



NATIONAL PASSENGER SURVEY - WAVE 21 – Autumn 2009

TOC REPORT FOR ARRIVA TRAINS WALES

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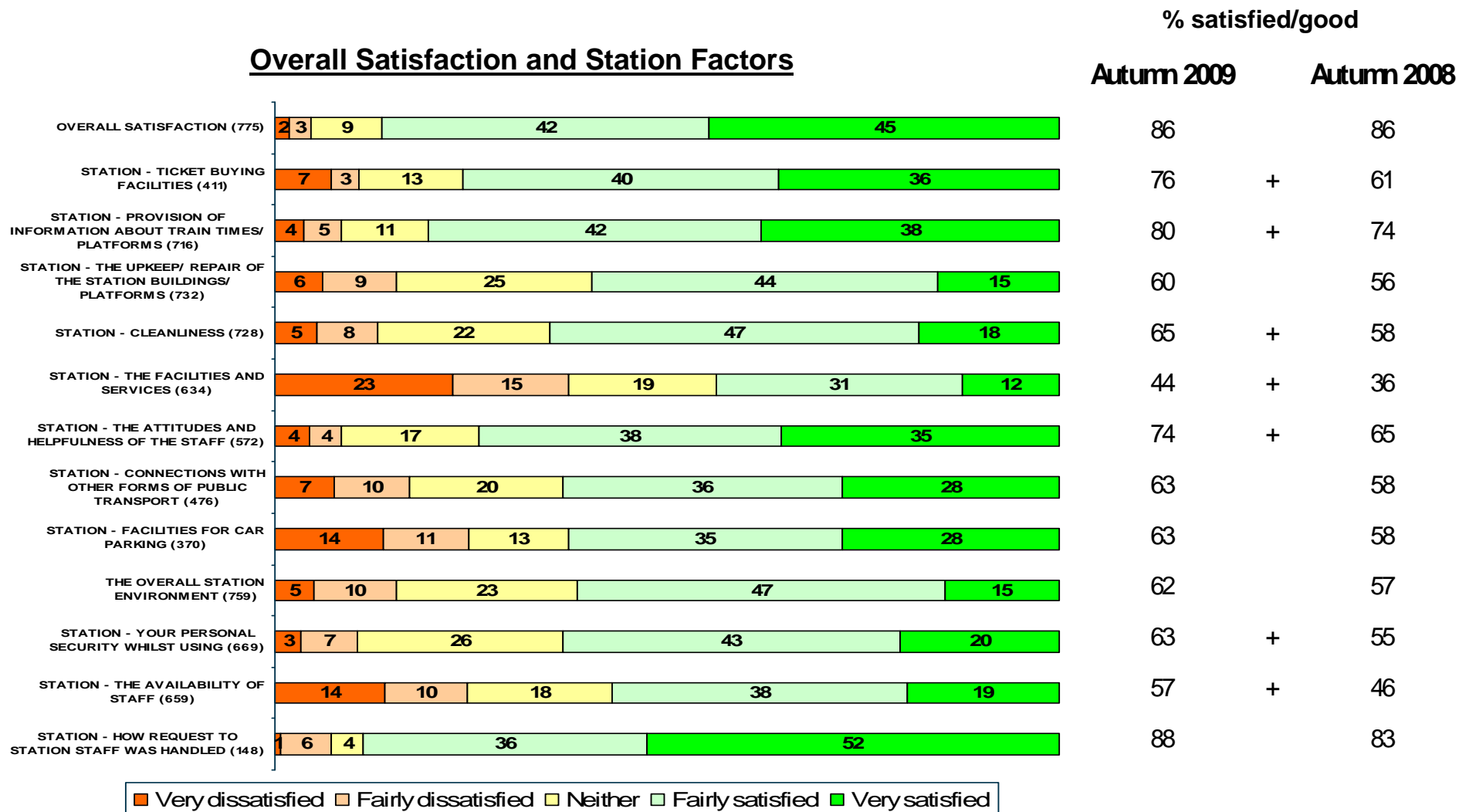
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NATIONAL PASSENGER SURVEY - WAVE 21 – Autumn 2009**TOC REPORT FOR ARRIVA TRAINS WALES**

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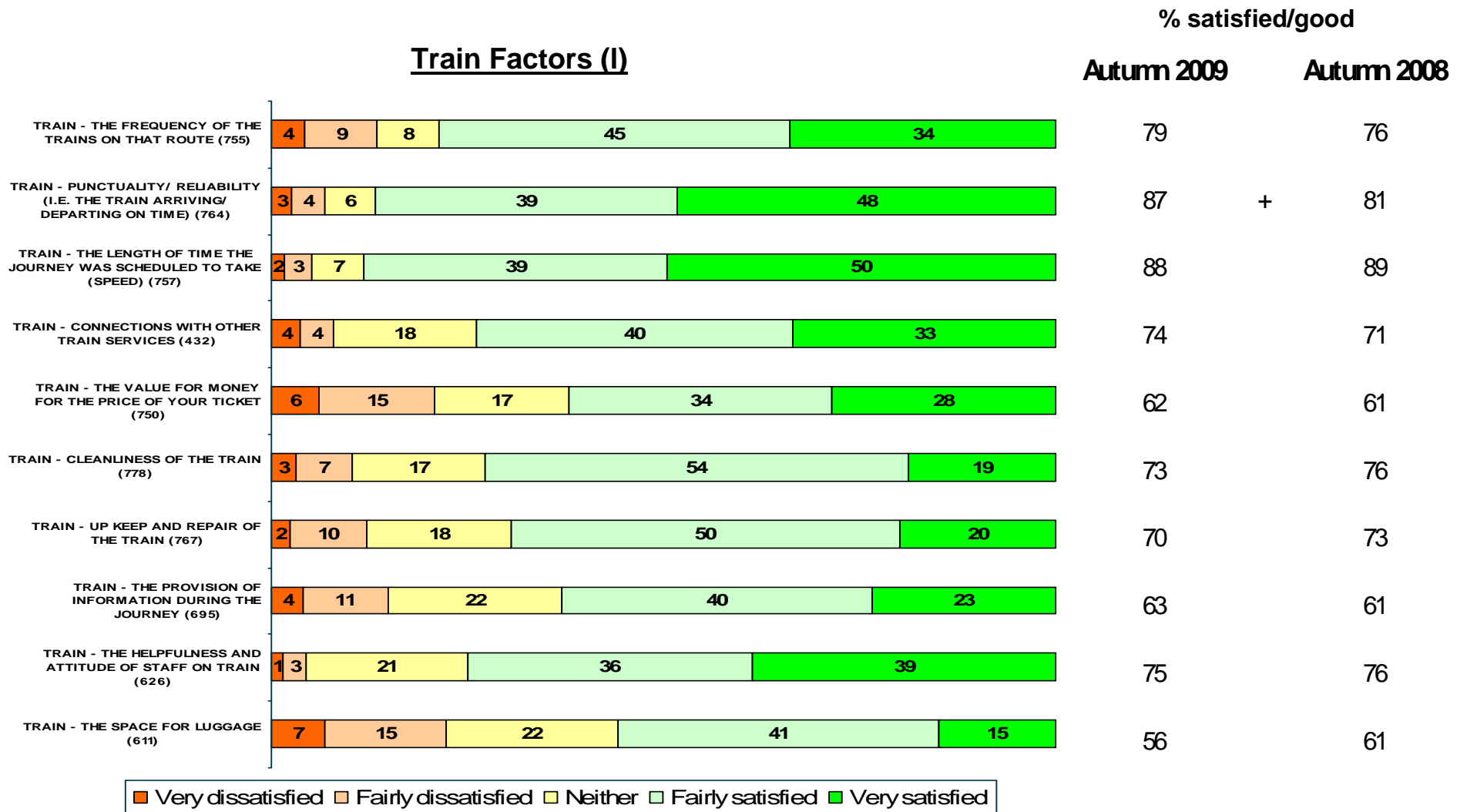
ARRIVA TRAINS WALES

Overall Satisfaction and Station Factors



+ denotes significant increase
 - denotes significant decrease
 at 95% confidence level

