



## NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

### TOC REPORT FOR LONDON MIDLAND

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# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

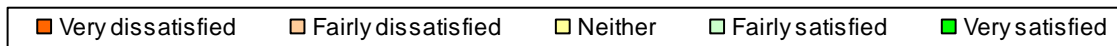
## TOC REPORT FOR LONDON MIDLAND

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# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### Overall Satisfaction and Station Factors



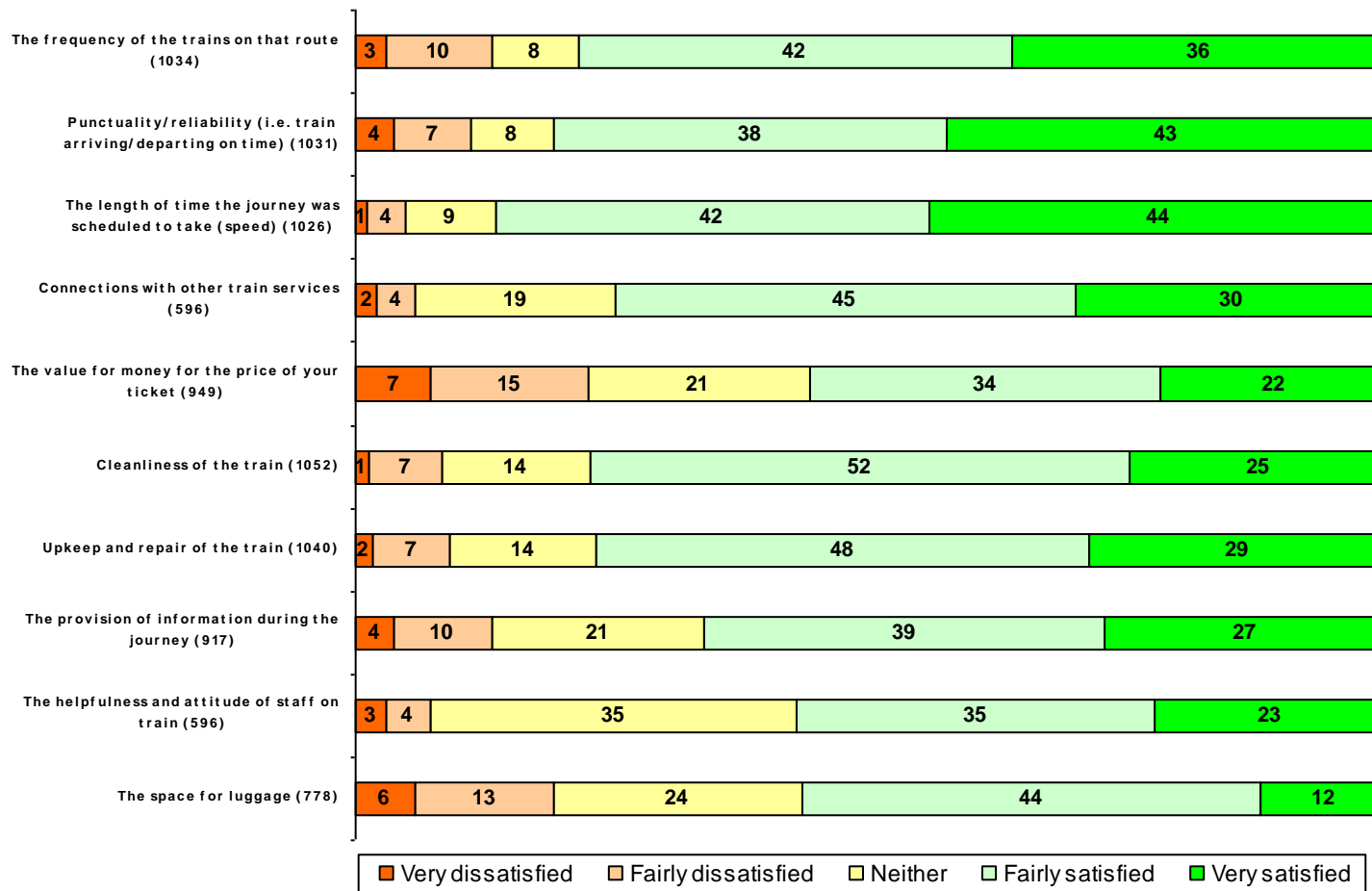
+ denotes significant increase  
 - denotes significant decrease  
 at 95% confidence level

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

% satisfied/good

### Train Factors (I)



Autumn 2010

Autumn 2009

78

79

81

79

86

86

75

73

56

+

49

77

-

83

77

-

82

66

63

57

59

57

51

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

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### Train Factors (II)



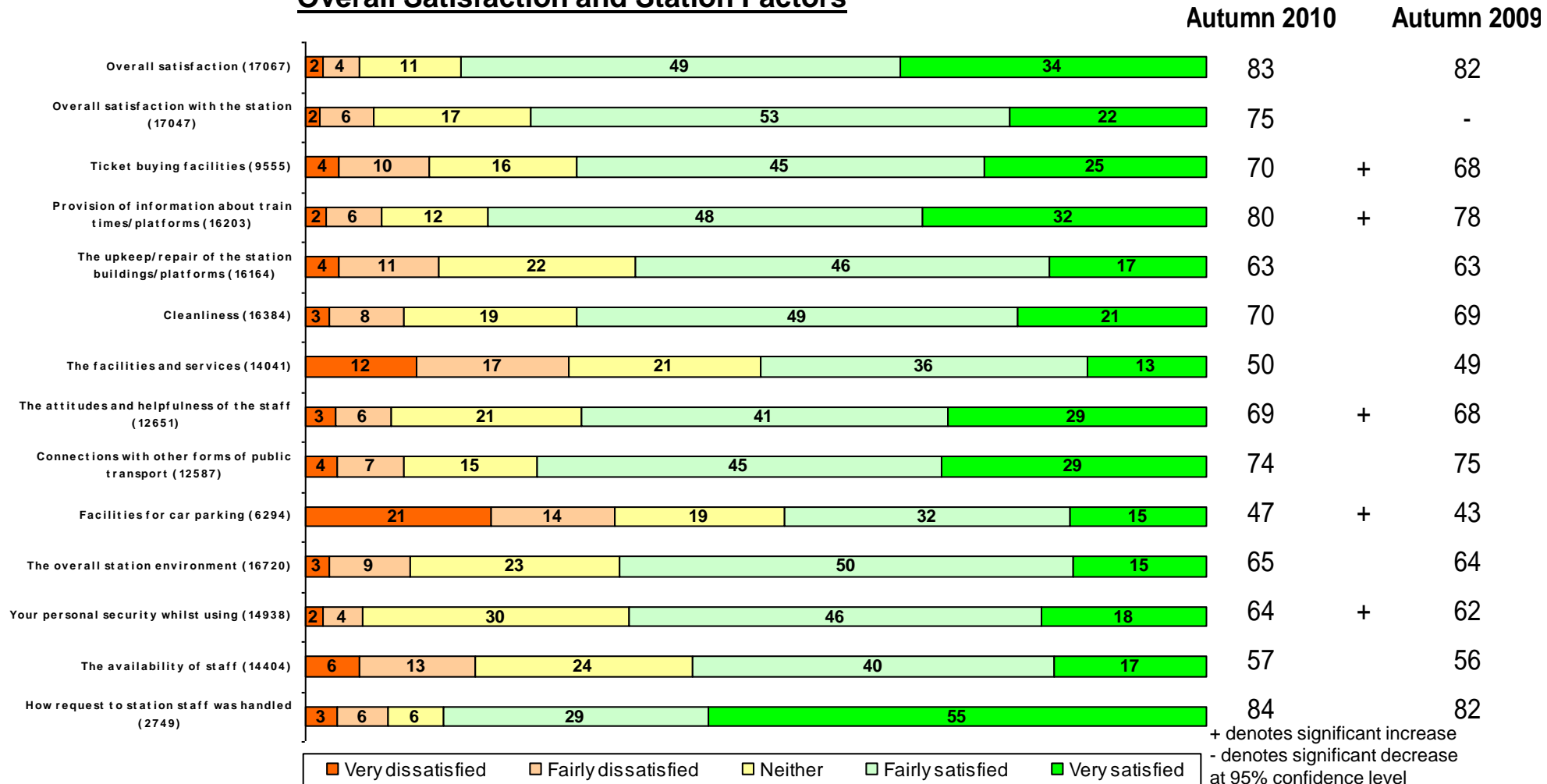
+ denotes significant increase  
 - denotes significant decrease  
 at 95% confidence level

