

National Passenger Survey

TOC Report for South West Trains

Spring 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

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.

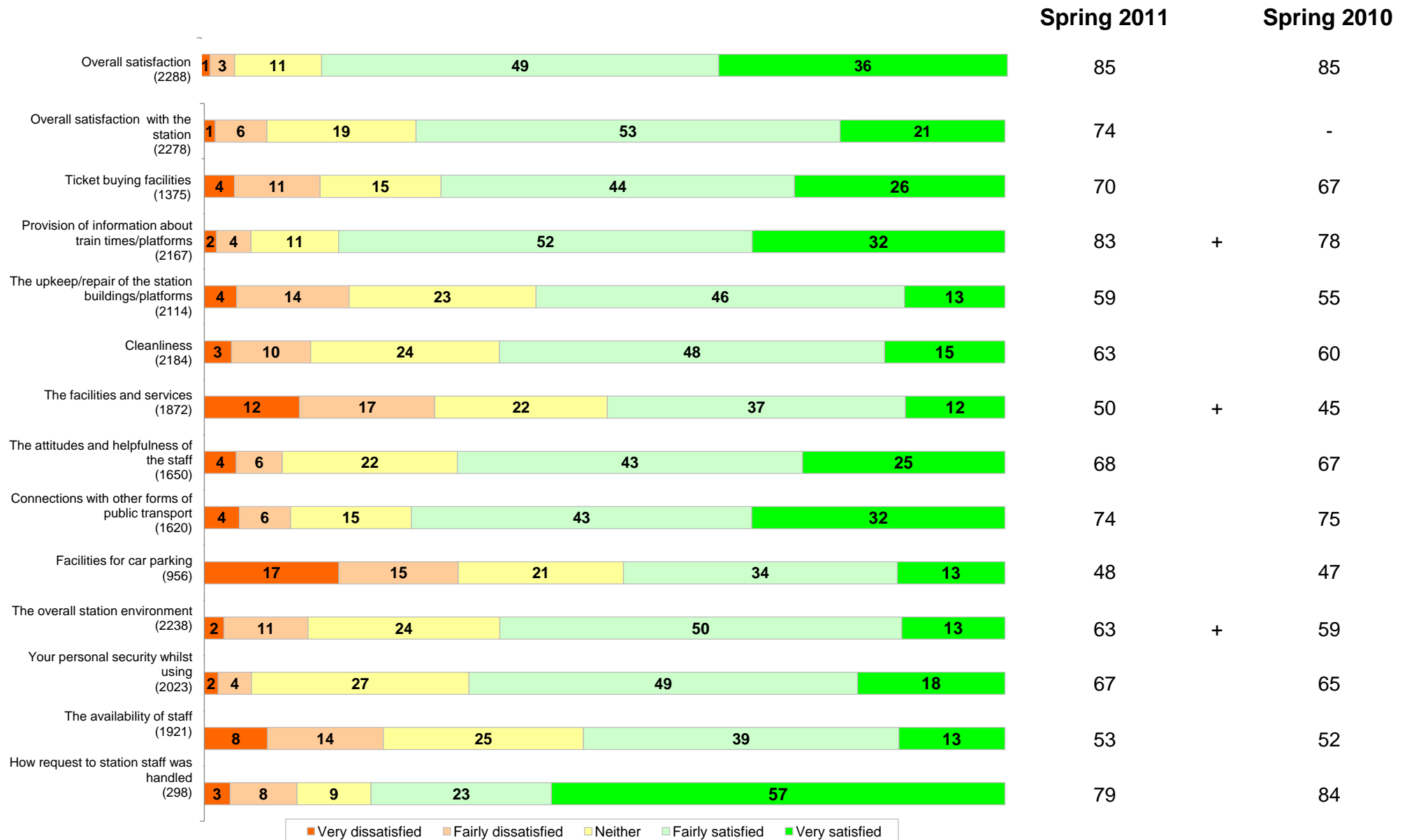
Some shifts had to be rescheduled because of heavy rain and line damage caused by flooding.

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

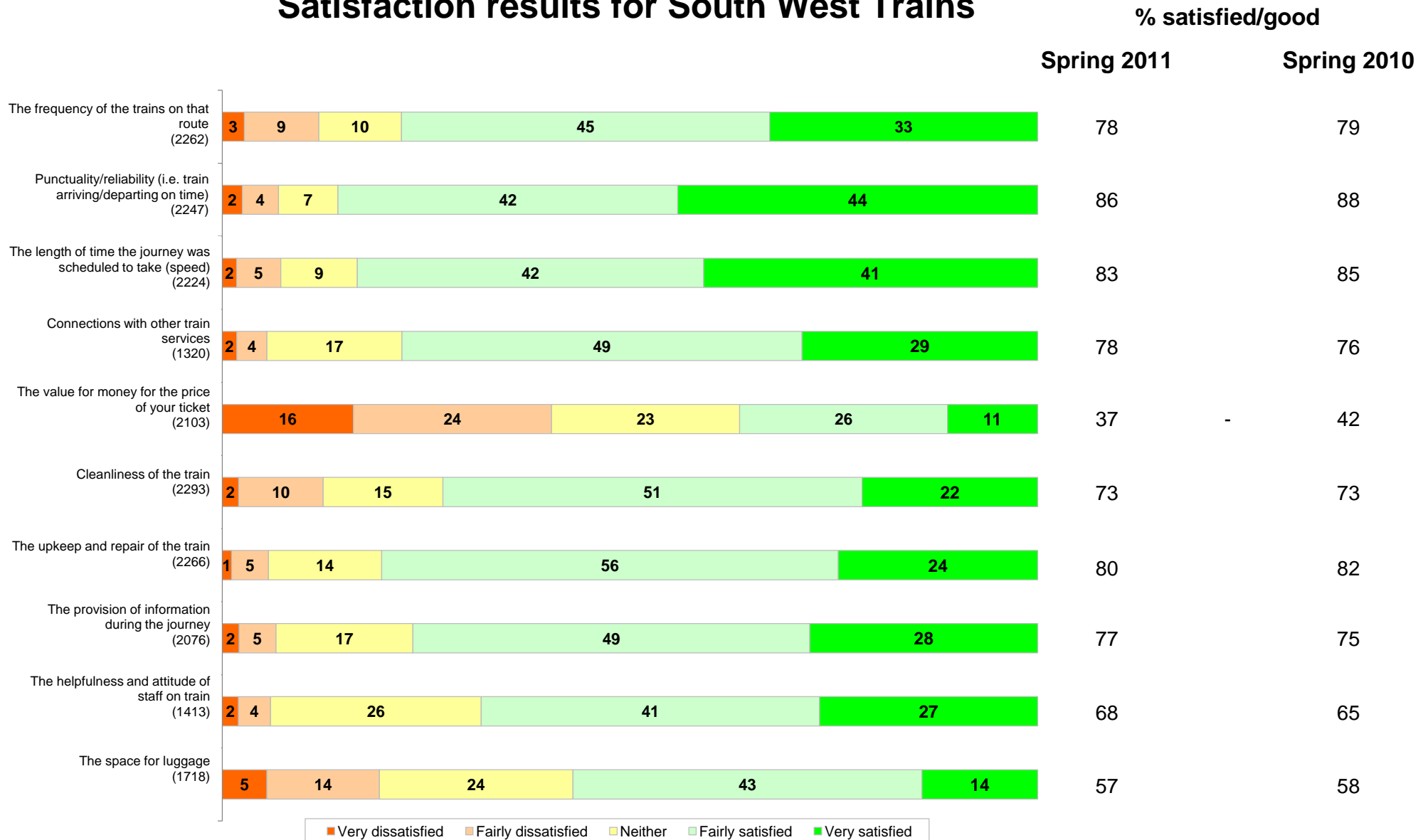
% satisfied/good

Satisfaction results for South West Trains



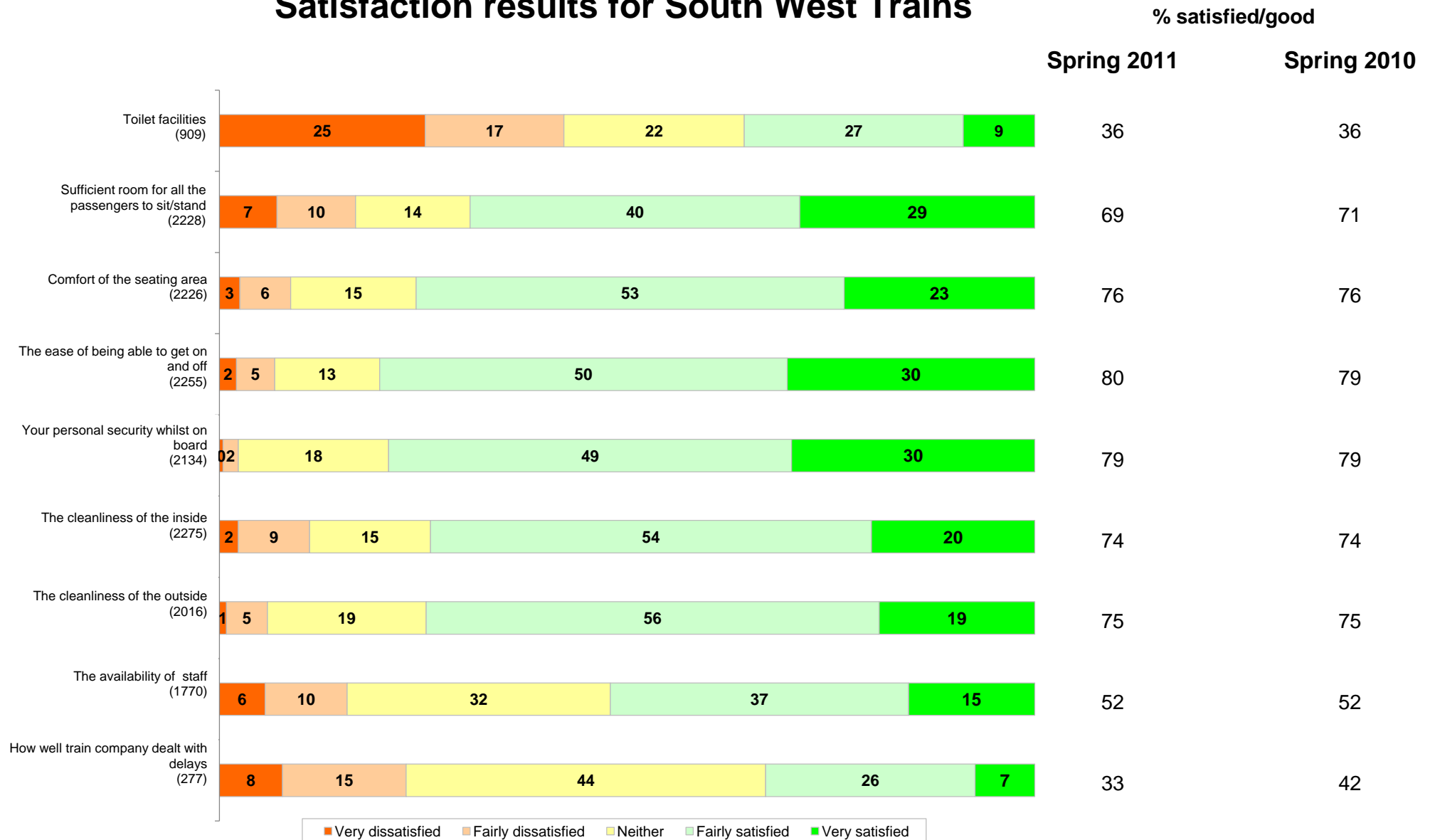
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for South West Trains



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

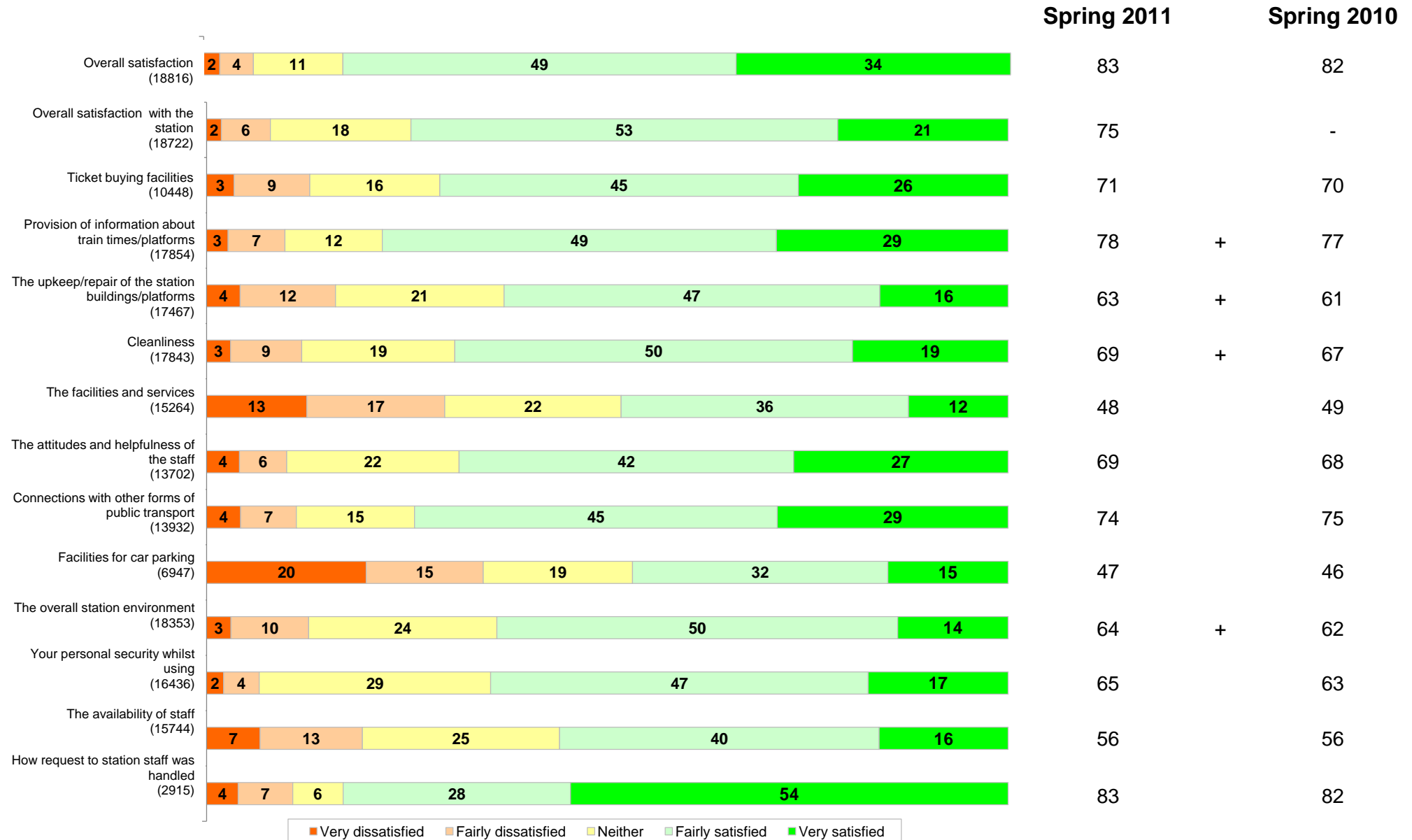
Satisfaction results for South West Trains



