

National Passenger Survey

TOC Report for Southern

Spring 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 Southern 5
- 2.2** Train factor results for Southern 6
- 2.3** Overall satisfaction and station factor results for London and South East 8
- 2.4** Train factor results for London and South East 9
- 2.5** Southern performance versus London and South East 11
- 2.6** Building block/route data for Southern 13

3 Passenger satisfaction trend charts

- 3.1** Trend charts of all passenger satisfaction results for Southern 15

4 Managed versus non-managed stations

- 4.1** Station factor results for Southern 26
- 4.2** Network Rail categorisation for Southern 27

5 Peak/off-peak satisfaction

- 5.1** Peak/off peak satisfaction for Southern 28
- 5.2** Peak/off peak satisfaction for London and South East 30

6 Sample profile

- 6.1** Weighted sample profile for Southern 32
- 6.2** Weighted sample profile for London and South East 33
- 6.3** Station sample sizes for Southern 34
- 6.4** Weighted sample composition for all TOCs 35
- 6.5** Unweighted sample composition for all TOCs 36

7 Technical appendix

- 7.1** Standard reports produced for NPS 37
- 7.2** Rail sectors 38

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

A reply paid envelope is provided for returning questionnaires.

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

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

The number of questionnaires handed out will depend on:

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

TOC data is compiled to provide a national sample.

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

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

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

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

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

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

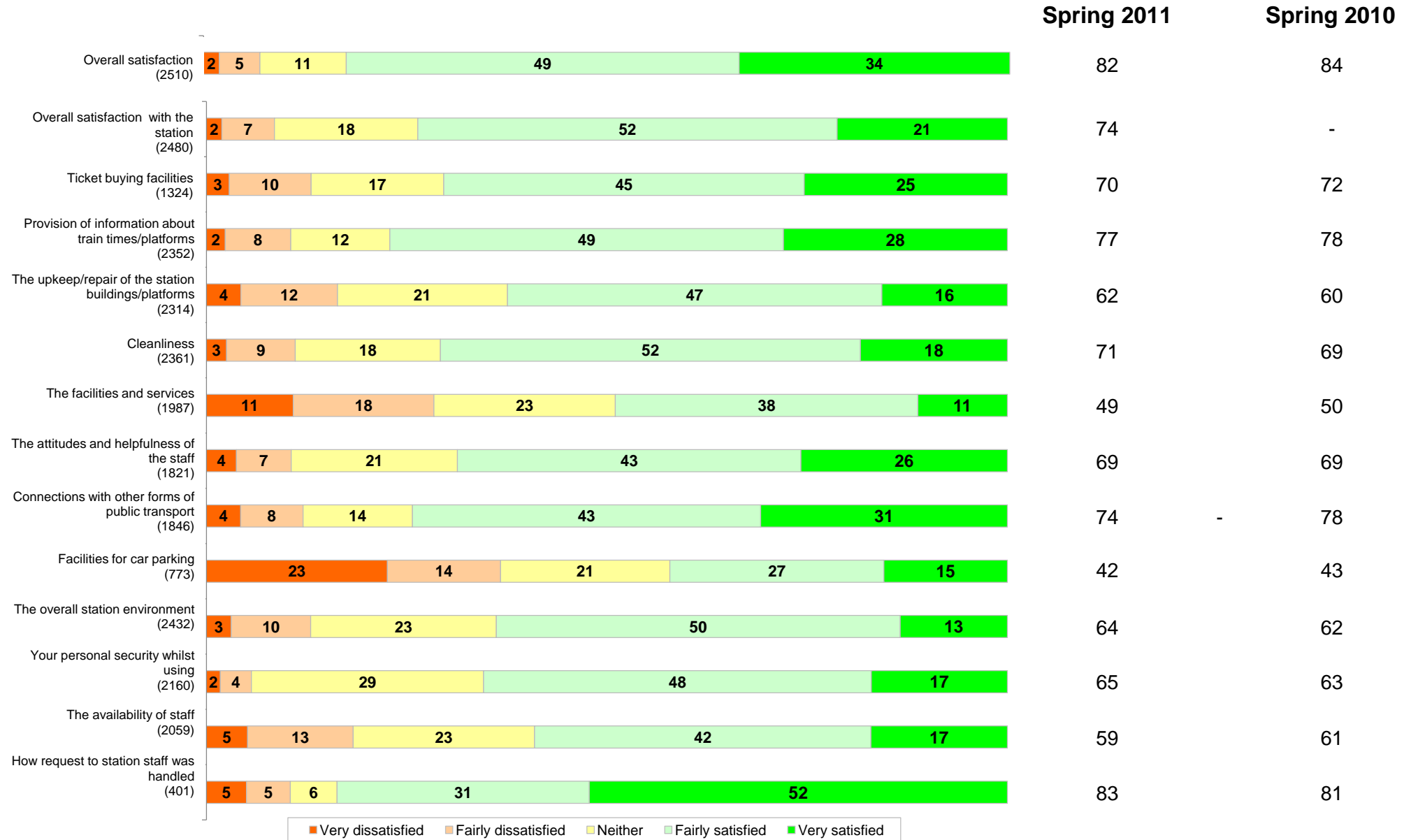
Some shifts had to be rescheduled because of heavy rain and line damage caused by flooding.

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

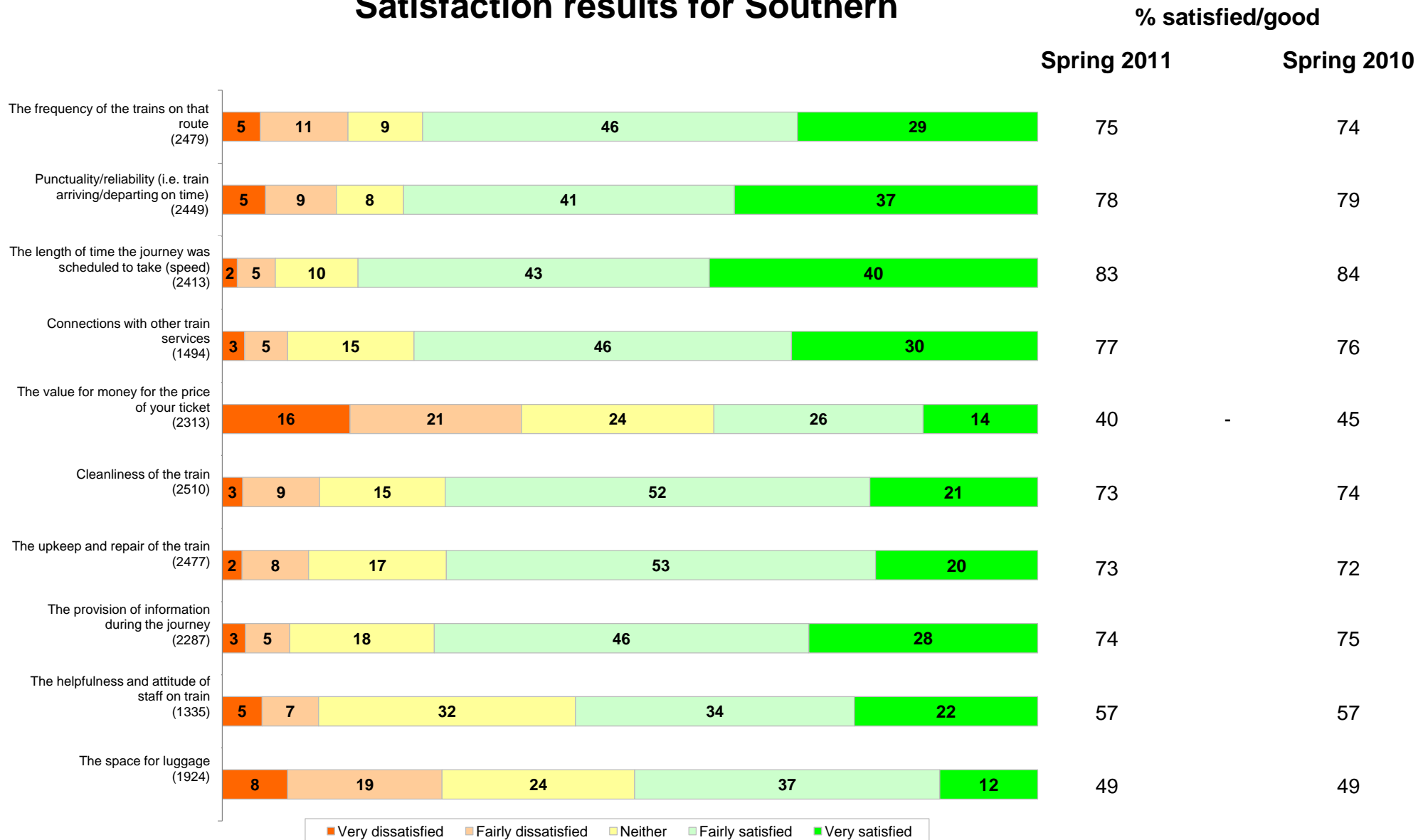
% satisfied/good

Satisfaction results for Southern



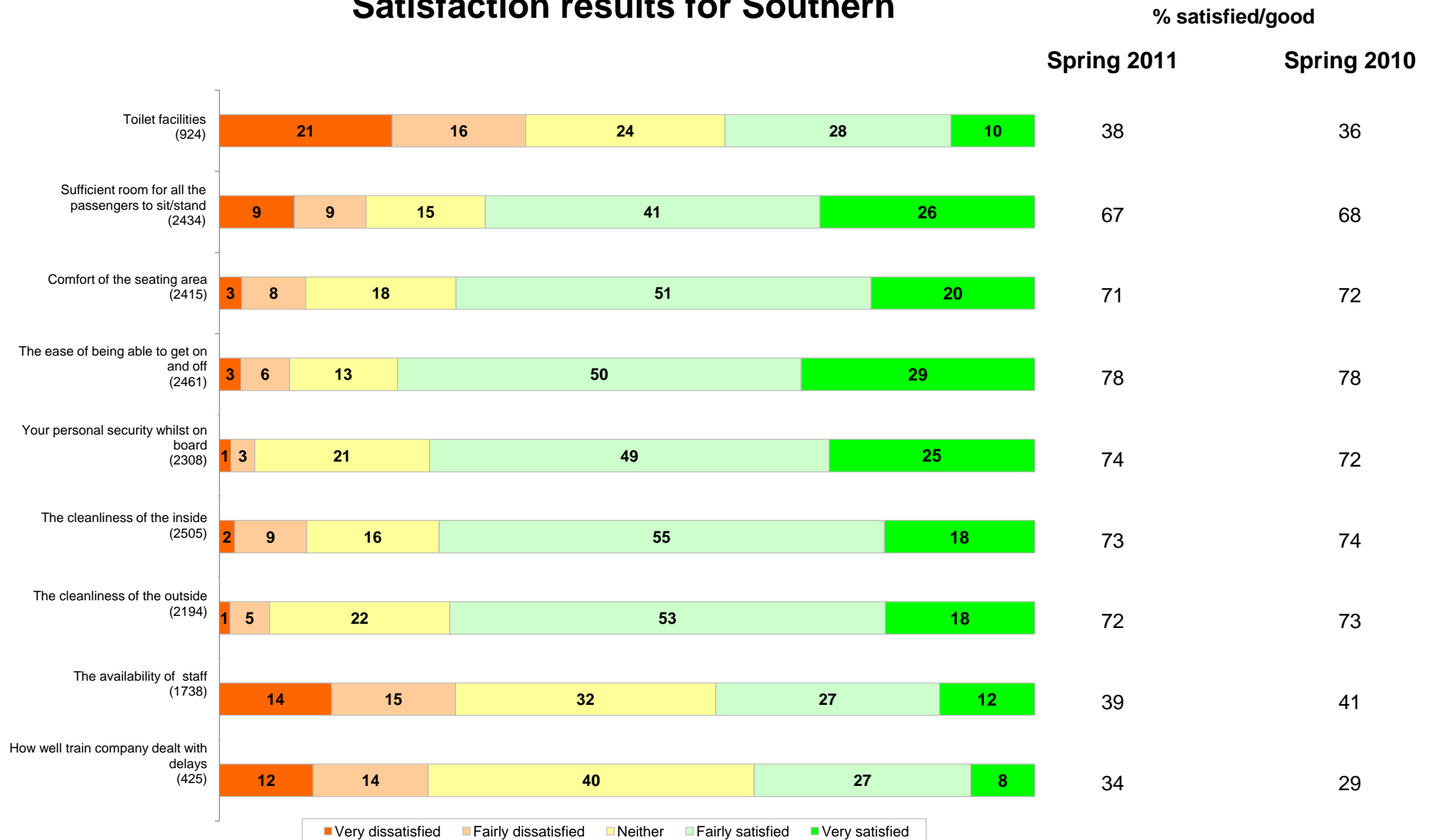
At 95% confidence level:
+ denotes significant increase
- denotes significant decrease

