

National Passenger Survey

TOC Report for First TransPennine Express

Spring 2011

Contacts:

David Greeno
Passenger Focus
1 Drummond Gate
London, SW1V 2QY

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

David Chilvers
BDRC Continental
Kingsbourne House
229-231 High Holborn
London, WC1V 7DA

Tel: 020 7490 9111
Email: dave.chilvers@bdrccontinental.com

Passengerfocus 
putting passengers first

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 6
- 2.3 Overall satisfaction and station factor results for Long Distance 8
- 2.4 Train factor results for Long Distance 9
- 2.5 First TransPennine Express performance versus Long Distance 11
- 2.6 Building block/route data for First TransPennine Express 13

3 Passenger satisfaction trend charts

- 3.1 Trend charts of all passenger satisfaction results for First TransPennine Express 15

4 Managed versus non-managed stations

- 4.1 Station factor results for First TransPennine Express 26
- 4.2 Network Rail categorisation for First TransPennine Express 27

5 Sample profile

- 5.1 Weighted sample profile for First TransPennine Express 28
- 5.2 Weighted sample profile for Long Distance 29
- 5.3 Station sample sizes for First TransPennine Express 30
- 5.4 Weighted sample composition for all TOCs 31
- 5.5 Unweighted sample composition for all TOCs 32

6 Technical appendix

- 6.1 Standard reports produced for NPS 33
- 6.2 Rail sectors 34

Questionnaires are normally handed out at stations to customers about to board a train.

A reply paid envelope is provided for returning questionnaires.

Each Train Operating Company (TOC) is sampled separately. Interviewers are given a number of questionnaires to hand out at a station.

At Gatwick and Heathrow Airports and for some shifts at certain London termini, questionnaires are handed out to passengers of a specific TOC. From Autumn 2003 onwards, at all other stations, questionnaires are handed out to passengers of any TOC (in the past, these were also targeted).

The number of questionnaires handed out will depend on:

- the size of station
- time of day
- length of shift

TOC data is compiled to provide a national sample.

Fieldwork is carried out each Spring (February/March) and Autumn (September/October). Up to Spring 2003, fieldwork took place over 3 weeks.

In Autumn 2003, the fieldwork was extended to an 11 week period, from 26 August to 9 November, to provide a better representation of journeys.

Quotas for returned questionnaires are set overall and by weekday/weekend, journey purpose and station size.

All data for a TOC in this Report is weighted up to the number of passenger journeys annually on the TOC and the profile of those journeys by:

- weekday/weekend
- journey purpose (Commuter, Business, Leisure)
- station size (this profile is applied for each TOC building block)

The data for number of journeys and profiles by these variables was generated from ORR data (2010).

The stations for each TOC were stratified by number of passengers and a number of stations in each size stratum is sampled.

This sample design and weighting ensures that data is representative of all passenger journeys made on each TOC.

National results are constructed by combining data for all TOCs together, weighting by number of journeys.

From Autumn 2007 standard region definitions have been used replacing older rail regions. Analysis for the old regions is available on request.

For more details of NPS methodology, visit www.passengerfocus.org.uk

Spring 2011 (Wave 24)

Wave 24 fieldwork (Main and Boost) was undertaken between 31st January 2011 and 15th April 2011. Top up interviews were run within the last 3 weeks of the fieldwork period.

Closure of the Wrexham and Shropshire Franchise prior to the start of fieldwork meant that no shifts were conducted on train or at station for this TOC.

Due to strike action with Arriva Trains Wales a small number of weekend shifts had to be rescheduled for later on in the fieldwork period. Other than this strike action, and clashes with Virgin Trains' own fieldwork and a small amount of engineering work mainly affecting London Overground shifts there was little disruption to the field schedule. Whenever possible the shifts went ahead as planned if there were still train services running.

The results achieved by London Midland are likely to have been affected by an industrial dispute which resulted in the cancellation of a significant number of trains through the full survey period.

One fieldworker was commended on his behaviour by First TransPennine Express after saving the life of a young female passenger by preventing her from falling onto the track.

Autumn 2010 (Wave 23)

Fieldwork (Main and Boost) was undertaken between 2nd September 2010 and 15th November 2010. Top up shifts were run between 14th October and the 26th November 2010.

Planned engineering works meant that some shifts were rescheduled. As usual, shifts were only rescheduled if the engineering work caused a station or line closure. Whenever possible the shifts went ahead as planned if there were still train services running.

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

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

Other than the Papal visit, and the Conservative Party conference there were no other events that caused major disruptions to the fieldwork schedule.

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.

Autumn 2009 (Wave 21)

Fieldwork was undertaken between 1 September 2009 and 9 November 2009. Top up shifts were run between 10 November and 15 November 2009.

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.

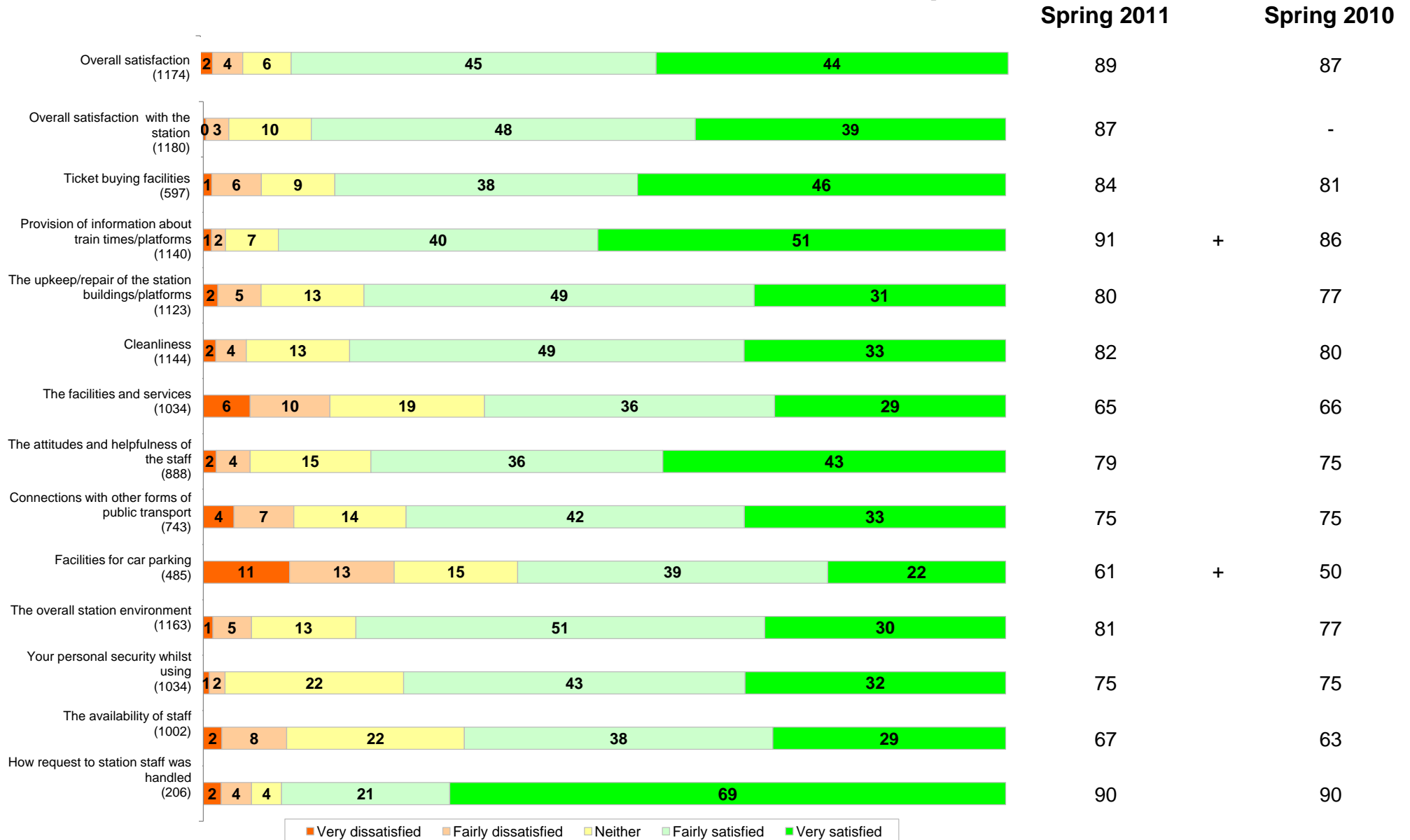
Some shifts had to be rescheduled because of heavy rain and line damage caused by flooding.

An increase in the number of flu infections among fieldworkers led to an increased number of shifts being rescheduled because of illness.

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

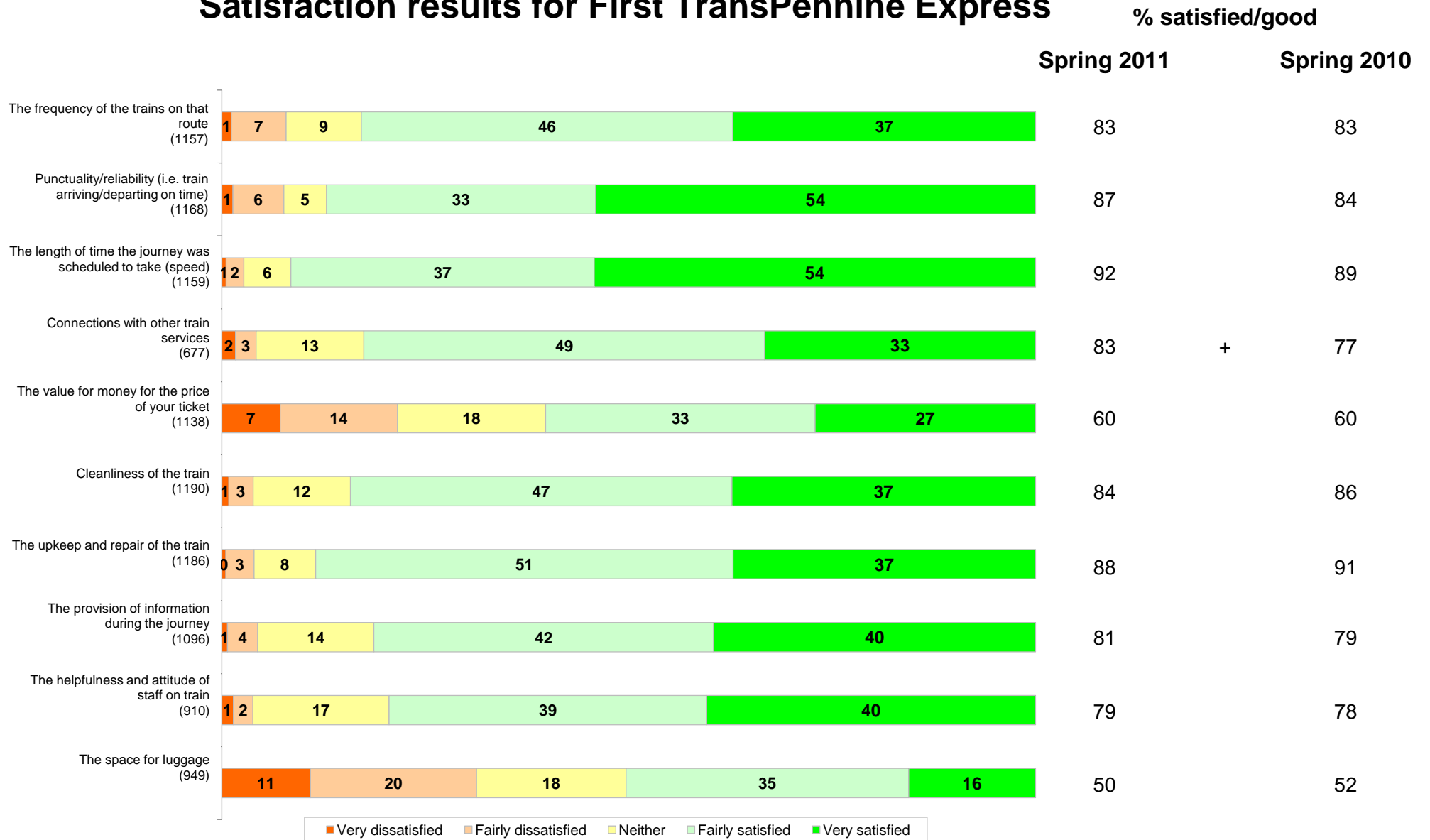
% satisfied/good

Satisfaction results for First TransPennine Express



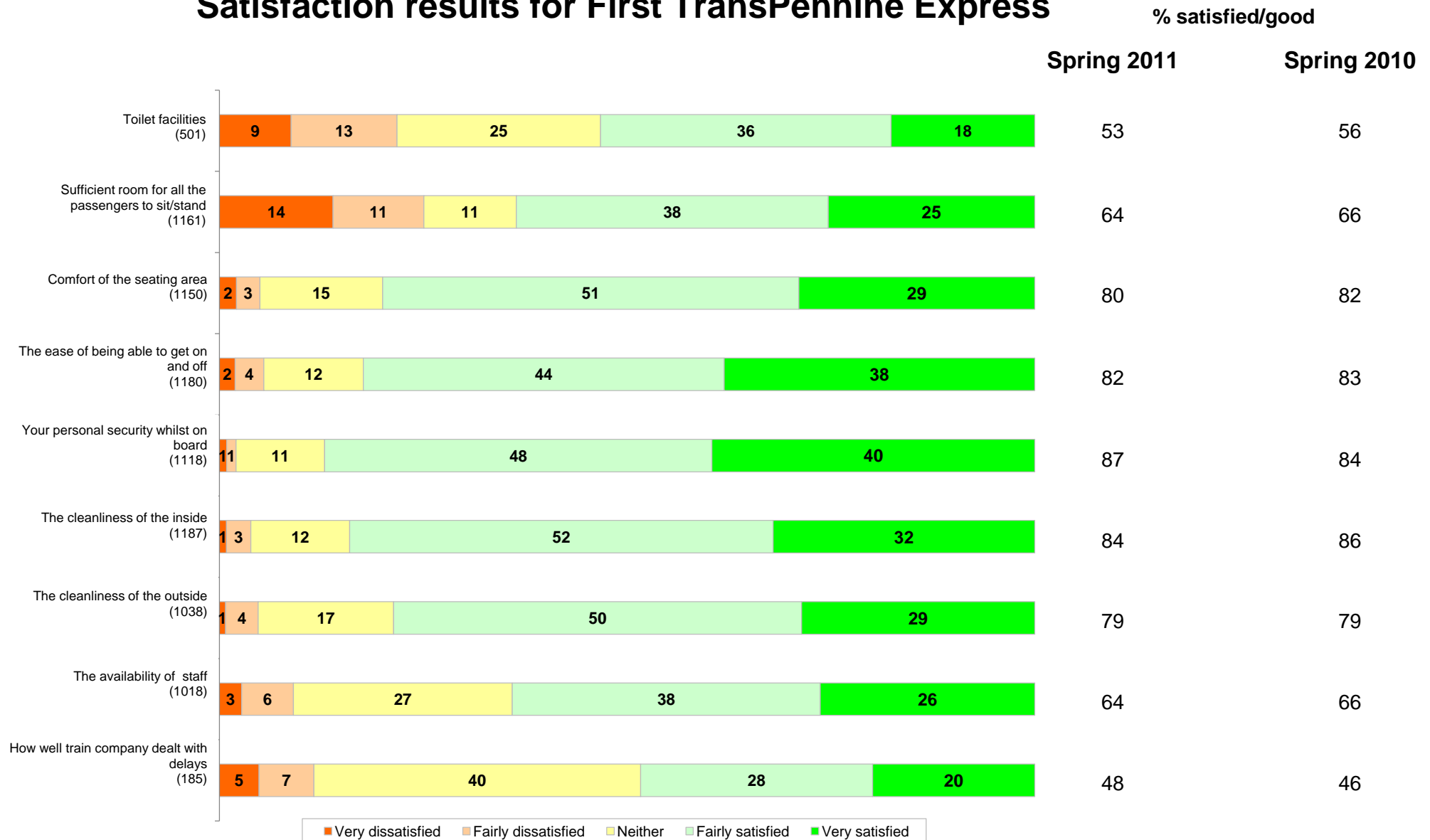
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for First TransPennine Express



