



NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

TOC REPORT FOR LONDON OVERGROUND

Contacts

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

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

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

Tel: 020 7490 9111
Email: dave.chilvers@bdrcc-continental.com

NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

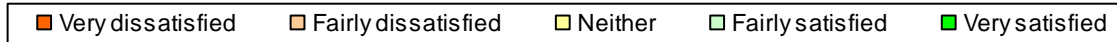
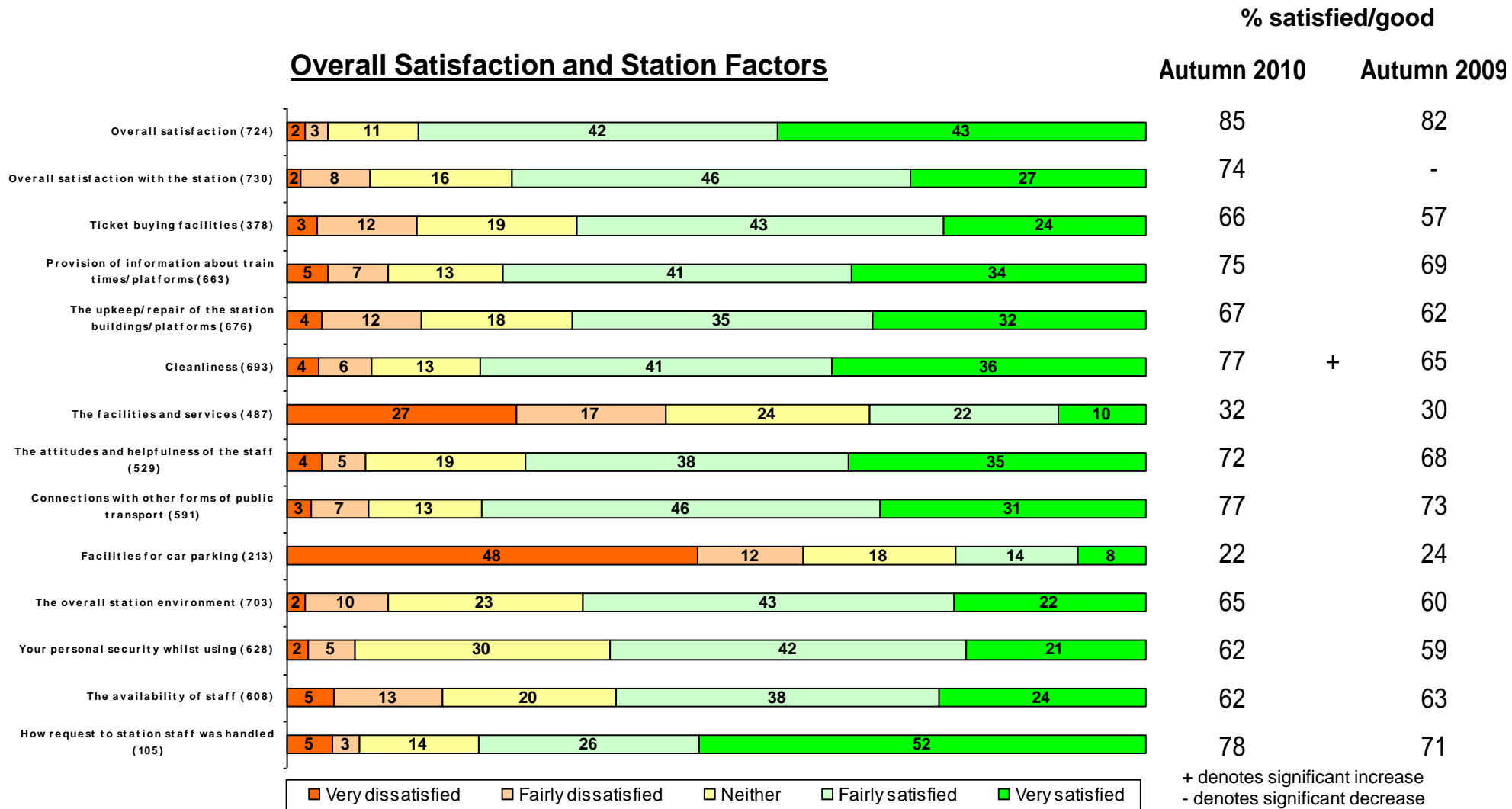
TOC REPORT FOR LONDON OVERGROUND

