesbrough	1
Kirkham And Wesham	1

Sample size	Annual journeys ('000s)	Journey Purpose			Day of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very large	Large	Medium	Small
Sample size	27156	11372	3887	11897	23342	3814	8845	6167	6186	5958
Arriva Trains Wales	28528	32	10	58	81	19	27	21	26	26
c2c	36028	67	6	27	86	14	27	21	24	27
Chiltern Railways	19402	38	25	37	82	18	32	15	25	27
CrossCountry	36683	15	28	57	78	22	20	25	28	28
East Coast	18785	10	33	57	76	24	44	11	16	30
East Midland Trains	23167	23	28	49	82	18	27	21	26	26
First Capital Connect	107253	45	26	29	86	14	28	18	27	27
First Great Western	92873	30	20	50	77	23	22	27	26	25
First TransPennine Express	24893	24	14	62	78	22	19	28	27	27
Greater Anglia	103929	54	18	28	90	10	30	14	28	28
London Midland	60051	45	14	41	85	15	30	16	29	26
London Overground	123887	64	3	33	81	19	22	25	27	26
Merseyrail	44909	37	8	55	81	19	23	25	26	26
Northern Rail	106517	38	9	53	76	24	26	22	27	25
ScotRail	81506	39	13	47	80	20	27	18	29	26
South West Trains	209611	53	15	32	85	15	39	15	15	30
Southeastern	162334	61	12	27	90	10	17	31	26	26
Southern	166197	50	16	34	90	10	20	29	25	25
Virgin Trains	30195	8	29	63	81	19	32	5	33	30

	Sample Size	Journey Purpose			Day of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very large	Large	Medium	Small
Sample size	27156	11372	3887	11897	23342	3814	8845	6167	6186	5958
Arriva Trains Wales	1251	28	15	57	87	13	32	33	16	19
c2c	1095	71	6	23	94	6	47	23	16	14
Chiltern Railways	1093	40	18	42	87	13	42	18	22	18
CrossCountry	1223	30	23	47	77	23	15	31	25	29
East Coast	1207	15	28	58	82	18	48	8	9	35
East Midland Trains	1124	36	20	44	85	15	34	26	22	18
First Capital Connect	1557	53	10	36	89	11	35	16	29	19
First Great Western	3140	38	15	47	85	15	26	29	28	17
First TransPennine Express	1008	34	20	46	91	9	17	39	29	15
Greater Anglia	2226	48	11	41	86	14	33	16	27	23
London Midland	1204	49	13	39	89	11	41	15	29	16
London Overground	1062	60	6	35	89	11	25	14	26	35
Merseyrail	517	52	5	44	96	4	21	51	16	12
Northern Rail	1219	48	8	44	85	15	38	28	22	12
ScotRail	1046	38	12	49	81	19	27	17	34	22
South West Trains	2062	43	11	46	83	17	34	23	13	30
Southeastern	1672	53	8	39	88	12	34	30	17	20
Southern	2221	44	14	42	87	13	34	19	21	26
Virgin Trains	1229	16	32	52	82	18	34	8	28	30

The following reports are produced each wave:

At a glance for each TOC	Short summary reports showing headline results
Best In Class Report	Trend tables showing results for all main factors for all TOCs and building blocks for the last 10 waves.
Building Block Report	Summary results showing satisfaction for all building blocks for all main NRPS factors.
Full 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 NRPS factors, peak vs off-peak analysis for LSE TOCs.
Multivariate Report	Multivariate analysis showing drivers of satisfaction and dissatisfaction nationally, by sector and by TOC for latest two NRPS waves combined.
Personal Security at Stations Report	Percentage of passengers satisfied and dissatisfied with personal security at all stations that were included in the NRPS for the last 10 survey waves.
PTE Report	NRPS reports for all PTEs (exactly the same format as TOC reports).
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.
Stakeholder 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 NRPS report.
Stations Report	Percentage of passengers satisfied by each main factor for last 10 waves for all stations covered by NRPS during that time period.
Tables Report	Quite detailed tables for all TOCs showing results for the majority of NRPS questions by gender, age, journey purpose, time of week and whether they were a frequent traveller or not.
TOC Report	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.
Virtual TOC Report	NRPS reports for TOCs that used to exist or that are planned to exist in the future (exactly the same format as TOC reports).

