



National Passenger Survey

TOC Report for Chiltern Railways

Autumn 2011

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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

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

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.

Spring 2010 (Wave 22)

Fieldwork was undertaken between 31 January 2009 and 27 March 2009. Top up shifts were run between 28 March and 9 April 2009. The main fieldwork period was similar to previous years, but the top-up period was slightly extended because of problems encountered earlier in the fieldwork period.

Extreme weather - in particular, heavy snow during the 1st week of February - caused a lot of disruption to the fieldwork schedule. Over 50% of all shifts originally scheduled for 2-6 February had to be postponed until later in the fieldwork period.

As always, 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.

Over-running engineering work meant that further shifts had to be rescheduled during the course of the fieldwork, but this was not a great problem.

A few shifts were rescheduled to avoid clashing with Six Nations rugby matches, but sporting events did not cause much disruption to the original schedule.

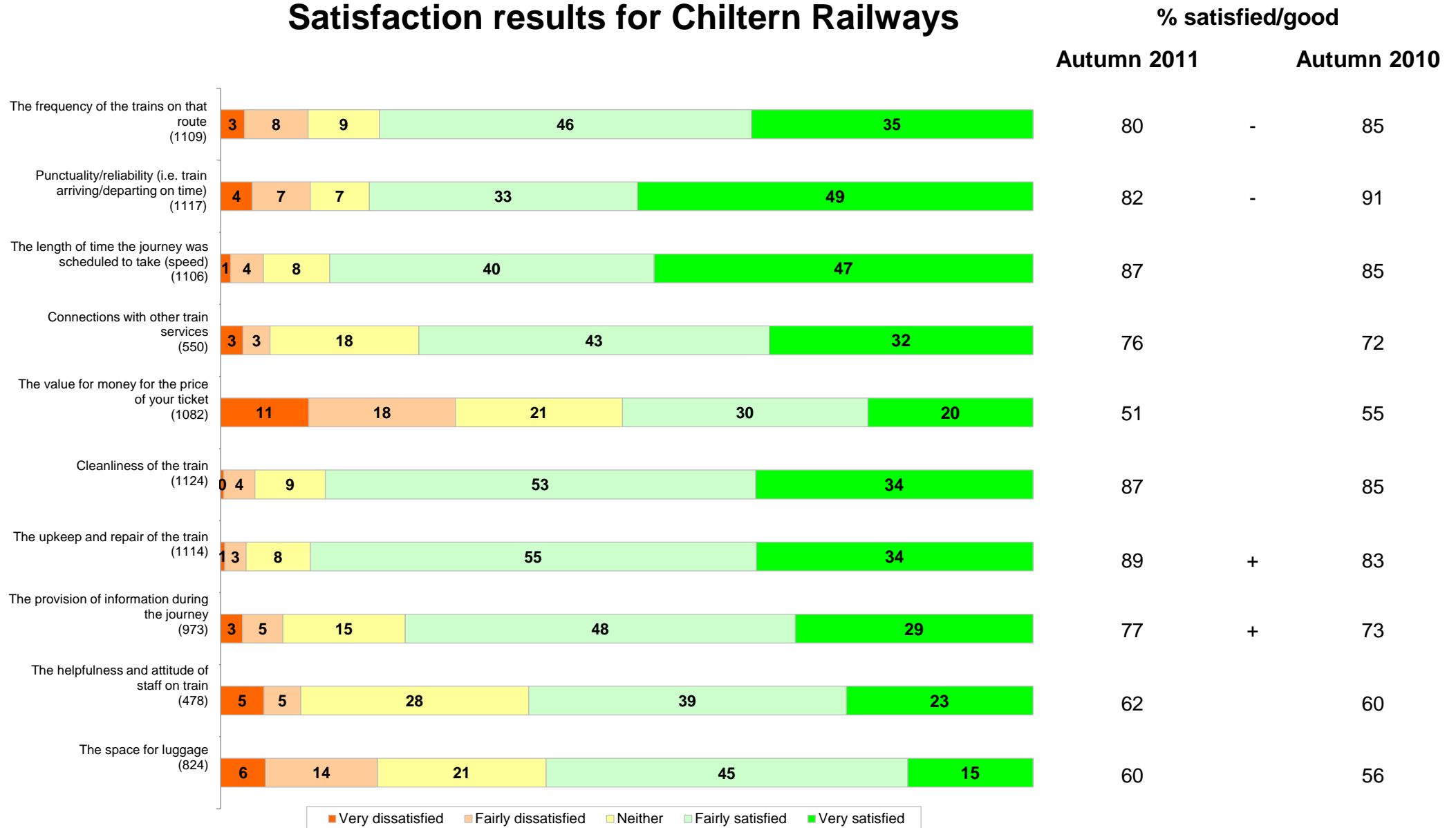
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for Chiltern Railways



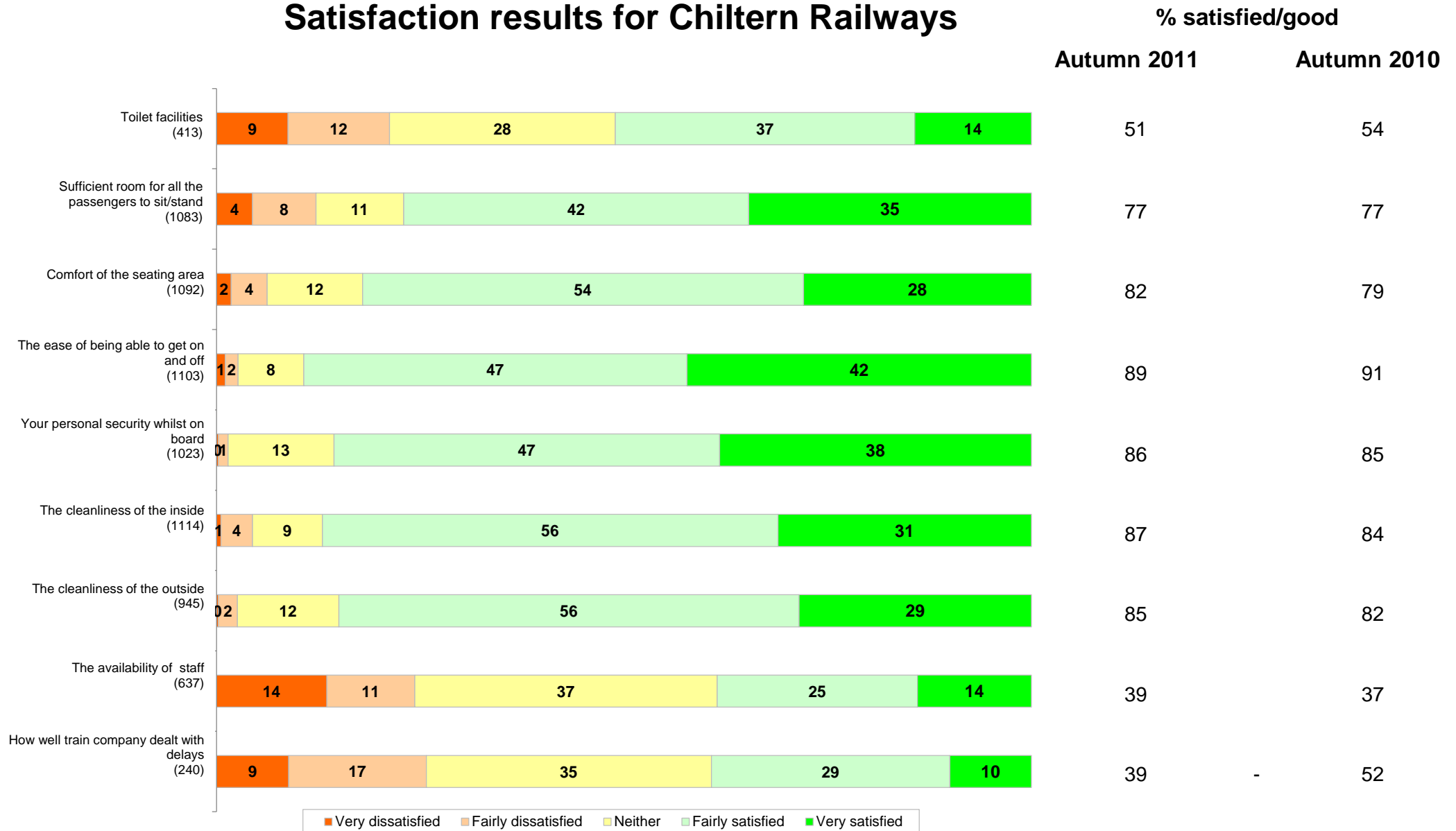
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for Chiltern Railways



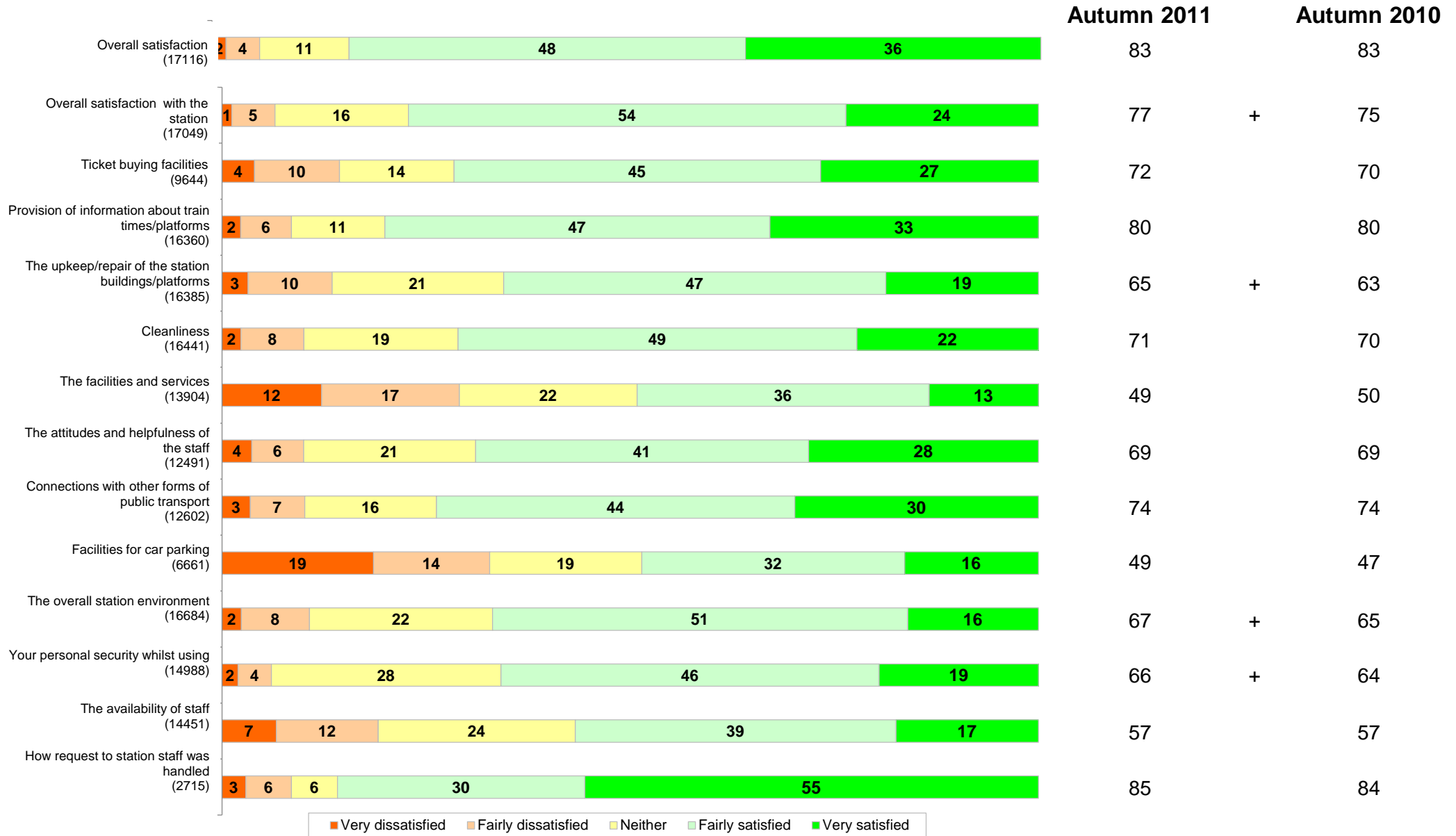
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for Chiltern Railways



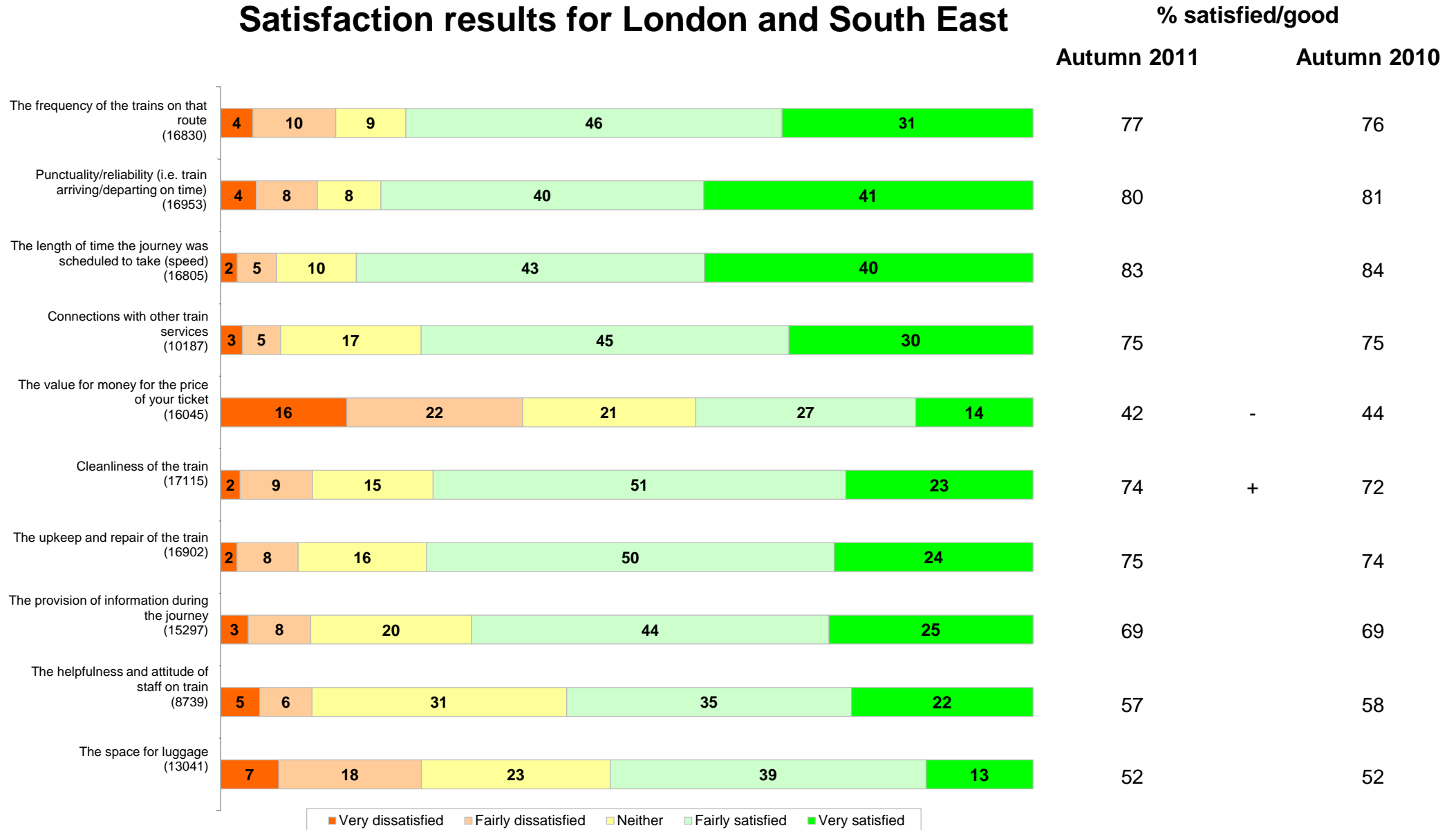
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for London and South East



