



National Passenger Survey

PTE Report for Transport for Greater Manchester

Autumn 2011

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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 Transport for Greater Manchester 5
- 2.2 Train factor results for Transport for Greater Manchester 6

3 Passenger satisfaction trend charts

- 3.1 Trend charts of all passenger satisfaction results for Transport for Greater Manchester 8

4 Sample profile

- 4.1 Sample profile for Transport for Greater Manchester 19
- 4.2 Station sample sizes for Transport for Greater Manchester 20
- 4.3 Station catchment area 21
- 4.4 Sample composition for all TOCs 22

5 Technical appendix

- 5.1 Standard reports produced for NPS 23
- 5.2 Rail sectors 24

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.

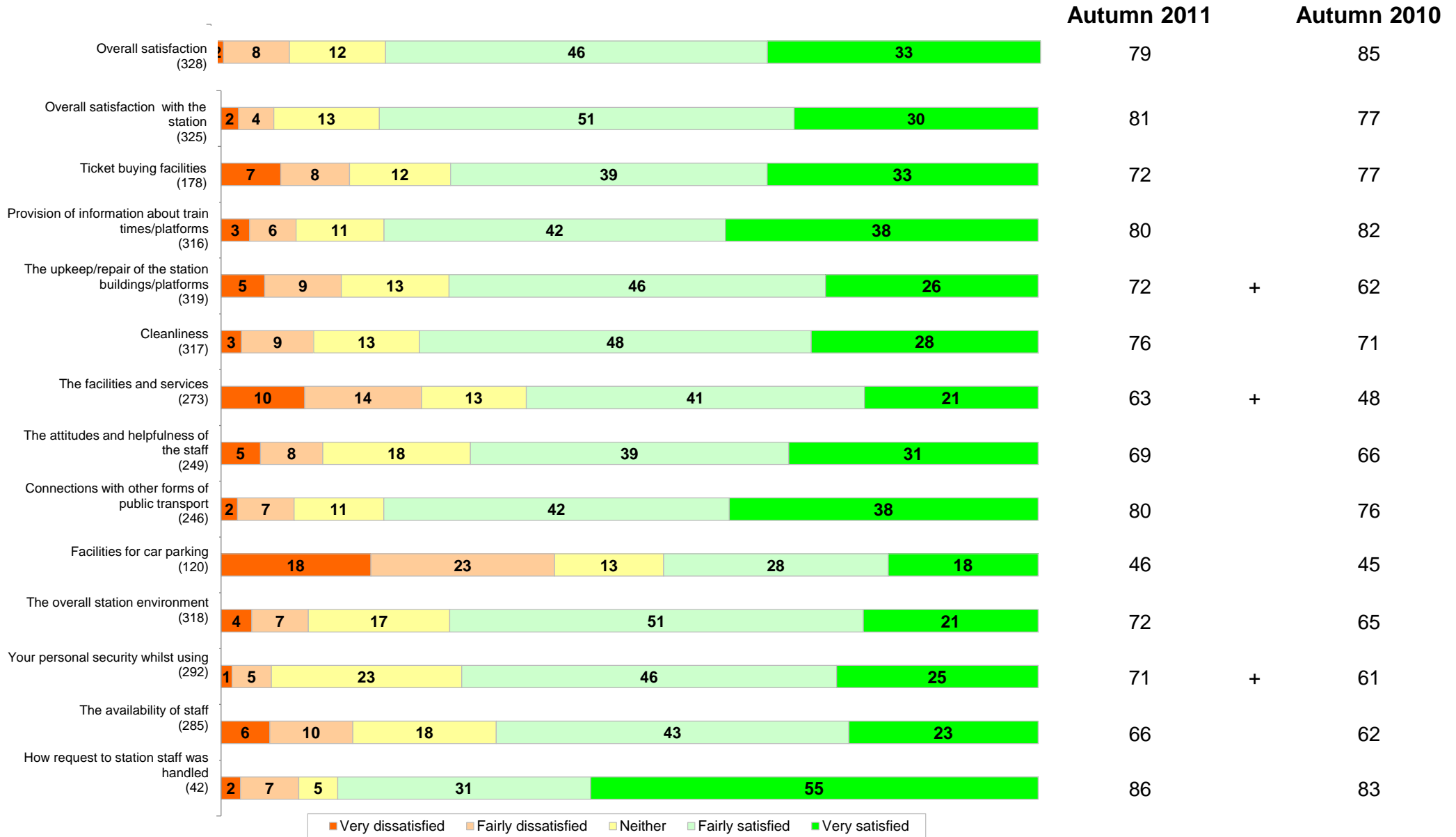
Over-running engineering work meant that further shifts had to be rescheduled during the course of the fieldwork, but this was not a great problem.

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 Transport for Greater Manchester

% satisfied/good

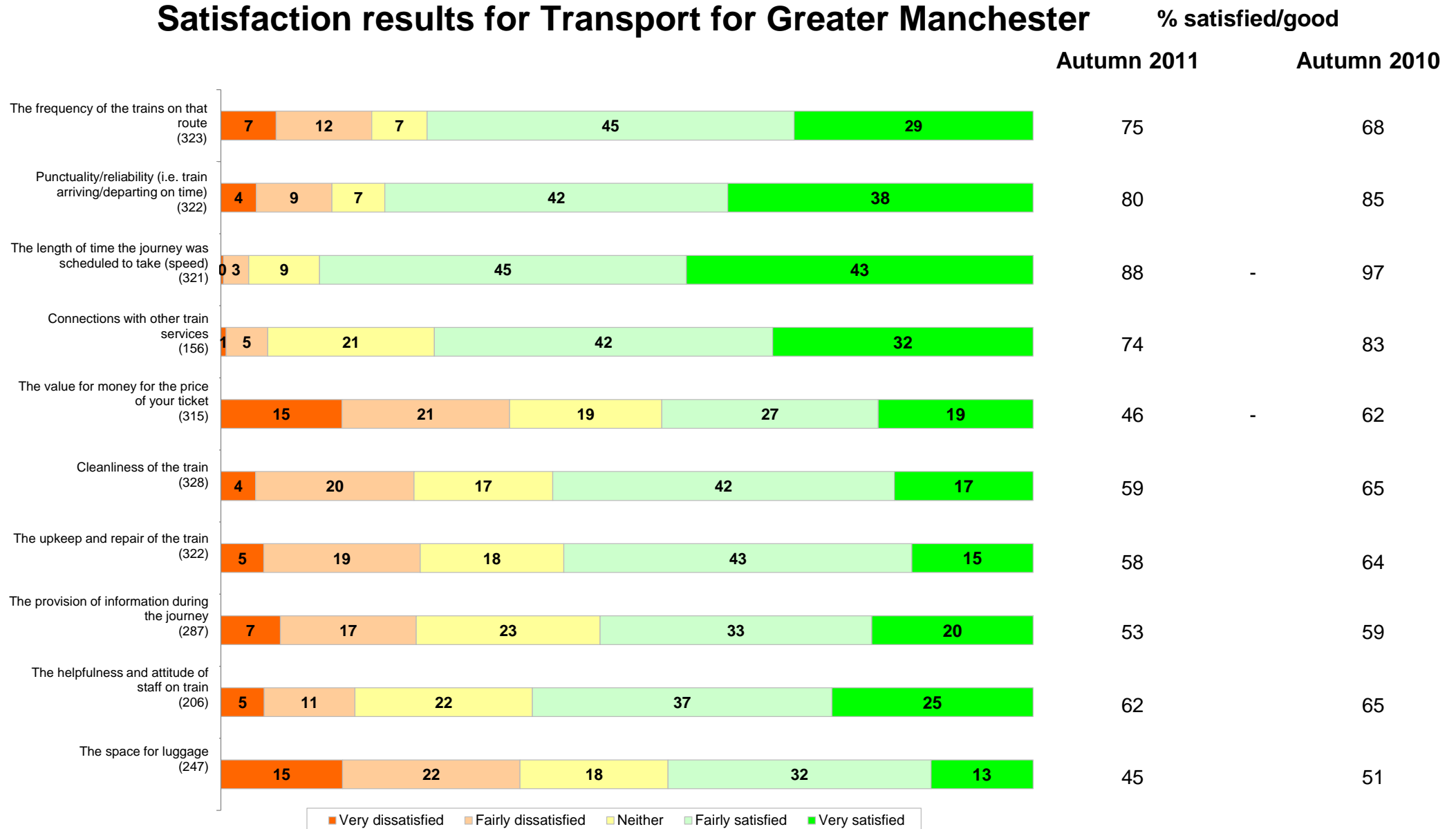


Very dissatisfied Fairly dissatisfied Neither Fairly satisfied Very satisfied

NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

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

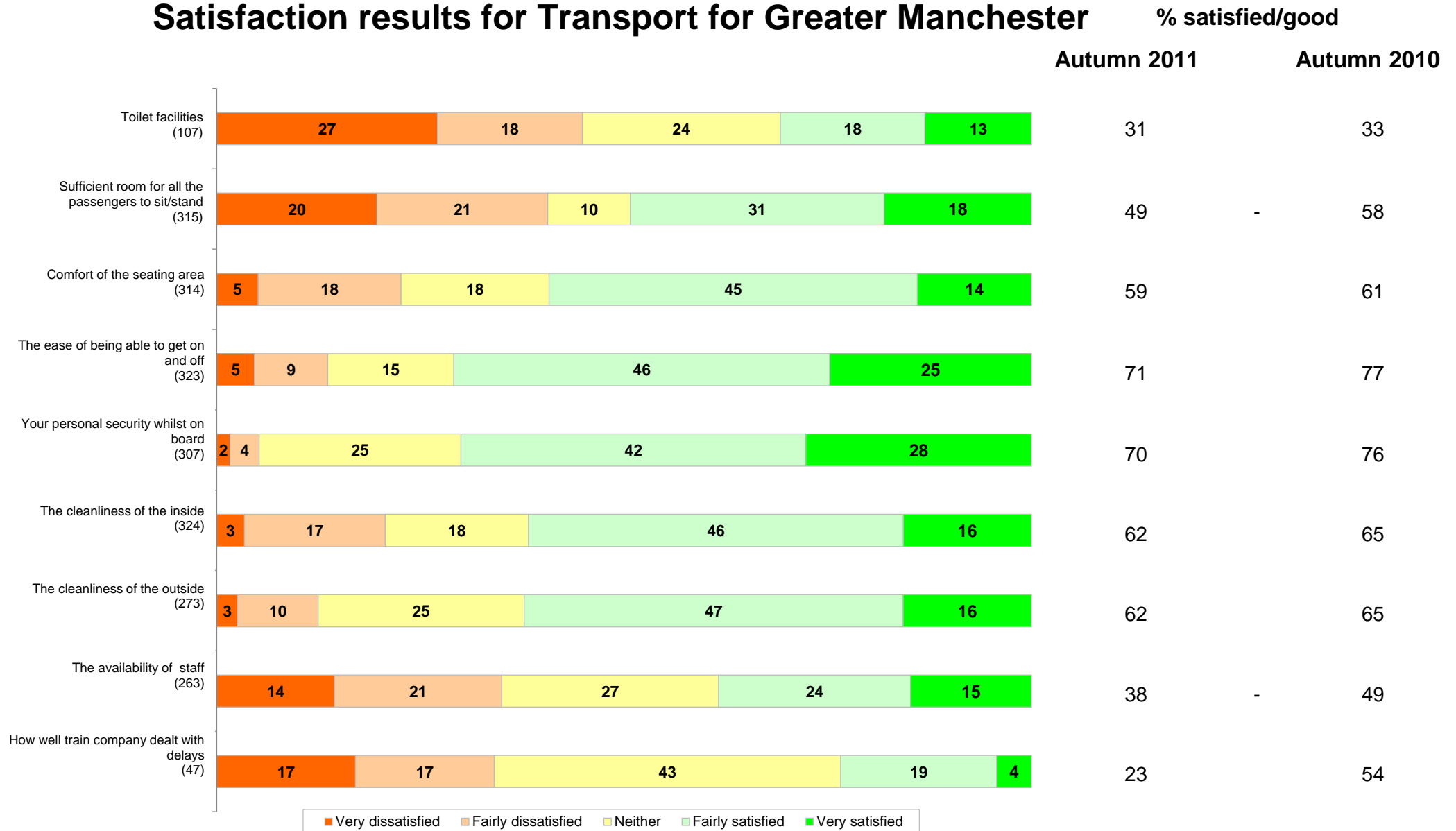
Satisfaction results for Transport for Greater Manchester



NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

At 95% confidence level:
+ denotes significant increase
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Satisfaction results for Transport for Greater Manchester

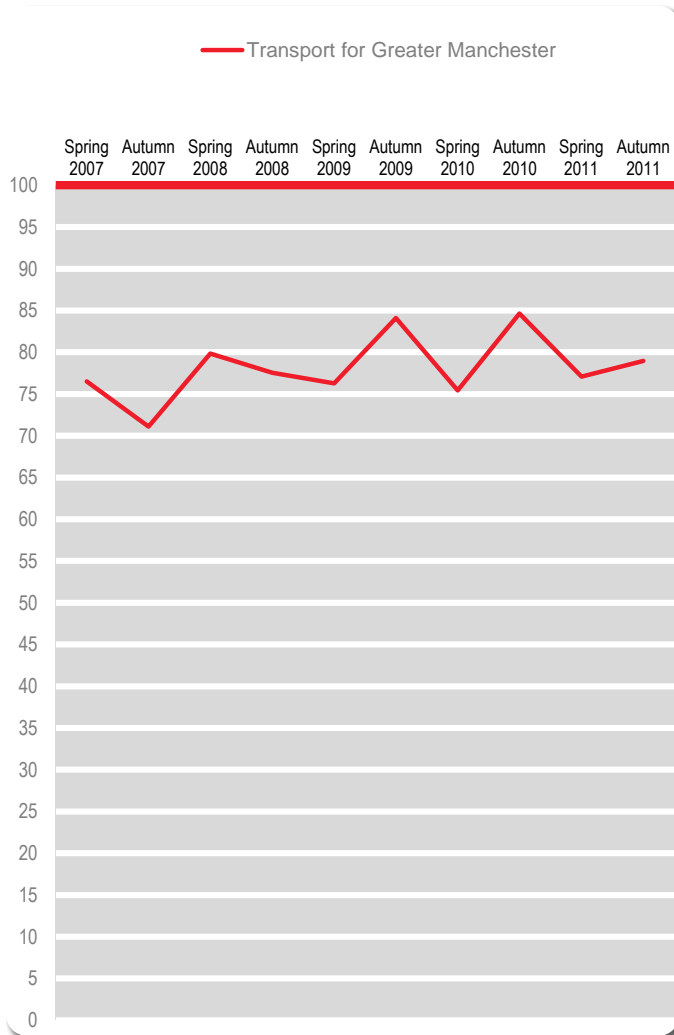


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

Overall satisfaction

(328)

Percentage of passengers satisfied 2007 to 2011



Overall station satisfaction

(325)

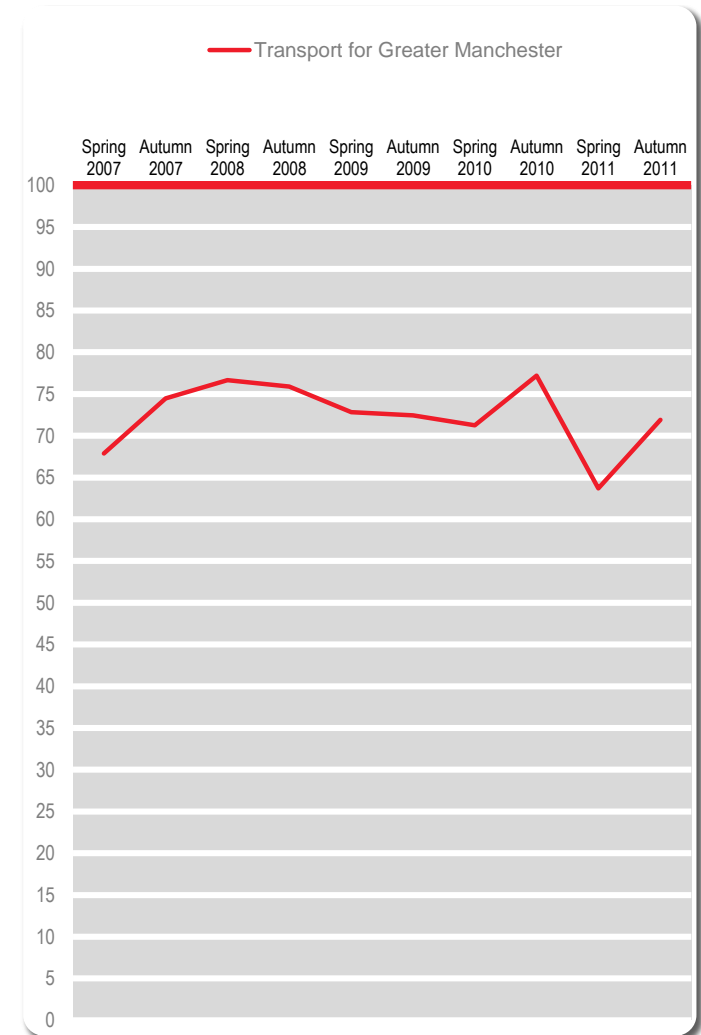
Percentage of passengers satisfied 2007 to 2011



Ticket buying facilities

(178)

Percentage of passengers satisfied 2007 to 2011

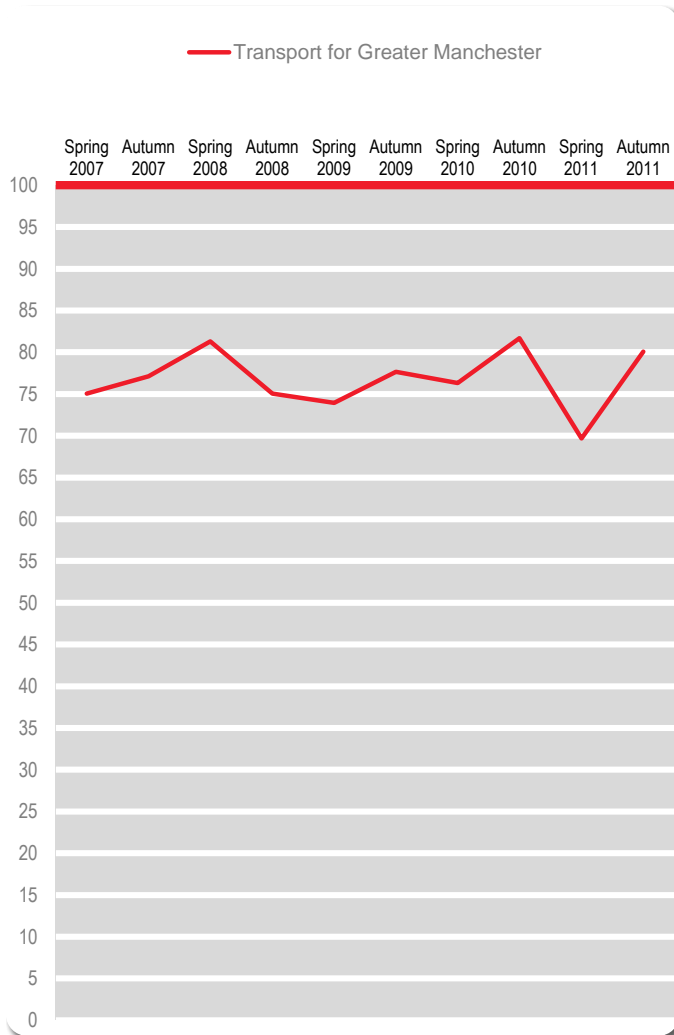


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

Provision of information about train times/platforms

(316)

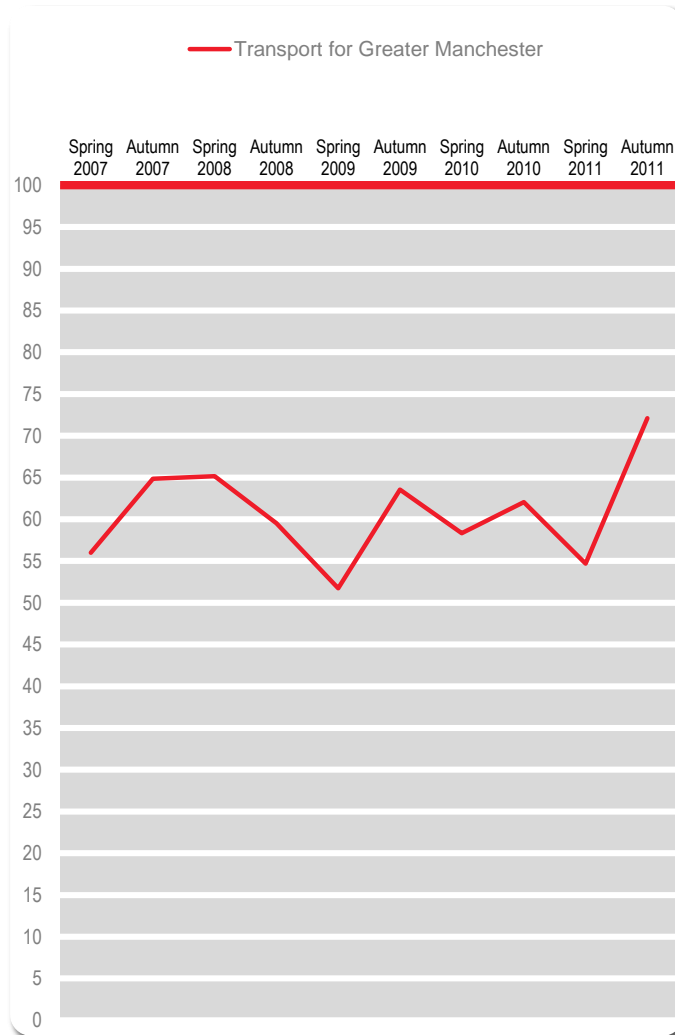
Percentage of passengers satisfied 2007 to 2011



The upkeep/repair of the station building/platforms

(319)

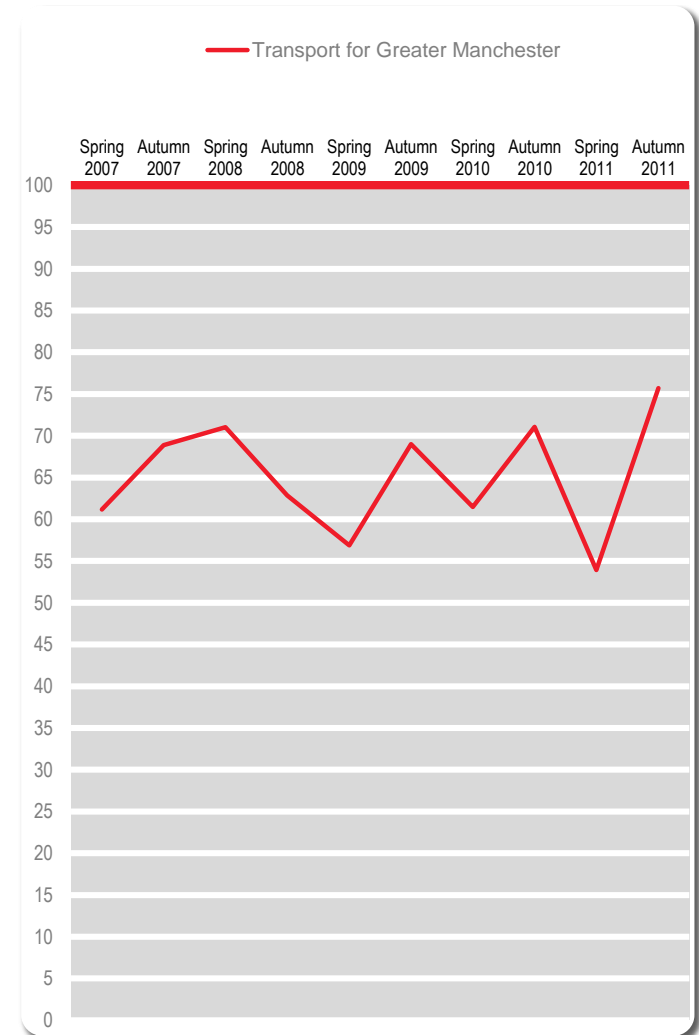
Percentage of passengers satisfied 2007 to 2011