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LONDON OVERGROUND

Overall Satisfaction and Station Factors

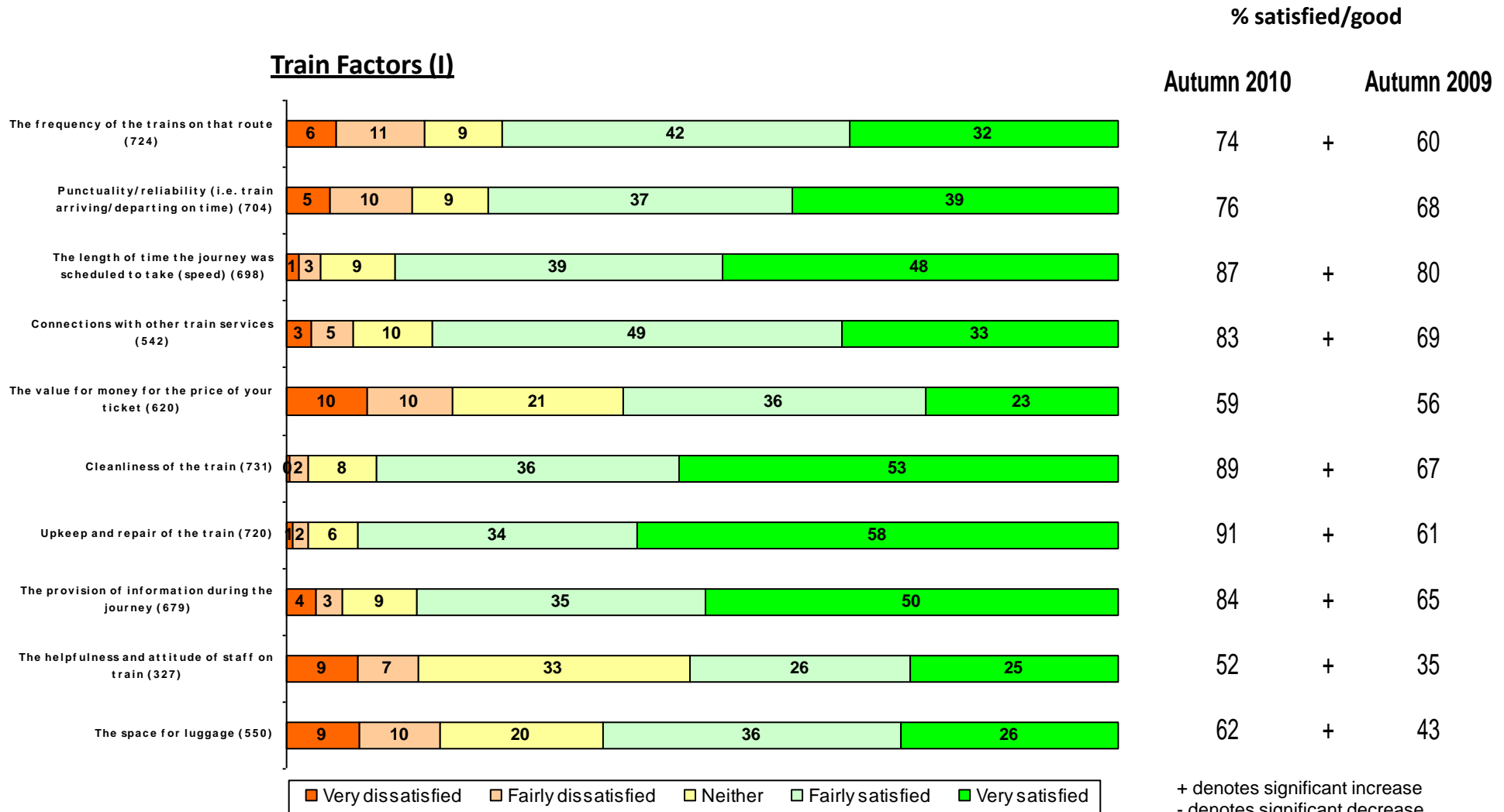


+ denotes significant increase
 - denotes significant decrease
 at 95% confidence level

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Train Factors (I)



■ Very dissatisfied
 ■ Fairly dissatisfied
 ■ Neither
 ■ Fairly satisfied
 ■ Very satisfied

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

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LONDON OVERGROUND

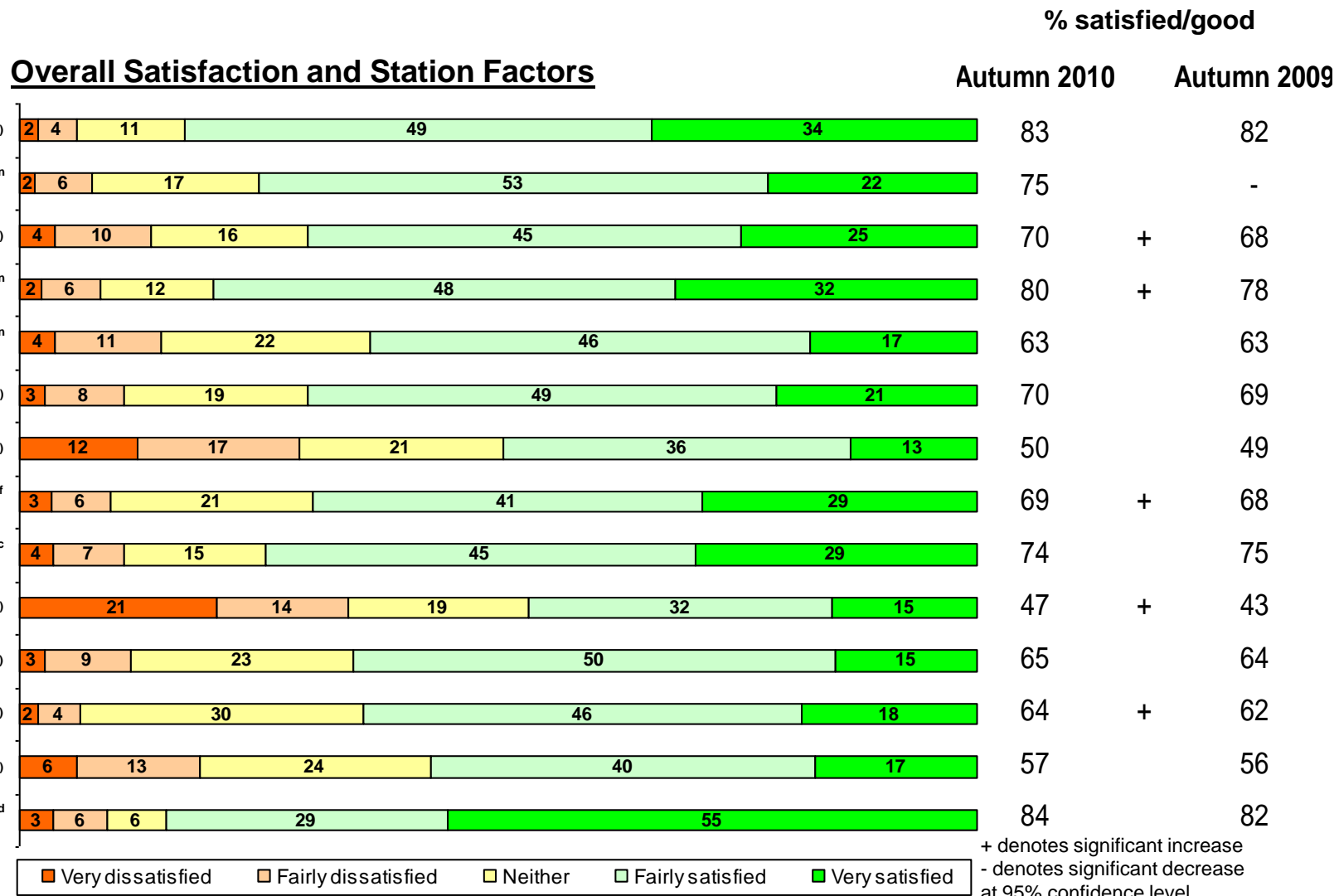
Train Factors (II)