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

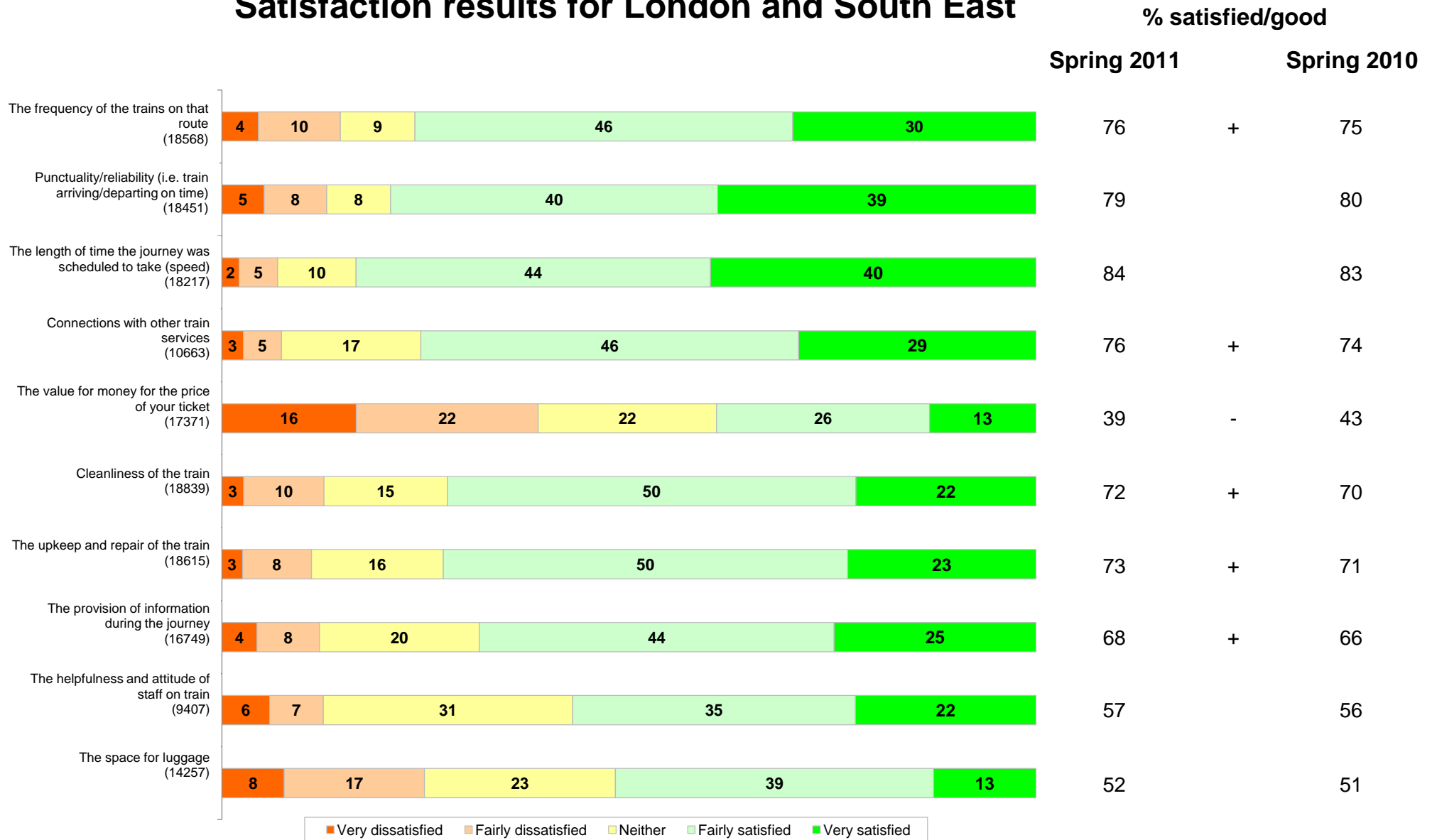
% satisfied/good

Satisfaction results for London and South East



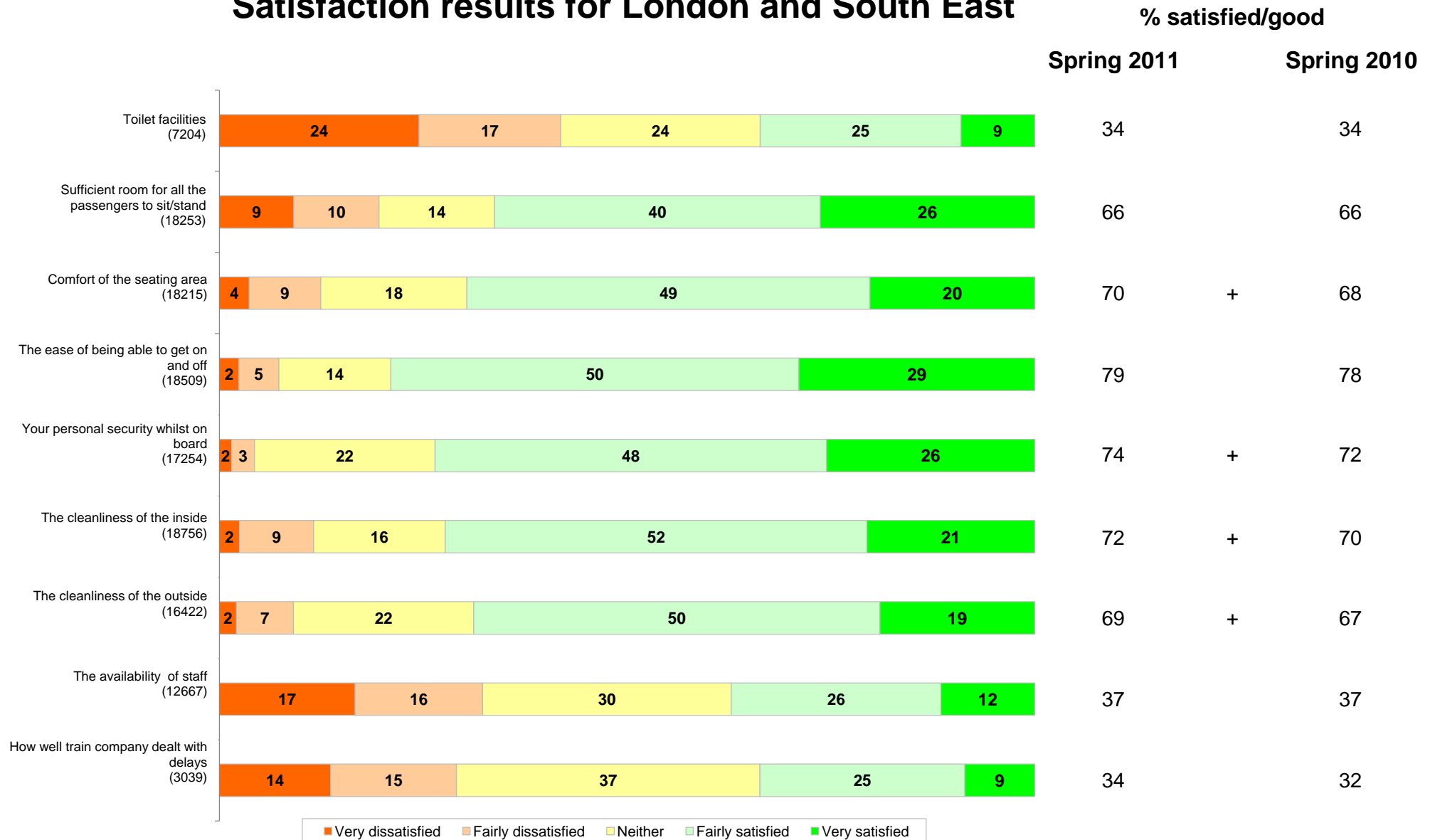
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for London and South East



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

Satisfaction results for London and South East



South West Trains performance versus London and South East

	TOC	Sector	TOC Index
Overall satisfaction	85	83	103%
Overall satisfaction with the station	74	75	99%
Ticket buying facilities	70	71	99%
Provision of information about train times/platforms	83	78	107%
The upkeep/repair of the station buildings/platforms	59	63	93%
Cleanliness	63	69	91%
The facilities and services	50	48	103%
The attitudes and helpfulness of the staff	68	69	100%
Connections with other forms of public transport	74	74	100%
Facilities for car parking	48	47	102%
Overall environment	63	64	99%
Your personal security whilst using	67	65	104%
The availability of staff	53	56	94%
How request to station staff was handled	79	83	96%

South West Trains performance versus London and South East

	TOC	Sector	TOC Index
The frequency of the trains on that route	78	76	102%
Punctuality/reliability (i.e. the train arriving/departing on time)	86	79	108%
The length of time the journey was scheduled to take (speed)	83	84	100%
Connections with other train services	78	76	103%
The value for money for the price of your ticket	37	39	93%
Cleanliness of the train	73	72	101%
Upkeep and repair of the train	80	73	111%
The provision of information during the journey	77	68	112%
The helpfulness and attitude of staff on train	68	57	120%
The space for luggage	57	52	110%
The toilet facilities	36	34	106%
Sufficient room for all passengers to sit/stand	69	66	105%
The comfort of the seating area	76	70	109%
The ease of being able to get on and off	80	79	102%
Your personal security on board	79	74	108%
The cleanliness of the inside	74	72	103%
The cleanliness of the outside	75	69	108%
The availability of staff	52	37	140%
How well train company deals with delays	33	34	98%

Building block/route data for South West Trains

	Island Line	London	Mainline	Metro	Not Managed By SWT	Portsmouth	Reading/Windsor	Suburban	West Of England
Overall satisfaction	91	86	85	83	93	78	83	87	90
Overall satisfaction with the station	75	78	70	70	77	64	71	72	78
Ticket buying facilities	73	70	72	72	65	82	70	66	74
Provision of information about train times/platforms	75	87	80	79	71	86	85	81	81
The upkeep/repair of the station buildings/platforms	70	66	52	48	53	57	57	58	60
Cleanliness	77	67	58	55	63	62	62	67	69
The facilities and services	43	62	41	42	55	42	37	47	36
The attitudes and helpfulness of the staff	75	66	71	72	83	74	64	70	75
Connections with other forms of public transport	57	88	68	72	68	65	58	56	52
Facilities for car parking	64	17	53	44	46	62	58	56	55
Overall environment	64	67	60	57	67	59	62	62	67
Your personal security whilst using	64	71	66	58	71	64	68	65	76
The availability of staff	53	55	55	46	68	54	55	49	50
How request to station staff was handled	80	76	90	63	100	77	91	79	96

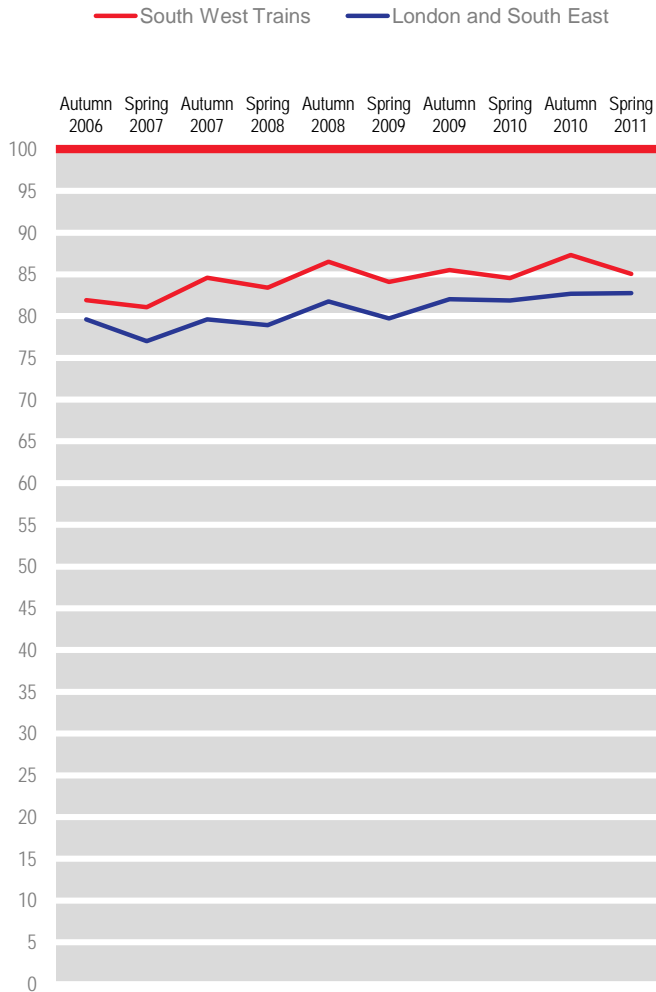
Building block/route data for South West Trains