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON AND SOUTH EAST

% satisfied/good

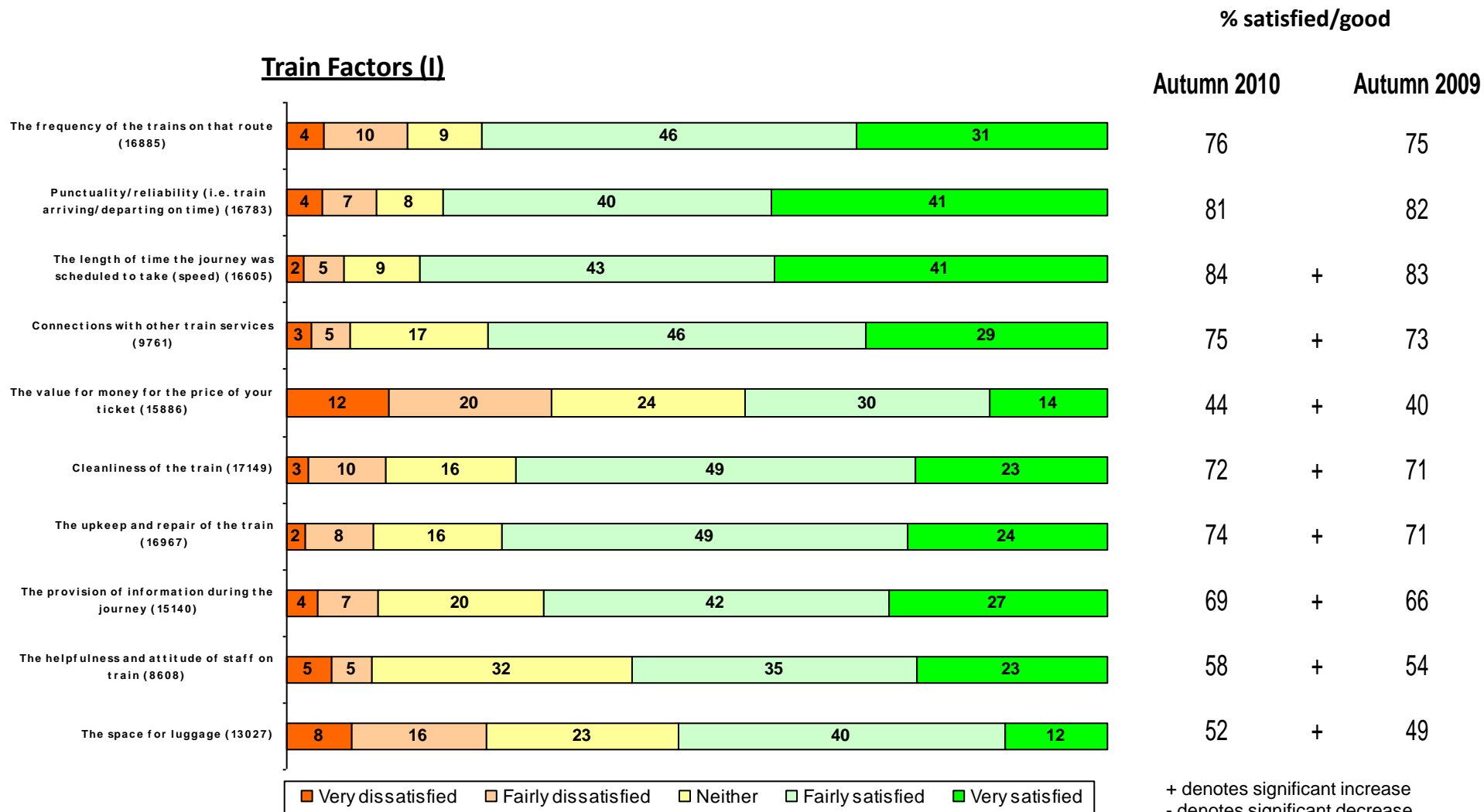
### Overall Satisfaction and Station Factors



Very dissatisfied    Fairly dissatisfied    Neither    Fairly satisfied    Very satisfied

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON AND SOUTH EAST

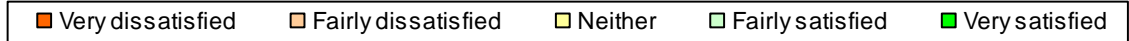
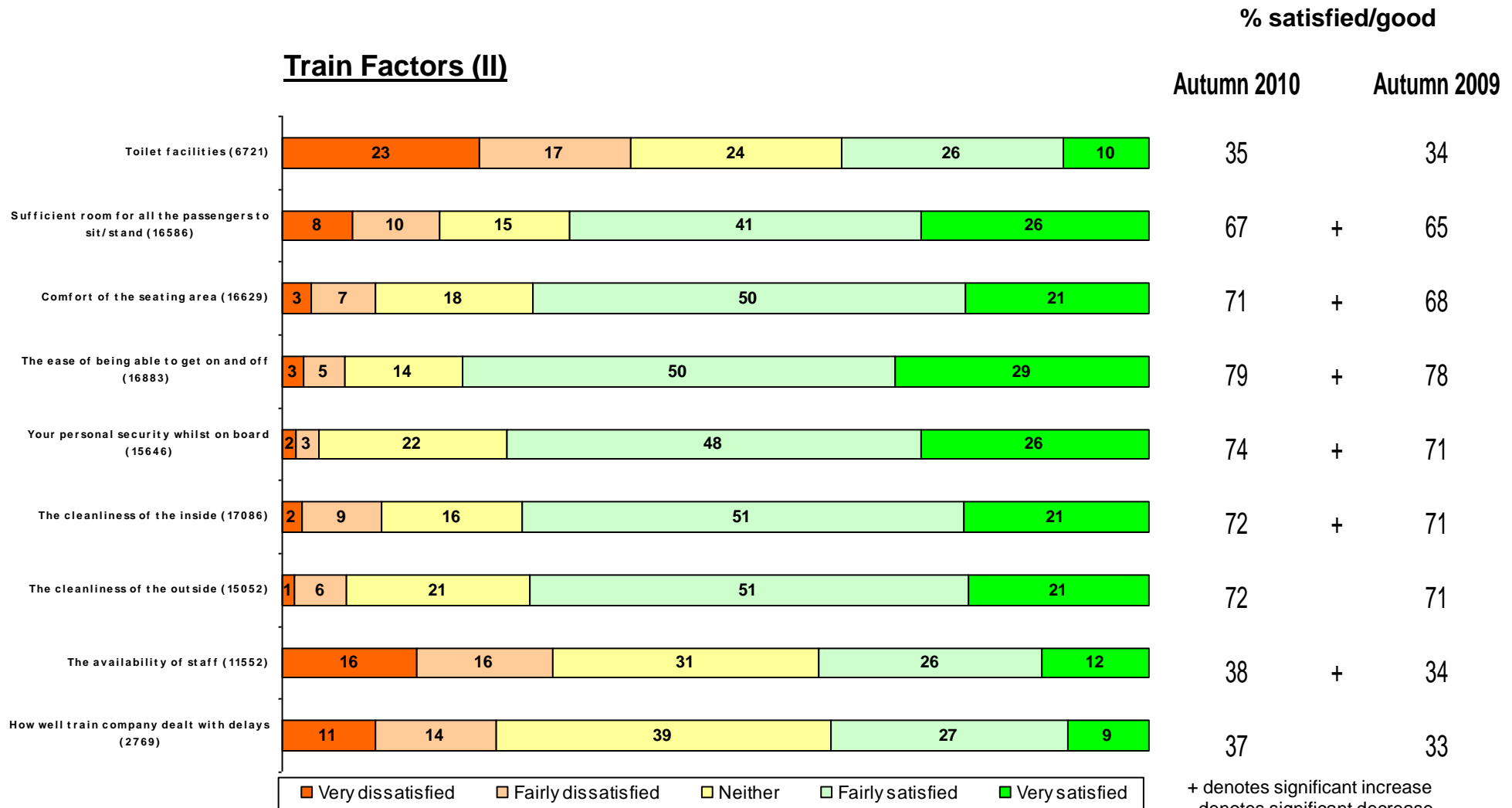


+ denotes significant increase  
 - denotes significant decrease  
 at 95% confidence level

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON AND SOUTH EAST

### Train Factors (II)



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



# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### STATION FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
Overall Satisfaction	86	83	104%
Overall satisfaction with the station	78	75	104%
Ticket buying facilities	76	70	109%
Provision of information about train times/platforms	84	80	105%
The upkeep/repair of the station buildings/platforms	68	63	107%
Cleanliness	71	70	102%
Facilities and services	50	50	102%
The attitudes and helpfulness of the staff	74	69	106%
Connections with other forms of public transport	67	74	90%
Facilities for car parking	49	47	105%
The overall environment	67	65	103%
Your personal security whilst using	64	64	100%
The availability of staff at the station	57	57	99%
How request to station staff was handled	86	84	102%

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### TRAIN FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
The frequency of the trains on that route	78	76	103%
Punctuality/reliability (i.e. train arriving/departing on time)	81	81	100%
The length of time the journey was scheduled to take (speed)	86	84	103%
Connections with other train services	75	75	99%
The value for money for the price of your ticket	56	44	127%
Cleanliness of the train	77	72	107%
Upkeep and repair of the train	77	74	104%
The provision of information during the journey	66	69	96%
The helpfulness and attitude of staff on train	57	58	99%
The space for luggage	57	52	108%

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### TRAIN FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
The toilet facilities	53	35	149%
Sufficient room for all the passengers to sit/stand	74	67	111%
The comfort of the seating area	74	71	103%
The ease of being able to get on and off	81	79	102%
Your personal security whilst on board	79	74	107%
The cleanliness of the inside	77	72	107%
The cleanliness of the outside	77	72	108%
The availability of staff	41	38	109%
How well train company dealt with delays	41	37	110%