Cleanliness of the station

(317)

Percentage of passengers satisfied 2007 to 2011

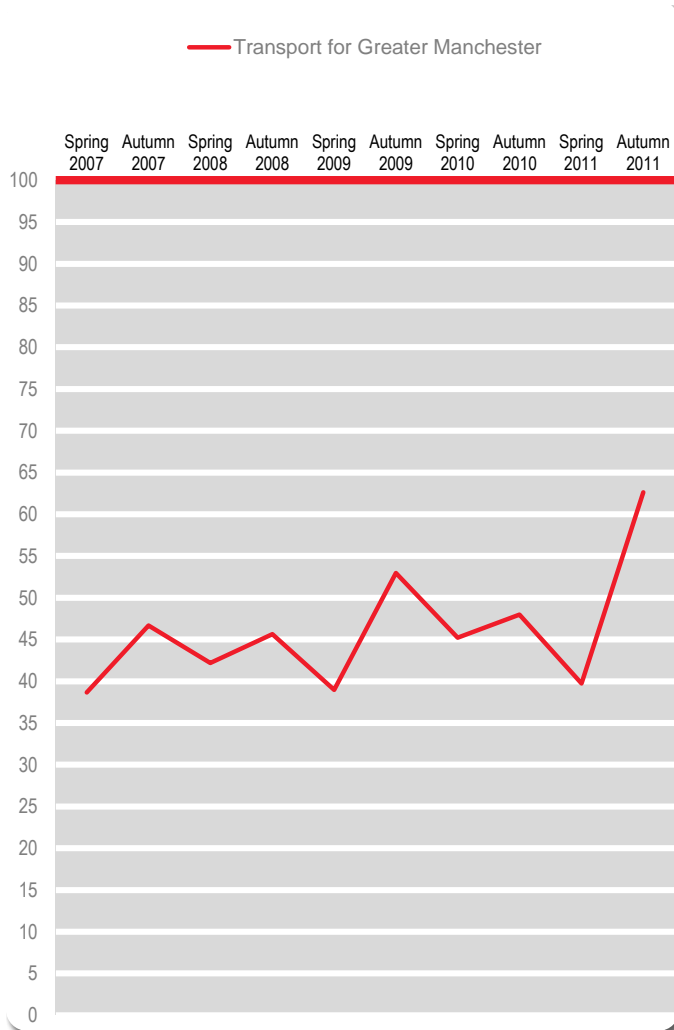


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

The facilities and services at the station

(273)

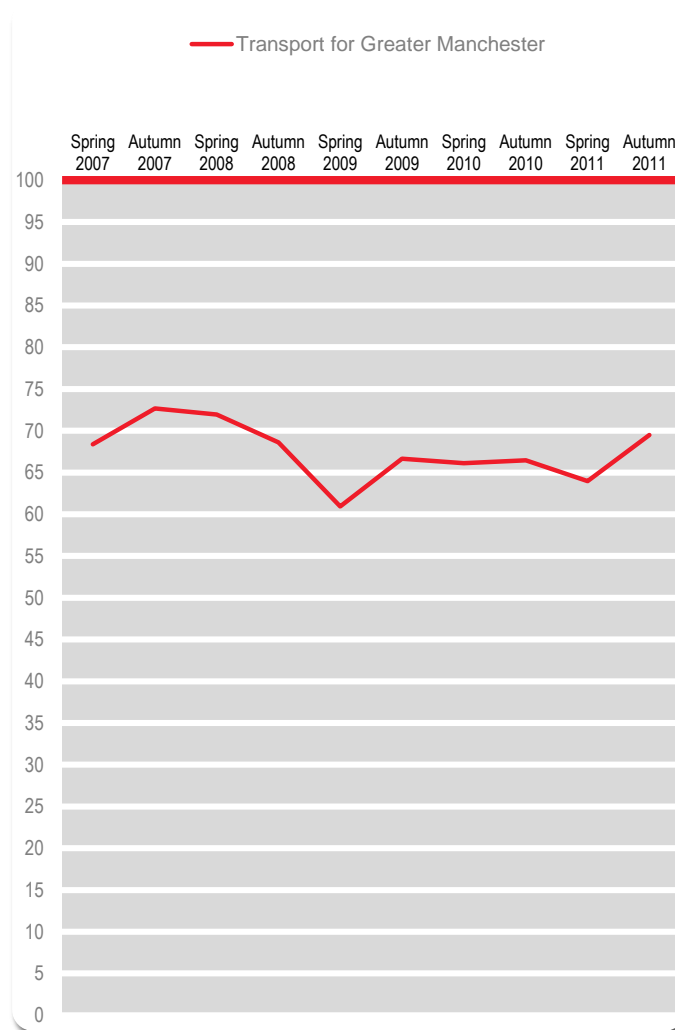
Percentage of passengers satisfied 2007 to 2011



The attitudes and helpfulness of the staff at the station

(249)

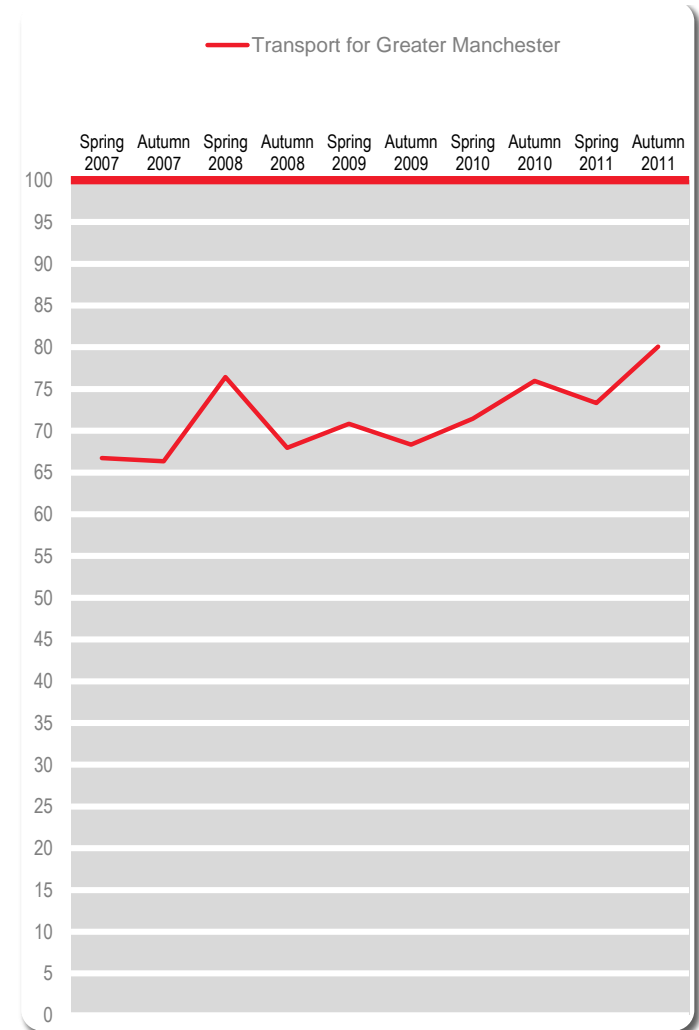
Percentage of passengers satisfied 2007 to 2011



Connections with other forms of public transport from the station

(246)

Percentage of passengers satisfied 2007 to 2011

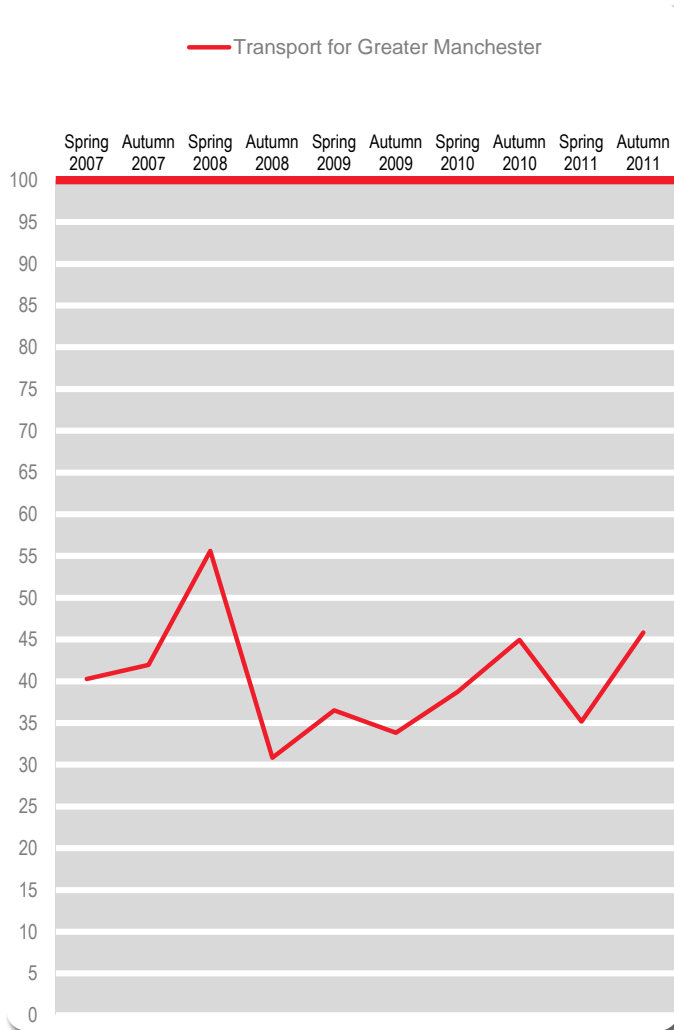


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

Facilities for car parking at the station

(120)