	Island Line	London	Mainline	Metro	Not Managed By SWT	Portsmouth	Reading/ Windsor	Suburban	West Of England
The frequency of the trains on that route	91	79	72	76	75	86	79	79	78
Punctuality/reliability (i.e. the train arriving/departing on time)	97	87	82	86	91	74	83	87	96
The length of time the journey was scheduled to take (speed)	97	81	90	86	81	81	82	86	91
Connections with other train services	75	77	72	79	68	75	79	81	87
The value for money for the price of your ticket	68	37	38	36	34	42	35	35	56
Cleanliness of the train	76	73	79	71	67	82	66	80	75
Upkeep and repair of the train	68	79	87	80	79	83	77	86	73
The provision of information during the journey	70	78	76	73	70	83	77	79	75
The helpfulness and attitude of staff on train	94	73	73	62	62	74	54	70	78
The space for luggage	54	55	53	62	67	56	57	55	57
The toilet facilities	18	38	46	17	16	52	39	39	50
Sufficient room for all passengers to sit/stand	85	70	74	71	84	65	68	62	59
The comfort of the seating area	68	77	77	76	83	72	75	72	77
The ease of being able to get on and off	93	82	86	75	80	85	78	82	85
Your personal security on board	86	83	85	73	74	79	76	79	85
The cleanliness of the inside	80	75	83	71	63	78	69	79	74
The cleanliness of the outside	65	76	80	74	75	71	67	80	74
The availability of staff	91	55	63	48	42	59	44	51	58
How well train company deals with delays	100	34	41	20	55	31	37	32	60

Overall satisfaction

(2288)

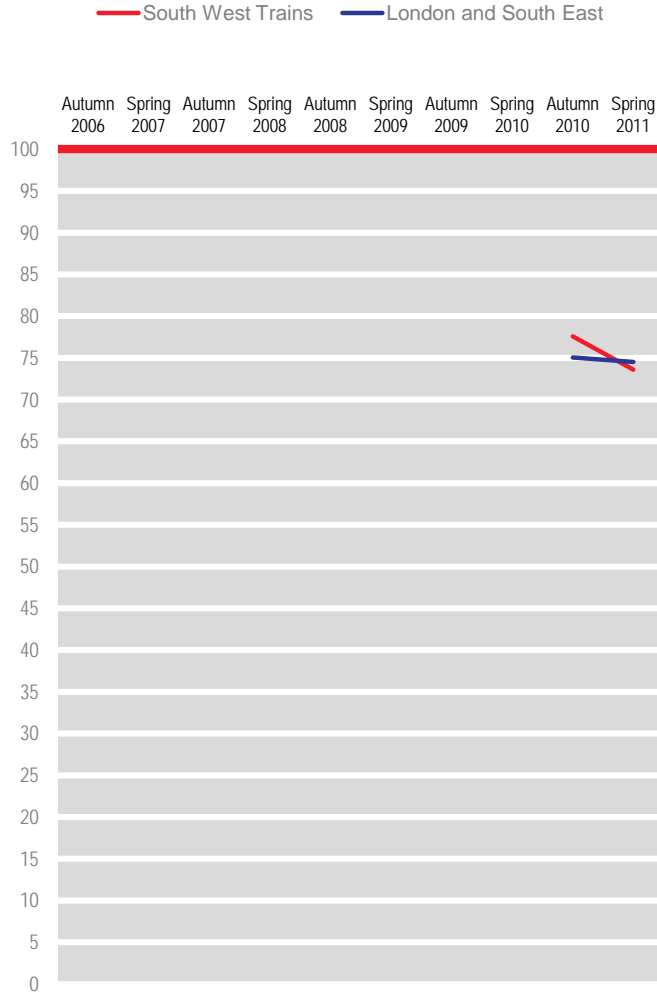
Percentage of passengers satisfied 2006 to 2011



Overall station satisfaction

(2278)

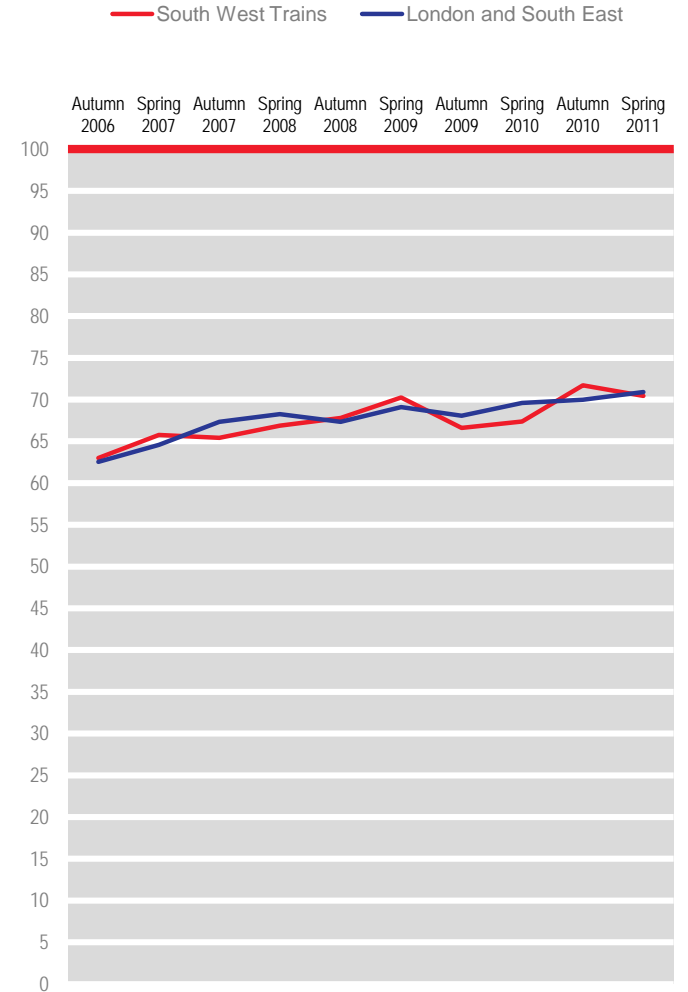
Percentage of passengers satisfied 2006 to 2011



Ticket buying facilities

(1375)

Percentage of passengers satisfied 2006 to 2011

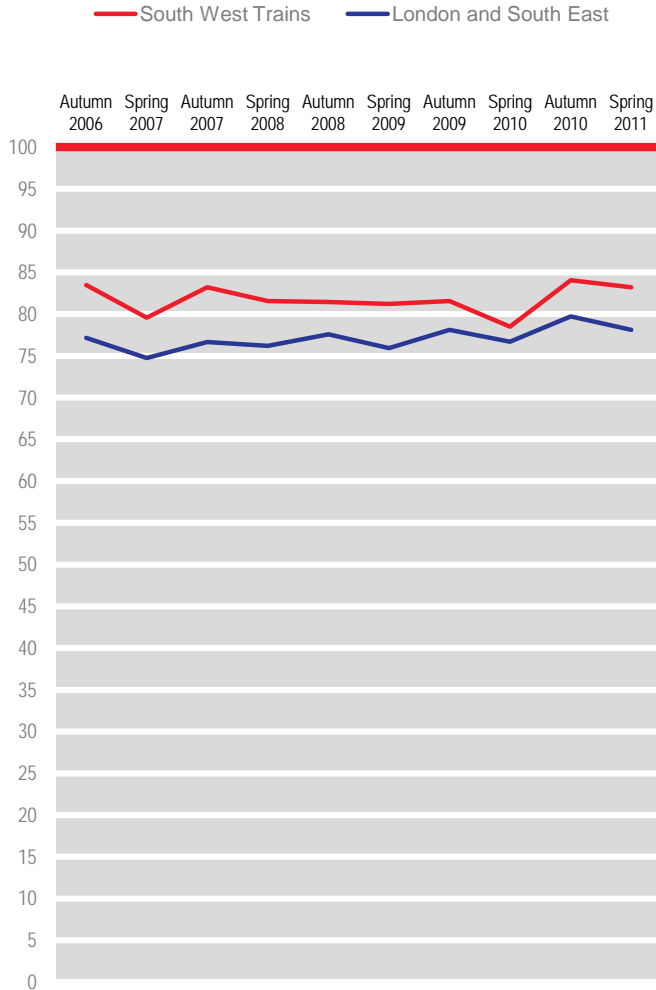


N.B. Benchmarks and targets are only shown for applicable factors

Provision of information about train times/platforms

(2167)

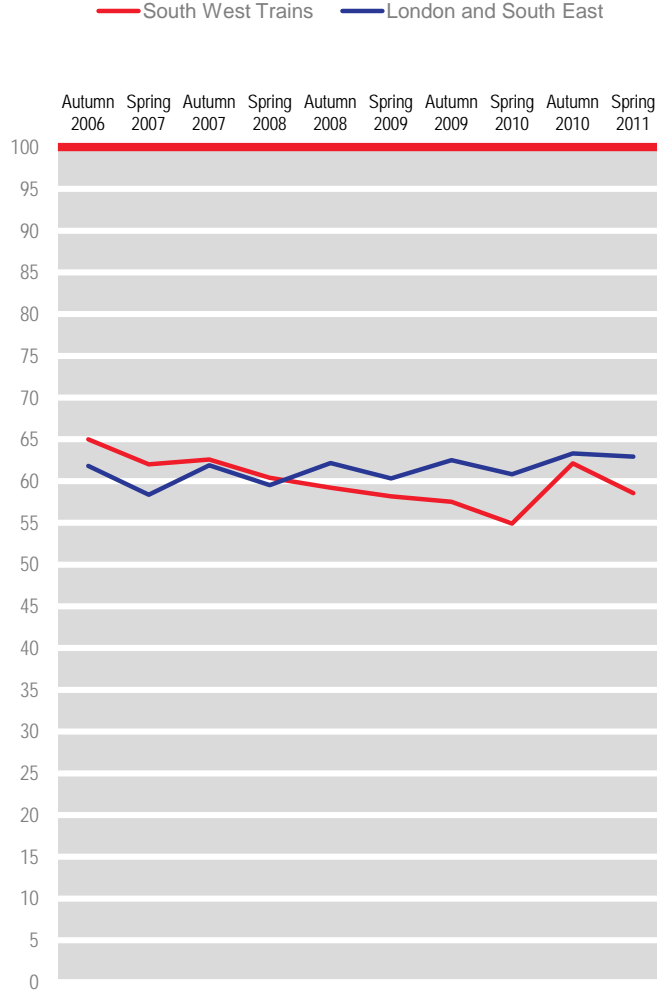
Percentage of passengers satisfied 2006 to 2011



The upkeep/repair of the station building/platforms

(2114)

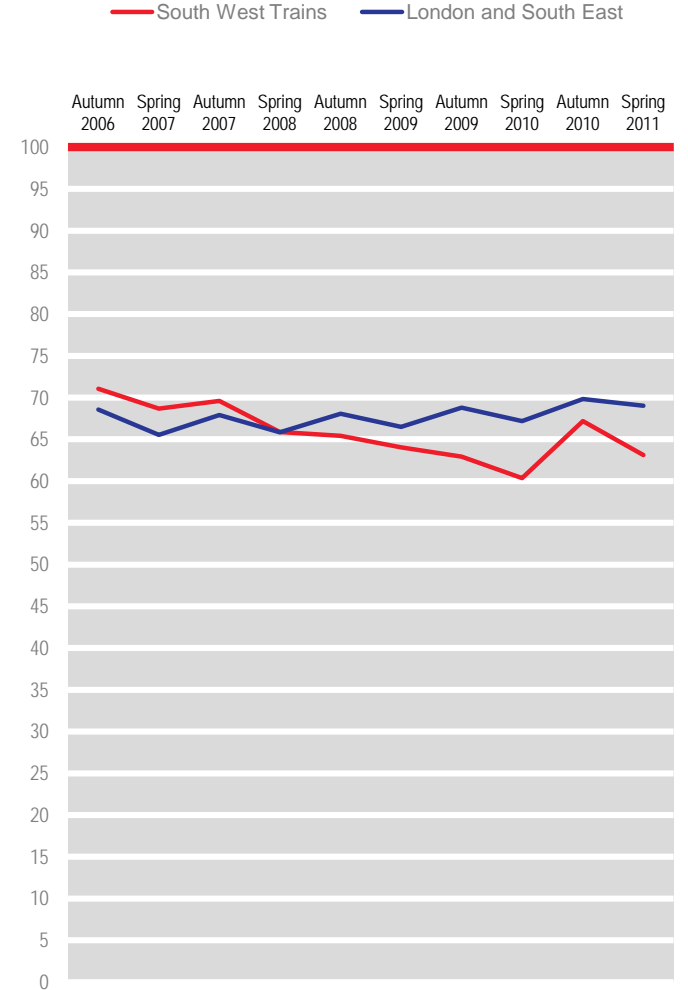
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the station

(2184)

Percentage of passengers satisfied 2006 to 2011

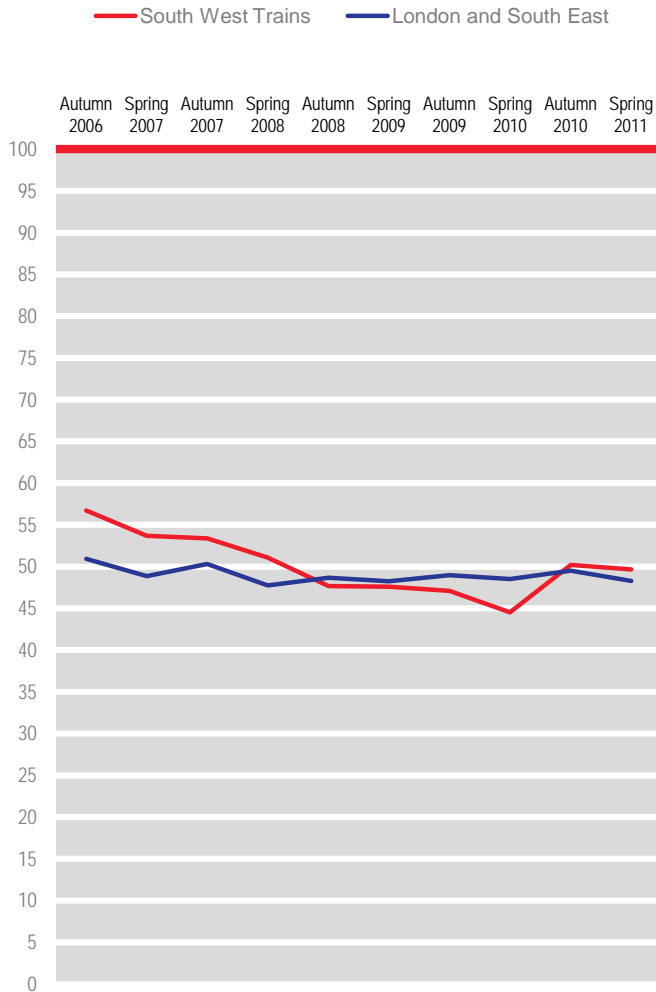


N.B. Benchmarks and targets are only shown for applicable factors

The facilities and services at the station

(1872)