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

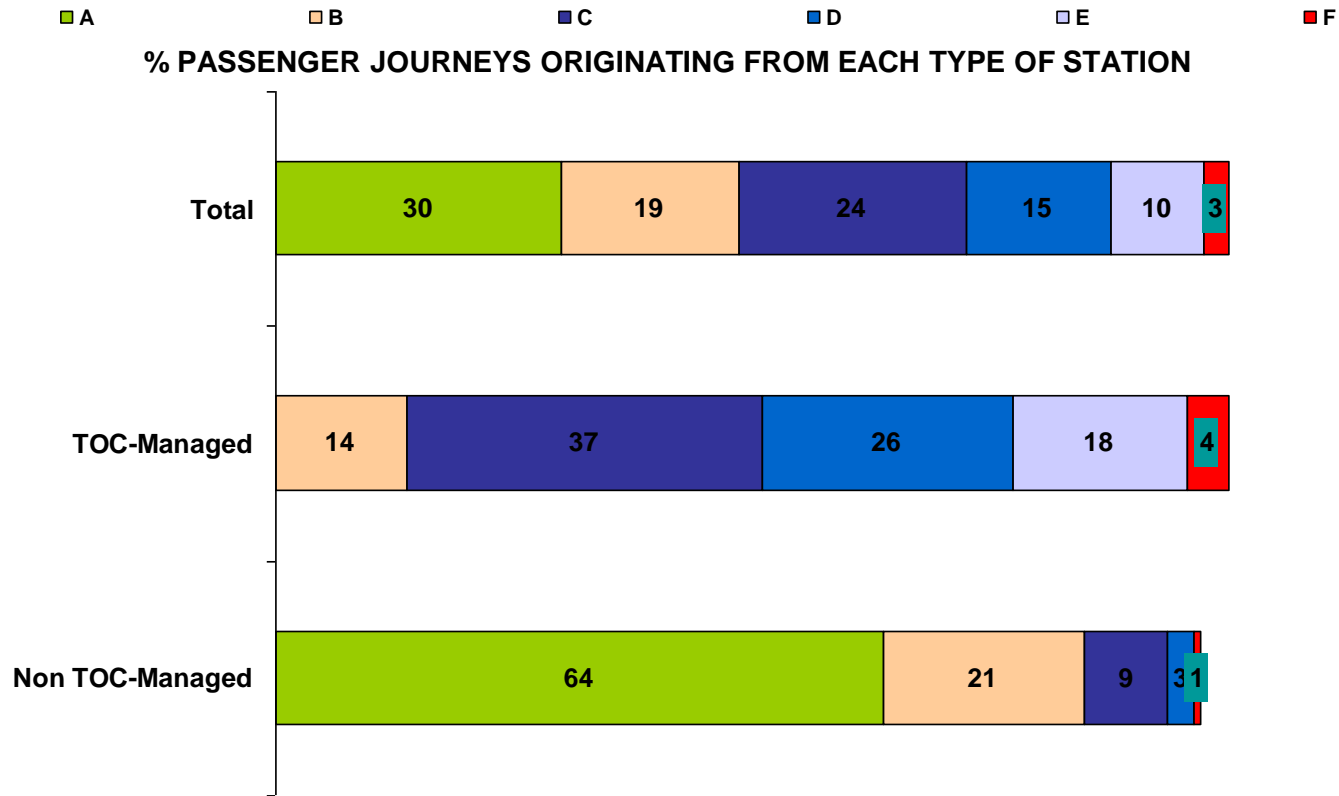
## LONDON MIDLAND

### STATION FACTORS – TOC-MANAGED VERSUS NON TOC-MANAGED

	TOC- Managed	Non TOC- Managed
Overall satisfaction with the station	78	78
Ticket buying facilities	77	74
Provision of information about train times/platforms	85	83
The upkeep/repair of the station buildings/platforms	72	63
Cleanliness	73	70
Facilities and services	42	59
The attitudes and helpfulness of the staff	79	68
Connections with other forms of public transport	59	76
Facilities for car parking	52	43
The overall environment	70	64
Your personal security whilst using	64	64
The availability of staff at the station	58	55
How request to station staff was handled	90	82

LONDON MIDLAND

NETWORK RAIL CATEGORISATION – TOC-MANAGED VERSUS NON TOC-MANAGED STATIONS

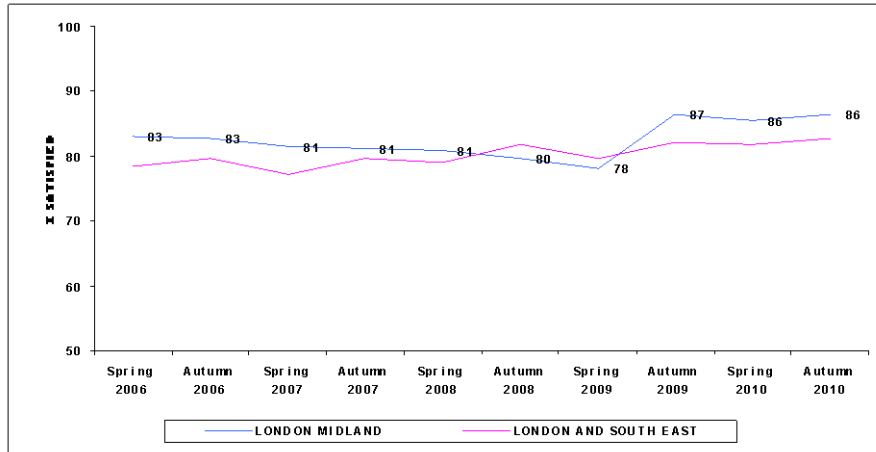


A=National hub, B = Regional hub, C = Important feeder, D = Medium staffed, E = Small staffed, F = Small unstaffed

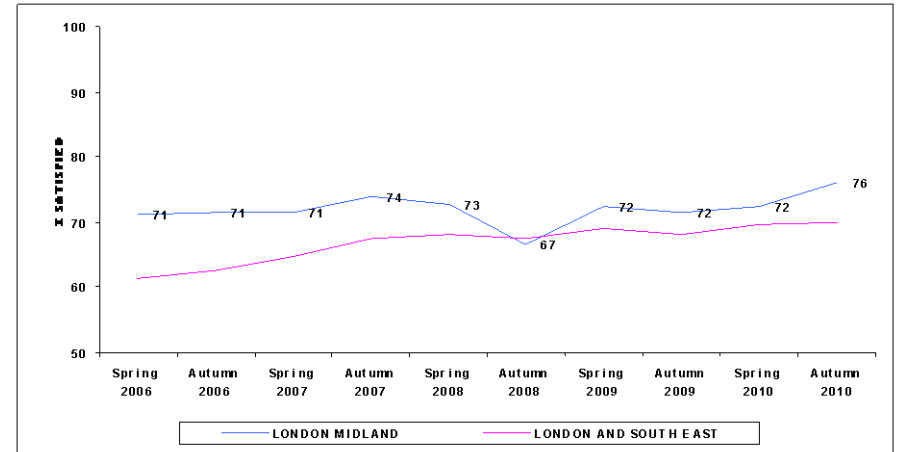
# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

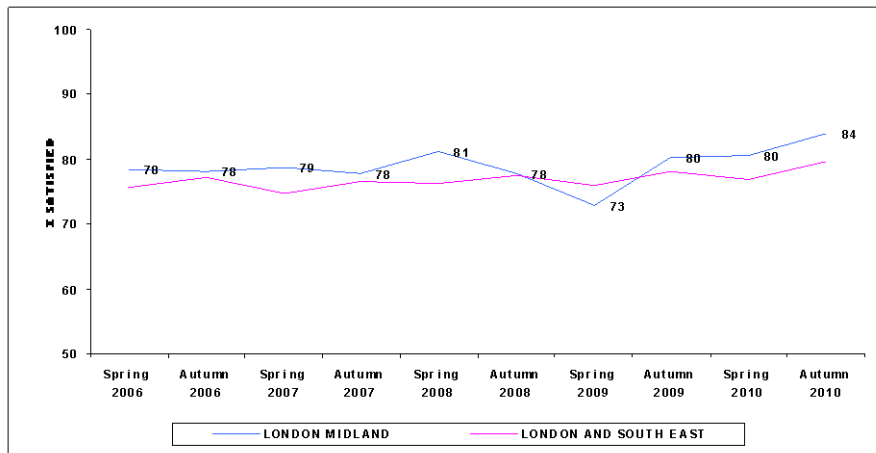
### OVERALL SATISFACTION (1045)



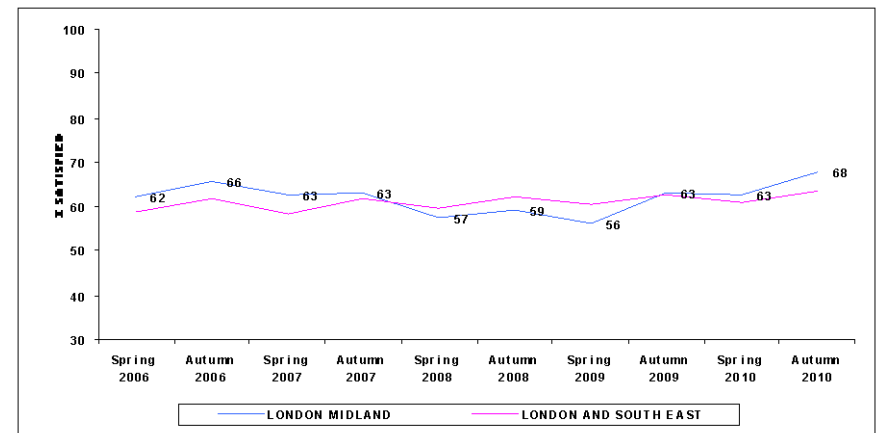
### STATION - TICKET BUYING FACILITIES (622)