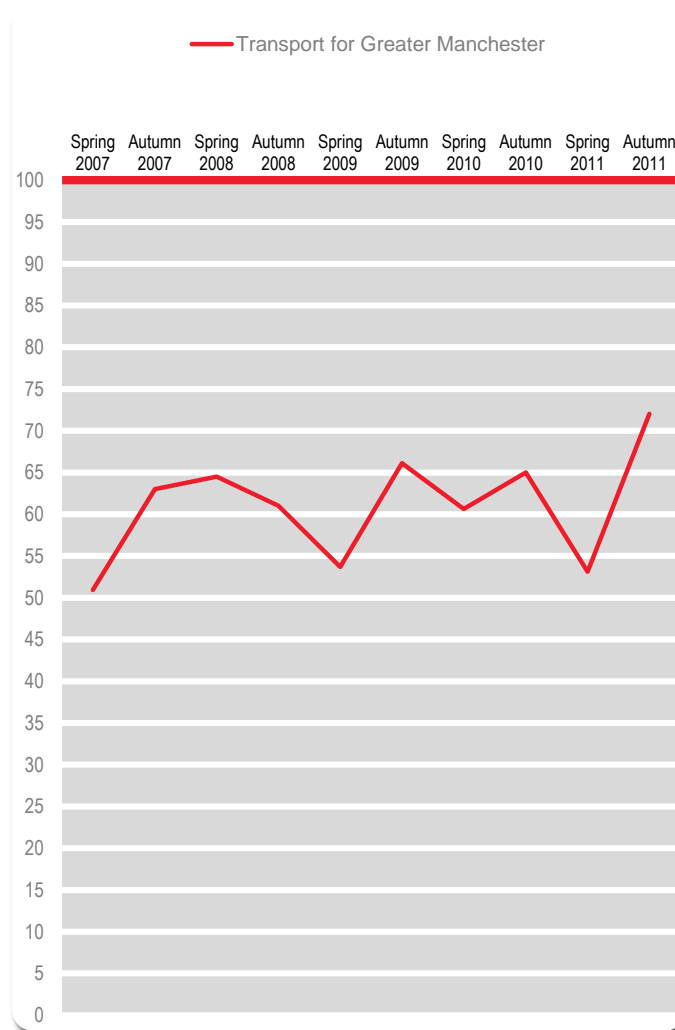
Percentage of passengers satisfied 2007 to 2011



Overall station environment

(318)

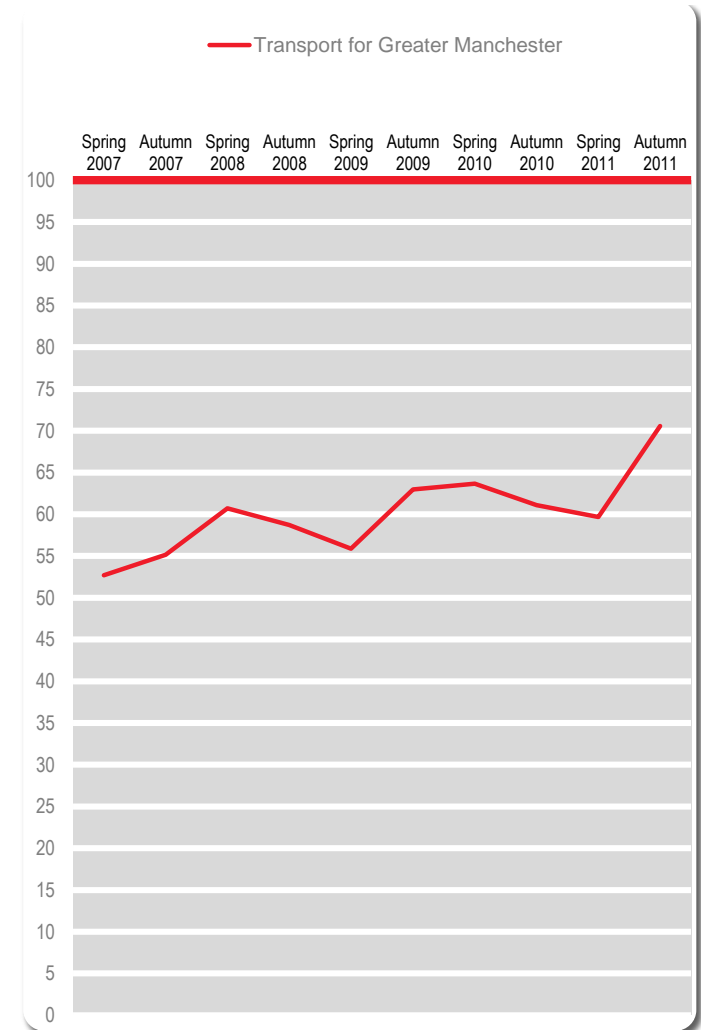
Percentage of passengers satisfied 2007 to 2011



Your personal security whilst using the station

(292)

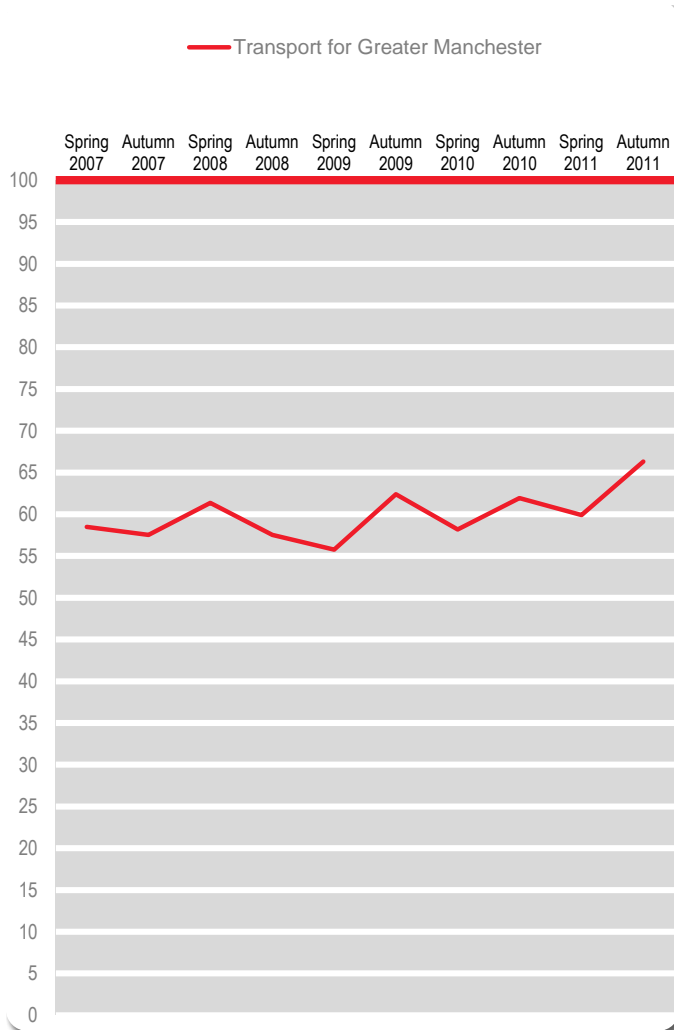
Percentage of passengers satisfied 2007 to 2011



NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

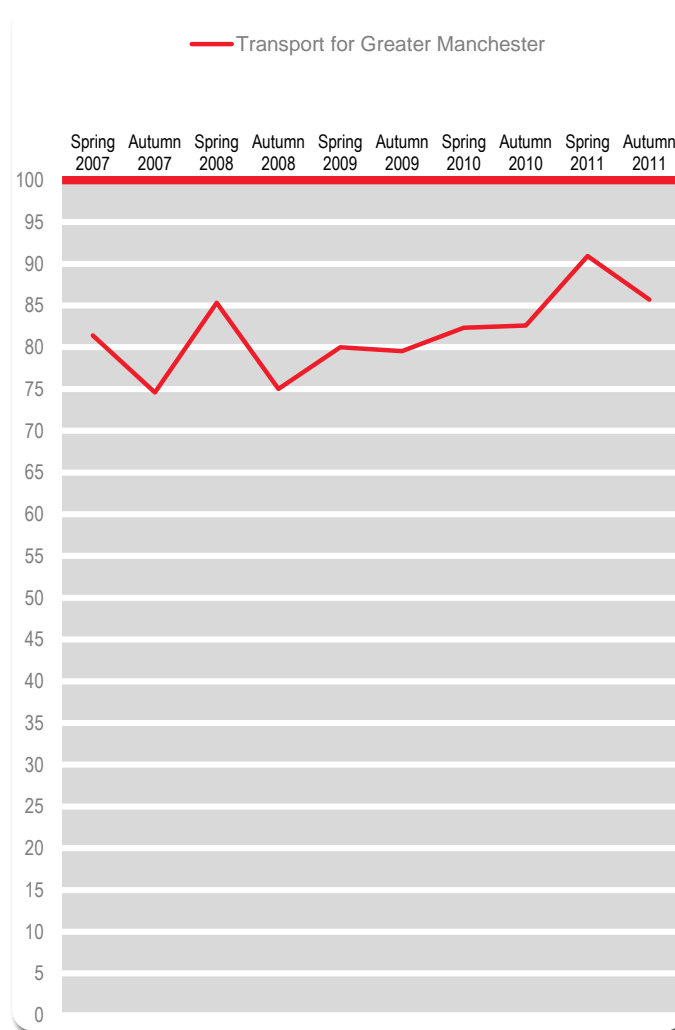
The availability of staff at the station

(285)
Percentage of passengers satisfied 2007 to 2011



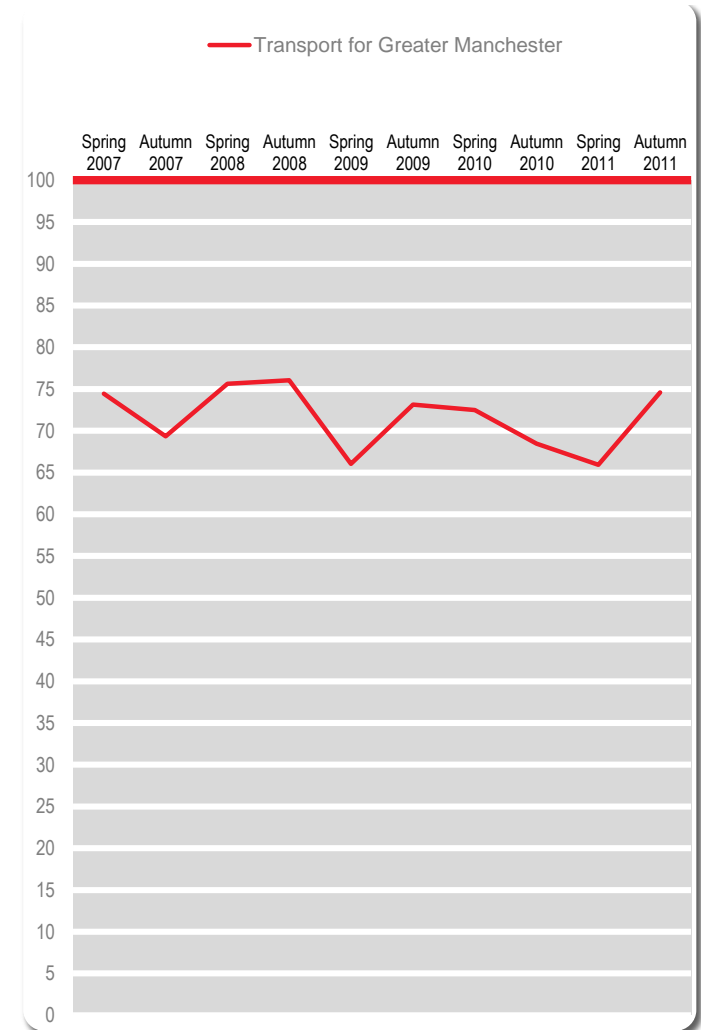
How request to station staff was handled