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

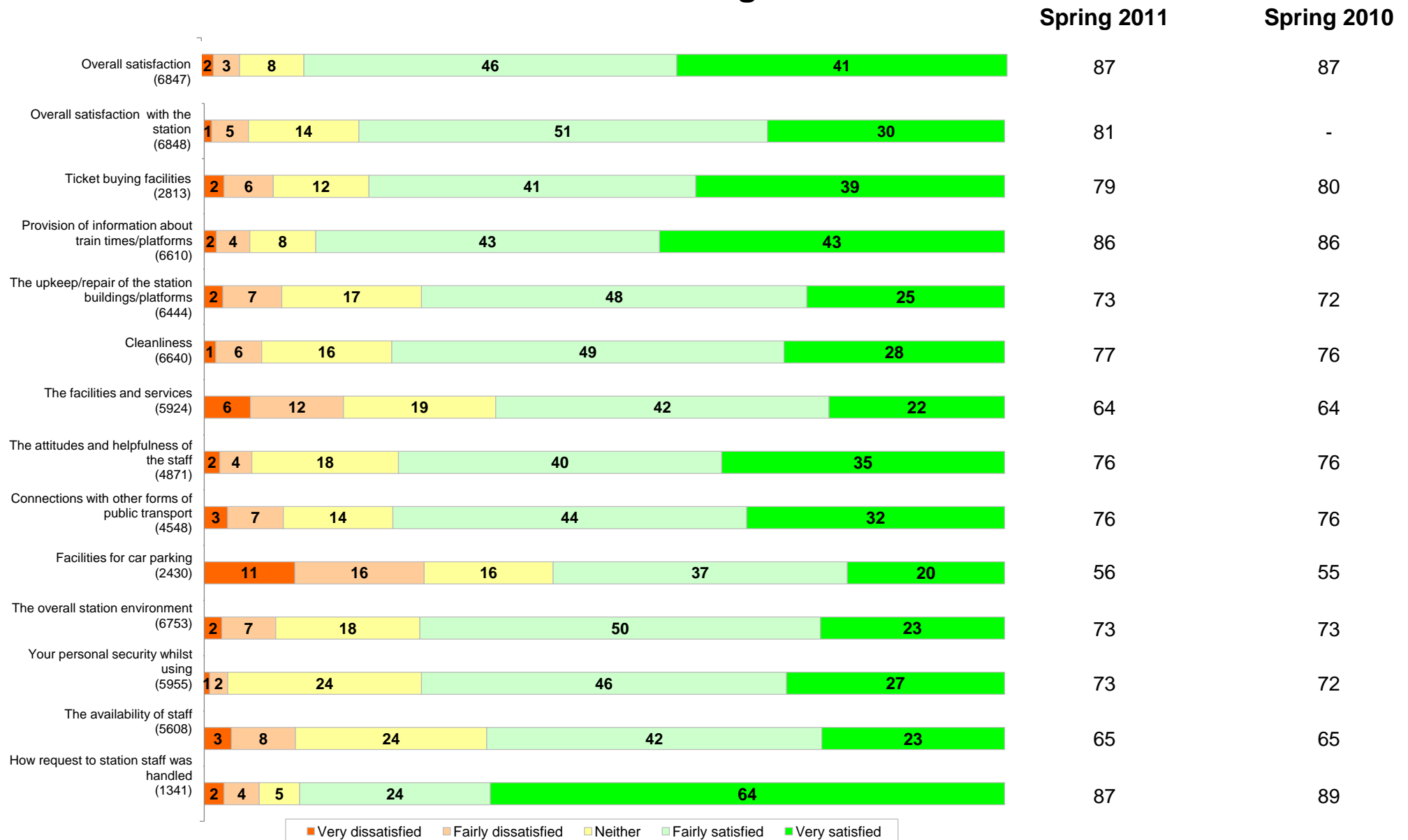
Satisfaction results for First TransPennine Express



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

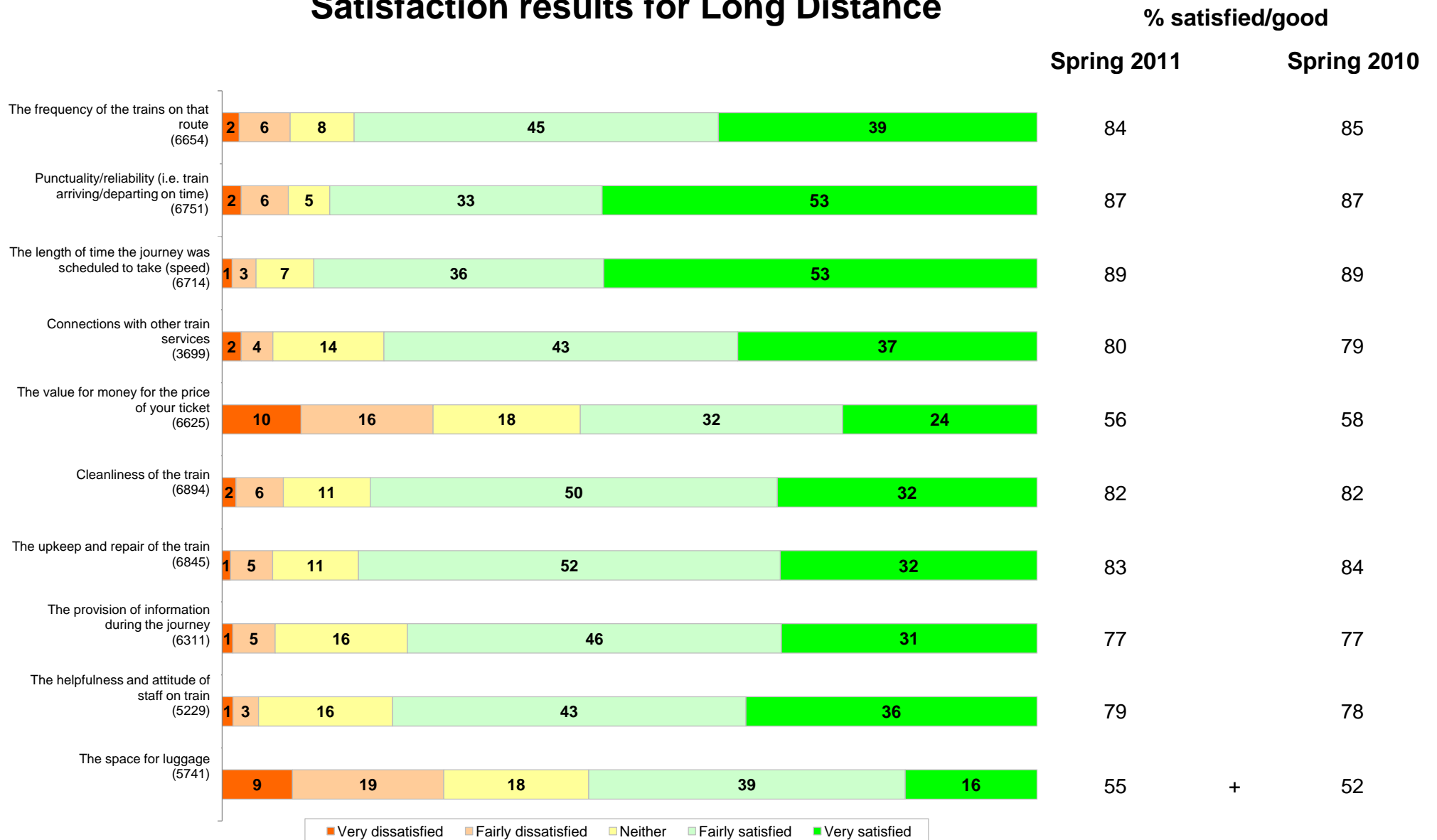
% satisfied/good

Satisfaction results for Long Distance



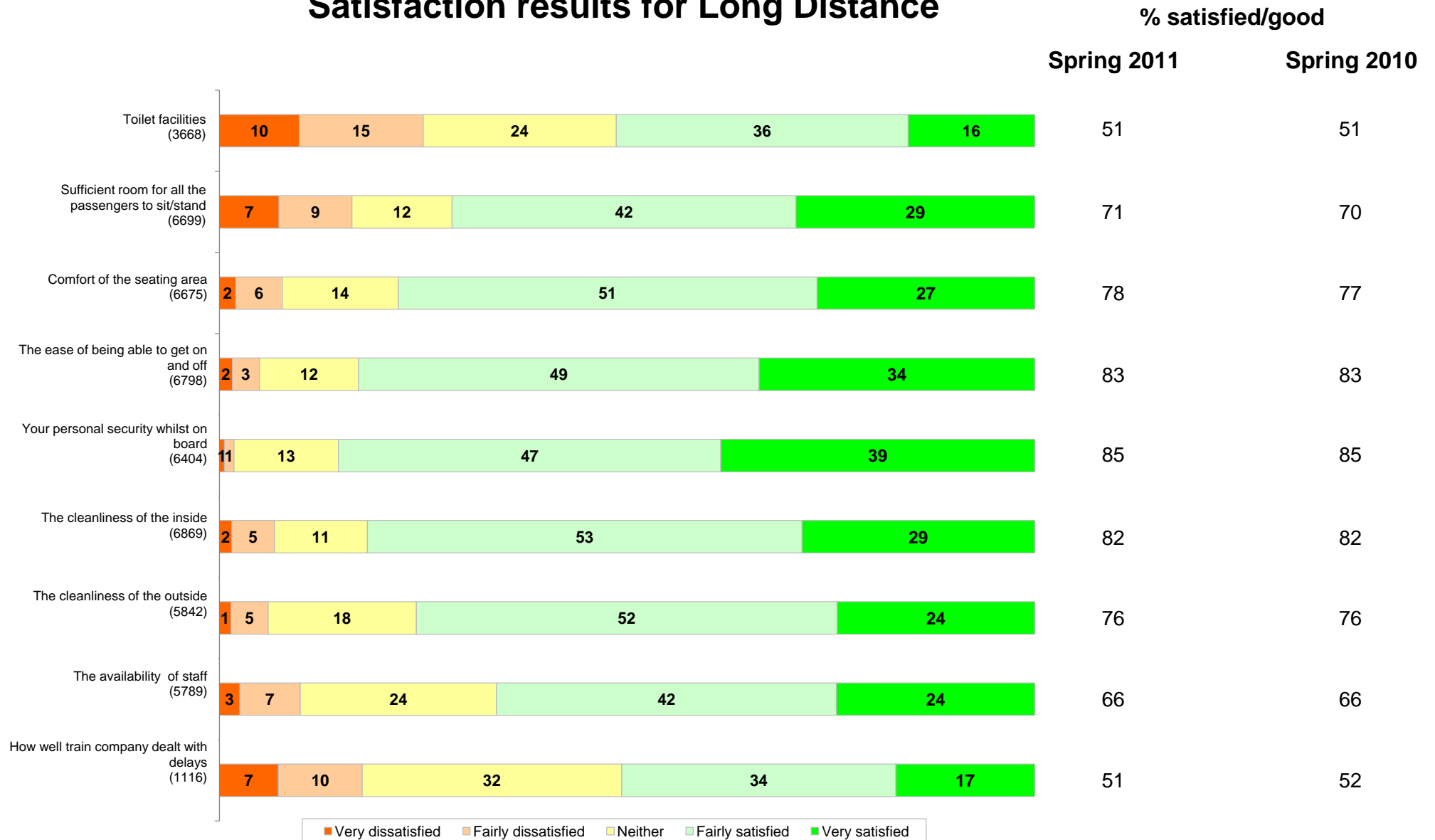
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for Long Distance



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

Satisfaction results for Long Distance



First TransPennine Express performance versus Long Distance

	TOC	Sector	TOC Index
Overall satisfaction	89	87	102%
Overall satisfaction with the station	87	81	107%
Ticket buying facilities	84	79	105%
Provision of information about train times/platforms	91	86	105%
The upkeep/repair of the station buildings/platforms	80	73	110%
Cleanliness	82	77	107%
The facilities and services	65	64	102%
The attitudes and helpfulness of the staff	79	76	104%
Connections with other forms of public transport	75	76	98%
Facilities for car parking	61	56	108%
Overall environment	81	73	111%
Your personal security whilst using	75	73	103%
The availability of staff	67	65	104%
How request to station staff was handled	90	87	103%