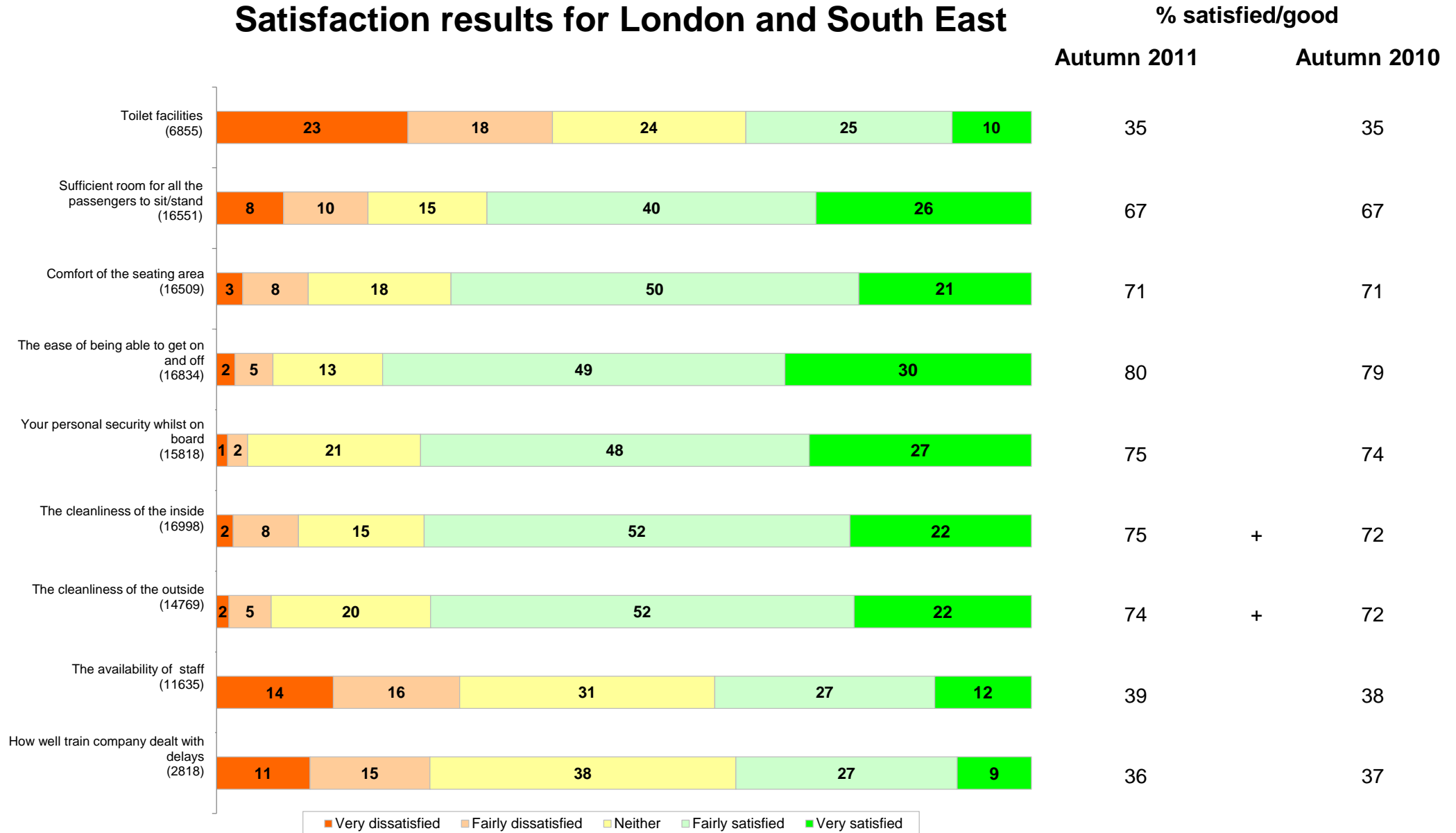
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for London and South East



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

Satisfaction results for London and South East



Chiltern Railways performance versus London and South East

	TOC	Sector	TOC Index
Overall satisfaction	88	83	106%
Overall satisfaction with the station	90	77	116%
Ticket buying facilities	84	72	117%
Provision of information about train times/platforms	83	80	104%
The upkeep/repair of the station buildings/platforms	84	65	128%
Cleanliness	88	71	124%
The facilities and services	69	49	139%
The attitudes and helpfulness of the staff	77	69	111%
Connections with other forms of public transport	74	74	101%
Facilities for car parking	69	49	142%
Overall environment	85	67	127%
Your personal security whilst using	79	66	119%
The availability of staff	67	57	118%
How request to station staff was handled	89	85	104%

Chiltern Railways performance versus London and South East

	TOC	Sector	TOC Index
The frequency of the trains on that route	80	77	104%
Punctuality/reliability (i.e. the train arriving/departing on time)	82	80	102%
The length of time the journey was scheduled to take (speed)	87	83	104%
Connections with other train services	76	75	100%
The value for money for the price of your ticket	51	42	122%
Cleanliness of the train	87	74	118%
Upkeep and repair of the train	89	75	119%
The provision of information during the journey	77	69	112%
The helpfulness and attitude of staff on train	62	57	108%
The space for luggage	60	52	115%
The toilet facilities	51	35	146%
Sufficient room for all passengers to sit/stand	77	67	115%
The comfort of the seating area	82	71	115%
The ease of being able to get on and off	89	80	112%
Your personal security on board	86	75	114%
The cleanliness of the inside	87	75	117%
The cleanliness of the outside	85	74	115%
The availability of staff	39	39	99%
How well train company deals with delays	39	36	108%

Building block/route data for Chiltern Railways

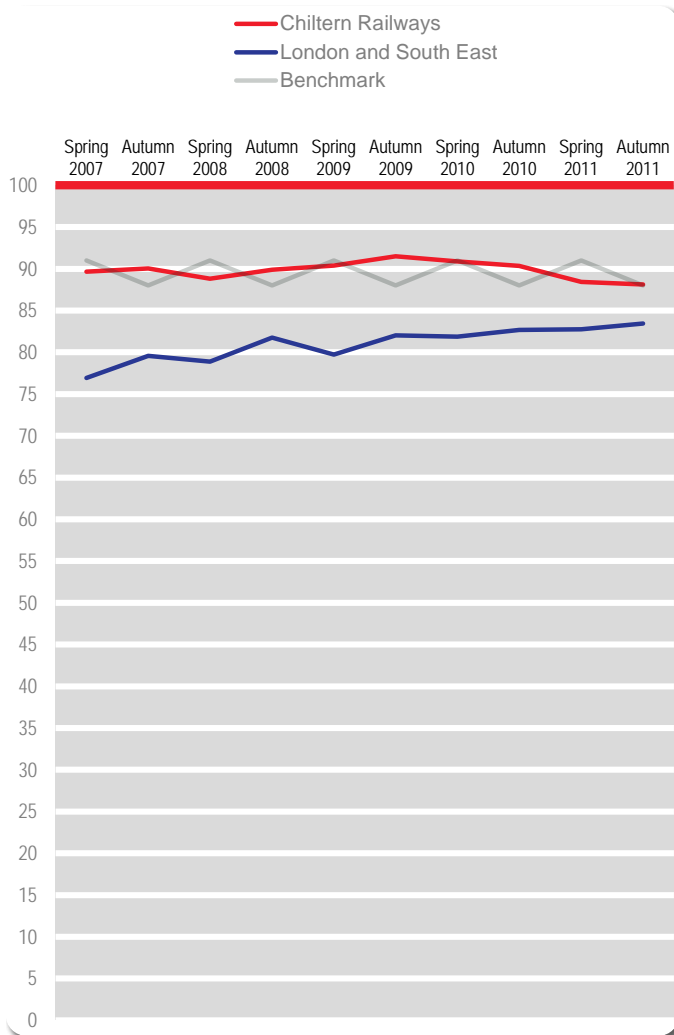
	North	South
Overall satisfaction	87	88
Overall satisfaction with the station	87	91
Ticket buying facilities	87	83
Provision of information about train times/platforms	82	84
The upkeep/repair of the station buildings/platforms	82	85
Cleanliness	87	89
The facilities and services	65	70
The attitudes and helpfulness of the staff	79	76
Connections with other forms of public transport	69	75
Facilities for car parking	60	73
Overall environment	82	86
Your personal security whilst using	78	79
The availability of staff	65	67
How request to station staff was handled	96	86

Building block/route data for Chiltern Railways

	North	South
The frequency of the trains on that route	85	79
Punctuality/reliability (i.e. the train arriving/departing on time)	81	82
The length of time the journey was scheduled to take (speed)	88	86
Connections with other train services	76	75
The value for money for the price of your ticket	60	47
Cleanliness of the train	88	87
Upkeep and repair of the train	90	89
The provision of information during the journey	83	75
The helpfulness and attitude of staff on train	78	54
The space for luggage	63	59
The toilet facilities	52	51
Sufficient room for all passengers to sit/stand	85	74
The comfort of the seating area	88	80
The ease of being able to get on and off	89	89
Your personal security on board	87	85
The cleanliness of the inside	87	87
The cleanliness of the outside	87	84
The availability of staff	56	30
How well train company deals with delays	42	38

Overall satisfaction

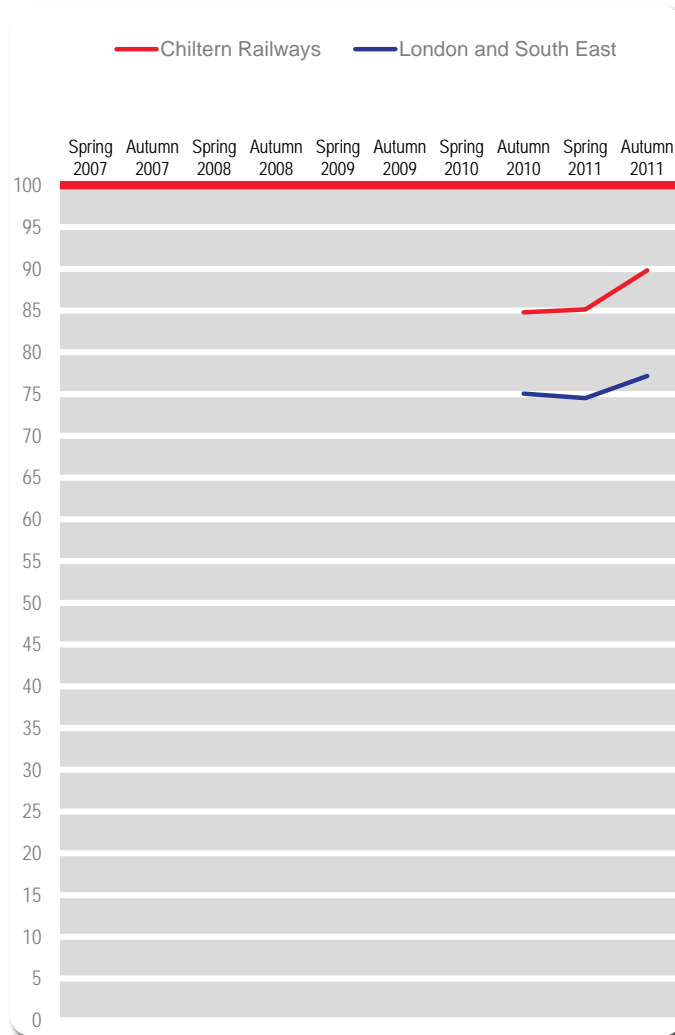
(1116)
Percentage of passengers satisfied 2007 to 2011