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 - denotes significant decrease
 at 95% confidence level

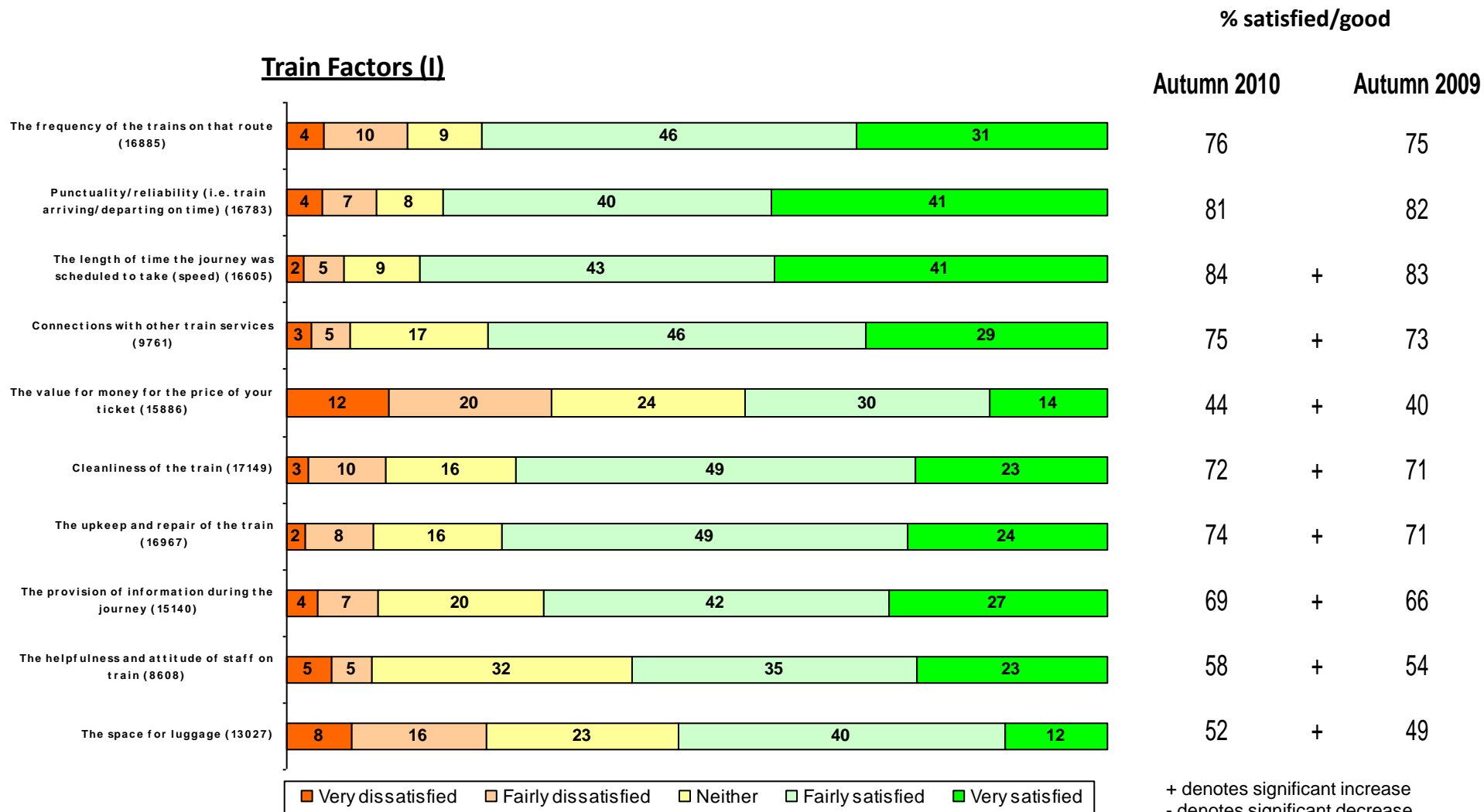
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LONDON AND SOUTH EAST



NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

LONDON AND SOUTH EAST

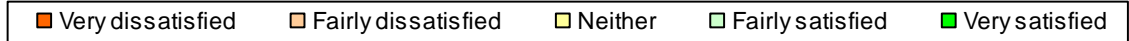
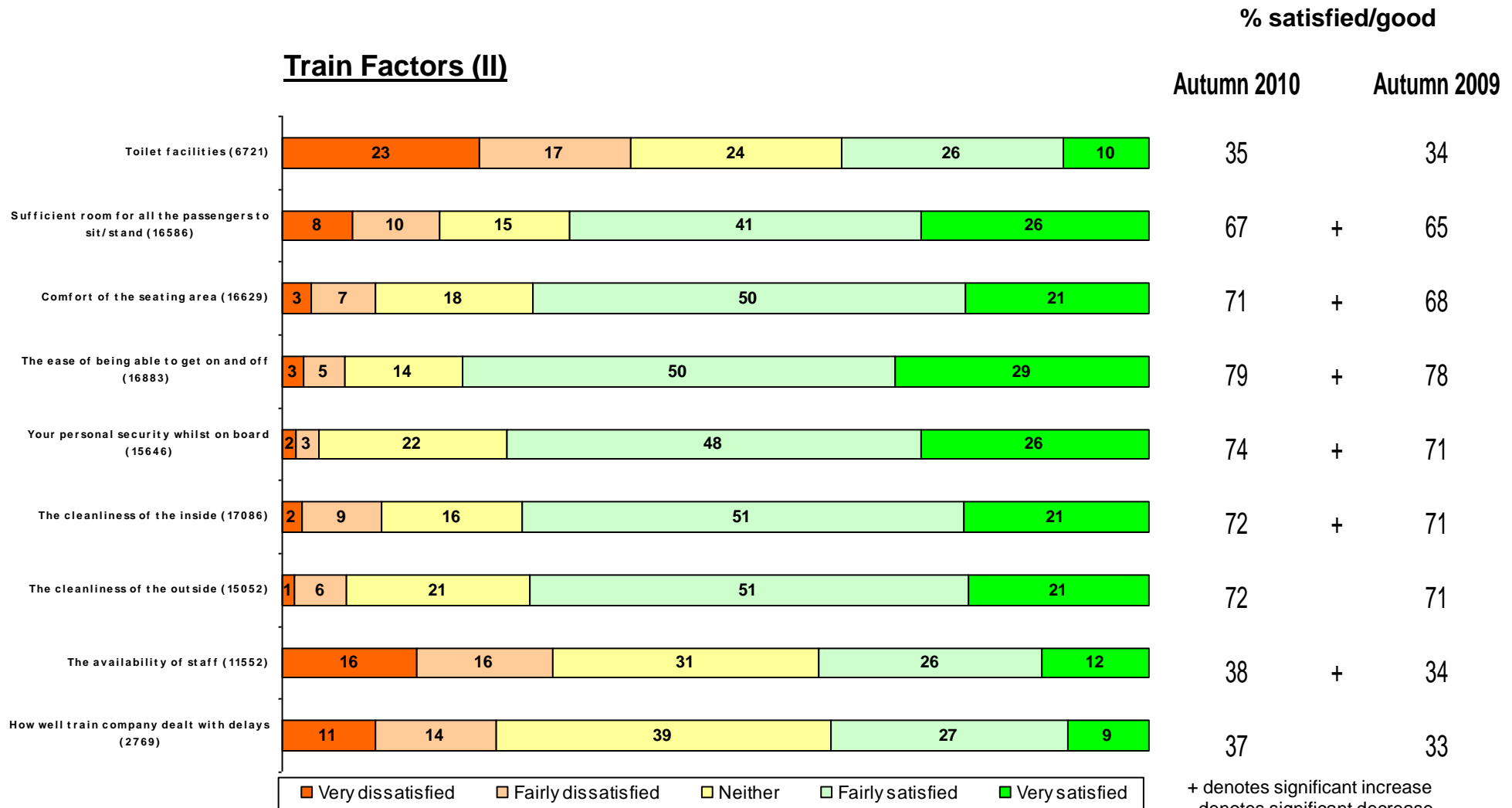


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NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

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 OVERGROUND

STATION FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
Overall Satisfaction	85	83	102%
Overall satisfaction with the station	74	75	98%
Ticket buying facilities	66	70	95%
Provision of information about train times/platforms	75	80	94%
The upkeep/repair of the station buildings/platforms	67	63	105%
Cleanliness	77	70	111%
Facilities and services	32	50	65%
The attitudes and helpfulness of the staff	72	69	104%
Connections with other forms of public transport	77	74	104%
Facilities for car parking	22	47	47%
The overall environment	65	65	101%
Your personal security whilst using	62	64	97%
The availability of staff at the station	62	57	108%
How request to station staff was handled	78	84	92%

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LONDON OVERGROUND

TRAIN FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
The frequency of the trains on that route	74	76	97%
Punctuality/reliability (i.e. train arriving/departing on time)	76	81	93%
The length of time the journey was scheduled to take (speed)	87	84	104%
Connections with other train services	83	75	109%
The value for money for the price of your ticket	59	44	135%
Cleanliness of the train	89	72	124%
Upkeep and repair of the train	91	74	124%
The provision of information during the journey	84	69	123%
The helpfulness and attitude of staff on train	52	58	89%
The space for luggage	62	52	118%

NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

LONDON OVERGROUND

TRAIN FACTORS - TOC PERFORMANCE VERSUS SECTOR

	TOC	Sector	TOC Index
The toilet facilities	18	35	50%
Sufficient room for all the passengers to sit/stand	68	67	101%
The comfort of the seating area	81	71	114%
The ease of being able to get on and off	81	79	102%
Your personal security whilst on board	75	74	101%
The cleanliness of the inside	92	72	127%
The cleanliness of the outside	92	72	129%
The availability of staff	37	38	96%
How well train company dealt with delays	28	37	75%

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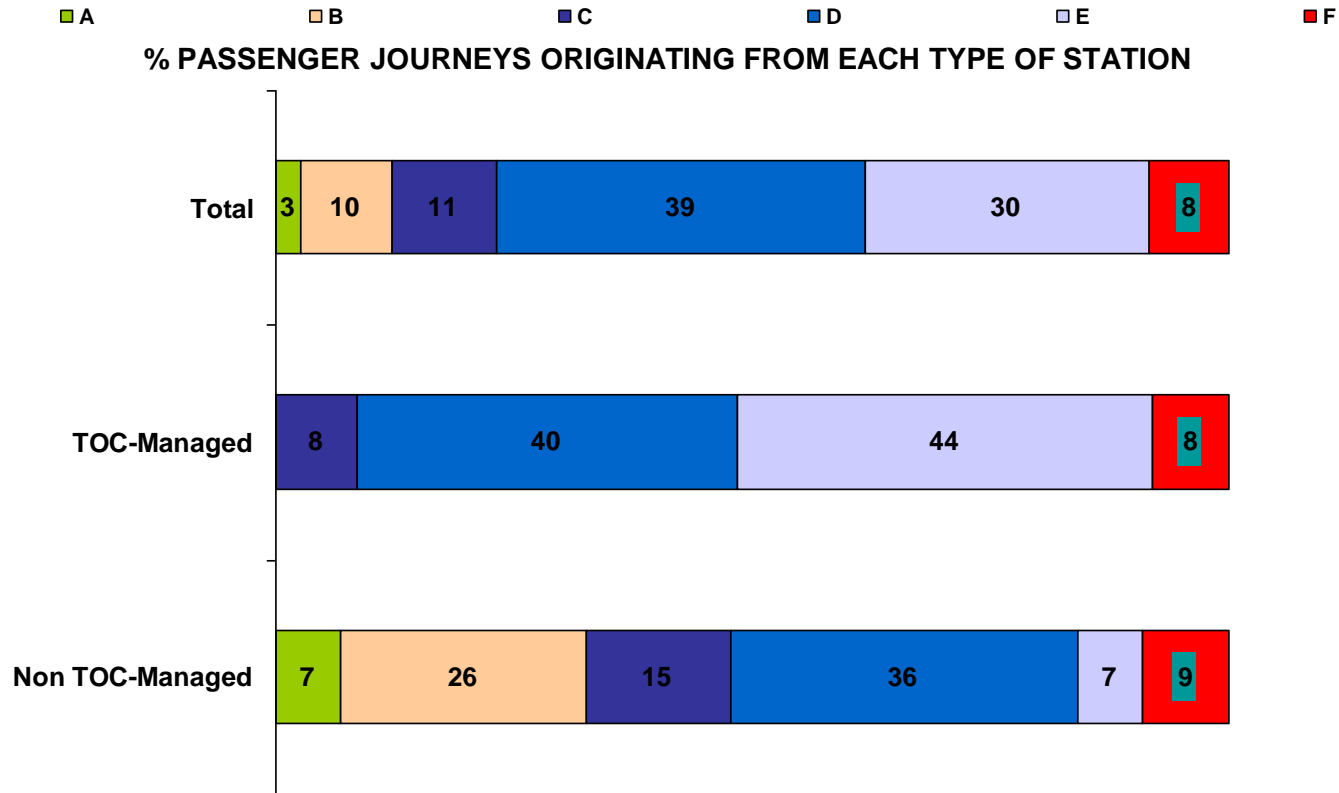
LONDON OVERGROUND