First TransPennine Express performance versus Long Distance

	TOC	Sector	TOC Index
The frequency of the trains on that route	83	84	99%
Punctuality/reliability (i.e. the train arriving/departing on time)	87	87	100%
The length of time the journey was scheduled to take (speed)	92	89	103%
Connections with other train services	83	80	103%
The value for money for the price of your ticket	60	56	107%
Cleanliness of the train	84	82	103%
Upkeep and repair of the train	88	83	106%
The provision of information during the journey	81	77	105%
The helpfulness and attitude of staff on train	79	79	100%
The space for luggage	50	55	91%
The toilet facilities	53	51	104%
Sufficient room for all passengers to sit/stand	64	71	89%
The comfort of the seating area	80	78	102%
The ease of being able to get on and off	82	83	99%
Your personal security on board	87	85	102%
The cleanliness of the inside	84	82	103%
The cleanliness of the outside	79	76	104%
The availability of staff	64	66	97%
How well train company deals with delays	48	51	95%

Building block/route data for First TransPennine Express

	North	North West	South
Overall satisfaction	89	88	92
Overall satisfaction with the station	88	83	88
Ticket buying facilities	85	82	81
Provision of information about train times/platforms	91	89	94
The upkeep/repair of the station buildings/platforms	83	73	84
Cleanliness	83	79	85
The facilities and services	66	60	77
The attitudes and helpfulness of the staff	79	83	68
Connections with other forms of public transport	75	72	82
Facilities for car parking	60	61	65
Overall environment	84	76	79
Your personal security whilst using	80	68	70
The availability of staff	68	67	63
How request to station staff was handled	89	92	91

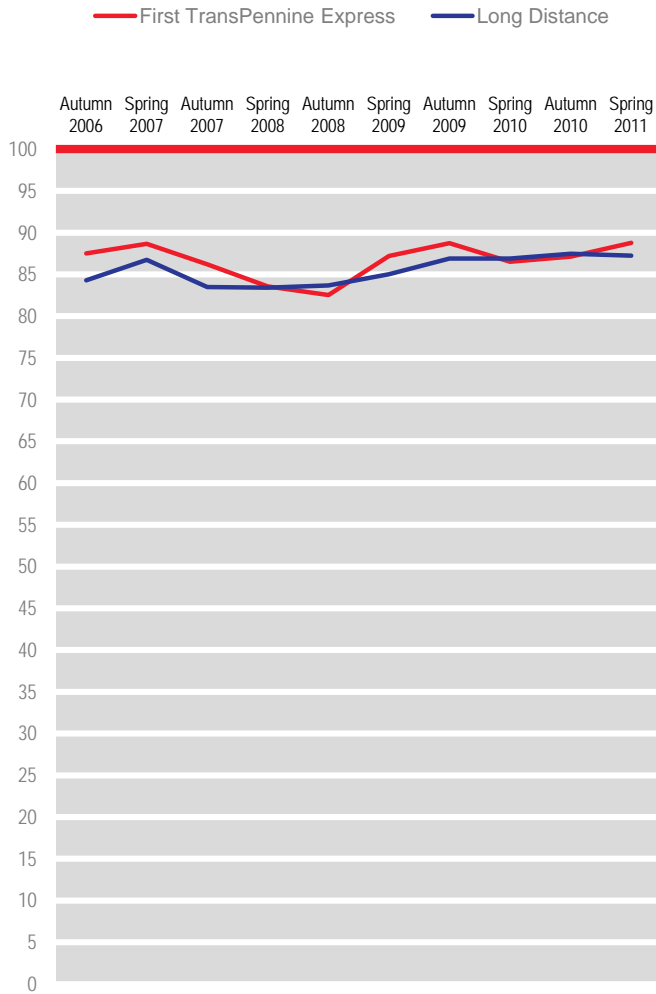
Building block/route data for First TransPennine Express

	North	North West	South
The frequency of the trains on that route	84	79	92
Punctuality/reliability (i.e. the train arriving/departing on time)	87	85	92
The length of time the journey was scheduled to take (speed)	90	93	94
Connections with other train services	80	85	87
The value for money for the price of your ticket	56	67	64
Cleanliness of the train	83	86	86
Upkeep and repair of the train	89	86	90
The provision of information during the journey	78	88	83
The helpfulness and attitude of staff on train	77	85	77
The space for luggage	53	45	50
The toilet facilities	55	46	59
Sufficient room for all passengers to sit/stand	65	61	64
The comfort of the seating area	80	80	83
The ease of being able to get on and off	83	79	88
Your personal security on board	87	88	87
The cleanliness of the inside	82	88	82
The cleanliness of the outside	78	79	81
The availability of staff	61	69	66
How well train company deals with delays	47	49	57

Overall satisfaction

(1174)

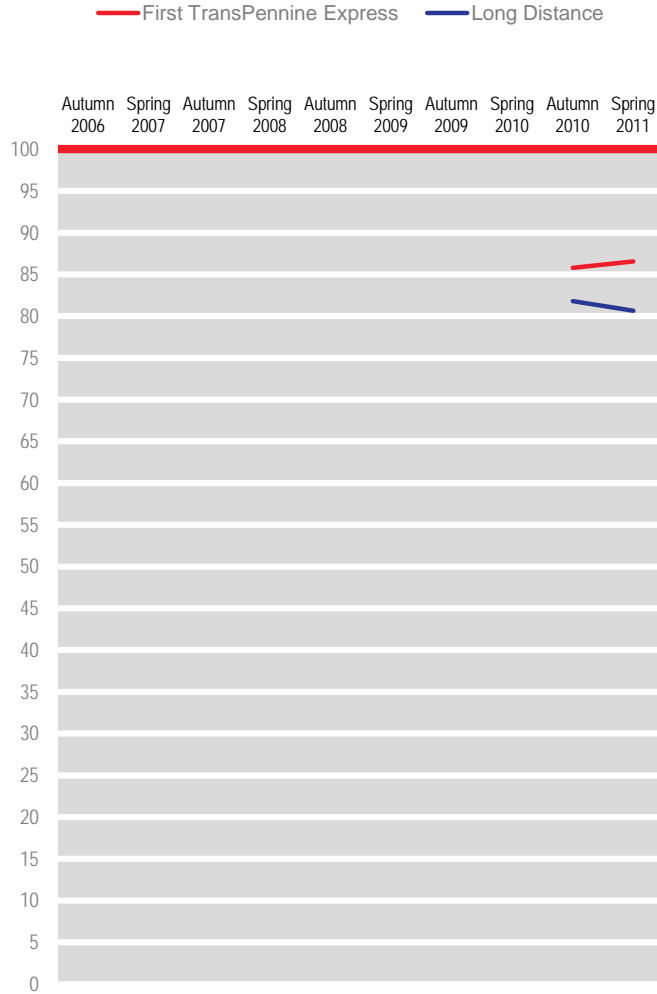
Percentage of passengers satisfied 2006 to 2011



Overall station satisfaction

(1180)

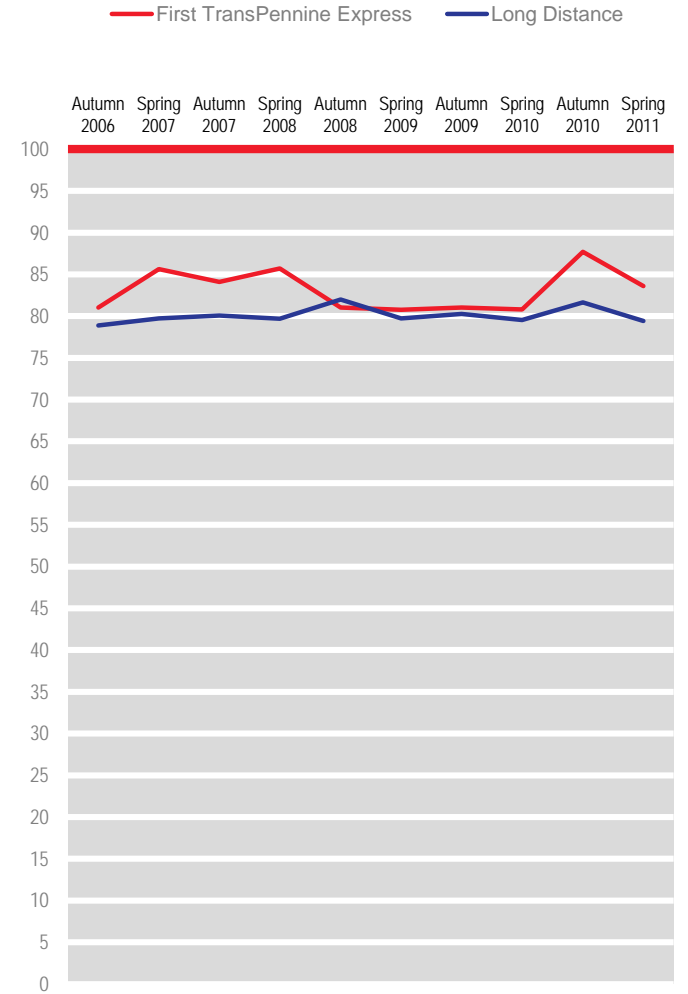
Percentage of passengers satisfied 2006 to 2011



Ticket buying facilities

(597)

Percentage of passengers satisfied 2006 to 2011

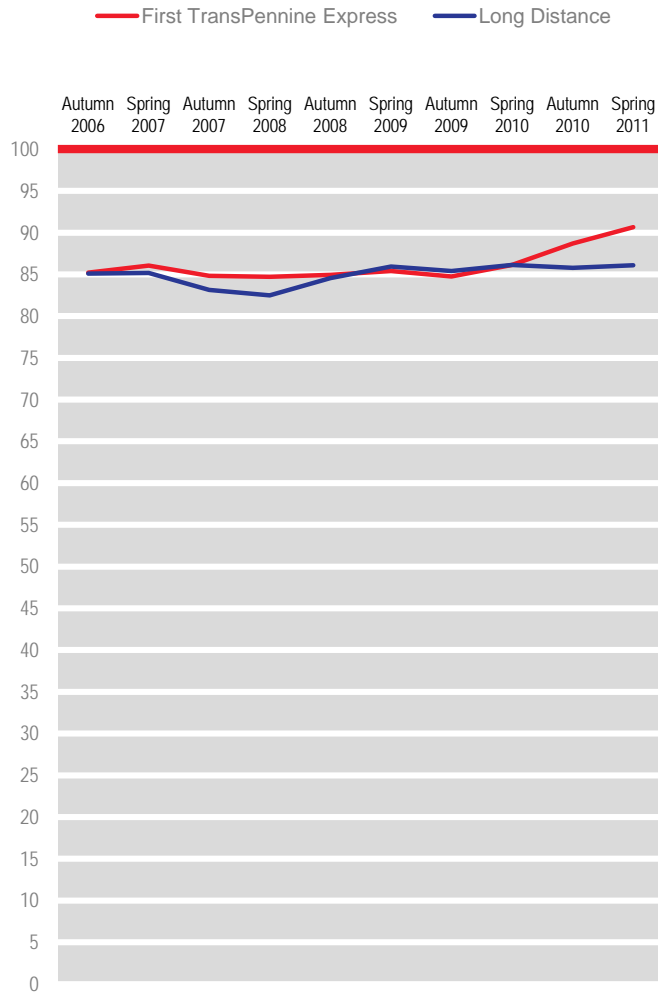


N.B. Benchmarks and targets are only shown for applicable factors

Provision of information about train times/platforms

(1140)

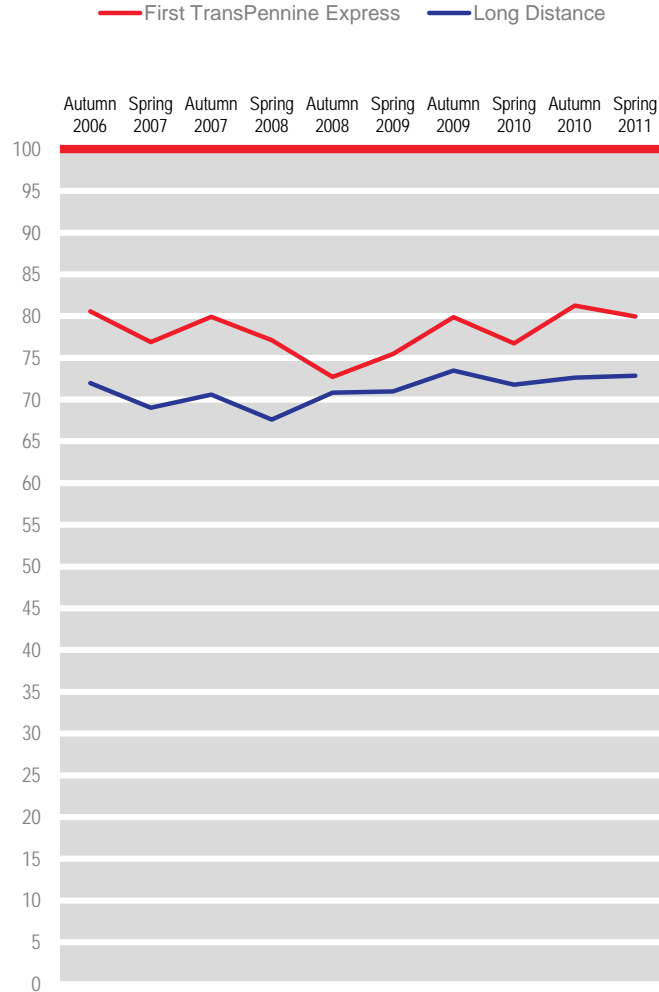
Percentage of passengers satisfied 2006 to 2011



The upkeep/repair of the station building/platforms

(1123)

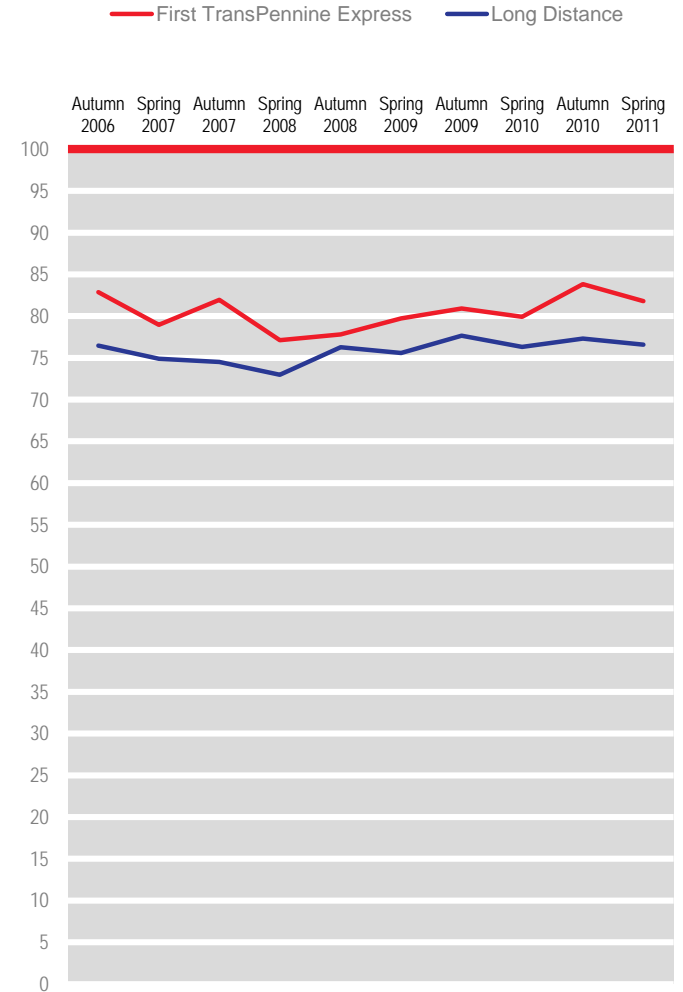
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the station