Satisfaction results for Southern



At 95% confidence level:
+ denotes significant increase
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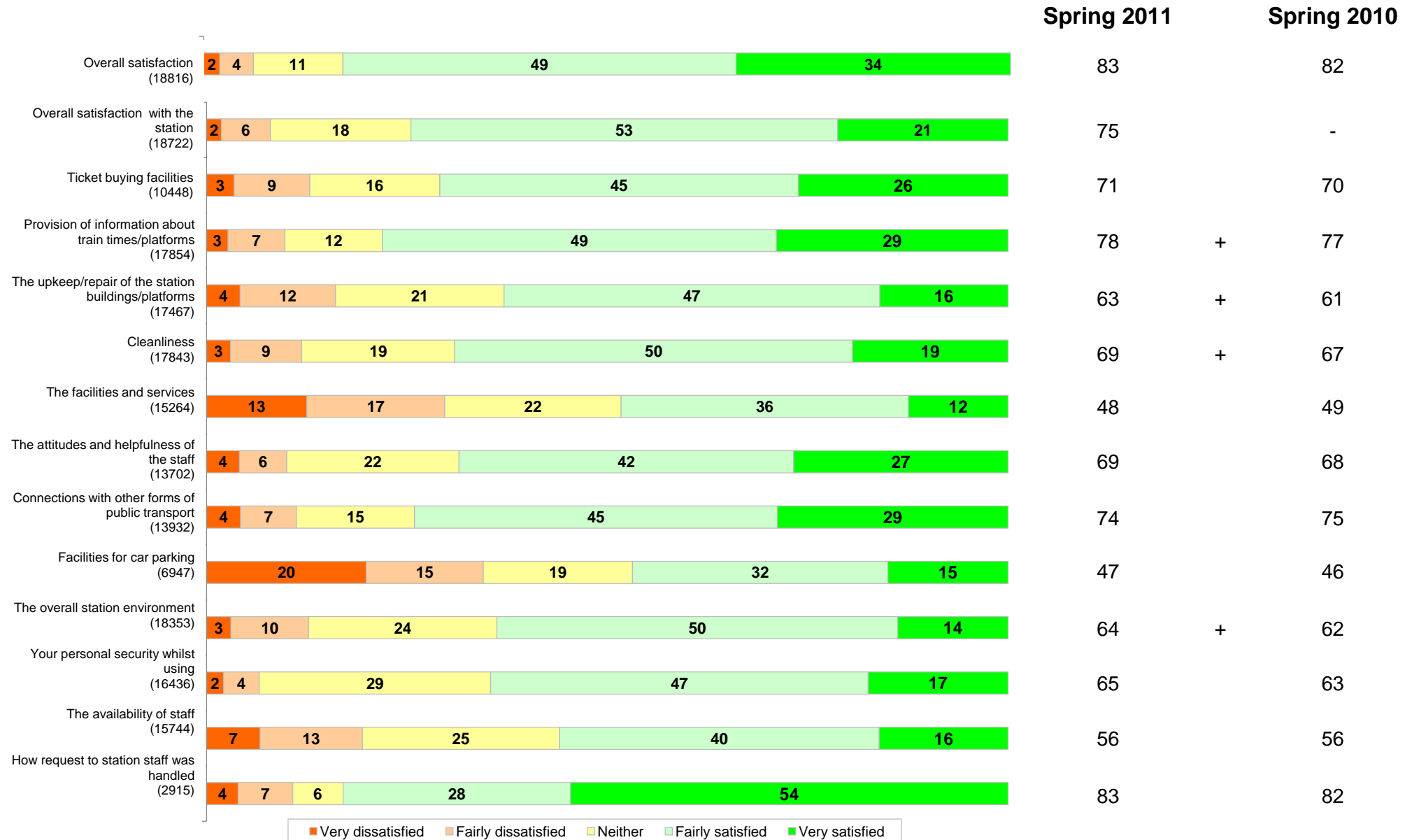
Satisfaction results for Southern



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

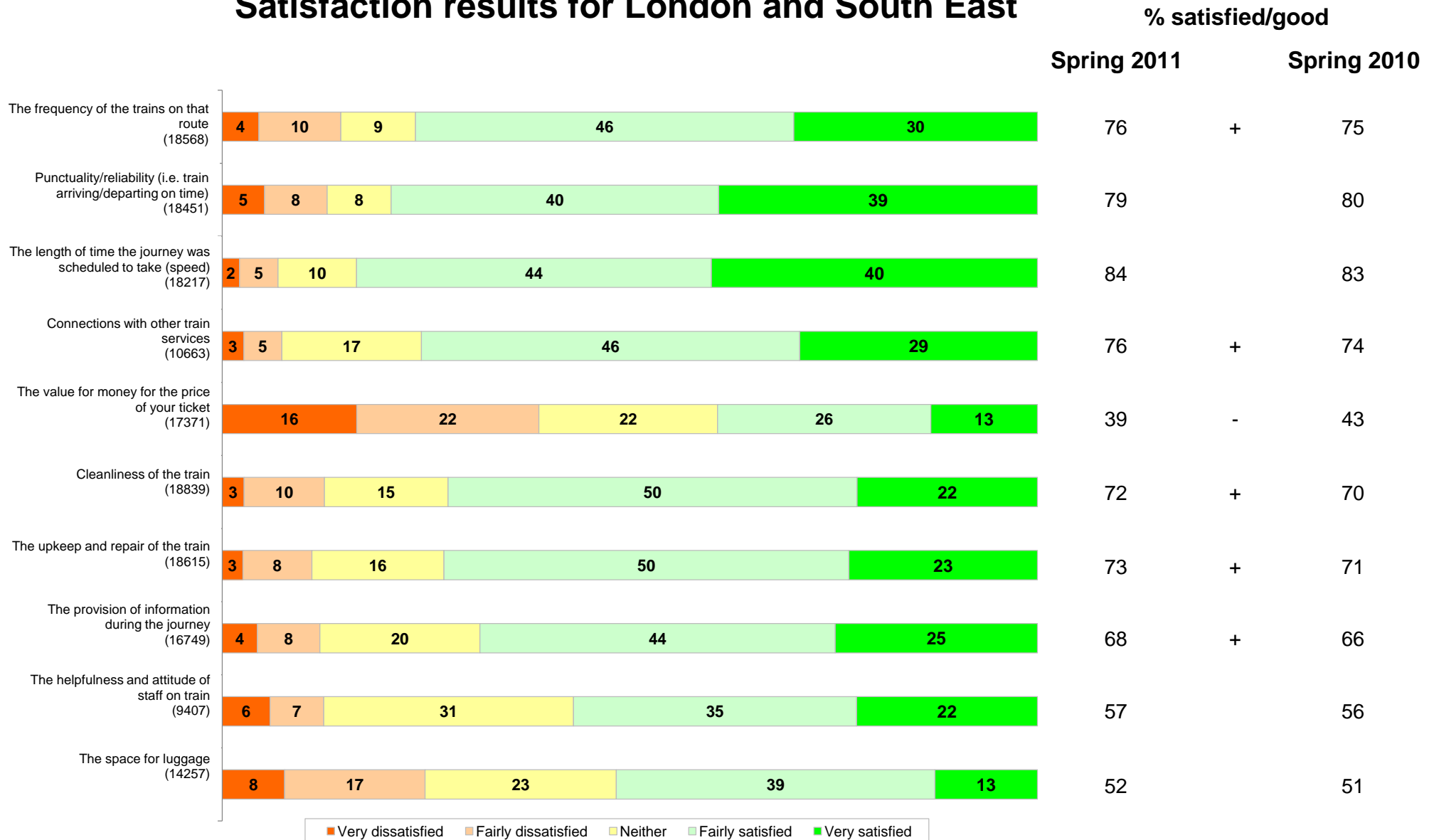
% satisfied/good

Satisfaction results for London and South East



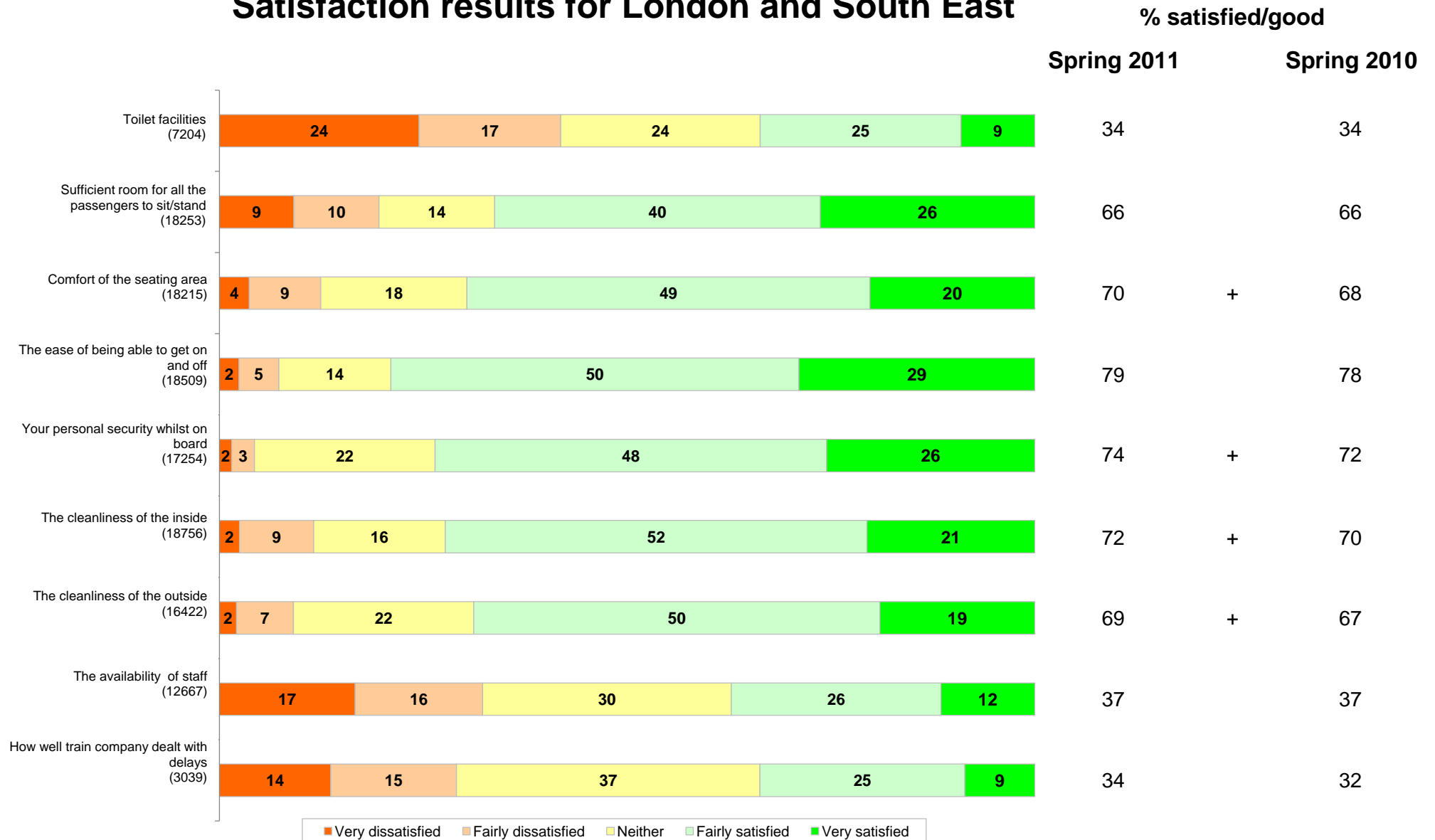
At 95% confidence level:
 + denotes significant increase
 - denotes significant decrease

Satisfaction results for London and South East



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

Satisfaction results for London and South East



Southern performance versus London and South East

	TOC	Sector	TOC Index
Overall satisfaction	82	83	99%
Overall satisfaction with the station	74	75	99%
Ticket buying facilities	70	71	99%
Provision of information about train times/platforms	77	78	99%
The upkeep/repair of the station buildings/platforms	62	63	99%
Cleanliness	71	69	103%
The facilities and services	49	48	101%
The attitudes and helpfulness of the staff	69	69	100%
Connections with other forms of public transport	74	74	100%
Facilities for car parking	42	47	90%
Overall environment	64	64	100%
Your personal security whilst using	65	65	101%
The availability of staff	59	56	105%
How request to station staff was handled	83	83	101%

Southern performance versus London and South East

	TOC	Sector	TOC Index
The frequency of the trains on that route	75	76	99%
Punctuality/reliability (i.e. the train arriving/departing on time)	78	79	98%
The length of time the journey was scheduled to take (speed)	83	84	100%
Connections with other train services	77	76	101%
The value for money for the price of your ticket	40	39	101%
Cleanliness of the train	73	72	100%
Upkeep and repair of the train	73	73	100%
The provision of information during the journey	74	68	108%
The helpfulness and attitude of staff on train	57	57	100%
The space for luggage	49	52	96%
The toilet facilities	38	34	113%
Sufficient room for all passengers to sit/stand	67	66	102%
The comfort of the seating area	71	70	102%
The ease of being able to get on and off	78	79	99%
Your personal security on board	74	74	101%
The cleanliness of the inside	73	72	101%
The cleanliness of the outside	72	69	104%
The availability of staff	39	37	105%
How well train company deals with delays	34	34	102%

Building block/route data for Southern

	Gatwick Express	Metro	Sussex Coast
Overall satisfaction	89	84	80
Overall satisfaction with the station	79	75	72
Ticket buying facilities	74	69	72
Provision of information about train times/platforms	83	76	78
The upkeep/repair of the station buildings/platforms	59	63	62
Cleanliness	66	74	68
The facilities and services	63	47	50
The attitudes and helpfulness of the staff	68	69	69
Connections with other forms of public transport	83	77	71
Facilities for car parking	32	32	52
Overall environment	67	64	64
Your personal security whilst using	70	64	66
The availability of staff	58	57	61
How request to station staff was handled	87	85	82