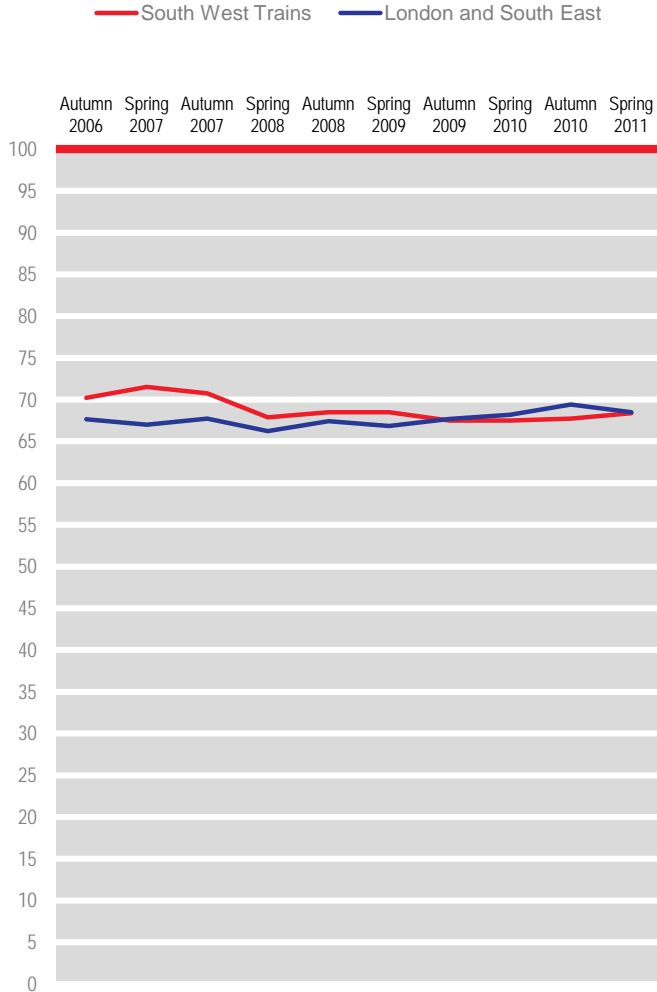
Percentage of passengers satisfied 2006 to 2011



The attitudes and helpfulness of the staff at the station

(1650)

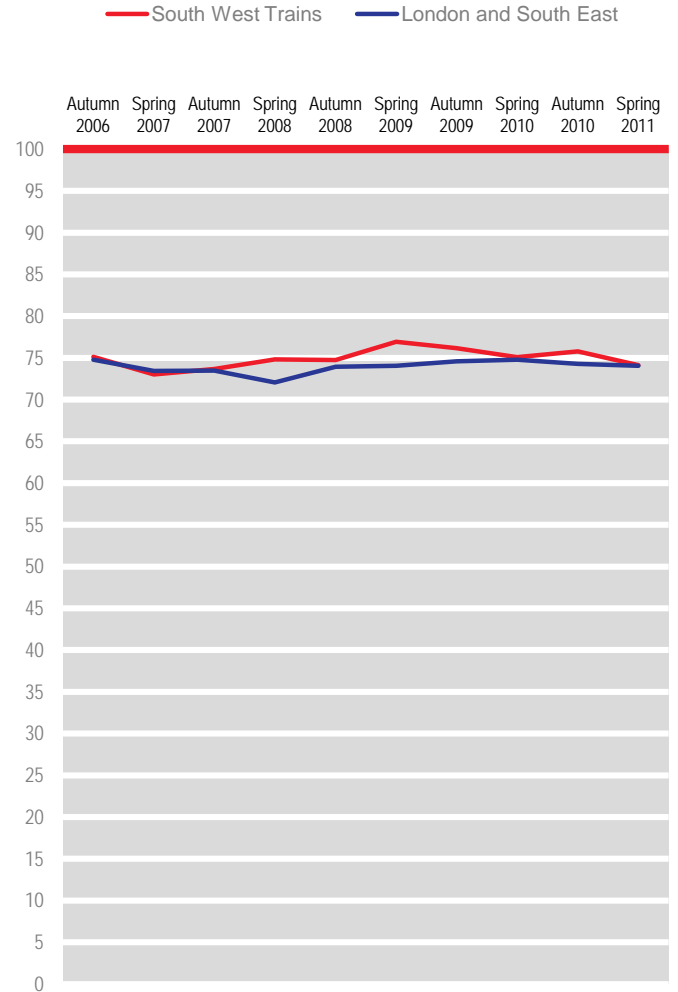
Percentage of passengers satisfied 2006 to 2011



Connections with other forms of public transport from the station

(1620)

Percentage of passengers satisfied 2006 to 2011

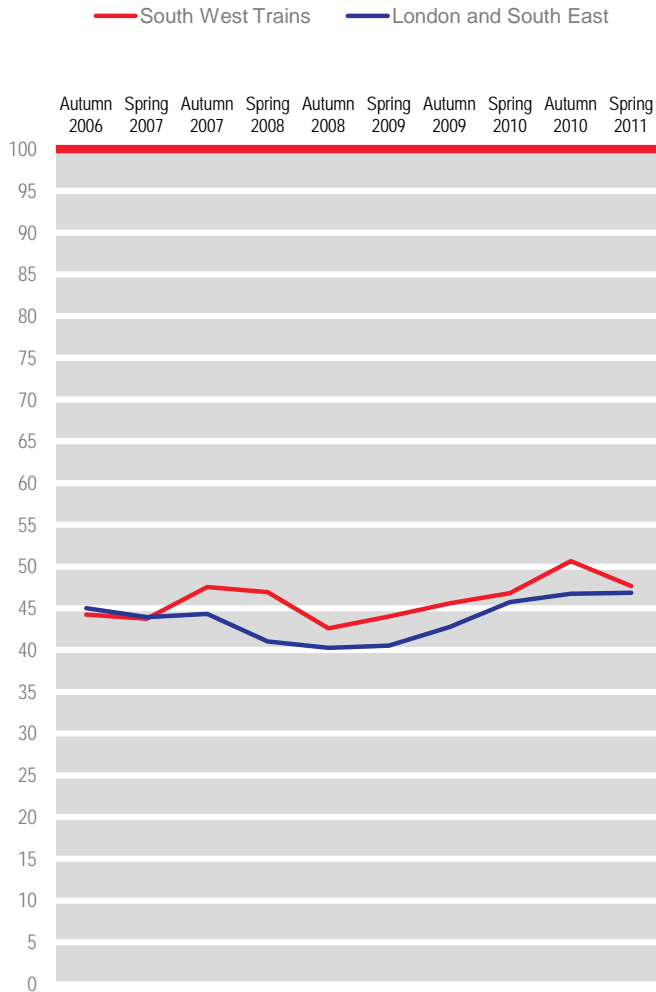


N.B. Benchmarks and targets are only shown for applicable factors

Facilities for car parking at the station

(956)

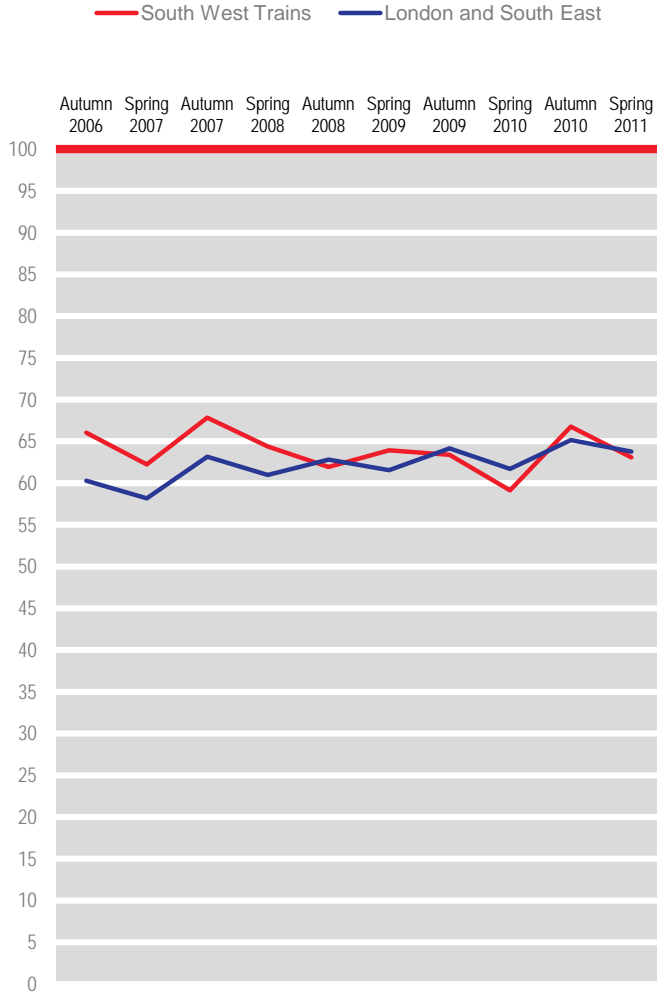
Percentage of passengers satisfied 2006 to 2011



Overall station environment

(2238)

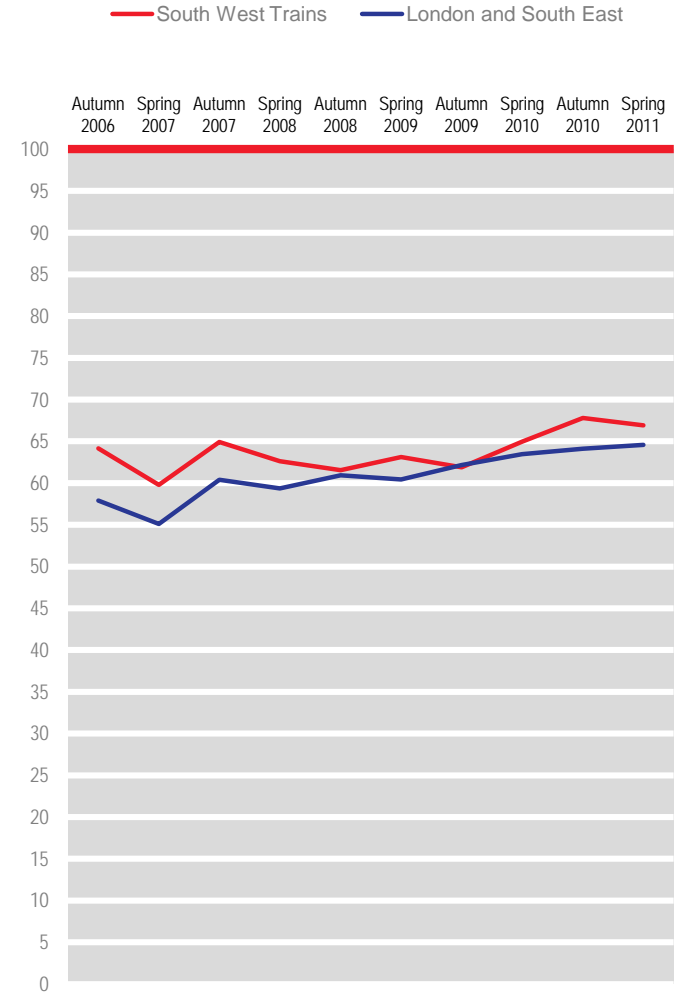
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst using the station

(2023)

Percentage of passengers satisfied 2006 to 2011

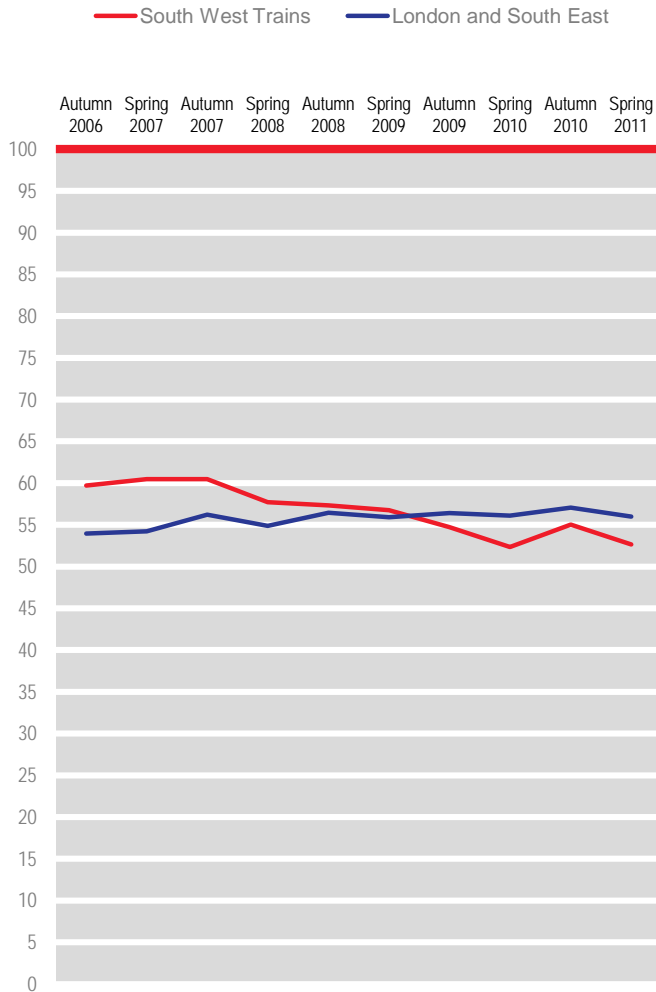


N.B. Benchmarks and targets are only shown for applicable factors

The availability of staff at the station

(1921)