(1144)

Percentage of passengers satisfied 2006 to 2011

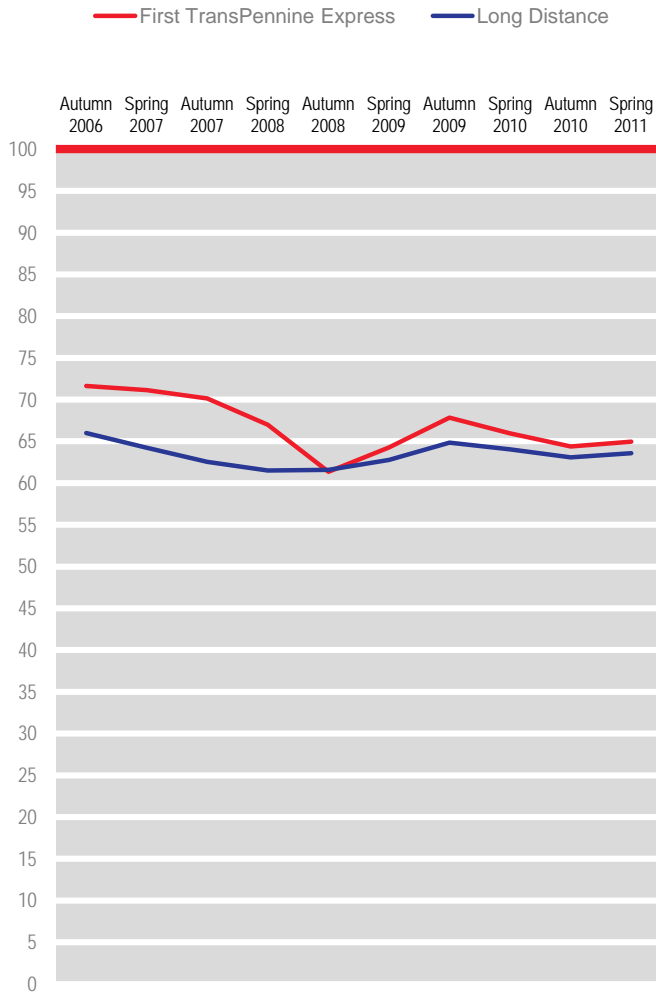


N.B. Benchmarks and targets are only shown for applicable factors

The facilities and services at the station

(1034)

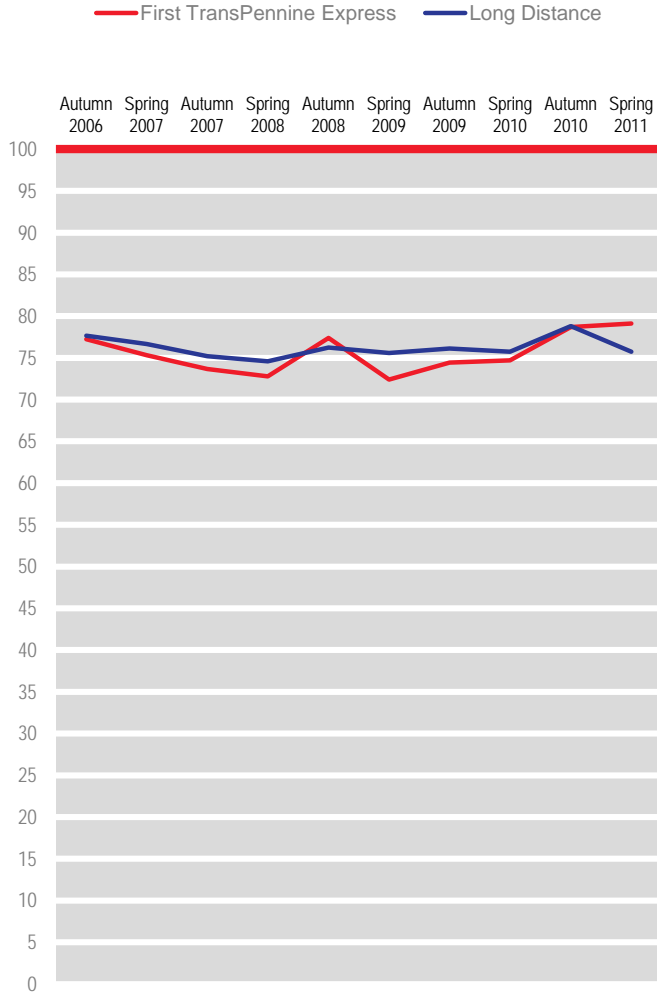
Percentage of passengers satisfied 2006 to 2011



The attitudes and helpfulness of the staff at the station

(888)

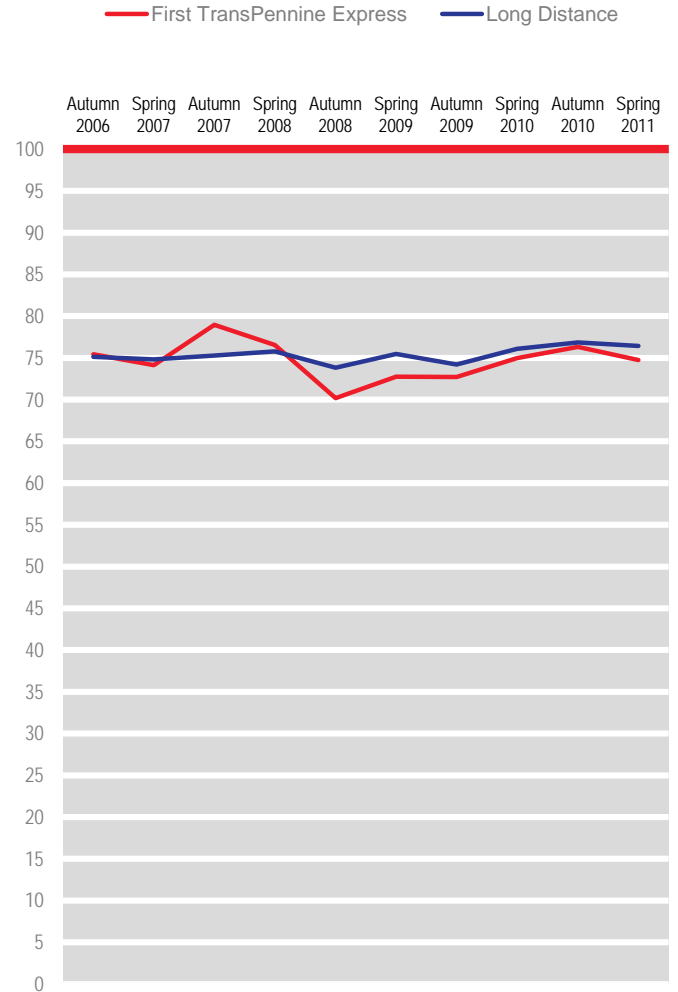
Percentage of passengers satisfied 2006 to 2011



Connections with other forms of public transport from the station

(743)

Percentage of passengers satisfied 2006 to 2011

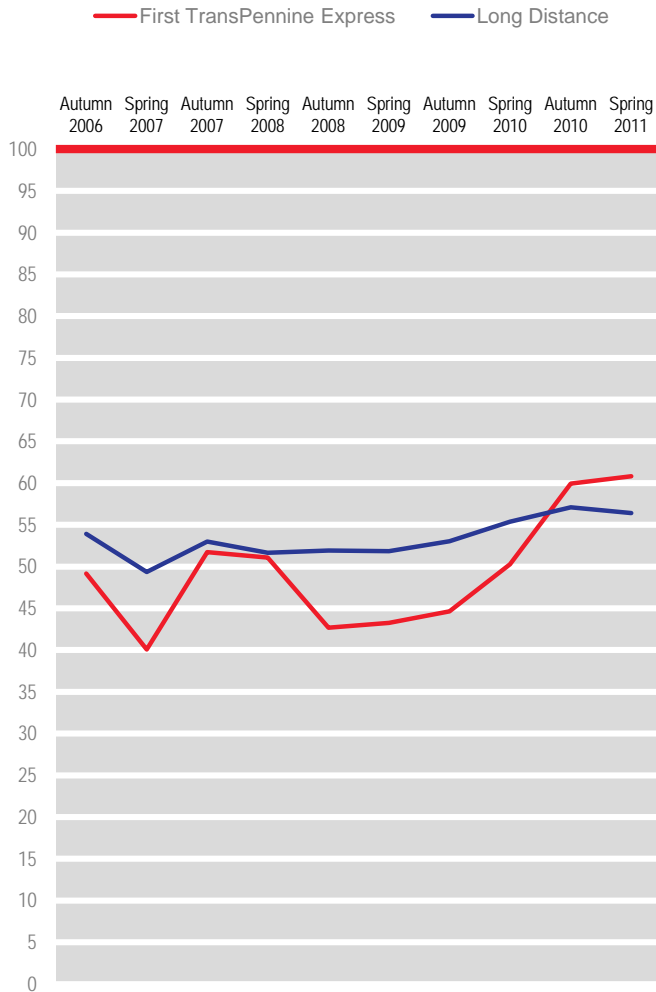


N.B. Benchmarks and targets are only shown for applicable factors

Facilities for car parking at the station

(485)

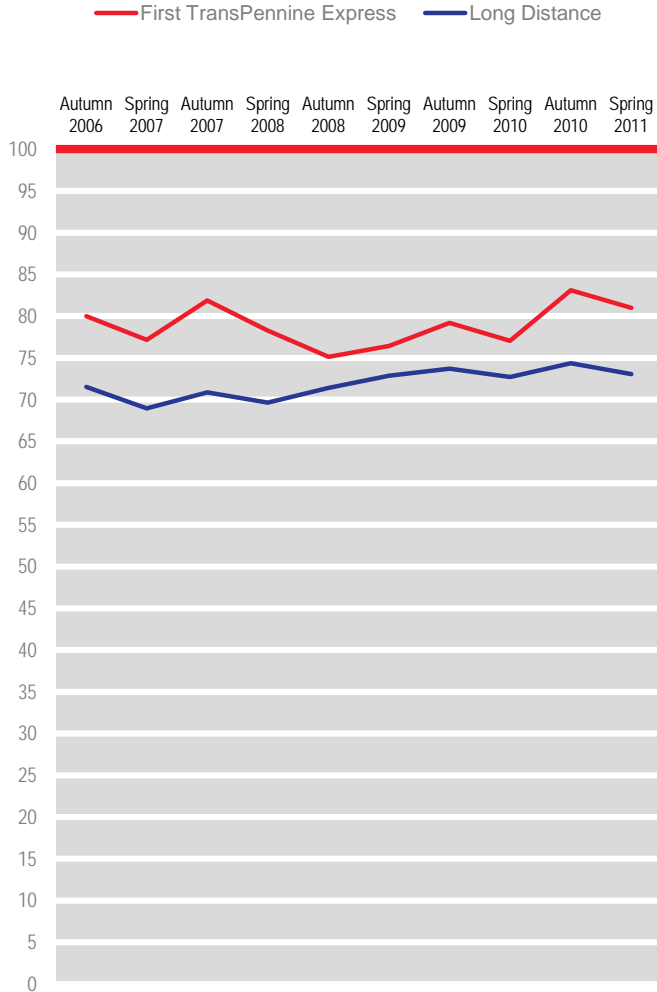
Percentage of passengers satisfied 2006 to 2011



Overall station environment

(1163)

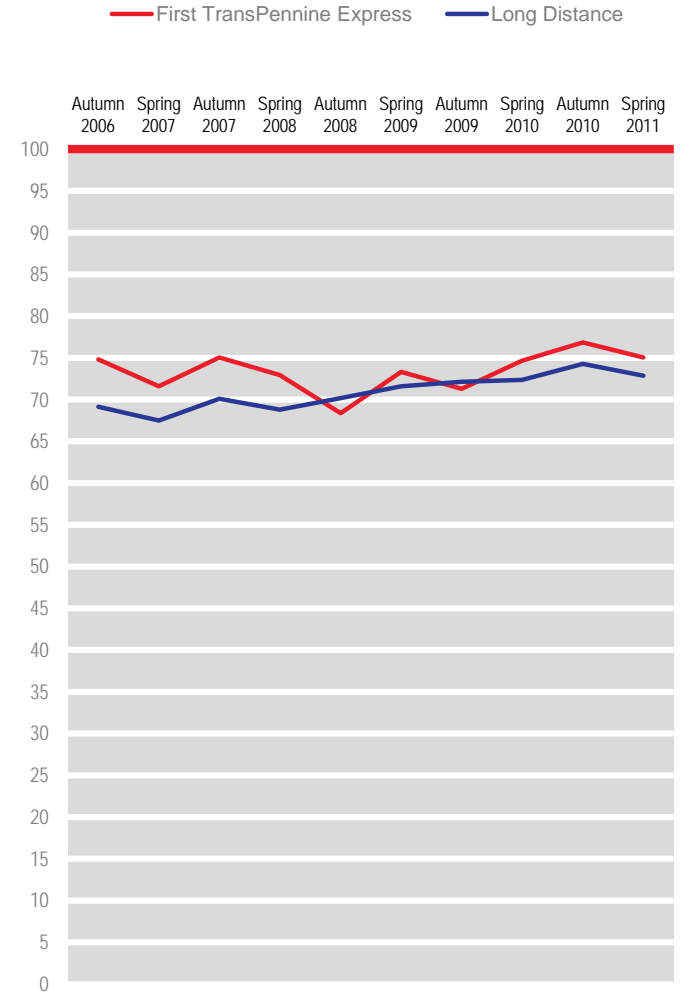
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst using the station