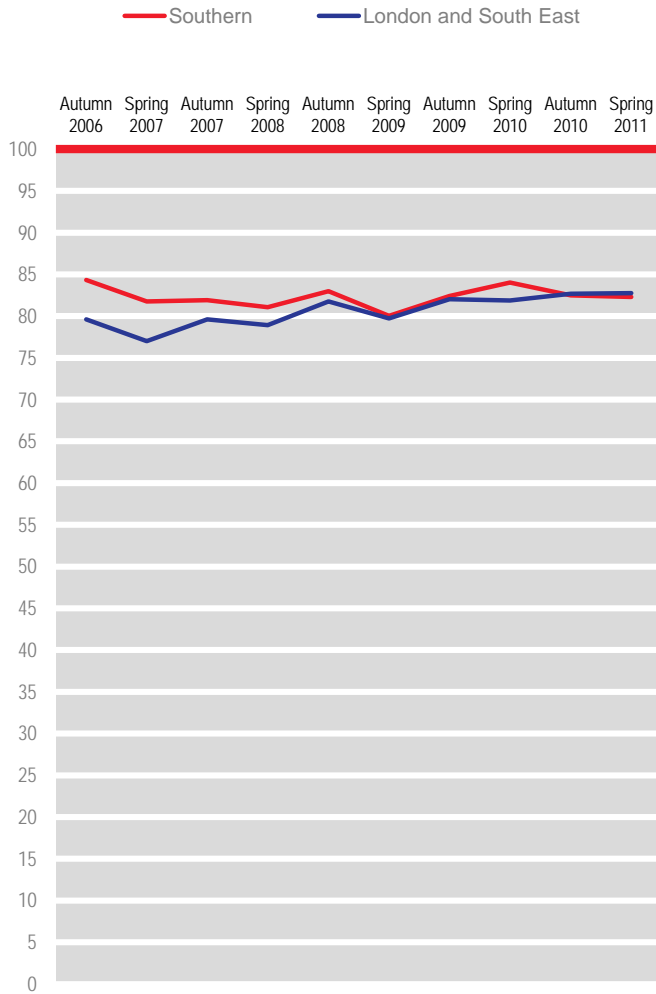
Building block/route data for Southern

	Gatwick Express	Metro	Sussex Coast
The frequency of the trains on that route	98	72	77
Punctuality/reliability (i.e. the train arriving/departing on time)	92	76	79
The length of time the journey was scheduled to take (speed)	94	84	82
Connections with other train services	81	77	75
The value for money for the price of your ticket	34	39	40
Cleanliness of the train	86	72	73
Upkeep and repair of the train	79	72	73
The provision of information during the journey	80	73	74
The helpfulness and attitude of staff on train	83	39	65
The space for luggage	70	48	50
The toilet facilities	61	33	41
Sufficient room for all passengers to sit/stand	84	68	66
The comfort of the seating area	84	70	71
The ease of being able to get on and off	82	77	79
Your personal security on board	90	72	76
The cleanliness of the inside	84	72	73
The cleanliness of the outside	81	72	71
The availability of staff	78	21	51
How well train company deals with delays	24	36	32

Overall satisfaction

(2510)

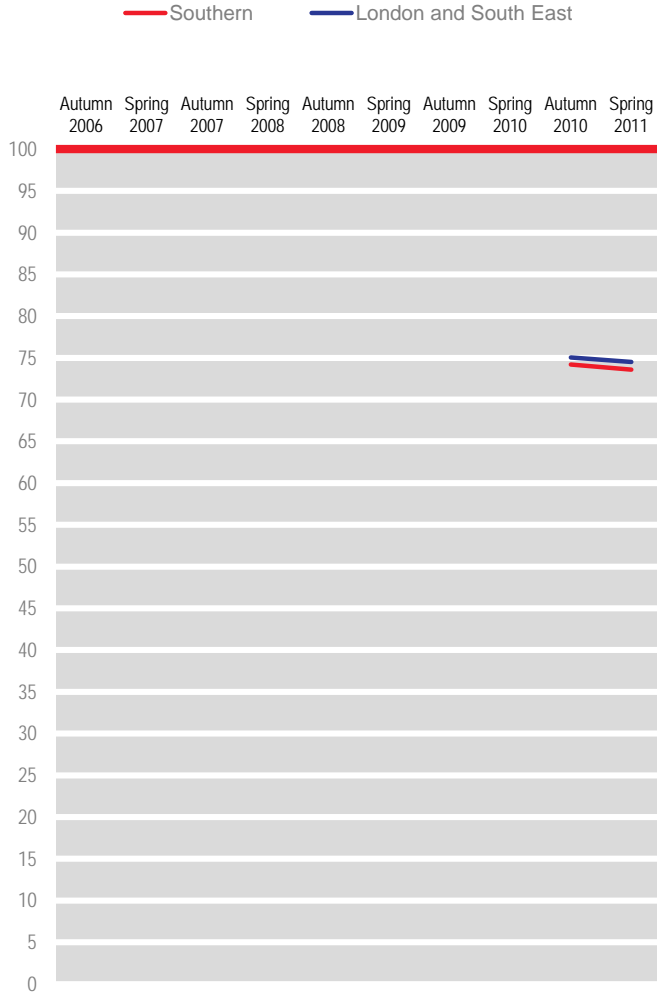
Percentage of passengers satisfied 2006 to 2011



Overall station satisfaction

(2480)

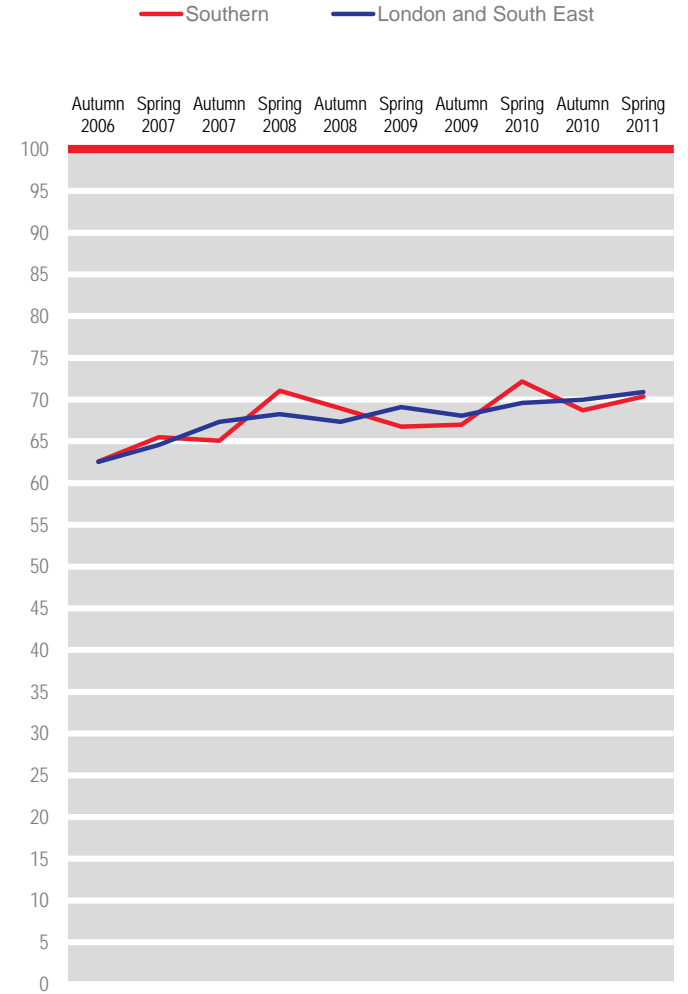
Percentage of passengers satisfied 2006 to 2011



Ticket buying facilities

(1324)

Percentage of passengers satisfied 2006 to 2011

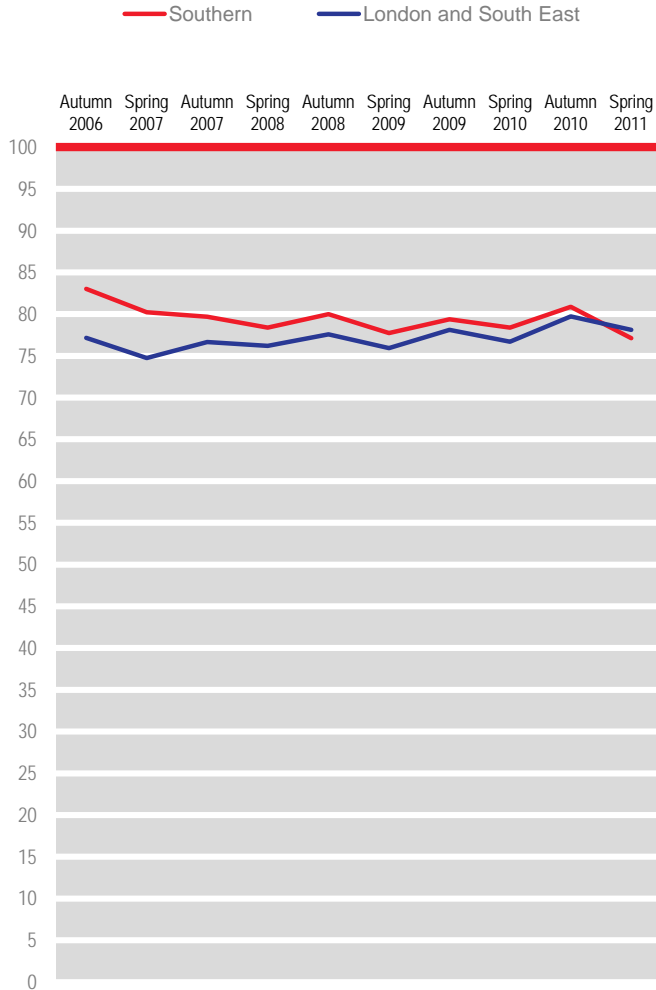


N.B. Benchmarks and targets are only shown for applicable factors

Provision of information about train times/platforms

(2352)

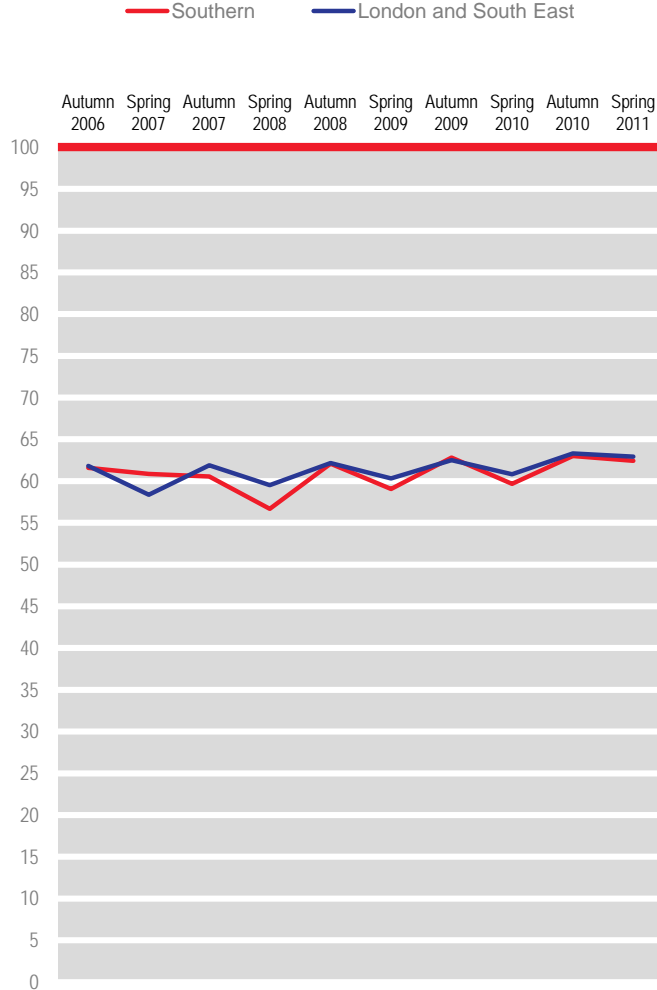
Percentage of passengers satisfied 2006 to 2011



The upkeep/repair of the station building/platforms

(2314)

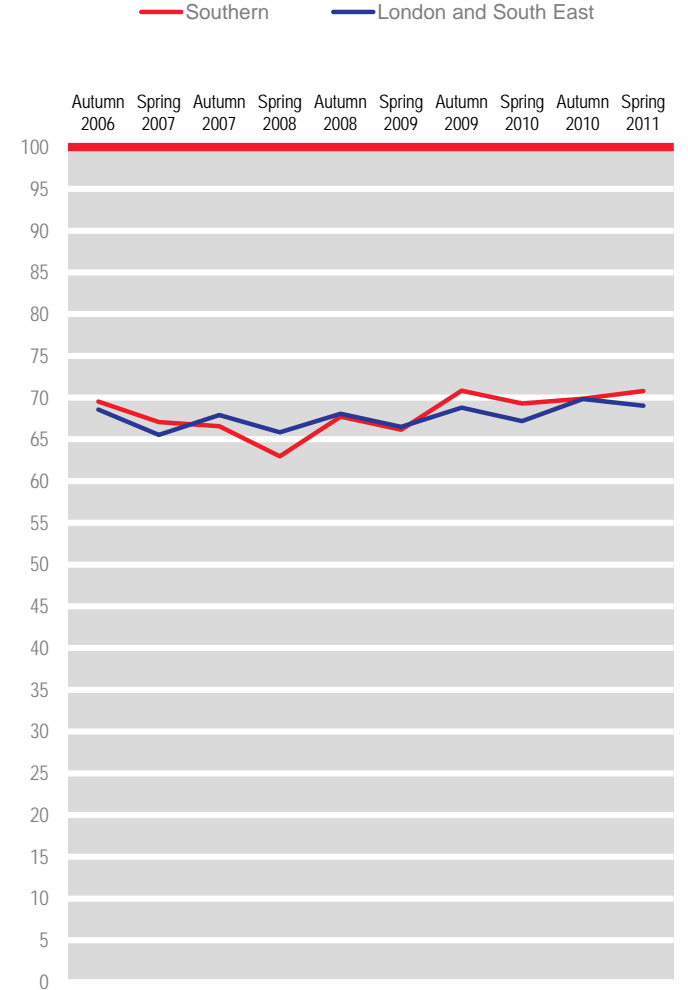
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the station

(2361)