### STATION - PROVISION OF INFORMATION ABOUT TRAIN TIMES/ PLATFORMS (989)



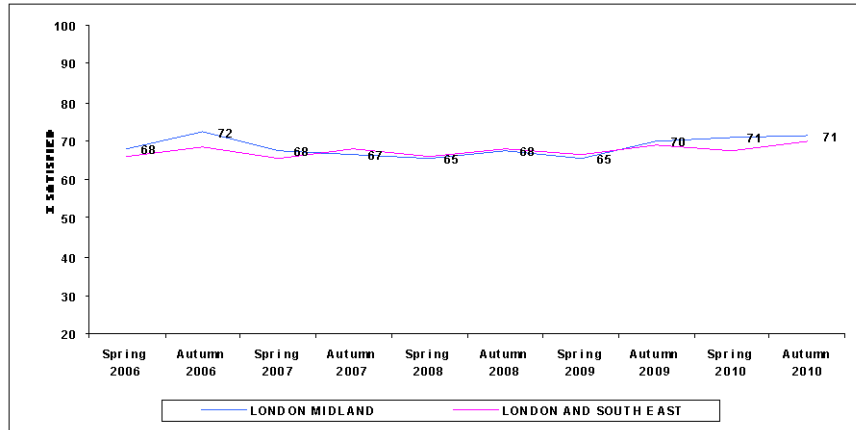
### STATION - THE UPKEEP/ REPAIR OF THE STATION BUILDING/ PLATFORMS (997)



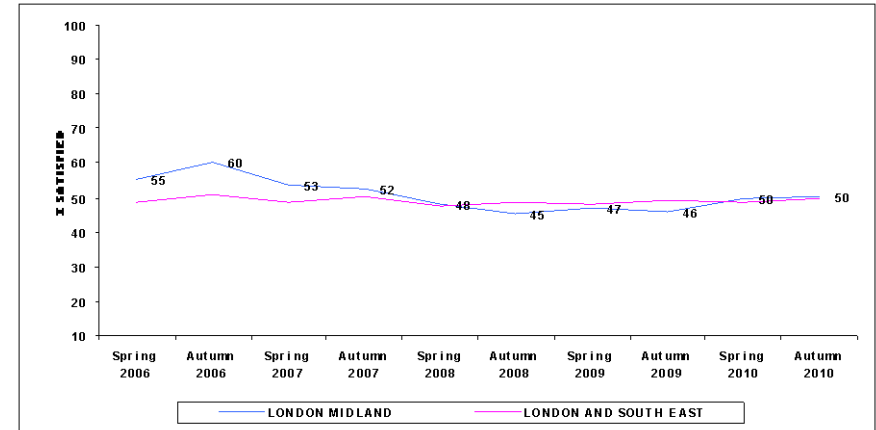
# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

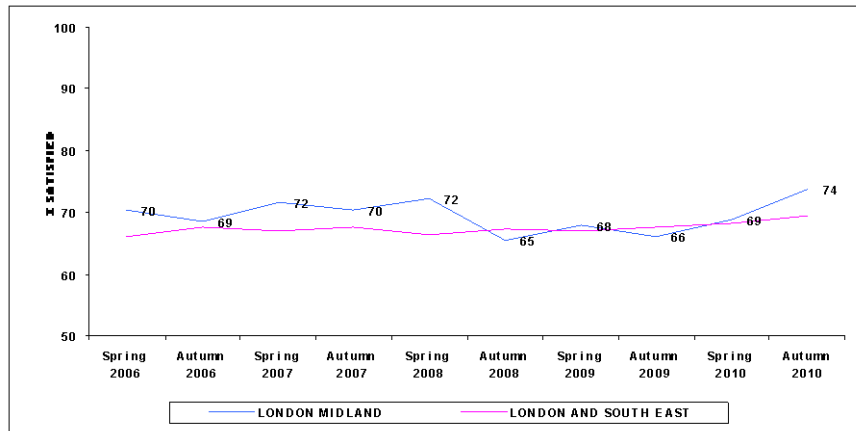
STATION - CLEANLINESS (1012)



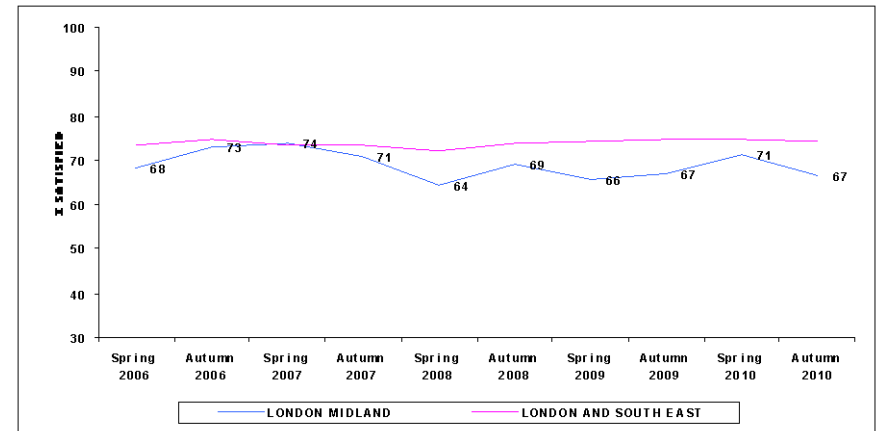
STATION - THE FACILITIES AND SERVICES (858)



STATION - THE ATTITUDES AND HELPFULNESS OF THE STAFF (817)



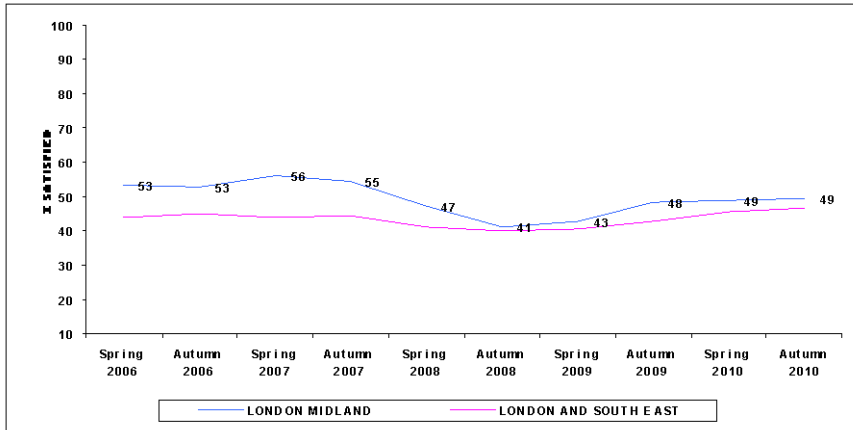
STATION - CONNECTIONS WITH OTHER FORMS OF PUBLIC TRANSPORT (729)



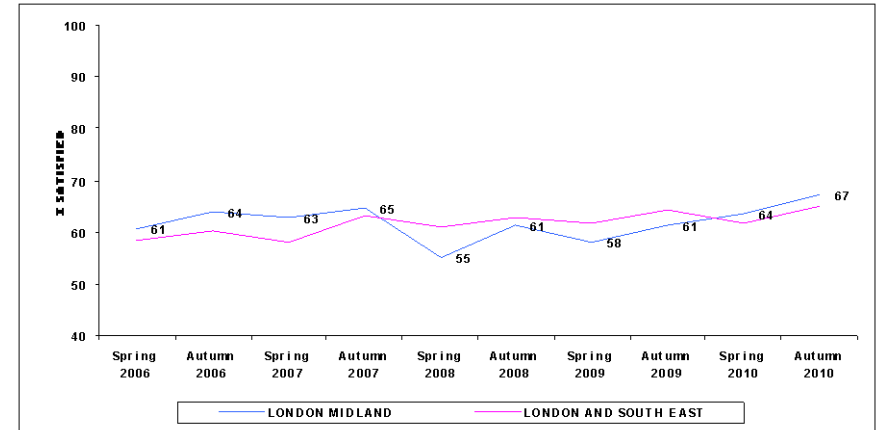
# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

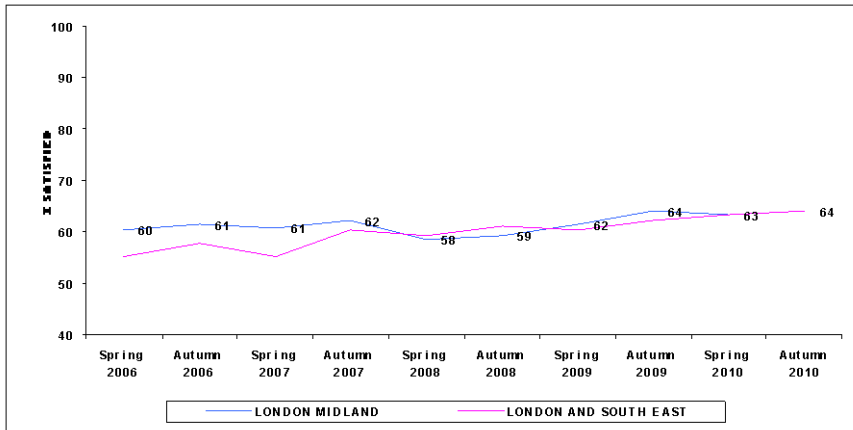
STATION - FACILITIES FOR CAR PARKING (503)



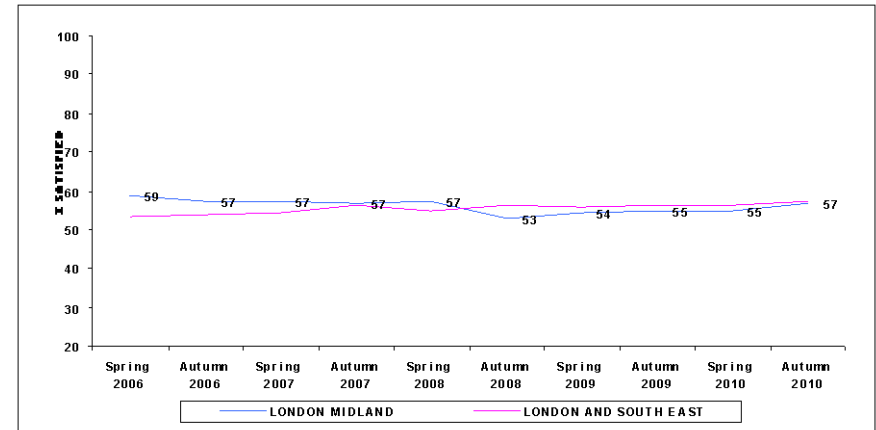
STATION - OVERALL ENVIRONMENT (1031)