(1034)

Percentage of passengers satisfied 2006 to 2011

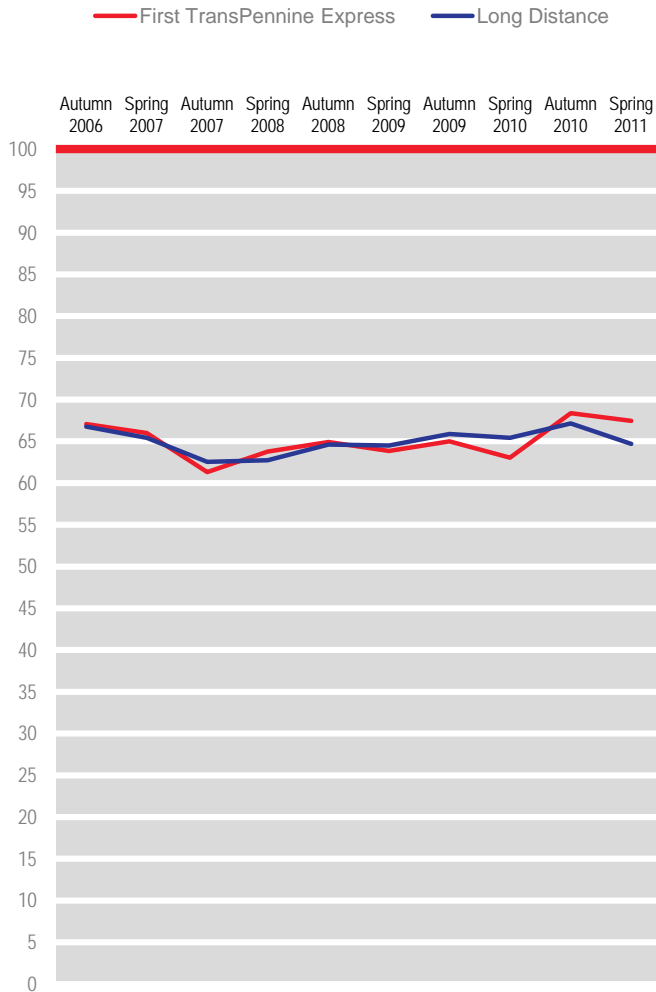


N.B. Benchmarks and targets are only shown for applicable factors

The availability of staff at the station

(1002)

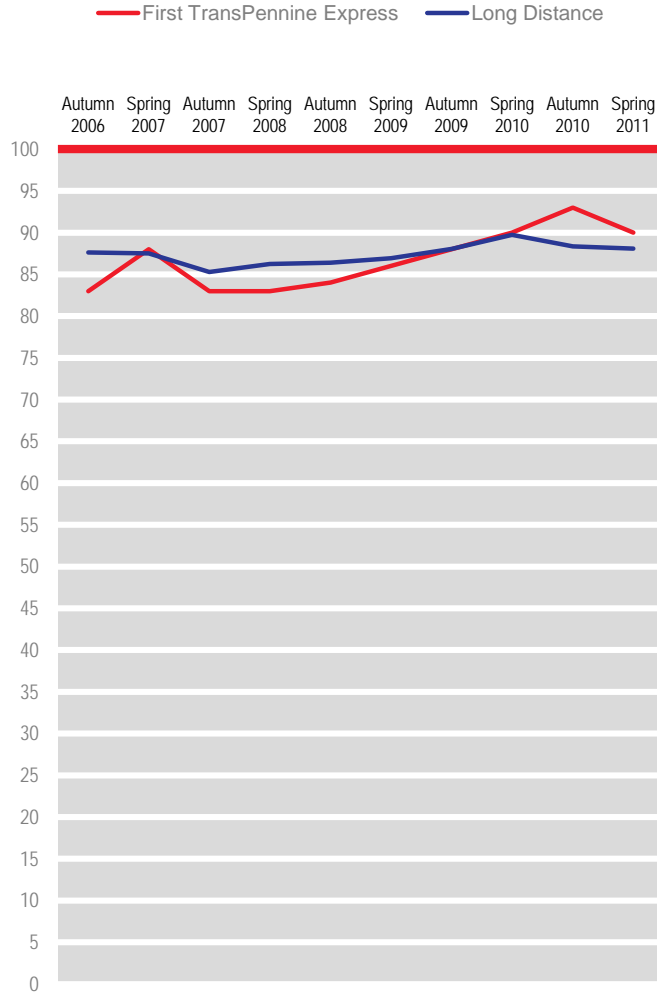
Percentage of passengers satisfied 2006 to 2011



How request to station staff was handled

(206)

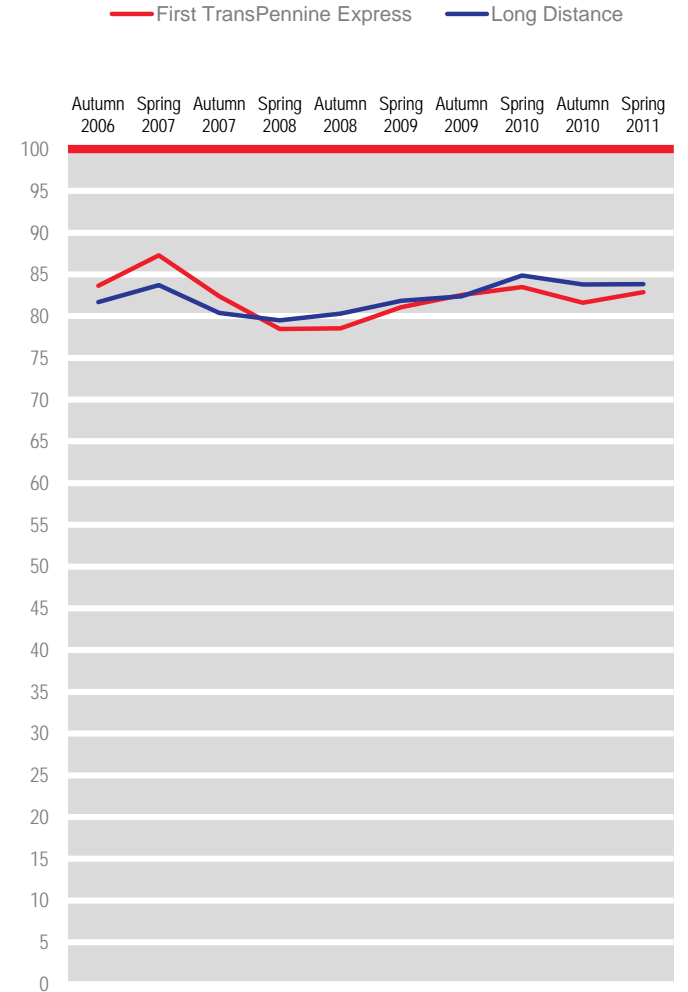
Percentage of passengers satisfied 2006 to 2011



The frequency of trains on that route

(1157)

Percentage of passengers satisfied 2006 to 2011

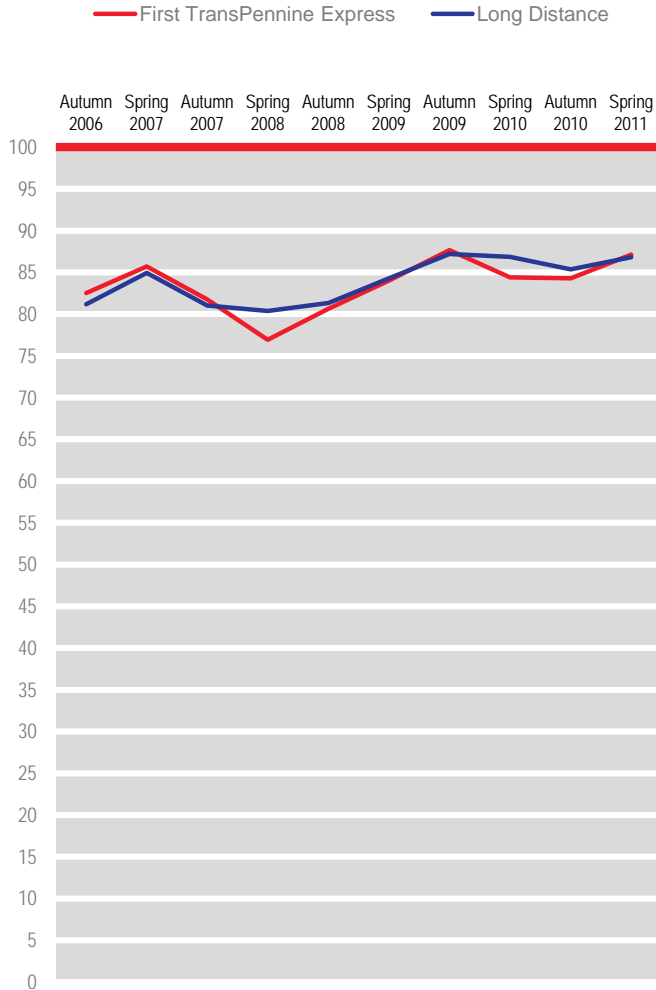


N.B. Benchmarks and targets are only shown for applicable factors

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

(1168)

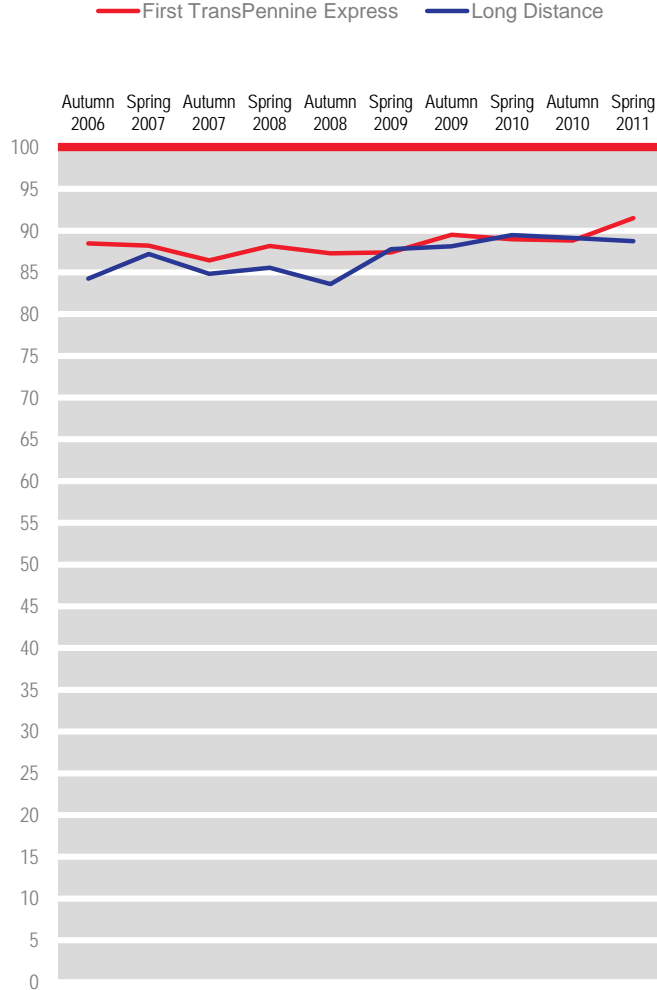
Percentage of passengers satisfied 2006 to 2011



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

(1159)

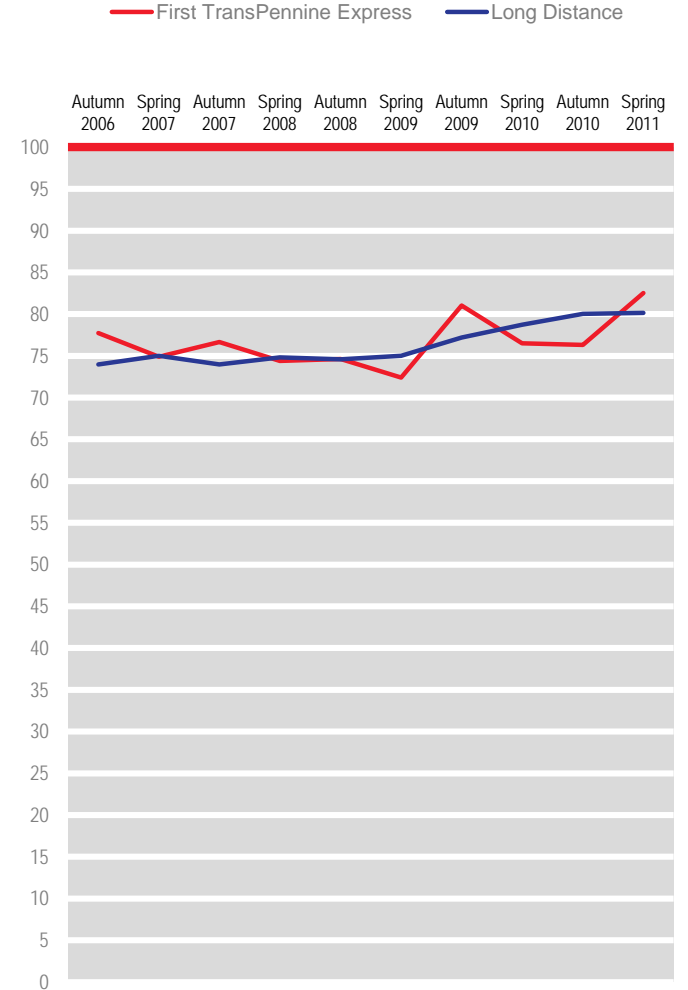
Percentage of passengers satisfied 2006 to 2011



Connections with other train services

(677)