(42)
Percentage of passengers satisfied 2007 to 2011



The frequency of trains on that route

(323)
Percentage of passengers satisfied 2007 to 2011

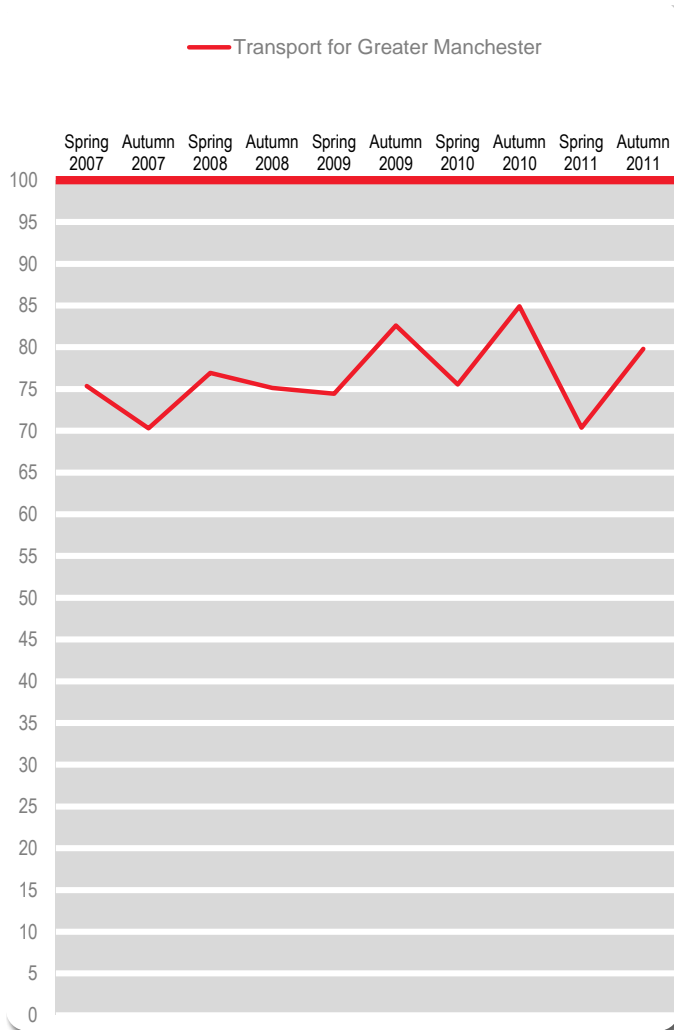


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

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

(322)

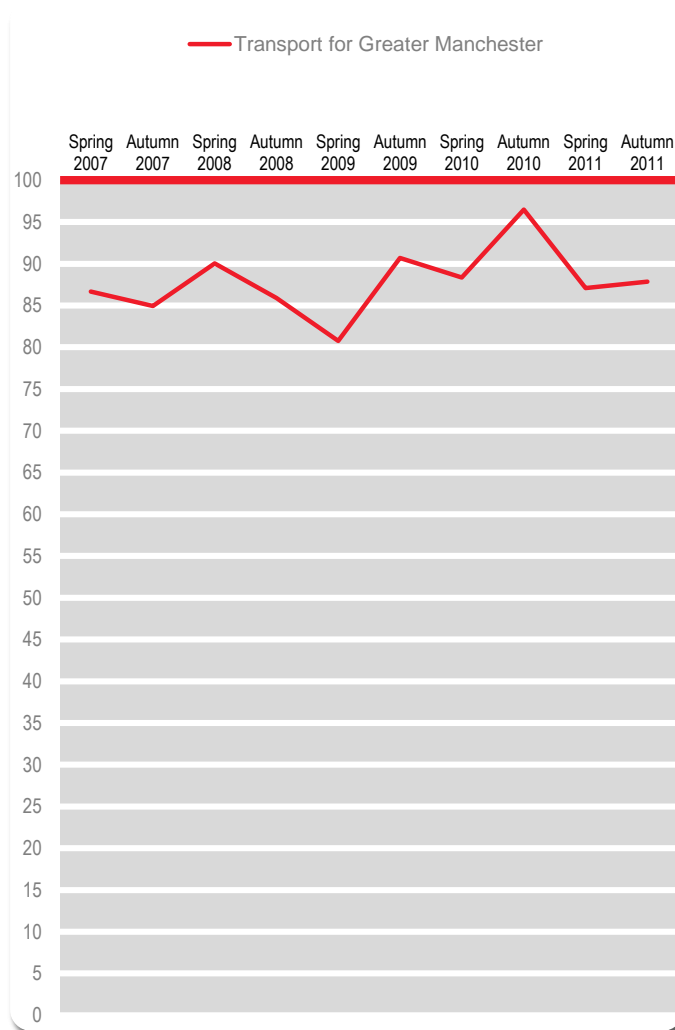
Percentage of passengers satisfied 2007 to 2011



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

(321)

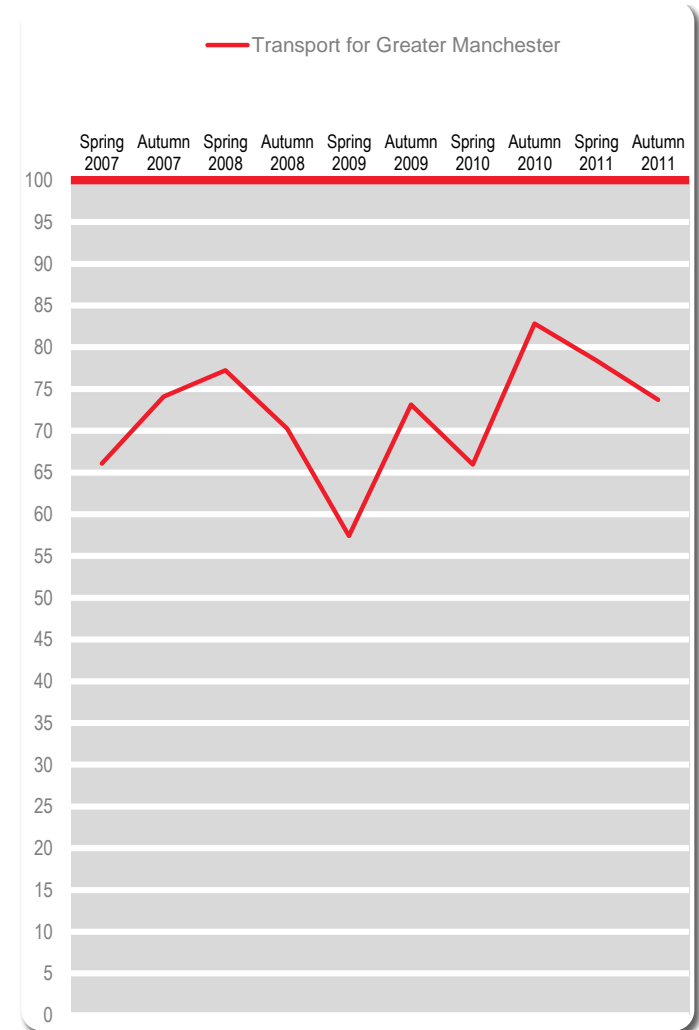
Percentage of passengers satisfied 2007 to 2011



Connections with other train services

(156)

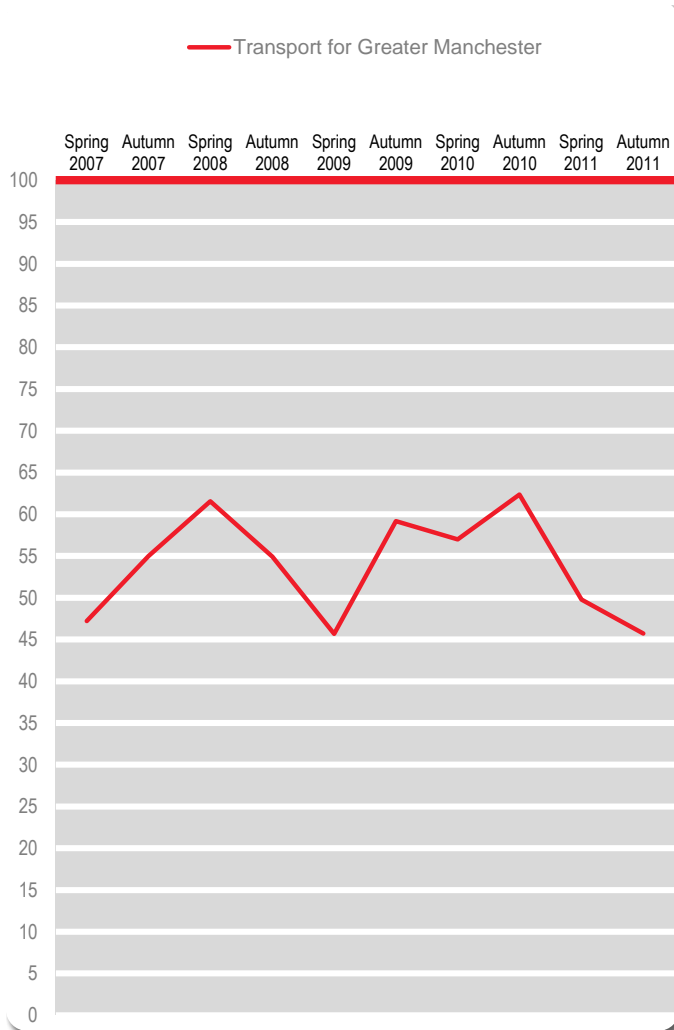
Percentage of passengers satisfied 2007 to 2011



NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

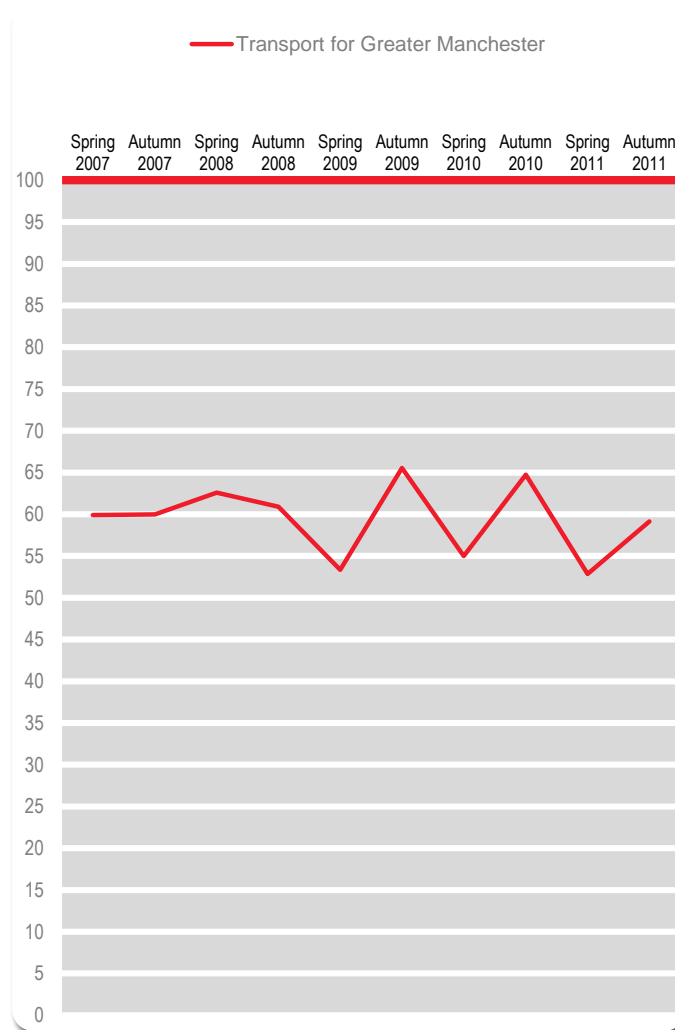
The value for money for the price of your ticket