Sector definitions

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

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

How are routes defined

The routes have been defined in conjunction with the train companies. By TOC the areas covered by each route are as follows:

Arriva Trains Wales: North Wales

Journeys from stations in North Wales, including most lines around Shrewsbury and some stations outside Wales

Arriva Trains Wales: South Wales

Journeys from stations in South Wales, excluding the Valley lines around Cardiff

Arriva Trains Wales: Valley

Journeys starting from the Valley lines around Cardiff, including Cardiff itself

c2c:

All journeys on c2c

Chiltern Railways: North

Journeys starting from Bicester North station and stations further north

Chiltern Railways: South

Journeys starting from stations south of Bicester North (including services on routes to/from Aylesbury)

CrossCountry: Birmingham - Manchester

Journeys on the Manchester Piccadilly - Birmingham New Street route

CrossCountry: Birmingham - North East and Scotland

Journeys on the Birmingham New Street - Aberdeen route

CrossCountry: Birmingham - South Coast

Journeys on the Birmingham New Street - Bournemouth route

CrossCountry: Birmingham - South West

Journeys on the Birmingham New Street - Penzance route

CrossCountry: Birmingham - Stansted

Journeys on the Birmingham New Street - Stansted Airport route

CrossCountry: Nottingham - Cardiff

Journeys on the Nottingham - Cardiff Central route

East Coast: London - Yorkshire

Journeys London King's Cross - Yorkshire services (includes services to West Yorkshire). Only passengers travelling to or from London

East Coast: London - Scotland - North East

Journeys London King's Cross - Scotland/Newcastle services. Only passengers travelling to or from London

East Coast: London - East Midlands/East of England

Journeys on London - East Midlands/East of England services. Only passengers travelling to or from London

East Coast: Non-London journeys

Passengers travelling (on any route) that are not going to or from London

East Midlands Trains: Liverpool - Norwich

Journeys on the Liverpool - Norwich route

East Midlands Trains: Local

Journeys on rail lines around Nottingham (excluding Liverpool - Norwich and London - Sheffield)

East Midlands Trains: London

Journeys on the London - Sheffield route

First Capital Connect: Great Northern

Journeys on the Peterborough/King's Lynn - London King's Cross/Moorgate route

First Capital Connect: Thameslink Loop

Journeys starting from stations on the route via Wimbledon, including stations as far north as City Thameslink

First Capital Connect: North

Journeys starting from stations on the route between Farringdon and Bedford

First Capital Connect: South

Journeys starting from stations between London Bridge and Brighton. Also journeys starting on the rail lines between Denmark Hill & Sevenoaks, and West Dulwich & Orpington (joint service with Southeastern)

First Great Western: Long distance

Journeys on long distance services

First Great Western: London Thames Valley

Journeys on relatively short distance services in and around the Thames Valley

First Great Western: West

Journeys on (generally) short distance rural rail lines in the West of England

First Hull Trains:

All First Hull Trains journeys

First TransPennine Express: North

Journeys on rail lines between Liverpool Lime Street/ Manchester/Manchester Airport and Hull, Scarborough, Middlesbrough and Newcastle

First TransPennine Express: North West

Journeys on rail lines between Manchester Airport & Manchester and lines to Blackpool North, Barrow-in-Furness, Windermere, Glasgow and Edinburgh

First TransPennine Express: South

Journeys on rail lines between Manchester Airport/ Manchester and Cleethorpes

Grand Central: London - Bradford

Journeys on London King's Cross - Bradford Interchange route

Grand Central: London - Sunderland

Journeys on London King's Cross - Sunderland route

Greater Anglia: Intercity

London – Norwich journeys, plus a few shorter workings (like an early morning Colchester to Norwich service)

Greater Anglia: Main line

Journeys on outer suburban Great Eastern services to London – Ipswich, plus branches to Harwich, Clacton, Walton, Sudbury and Braintree

Greater Anglia: Metro

Journeys on London – Southend Victoria trains, plus Southminster branch, the London – Shenfield metro route and Romford – Upminster

Greater Anglia: Rural

Journeys on Ipswich – Felixstowe, Lowestoft, Cambridge and Peterborough rail lines, plus Norwich to Lowestoft, Yarmouth, Sheringham and Cambridge lines

Greater Anglia: Stansted

Journeys on Stansted Express, on Greater Anglia trains which start or end at Stansted Airport