Percentage of passengers satisfied 2006 to 2011

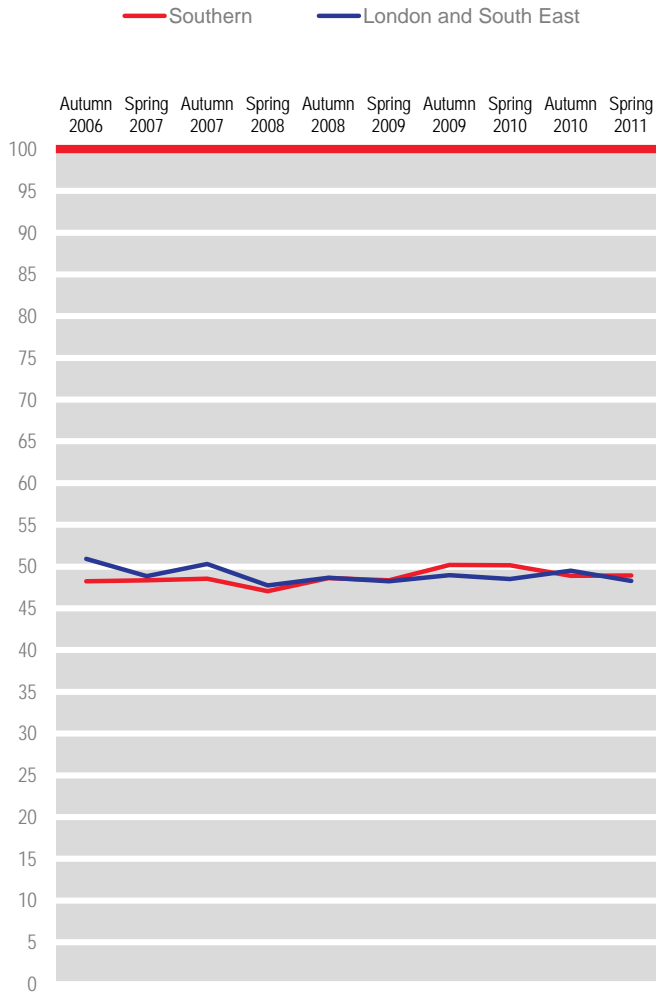


N.B. Benchmarks and targets are only shown for applicable factors

The facilities and services at the station

(1987)

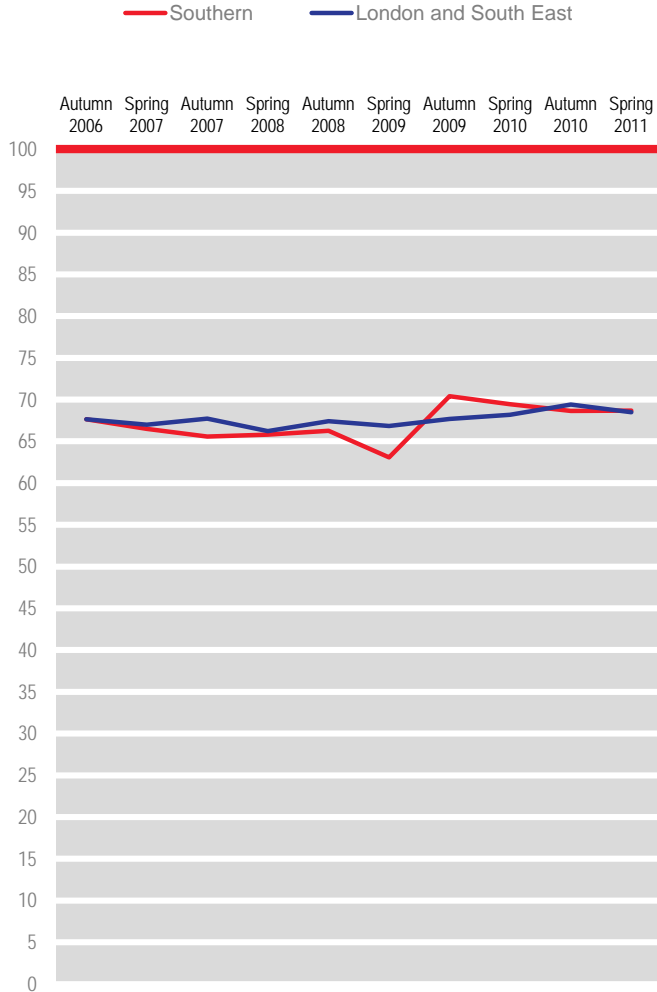
Percentage of passengers satisfied 2006 to 2011



The attitudes and helpfulness of the staff at the station

(1821)

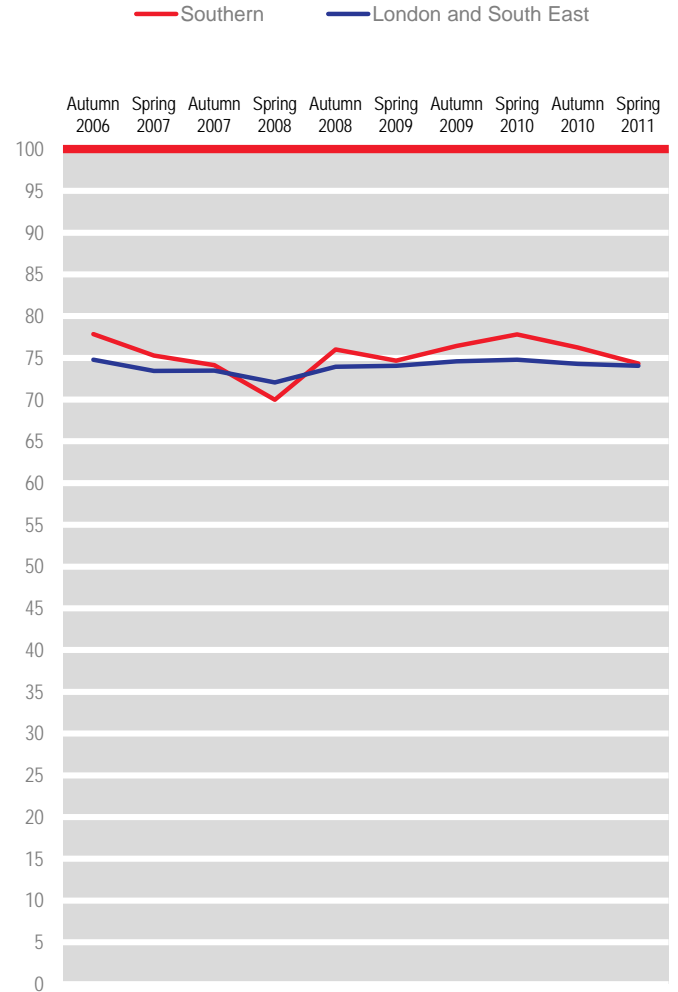
Percentage of passengers satisfied 2006 to 2011



Connections with other forms of public transport from the station

(1846)

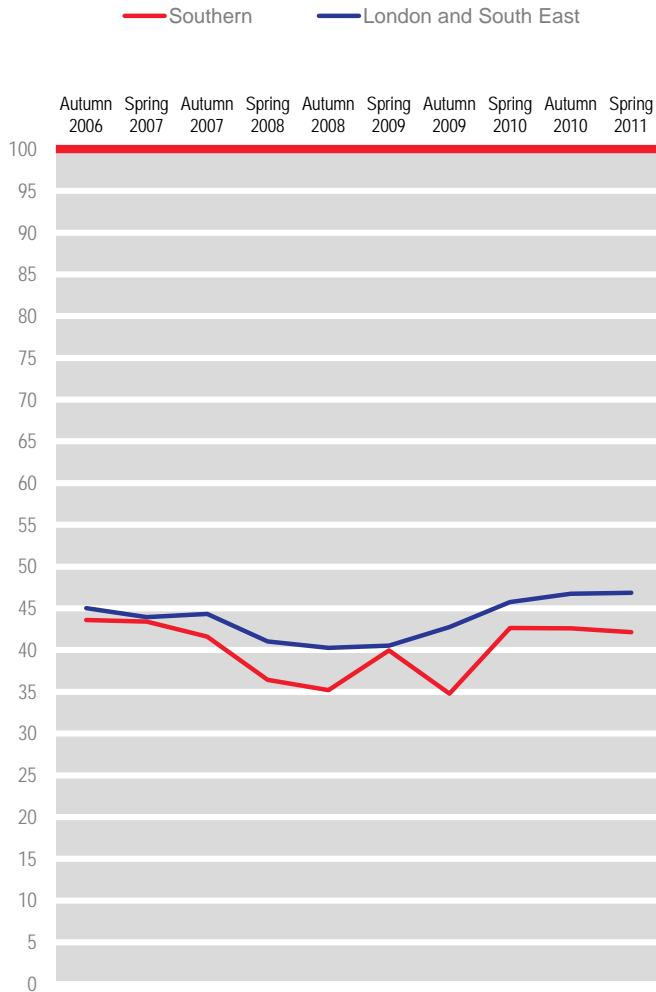
Percentage of passengers satisfied 2006 to 2011



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

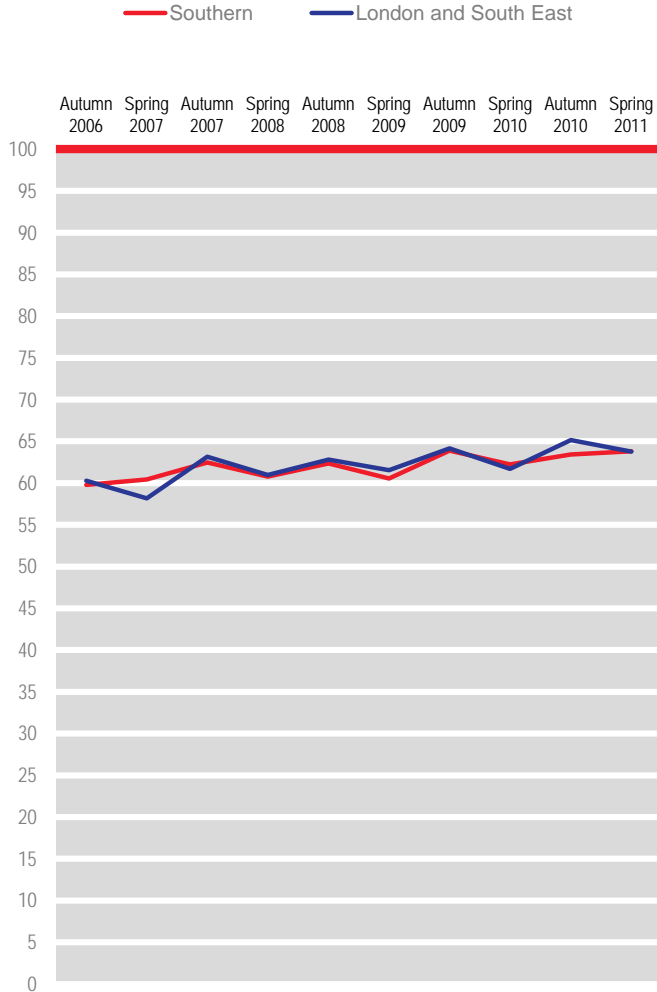
Facilities for car parking at the station

(773)
Percentage of passengers satisfied 2006 to 2011



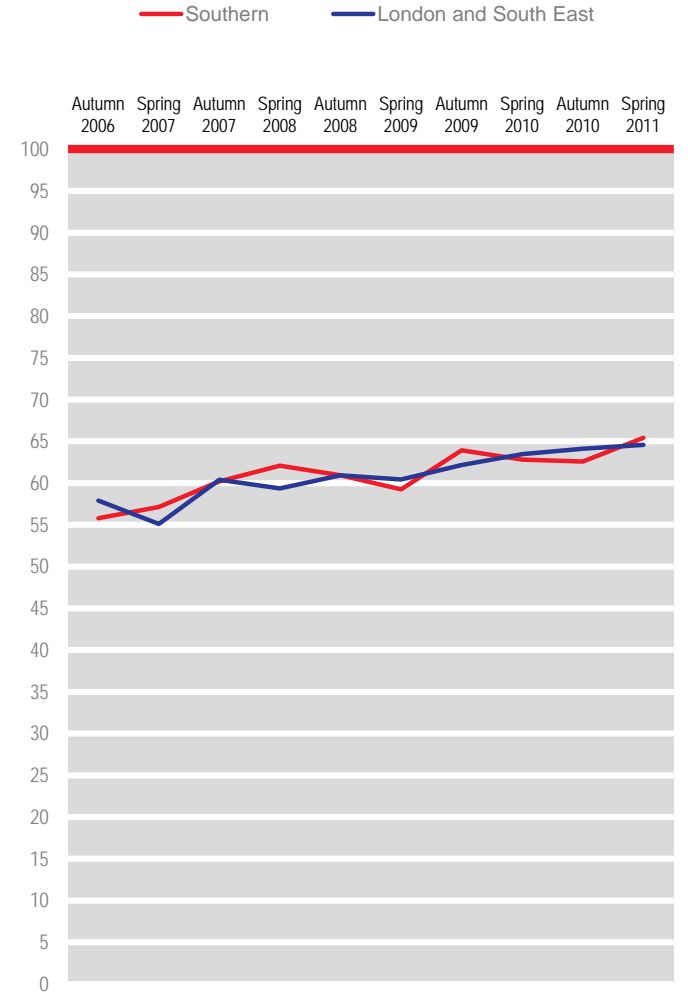
Overall station environment

(2432)
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst using the station

(2160)
Percentage of passengers satisfied 2006 to 2011

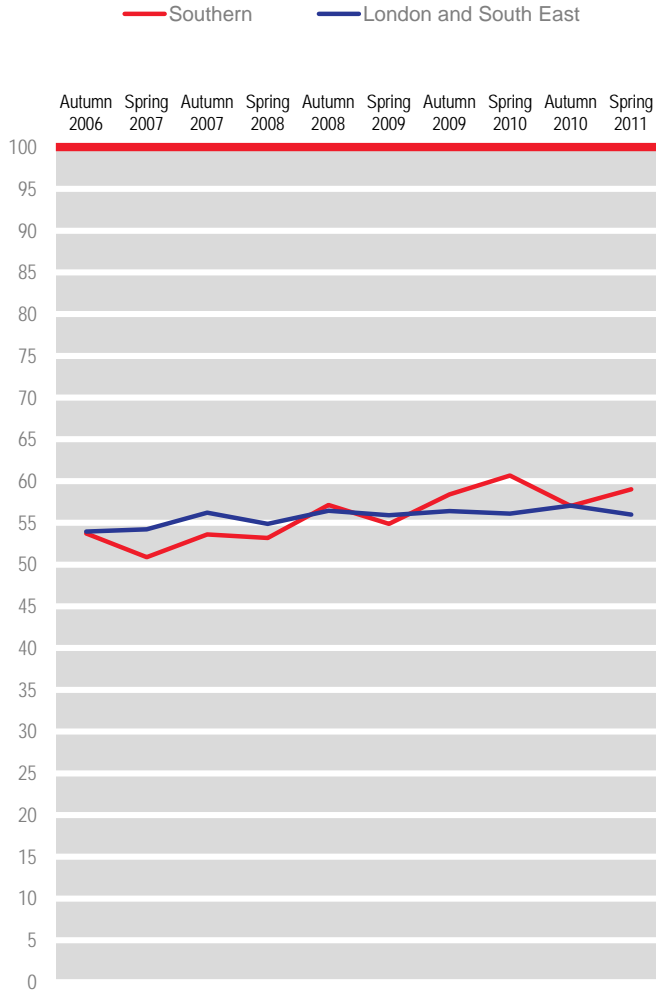


N.B. Benchmarks and targets are only shown for applicable factors

The availability of staff at the station

(2059)