ARRIVA TRAINS WALES

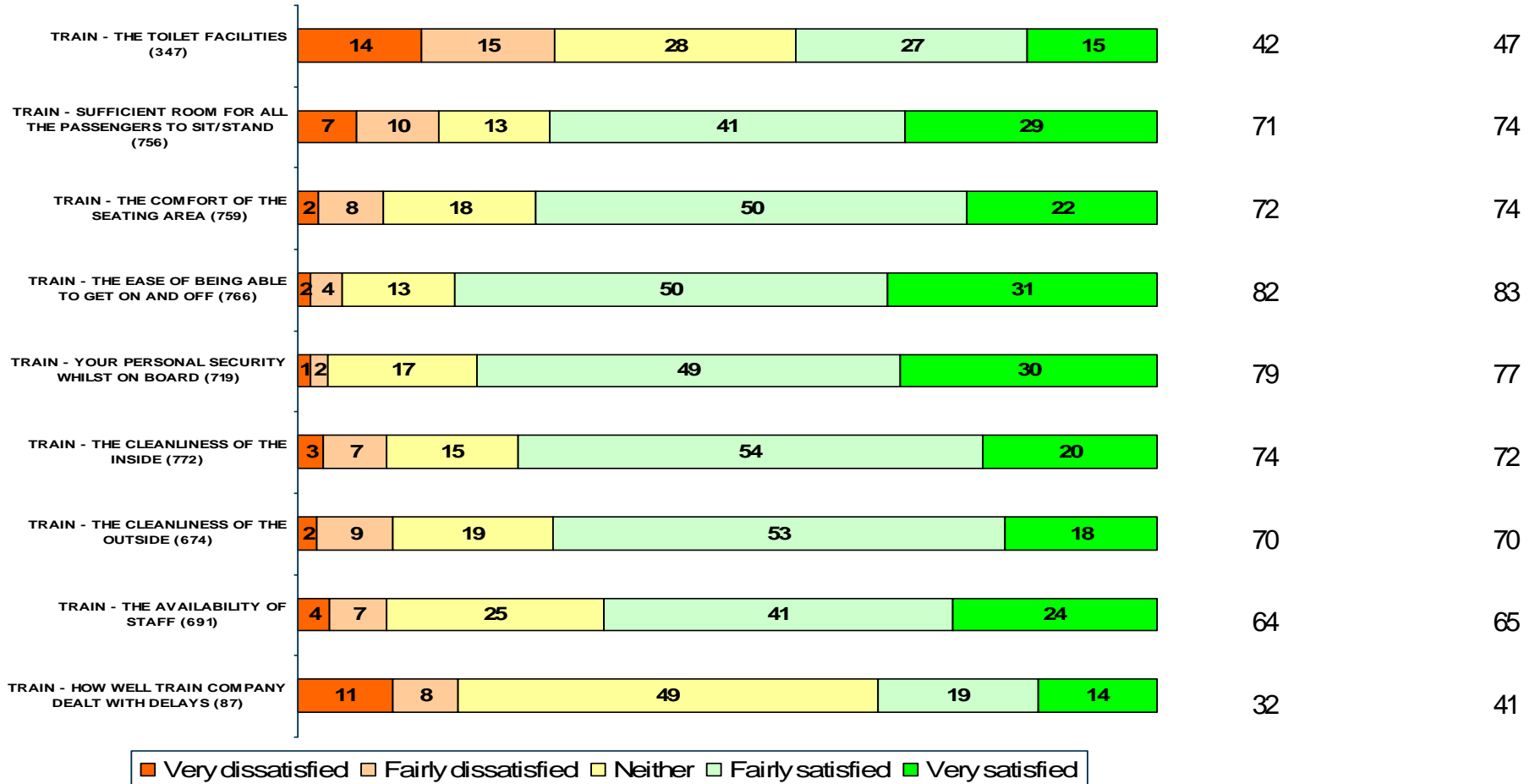


+ denotes significant increase
 - denotes significant decrease
 at 95% confidence level

ARRIVA TRAINS WALES

Train Factors (II)

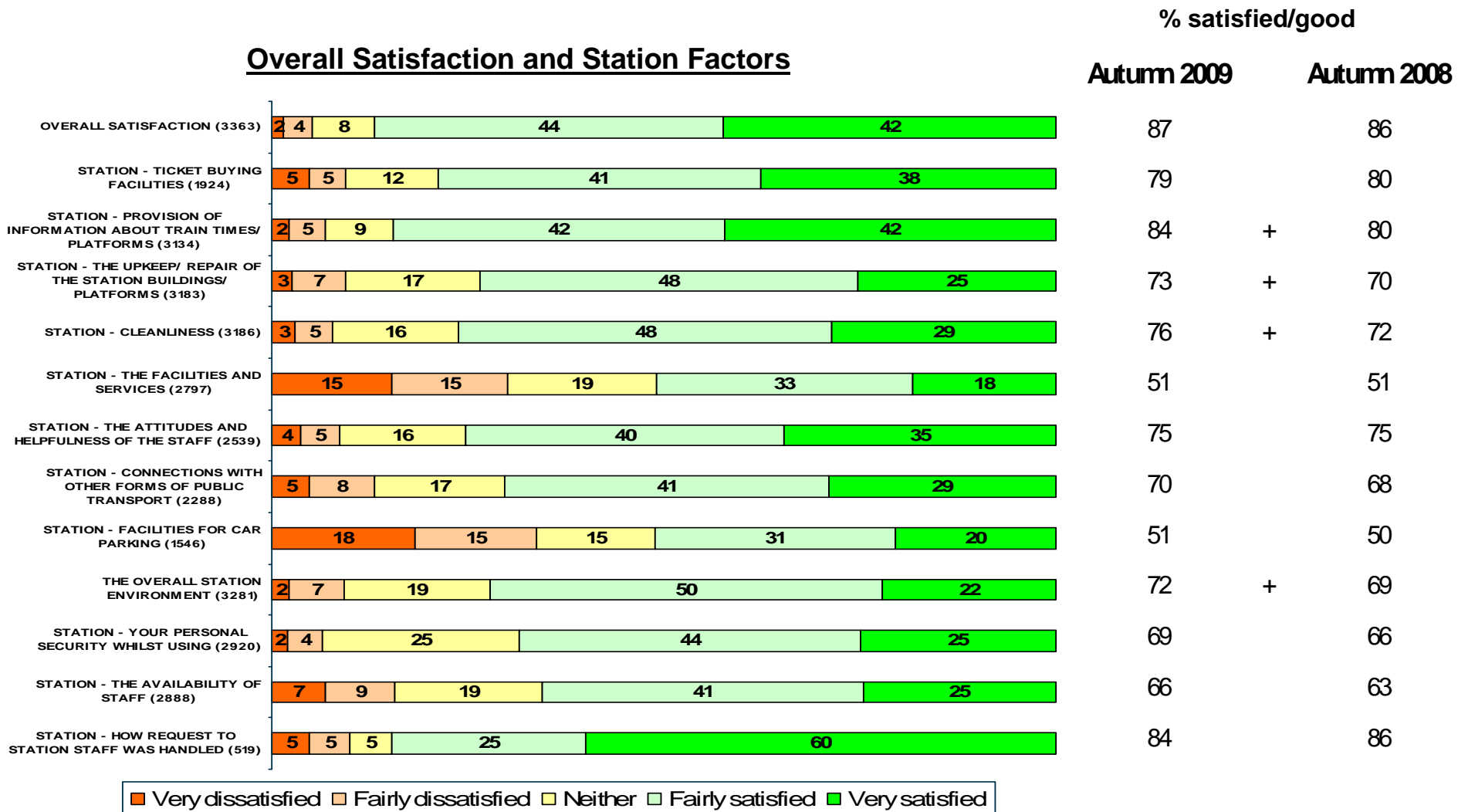
% satisfied/good
Autumn 2009 Autumn 2008



+ denotes significant increase
- denotes significant decrease
at 95% confidence level

REGIONAL

Overall Satisfaction and Station Factors

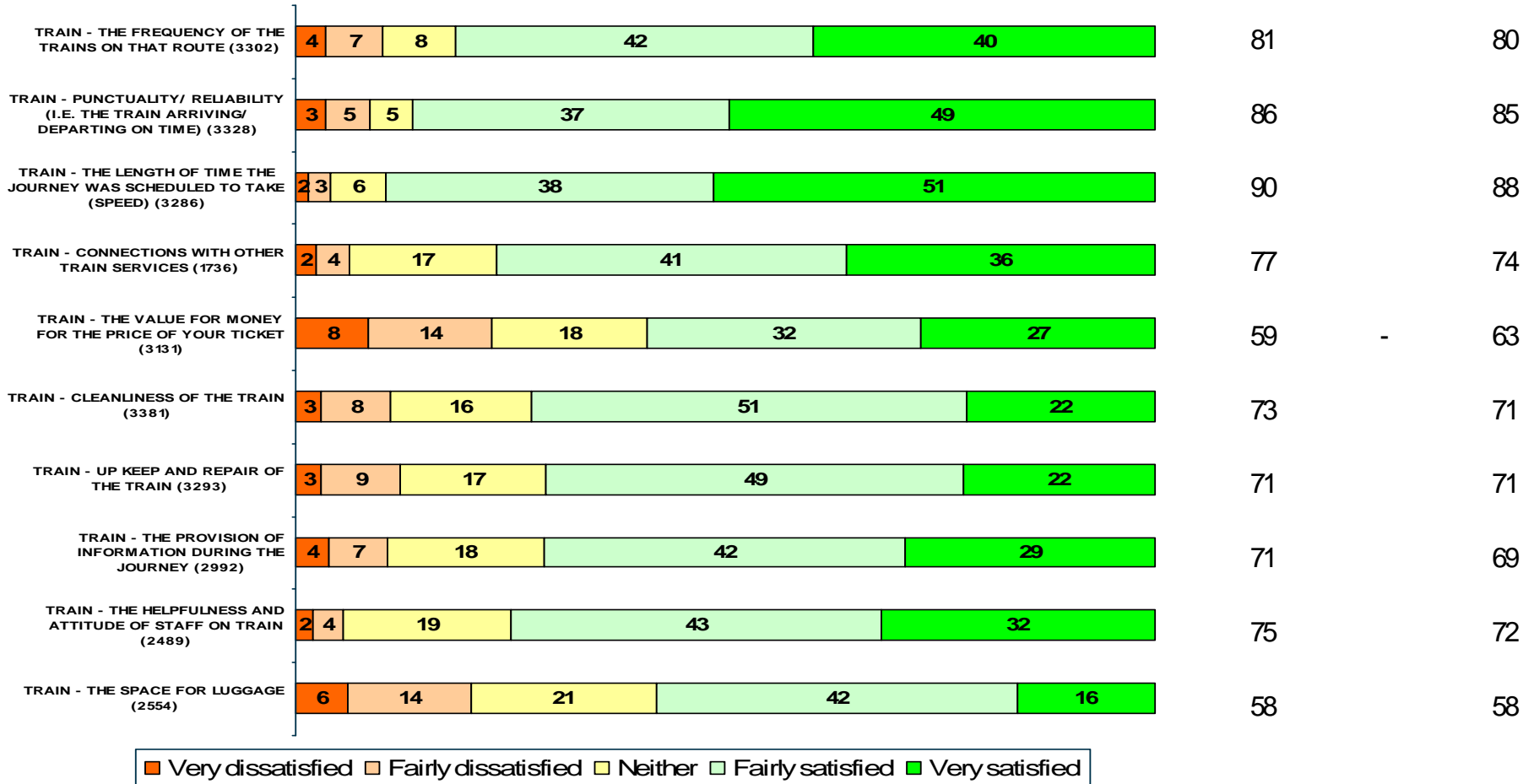


+ denotes significant increase
 - denotes significant decrease
 at 95% confidence level