Percentage of passengers satisfied 2006 to 2011

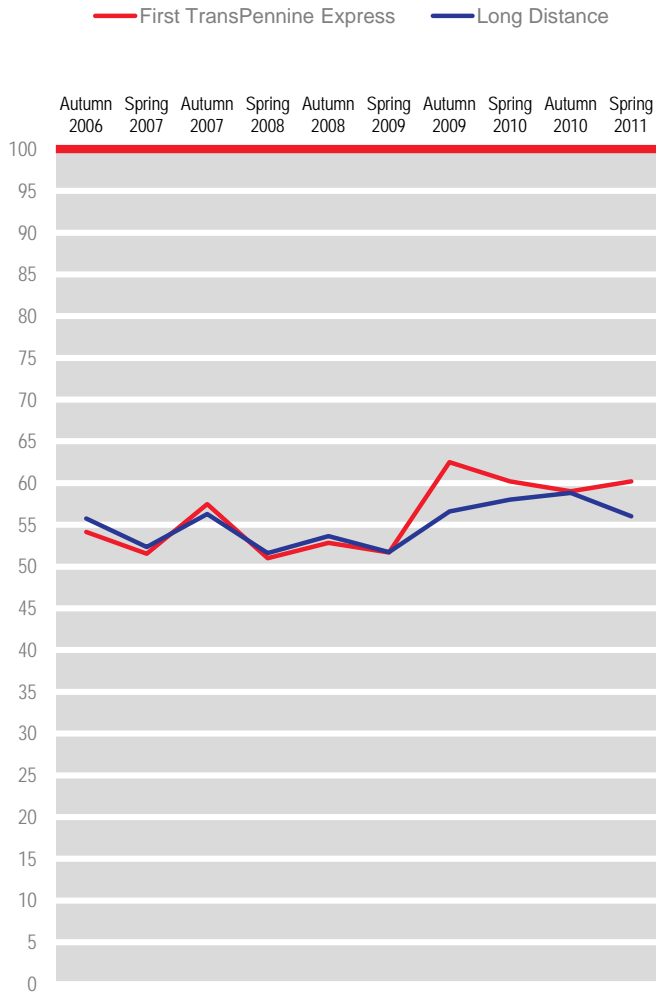


N.B. Benchmarks and targets are only shown for applicable factors

The value for money for the price of your ticket

(1138)

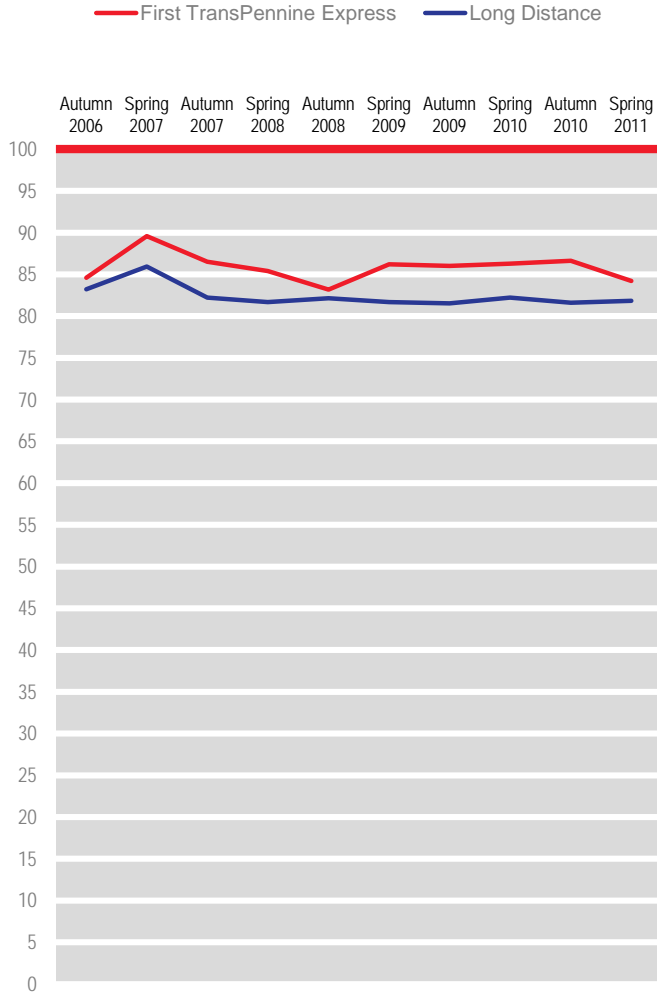
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the train

(1190)

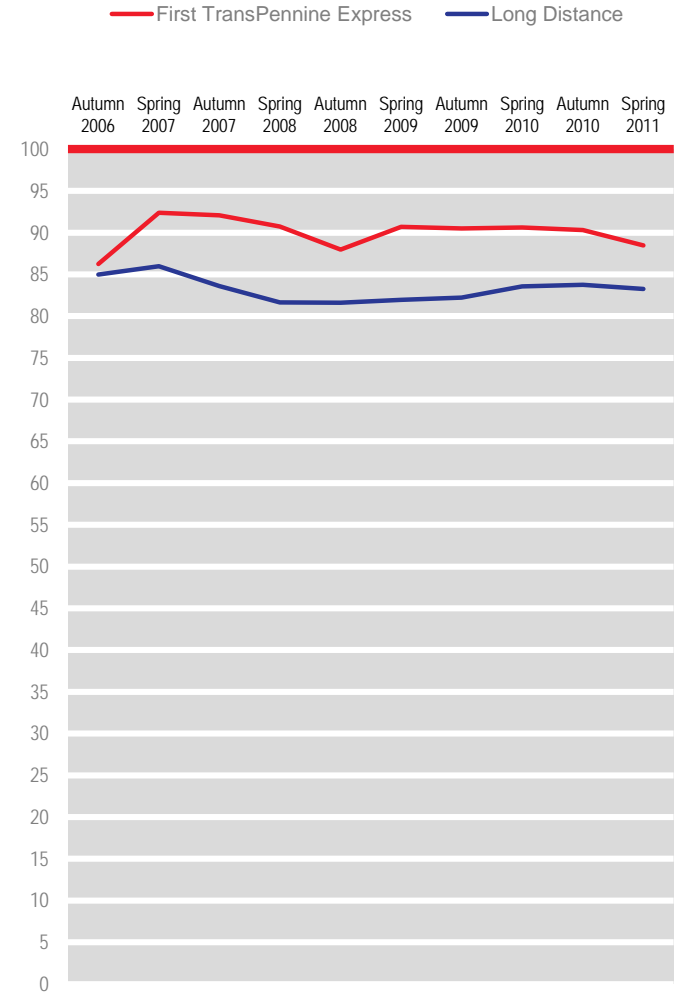
Percentage of passengers satisfied 2006 to 2011



Upkeep and repair of the train

(1186)

Percentage of passengers satisfied 2006 to 2011

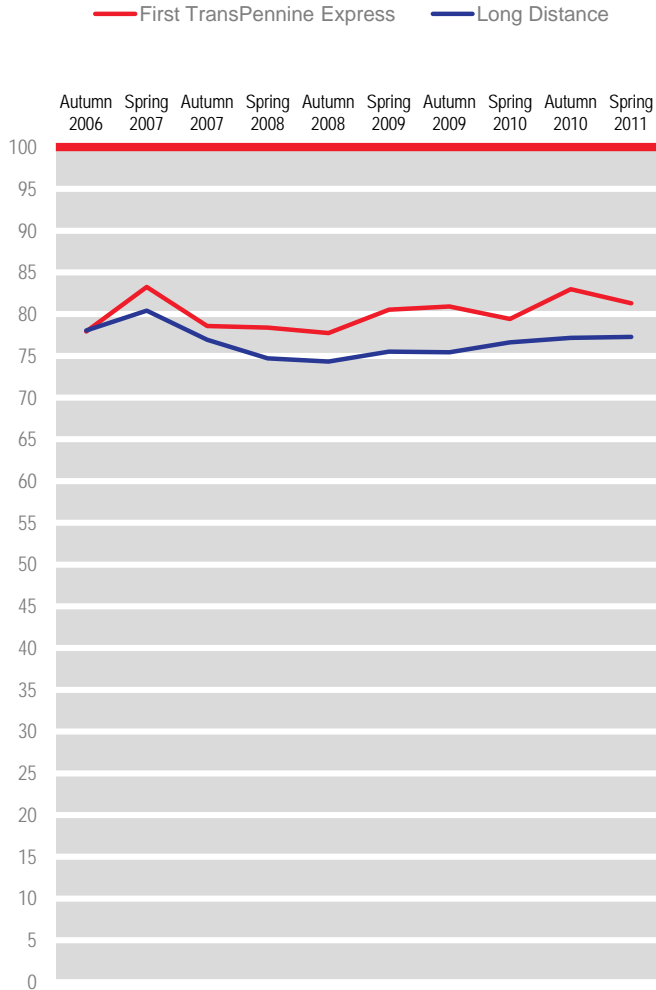


N.B. Benchmarks and targets are only shown for applicable factors

The provision of information during the journey

(1096)

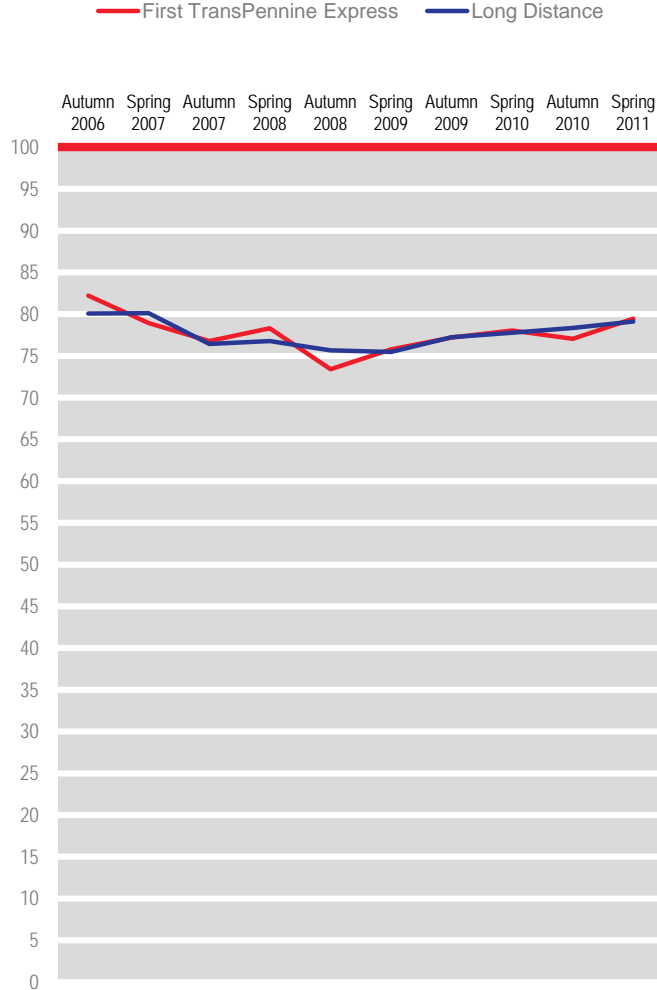
Percentage of passengers satisfied 2006 to 2011



The helpfulness and attitude of staff on train

(910)

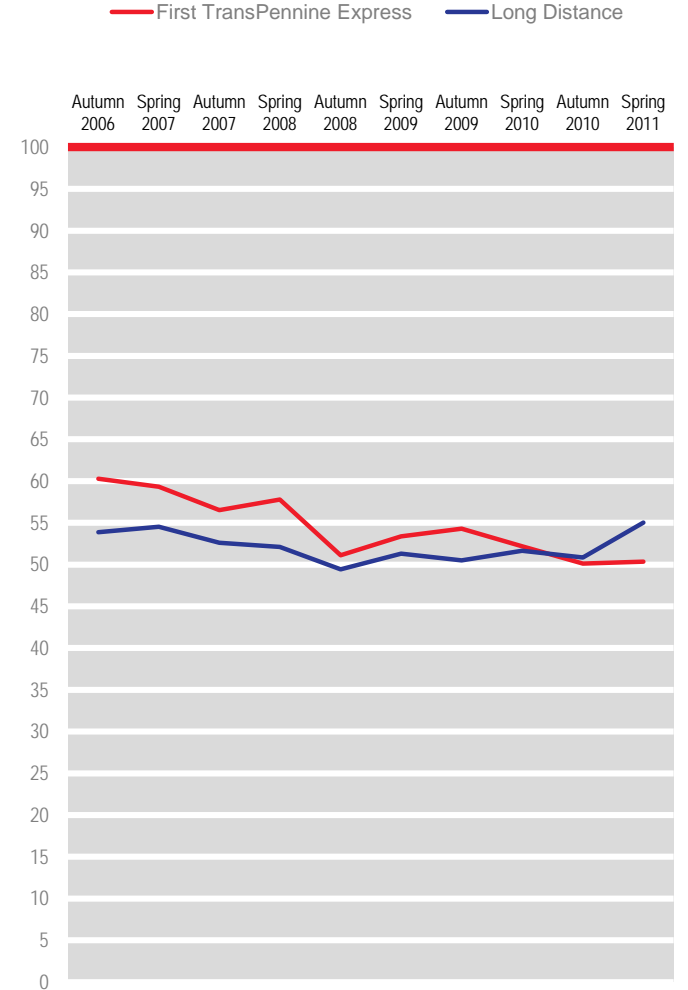
Percentage of passengers satisfied 2006 to 2011



The space for luggage

(949)

Percentage of passengers satisfied 2006 to 2011

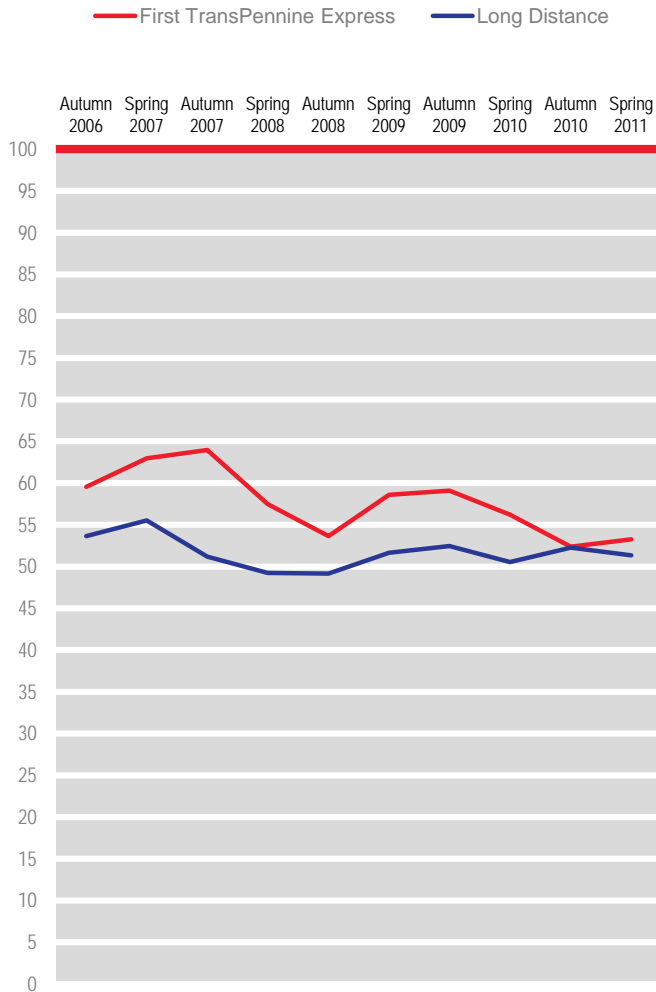


N.B. Benchmarks and targets are only shown for applicable factors

Toilet facilities on train

(501)