STATION - YOUR PERSONAL SECURITY WHILST USING (941)



STATION - THE AVAILABILITY OF STAFF (917)

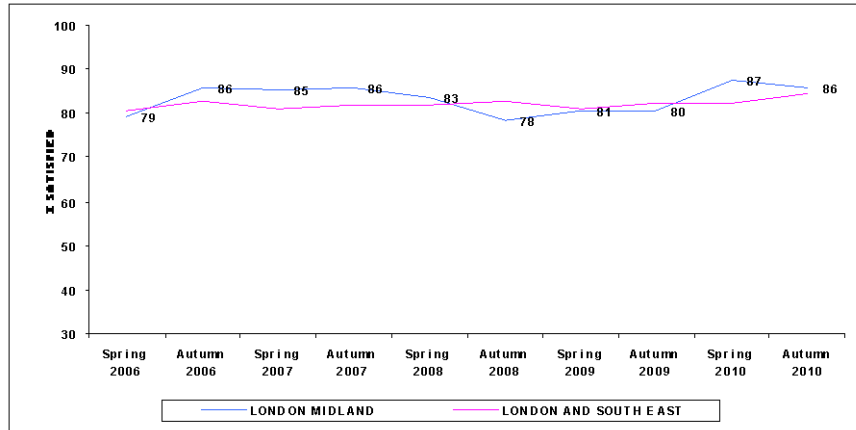




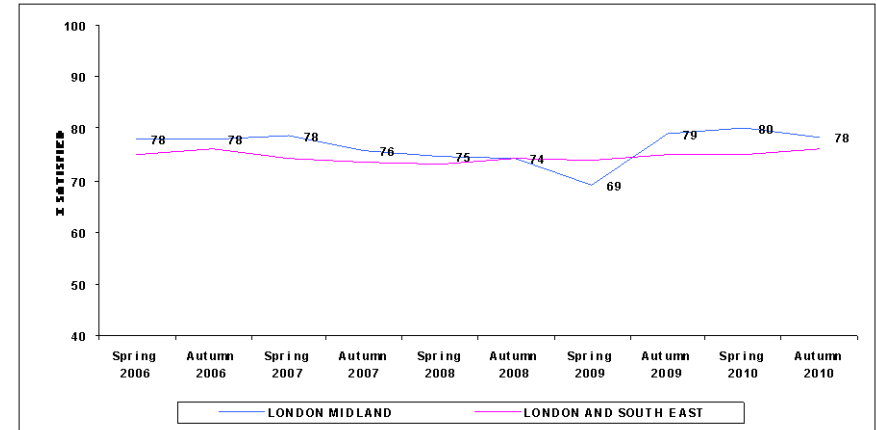
# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

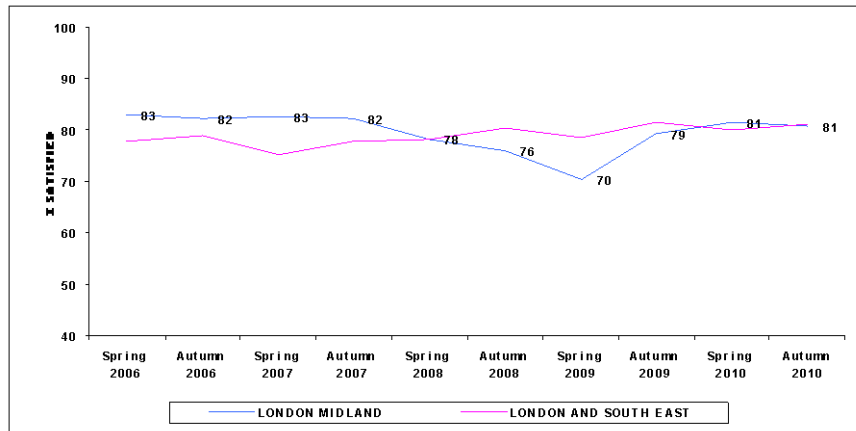
STATION - HOW REQUEST TO STATION STAFF WAS HANDLED (182)



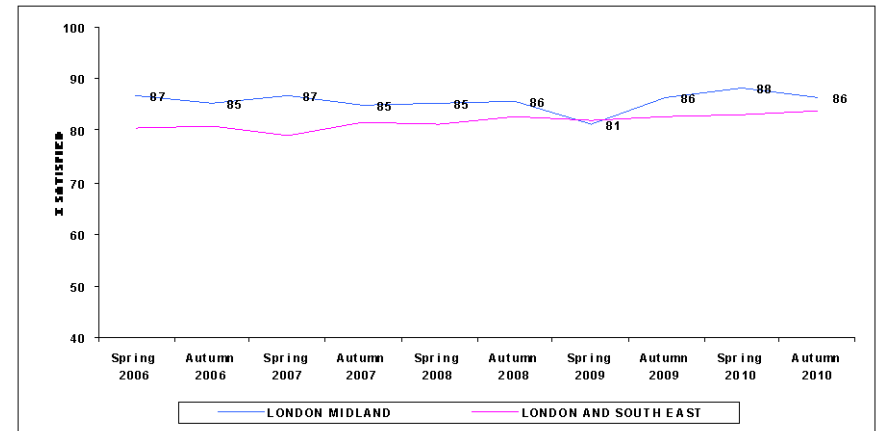
TRAIN - THE FREQUENCY OF THE TRAINS ON THAT ROUTE (1034)



TRAIN - PUNCTUALITY/RELIABILITY (I.E. TRAIN ARRIVING/DEPARTING ON TIME) (1031)



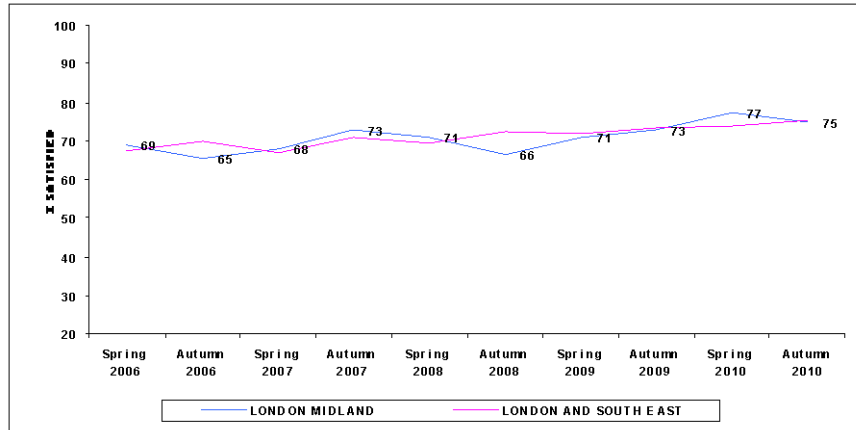
TRAIN - THE LENGTH OF TIME THE JOURNEY WAS SCHEDULED TO TAKE (SPEED) (1026)



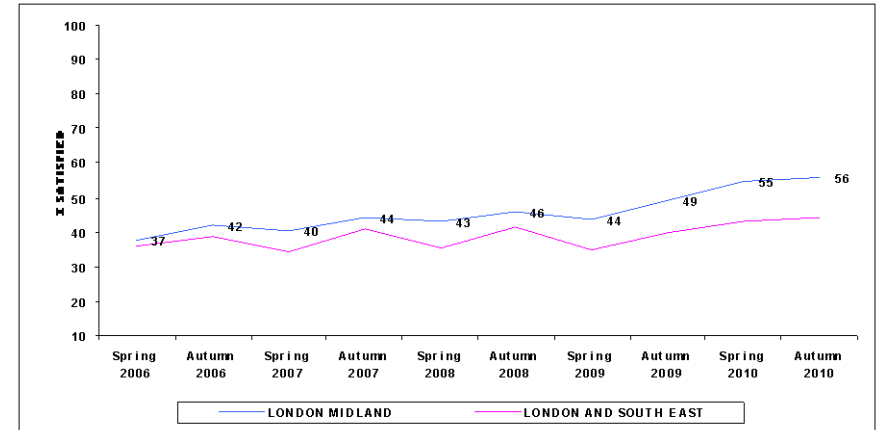
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## LONDON MIDLAND

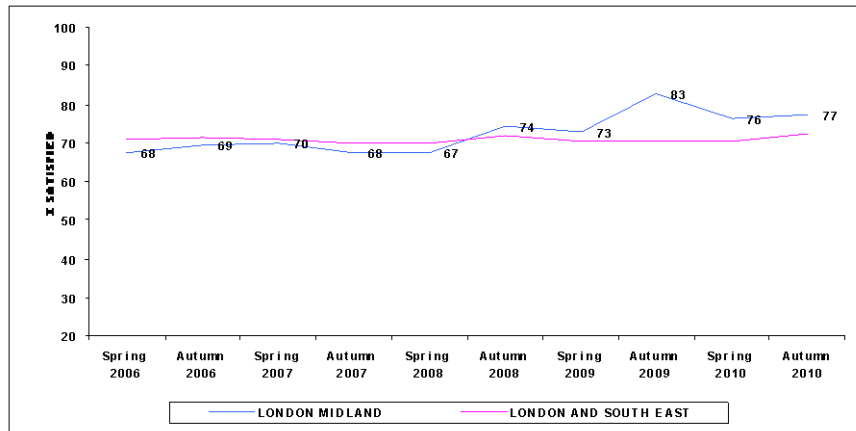
TRAIN - CONNECTIONS WITH OTHER TRAIN SERVICES (596)