Target 90

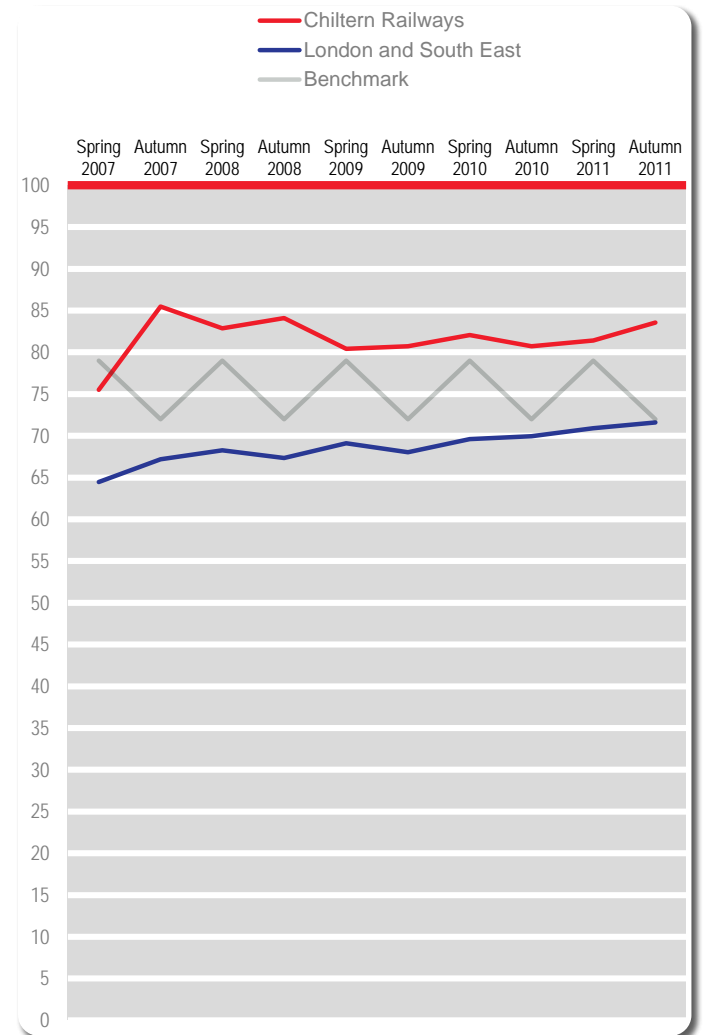
Overall station satisfaction

(1118)
Percentage of passengers satisfied 2007 to 2011



Ticket buying facilities

(657)
Percentage of passengers satisfied 2007 to 2011

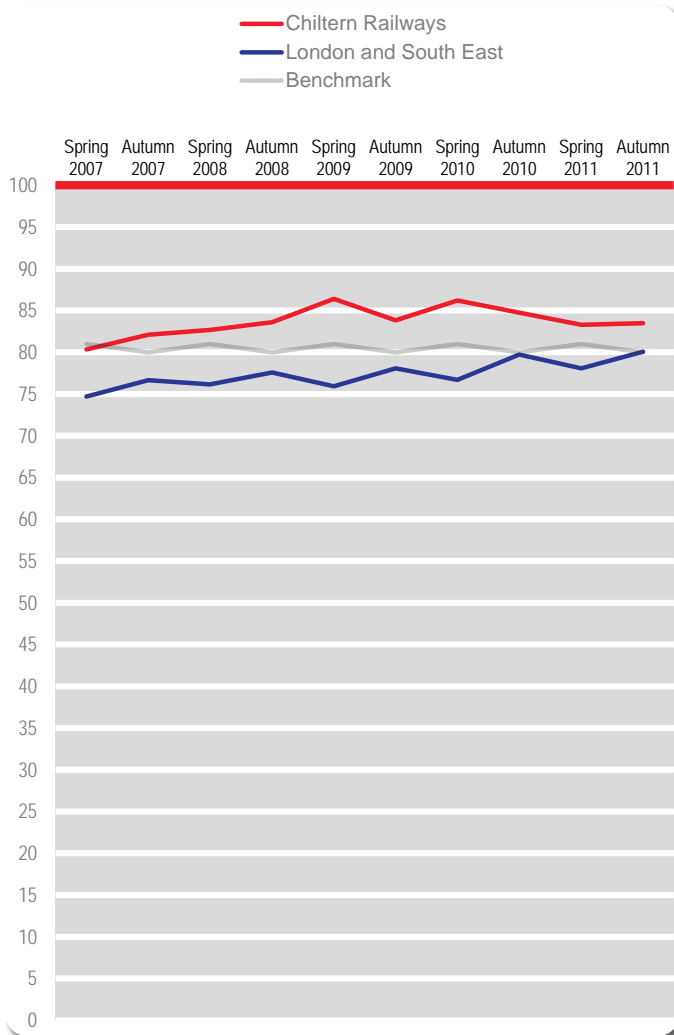


Target 78

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

Provision of information about train times/platforms

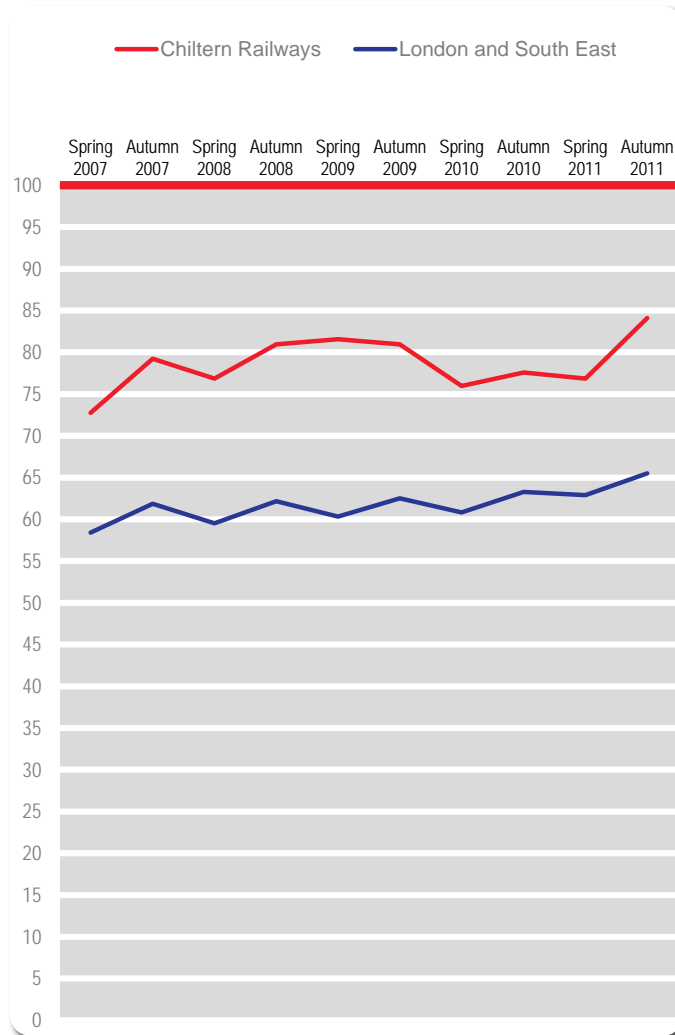
(1097)
Percentage of passengers satisfied 2007 to 2011



Target 82

The upkeep/repair of the station building/platforms

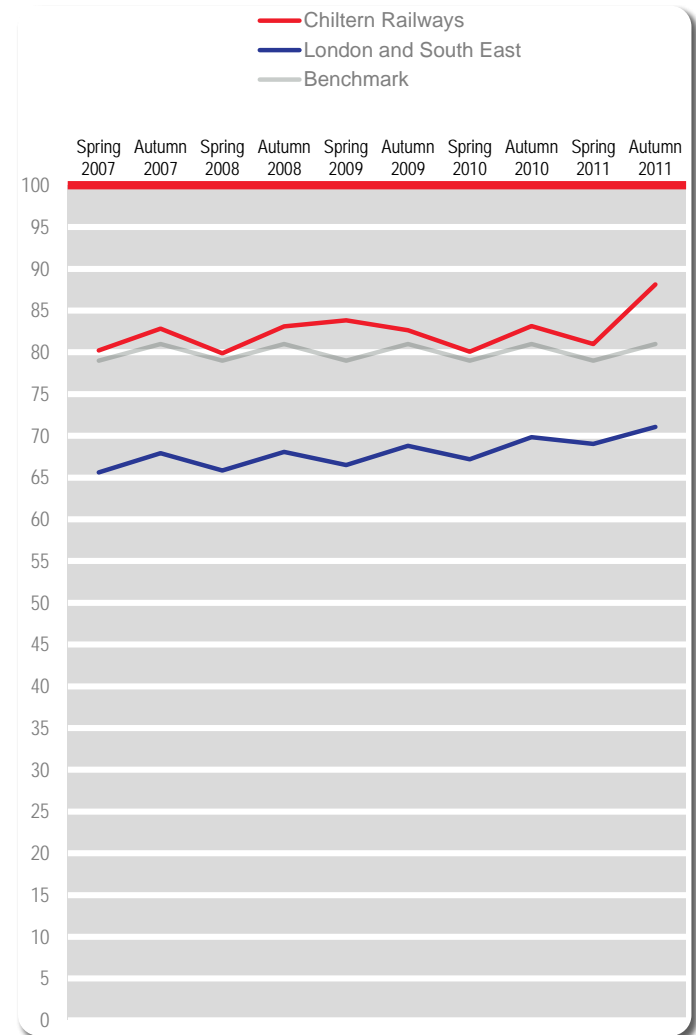
(1085)
Percentage of passengers satisfied 2007 to 2011



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

Cleanliness of the station

(1093)
Percentage of passengers satisfied 2007 to 2011

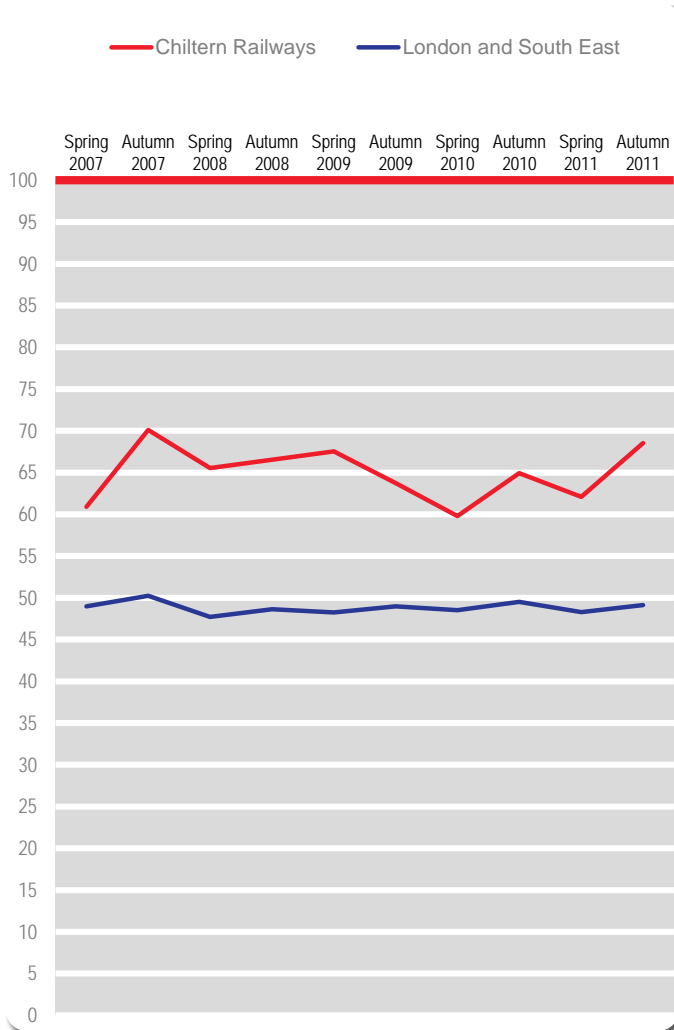


Target 82

The facilities and services at the station

(967)

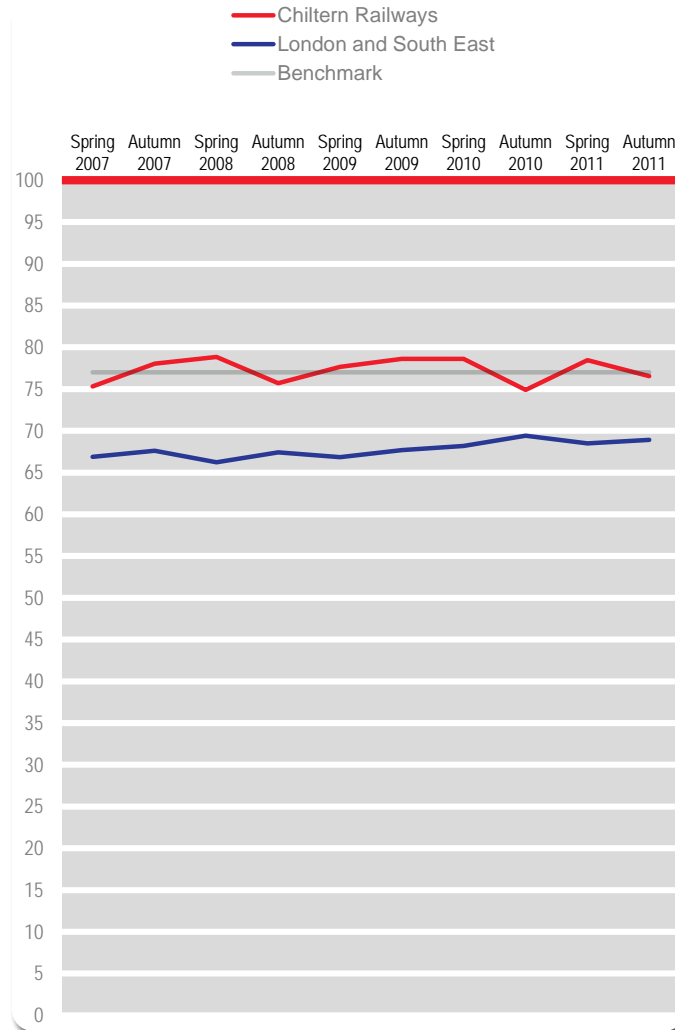
Percentage of passengers satisfied 2007 to 2011



The attitudes and helpfulness of the staff at the station

(828)