Greater Anglia: West Anglia

Journeys on the route from/to London Liverpool Street on the West Anglia route that are not Stansted Express

Heathrow Connect:

All Heathrow Connect journeys

Heathrow Express:

All Heathrow Express journeys

London Midland: London Commuter

Journeys on London Euston – Northampton services

London Midland: West Coast

Journeys on London Euston – Liverpool Lime Street services

London Midland: West Midlands

Journeys on several rail lines in and around Birmingham New Street

London Overground: Highbury – Croydon/ Clapham

Journeys on the Highbury & Islington – West Croydon and Highbury & Islington - Clapham Junction lines

London Overground: Gospel Oak – Barking

Journeys on the Gospel Oak – Barking line

London Overground: Richmond/Clapham Junction – Stratford

Journeys on the Richmond – Stratford and Clapham Junction – Willesden Junction/Stratford rail lines

London Overground: Watford – Euston

Journeys on the London Euston – Watford line

Merseyrail: Northern

Journeys on the Hunts Cross – Southport/Ormskirk rail line

Merseyrail: Wirral

Journeys on the central Liverpool – West Kirby, New Brighton, Chester and Ellesmere Port rail lines

Northern Rail: Lancashire & Cumbria

Journeys from stations in Lancashire and Cumbria

Northern Rail: Manchester & Liverpool

Journeys from stations in the Manchester and Liverpool conurbations

Northern Rail: South & East Yorkshire

Journeys from stations in South and East Yorkshire, and Lincolnshire

Northern Rail: Tyne Tees & Wear

Journeys from stations in Tyne and Wear

Northern Rail: West & North Yorkshire

Journeys from stations in West and North Yorkshire

ScotRail: Interurban

Journeys on longer distance rail lines between urban areas

ScotRail: Rural

Journeys on predominantly rural rail lines

ScotRail: Strathclyde

Journeys on local rail lines within Strathclyde

ScotRail: Urban

Shorter distance journeys on predominantly urban rail lines, within urban areas that are not covered by the Strathclyde route

Southeastern: High speed

Journeys on high speed trains to/from London St. Pancras

Southeastern: Main line

Journeys on (generally) main line routes London – Kent lines

Southeastern: Metro

Journeys on rail lines that are within London

Southern: Gatwick Express

Fast Gatwick Express services Gatwick – London Victoria

Southern: Sussex Coast

Journeys London – Sussex (and beyond), including Gatwick Express extensions between Gatwick Airport and Brighton

Southern: Metro

Journeys on rail lines that are within London

South West Trains: Island line

Journeys starting from stations on the Isle of Wight

South West Trains: London

Journeys starting from stations between Clapham Junction and London Waterloo (inclusive)

South West Trains: Main line

Journeys starting from stations between Micheldever and Weymouth

South West Trains: Metro

Journeys starting from stations between Earlsfield and Surbiton

South West Trains: Journeys from stations not managed by South West Trains

Journeys starting from stations not run by South WestTrains (not including stations in London)

South West Trains: Portsmouth

Journeys starting from stations in Portsmouth and the surrounding area

South West Trains: Reading/Windsor

Journeys starting from stations on the routes to Reading & Windsor west from & including Wandsworth Town

South West Trains: Suburban

Journeys starting from stations in the Woking area

South West Trains: West of England

Journeys starting from stations on the line between Basingstoke and Exeter

Virgin Trains: Birmingham – Scotland

Journeys on Birmingham – Scotland services

Virgin Trains: London – Liverpool

Journeys on London – Liverpool services

Virgin Trains: London – Manchester

Journeys on London – Manchester services

Virgin Trains: London – North Wales

Journeys on London – Holyhead/North Wales services

Virgin Trains: London – Scotland

Journeys on London – Glasgow/Scotland services

Virgin Trains: London – Wolverhampton

Journeys on London – Wolverhampton services



Contacts:

Rebecca Joyner
BDRC Continental
Kingsbourne House
229-231 High Holborn
London, WC1V 7DA

Tel: 020 7490 9148
Email: rebecca.joyner@bdr-continental.com

David Greeno
Passenger Focus
Fleetbank House
2-6 Salisbury Square
London, EC4Y 8JX

Tel: 0300 123 0837
Email: david.greeno@passengerfocus.org.uk

Passenger Focus is the operating name of the Passengers' Council. This survey was published in January 2014. © Passenger Focus 2014.