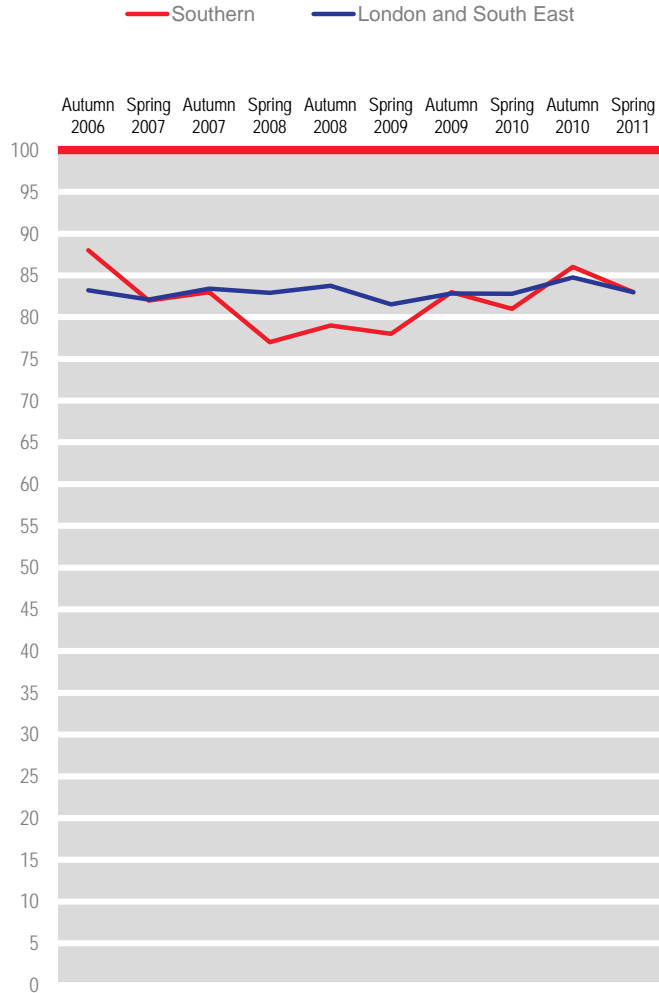
Percentage of passengers satisfied 2006 to 2011



How request to station staff was handled

(401)

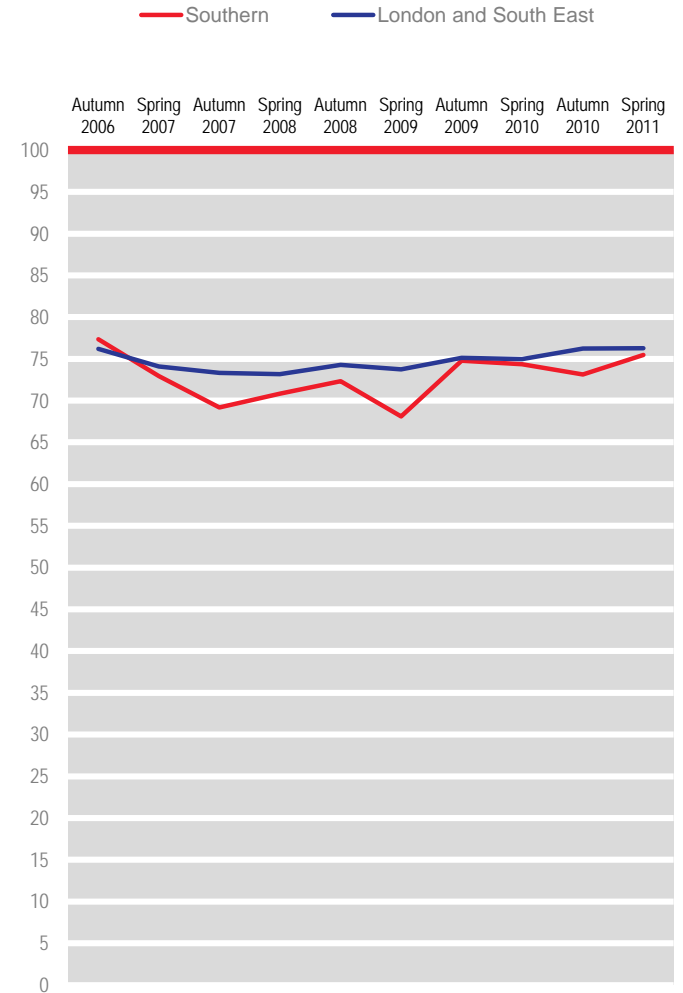
Percentage of passengers satisfied 2006 to 2011



The frequency of trains on that route

(2479)

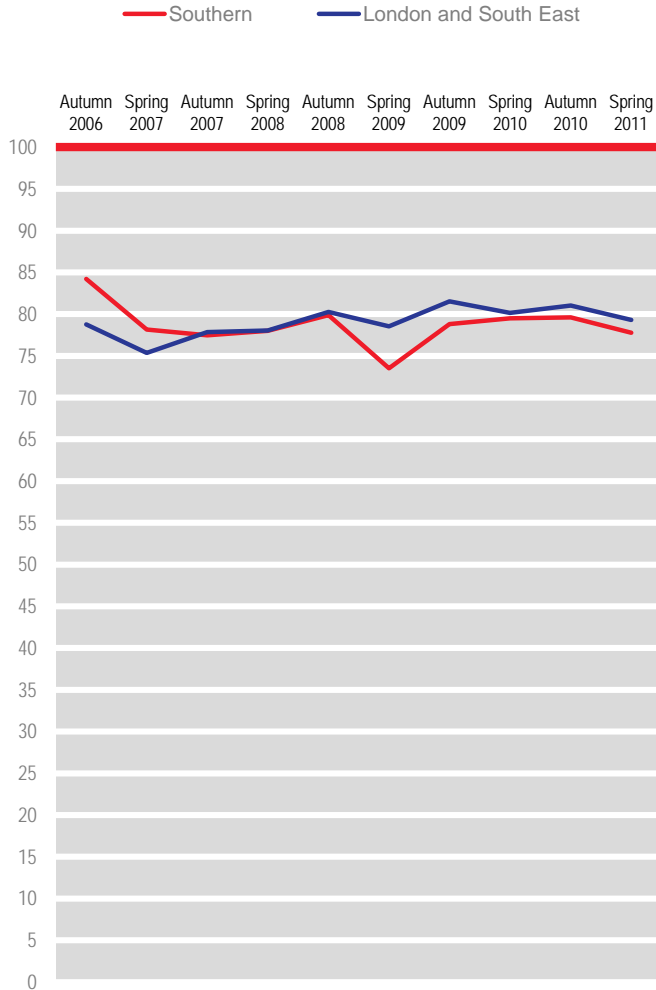
Percentage of passengers satisfied 2006 to 2011



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

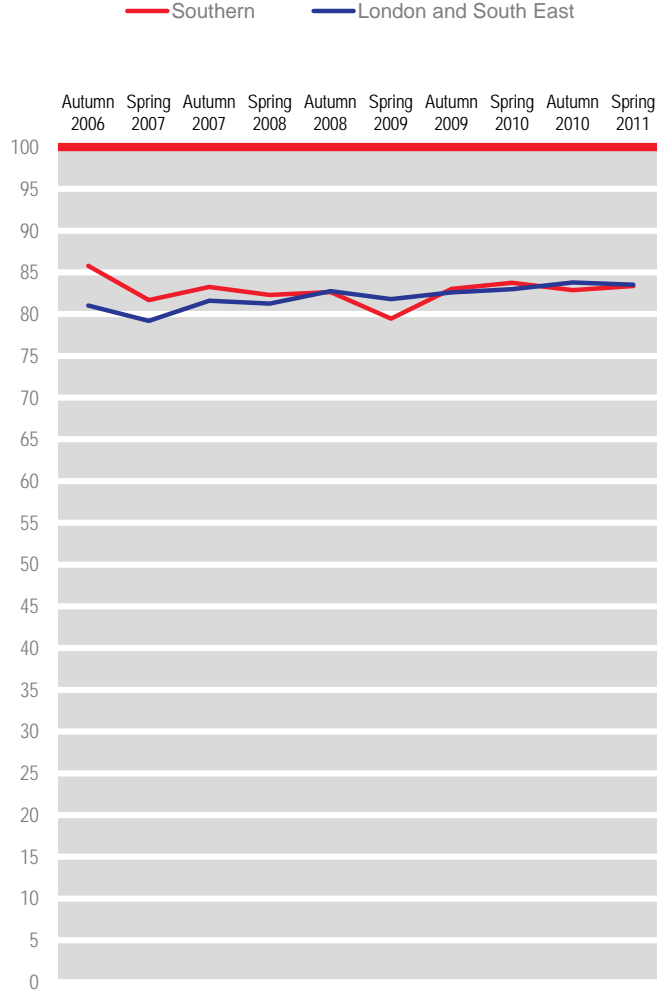
Punctuality/reliability (i.e. train arriving/departing on time)
(2449)

Percentage of passengers satisfied 2006 to 2011



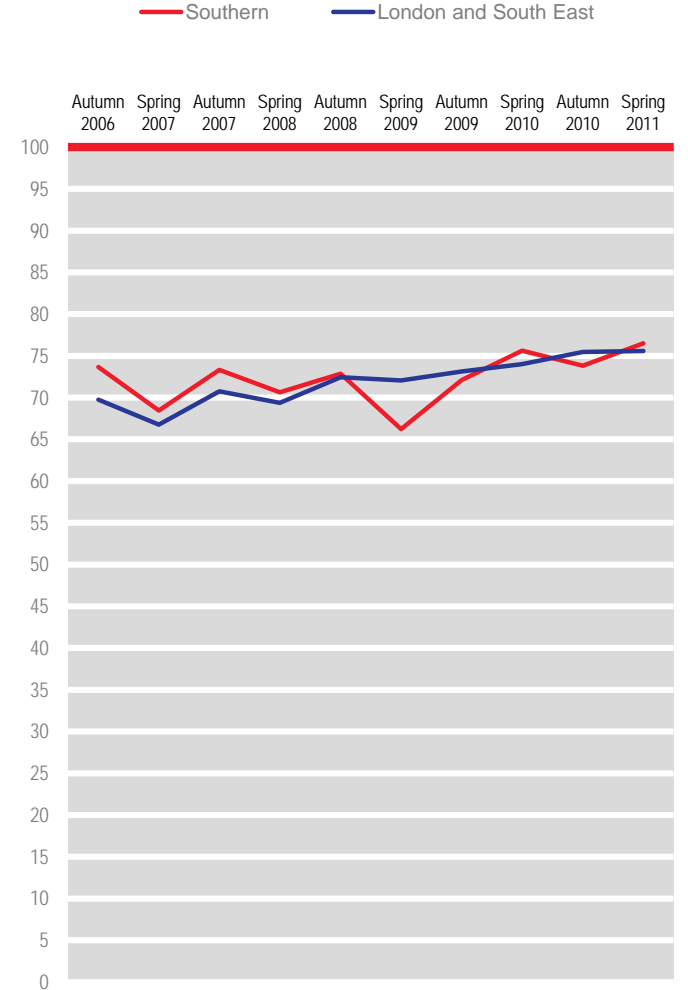
The length of time the journey was scheduled to take (speed)
(2413)

Percentage of passengers satisfied 2006 to 2011



Connections with other train services
(1494)

Percentage of passengers satisfied 2006 to 2011

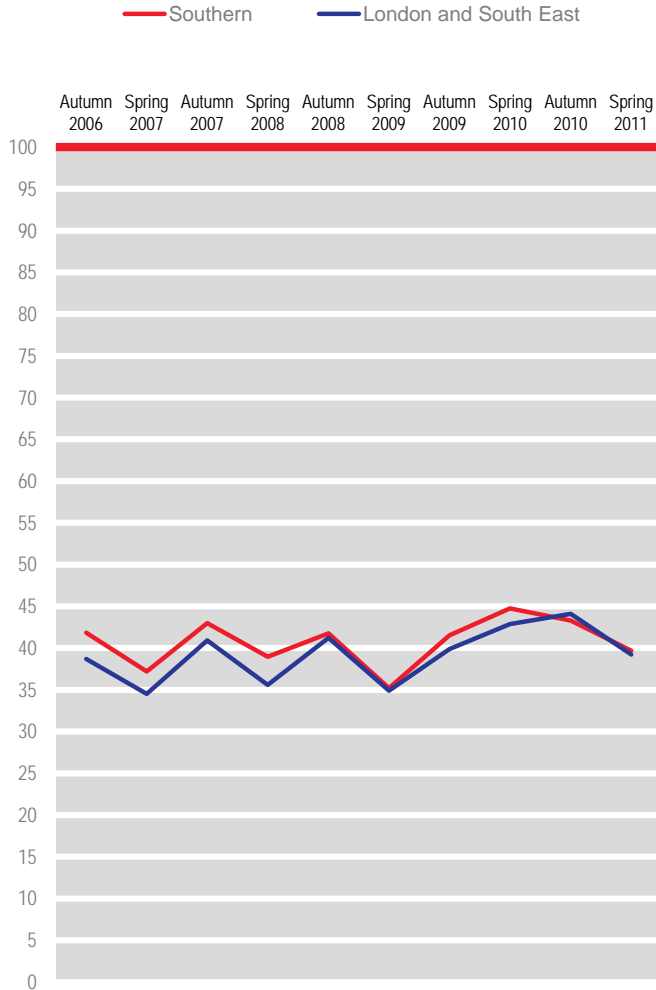


N.B. Benchmarks and targets are only shown for applicable factors

The value for money for the price of your ticket

(2313)