REGIONAL

Train Factors (I)

% satisfied/good
Autumn 2009 Autumn 2008



+ denotes significant increase
- denotes significant decrease
at 95% confidence level

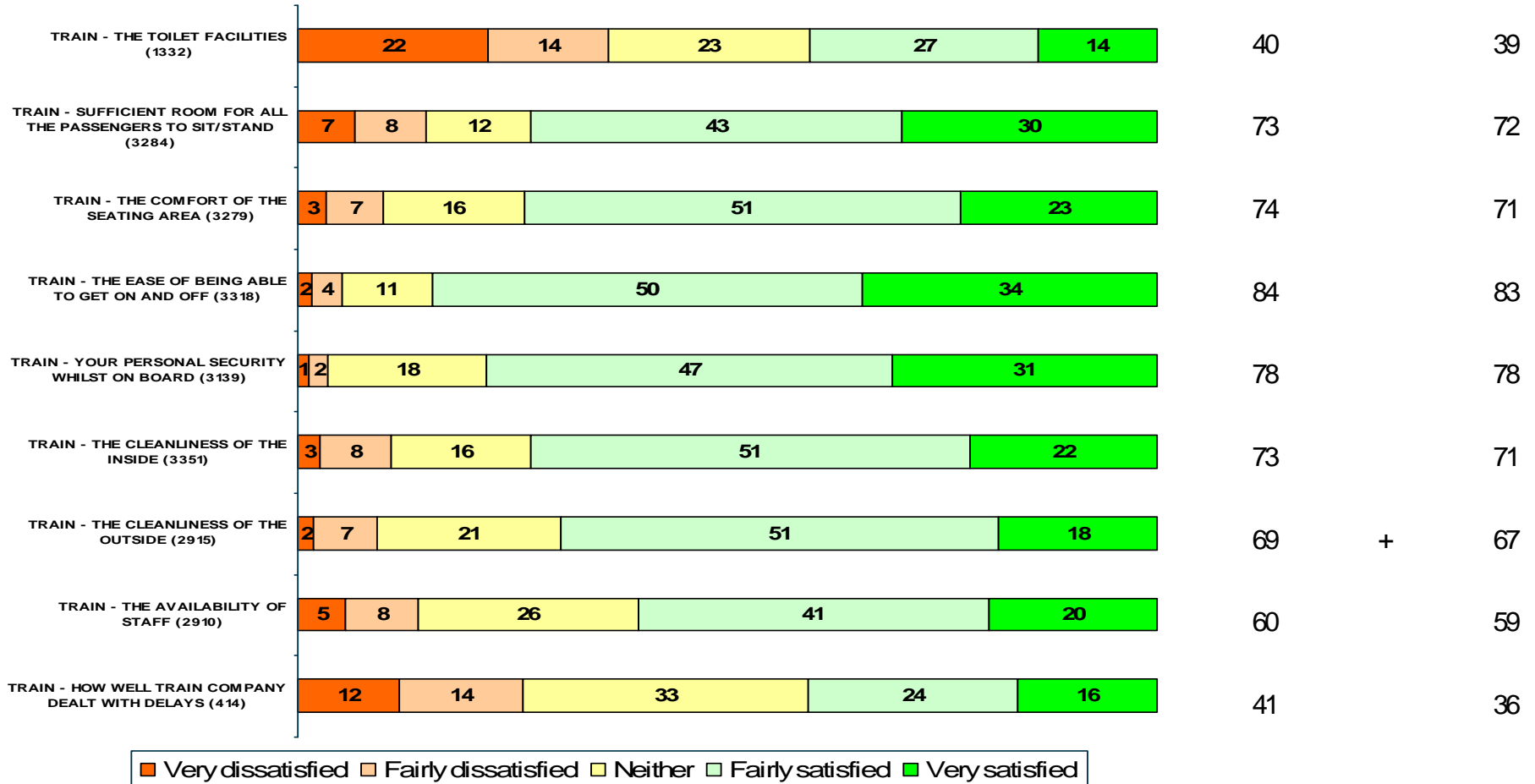
REGIONAL

Train Factors (II)

% satisfied/good

Autumn 2009

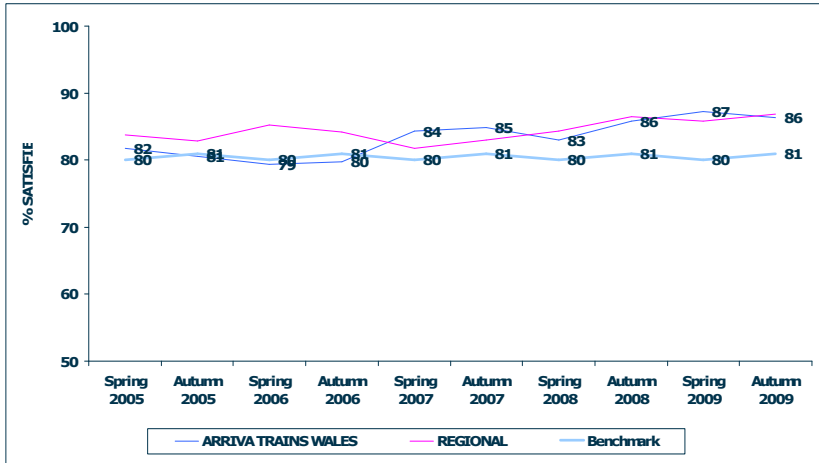
Autumn 2008



+ denotes significant increase
 - denotes significant decrease
 at 95% confidence level

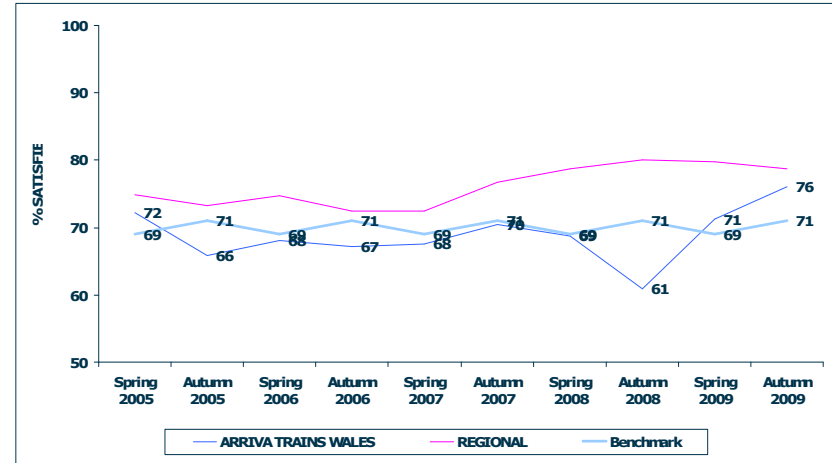
ARRIVA TRAINS WALES

OVERALL SATISFACTION (775)



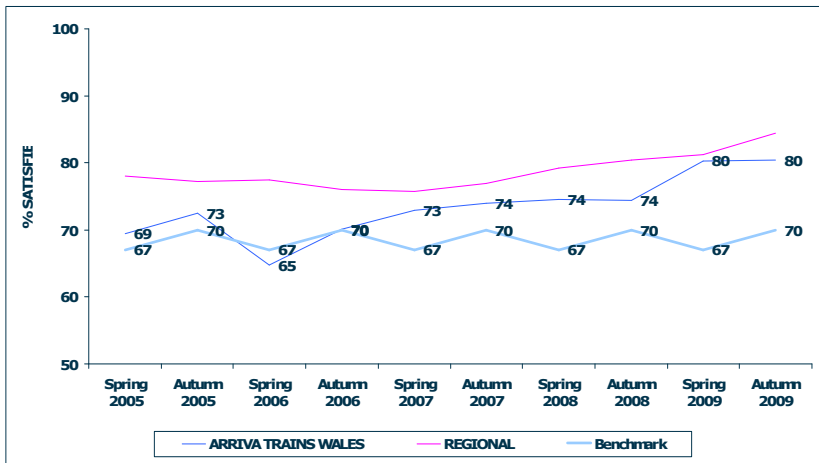
TARGET 81

STATION – TICKET BUYING FACILITIES (411)



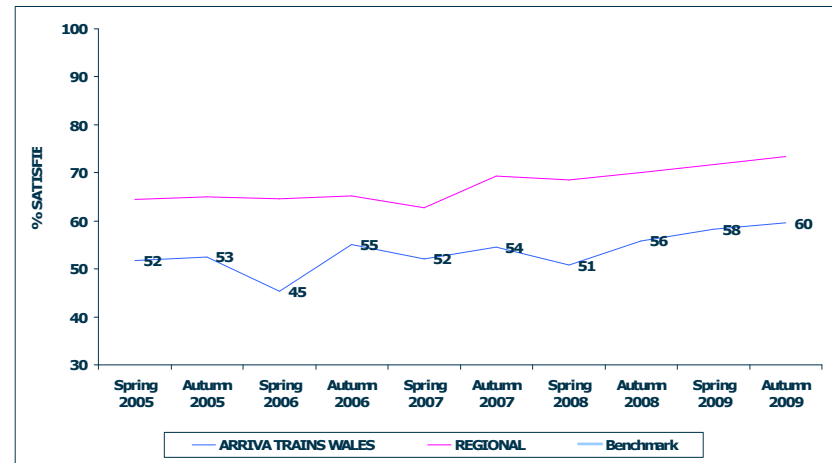
TARGET 70

STATION – PROVISION OF INFORMATION ABOUT TRAIN TIMES/ PLATFORMS (716)