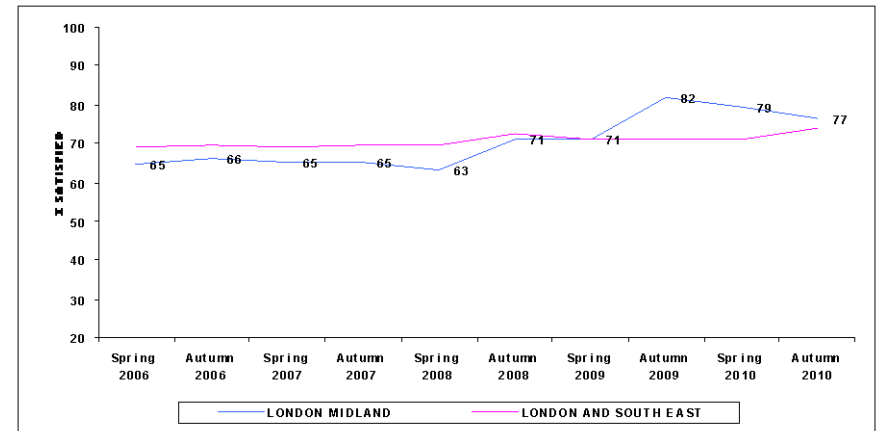
TRAIN - THE VALUE FOR MONEY FOR THE PRICE OF YOUR TICKET (949)



TRAIN - CLEANLINESS OF THE TRAIN (1052)



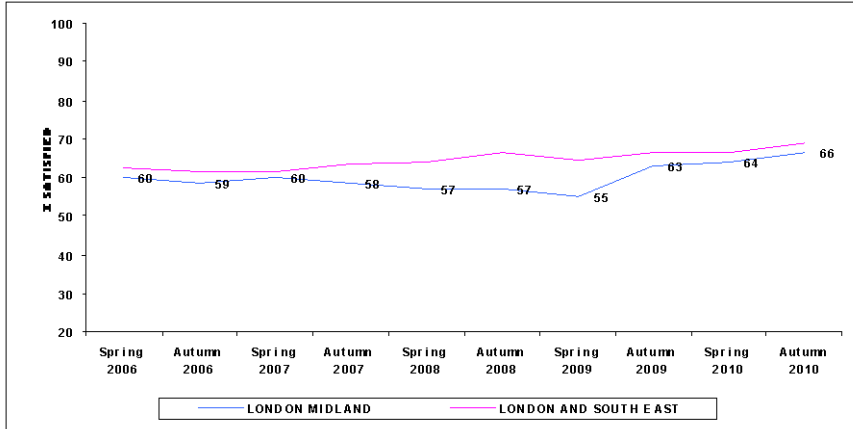
TRAIN - UPKEEP AND REPAIR OF THE TRAIN (1040)



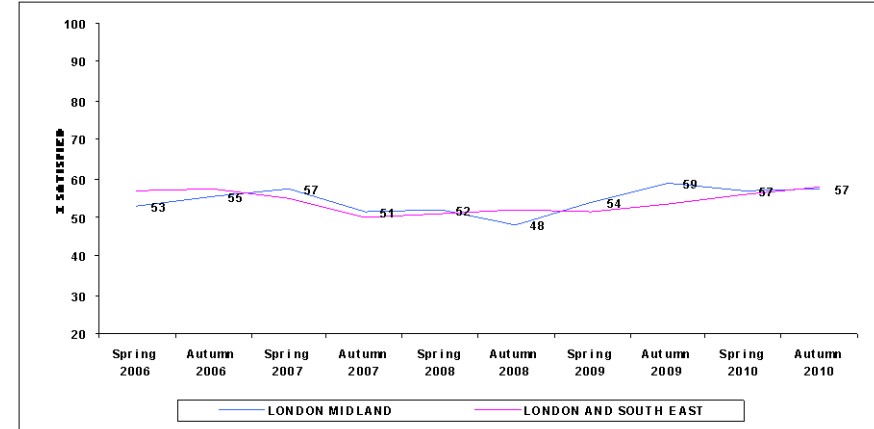
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## LONDON MIDLAND

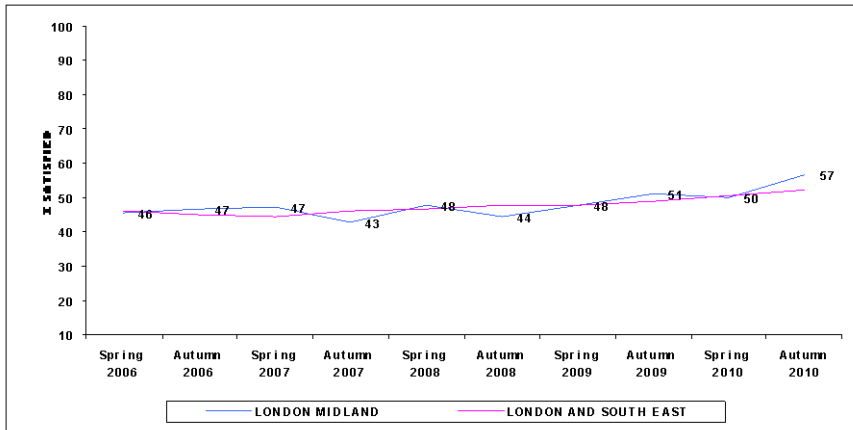
TRAIN - THE PROVISION OF INFORMATION DURING THE JOURNEY (917)



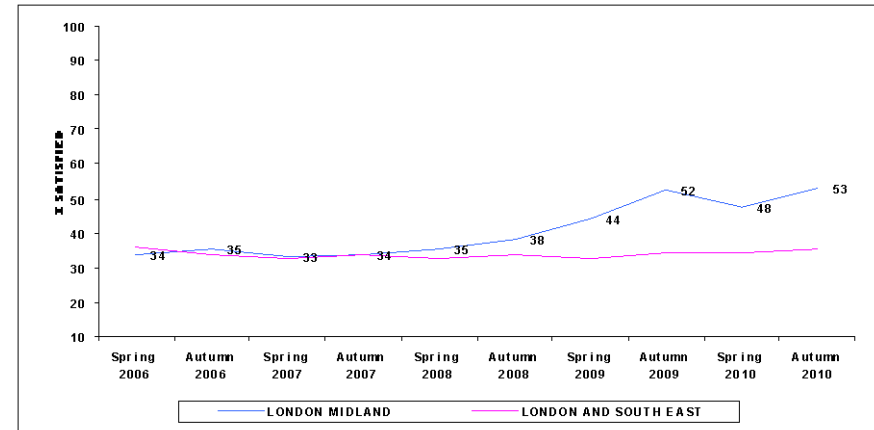
TRAIN - THE HELPFULNESS AND ATTITUDE OF STAFF ON TRAIN (596)



TRAIN - THE SPACE FOR LUGGAGE (778)



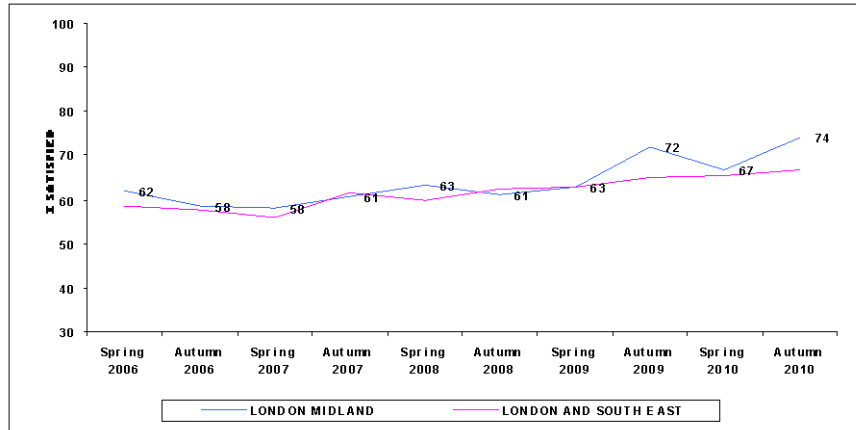
TRAIN - THE TOILET FACILITIES (404)



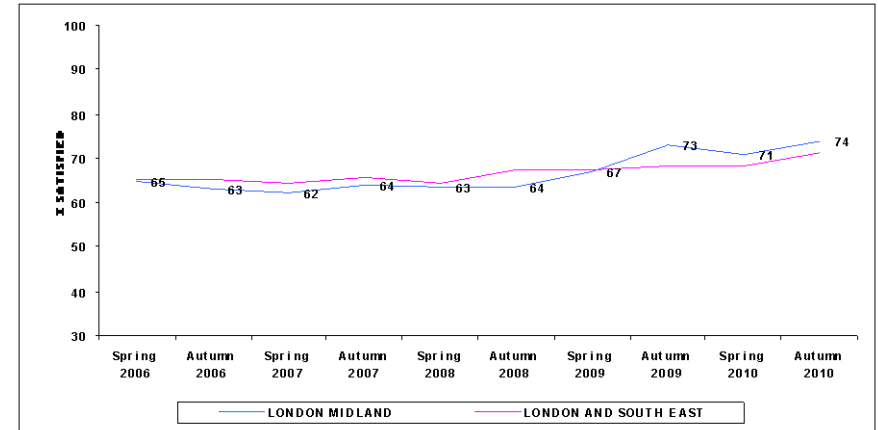
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## LONDON MIDLAND