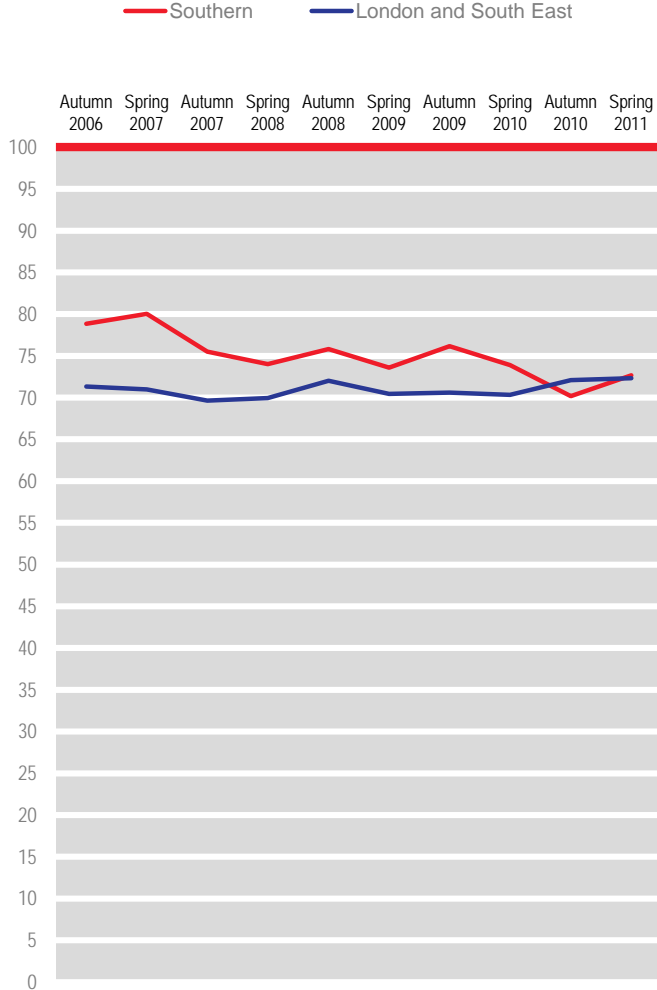
Percentage of passengers satisfied 2006 to 2011



Cleanliness of the train

(2510)

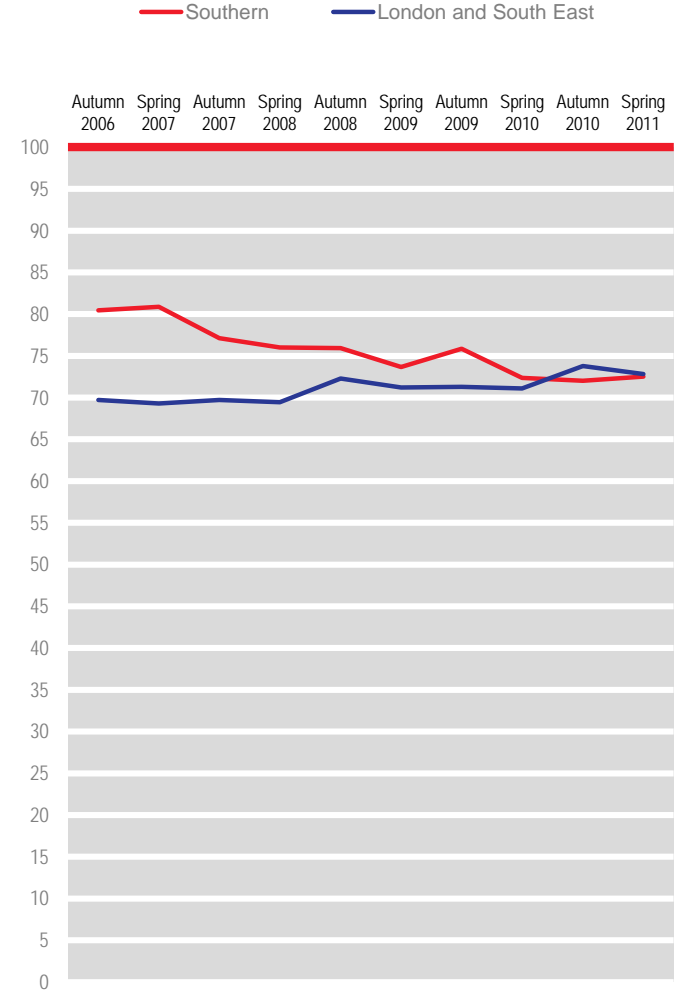
Percentage of passengers satisfied 2006 to 2011



Upkeep and repair of the train

(2477)

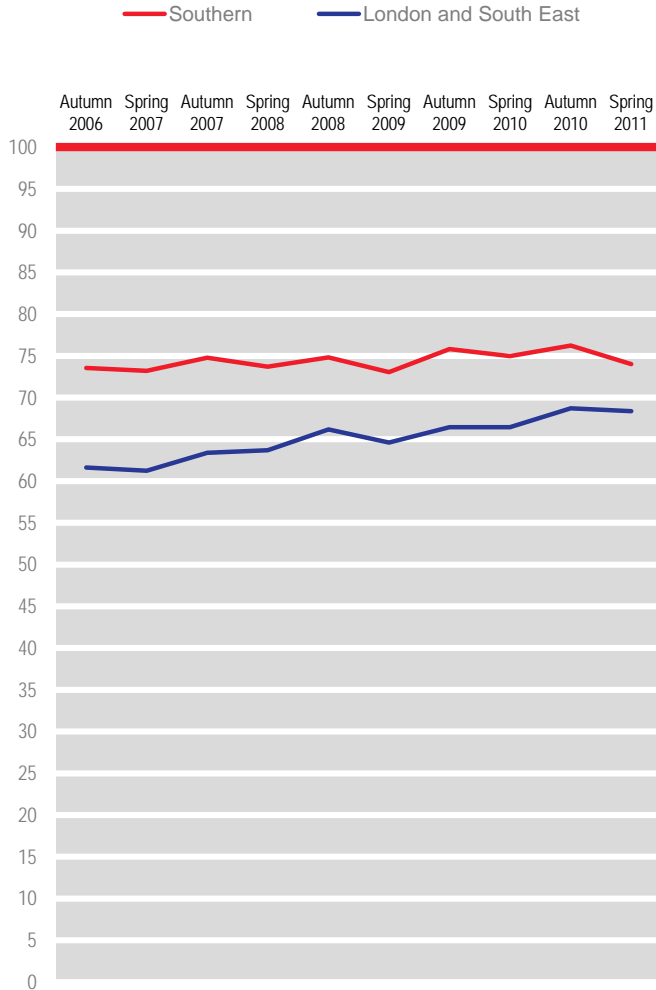
Percentage of passengers satisfied 2006 to 2011



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

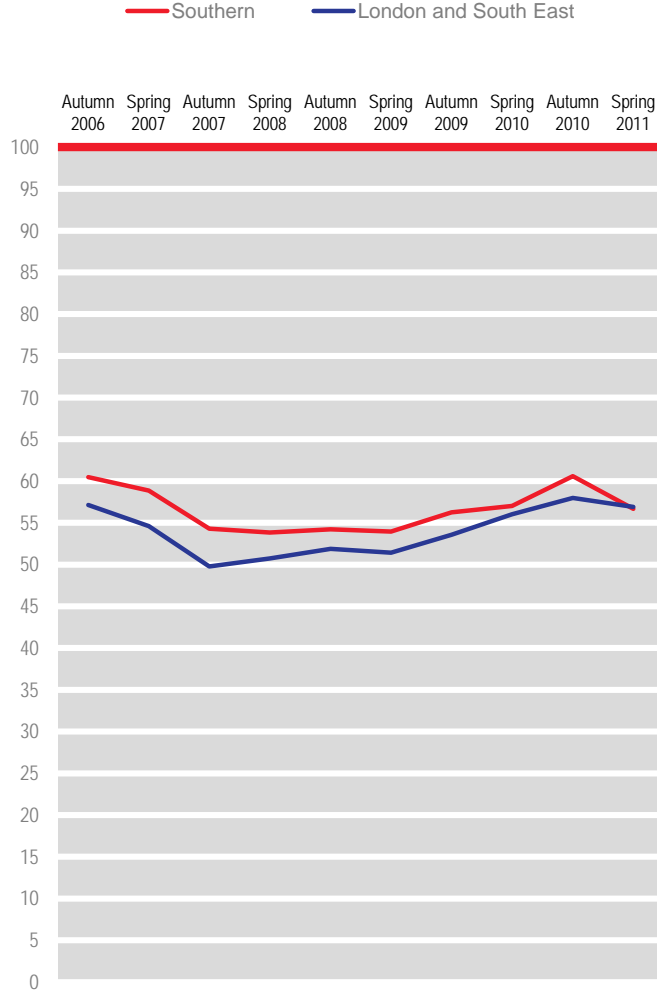
The provision of information during the journey
(2287)

Percentage of passengers satisfied 2006 to 2011



The helpfulness and attitude of staff on train
(1335)

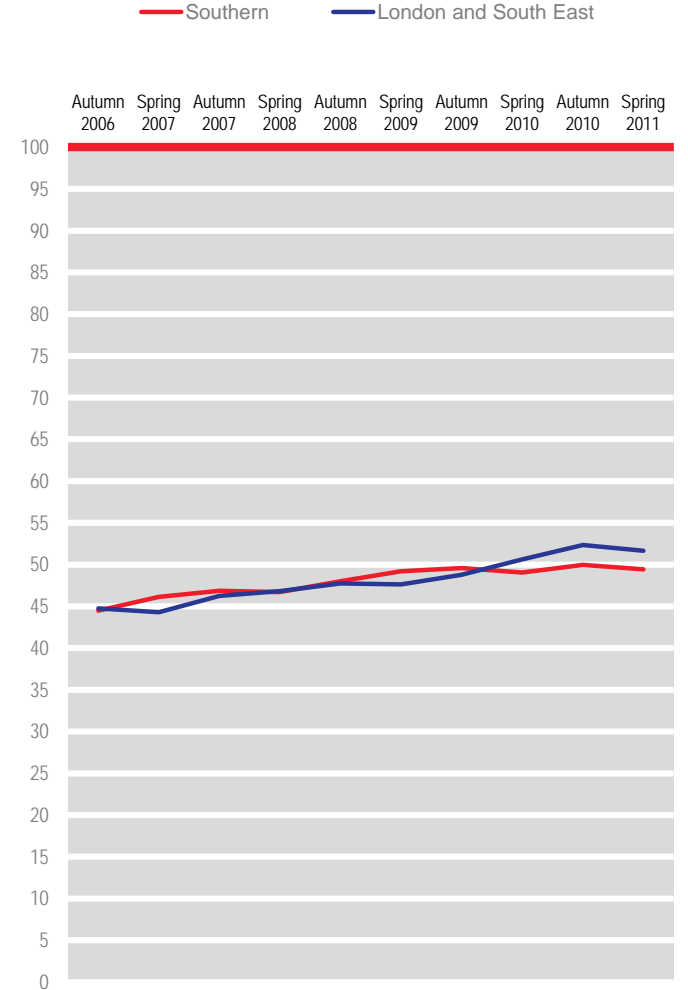
Percentage of passengers satisfied 2006 to 2011



The space for luggage

(1924)

Percentage of passengers satisfied 2006 to 2011

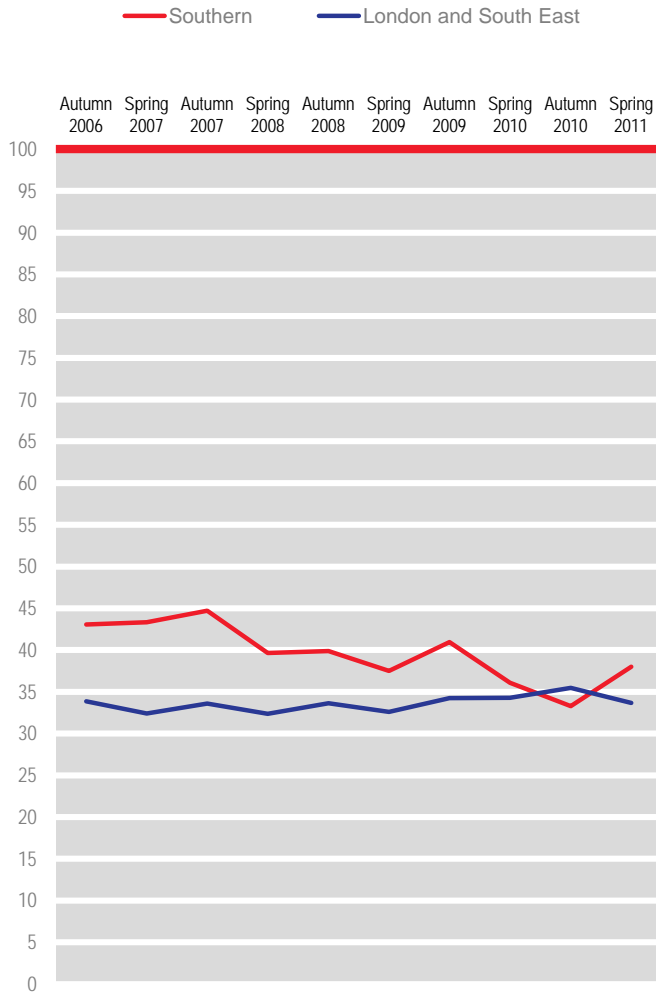


N.B. Benchmarks and targets are only shown for applicable factors

Toilet facilities on train

(924)