Percentage of passengers satisfied 2007 to 2011

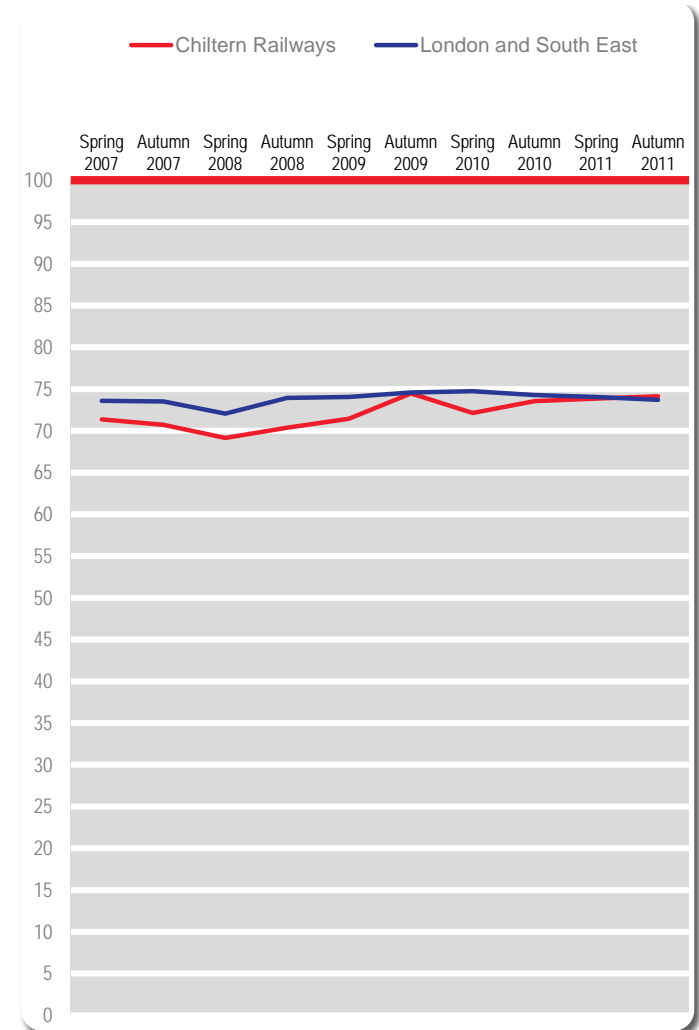


Target 79

Connections with other forms of public transport from the station

(817)

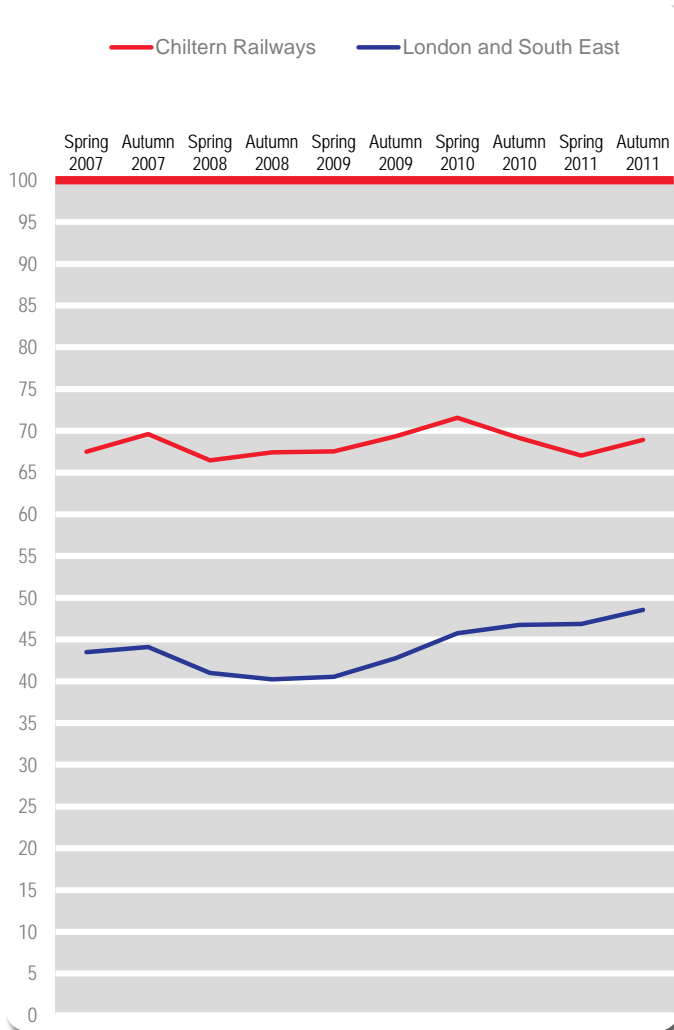
Percentage of passengers satisfied 2007 to 2011



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

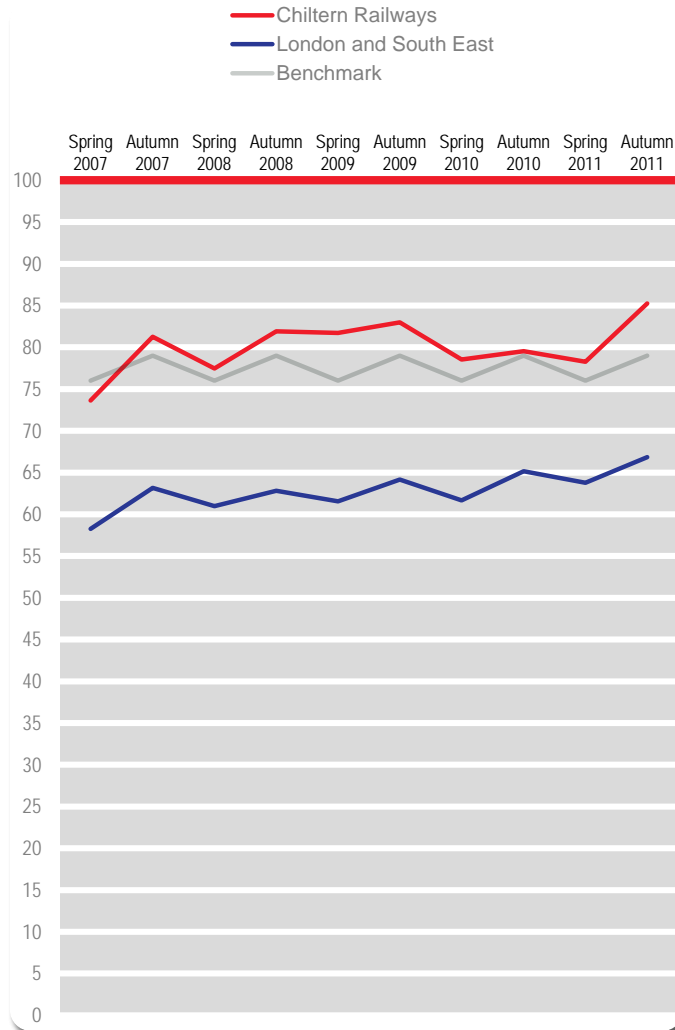
Facilities for car parking at the station

(501)
Percentage of passengers satisfied 2007 to 2011



Overall station environment

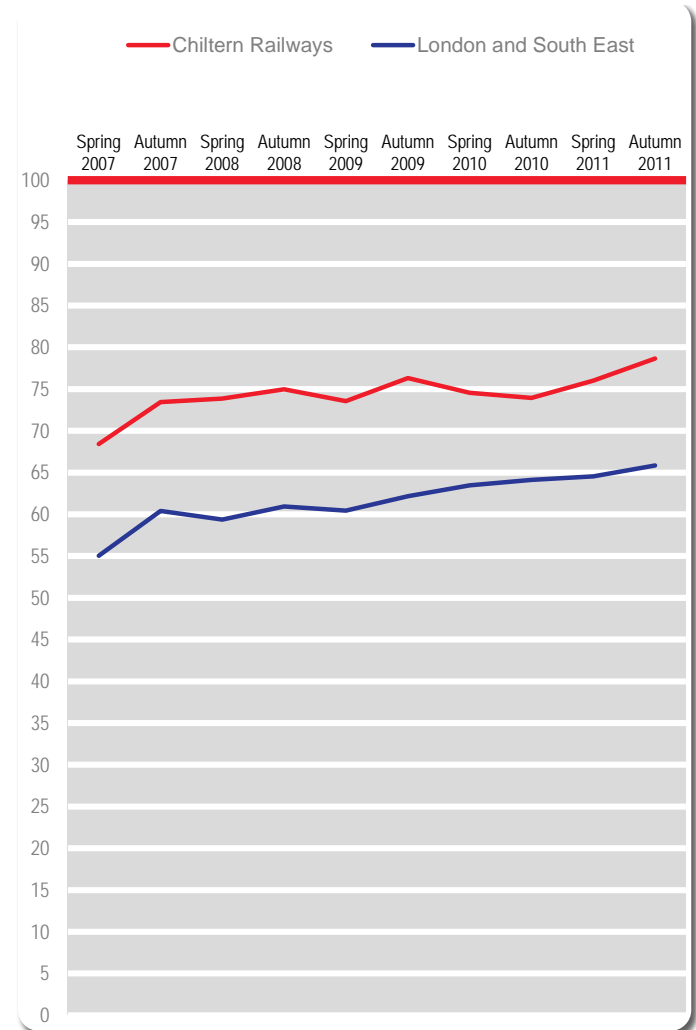
(1104)
Percentage of passengers satisfied 2007 to 2011



Target 80

Your personal security whilst using the station

(999)
Percentage of passengers satisfied 2007 to 2011

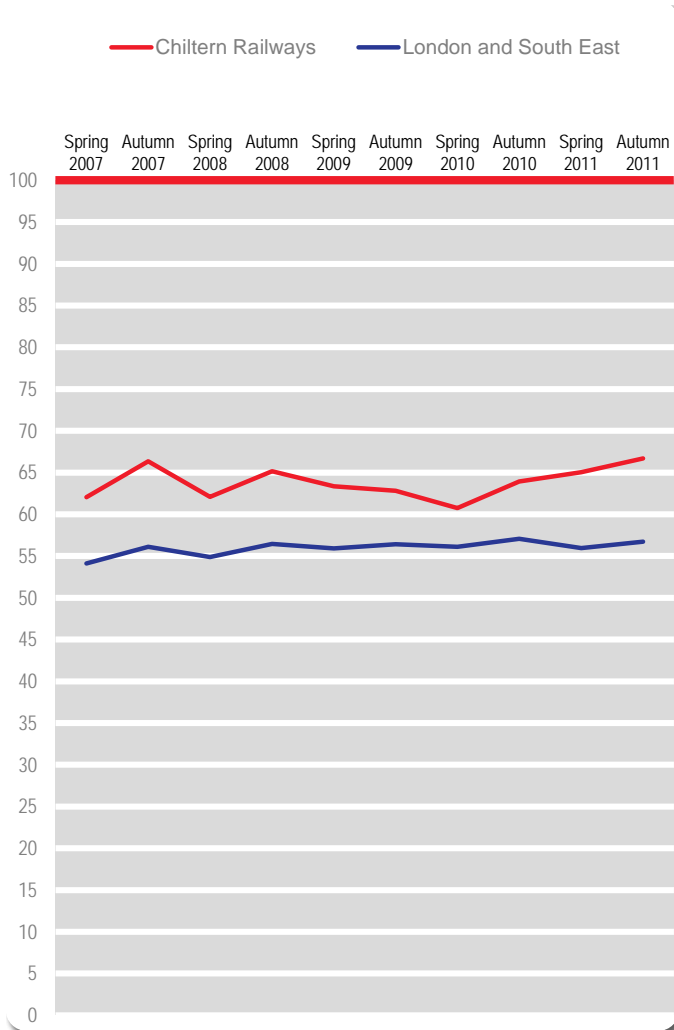


N.B. Benchmarks and targets are only shown for applicable factors

The availability of staff at the station

(938)

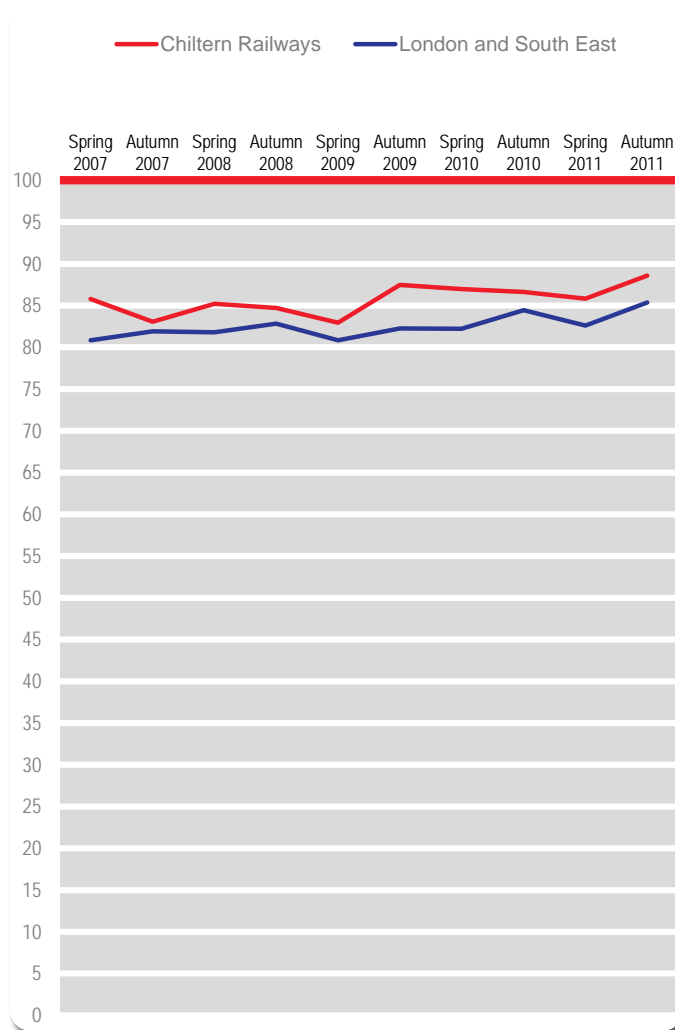
Percentage of passengers satisfied 2007 to 2011



How request to station staff was handled

(186)

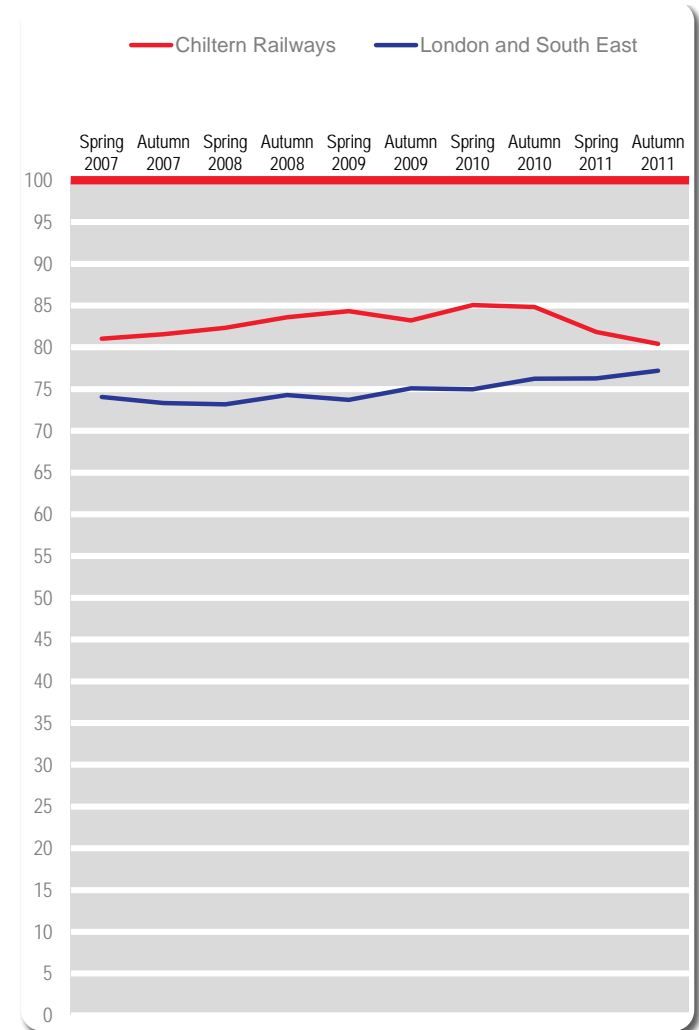
Percentage of passengers satisfied 2007 to 2011