STATION FACTORS – TOC-MANAGED VERSUS NON TOC-MANAGED

	TOC- Managed	Non TOC- Managed
Overall satisfaction with the station	76	71
Ticket buying facilities	70	59
Provision of information about train times/platforms	75	75
The upkeep/repair of the station buildings/platforms	70	62
Cleanliness	82	71
Facilities and services	33	31
The attitudes and helpfulness of the staff	75	67
Connections with other forms of public transport	72	85
Facilities for car parking	19	28
The overall environment	66	65
Your personal security whilst using	64	60
The availability of staff at the station	66	55
How request to station staff was handled	81	72

LONDON OVERGROUND

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

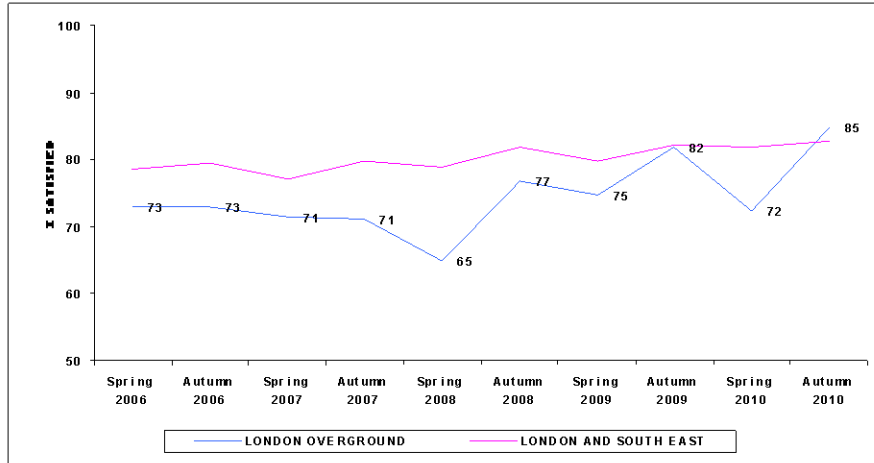


A=National hub, B = Regional hub, C = Important feeder, D = Medium staffed, E = Small staffed, F = Small unstaffed

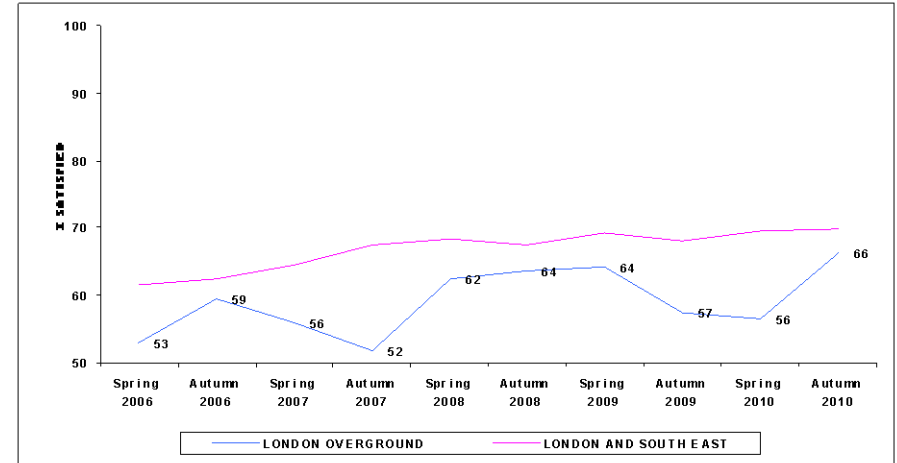
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LONDON OVERGROUND

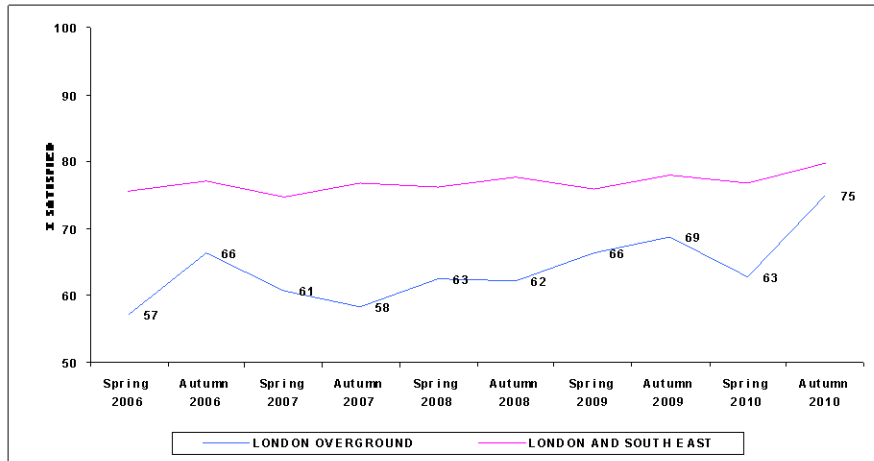
OVERALL SATISFACTION (724)