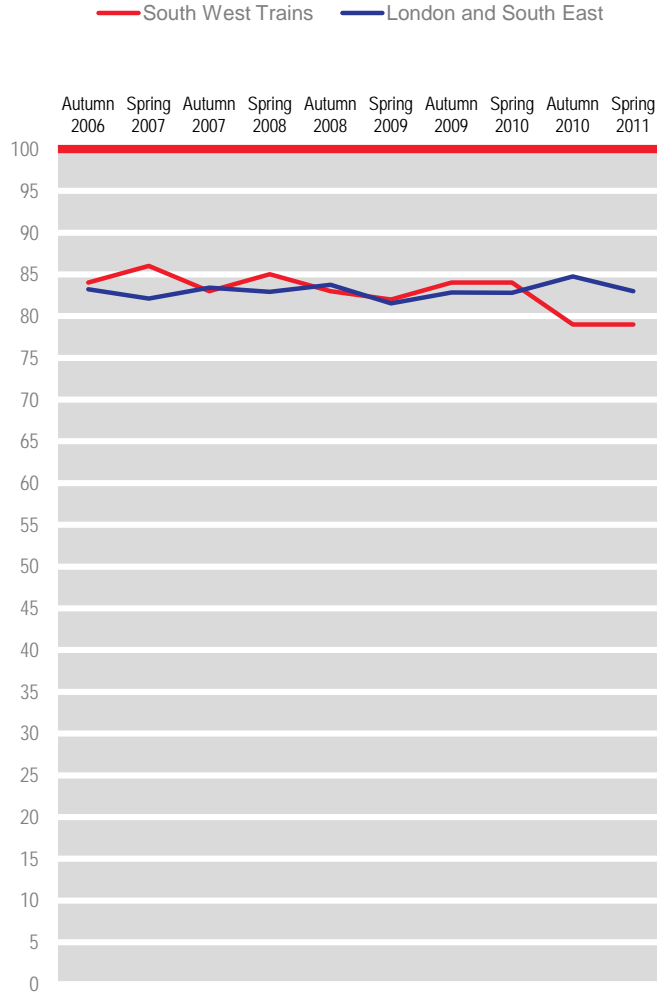
Percentage of passengers satisfied 2006 to 2011



How request to station staff was handled

(298)

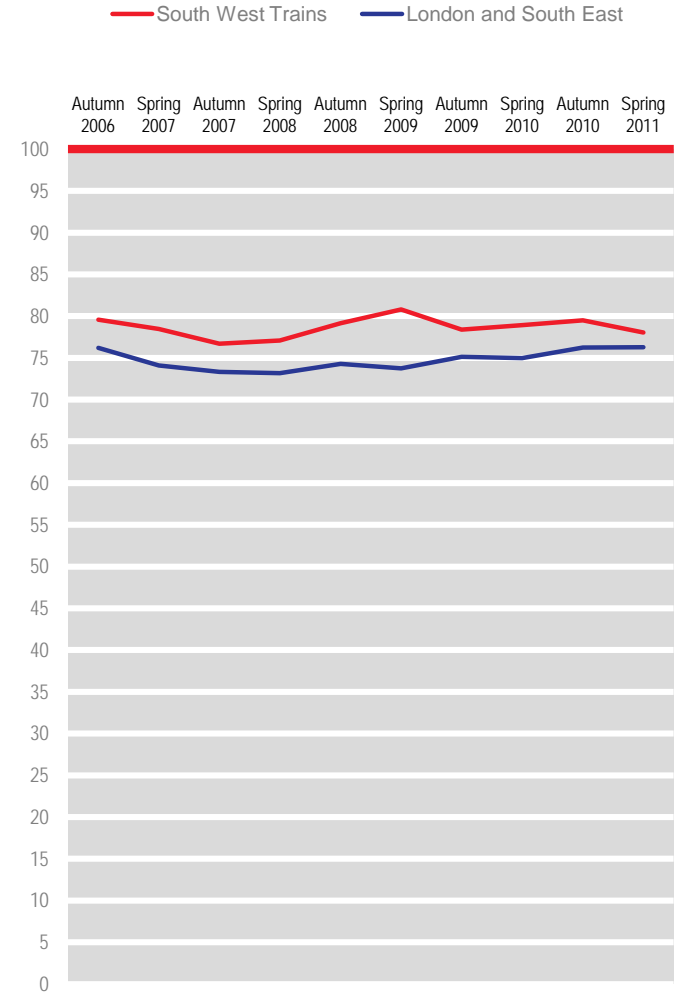
Percentage of passengers satisfied 2006 to 2011



The frequency of trains on that route

(2262)

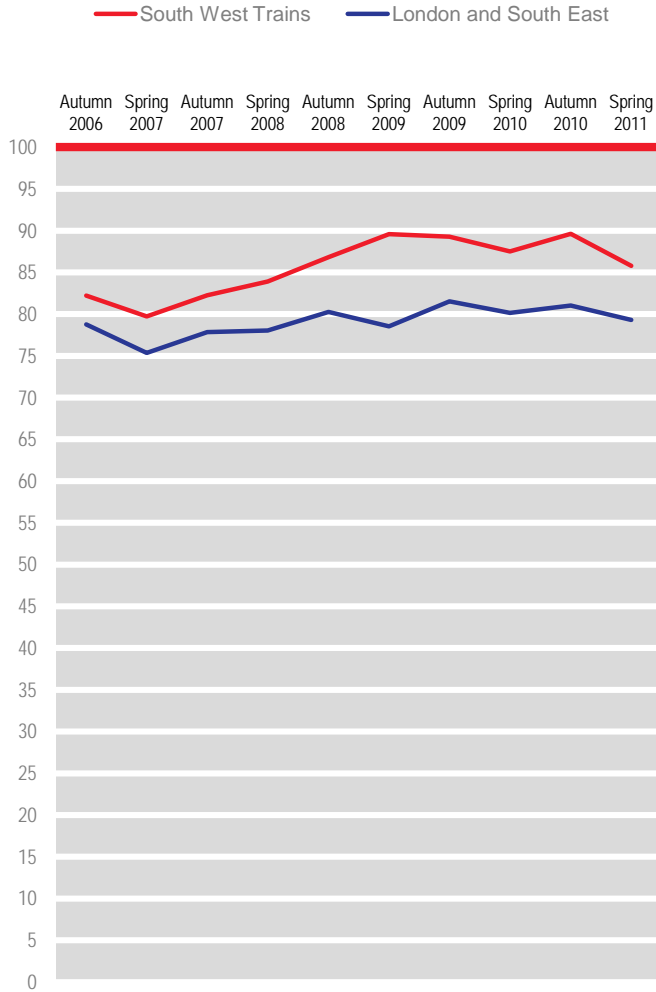
Percentage of passengers satisfied 2006 to 2011



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

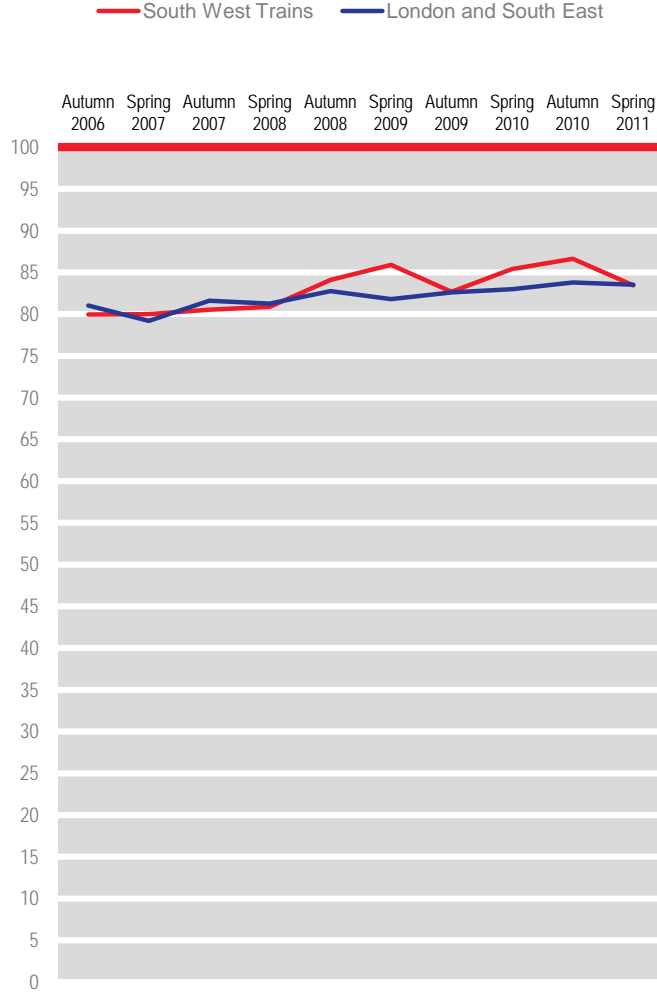
Punctuality/reliability (i.e. train arriving/departing on time)
(2247)

Percentage of passengers satisfied 2006 to 2011



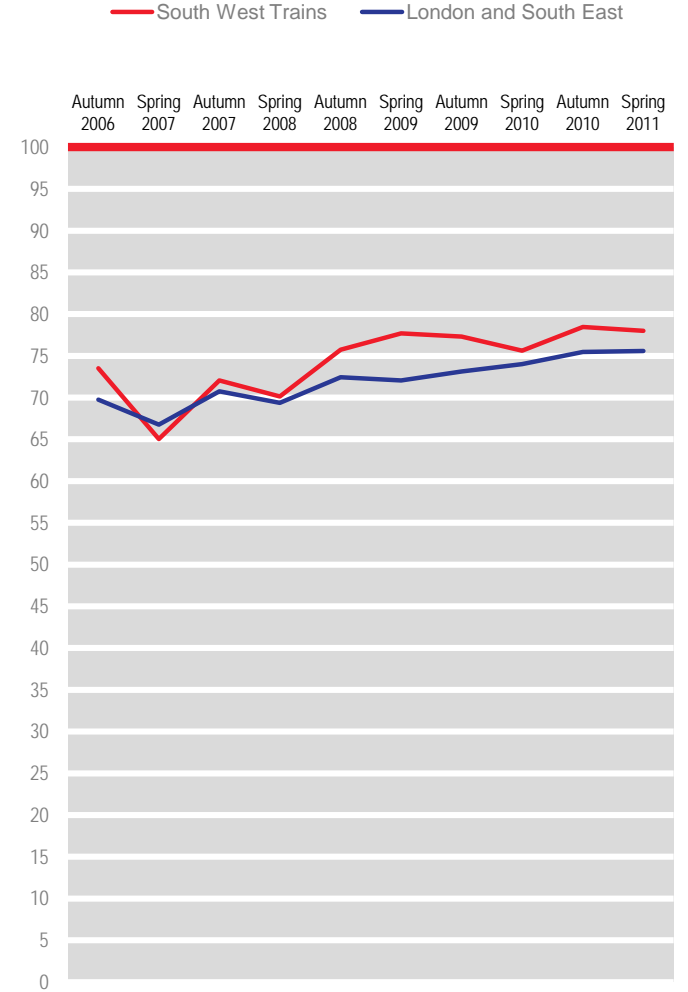
The length of time the journey was scheduled to take (speed)
(2224)

Percentage of passengers satisfied 2006 to 2011



Connections with other train services
(1320)

Percentage of passengers satisfied 2006 to 2011

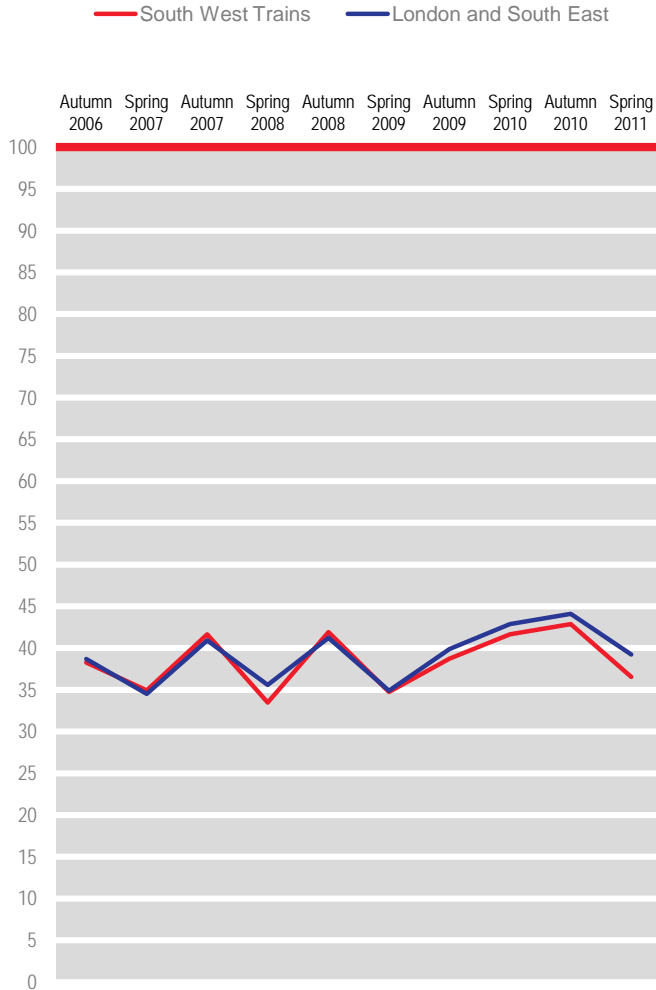


N.B. Benchmarks and targets are only shown for applicable factors

The value for money for the price of your ticket

(2103)