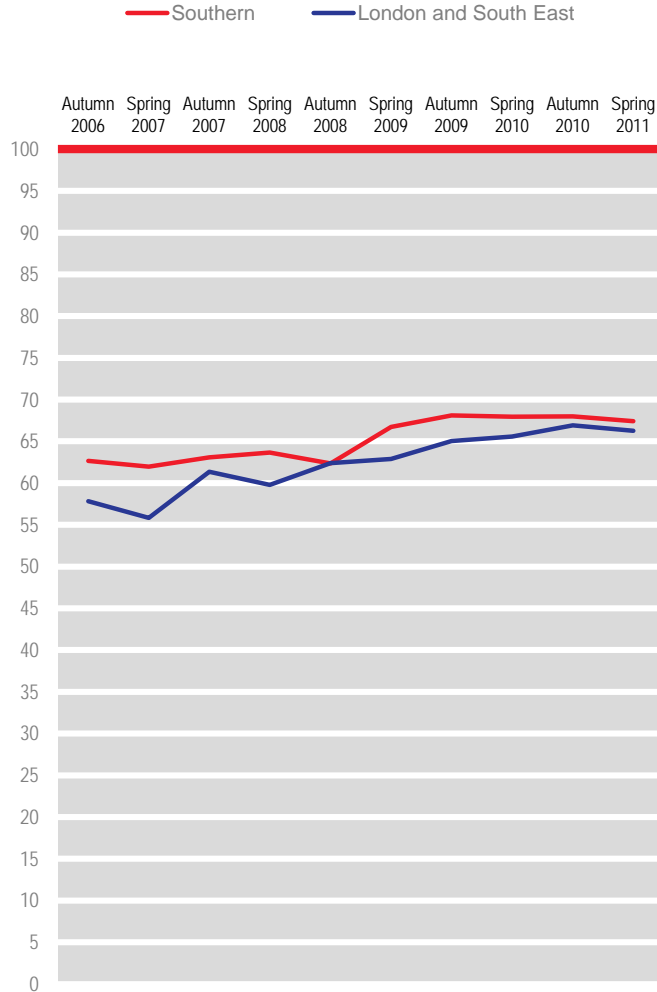
Percentage of passengers satisfied 2006 to 2011



Sufficient room for all the passengers to sit/stand

(2434)

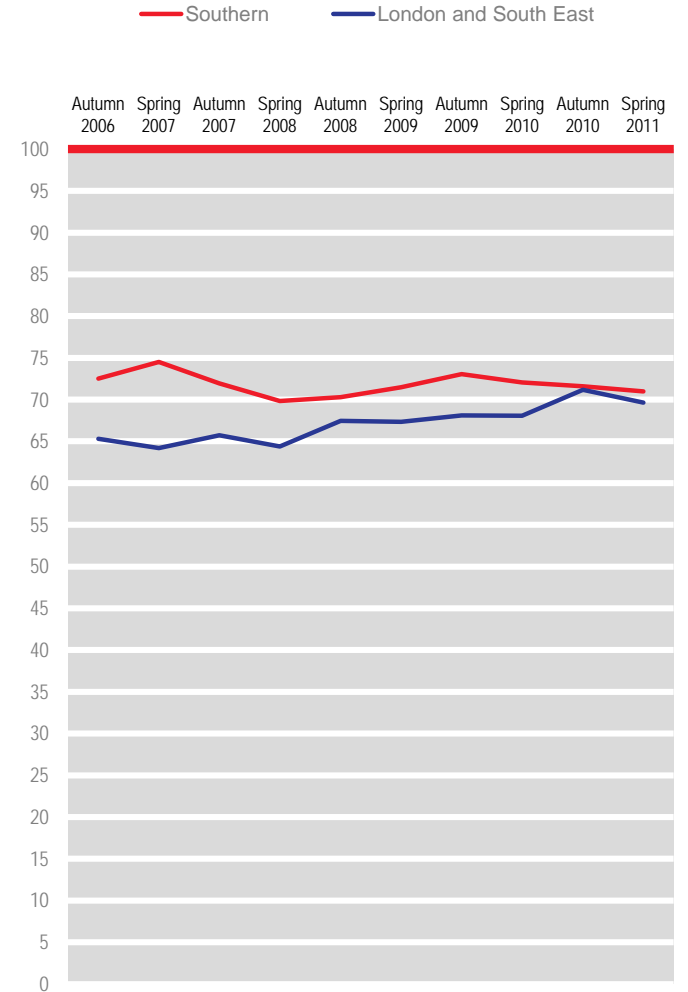
Percentage of passengers satisfied 2006 to 2011



The comfort of the seating area

(2415)

Percentage of passengers satisfied 2006 to 2011

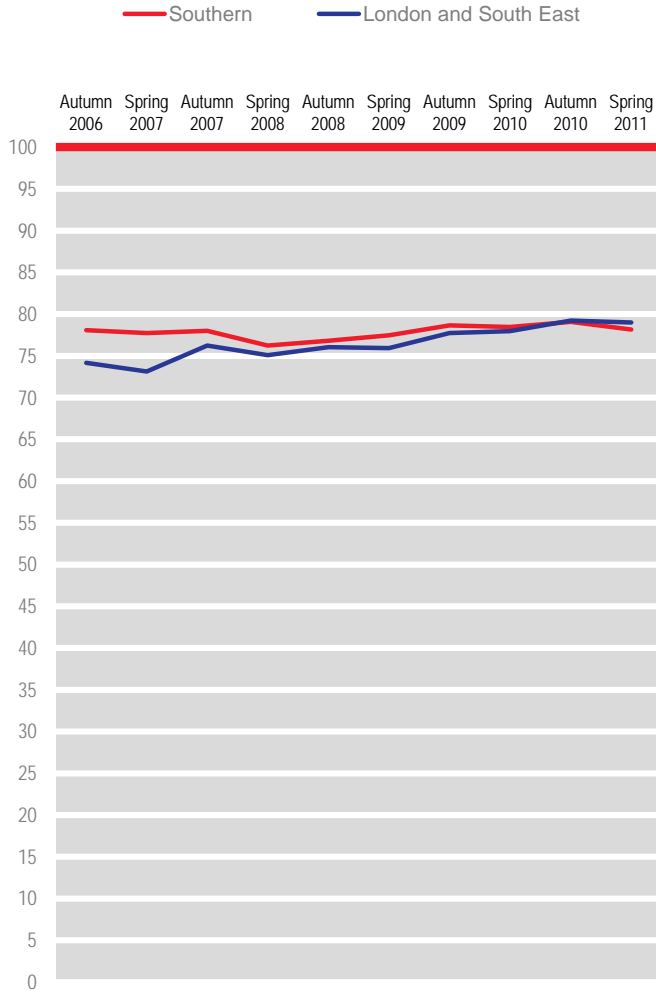


N.B. Benchmarks and targets are only shown for applicable factors

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

(2461)

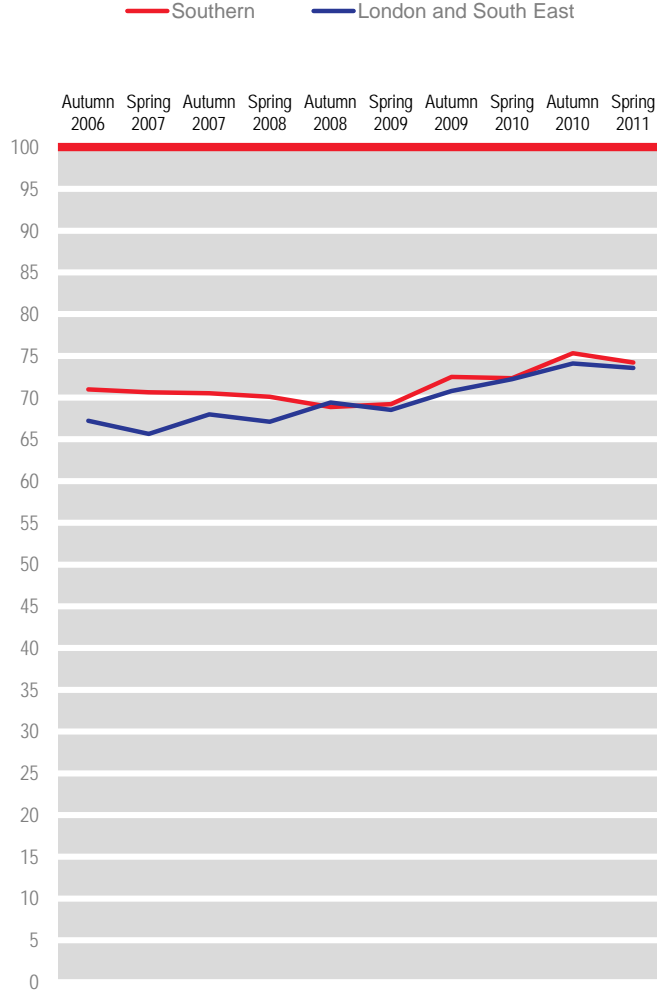
Percentage of passengers satisfied 2006 to 2011



Your personal security whilst on board

(2308)

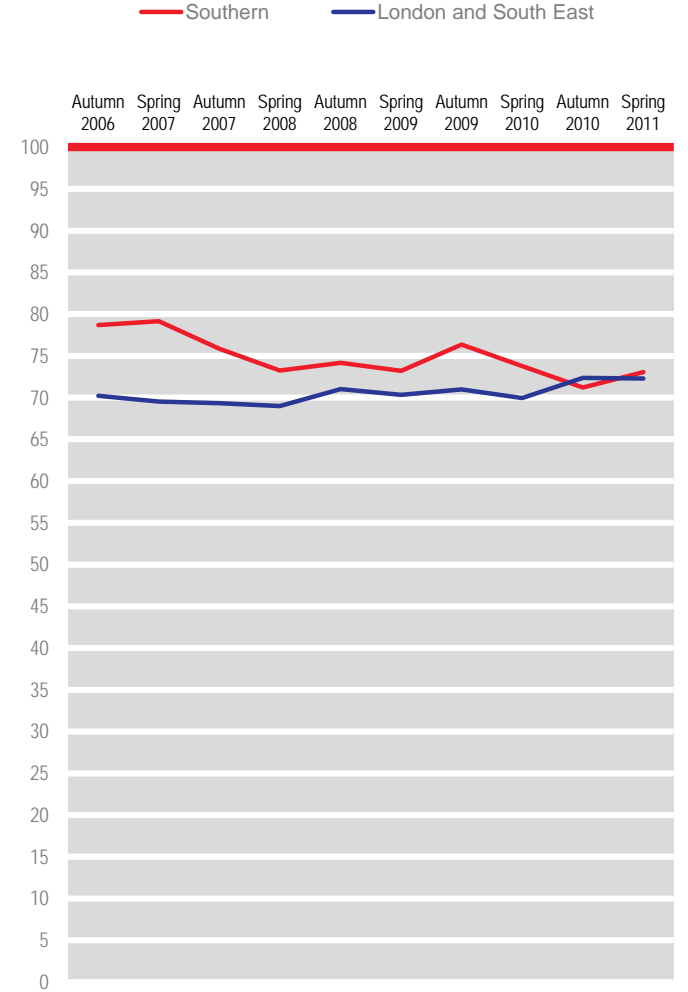
Percentage of passengers satisfied 2006 to 2011



The cleanliness of the inside of the train

(2505)

Percentage of passengers satisfied 2006 to 2011

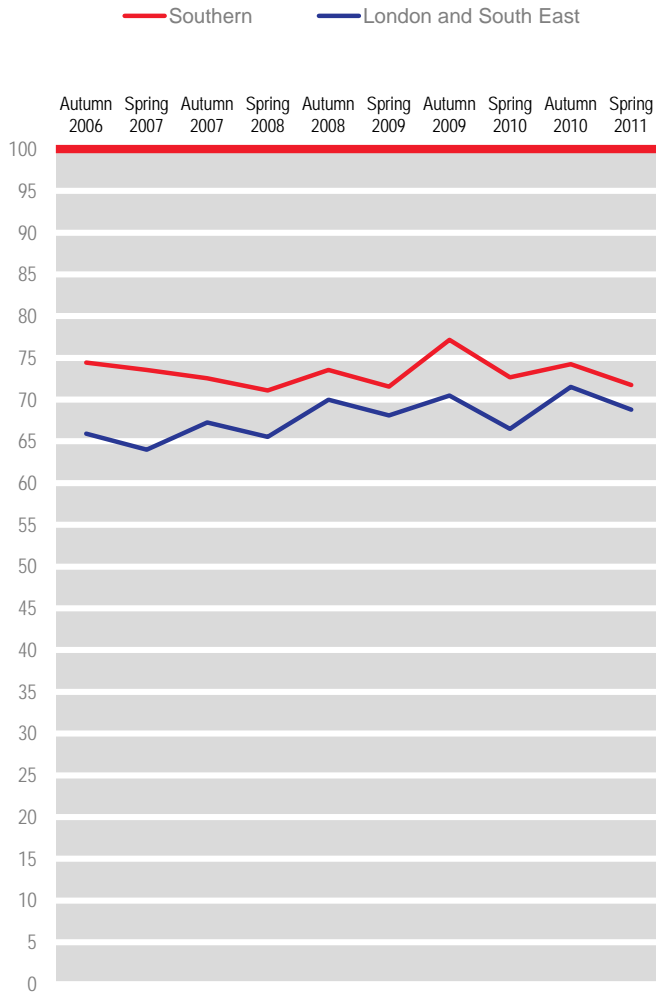


N.B. Benchmarks and targets are only shown for applicable factors

The cleanliness of the outside of the train

(2194)