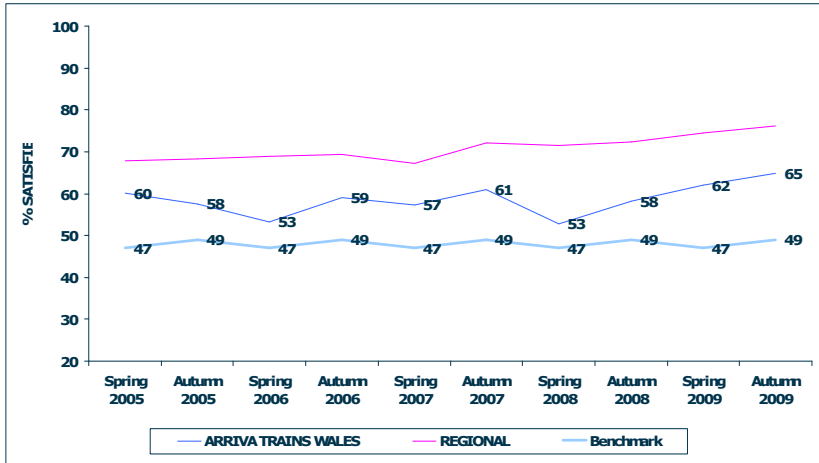
TARGET 69

STATION – THE UPKEEP/ REPAIR OF THE STATION BUILDING/ PLATFORMS (732)



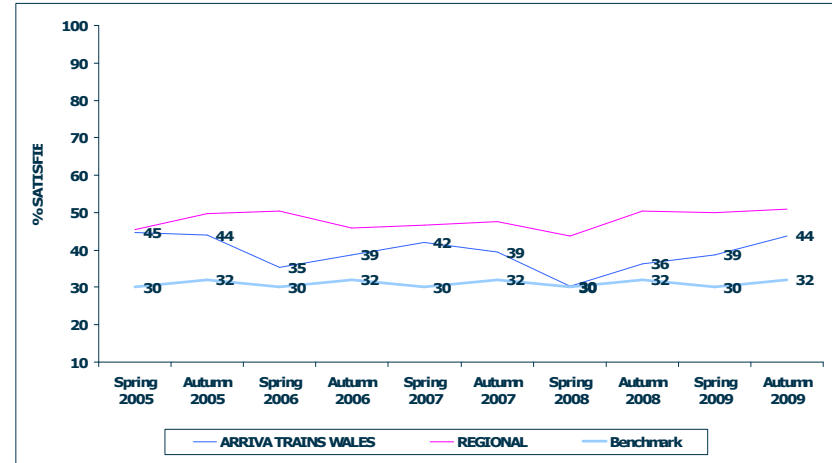
ARRIVA TRAINS WALES

STATION - CLEANLINESS (728)



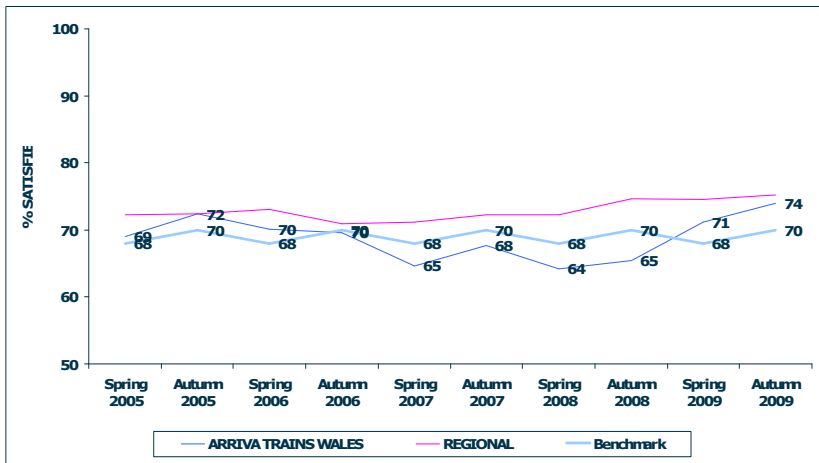
TARGET 48

STATION – THE FACILITIES AND SERVICES (634)



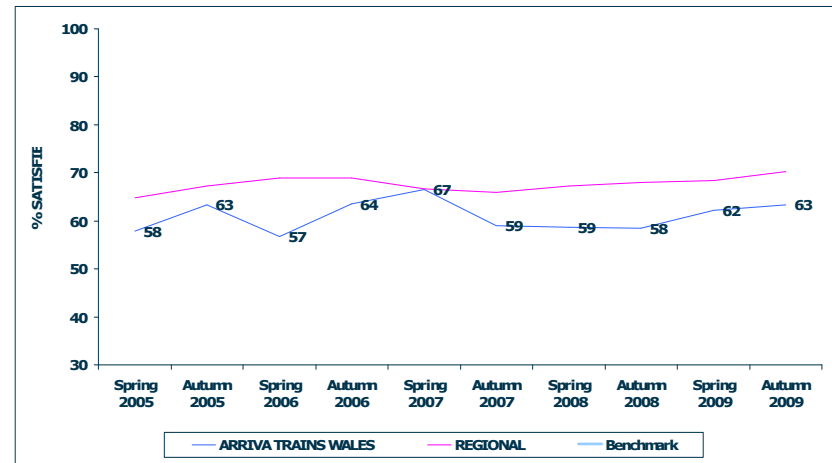
TARGET 32

STATION – THE ATTITUDES AND HELPFULNESS OF THE STAFF (572)



TARGET 69

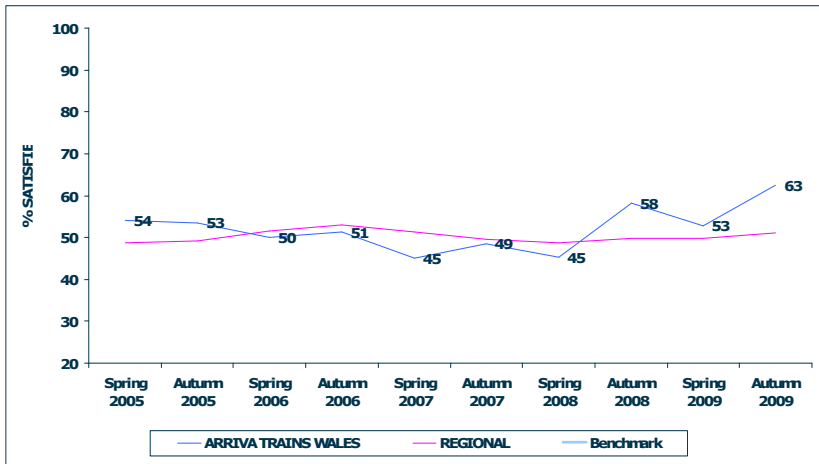
STATION – CONNECTIONS WITH OTHER FORMS OF PUBLIC TRANSPORT (476)



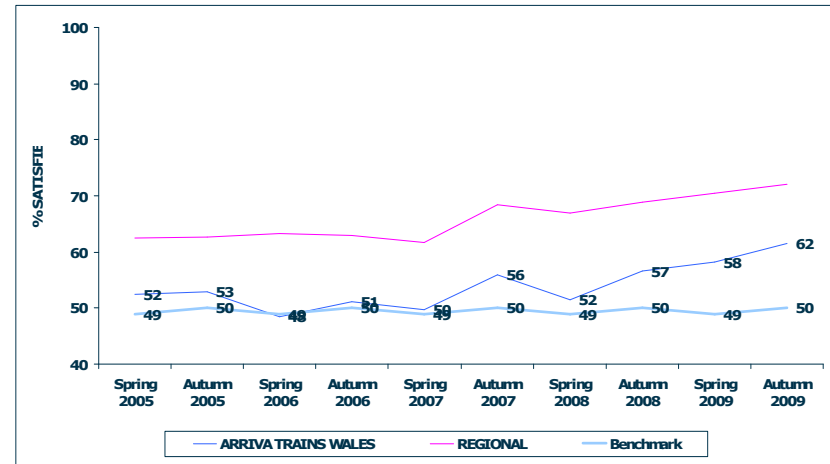
N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

ARRIVA TRAINS WALES

STATION – FACILITIES FOR CAR PARKING (370)

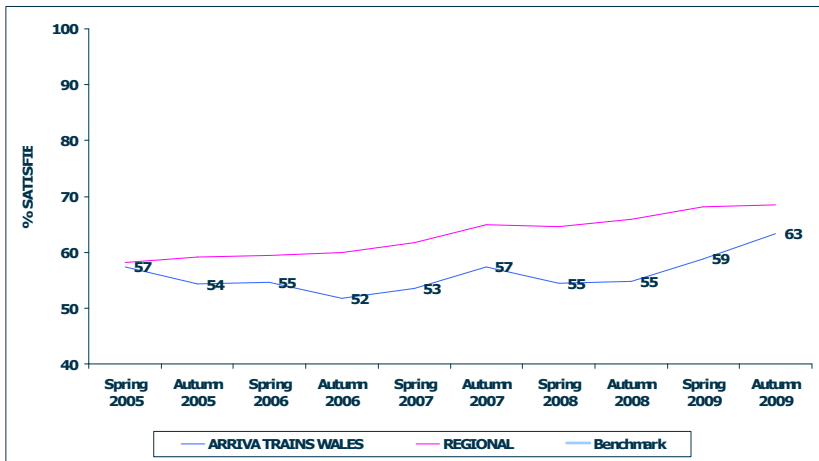


STATION – OVERALL ENVIRONMENT (759)