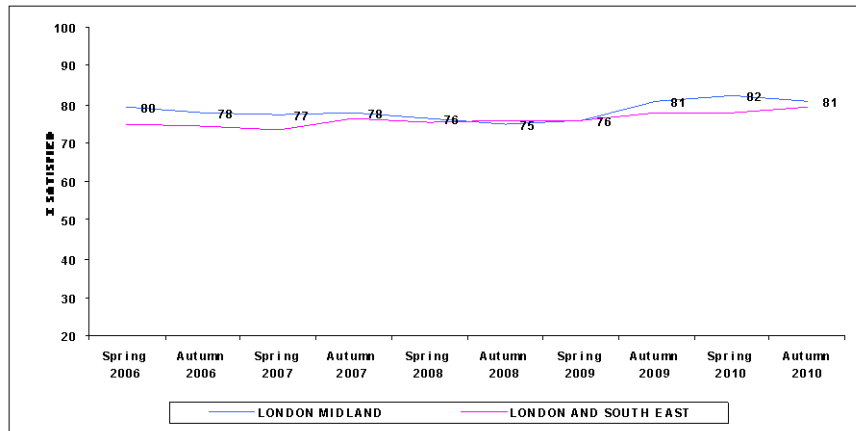
TRAIN - SUFFICIENT ROOM FOR ALL THE PASSENGERS TO SIT/STAND (1016)



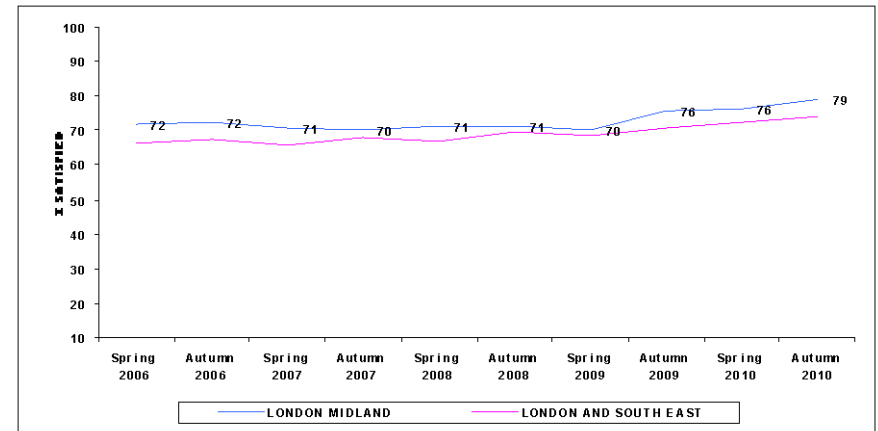
TRAIN - THE COMFORT OF THE SEATING AREA (1026)



TRAIN - THE EASE OF BEING ABLE TO GET ON AND OFF (1041)



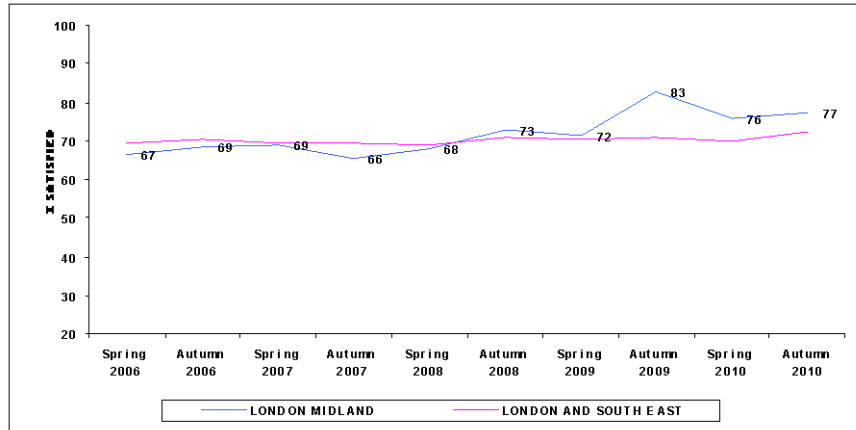
TRAIN - YOUR PERSONAL SECURITY WHILST ON BOARD (976)



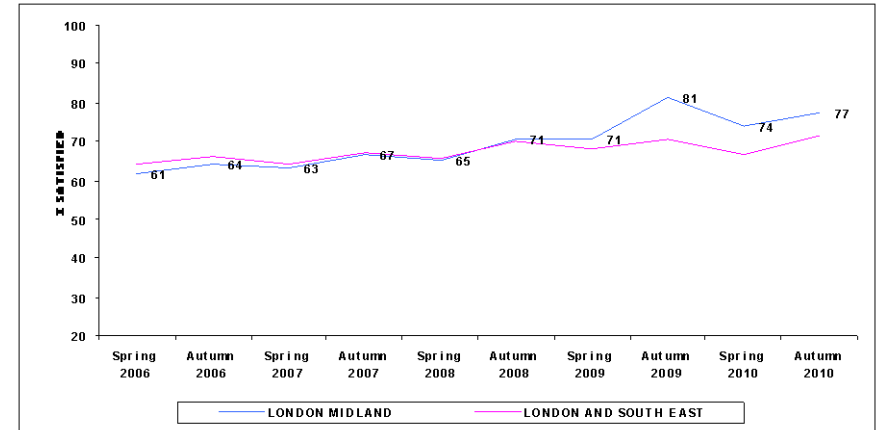
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## LONDON MIDLAND

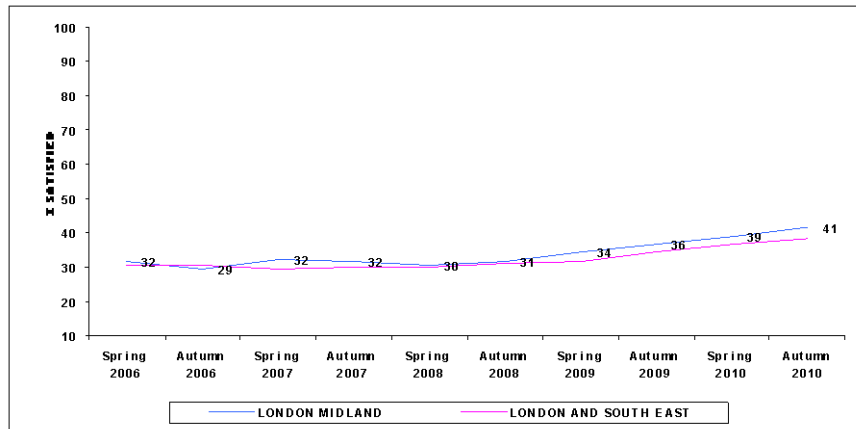
TRAIN - THE CLEANLINESS OF THE INSIDE (1042)



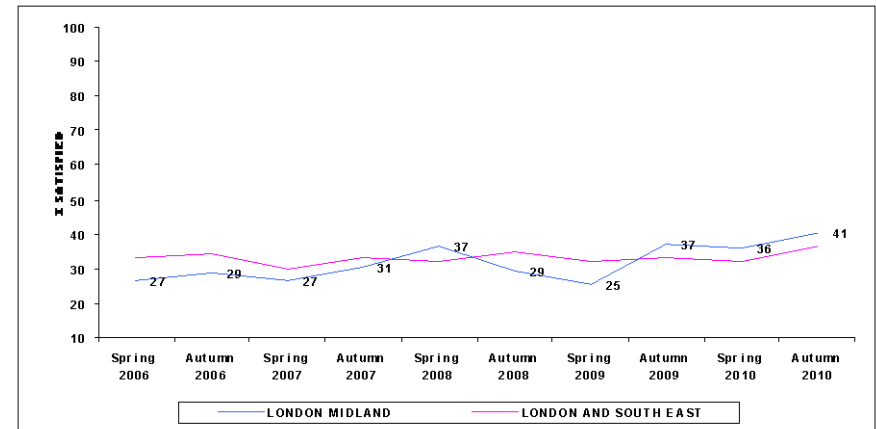
TRAIN - THE CLEANLINESS OF THE OUTSIDE (917)



TRAIN - THE AVAILABILITY OF STAFF (780)



TRAIN - HOW WELL TRAIN COMPANY DEALT WITH DELAY (160)



# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

	Peak			Off Peak		
	Autumn 2010	significant change	Autumn 2009	Autumn 2010	significant change	Autumn 2009
Overall satisfaction	86		80	86		88
<b>STATION FACILITIES</b>						
Overall satisfaction with the station	82		-	78		-
Ticket buying facilities	75		60	76		75
Provision of information about train times/platforms	88	+	71	84		82
The upkeep/repair of the station buildings/platforms	67		60	68		64
Cleanliness	75		69	71		70
The facilities and services	70	+	46	49		46
The attitudes and helpfulness of the staff	70		56	74		69
Connections with other forms of public transport	65		72	67		65
Facilities for car parking	59		49	49		48
Overall environment	82	+	58	66		62
Your personal security whilst using	82	+	64	63		64
The availability of staff	59		48	57		56
How request to station staff was handled	67		81	86		80
<b>TRAIN FACILITIES</b>						
The frequency of the trains on that route	86	+	66	78	-	82
Punctuality/reliability (i.e. the train arriving/departing on time)	88	+	68	80		82
The length of time the journey was scheduled to take (speed)	77		80	87		88
Connections with other train services	76		61	75		75
The value for money for the price of your ticket	14		22	58		56
Cleanliness of the train	84		82	77	-	83
Upkeep and repair of the train	83		80	76	-	82
The provision of information during the journey	70		61	66		63
The helpfulness and attitude of staff on train	51		38	58		63
The space for luggage	56	+	39	57		54
The toilet facilities	54		51	53		53
Sufficient room for all passengers to sit/stand	40		44	76		78
The comfort of the seating area	59		61	74		75
The ease of being able to get on and off	81		72	81		83
Your personal security on board	84	+	72	79		77
The cleanliness of the inside	82		80	77	-	83
The cleanliness of the outside	88		78	77	-	82
The availability of staff	29		23	42		39
How well train company deals with delays	25		34	41		37