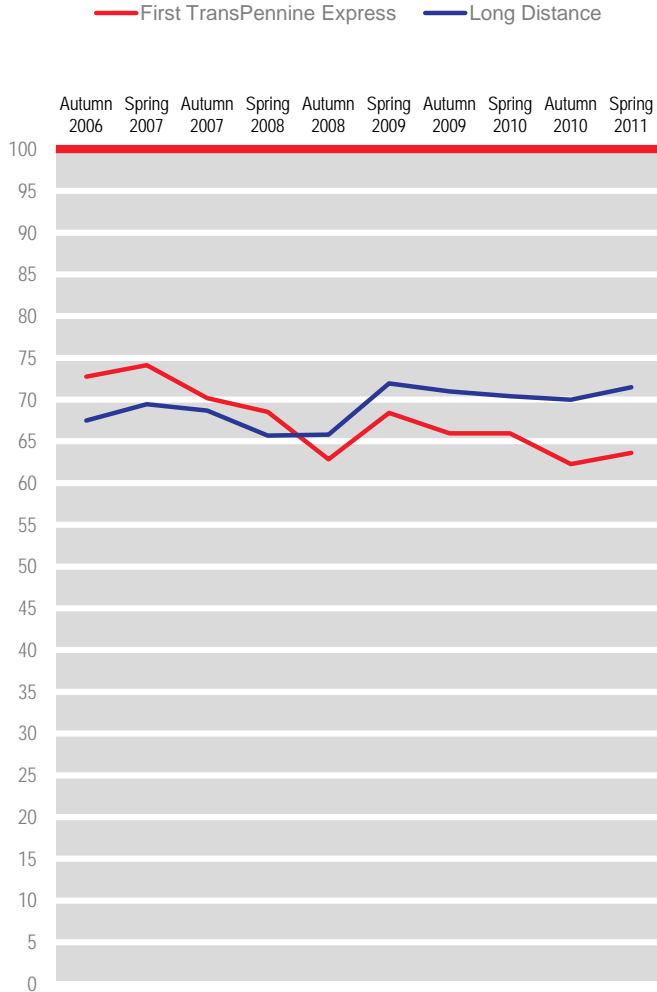
Percentage of passengers satisfied 2006 to 2011



Sufficient room for all the passengers to sit/stand

(1161)

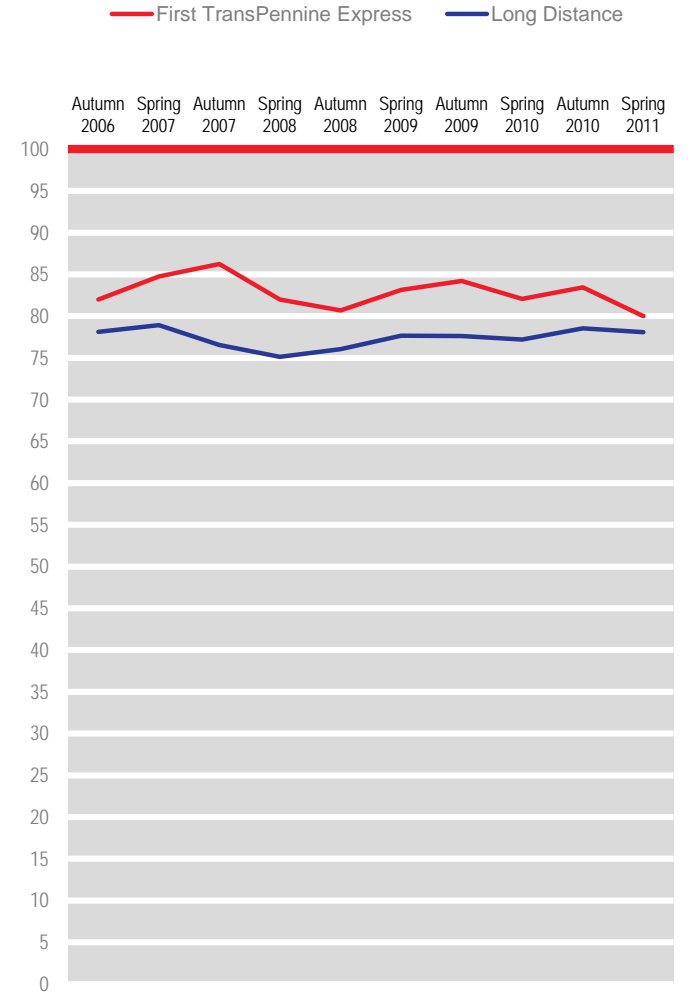
Percentage of passengers satisfied 2006 to 2011



The comfort of the seating area

(1150)

Percentage of passengers satisfied 2006 to 2011

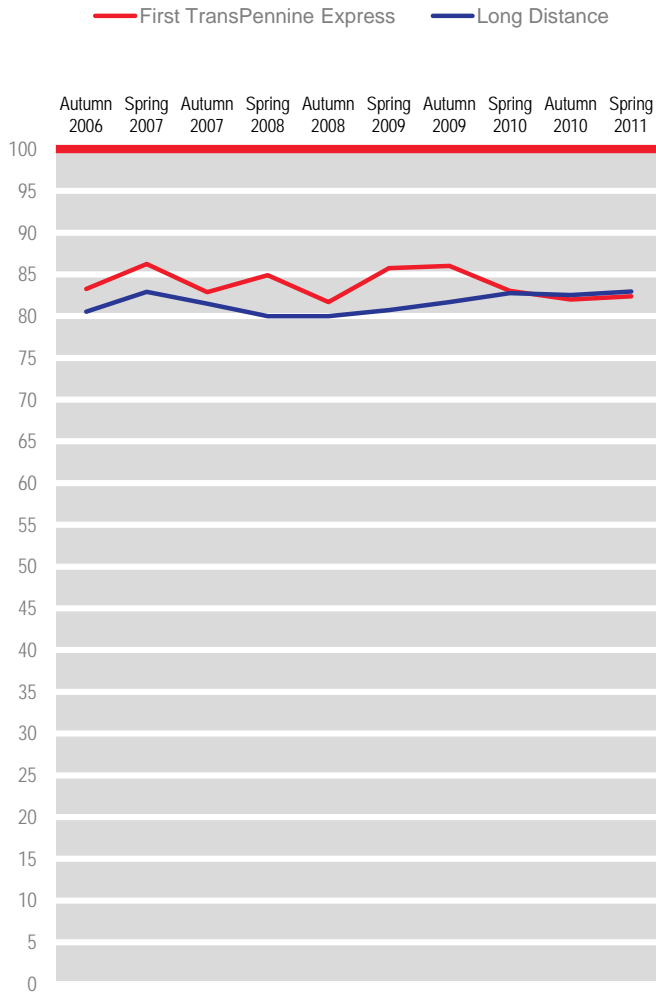


N.B. Benchmarks and targets are only shown for applicable factors

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

(1180)

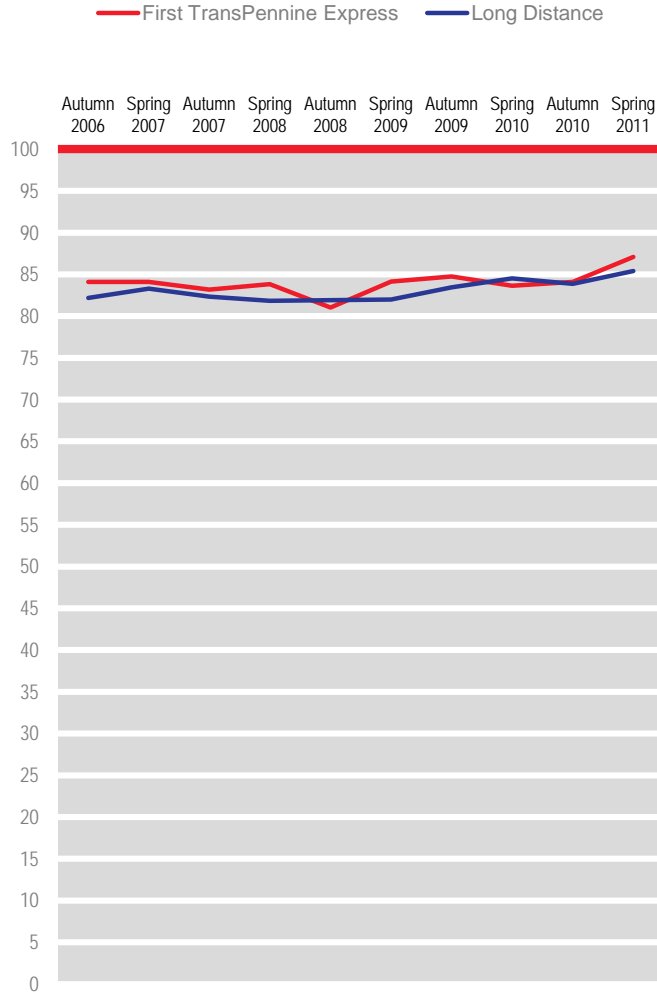
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst on board

(1118)

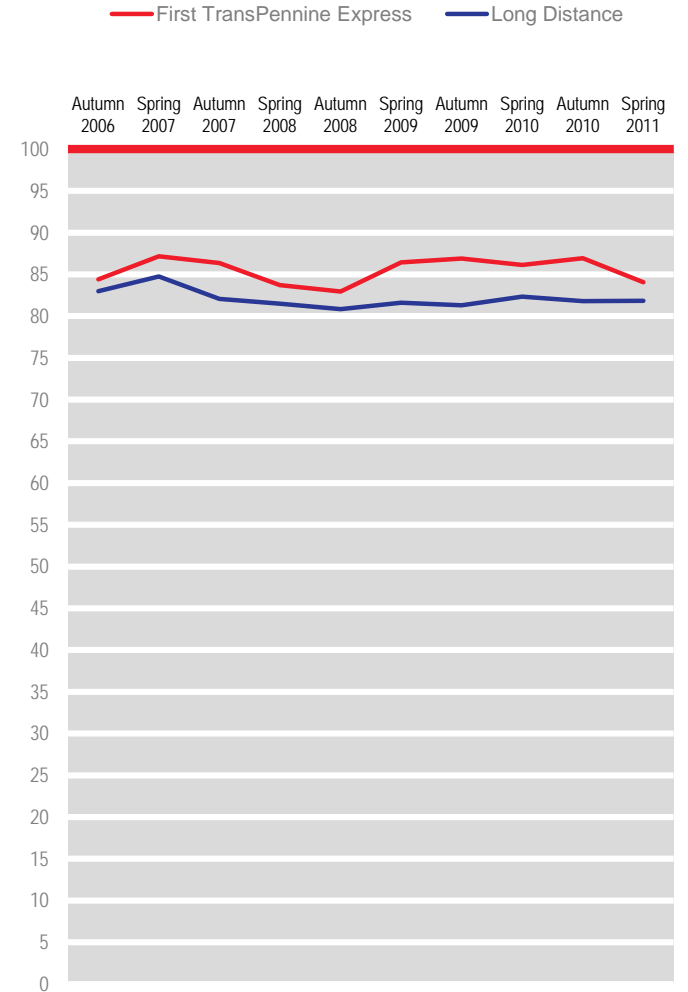
Percentage of passengers satisfied 2006 to 2011



The cleanliness of the inside of the train

(1187)

Percentage of passengers satisfied 2006 to 2011

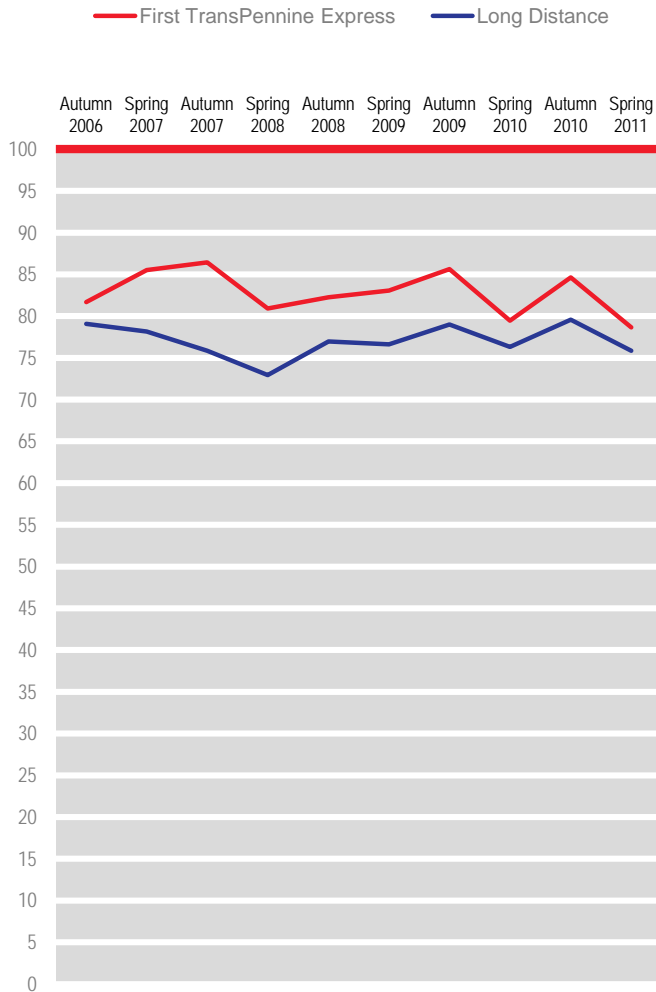


N.B. Benchmarks and targets are only shown for applicable factors

The cleanliness of the outside of the train

(1038)