(315)
Percentage of passengers satisfied 2007 to 2011



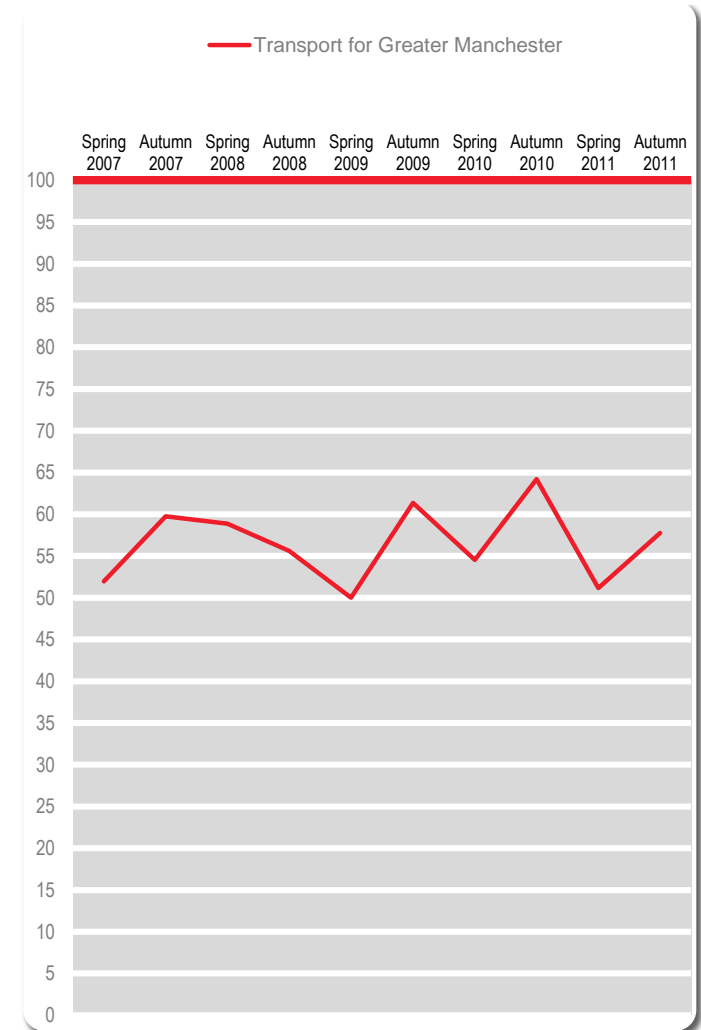
Cleanliness of the train

(328)
Percentage of passengers satisfied 2007 to 2011



Upkeep and repair of the train

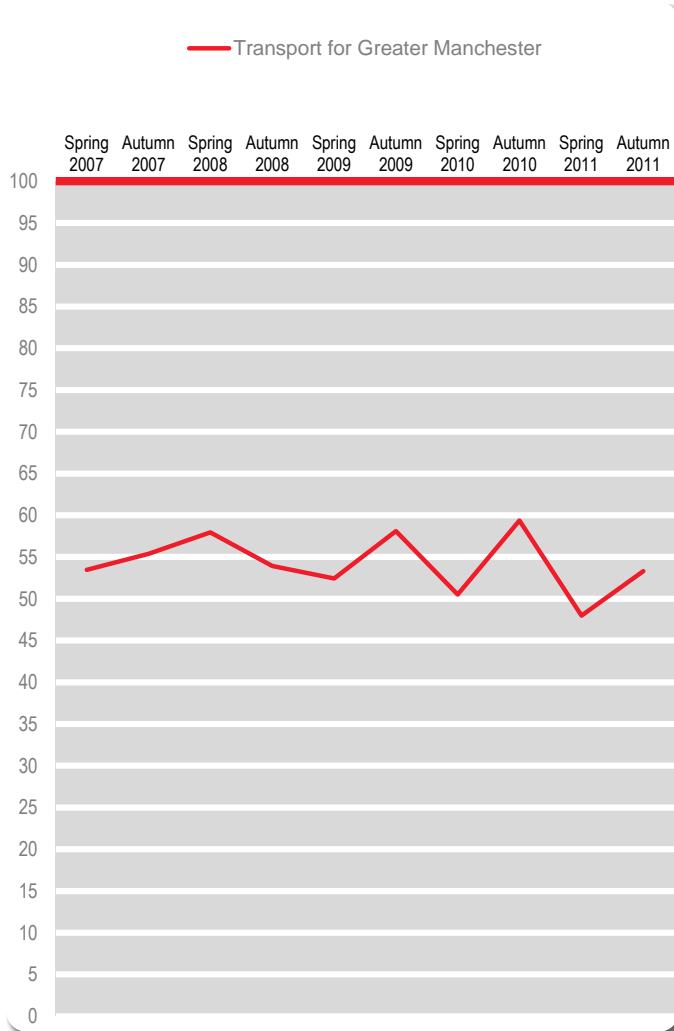
(322)
Percentage of passengers satisfied 2007 to 2011



NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

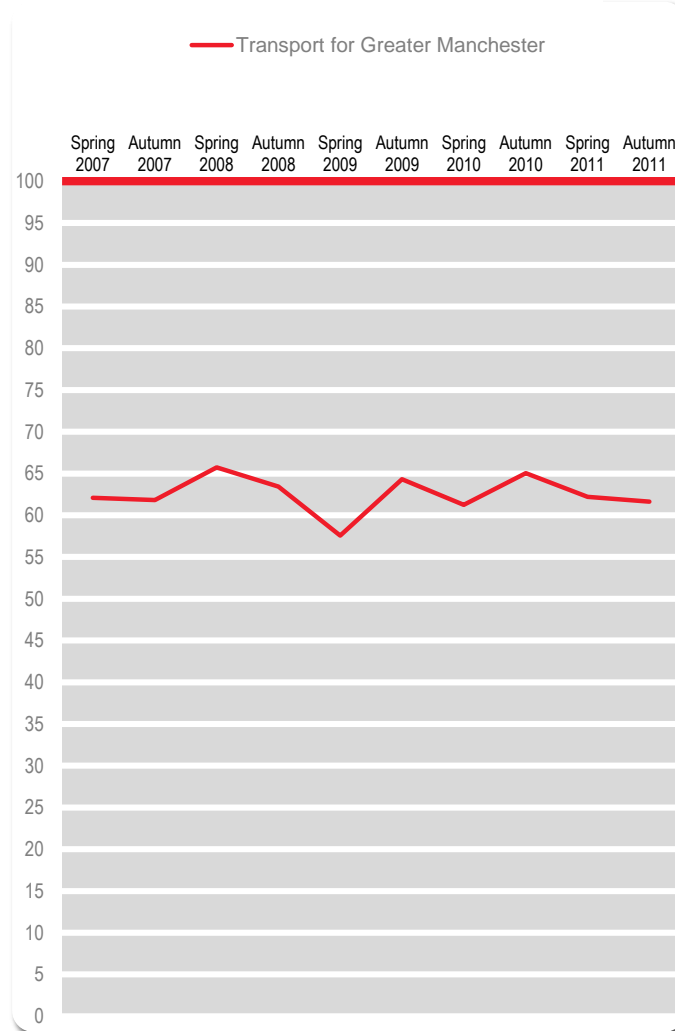
The provision of information during the journey

(287)
Percentage of passengers satisfied 2007 to 2011



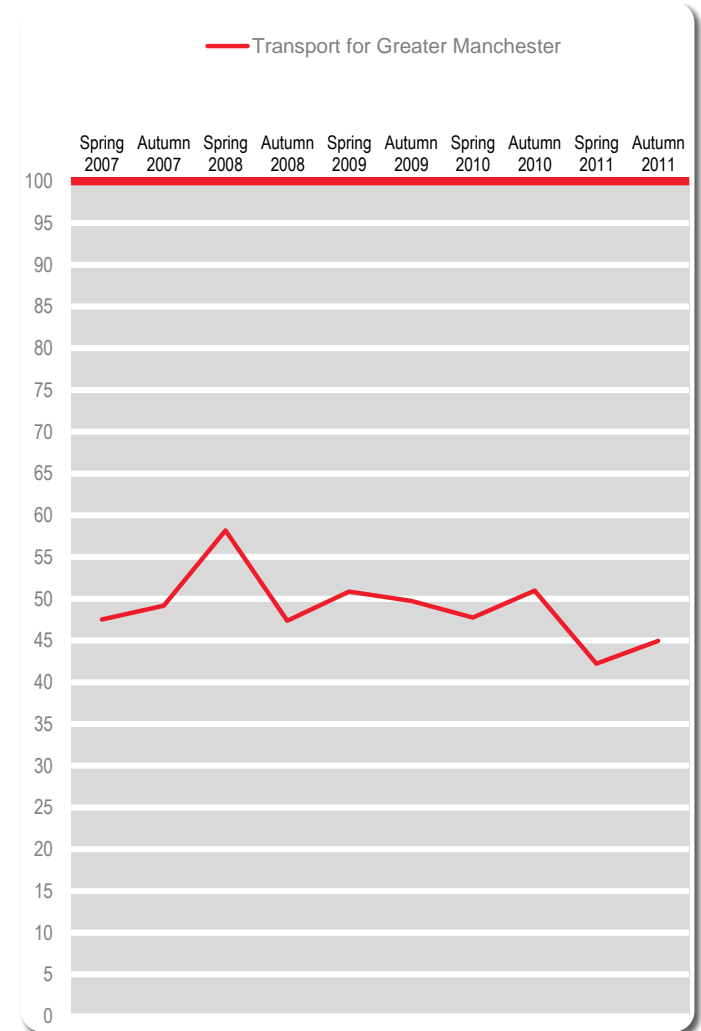
The helpfulness and attitude of staff on train

(206)
Percentage of passengers satisfied 2007 to 2011



The space for luggage

(247)
Percentage of passengers satisfied 2007 to 2011

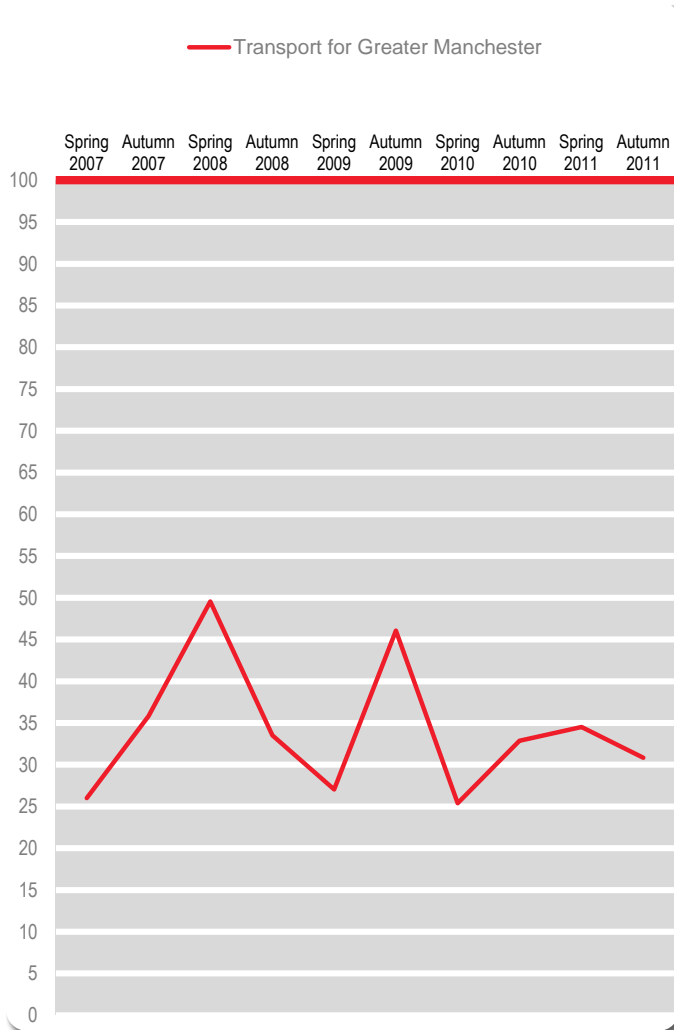


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

Toilet facilities on train

(107)