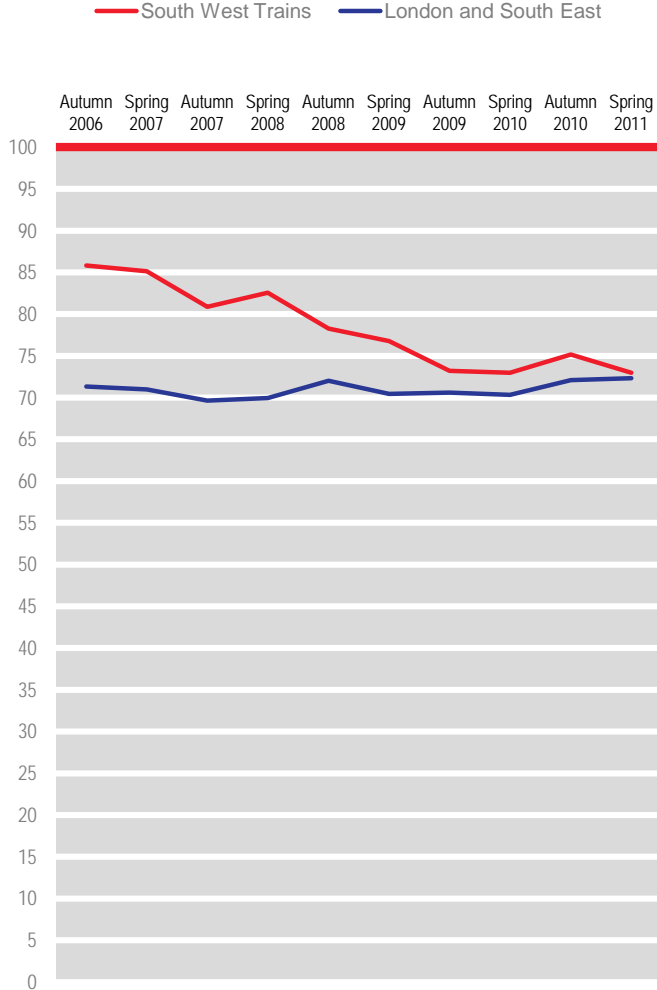
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the train

(2293)

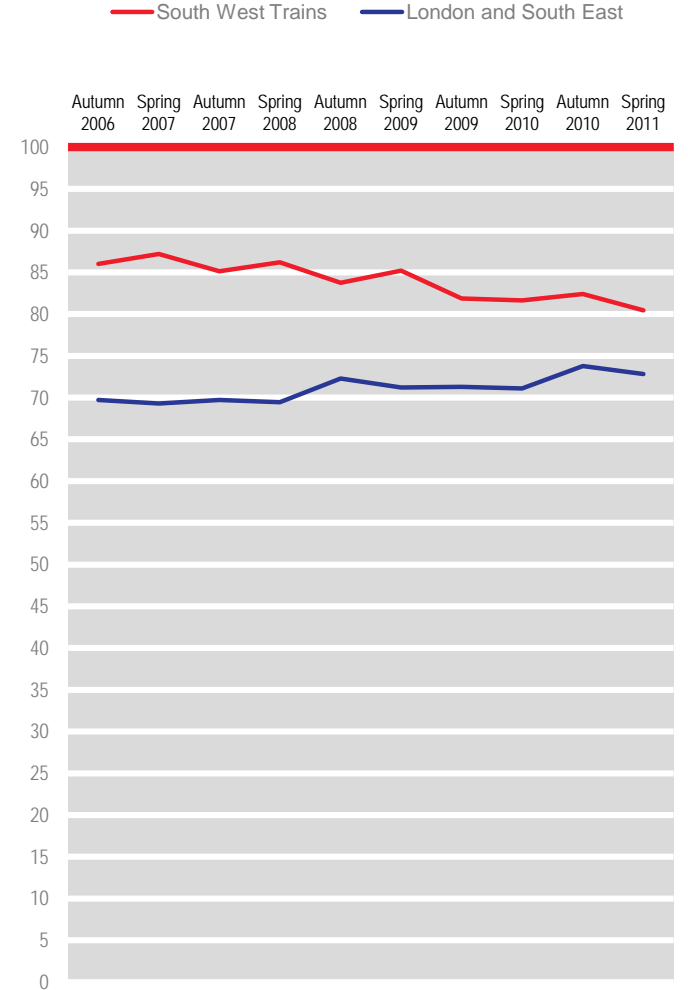
Percentage of passengers satisfied 2006 to 2011



Upkeep and repair of the train

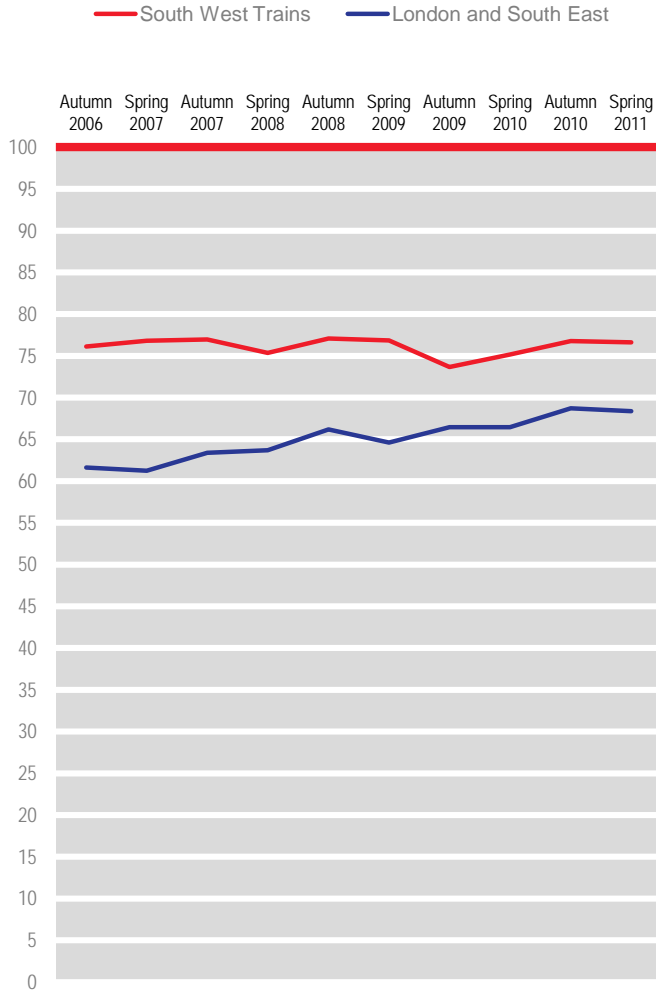
(2266)

Percentage of passengers satisfied 2006 to 2011

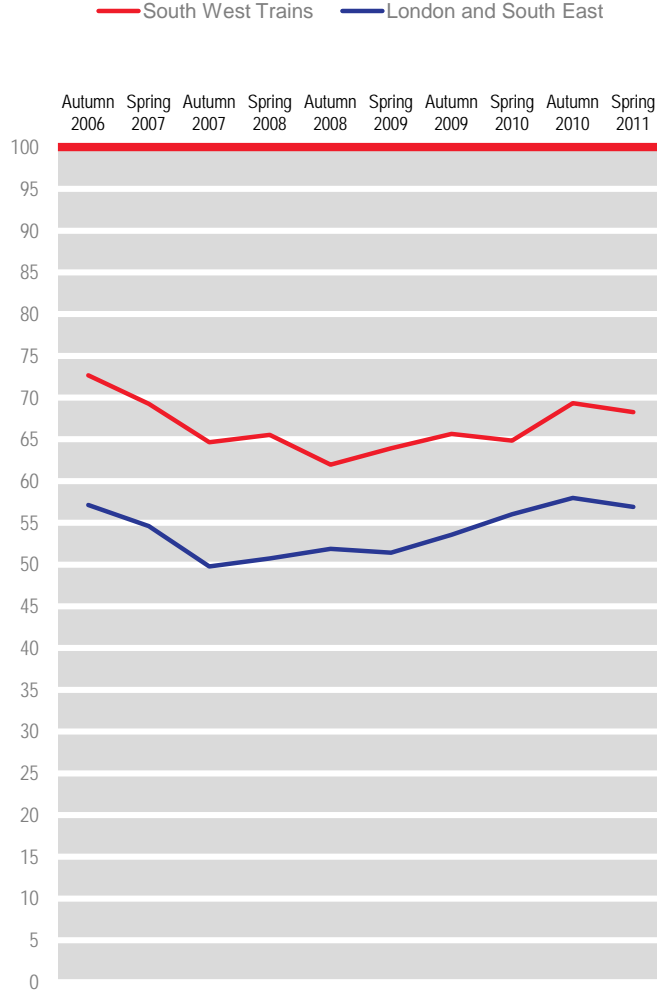


N.B. Benchmarks and targets are only shown for applicable factors

The provision of information during the journey (2076)
Percentage of passengers satisfied 2006 to 2011

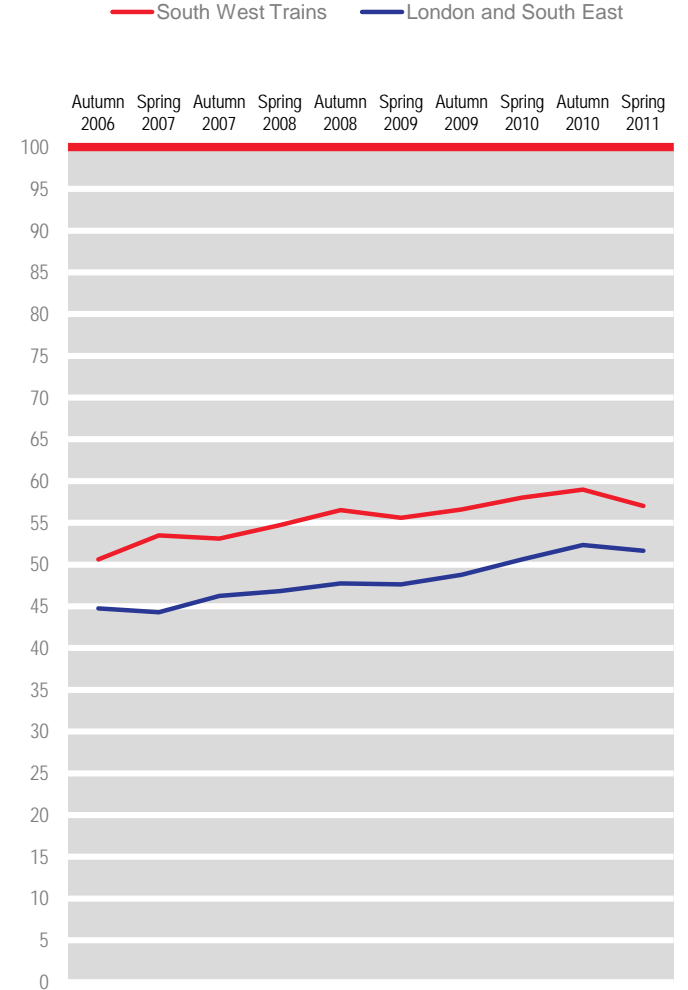


The helpfulness and attitude of staff on train (1413)
Percentage of passengers satisfied 2006 to 2011



The space for luggage

(1718)
Percentage of passengers satisfied 2006 to 2011

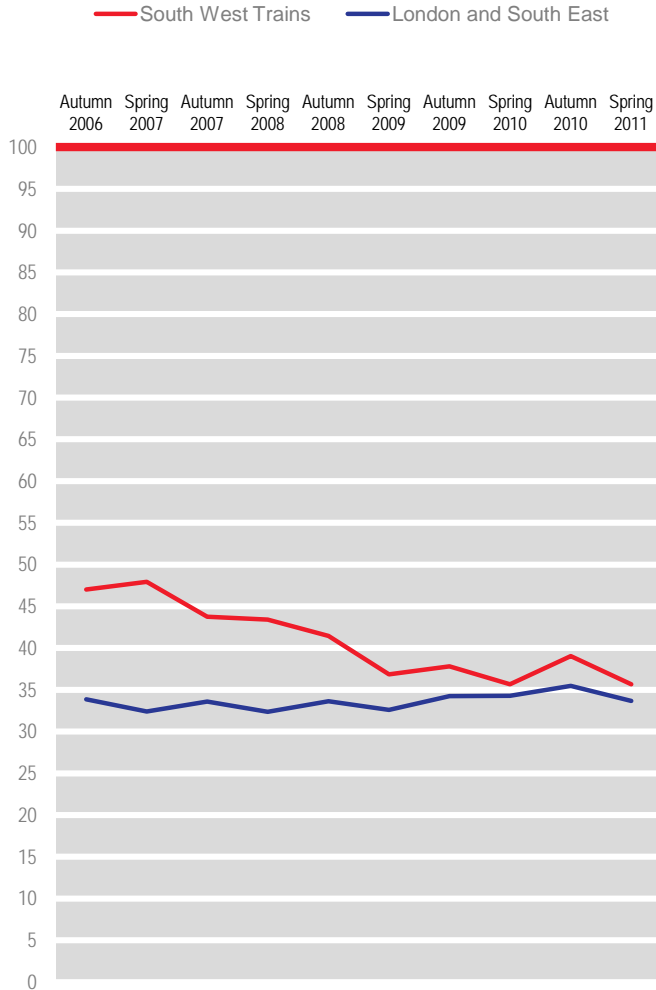


N.B. Benchmarks and targets are only shown for applicable factors

Toilet facilities on train

(909)

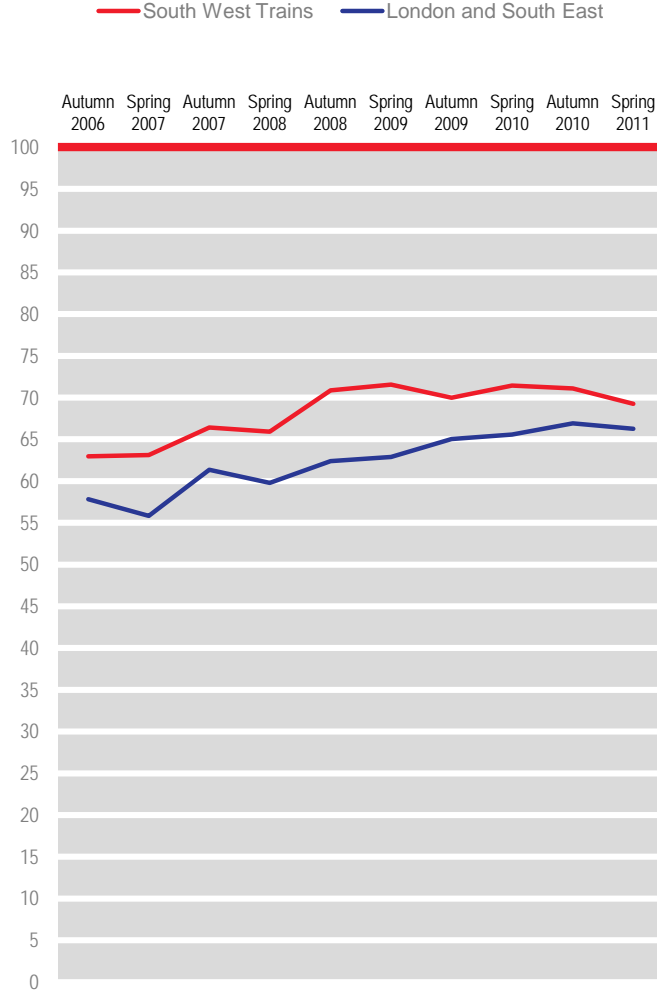
Percentage of passengers satisfied 2006 to 2011