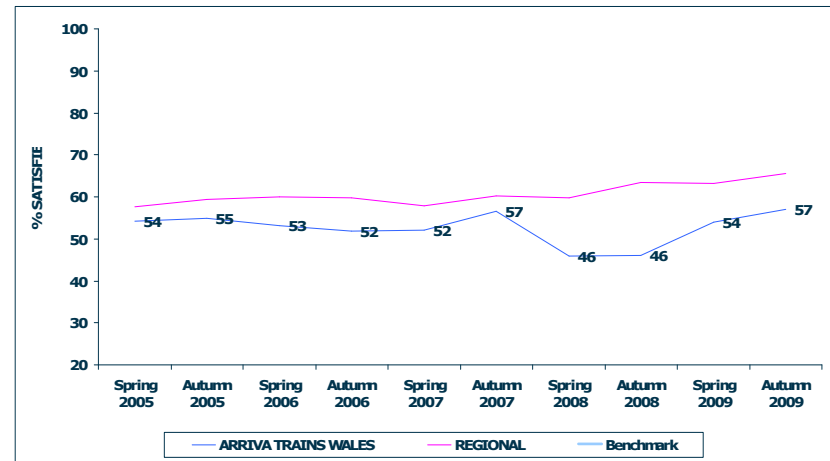


TARGET 50

STATION – YOUR PERSONAL SECURITY WHILST USING (669)



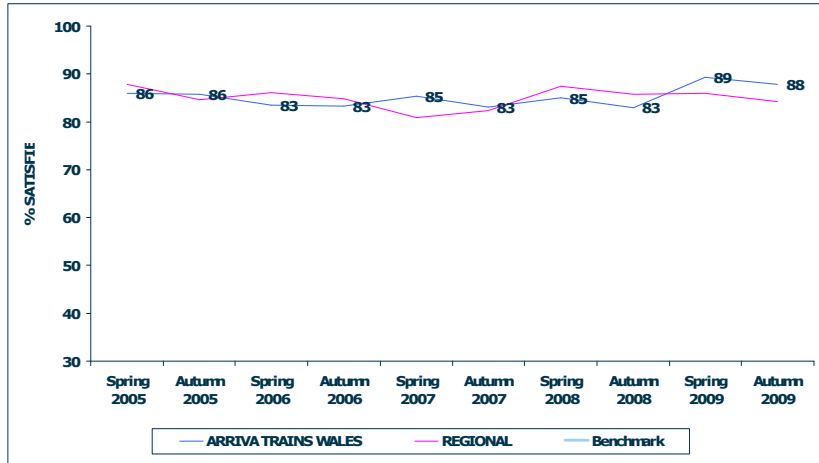
STATION – THE AVAILABILITY OF STAFF (659)



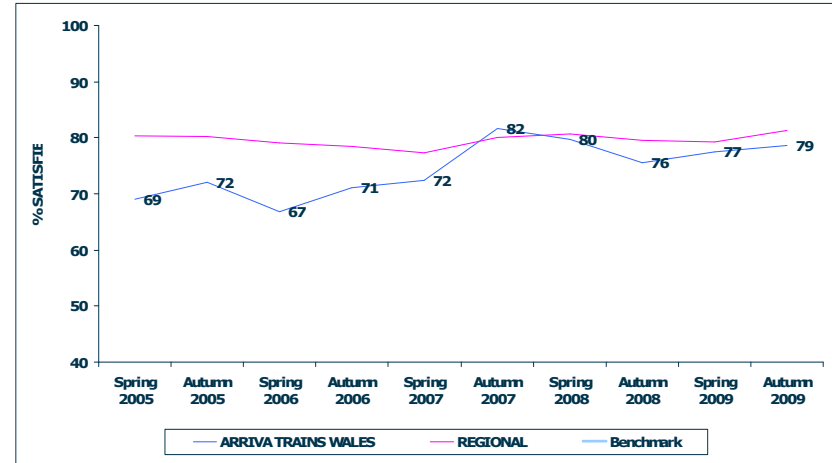
N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

ARRIVA TRAINS WALES

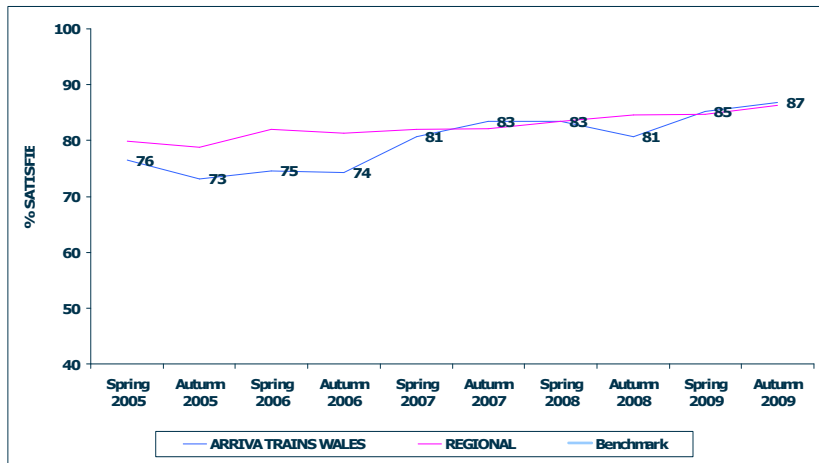
STATION – HOW REQUEST TO STATION STAFF WAS HANDLED (148)



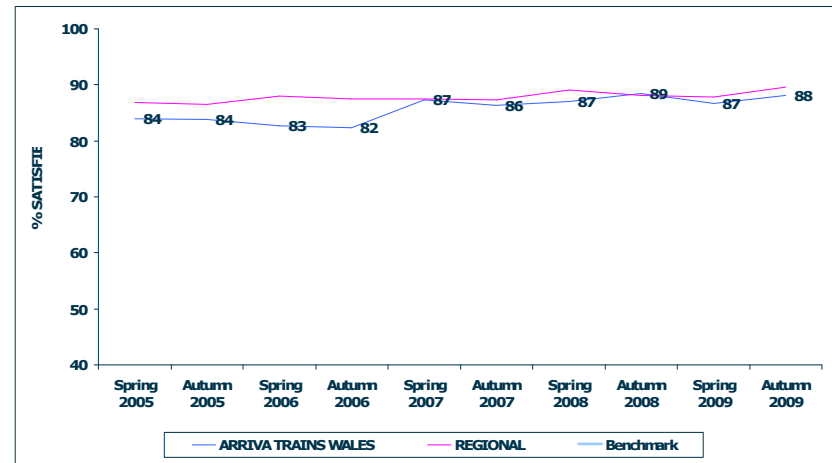
TRAIN – THE FREQUENCY OF THE TRAINS ON THAT ROUTE (755)



TRAIN – PUNCTUALITY/ RELIABILITY (I.E. THE TRAIN ARRIVING/ DEPARTING ON TIME) (764)



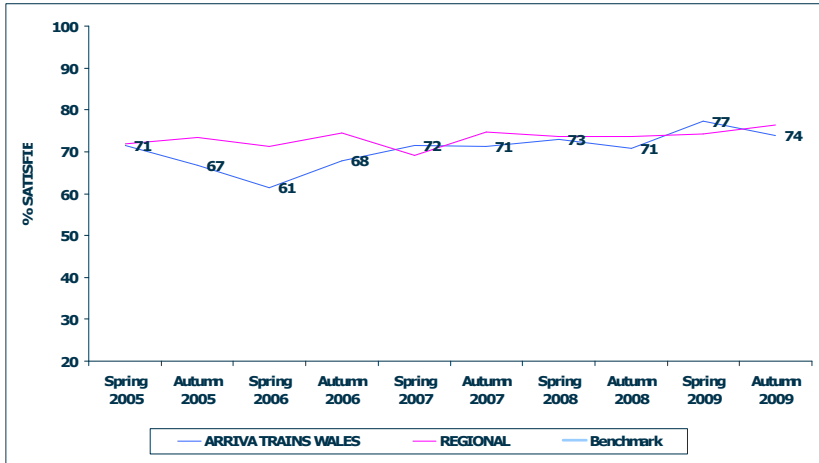
TRAIN – THE LENGTH OF TIME THE JOURNEY WAS SCHEDULED TO TAKE (SPEED) (757)



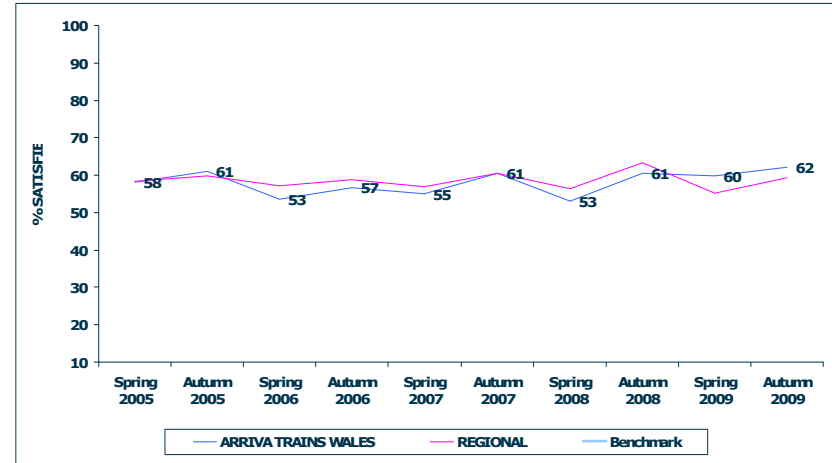
N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