The frequency of trains on that route

(1109)

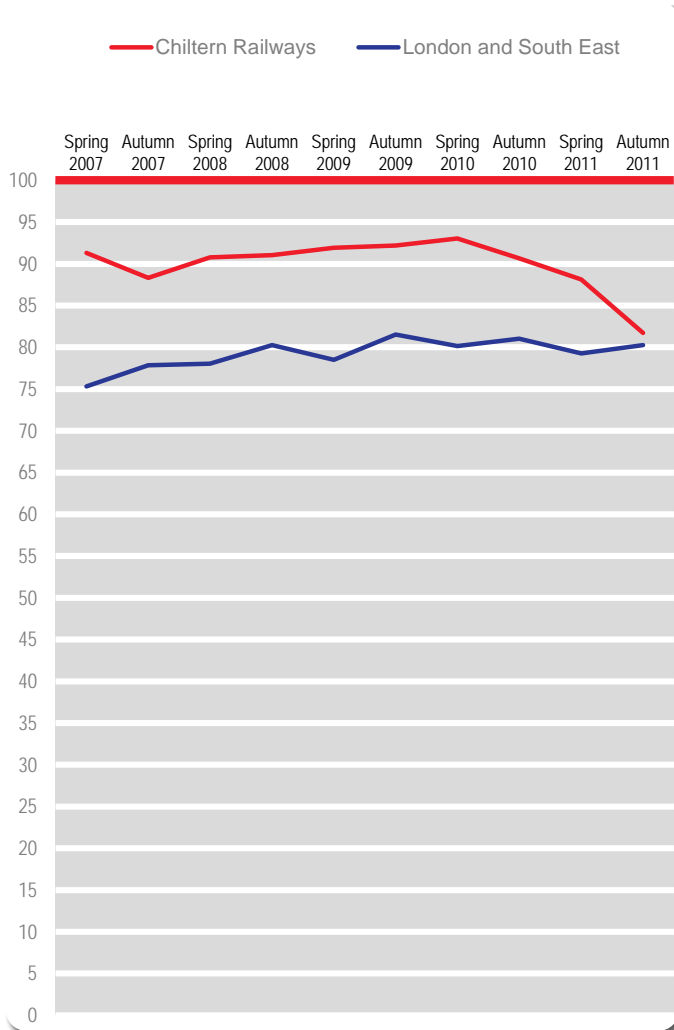
Percentage of passengers satisfied 2007 to 2011



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

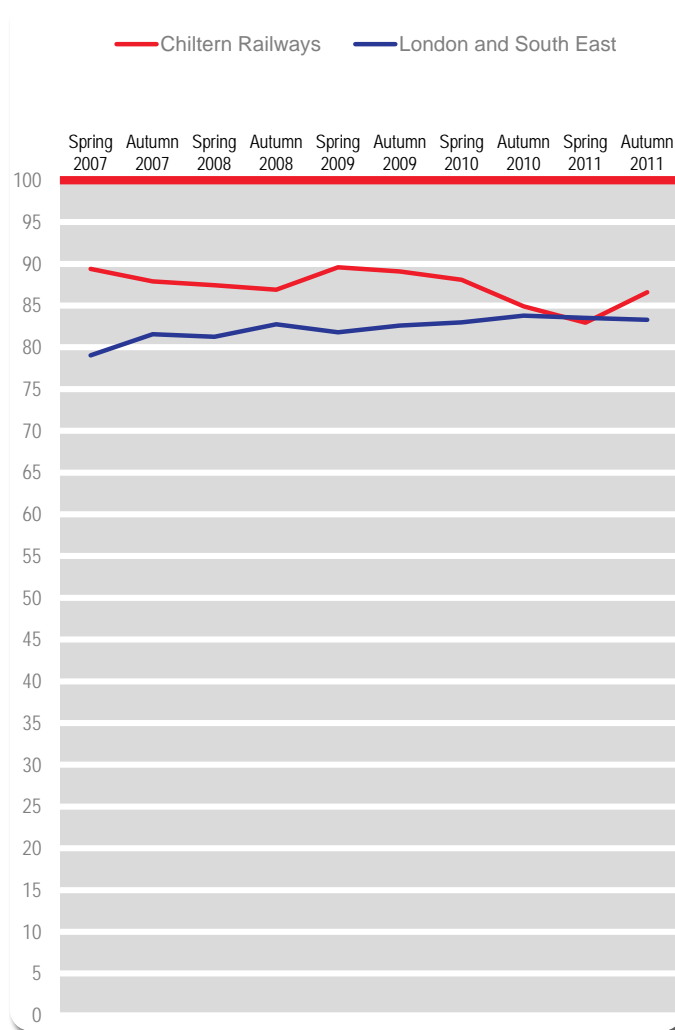
Punctuality/reliability (i.e. train arriving/departing on time)

(1117)
Percentage of passengers satisfied 2007 to 2011



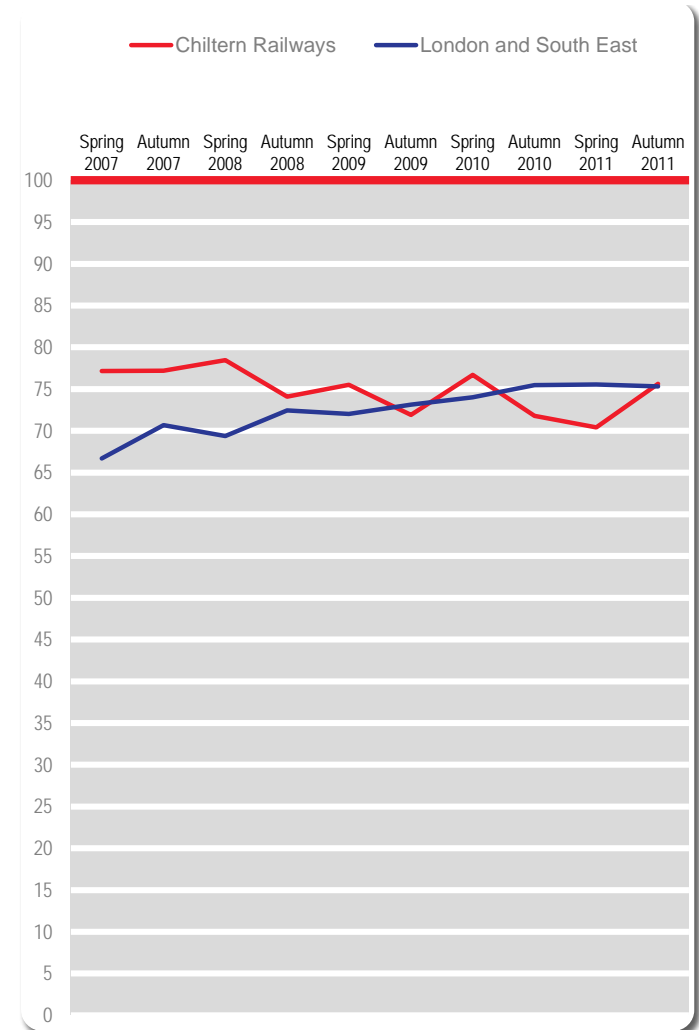
The length of time the journey was scheduled to take (speed)

(1106)
Percentage of passengers satisfied 2007 to 2011



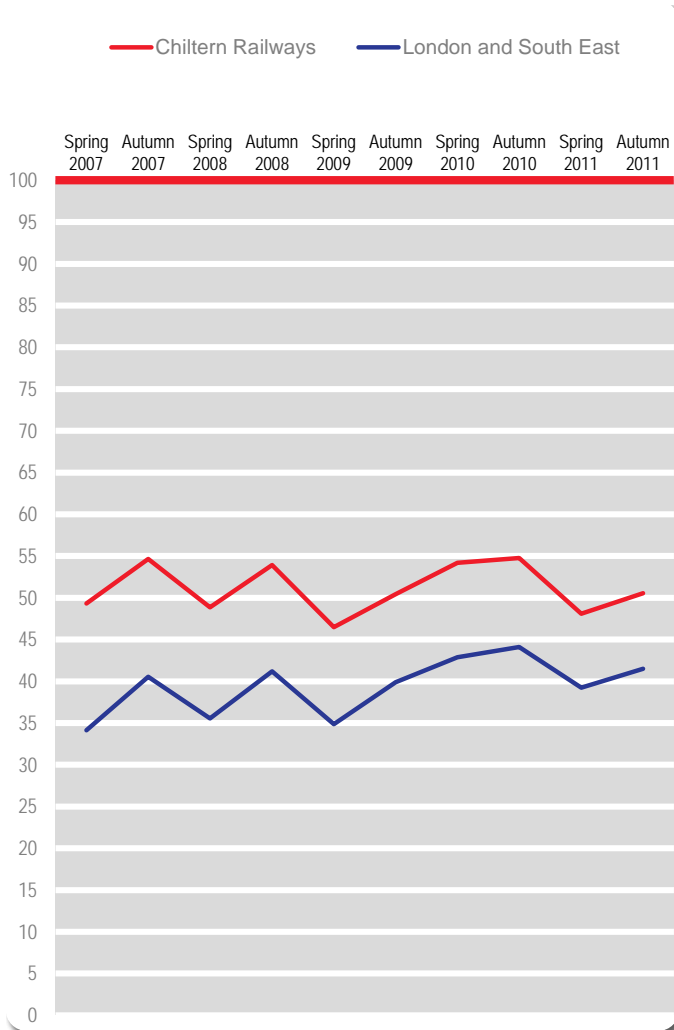
Connections with other train services

(550)
Percentage of passengers satisfied 2007 to 2011

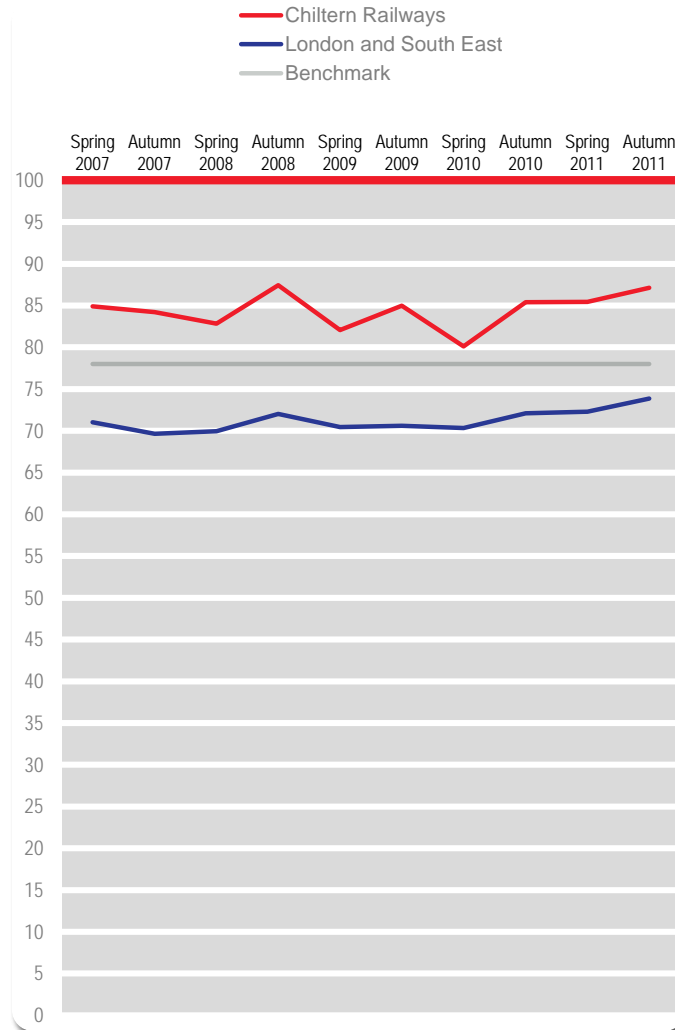


N.B. Benchmarks and targets are only shown for applicable factors

The value for money for the price of your ticket (1082)
 Percentage of passengers satisfied 2007 to 2011

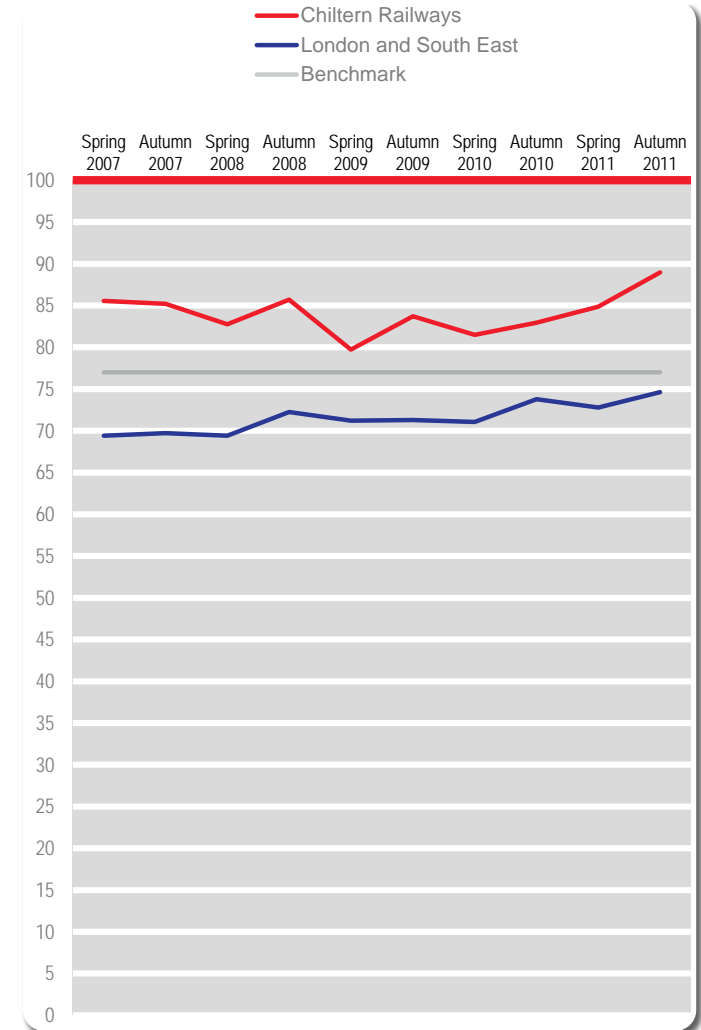


Cleanliness of the train (1124)
 Percentage of passengers satisfied 2007 to 2011



Target 80

Upkeep and repair of the train (1114)
 Percentage of passengers satisfied 2007 to 2011