Sufficient room for all the passengers to sit/stand

(2228)

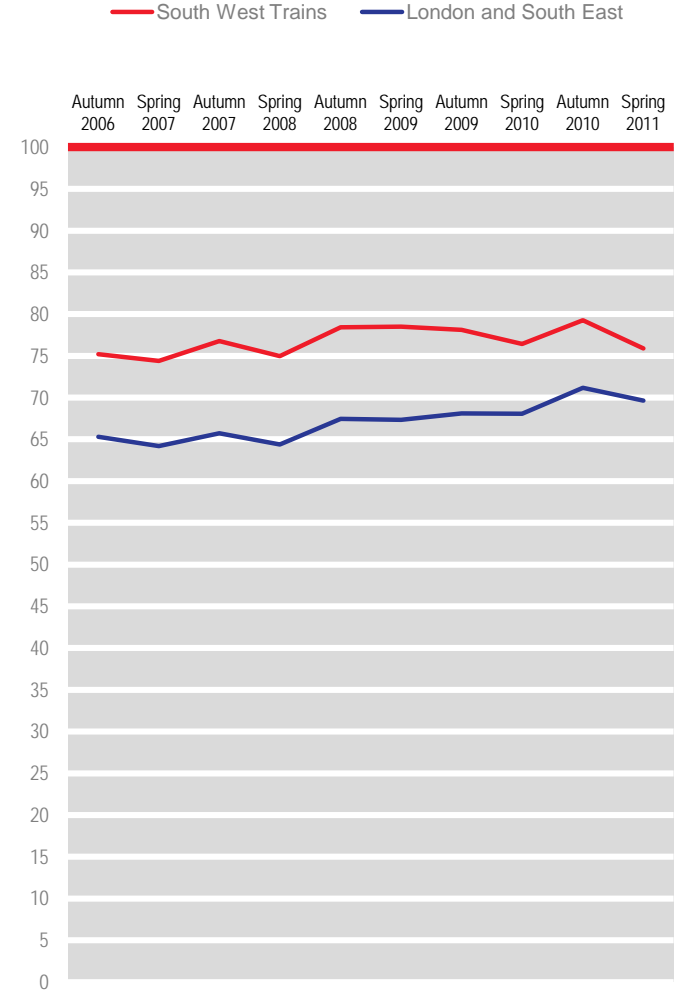
Percentage of passengers satisfied 2006 to 2011



The comfort of the seating area

(2226)

Percentage of passengers satisfied 2006 to 2011

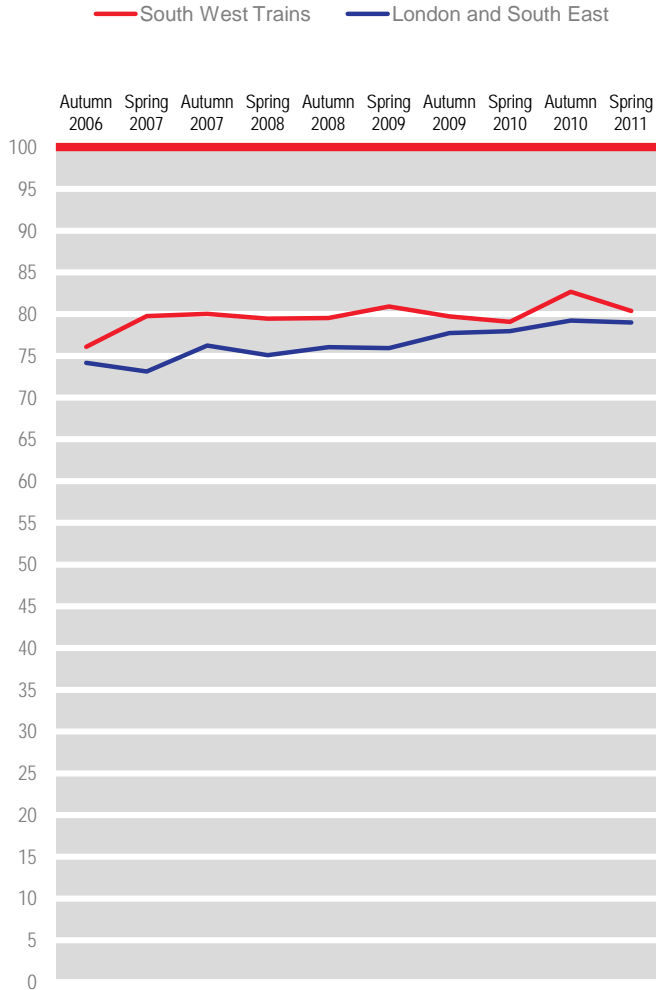


N.B. Benchmarks and targets are only shown for applicable factors

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

(2255)

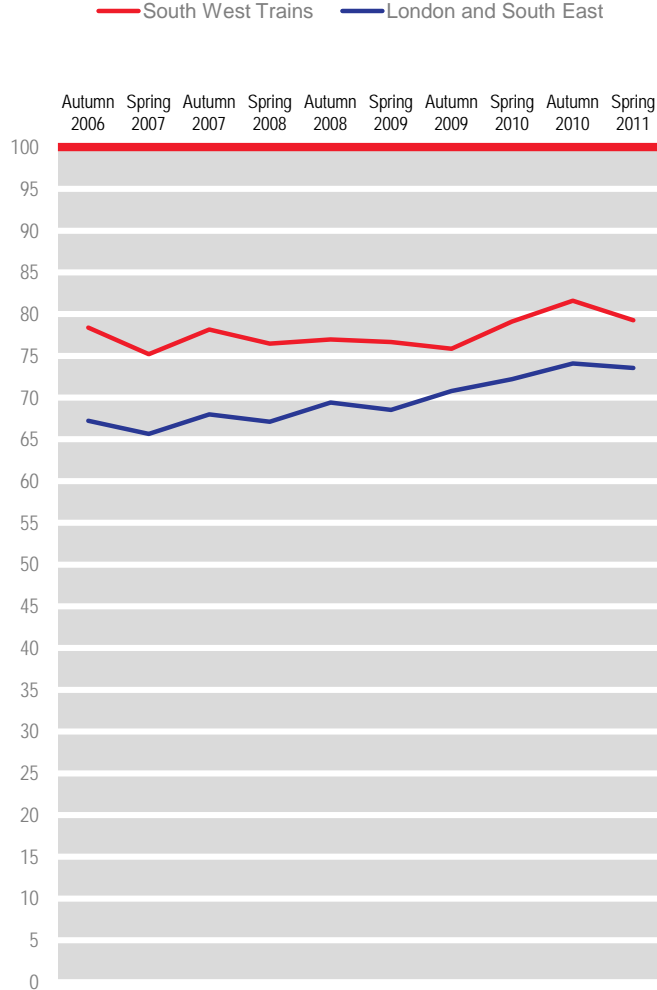
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst on board

(2134)

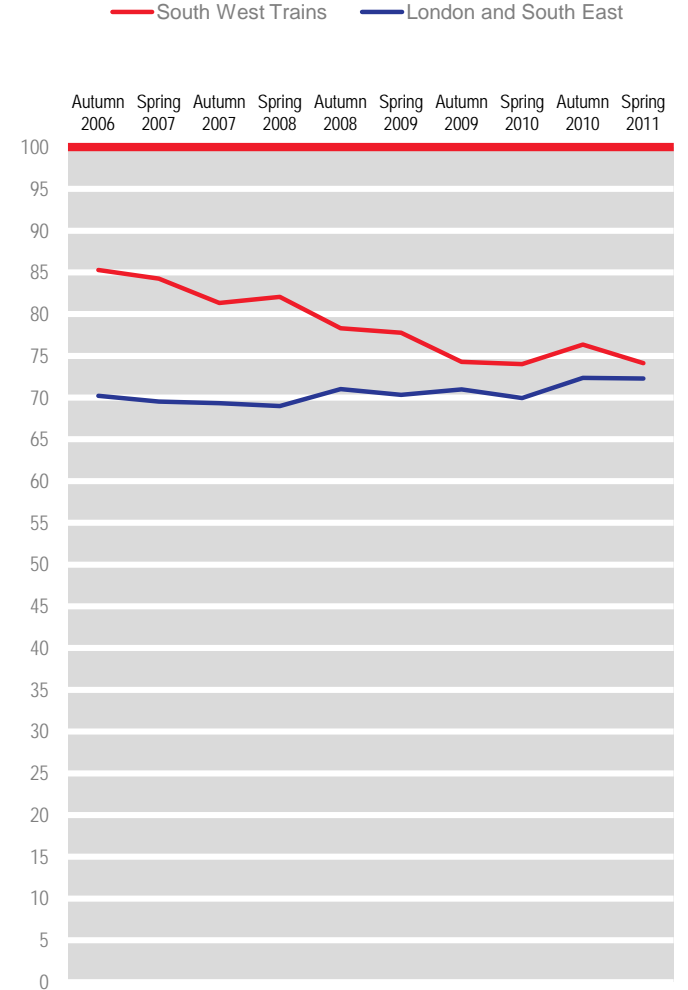
Percentage of passengers satisfied 2006 to 2011



The cleanliness of the inside of the train

(2275)

Percentage of passengers satisfied 2006 to 2011

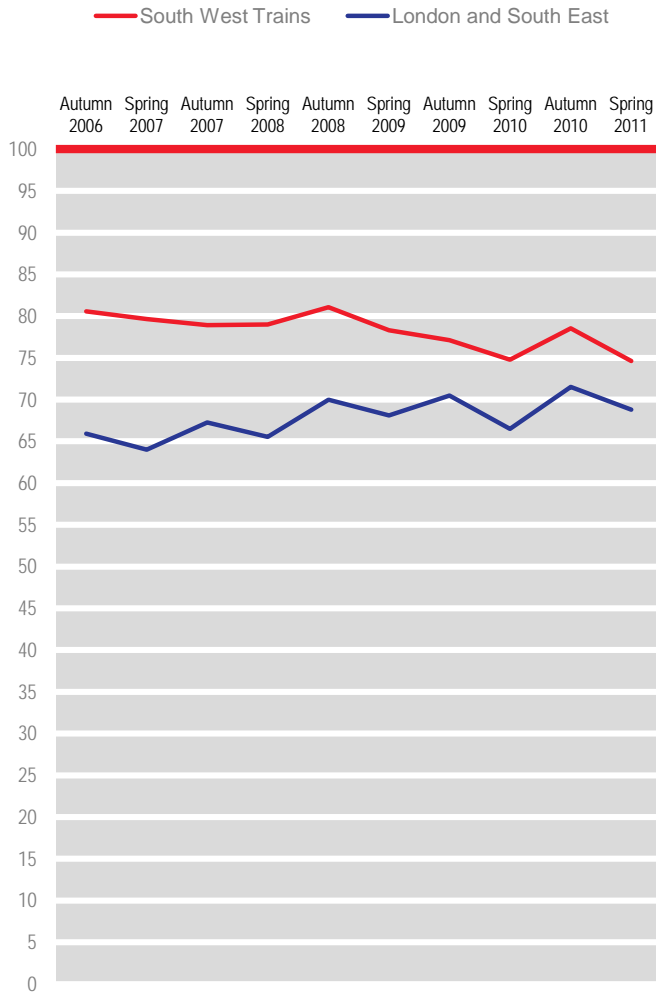


N.B. Benchmarks and targets are only shown for applicable factors

The cleanliness of the outside of the train

(2016)

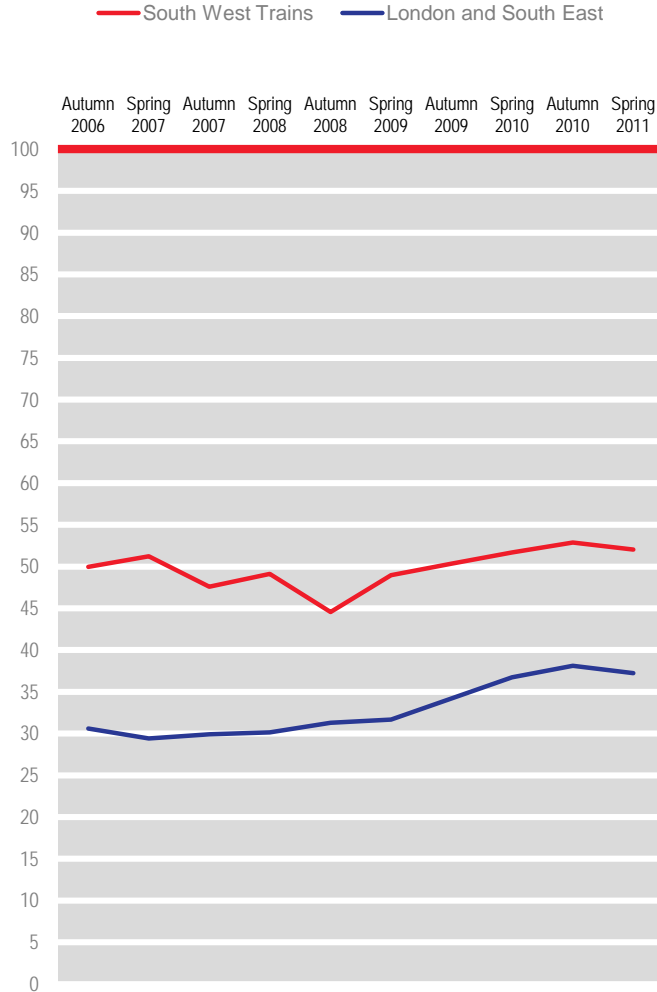
Percentage of passengers satisfied 2006 to 2011