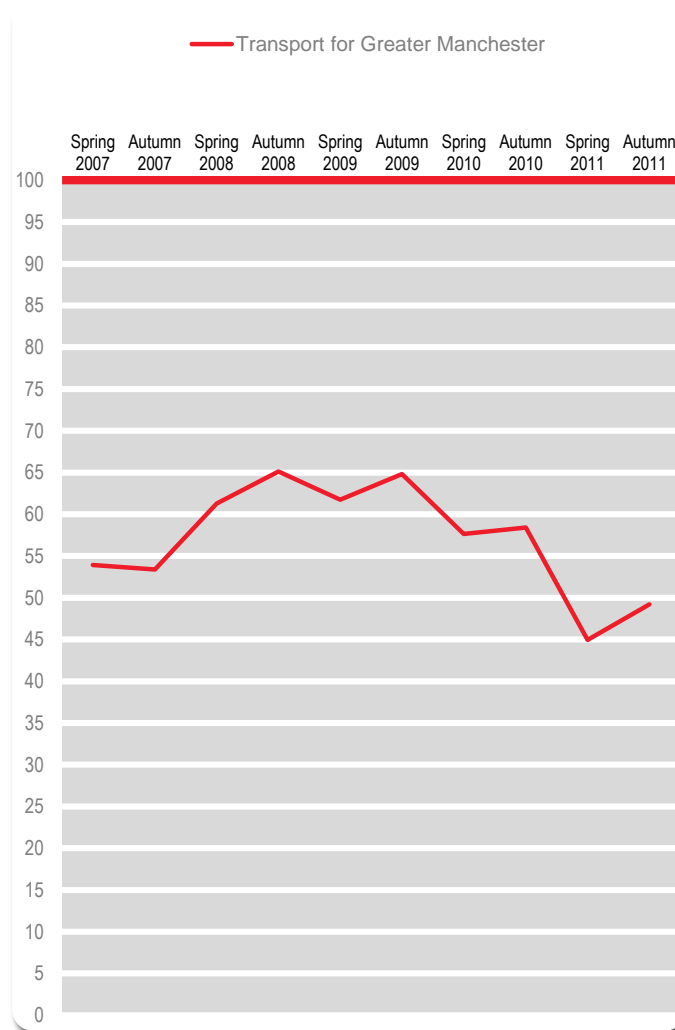
Percentage of passengers satisfied 2007 to 2011



Sufficient room for all the passengers to sit/stand

(315)

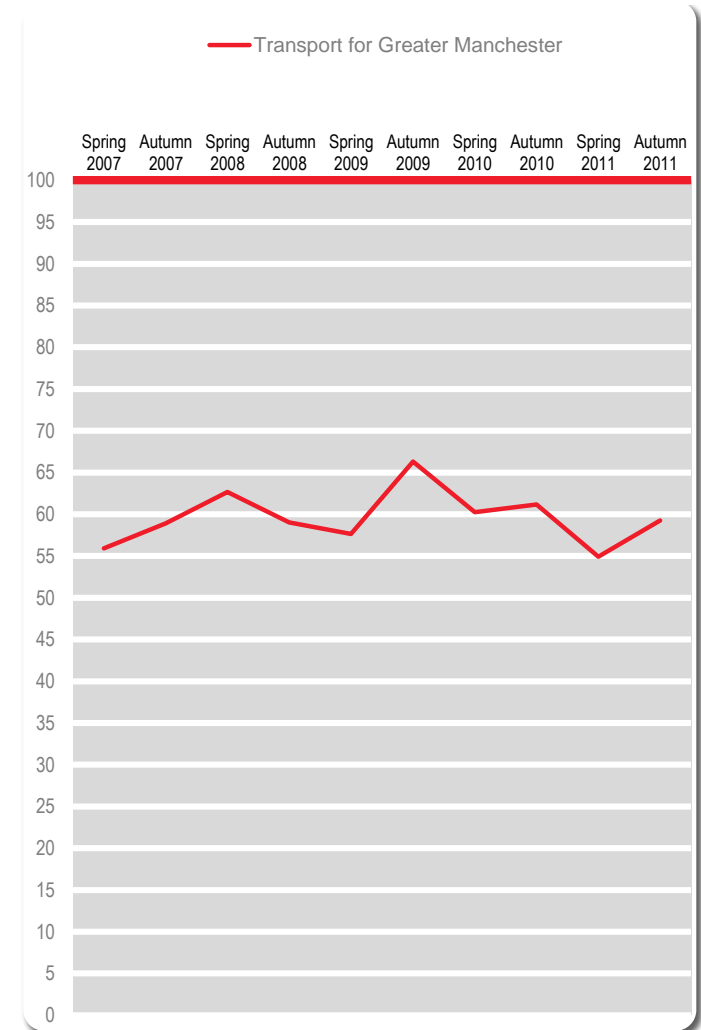
Percentage of passengers satisfied 2007 to 2011



The comfort of the seating area

(314)

Percentage of passengers satisfied 2007 to 2011

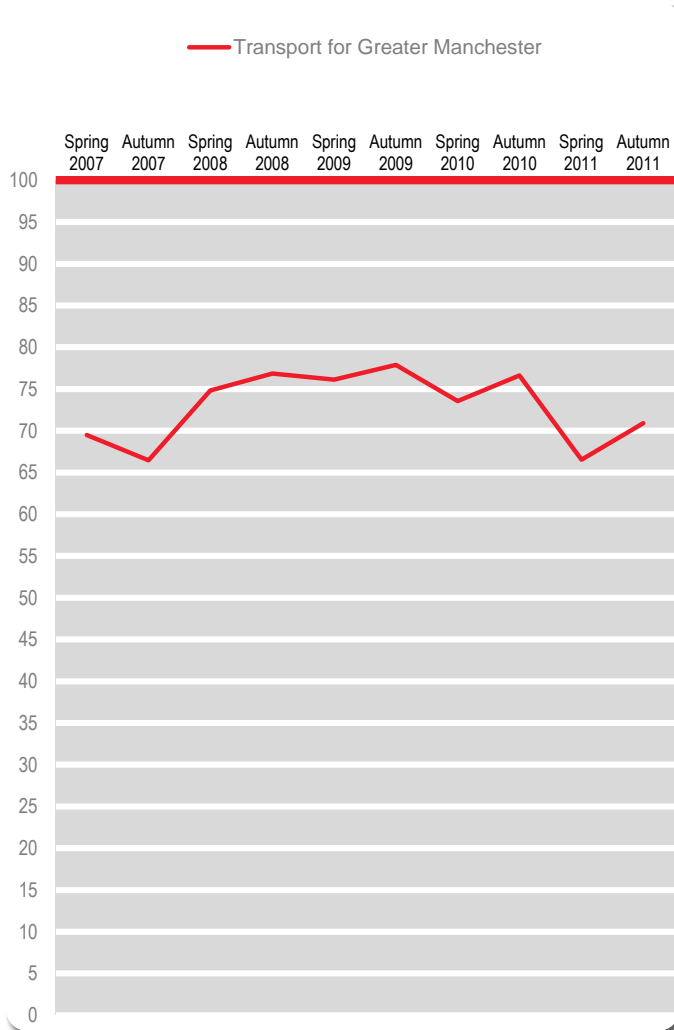


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

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

(323)

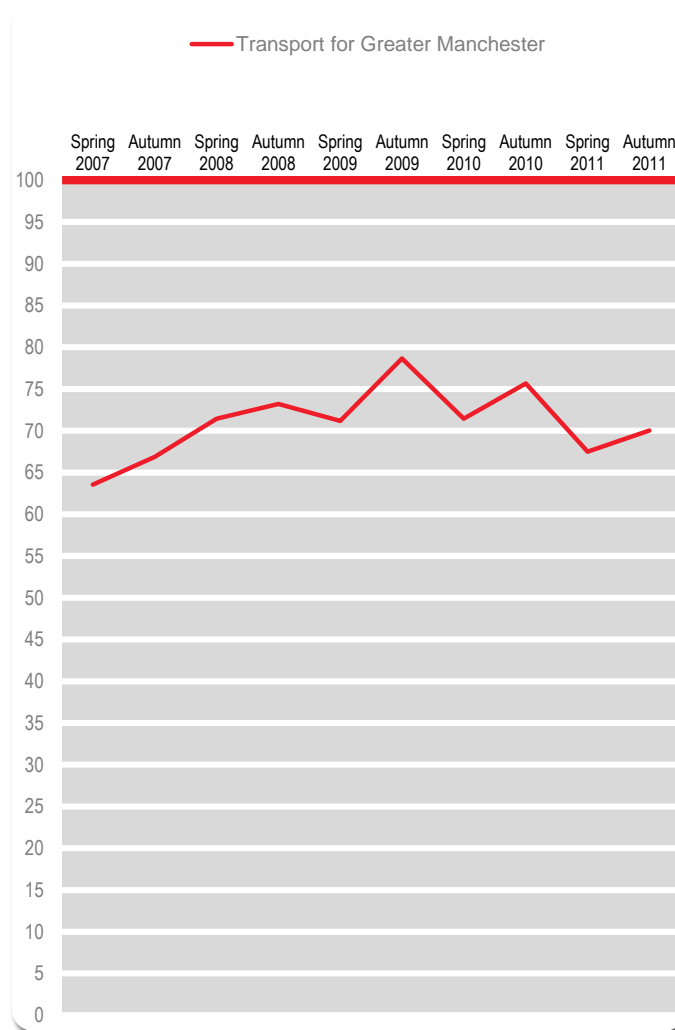
Percentage of passengers satisfied 2007 to 2011



Your personal security whilst on board

(307)

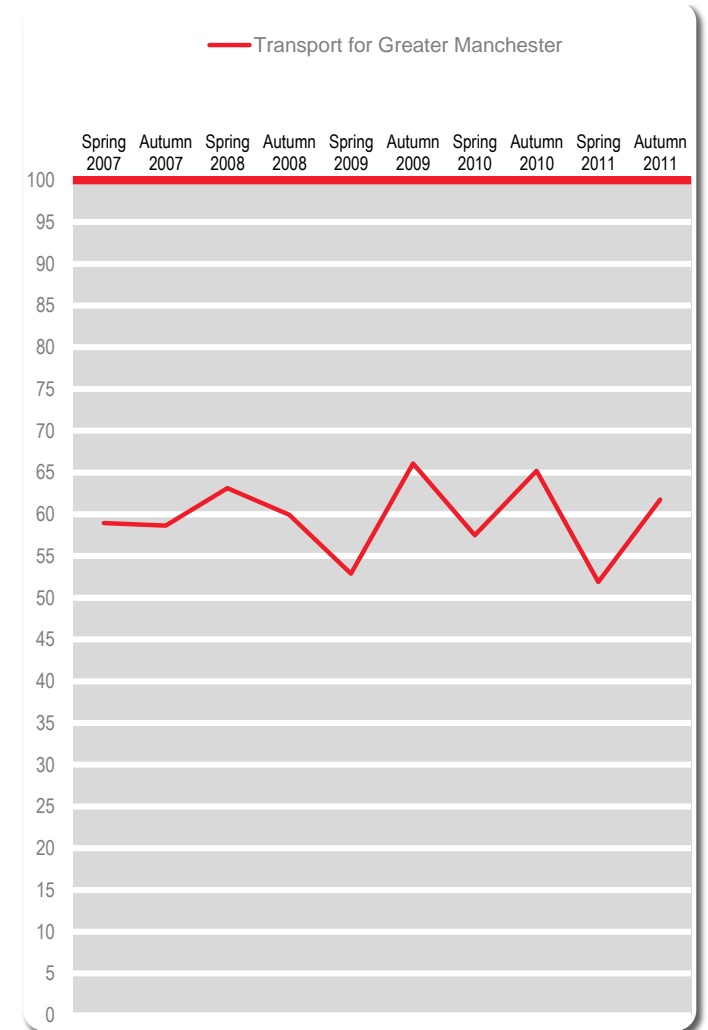
Percentage of passengers satisfied 2007 to 2011