STATION - TICKET BUYING FACILITIES (378)



STATION - PROVISION OF INFORMATION ABOUT TRAIN TIMES/ PLATFORMS (663)



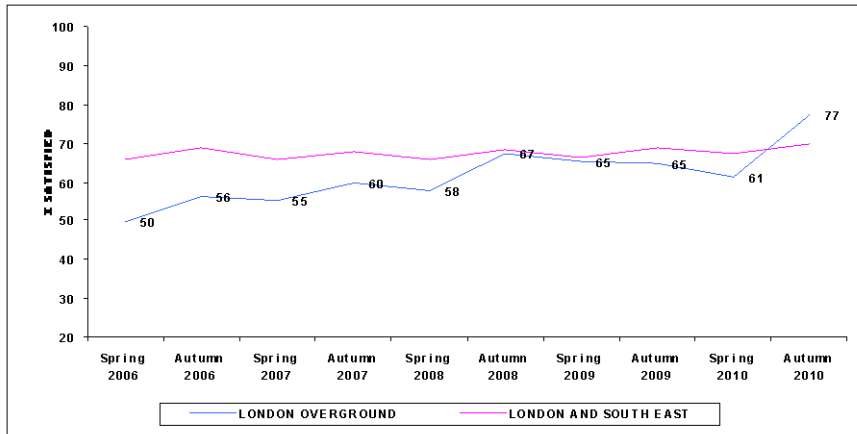
STATION - THE UPKEEP/ REPAIR OF THE STATION BUILDING/ PLATFORMS (676)



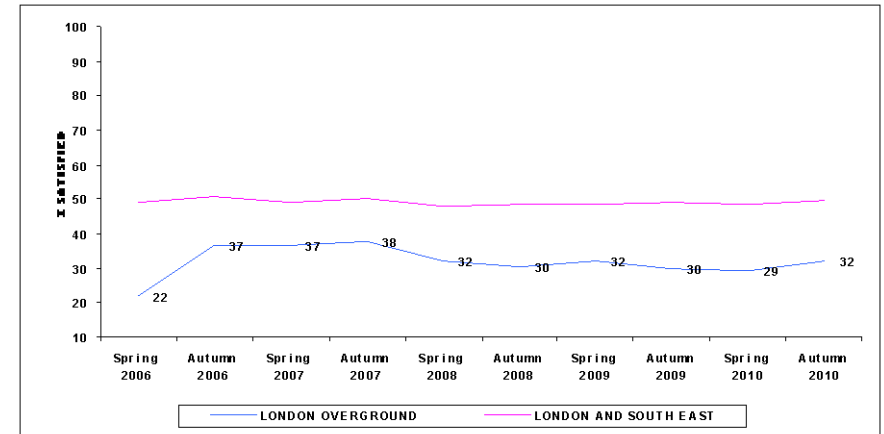
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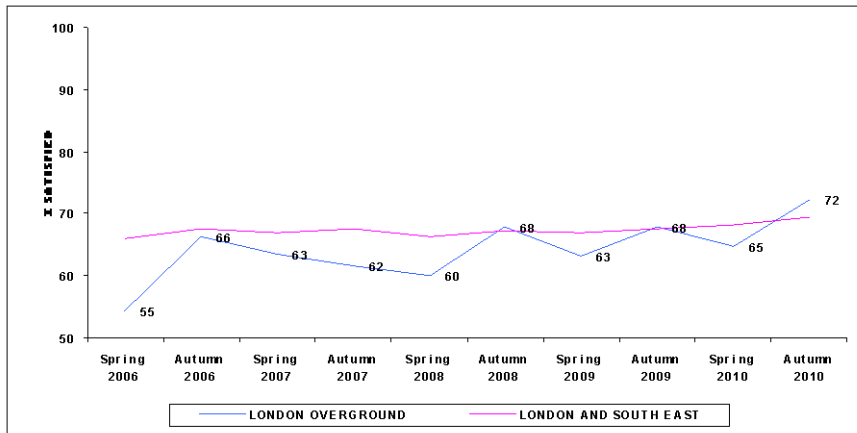
STATION - CLEANLINESS (693)



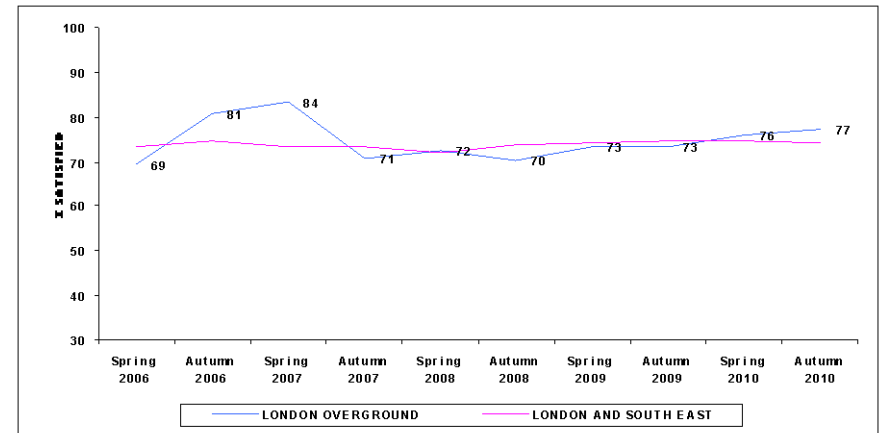
STATION - THE FACILITIES AND SERVICES (487)



STATION - THE ATTITUDES AND HELPFULNESS OF THE STAFF (529)