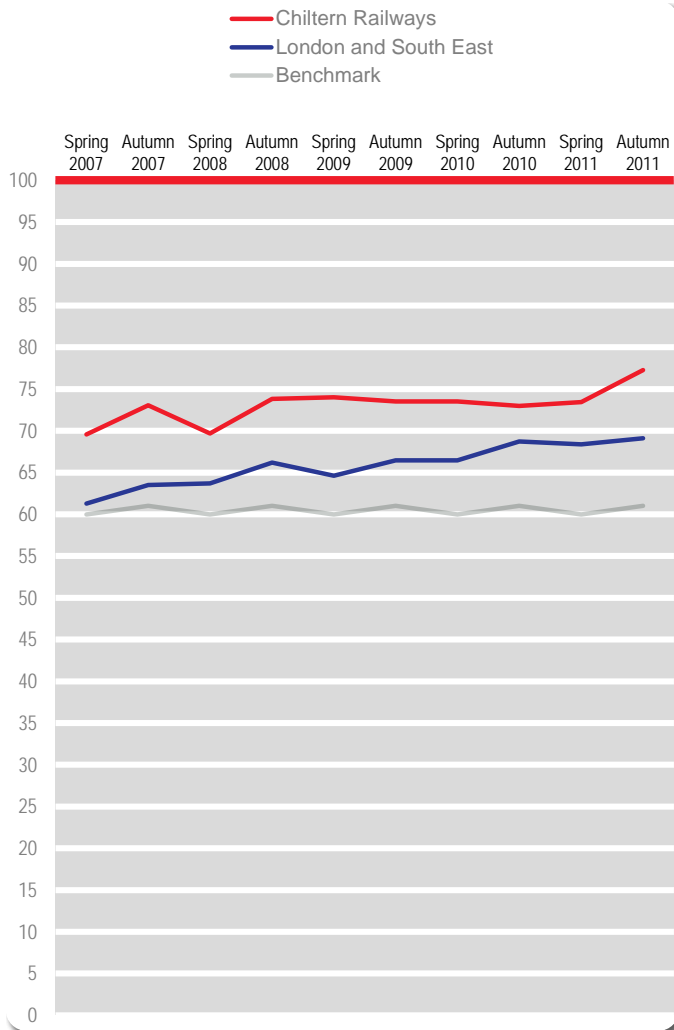


Target 79

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

The provision of information during the journey

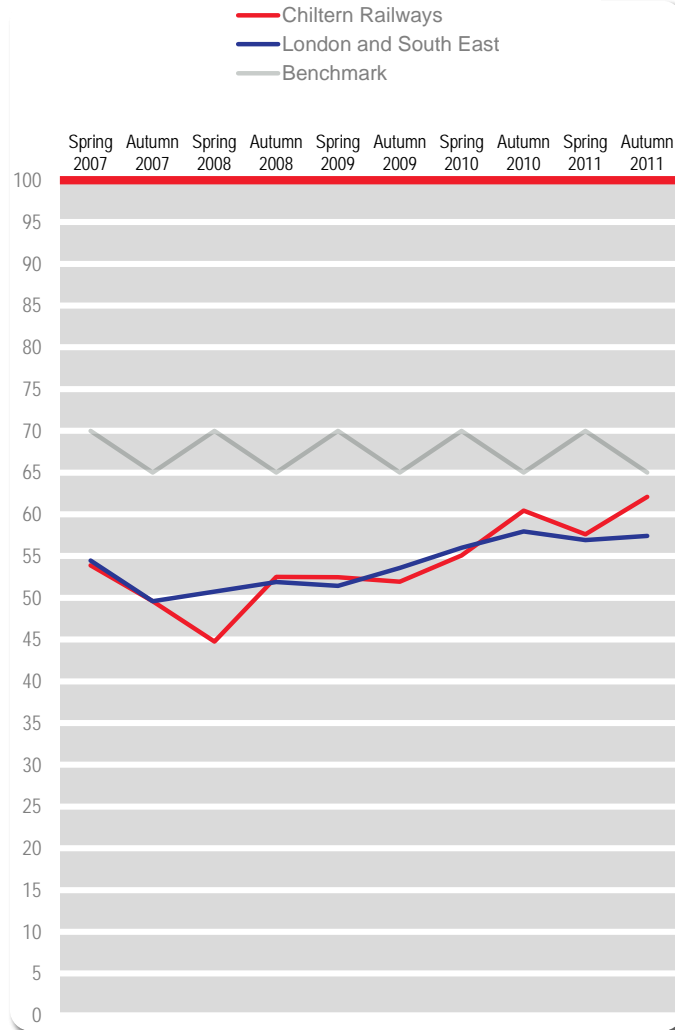
(973)
Percentage of passengers satisfied 2007 to 2011



Target 65

The helpfulness and attitude of staff on train

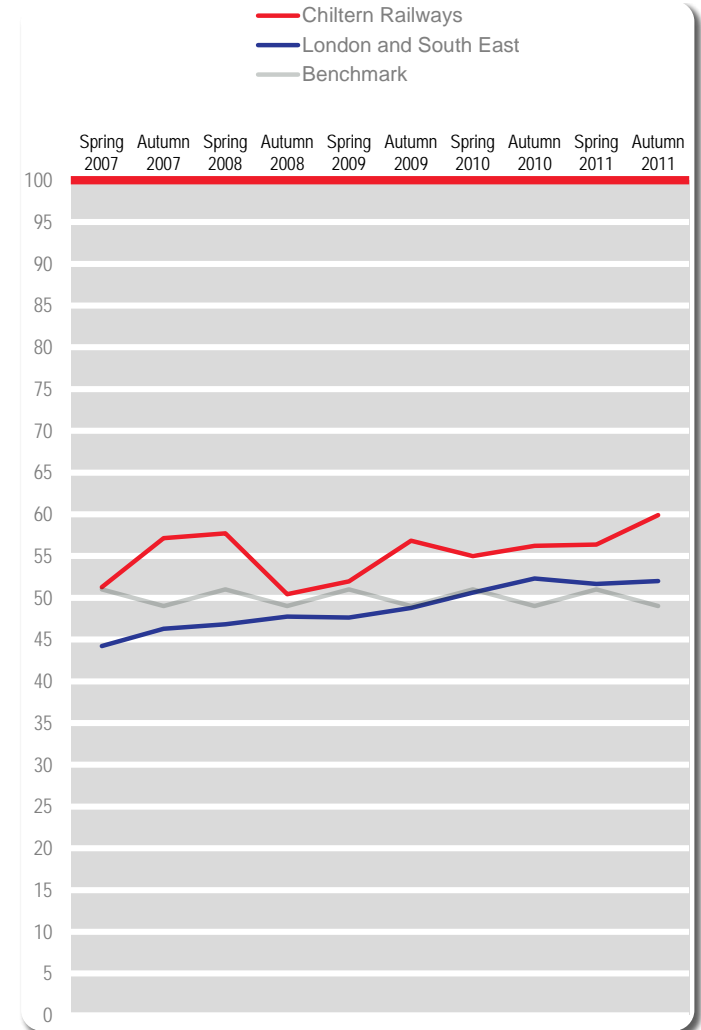
(478)
Percentage of passengers satisfied 2007 to 2011



Target 71

The space for luggage

(824)
Percentage of passengers satisfied 2007 to 2011



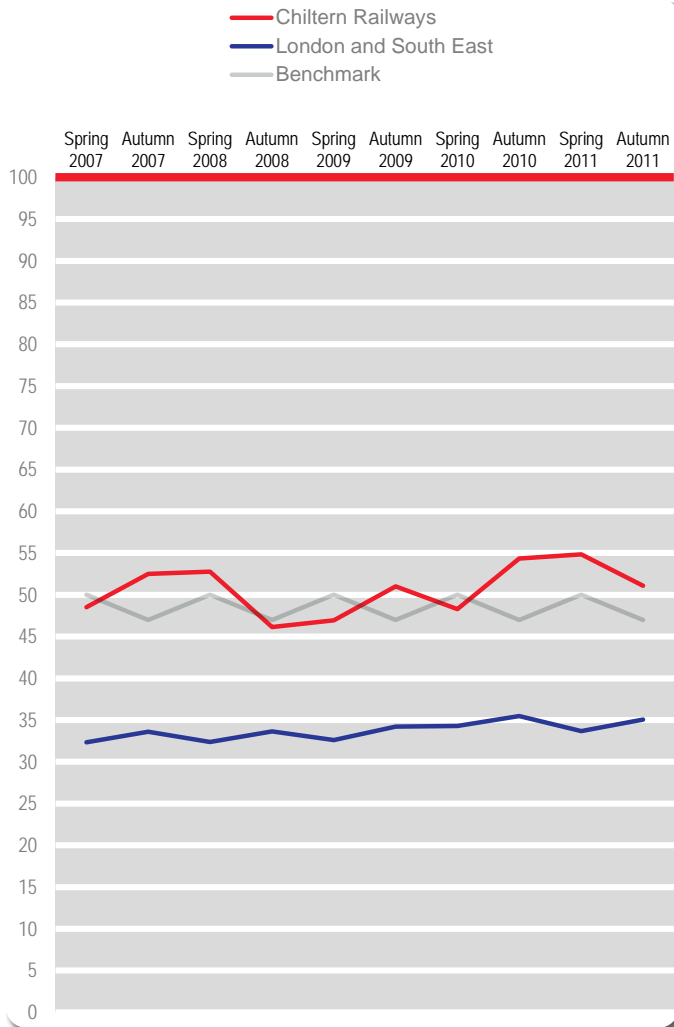
Target 56

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

Toilet facilities on train

(413)

Percentage of passengers satisfied 2007 to 2011

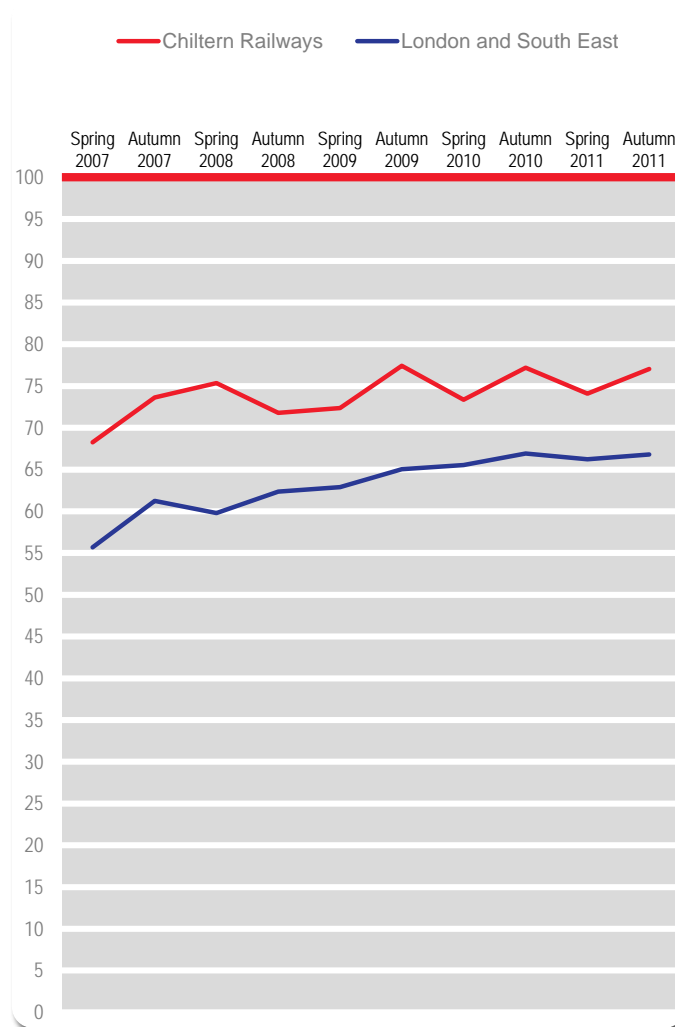


Target 54

Sufficient room for all the passengers to sit/stand

(1083)

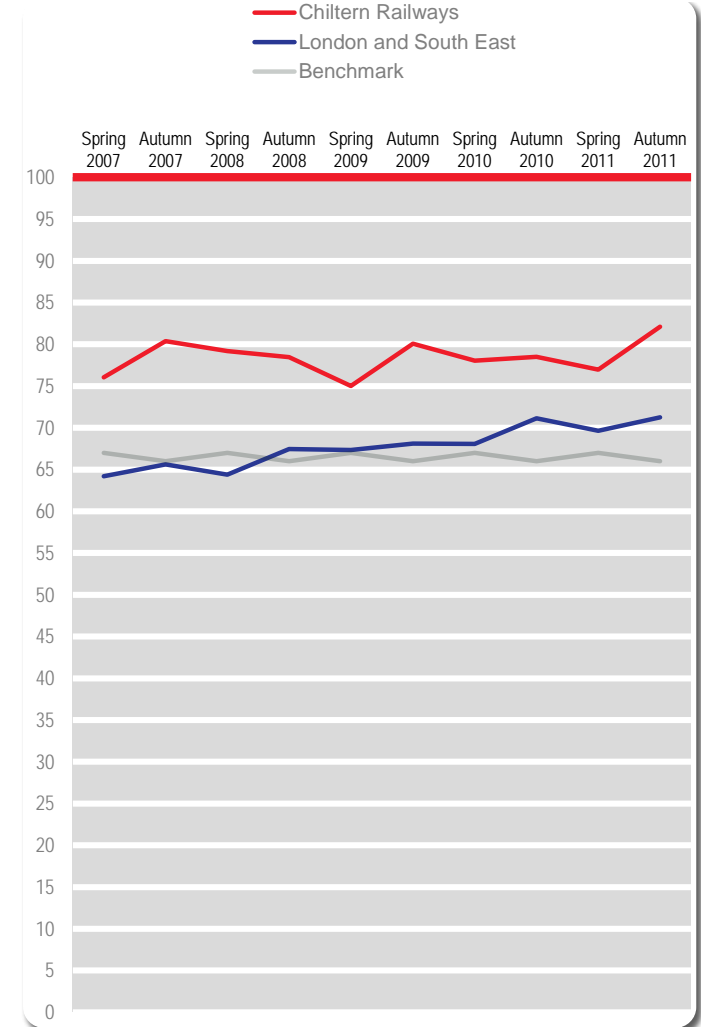
Percentage of passengers satisfied 2007 to 2011