ARRIVA TRAINS WALES

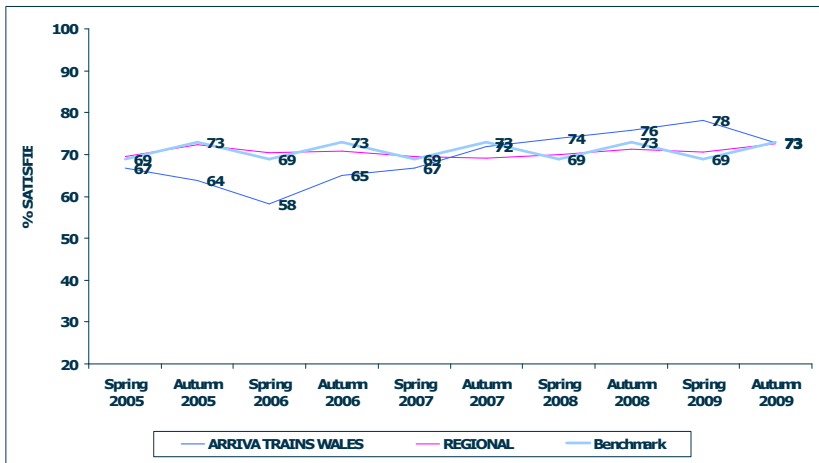
TRAIN – CONNECTIONS WITH OTHER TRAIN SERVICES (432)



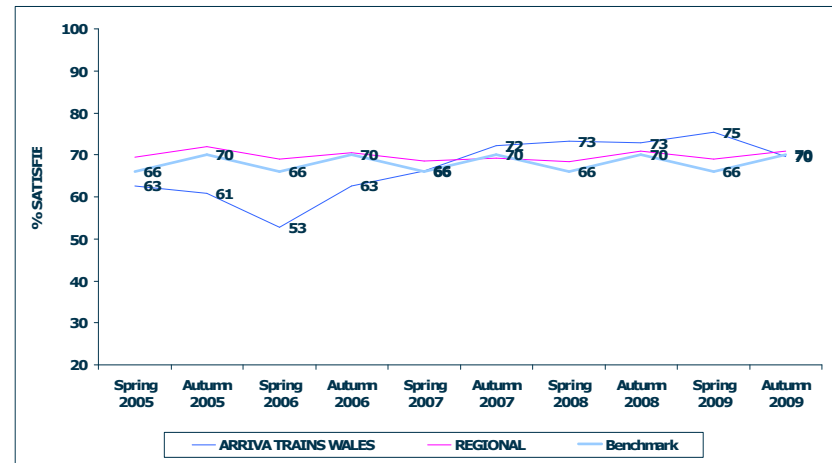
TRAIN – THE VALUE FOR MONEY FOR THE PRICE OF YOUR TICKET (750)



TRAIN – CLEANLINESS OF THE TRAIN (778)



TRAIN – UP KEEP AND REPAIR OF THE TRAIN (767)



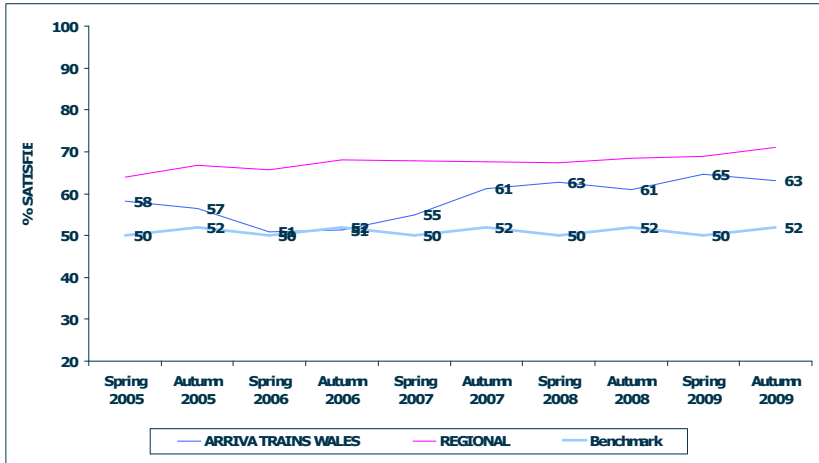
TARGET 71

TARGET 68

N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

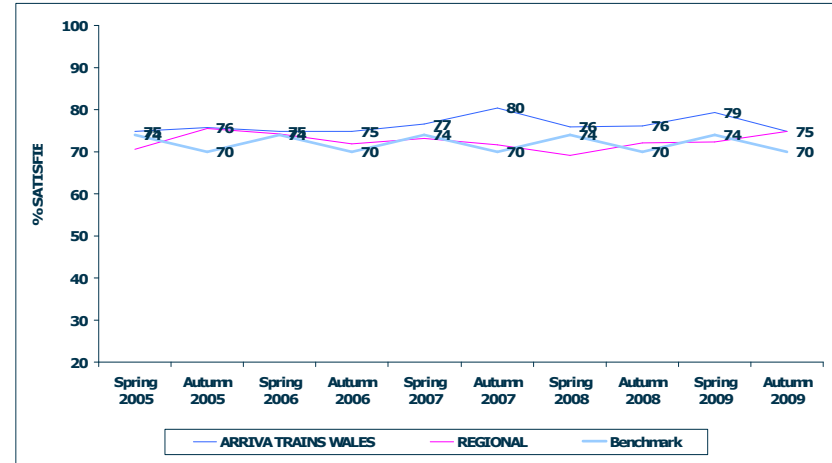
ARRIVA TRAINS WALES

TRAIN – THE PROVISION OF INFORMATION DURING THE JOURNEY (695)



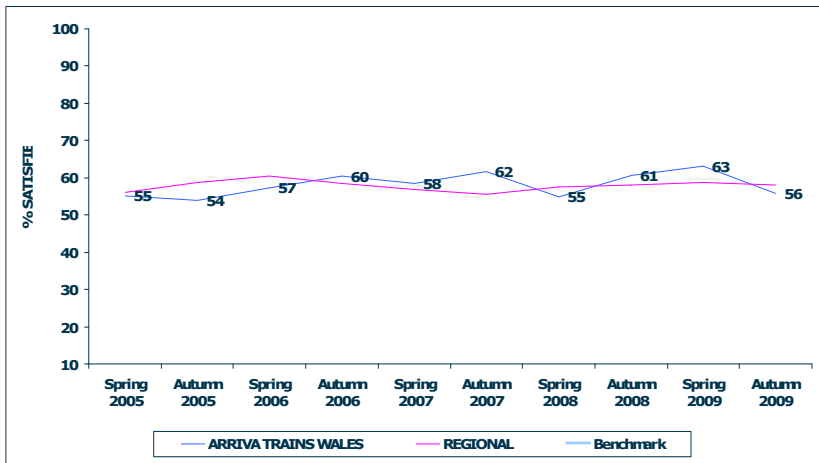
TARGET 51

TRAIN – THE HELPFULNESS AND ATTITUDE OF STAFF ON TRAIN (626)

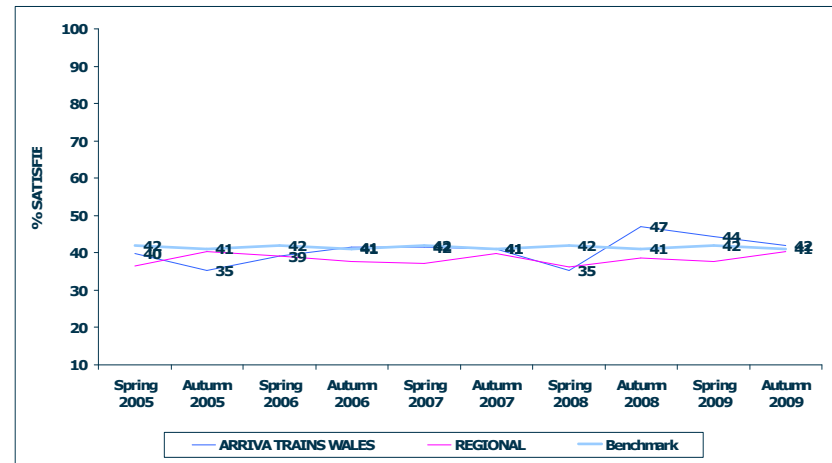


TARGET 72

TRAIN – THE SPACE FOR LUGGAGE (611)



TRAIN – THE TOILET FACILITIES (347)

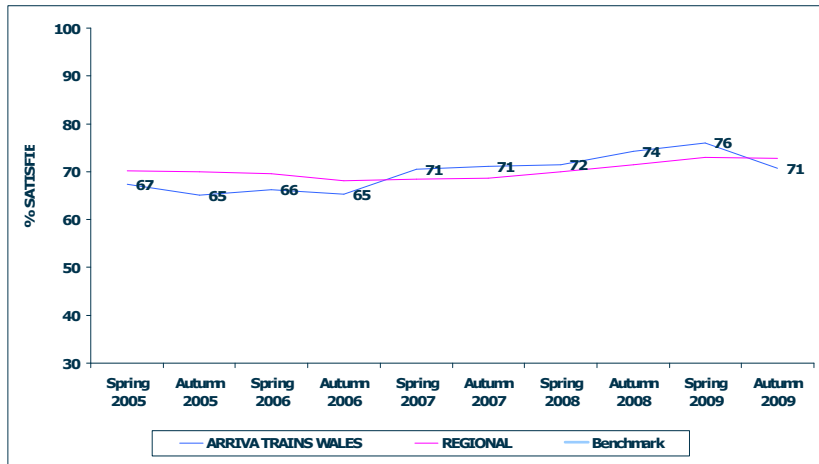


TARGET 42

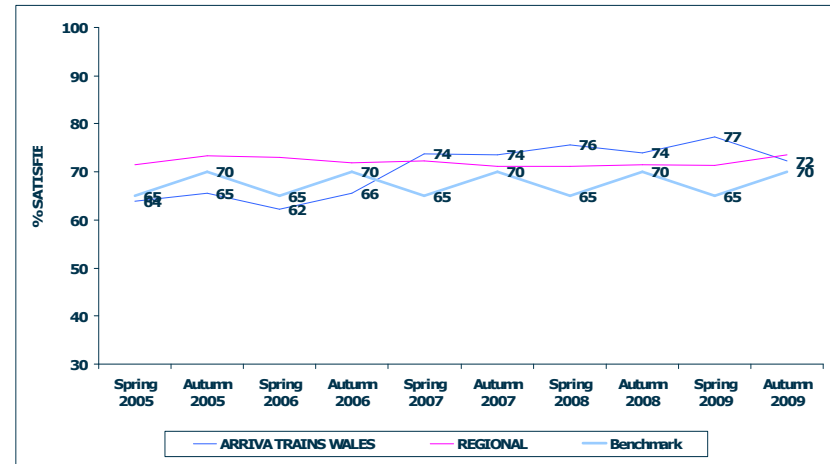
N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