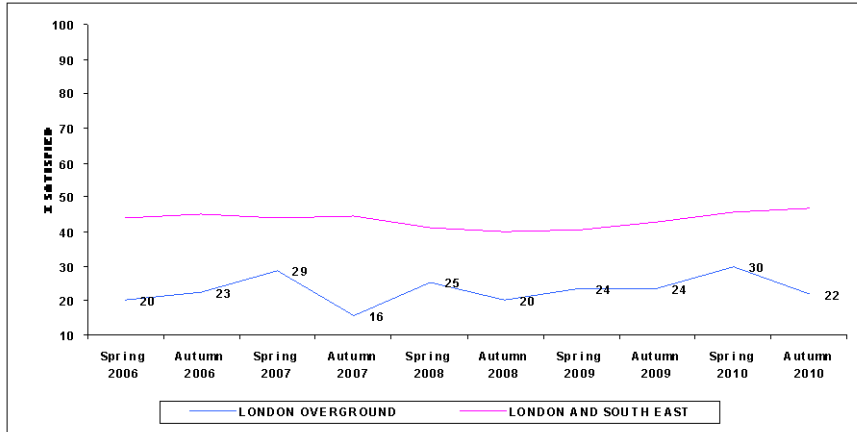
STATION - CONNECTIONS WITH OTHER FORMS OF PUBLIC TRANSPORT (591)



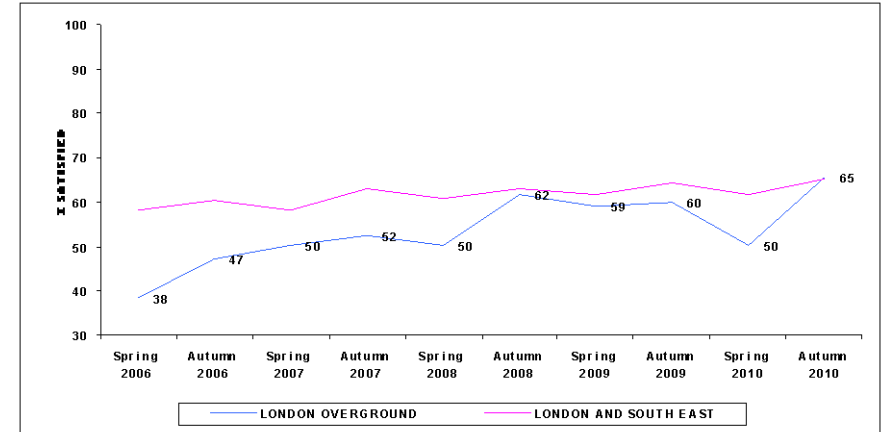
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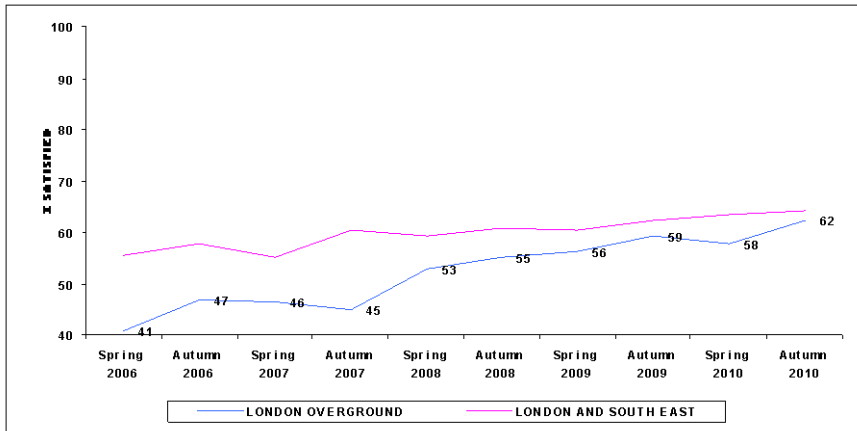
STATION - FACILITIES FOR CAR PARKING (213)



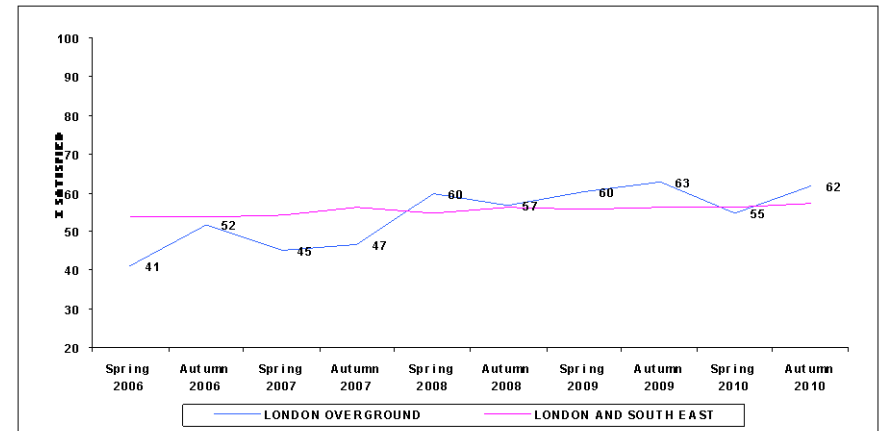
STATION - OVERALL ENVIRONMENT (703)



STATION - YOUR PERSONAL SECURITY WHILST USING (628)



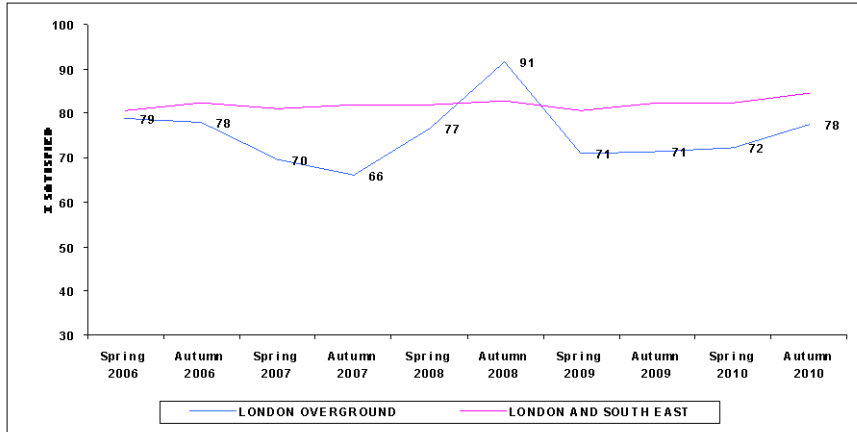
STATION - THE AVAILABILITY OF STAFF (608)