The comfort of the seating area

(1092)

Percentage of passengers satisfied 2007 to 2011

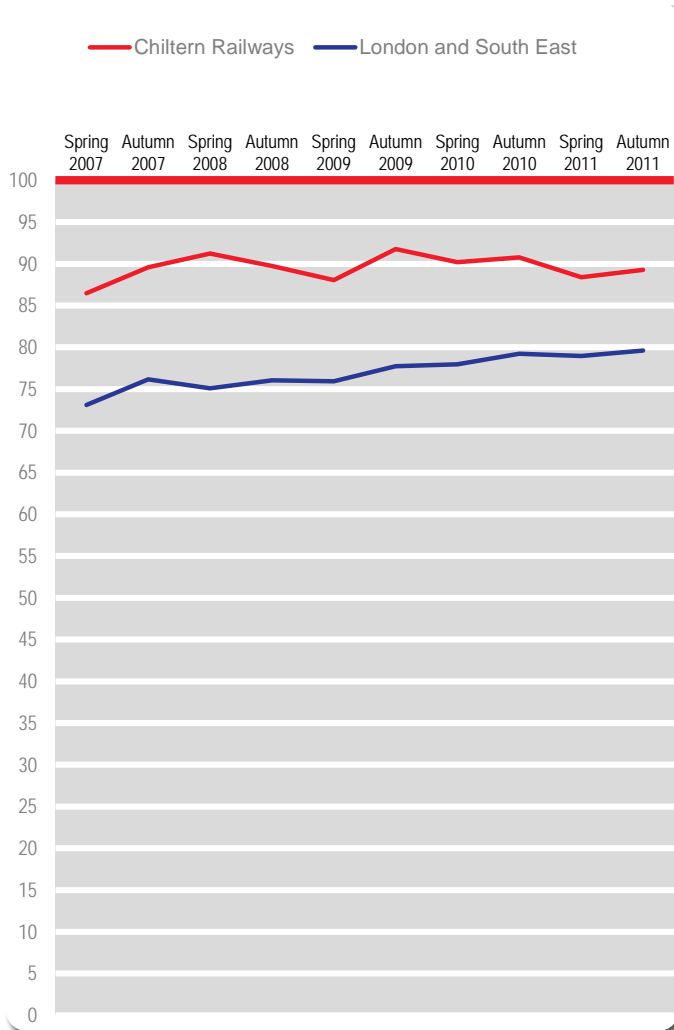


Target 71

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

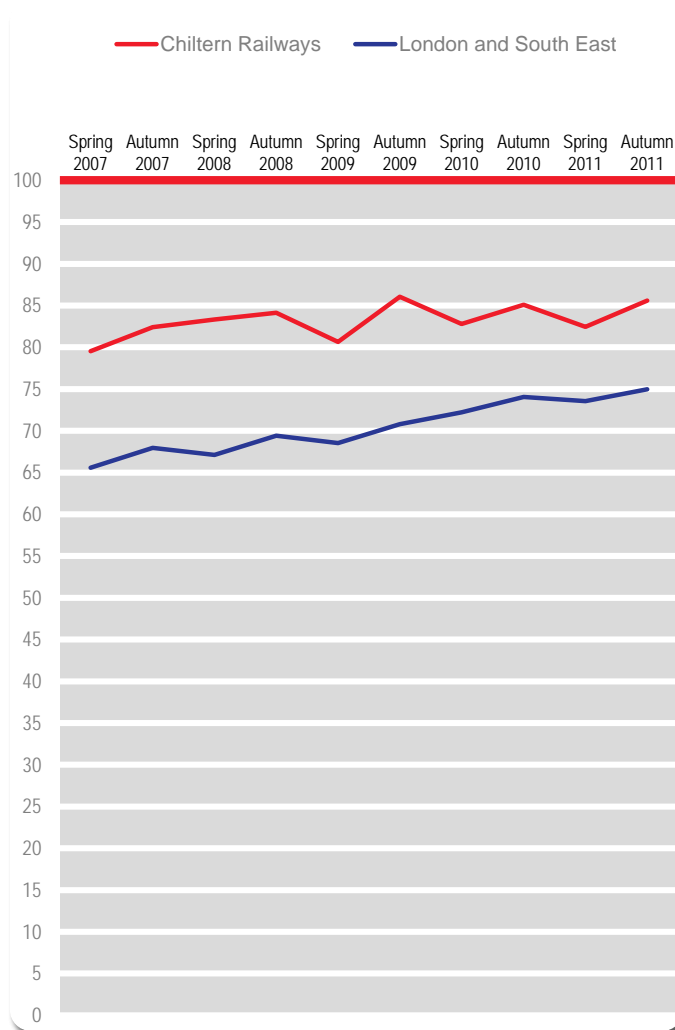
The ease of being able to get on and off the train

(1103)
Percentage of passengers satisfied 2007 to 2011



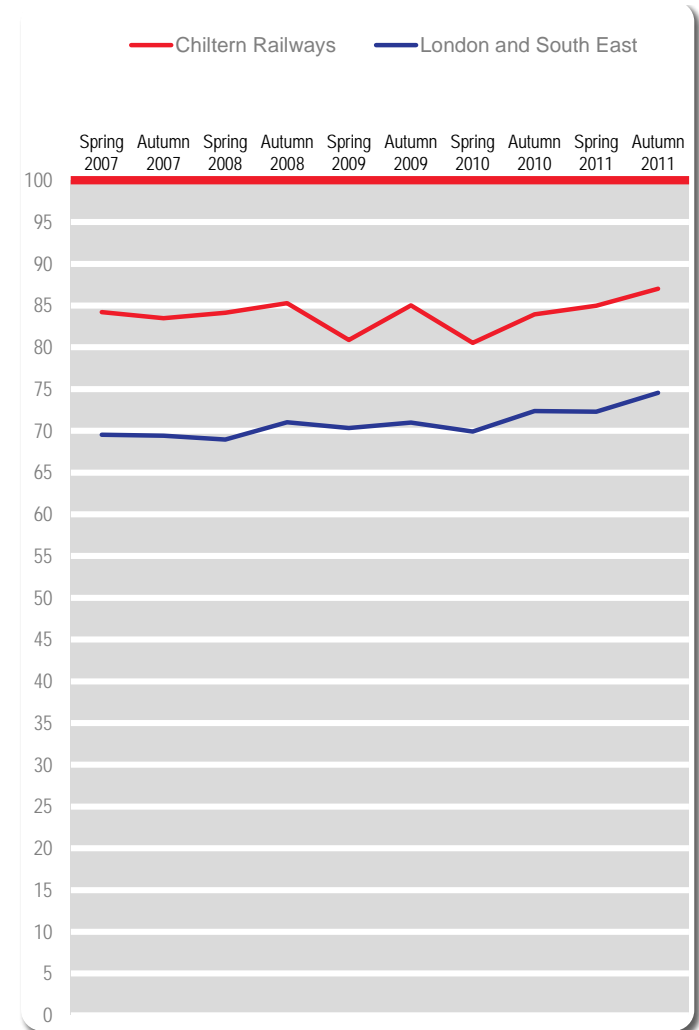
Your personal security whilst on board

(1023)
Percentage of passengers satisfied 2007 to 2011



The cleanliness of the inside of the train

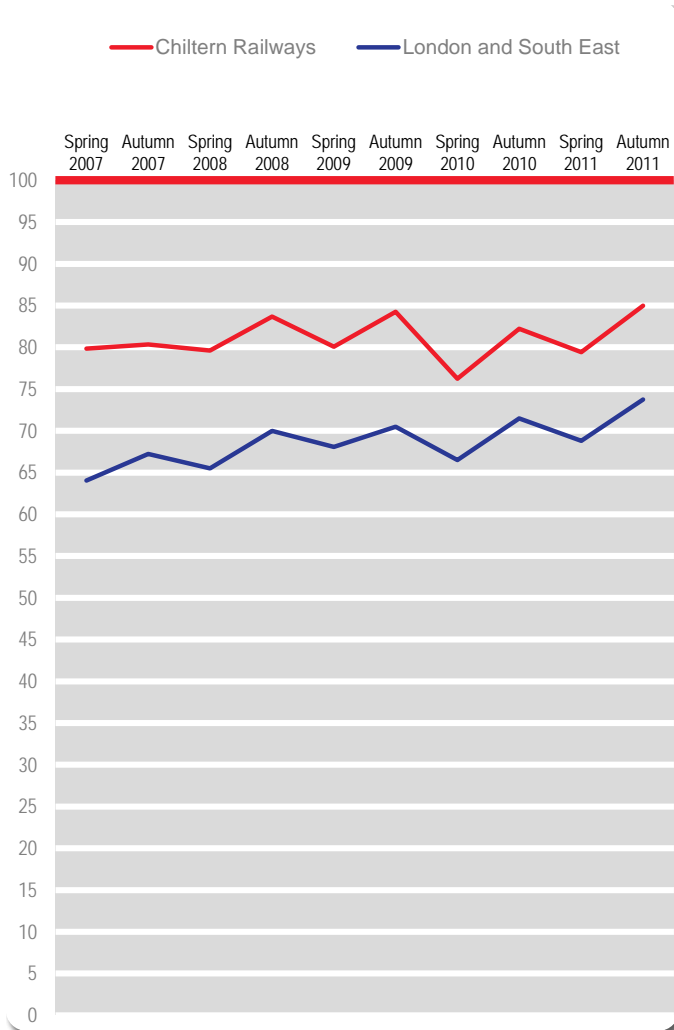
(1114)
Percentage of passengers satisfied 2007 to 2011



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

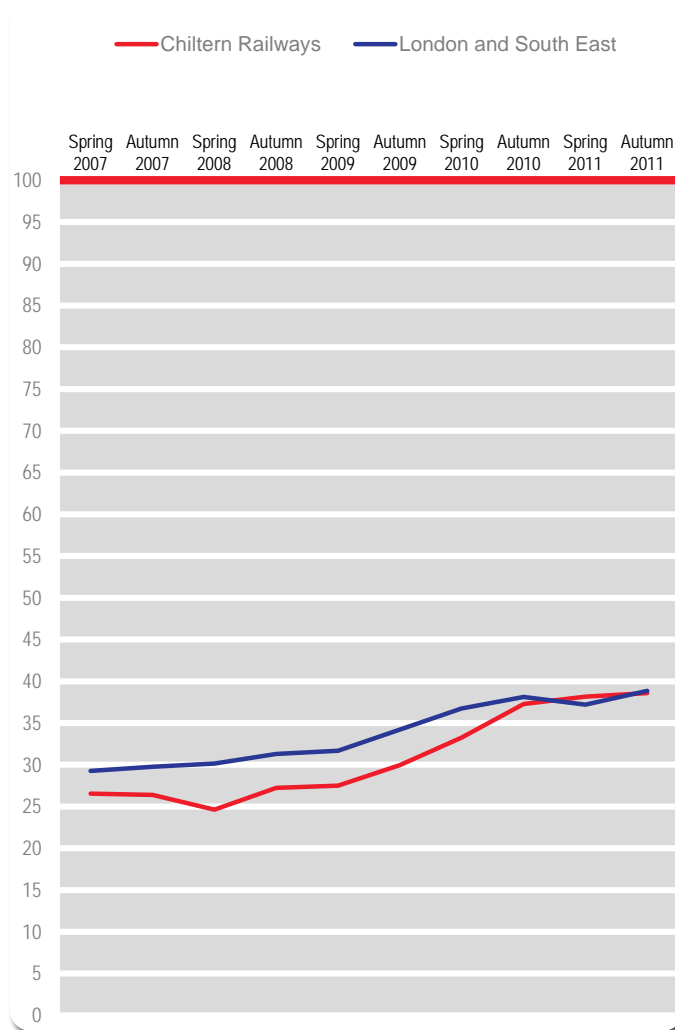
The cleanliness of the outside of the train