ARRIVA TRAINS WALES

TRAIN – SUFFICIENT ROOM FOR ALL THE PASSENGERS TO SIT/ STAND (756)

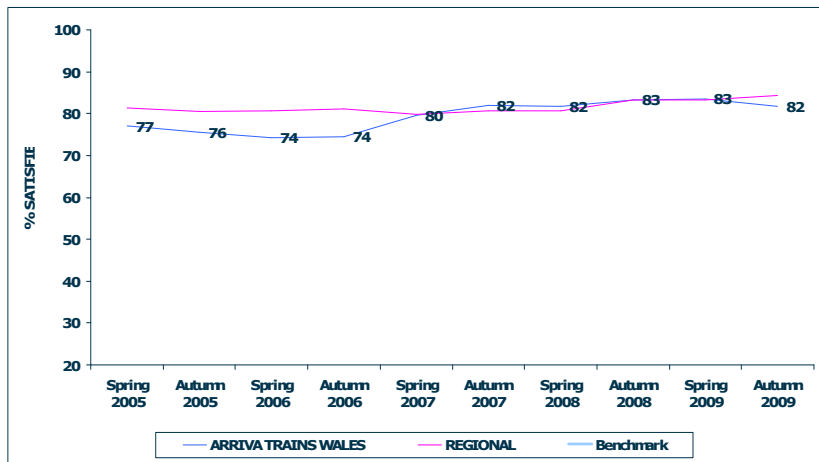


TRAIN – THE COMFORT OF THE SEATING AREA (759)

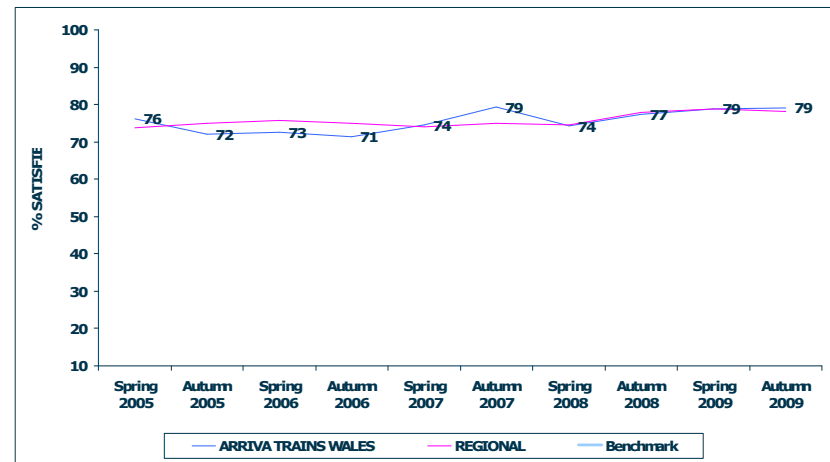


TARGET 68

TRAIN – THE EASE OF BEING ABLE TO GET ON AND OFF (766)

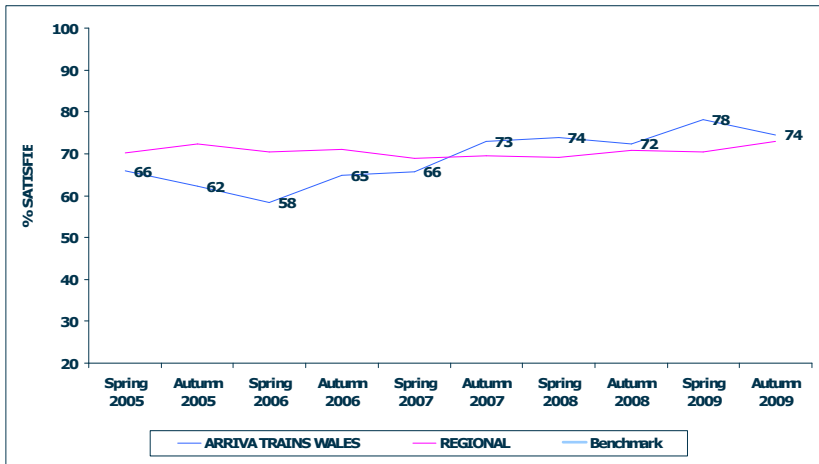


TRAIN – YOUR PERSONAL SECURITY WHILST ON BOARD (719)

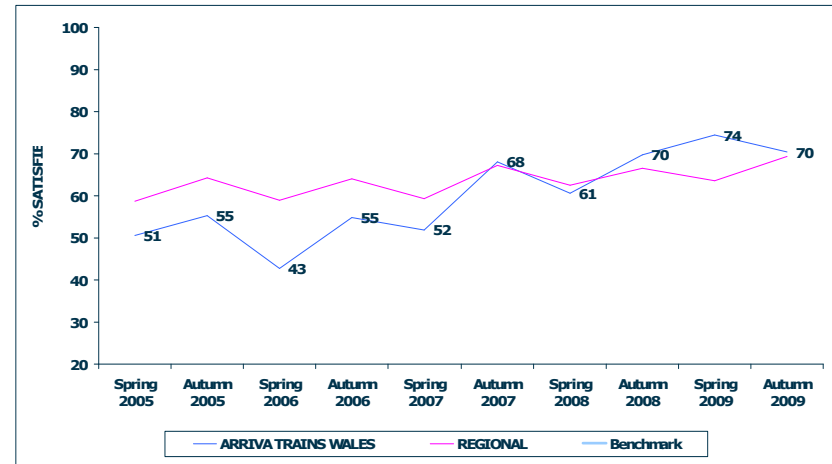


ARRIVA TRAINS WALES

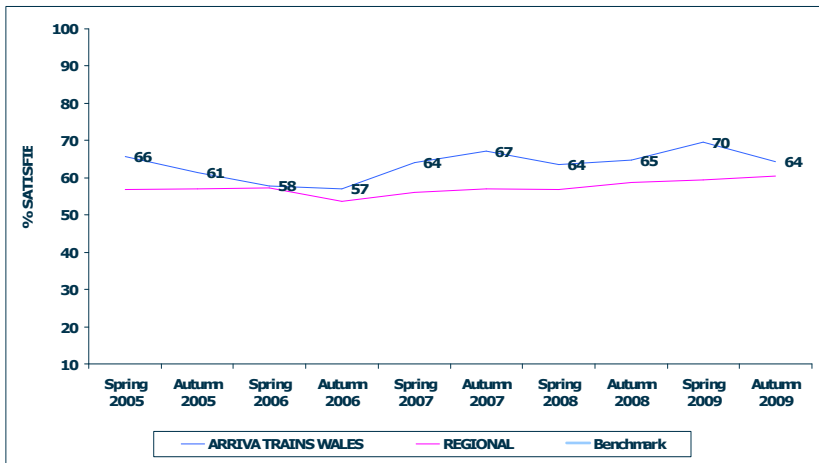
TRAIN – THE CLEANLINESS OF THE INSIDE (772)



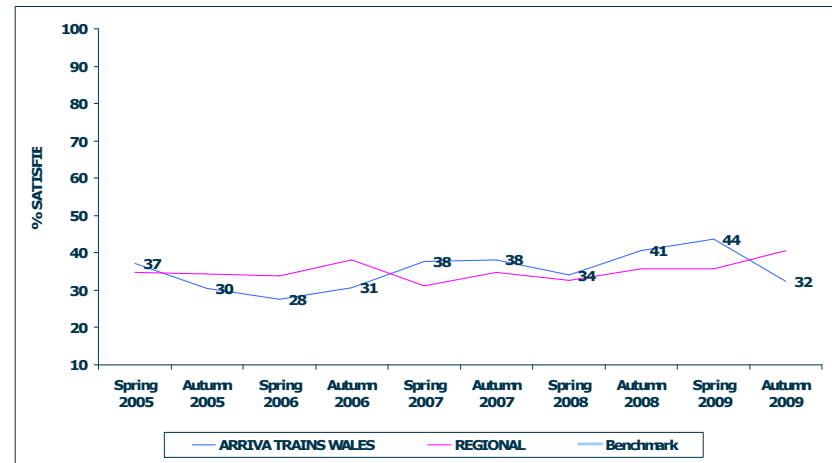
TRAIN – THE CLEANLINESS OF THE OUTSIDE (674)



TRAIN – THE AVAILABILITY OF STAFF (691)



TRAIN – HOW WELL TRAIN COMPANY DEALT WITH DELAYS (87)



N.B. BENCHMARKS AND TARGETS ARE ONLY SHOWN FOR APPLICABLE FACTORS

METHODOLOGY

Questionnaires are 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 Wave 8, fieldwork took place over 3 weeks.