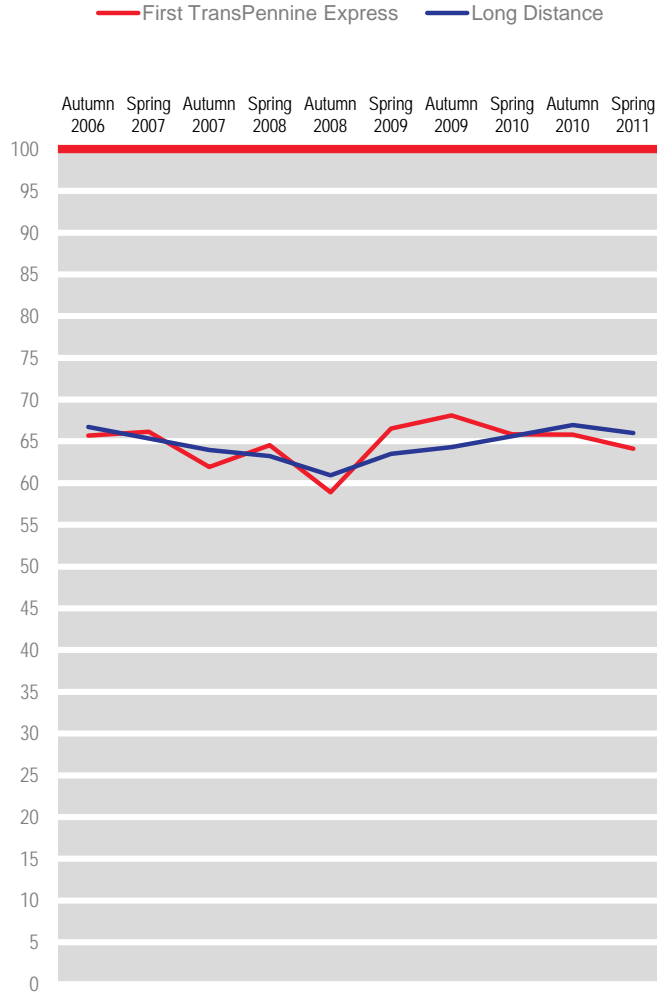
Percentage of passengers satisfied 2006 to 2011



The availability of staff on the train

(1018)

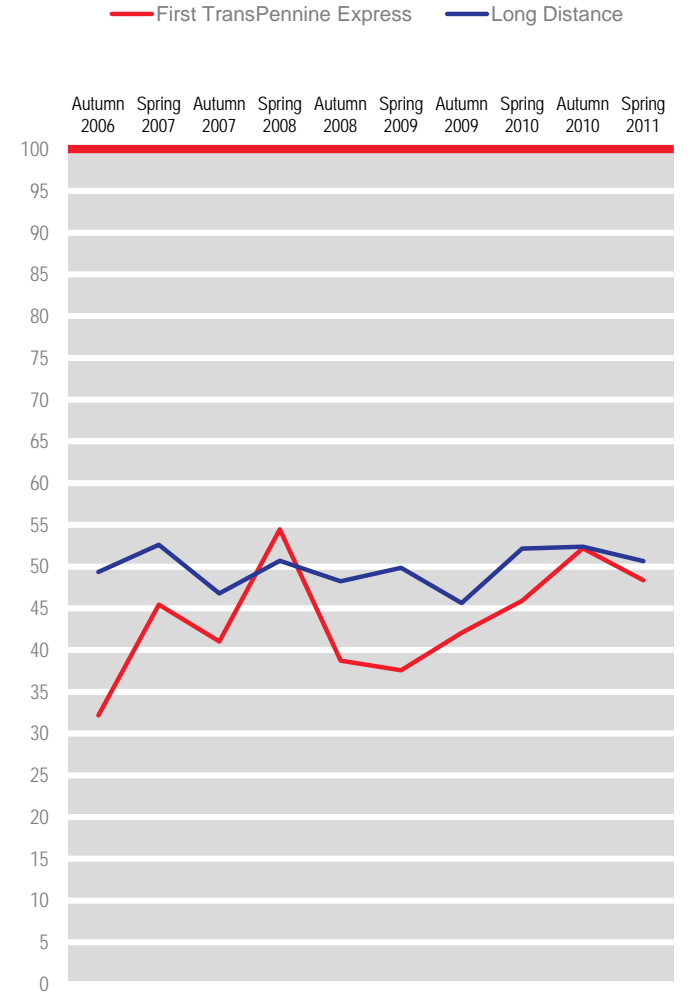
Percentage of passengers satisfied 2006 to 2011



How well train company dealt with delay

(185)

Percentage of passengers satisfied 2006 to 2011



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

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

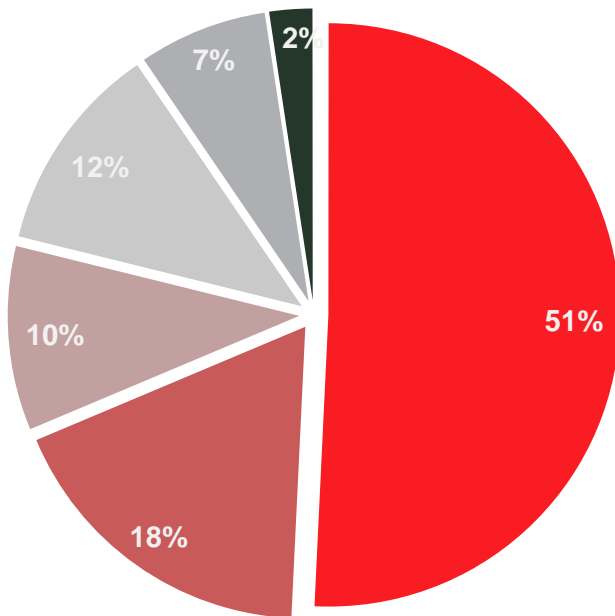
Managed versus non-managed stations for First TransPennine Express

	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	87		87
Ticket buying facilities	84		83
Provision of information about train times/platforms	92		90
The upkeep/repair of the station buildings/platforms	86	+	77
Cleanliness	85		81
The facilities and services	60		67
The attitudes and helpfulness of the staff	83		77
Connections with other forms of public transport	71		76
Facilities for car parking	67		57
Overall environment	85		79
Your personal security whilst using	75		75
The availability of staff	74	+	65
How request to station staff was handled	92		89

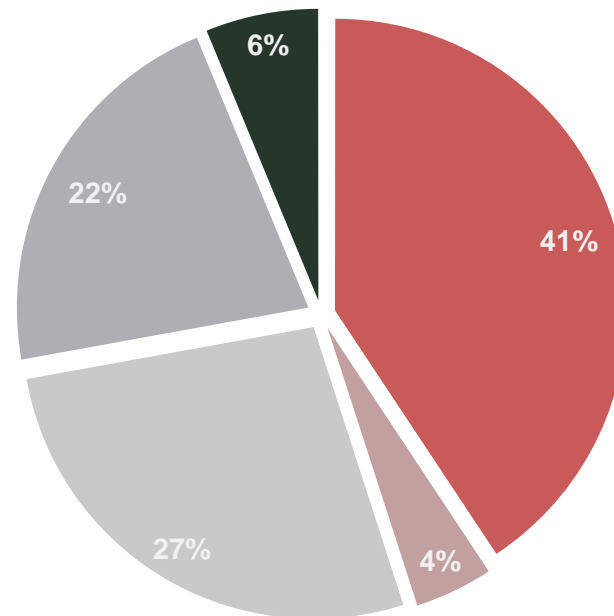
Managed versus non-managed stations for First TransPennine Express

(% Passengers Journeys originating from each type of station)

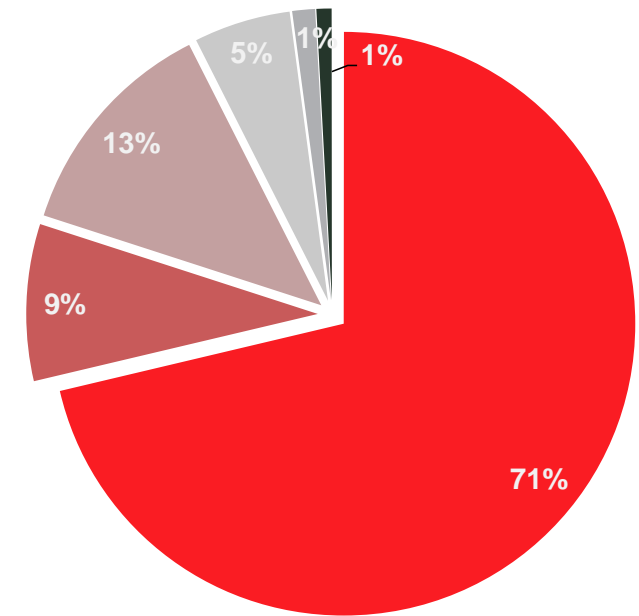
Overall Total



Stations managed by TOC



Stations not managed by TOC



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

Weighted sample profile for First TransPennine Express

Spring 2011
%Spring 2010
%Spring 2011
%Spring 2010
%**SEX**

Male	42	38
Female	56	59
Not stated	2	3

DELAYS

None	79	81
Minor	19	16
Major	1	2
Not stated	1	1

AGE

16-25	17	19
26-34	14	15
35-44	14	15
45-54	16	19
55-59	9	8
60-64	14	11
65+	16	12
Not stated	1	2

REGULAR TRAVELLER

Yes	43	43
No	57	57

TIME OF TRAVEL

Peak		
Off-peak		

ASKED FOR HELP OR INFORMATION

Yes asked for help	9	9
Yes asked for information	12	12
Could not find anyone to ask	1	3
No	77	76
Not stated	1	2

JOURNEY PURPOSE

Commuter	24	28
Business	14	12
Leisure	62	60

Weighted sample profile for Long Distance

Spring 2011
%Spring 2010
%Spring 2011
%Spring 2010
%

	Spring 2011 %	Spring 2010 %		Spring 2011 %	Spring 2010 %
SEX			DELAYS		
Male	42	42	None	82	81
Female	56	56	Minor	15	16
Not stated	2	2	Major	2	2
			Not stated	1	1
AGE			REGULAR TRAVELLER		
16-25	14	14	Yes	38	36
26-34	13	12	No	62	64
35-44	16	17			
45-54	21	21	TIME OF TRAVEL		
55-59	10	10	Peak		
60-64	11	11	Off-peak		
65+	14	13			
Not stated	1	1	ASKED FOR HELP OR INFORMATION		
JOURNEY PURPOSE			Yes asked for help	11	12
Commuter	17	17	Yes asked for information	11	10
Business	26	24	Could not find anyone to ask	2	3
Leisure	57	58	No	76	75
			Not stated	1	1

Station sample sizes for First TransPennine Express

Station	Unweighted	Station	Unweighted
York	193	Malton	8
Leeds	160	Newcastle	8
Manchester Piccadilly	112	Darlington	7
Northallerton	73	Brough	7
Sheffield	70	Stockport	6
Doncaster	69	Horwich Parkway	6
Manchester Oxford Road	49	Dewsbury	5
Preston	47	Cleethorpes	5
Manchester Airport	33	Durham	5
Lancaster	31	Chorley	4
Thirsk	30	Middlesbrough	4
Huddersfield	28	Haymarket	4
Bolton	19	Liverpool South Parkway	2
Meadowhall	18	Scunthorpe	2
Edinburgh	18	Chester-Le-Street	2
Liverpool Lime Street	17	Salford Crescent	1
Glasgow Central	16	Yarm	1
Carlisle	14	Warrington Central	1
Grimsby Town	12		
Scarborough	12		
Windermere	12		
Selby	12		
Penrith	11		
Oxenholme Lake District	11		
Seamer	8		
Carnforth	8		
Blackpool North	8		
Stalybridge	8		
Hull	8		
Thornaby	8		
Ulverston	8		

Weighted sample composition for all train companies

	Annual journeys ('000s)	Journey Purpose			Day Of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size*	30096	12586	4655	12855	26310	3786	8412	6265	7697	7722
Arriva Trains Wales	26420	28	8	64	81	19	27	21	26	26
c2c	32175	66	4	30	93	7	30	17	25	28
Chiltern Railways	17768	35	21	44	80	20	41	8	25	26
CrossCountry	29700	15	28	57	78	22	21	26	26	28
East Coast	17733	13	27	60	79	21	39	13	19	29
East Midlands Trains	22317	23	28	49	82	18	21	23	29	26
First Capital Connect	97672	45	26	29	86	14	20	26	27	27
First Great Western	83870	30	20	50	77	23	21	27	26	26
First TransPennine Express	22295	24	14	62	78	22	20	28	26	27
London Midland	52930	45	14	41	85	15	31	18	25	27
London Overground	67173	64	3	33	83	17	20	26	28	27
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
Southeastern	153264	61	12	27	90	10	16	32	26	26
Southern	162014	50	16	34	90	10	17	33	24	26
South West Trains	190065	53	15	32	85	15	37	18	16	29
Virgin Trains	23172	9	31	60	85	16	32	5	35	28

* Sample size excludes non-franchised Train Operating Companies.

Unweighted sample composition for all train companies

	Journey Purpose				Day Of Week		Station Size			
	Sample	Commute	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size*	30096	12586	4655	12855	26310	3786	8412	6265	7697	7722
Arriva Trains Wales	912	41	9	49	88	12	17	32	30	21
c2c	1199	71	6	23	94	6	27	33	22	18
Chiltern Railways	1205	38	20	42	89	11	43	3	26	28
CrossCountry	1482	33	20	47	83	17	15	29	31	26
East Coast	1522	17	34	49	89	11	44	10	18	28
East Midlands Trains	1404	31	19	49	83	17	31	20	26	24
First Capital Connect	1816	50	14	35	92	8	23	19	32	26
First Great Western	3536	35	18	47	84	16	34	21	24	20
First TransPennine Express	1201	37	18	45	90	10	19	33	21	26
London Midland	1225	49	12	39	92	8	22	26	19	33
London Overground	948	66	6	28	90	10	28	16	25	31
Merseyrail	672	50	5	45	96	4	15	34	24	27
National Express East Anglia	2397	39	12	49	81	19	37	10	26	26
Northern Rail	1250	48	8	44	88	12	32	25	25	17
ScotRail	1166	40	13	47	87	13	29	12	35	23
Southeastern	1930	48	9	43	88	12	17	33	24	25
Southern	2551	49	15	36	89	11	23	25	24	28
South West Trains	2319	47	11	42	88	12	28	17	22	33
Virgin Trains	1361	22	31	47	85	15	29	9	35	27

* 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 back to Autumn 1999 (wave 1).
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		



Contacts:

David Chilvers
BDRC Continental
Kingsbourne House
229-231 High Holborn
London, WC1V 7DA

Tel: 020 7490 9111
Email: dave.chilvers@bdrccontinental.com

David Greeno
Passenger Focus
1 Drummond Gate
London, SW1V 2QY

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