(945)
Percentage of passengers satisfied 2007 to 2011



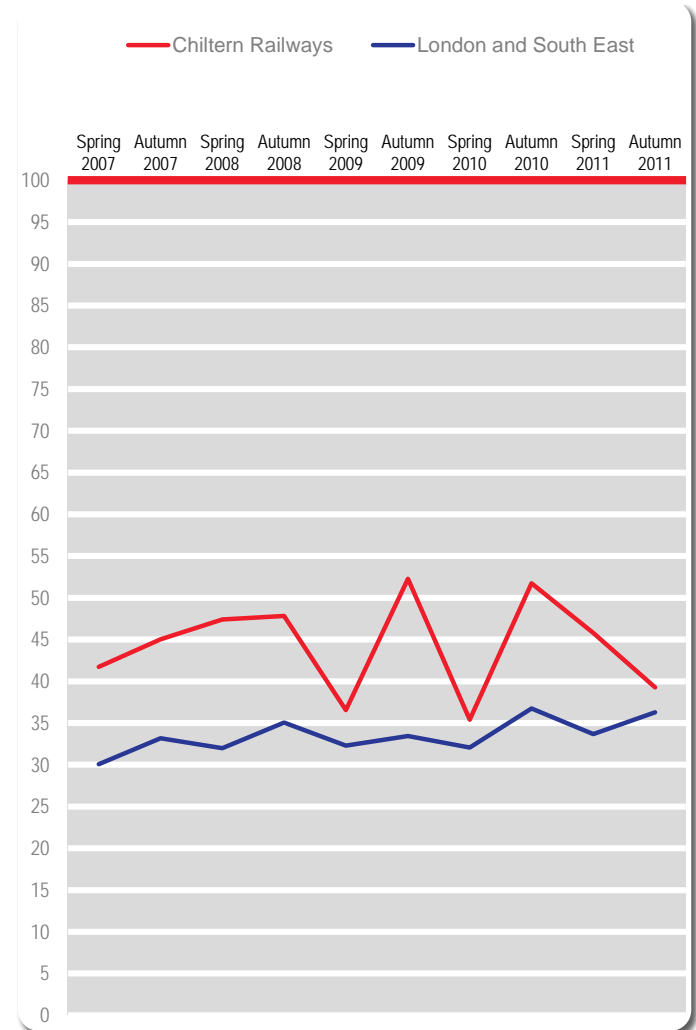
The availability of staff on the train

(637)
Percentage of passengers satisfied 2007 to 2011



How well train company dealt with delay

(240)
Percentage of passengers satisfied 2007 to 2011



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

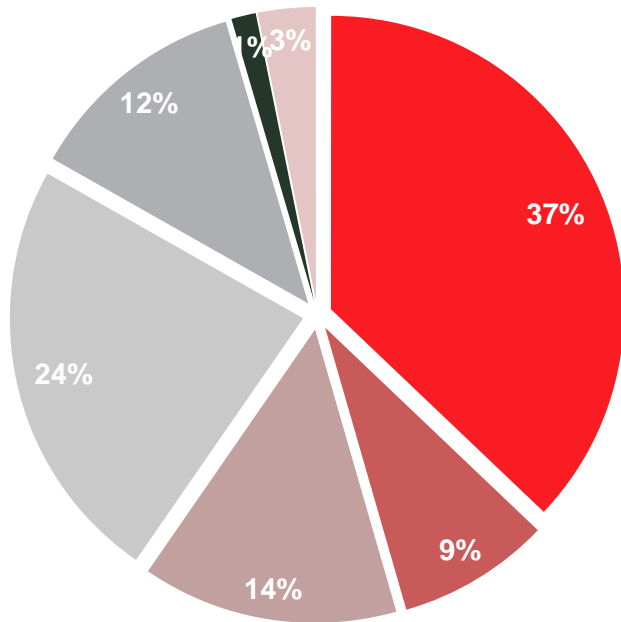
Managed versus non-managed stations for Chiltern Railways

	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	90		85
Ticket buying facilities	84		77
Provision of information about train times/platforms	85	+	71
The upkeep/repair of the station buildings/platforms	85	+	71
Cleanliness	89	+	75
The facilities and services	70	+	56
The attitudes and helpfulness of the staff	76		82
Connections with other forms of public transport	74		71
Facilities for car parking	71	+	47
Overall environment	86	+	75
Your personal security whilst using	79		76
The availability of staff	67		64
How request to station staff was handled	88		95

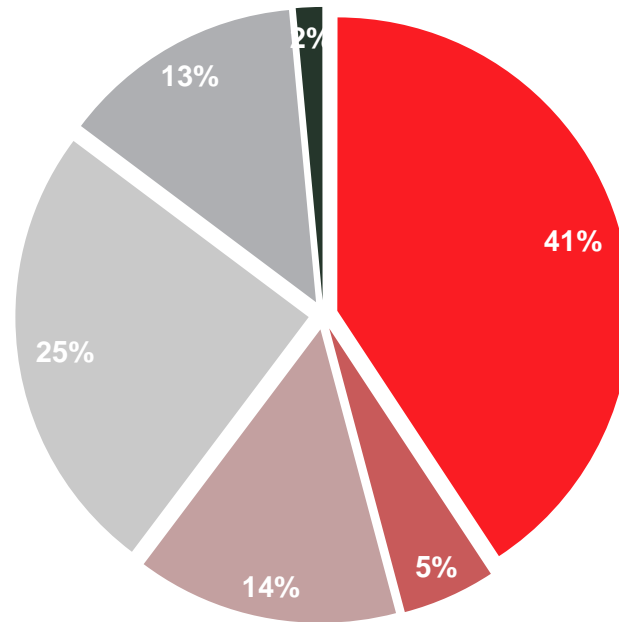
Managed versus non-managed stations for Chiltern Railways

(% Passengers Journeys originating from each type of station)

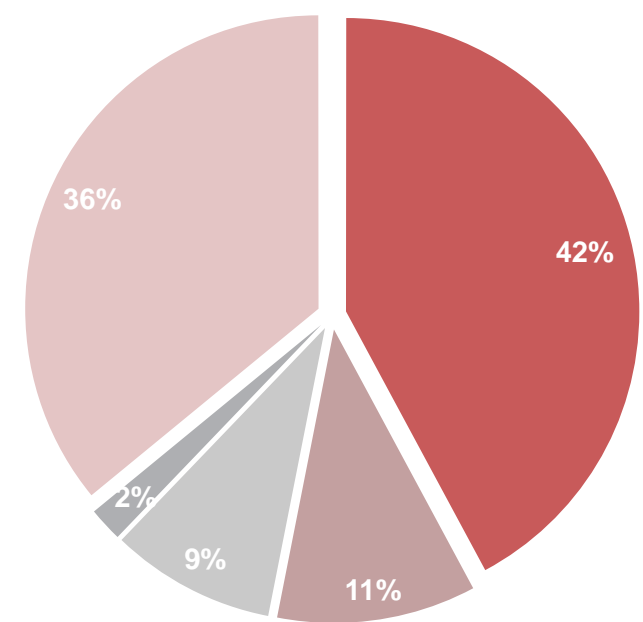
Overall Total



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

Peak/off-peak satisfaction scores for Chiltern Railways

	Peak			Off-Peak		
	Autumn 2011	significant change	Autumn 2010	Autumn 2011	significant change	Autumn 2010
Overall satisfaction	82		88	90		91
Overall satisfaction with the station	87		87	91	+	84
Ticket buying facilities	79		83	85		80
Provision of information about train times/platforms	80		84	85		85
The upkeep/repair of the station buildings/platforms	80	+	69	85	+	80
Cleanliness	85	+	77	89	+	85
The facilities and services	63		57	70		67
The attitudes and helpfulness of the staff	77		77	76		74
Connections with other forms of public transport	66		64	77		76
Facilities for car parking	66		67	70		70
Overall environment	83		78	86	+	80
Your personal security whilst using	78	+	69	79		75
The availability of staff	64		64	68		64
How request to station staff was handled	97		84	87		87

* Peak is defined as weekday journeys that arrive at London terminals between 07:00 and 09:59, and those departing between 16:00 and 18:59

Peak/off-peak satisfaction scores for Chiltern Railways

	Peak			Off-Peak		
	Autumn 2011	significant change	Autumn 2010	Autumn 2011	significant change	Autumn 2010
The frequency of the trains on that route	72	-	82	83		85
Punctuality/reliability (i.e. the train arriving/departing on time)	69	-	90	86	-	91
The length of time the journey was scheduled to take (speed)	79		79	89		86
Connections with other train services	72		70	77		72
The value for money for the price of your ticket	29	-	37	57		59
Cleanliness of the train	90		85	86		86
Upkeep and repair of the train	86	+	77	90	+	84
The provision of information during the journey	71		71	79	+	73
The helpfulness and attitude of staff on train	46		50	66		63
The space for luggage	43		52	65	+	57
The toilet facilities	42		41	54		58
Sufficient room for all passengers to sit/stand	53		59	85		81
The comfort of the seating area	69		69	86	+	81
The ease of being able to get on and off	82		86	91		92
Your personal security on board	83		82	87		86
The cleanliness of the inside	88		83	87		84
The cleanliness of the outside	83		81	86		83
The availability of staff	24		28	42		39
How well train company deals with delays	30		47	44		53

* Peak is defined as weekday journeys that arrive at London terminals between 07:00 and 09:59, and those departing between 16:00 and 18:59

Peak/off-peak satisfaction scores for London and South East

	Peak			Off-Peak		
	Autumn 2011	significant change	Autumn 2010	Autumn 2011	significant change	Autumn 2010
Overall satisfaction	73		73	86	+	85
Overall satisfaction with the station	74	+	71	78	+	76
Ticket buying facilities	63		63	74	+	72
Provision of information about train times/platforms	79		77	80		80
The upkeep/repair of the station buildings/platforms	63	+	60	66	+	64
Cleanliness	70		69	71		70
The facilities and services	50		49	49		50
The attitudes and helpfulness of the staff	63		62	70		71
Connections with other forms of public transport	71		72	74		75
Facilities for car parking	46		46	49		47
Overall environment	63		62	68	+	66
Your personal security whilst using	62		62	67	+	65
The availability of staff	52		51	58		59
How request to station staff was handled	77		73	87		86

* Peak is defined as weekday journeys that arrive at London terminals between 07:00 and 09:59, and those departing between 16:00 and 18:59

Peak/off-peak satisfaction scores for London and South East

	Peak			Off-Peak		
	Autumn 2011	significant change	Autumn 2010	Autumn 2011	significant change	Autumn 2010
The frequency of the trains on that route	73		72	78		77
Punctuality/reliability (i.e. the train arriving/departing on time)	73		74	82		83
The length of time the journey was scheduled to take (speed)	76		75	85		86
Connections with other train services	69		71	77		76
The value for money for the price of your ticket	23	-	27	46	-	48
Cleanliness of the train	67		67	75	+	73
Upkeep and repair of the train	66		68	77	+	75
The provision of information during the journey	58		61	72		71
The helpfulness and attitude of staff on train	47		45	60		61
The space for luggage	38		41	56		55
The toilet facilities	26		24	38		38
Sufficient room for all passengers to sit/stand	41		41	74		73
The comfort of the seating area	55		56	75		75
The ease of being able to get on and off	68		68	83		82
Your personal security on board	69		67	77		76
The cleanliness of the inside	67		66	76	+	74
The cleanliness of the outside	66		64	76	+	73
The availability of staff	27		24	42		41
How well train company deals with delays	28		26	39		41

* Peak is defined as weekday journeys that arrive at London terminals between 07:00 and 09:59, and those departing between 16:00 and 18:59

Weighted sample profile for Chiltern Railways

	Autumn 2011 %	Autumn 2010 %		Autumn 2011 %	Autumn 2010 %
SEX			DELAYS		
Male	47	47	None	78	86
Female	50	50	Minor	17	11
Not stated	3	3	Major	2	1
			Not stated	3	2
AGE			REGULAR TRAVELLER		
16-25	11	8	Yes	58	57
26-34	14	14	No	42	43
35-44	18	19			
45-54	22	23			
55-59	10	10	TIME OF TRAVEL		
60-64	9	10	Peak	24	18
65+	13	13	Off-peak	76	82
Not stated	2	3			
JOURNEY PURPOSE			ASKED FOR HELP OR INFORMATION		
Commuter	35	35	Yes asked for help	8	10
Business	21	21	Yes asked for information	11	9
Leisure	44	44	Could not find anyone to ask	2	3
			No	79	79
			Not stated	2	2

Weighted sample profile for London and South East

	Autumn 2011 %	Autumn 2010 %		Autumn 2011 %	Autumn 2010 %
SEX			DELAYS		
Male	44	44	None	80	80
Female	53	52	Minor	16	16
Not stated	3	3	Major	2	3
			Not stated	2	2
AGE			REGULAR TRAVELLER		
16-25	12	11	Yes	68	68
26-34	18	17	No	32	32
35-44	19	20			
45-54	22	23			
55-59	9	9	TIME OF TRAVEL		
60-64	8	8	Peak	20	19
65+	9	9	Off-peak	80	81
Not stated	3	2			
JOURNEY PURPOSE			ASKED FOR HELP OR INFORMATION		
Commuter	53	52	Yes asked for help	8	8
Business	15	15	Yes asked for information	8	8
Leisure	33	33	Could not find anyone to ask	3	3
			No	81	80
			Not stated	2	2

Station sample sizes for Chiltern Railways

Station	Unweighted
London Marylebone	414
Banbury	84
High Wycombe	73
Amersham	49
Gerrards Cross	49
Leamington Spa	41
Bicester North	39
Haddenham And Thame Parkway	36
Beaconsfield	36
Warwick Parkway	35
Great Missenden	34
Aylesbury	31
Wendover	31
Warwick	30
Princes Risborough	26
Stoke Mandeville	24
Birmingham Moor Street	24
Birmingham Snow Hill	17
Wembley Stadium	16
Northolt Park	16
Dorridge	10
Solihull	9
Oxford	6
West Ruislip	4
Stratford-Upon-Avon	3
Jewellery Quarter	2

Weighted sample composition for all train companies

	Annual journeys ('000s)	Journey Purpose			Day Of Week		Station Size			
		Commuter	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size*	27960	11101	3938	12921	23865	4095	7634	5842	7009	7475
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	17	29	29	25
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
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
National Express East Anglia	106689	60	17	23	89	11	29	16	26	28
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	36	19	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	30	6	35	29

* Sample size excludes non-franchised Train Operating Companies.

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*	27960	11101	3938	12921	23865	4095	7634	5842	7009	7475
Arriva Trains Wales	1544	28	11	61	74	26	27	29	24	19
c2c	1031	69	5	26	92	8	28	25	27	20
Chiltern Railways	1139	40	19	41	91	9	44	4	24	29
CrossCountry	1320	28	19	54	83	17	15	30	29	26
East Coast	1136	15	30	55	87	13	47	10	17	27
East Midlands Trains	1029	32	17	51	82	18	24	25	22	30
First Capital Connect	1880	53	14	33	94	6	21	20	29	30
First Great Western	2960	33	18	50	80	20	33	20	23	24
First TransPennine Express	1117	34	15	51	90	10	19	33	21	28
London Midland	1133	44	11	45	90	10	18	25	20	38
London Overground	1246	53	6	41	81	19	28	23	21	28
Merseyrail	546	44	4	53	93	7	16	30	31	24
National Express East Anglia	2199	41	11	48	83	17	38	11	24	27
Northern Rail	1370	51	8	41	91	9	33	28	24	16
ScotRail	1402	32	11	58	78	22	18	20	36	26
South West Trains	2100	44	10	46	85	15	28	17	22	34
Southeastern	1575	50	8	42	85	15	14	30	30	27
Southern	2135	45	14	41	88	12	25	21	25	29
Virgin Trains	1098	20	37	43	88	12	34	8	35	24

* Sample size excludes non-franchised Train Operating Companies.

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
London Midland	Virgin Trains	
London Overground		
National Express East Anglia		
Southeastern		
Southern		
South West Trains		



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