\* 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

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON AND SOUTH EAST

	Peak			Off Peak		
	Autumn 2010	significant change	Autumn 2009	Autumn 2010	significant change	Autumn 2009
Overall satisfaction	73	-	76	85		84
<b>STATION FACILITIES</b>						
Overall satisfaction with the station	71		-	76		-
Ticket buying facilities	63		63	72		70
Provision of information about train times/platforms	77		75	80		79
The upkeep/repair of the station buildings/platforms	60		61	64		63
Cleanliness	69		68	70		69
The facilities and services	49		46	50		50
The attitudes and helpfulness of the staff	62	-	65	71	+	69
Connections with other forms of public transport	72		74	75		75
Facilities for car parking	46	+	38	47		45
Overall environment	62		62	66		65
Your personal security whilst using	62		60	65		63
The availability of staff	51		53	59		58
How request to station staff was handled	73		77	86	+	83
<b>TRAIN FACILITIES</b>						
The frequency of the trains on that route	72		73	77	+	76
Punctuality/reliability (i.e. the train arriving/departing on time)	74	-	78	83		83
The length of time the journey was scheduled to take (speed)	75	-	78	86	+	84
Connections with other train services	71		73	76	+	73
The value for money for the price of your ticket	27		26	48	+	45
Cleanliness of the train	67		69	73	+	71
Upkeep and repair of the train	68		67	75	+	73
The provision of information during the journey	61		61	71	+	68
The helpfulness and attitude of staff on train	45		46	61	+	56
The space for luggage	41		41	55	+	52
The toilet facilities	24	-	29	38		36
Sufficient room for all passengers to sit/stand	41		43	73		72
The comfort of the seating area	56		55	75	+	72
The ease of being able to get on and off	68		70	82	+	80
Your personal security on board	67		66	76	+	72
The cleanliness of the inside	66		68	74	+	72
The cleanliness of the outside	64		67	73		72
The availability of staff	24		26	41	+	37
How well train company deals with delays	26		25	41	+	36

\* 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

# 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](http://www.passengerfocus.org.uk)



## ISSUES AFFECTING WAVE 23

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.

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

## ISSUES AFFECTING WAVE 22

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 at stations run by London Overground. All weekend shifts due to be conducted at the later stages of the fieldwork period were brought forward due to weekend line closures from 20th February.

Due to illness amongst interviewers on the final weekend of fieldwork, the deadline for fieldwork completion was extended by one day to the 29th March to ensure that a few shifts could still be completed.

Other than Ascot races and a few rugby matches, sporting events accounted for little disruption to the field schedule.

## ISSUES AFFECTING WAVE 21

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.

## ISSUES AFFECTING WAVE 20

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.

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON MIDLAND

### WEIGHTED SAMPLE PROFILE

	Autumn 2010 %	Autumn 2009 %		Autumn 2010 %	Autumn 2009 %
<u>SEX</u>			<u>DELAYS</u>		
Male	42	45	None	79	80
Female	55	53	Minor	16	17
Not stated	3	2	Major	3	2
			Not stated	2	1
<u>AGE</u>			<u>REGULAR TRAVELLER</u>		
16-25	15	13	Yes	67	70
26-34	16	14	No	33	30
35-44	16	22			
45-54	20	23	<u>TIME OF TRAVEL</u>		
55-59	9	8	Peak	5	19
60-64	10	7	Off peak	95	81
65+	12	12			
Not stated	2	1	<u>ASKED FOR HELP/INFORMATION</u>		
<u>JOURNEY PURPOSE</u>			Yes: Help	8	5
Commuter	45	45	Yes: Information	11	10
Business	14	14	Couldn't find anyone to ask	2	3
Leisure	41	41	No	77	81
			Not stated	2	1

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## LONDON AND SOUTH EAST TOCs

### WEIGHTED SAMPLE PROFILE

	Autumn 2010 %	Autumn 2009 %		Autumn 2010 %	Autumn 2009 %
<u>SEX</u>			<u>DELAYS</u>		
Male	44	45	None	80	82
Female	52	52	Minor	16	14
Not stated	3	3	Major	3	2
			Not stated	2	2
<u>AGE</u>			<u>REGULAR TRAVELLER</u>		
16-25	11	10	Yes	68	69
26-34	17	18	No	32	31
35-44	20	21			
45-54	23	23	<u>TIME OF TRAVEL</u>		
55-59	9	9	Peak	19	24
60-64	8	8	Off peak	81	76
65+	9	9			
Not stated	2	1	<u>ASKED FOR HELP/INFORMATION</u>		
<u>JOURNEY PURPOSE</u>			Yes: Help	8	8
Commuter	52	51	Yes: Information	8	9
Business	15	16	Couldn't find anyone to ask	3	3
Leisure	33	33	No	80	80
			Not stated	2	1

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## STATION SAMPLE SIZES FOR LONDON MIDLAND

Station	Unweighted	Station	Unweighted	Station	Unweighted
Birmingham New Street	94	Jewellery Quarter	11		
London Euston	92	Stourbridge Junction	11		
Birmingham Moor Street	74	Worcester Foregate Street	11		
Berkhamsted	52	Apsley	10		
Birmingham Snow Hill	50	The Hawthorns	10		
Coventry	47	Dorridge	9		
Milton Keynes Central	41	St Albans Abbey	9		
Northampton	31	Hereford	8		
Bletchley	27	Alsager	8		
Birmingham International	23	Dudley Port	8		
Tile Hill	23	Sandwell And Dudley	7		
Stratford-Upon-Avon	22	Stechford	7		
Longbridge	22	Five Ways	6		
Hartford	19	University (Birmingham)	6		
Hemel Hempstead	19	Aston	6		
Bournville	17	Liverpool Lime Street	6		
Watford Junction	17	Landywood	6		
Leighton Buzzard	16	Tame Bridge Parkway	6		
Rugby	16	Stafford	6		
Stone	16	Bedford	5		
Selly Oak	14	Cannock	5		
Solihull	14	Ledbury	5		
Lichfield Trent Valley	13	Stoke-On-Trent	5		
Warwick	13	Tamworth	4		
Droitwich Spa	13	Garston (Hertfordshire)	3		
Wellington (Shropshire)	13	Harrow And Wealdstone	2		
Wolverhampton	13	Lye	2		
Crewe	12	Cosford	2		
Kings Langley	12	Telford Central	2		
Runcorn	11	Shrewsbury	1		
Nuneaton	11	Liverpool South Parkway	1		
Smethwick Galton Bridge	11	Leamington Spa	1		
Redditch	11	Worcester Shrub Hill	1		

# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## SAMPLE COMPOSITION AND WEIGHTING

### WEIGHTED DATA

	Annual Journeys ('000s)	Journey Purpose			Day Of Week		Station Size			
		Commute	Business	Leisure	Weekday	Weekend	Very Large	Large	Medium	Small
Sample size	27556	11014	4236	12306	24432	3124	8010	5522	7072	6952
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	55746	64	3	33	83	17	22	28	25	26
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	39	16	16	29
Virgin Trains	23172	9	31	60	85	16	32	5	35	28



# NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

## SAMPLE COMPOSITION AND WEIGHTING

### UNWEIGHTED DATA

	Sample size	Journey Purpose			Day Of Week		Very Large	Station Size		
		Commute	Business	Leisure	Weekday	Weekend		Large	Medium	Small
Sample size	27556	11014	4236	12306	24432	3124	8010	5522	7072	6952
Arriva Trains Wales	776	41	8	50	86	14	16	28	27	29
c2c	1084	64	6	30	93	7	25	30	24	21
Chiltern Railways	1230	43	16	41	92	8	43	3	28	27
CrossCountry	1433	30	20	51	86	14	14	34	29	24
East Coast	1723	13	29	58	90	10	51	10	15	24
East Midlands Trains	1108	34	21	45	85	15	28	24	23	24
First Capital Connect	1618	56	13	31	95	5	22	20	31	26
First Great Western	3374	32	19	49	86	14	36	20	24	20
First TransPennine Express	1086	34	19	47	88	12	24	29	21	26
London Midland	1069	48	10	43	92	8	22	22	21	36
London Overground	750	57	10	32	91	9	31	21	26	22
Merseyrail	526	43	3	54	94	6	20	26	30	24
National Express East Anglia	2073	40	10	50	84	17	37	10	28	25
Northern Rail	1027	46	7	46	89	11	24	28	28	21
ScotRail	1021	38	13	49	87	13	24	12	38	26
Southeastern	1665	50	9	41	87	13	18	34	27	22
Southern	2347	46	14	40	90	10	27	23	22	29
South West Trains	2296	48	11	41	89	11	30	15	23	32
Virgin Trains	1350	18	34	48	89	11	31	8	36	25

## NPS REPORTS PRODUCED EACH WAVE

The following NPS standard reports are produced each wave:

Report	Contents include
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 wave 1 (autumn 1999)
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 reports	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