The availability of staff on the train

(1770)

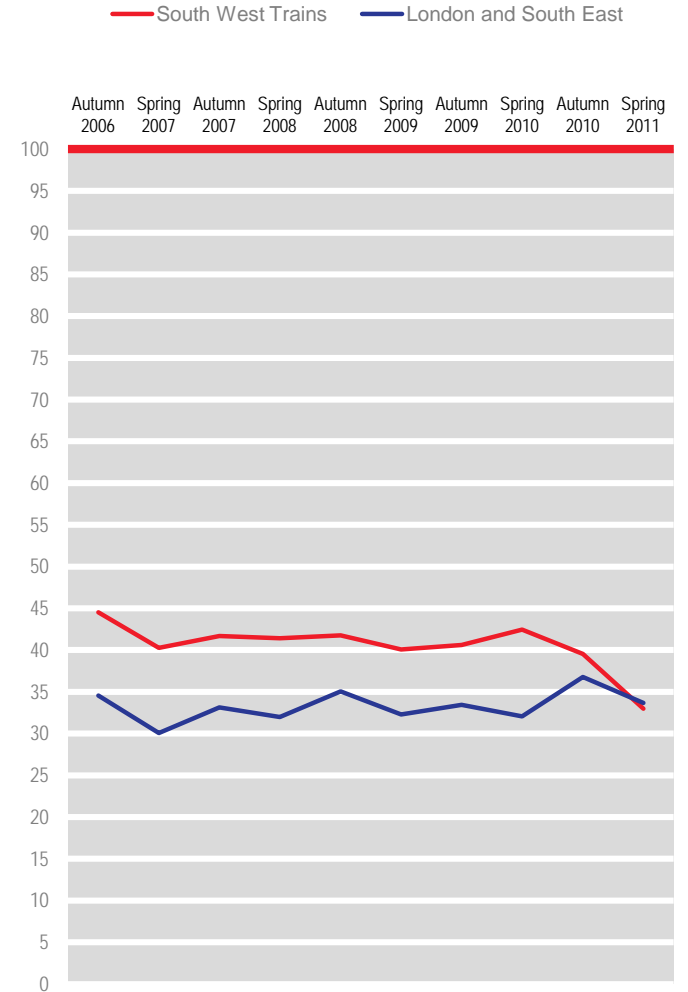
Percentage of passengers satisfied 2006 to 2011



How well train company dealt with delay

(277)

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

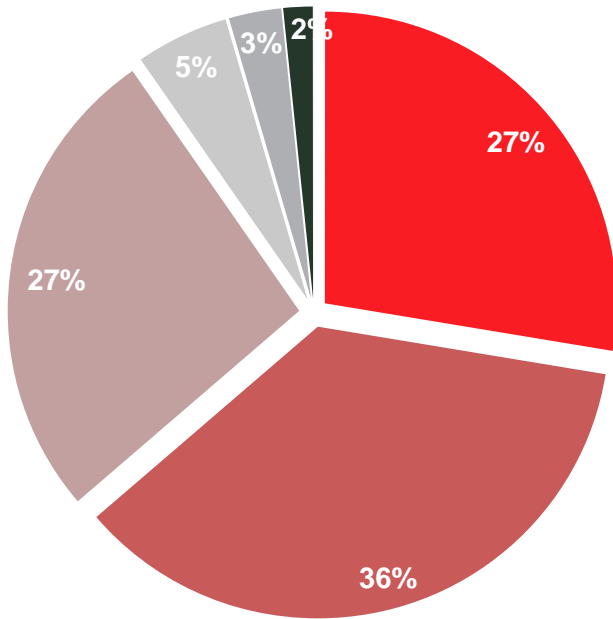
Managed versus non-managed stations for South West Trains

	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	68	-	87
Ticket buying facilities	70		71
Provision of information about train times/platforms	81	-	89
The upkeep/repair of the station buildings/platforms	51	-	77
Cleanliness	58	-	75
The facilities and services	41	-	68
The attitudes and helpfulness of the staff	68		70
Connections with other forms of public transport	67	-	89
Facilities for car parking	51	+	26
Overall environment	57	-	78
Your personal security whilst using	63	-	76
The availability of staff	51		57
How request to station staff was handled	79		80

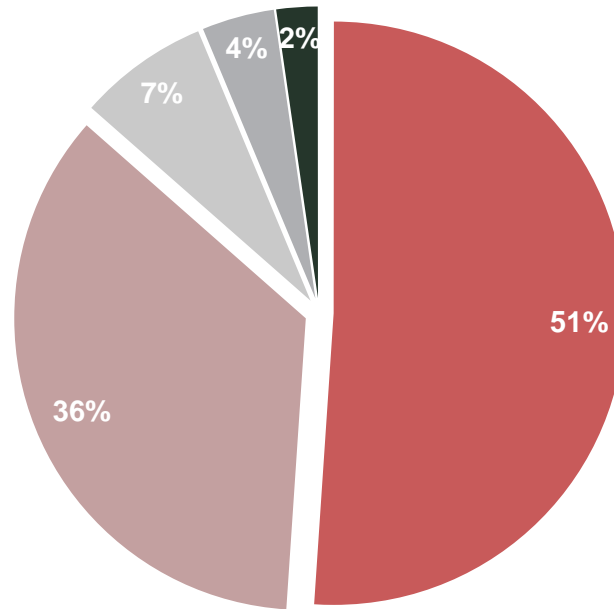
Managed versus non-managed stations for South West Trains

(% Passengers Journeys originating from each type of station)

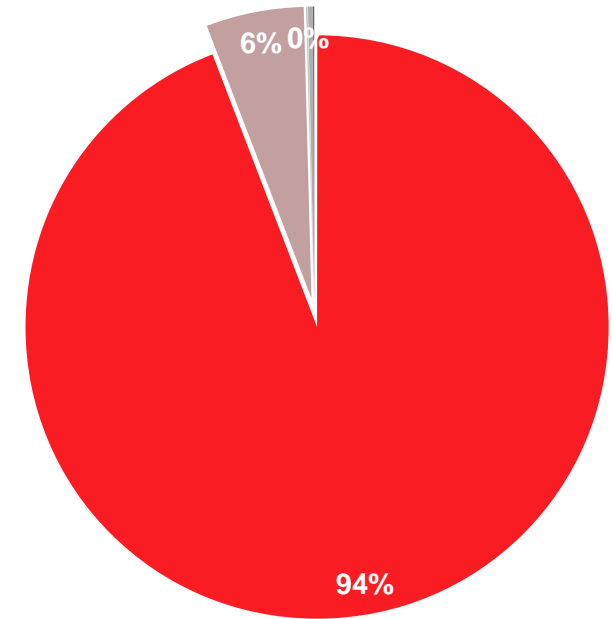
Overall Total



Stations managed by TOC



Stations not managed by TOC



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

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

Peak/off-peak satisfaction scores for South West Trains

	Peak		Off-Peak			
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
Overall satisfaction	79		76	86		86
Overall satisfaction with the station	77		-	73		-
Ticket buying facilities	70	+	58	71		69
Provision of information about train times/platforms	80		84	84	+	78
The upkeep/repair of the station buildings/platforms	61		63	58	+	54
Cleanliness	61		63	63		60
The facilities and services	49		53	50	+	43
The attitudes and helpfulness of the staff	67		74	69		67
Connections with other forms of public transport	71	-	82	75		74
Facilities for car parking	53		52	46		46
Overall environment	64		65	63	+	58
Your personal security whilst using	64		69	68		64
The availability of staff	46		55	54		52
How request to station staff was handled	75		70	80		85

* 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

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

Peak/off-peak satisfaction scores for South West Trains

	Peak			Off-Peak		
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
The frequency of the trains on that route	79		78	78		79
Punctuality/reliability (i.e. the train arriving/departing on time)	87		84	86		88
The length of time the journey was scheduled to take (speed)	82		80	84		86
Connections with other train services	81		76	77		76
The value for money for the price of your ticket	24		28	39	-	44
Cleanliness of the train	68		68	74		74
Upkeep and repair of the train	75		75	82		83
The provision of information during the journey	72		71	78		76
The helpfulness and attitude of staff on train	65		53	69		67
The space for luggage	45		44	60		60
The toilet facilities	24		19	38		38
Sufficient room for all passengers to sit/stand	37		45	76		75
The comfort of the seating area	58		61	80		78
The ease of being able to get on and off	72		69	82		80
Your personal security on board	75		78	80		79
The cleanliness of the inside	69		70	75		75
The cleanliness of the outside	69		73	76		75
The availability of staff	44		36	54		54
How well train company deals with delays	26		38	34		43

* 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		
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
Overall satisfaction	75		75	85		84
Overall satisfaction with the station	73		-	75		-
Ticket buying facilities	66		65	72		71
Provision of information about train times/platforms	75		76	79	+	77
The upkeep/repair of the station buildings/platforms	60		61	64	+	61
Cleanliness	67		68	70	+	67
The facilities and services	48		49	48		48
The attitudes and helpfulness of the staff	62	-	66	70		69
Connections with other forms of public transport	74		75	74		75
Facilities for car parking	46	+	42	47		47
Overall environment	61		61	64	+	62
Your personal security whilst using	60		62	66	+	64
The availability of staff	51	-	55	57		56
How request to station staff was handled	73		73	84		84

* 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

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

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

	Peak			Off-Peak		
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
The frequency of the trains on that route	73	+	69	77		77
Punctuality/reliability (i.e. the train arriving/departing on time)	73		73	81	-	82
The length of time the journey was scheduled to take (speed)	77		76	85		85
Connections with other train services	71		71	77	+	75
The value for money for the price of your ticket	23	-	29	44	-	47
Cleanliness of the train	68		68	74	+	71
Upkeep and repair of the train	65		65	75	+	73
The provision of information during the journey	61		60	71	+	68
The helpfulness and attitude of staff on train	45		46	60		59
The space for luggage	40		40	55		54
The toilet facilities	24		27	37		36
Sufficient room for all passengers to sit/stand	40		42	73		72
The comfort of the seating area	54		54	74	+	72
The ease of being able to get on and off	69		69	82		81
Your personal security on board	67		67	75		74
The cleanliness of the inside	68		65	74	+	71
The cleanliness of the outside	63		61	70	+	68
The availability of staff	27		26	40		40
How well train company deals with delays	24		25	37		35

* 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 South West Trains

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

Male	44	44
Female	55	53
Not stated	1	3

DELAYS

None	85	86
Minor	13	11
Major	1	2
Not stated	1	1

AGE

16-25	10	10
26-34	21	21
35-44	20	20
45-54	23	21
55-59	9	9
60-64	8	8
65+	8	9
Not stated	1	1

REGULAR TRAVELLER

Yes	71	70
No	29	30

TIME OF TRAVEL

Peak	17	12
Off-peak	83	88

JOURNEY PURPOSE

Commuter	53	53
Business	15	15
Leisure	32	32

ASKED FOR HELP OR INFORMATION

Yes asked for help	7	8
Yes asked for information	7	6
Could not find anyone to ask	3	3
No	83	83
Not stated	1	2

Weighted sample profile for London and South East

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

	Spring 2011 %	Spring 2010 %		Spring 2011 %	Spring 2010 %
SEX			DELAYS		
Male	44	44	None	81	81
Female	54	53	Minor	16	15
Not stated	2	3	Major	2	2
			Not stated	1	1
AGE			REGULAR TRAVELLER		
16-25	11	10	Yes	70	69
26-34	19	18	No	30	31
35-44	20	21			
45-54	23	22			
55-59	9	9	TIME OF TRAVEL		
60-64	9	8	Peak	21	22
65+	9	9	Off-peak	79	78
Not stated	1	2			
JOURNEY PURPOSE			ASKED FOR HELP OR INFORMATION		
Commuter	52	51	Yes asked for help	8	8
Business	15	16	Yes asked for information	8	8
Leisure	33	33	Could not find anyone to ask	3	3
			No	81	81
			Not stated	1	2

Station sample sizes for South West Trains

Station	Unweighted	Station	Unweighted	Station	Unweighted
London Waterloo	335	Raynes Park	22	Dorking	12
Clapham Junction	171	Barnes Bridge	22	Exeter St Davids	12
Wimbledon	86	Eastleigh	22	Kingston	11
Guildford	66	Farnborough Main	22	Walton-On-Thames	11
Vauxhall	64	Ryde Pier Head	21	Addlestone	11
Southampton Central	62	Ryde St Johns Road	21	Lake (Isle Of Wight)	10
Petersfield	61	Christchurch	21	Pinhoe	10
Winchester	55	New Malden	21	Whitton	10
Surbiton	47	Poole	20	Kempton Park	8
Andover	47	Brockenhurst	19	Reading	7
Portsmouth And Southsea	43	Staines	19	Brading	7
Basingstoke	43	Sandown	19	Weymouth	6
Salisbury	42	Teddington	18	Grateley	6
Woking	42	Fleet	17	Pokesdown	6
Shanklin	36	Ryde Esplanade	17	Wool	6
Chessington North	34	Honiton	17	Ashtead	6
Southampton Airport Parkway	32	Hersham	16	Bath Spa	4
Worcester Park	32	Portsmouth Harbour	16	Whitchurch (Hampshire)	3
Egham	30	Epsom	16	Hamble	3
Ash Vale	28	Witley	15	Swanwick	3
Richmond (Surrey)	27	Bracknell	15	Westbury (Wiltshire)	2
Twickenham	26	Bournemouth	15	Smallbrook Junction	2
Leatherhead	26	Ewell West	15	Hilsea	1
Fratton	26	Earley	14	Keynsham	1
Wokingham	25	Gillingham (Dorset)	14	Bradford-On-Avon	1
Weybridge	25	Havant	14	Bristol Temple Meads	1
Hook	24	Ascot	14		
Hampton Court	23	Totton	13		
Godalming	23	Fareham	13		
Sunningdale	23	Strawberry Hill	12		
Exeter Central	23	Tolworth	12		

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

	Sample size	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	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		



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