In Wave 9, 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

The data for number of journeys and profiles by these variables was generated from ORR data (2007).

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.

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

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.

Wave 20 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.

Wave 19 fieldwork was undertaken between 1 September 2008 and 2 November 2008. Top up shifts were run between 3 November and 15 November 2008. The total fieldwork period was very similar to the corresponding waves in other years (other than 2007).

As usual, line closures due to planned engineering work required us to reschedule many shifts at stations where no trains were running. Some shifts were aborted if a station only had a replacement bus service.

In 3 areas, shifts were rescheduled because of strike action, or planned strike action.

Fatalities on the line once again led to some shifts having to be rescheduled.

Extreme weather caused some disruption to the schedule, either because trains couldn't run on flooded tracks, or because fieldworkers couldn't reach rural stations because of snowfall.

Wave 18 fieldwork was undertaken between 19 January and 7 March 2008. Top up shifts were run between 8 March and 17 March 2008. The fieldwork period was shorter, and started earlier than the corresponding wave in 2007 because Easter was unusually early.

Fieldwork ran smoothly, with just a small number of problems affecting specific TOCs.

Planned engineering work required us to reschedule a lot of shifts. As usual, we only re-scheduled shifts if there were no trains running from the station. Some shifts were aborted if a station only had a replacement bus service.

Over-running engineering works led to some weekend disruption.

6 Nations Rugby matches caused a couple of alterations to the initial schedule.

Two shifts had to be aborted because the police had closed the station.

"Passenger action" disrupted train services to such an extent that 3 shifts (Paddington and Heathrow) had to be aborted and rescheduled.

ARRIVA TRAINS WALES

WEIGHTED SAMPLE PROFILE

	Autumn 2009	Autumn 2008		Autumn 2009	Autumn 2008
	%	%		%	%
<u>SEX</u>			<u>DELAYS</u>		
Male	42	38	None	86	77
Female	55	59	Minor	11	18
Not stated	3	3	Major	2	2
			Not stated	2	3
<u>AGE</u>			<u>REGULAR TRAVELLER</u>		
16-25	12	17	Yes	50	54
26-34	13	13	No	50	46
35-44	18	17			
45-54	23	18	<u>TIME OF TRAVEL</u>		
55-59	9	11	Peak	-	-
60-64	10	12	Off peak	-	-
65+	14	10			
Not stated	2	2	<u>ASKED FOR HELP/INFORMATION</u>		
<u>JOURNEY PURPOSE (WEIGHTED)</u>			Yes: Help	7	10
Commuter	28	28	Yes: Information	10	11
Business	8	8	Couldn't find anyone to ask	9	11
Leisure	64	64	No	72	68
			Not stated	3	2

REGIONAL TOCs

WEIGHTED SAMPLE PROFILE

	Autumn 2009	Autumn 2008		Autumn 2009	Autumn 2008
	%	%		%	%
<u>SEX</u>			<u>DELAYS</u>		
Male	38	39	None	84	81
Female	59	59	Minor	13	15
Not stated	2	2	Major	2	2
			Not stated	1	2
<u>AGE</u>			<u>REGULAR TRAVELLER</u>		
16-25	13	16	Yes	61	63
26-34	13	12	No	39	37
35-44	19	19			
45-54	19	20	<u>TIME OF TRAVEL</u>		
55-59	11	9	Peak	-	-
60-64	10	11	Off peak	-	-
65+	14	13			
Not stated	1	1	<u>ASKED FOR HELP/INFORMATION</u>		
<u>JOURNEY PURPOSE (WEIGHTED)</u>			Yes: Help	8	8
Commuter	37	33	Yes: Information	9	10
Business	10	9	Couldn't find anyone to ask	3	4
Leisure	52	58	No	80	77
			Not stated	2	2

STATION SAMPLE SIZES FOR ARRIVA TRAINS WALES

<u>STATION</u>	<u>UNWEIGHTED</u>	<u>STATION</u>	<u>UNWEIGHTED</u>	<u>STATION</u>	<u>UNWEIGHTED</u>
CARDIFF CENTRAL	90	MAESTEG	7		
CHESTER	61	PONTYCLUN	7		
SWANSEA	61	WARRINGTON BANK QUAY	6		
SHREWSBURY	51	HEATH HIGH LEVEL	6		
CARDIFF QUEEN STREET	48	BIDSTON	6		
MANCHESTER PICCADILLY	47	GLOUCESTER	6		
CARMARTHEN	35	STOCKPORT	5		
NEWPORT (SOUTH WALES)	35	LISVANE AND THORNHILL	5		
YSTRAD MYNACH	28	HEREFORD	5		
CREWE	27	TENBY	5		
BRIDGEND	26	BIRMINGHAM INTERNATIONAL	4		
PENCOED	25	CHELTENHAM SPA	4		
BIRMINGHAM NEW STREET	23	RHYMNEY	4		
PYLE	16	WREXHAM GENERAL	4		
PENARTH	16	GRANGETOWN (GLAMORGAN)	4		
RHOOSE (CARDIFF INTERNATIONAL)	15	MILFORD HAVEN	2		
NEATH	14	ABERYSTWYTH	2		
WOLVERHAMPTON	12	LLANGADOG	1		
LLANDUDNO JUNCTION	12	LEOMINSTER	1		
PONTYPRIDD	11	PENGAM	1		
WELLINGTON (SHROPSHIRE)	11				
TELFORD CENTRAL	10				
LLANDAF	10				
COLWYN BAY	9				
LLANTWIT MAJOR	8				
MANCHESTER OXFORD ROAD	7				

SAMPLE COMPOSITION AND WEIGHTING

WEIGHTED DATA

	ANNUAL									
	JOURNEYS	JOURNEY PURPOSE			DAY OF WEEK		STATION SIZE			
TOC	(thousands)	COMMUTE	BUSINESS	LEISURE	WEEKDAY	WEEKEND	VERY LARGE	LARGE	MEDIUM	SMALL
Sample size	24663	44	14	42	88	12	32	19	25	24
Number of journeys per annum (000's)	1230675	46	16	38	85	15	29	19	24	27
CHILTERN RAILWAYS	18988	35	21	44	80	20	41	6	25	28
SOUTHERN	139826	49	16	35	89	11	20	29	26	26
SOUTHEASTERN	151729	59	14	27	90	10	23	27	25	26
NATIONAL EXPRESS EAST COAST	17958	13	27	60	76	24	35	8	30	27
FIRST GREAT WESTERN	76236	30	20	50	77	23	28	21	25	26
C2C	29900	66	4	30	93	7	28	20	26	27
MERSEYRAIL	36224	37	8	55	80	20	22	24	28	26
SCOTRAIL	82726	39	13	47	80	20	31	19	25	24
SOUTH WEST TRAINS	186943	53	15	32	85	15	37	13	16	33
VIRGIN TRAINS	23625	10	24	66	85	16	32	6	33	29
ARRIVA TRAINS WALES	21751	28	8	64	81	19	26	21	27	26
FIRST TRANSPENNINE EXPRESS	18452	28	12	60	78	22	19	28	27	26
NATIONAL EXPRESS EAST ANGLIA	108048	60	17	23	89	11	33	11	29	27
NORTHERN RAIL	82057	38	9	53	83	17	47	13	17	23
FIRST CAPITAL CONNECT	100013	45	26	29	86	14	24	19	29	29
EAST MIDLANDS TRAINS	25114	23	28	49	82	18	27	18	29	26
LONDON MIDLAND	48900	45	14	41	85	15	36	13	24	27
LONDON OVERGROUND	33385	64	3	33	83	17	24	21	27	28
CROSSCOUNTRY	28800	15	28	57	78	22	20	24	27	29

SAMPLE COMPOSITION AND WEIGHTING

UNWEIGHTED DATA

TOC	SAMPLE	JOURNEY PURPOSE			DAY OF WEEK		STATION SIZE			
	SIZE	COMMUTE	BUSINESS	LEISURE	WEEKDAY	WEEKEND	VERY LARGE	LARGE	MEDIUM	SMALL
Sample size	24663	44	14	42	88	12	32	19	25	24
Number of journeys per annum (000's)	24663	44	14	42	88	12	32	19	25	24
CHILTERN RAILWAYS	1072	44	12	44	84	16	33	8	28	31
SOUTHERN	2132	51	16	33	90	10	24	30	18	28
SOUTHEASTERN	1514	57	7	36	87	13	31	33	20	17
NATIONAL EXPRESS EAST COAST	1032	17	28	56	88	13	29	11	38	22
FIRST GREAT WESTERN	2901	36	17	47	86	14	29	19	25	27
C2C	1054	66	6	28	89	11	35	23	23	19
MERSEYRAIL	506	53	4	43	90	10	24	34	26	16
SCOTRAIL	1033	41	12	47	88	12	30	21	32	17
SOUTH WEST TRAINS	1819	44	11	44	85	15	34	14	21	31
VIRGIN TRAINS	1098	19	31	51	83	17	43	7	27	23
ARRIVA TRAINS WALES	793	40	11	49	88	12	36	30	14	20
FIRST TRANSPENNINE EXPRESS	1057	33	15	52	87	13	31	25	26	18
NATIONAL EXPRESS EAST ANGLIA	2016	50	10	40	87	13	37	10	32	20
NORTHERN RAIL	1094	48	8	45	89	11	47	16	11	25
FIRST CAPITAL CONNECT	1554	58	10	31	93	7	25	18	30	26
EAST MIDLANDS TRAINS	1010	38	19	43	91	9	27	30	23	20
LONDON MIDLAND	1070	53	10	37	88	12	35	14	29	22
LONDON OVERGROUND	857	64	6	30	96	4	31	14	26	29
CROSSCOUNTRY	1051	24	23	53	85	15	24	19	26	31