The cleanliness of the inside of the train

(324)

Percentage of passengers satisfied 2007 to 2011

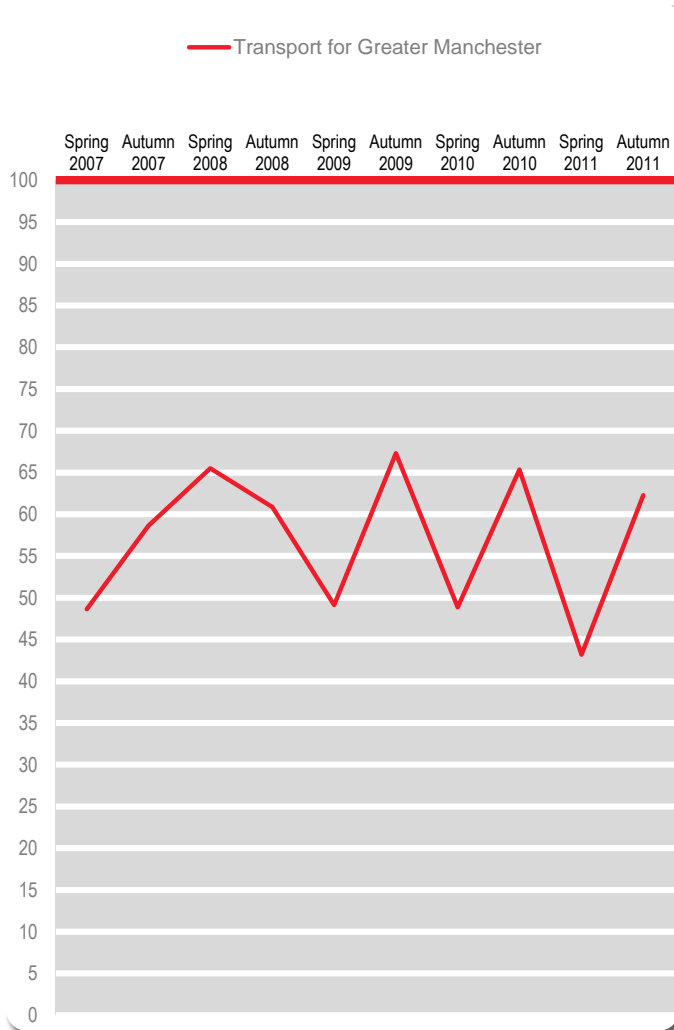


NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

The cleanliness of the outside of the train

(273)

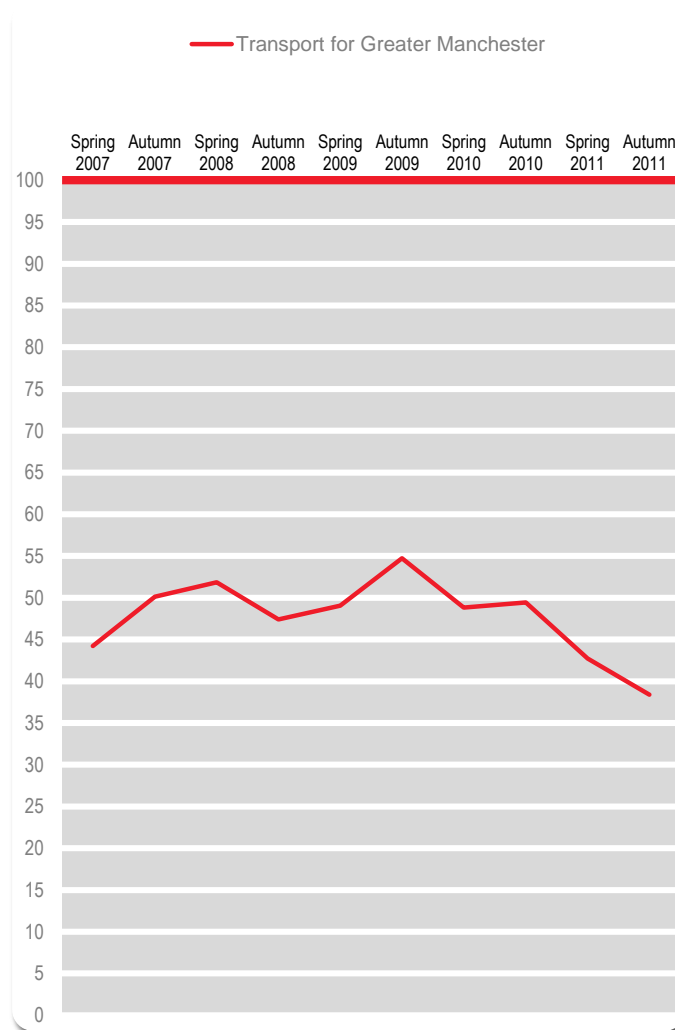
Percentage of passengers satisfied 2007 to 2011



The availability of staff on the train

(263)

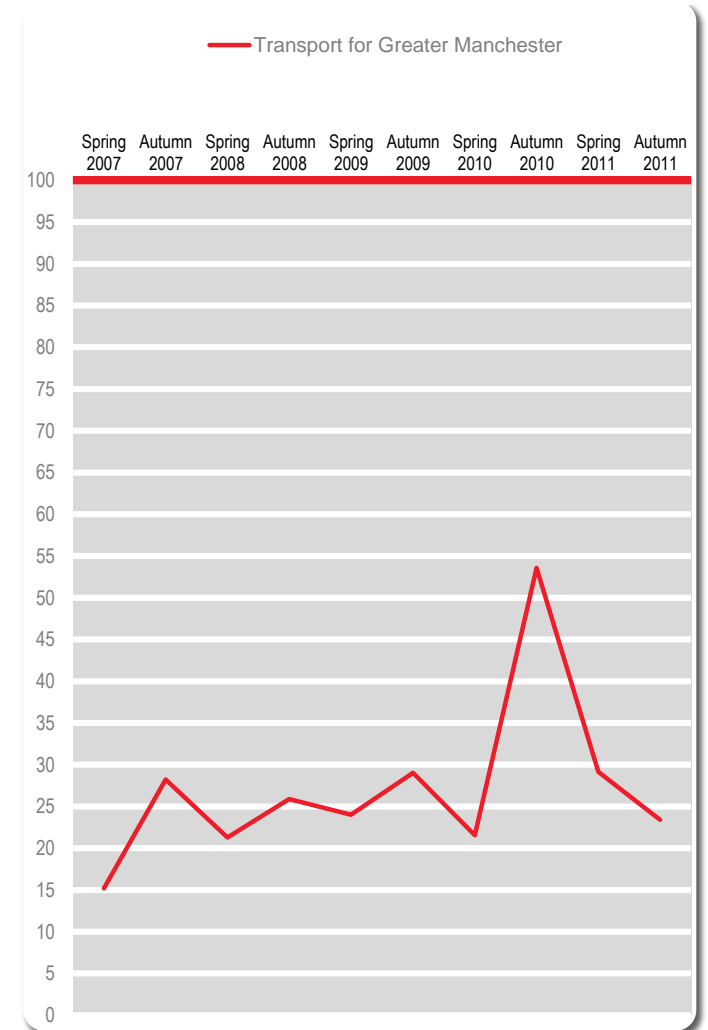
Percentage of passengers satisfied 2007 to 2011



How well train company dealt with delay

(47)

Percentage of passengers satisfied 2007 to 2011



NB. Definition of TFGM changed for Autumn 2011: see full definition on p. 21

Unweighted sample profile for Transport for Greater Manchester

	Autumn 2011 %	Autumn 2010 %		Autumn 2011 %	Autumn 2010 %
SEX			DELAYS		
Male	32	40	None	84	82
Female	64	57	Minor	14	16
Not stated	3	3	Major	2	0
			Not stated	1	1
AGE			REGULAR TRAVELLER		
16-25	15	13	Yes	73	73
26-34	21	19	No	27	27
35-44	14	17			
45-54	21	19			
55-59	9	8	TIME OF TRAVEL		
60-64	8	12	Peak	-	-
65+	10	11	Off-peak	-	-
Not stated	3	1			
JOURNEY PURPOSE			ASKED FOR HELP OR INFORMATION		
Commuter	58	57	Yes asked for help	6	7
Business	10	6	Yes asked for information	7	5
Leisure	32	37	Could not find anyone to ask	6	4
			No	79	82
			Not stated	3	3

Journey must originate at a station marked by *. Journey must end at any of the stations below.

Station catchment area for Transport for Greater Manchester

Station	Station	Station	Station	Station	Station
Adlington (Cheshire)	Chassen Road *	Gathurst *	Huyton	Moses Gate *	Ryder Brow *
Alderley Edge	Cheadle Hulme *	Gatley *	Hyde Central *	Mossley (Greater Manchester) *	Salford Central *
Altrincham *	Chelford	Glossop	Hyde North *	Mossley Hill	Salford Crescent *
Appley Bridge	Chinley	Godley *	Ince (Manchester) *	Moston *	Sandbach
Ardwick *	Clifton *	Goostrey	Irlam *	Mouldsworth	Sankey For Penketh
Ashburys *	Clitheroe	Gorton *	Kearsley *	Mytholmroyd	Slaithwaite
Ashley	Congleton	Greenbank	Kidsgrove	Navigation Road *	Smithy Bridge *
Ashton-Under-Lyne *	Cottingley	Greenfield *	Kirkby	New Lane	Sowerby Bridge
Atherton *	Cuddington	Grindleford	Knutsford	New Mills Central	St Helens Junction
Bamford	Daisy Hill *	Guide Bridge *	Langho	New Mills Newtown	Stalybridge *
Batley	Darwen	Hadfield	Lea Green	New Pudsey	Stockport *
Belle Vue *	Davenport *	Hag Fold *	Leeds	Newton For Hyde *	Strines *
Bescar Lane	Deansgate *	Hale *	Levenshulme *	Northwich	Styal
Blackburn	Deighton	Halewood	Leyland	Orrell *	Swinton (Lancashire) *
Blackrod *	Delamere	Halifax	Littleborough *	Padgate	Todmorden
Bolton *	Denton	Hall I' Th' Wood *	Lostock *	Parbold	Trafford Park *
Bradford Interchange	Dewsbury	Handforth	Lostock Gralam	Patricroft *	Upholland
Bramhall *	Dinting	Hathersage	Manchester Airport *	Pemberton *	Urmston *
Bramley (Yorkshire)	Disley	Hattersley *	Manchester Oxford Road *	Plumley	Walkden *
Bredbury *	Dore	Hazel Grove *	Manchester Piccadilly *	Poynton	Walsden
Brighouse	Dove Holes	Heald Green *	Manchester Victoria *	Prestbury	Wavertree Technology Park
Brinnington *	East Didsbury *	Heaton Chapel *	Marple *	Rainford	West Allerton
Broad Green	Eccles *	Hebden Bridge	Marsden	Rainhill	Westthoughton *
Broadbottom *	Edale	Hindley *	Mauldeth Road *	Ramsgreave And Wilpshire	Whaley Bridge
Bromley Cross *	Edge Hill	Holmes Chapel	Meols Cop	Ravensthorpe	Whalley
Bryn *	Entwistle	Hope (Derbyshire)	Middlewood *	Reddish North *	Whiston
Burnage *	Fairfield *	Horwich Parkway *	Mills Hill *	Reddish South	Wigan North Western *
Burscough Bridge	Farnworth *	Hoscar	Mirfield	Roby	Wigan Wallgate *
Buxton	Flixton *	Hough Green	Mobberley	Rochdale *	Wilmslow
Castleton *	Flowery Field *	Huddersfield	Moorside *	Romiley *	Woodley *
Chapel-En-Le-Frith	Furness Vale	Humphrey Park *	Morley	Rose Hill Marple	Woodsmoor *

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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