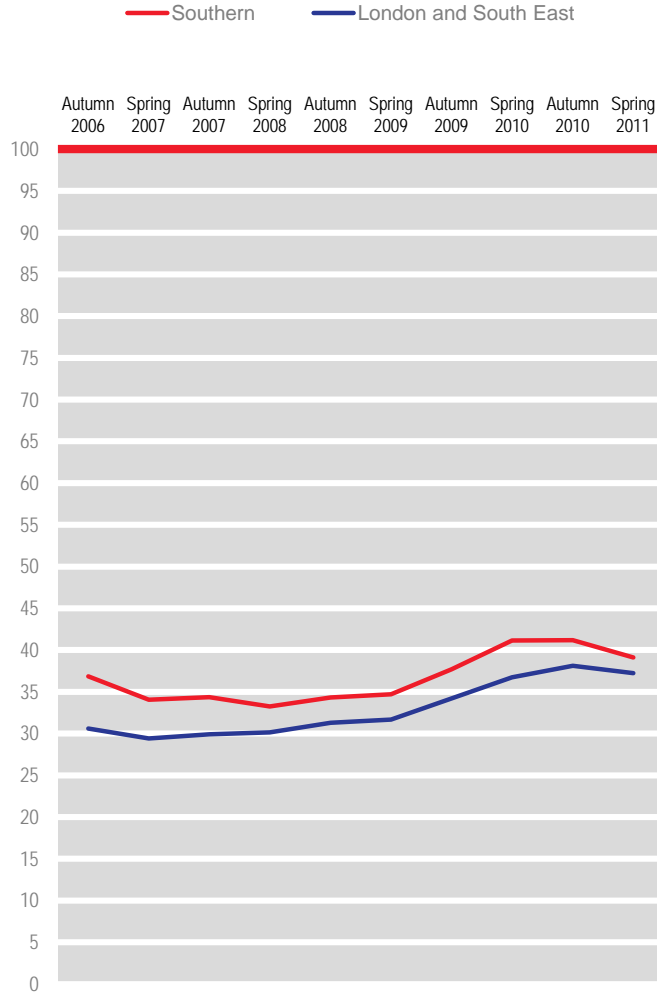
Percentage of passengers satisfied 2006 to 2011



The availability of staff on the train

(1738)

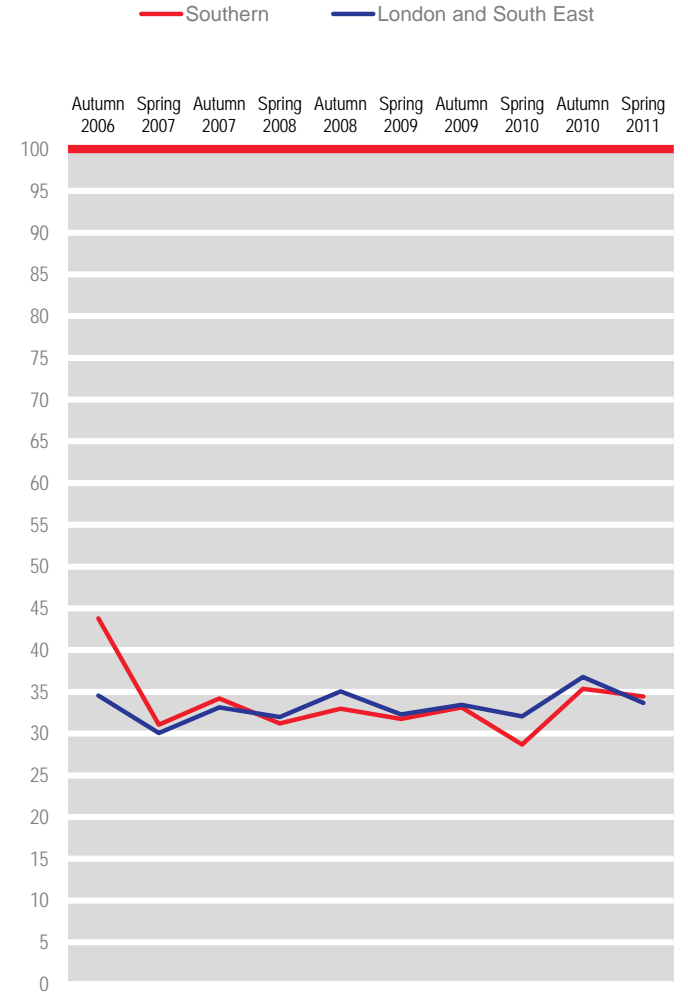
Percentage of passengers satisfied 2006 to 2011



How well train company dealt with delay

(425)

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

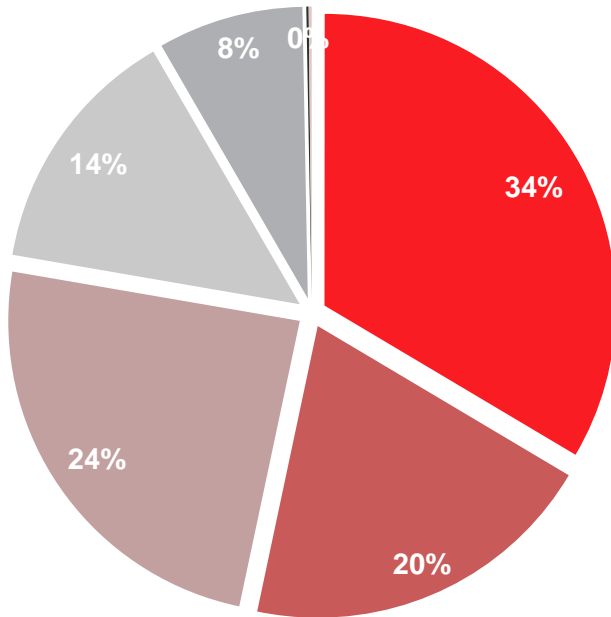
Managed versus non-managed stations for Southern

	Stations managed by TOC	significant difference	Stations not managed by TOC
Overall satisfaction with the station	77	+	71
Ticket buying facilities	74	+	66
Provision of information about train times/platforms	79		76
The upkeep/repair of the station buildings/platforms	69	+	56
Cleanliness	76	+	66
The facilities and services	48		50
The attitudes and helpfulness of the staff	75	+	62
Connections with other forms of public transport	68	-	80
Facilities for car parking	49	+	27
Overall environment	70	+	58
Your personal security whilst using	68	+	63
The availability of staff	63	+	55
How request to station staff was handled	89	+	79

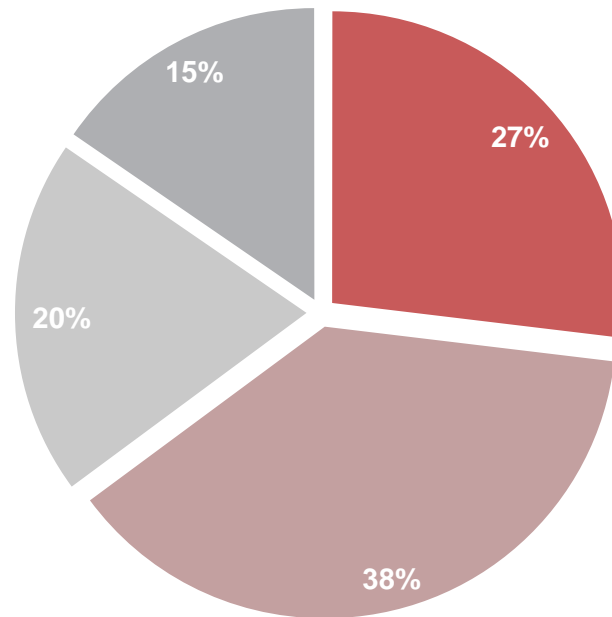
Managed versus non-managed stations for Southern

(% Passengers Journeys originating from each type of station)

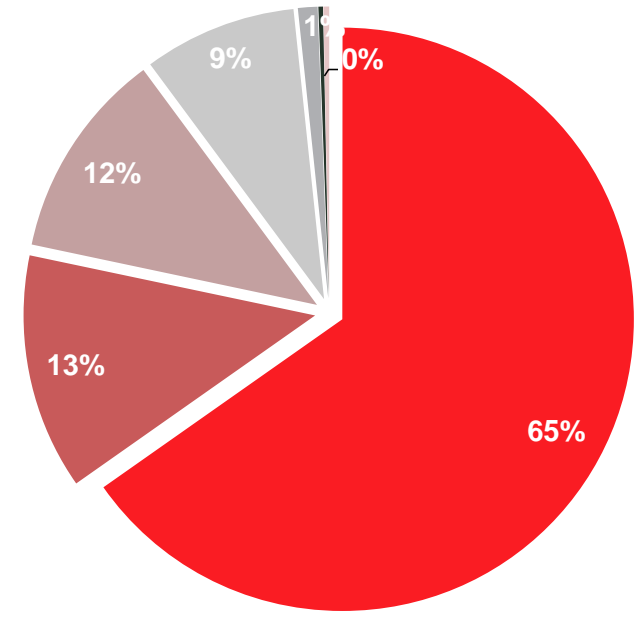
Overall Total



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 Southern

	Peak		Off-Peak			
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
Overall satisfaction	73	-	80	85		85
Overall satisfaction with the station	68		-	75		-
Ticket buying facilities	60	-	71	73		73
Provision of information about train times/platforms	72	-	80	78		78
The upkeep/repair of the station buildings/platforms	54		58	65	+	60
Cleanliness	65		67	72		70
The facilities and services	43		45	51		52
The attitudes and helpfulness of the staff	55	-	68	72		70
Connections with other forms of public transport	73		73	75	-	79
Facilities for car parking	36		43	44		43
Overall environment	55		59	66		63
Your personal security whilst using	55		60	68	+	64
The availability of staff	47	-	58	62		61
How request to station staff was handled	65		63	86		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 Southern

	Peak			Off-Peak		
	Spring 2011	significant change	Spring 2010	Spring 2011	significant change	Spring 2010
The frequency of the trains on that route	70		68	77		76
Punctuality/reliability (i.e. the train arriving/departing on time)	67	-	76	81		80
The length of time the journey was scheduled to take (speed)	73		77	86		86
Connections with other train services	70		75	78		76
The value for money for the price of your ticket	22	-	35	45		48
Cleanliness of the train	69	-	76	74		73
Upkeep and repair of the train	64	-	71	75		73
The provision of information during the journey	63	-	71	77		76
The helpfulness and attitude of staff on train	43		51	60		59
The space for luggage	41		42	52		51
The toilet facilities	23	-	36	43	+	36
Sufficient room for all passengers to sit/stand	41		44	74		74
The comfort of the seating area	60		62	74		75
The ease of being able to get on and off	65		69	82		81
Your personal security on board	67		68	76		74
The cleanliness of the inside	71		73	74		74
The cleanliness of the outside	65		70	74		73
The availability of staff	30		37	42		42
How well train company deals with delays	25	+	12	38		34

* 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
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 Southern

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

	Spring 2011 %	Spring 2010 %		Spring 2011 %	Spring 2010 %
SEX			DELAYS		
Male	46	44	None	79	79
Female	52	53	Minor	18	18
Not stated	2	3	Major	2	2
			Not stated	1	2
AGE			REGULAR TRAVELLER		
16-25	9	9	Yes	68	67
26-34	18	18	No	32	33
35-44	20	22			
45-54	23	23	TIME OF TRAVEL		
55-59	10	9	Peak	21	21
60-64	9	8	Off-peak	79	79
65+	10	9			
Not stated	1	2	ASKED FOR HELP OR INFORMATION		
JOURNEY PURPOSE			Yes asked for help	9	9
Commuter	50	49	Yes asked for information	8	9
Business	16	16	Could not find anyone to ask	2	2
Leisure	34	35	No	80	80
			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 Southern

Station	Unweighted	Station	Unweighted	Station	Unweighted
London Victoria	594	Wandsworth Common	17	Epsom	8
Gatwick Airport	253	Sanderstead	17	Gipsy Hill	7
East Croydon	204	Purley	17	Shepards Bush	7
London Bridge	198	Hurst Green	16	Swanwick	7
Clapham Junction	118	Mitcham Eastfields	16	Fareham	7
Redhill	66	Forest Hill	15	Leatherhead	6
Brighton	42	Carshalton	15	Bletchley	6
Sutton (Surrey)	41	Merstham	15	Pevensey And Westham	6
East Grinstead	32	Hackbridge	15	Crystal Palace	5
Coulsdon South	31	Wallington	14	Peckham Rye	5
Norbury	30	Bognor Regis	14	St Leonards Warrior Square	5
Norwood Junction	30	Crawley	13	Berkhamsted	5
Edenbridge Town	29	Sydenham	13	Imperial Wharf	4
Lewes	29	Selhurst	12	Ashford (Kent)	4
Thornton Heath	28	Upper Warlingham	12	South Bermondsey	3
Purley Oaks	26	Streatham Hill	12	Tonbridge	3
Havant	26	Portsmouth Harbour	12	West Brompton	3
Oxted	24	Rye	12	Southampton Central	3
West Croydon	24	Ford	12	Burgess Hill	3
Haywards Heath	23	Carshalton Beeches	11	Milton Keynes Central	2
Balham	21	Newhaven Town	11	Ashted	2
Brockley	21	Mitcham Junction	11	Hemel Hempstead	2
Eastbourne	21	Tulse Hill	10	Wimbledon	2
Portsmouth And Southsea	20	East Dulwich	10	Beckenham Junction	1
Dorking	20	Honor Oak Park	9	Leighton Buzzard	1
Three Bridges	19	Chichester	9	Denmark Hill	1
New Cross Gate	19	Hassocks	9	Watford Junction	1
Hove	18	Reigate	9		
West Worthing	18	Streatham	9		
Horsham	17	Fratton	8		
Reedham (Surrey)	17	Harrow And Wealdstone	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

	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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