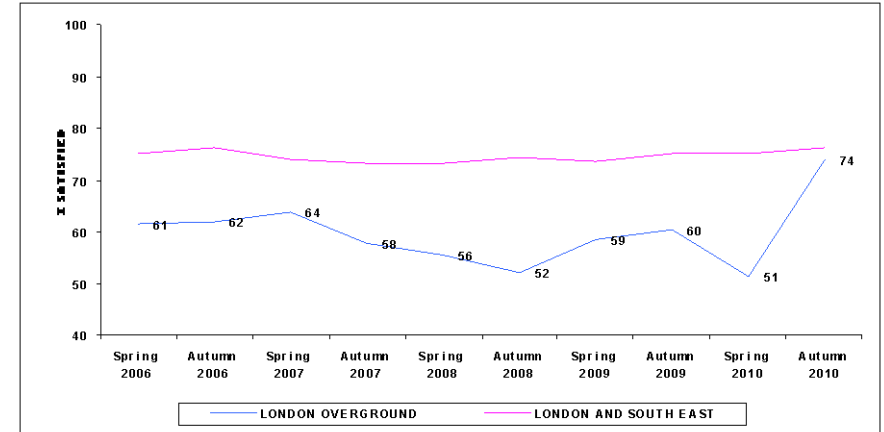
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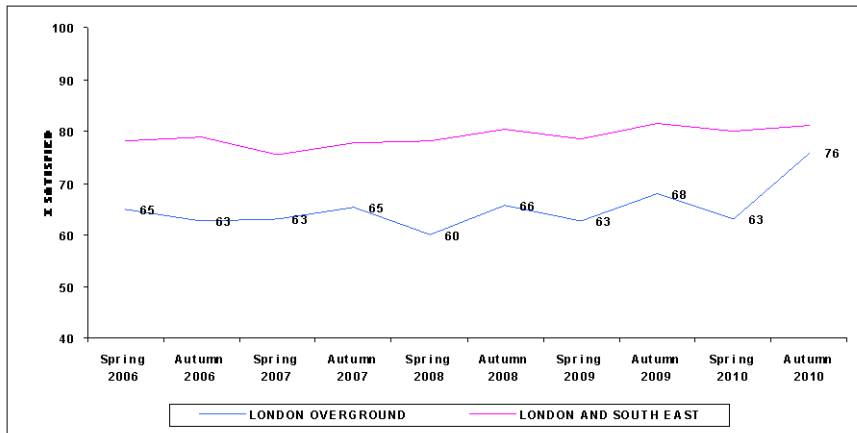
STATION - HOW REQUEST TO STATION STAFF WAS HANDLED (105)



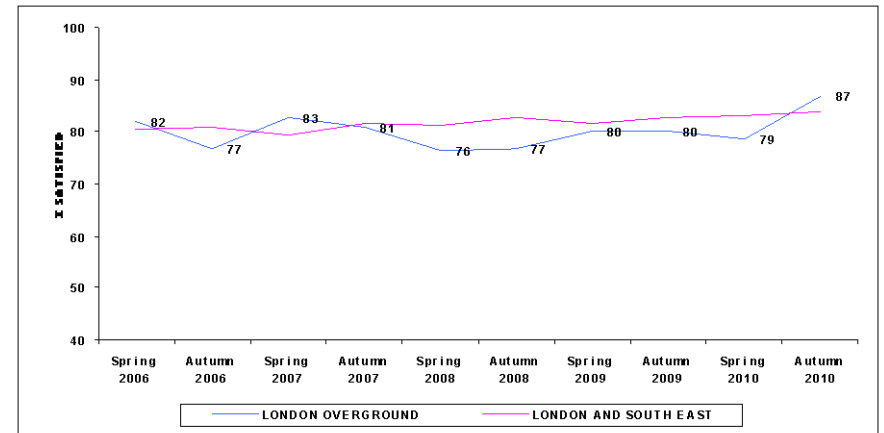
TRAIN - THE FREQUENCY OF THE TRAINS ON THAT ROUTE (724)



TRAIN - PUNCTUALITY/RELIABILITY (I.E. TRAIN ARRIVING/DEPARTING ON TIME) (704)



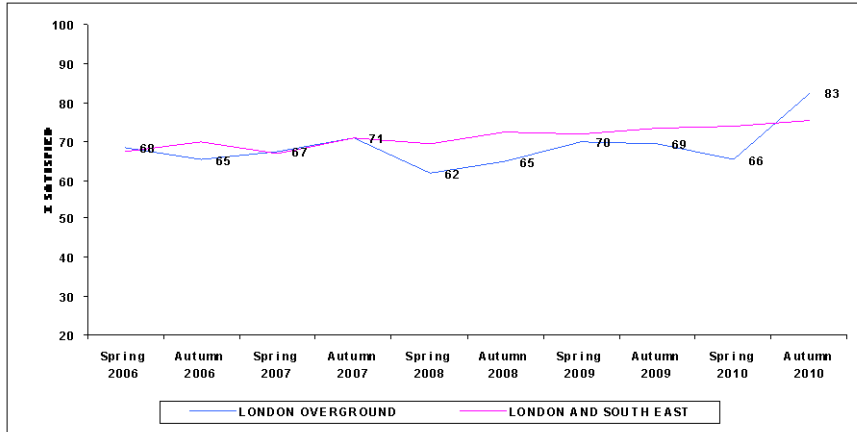
TRAIN - THE LENGTH OF TIME THE JOURNEY WAS SCHEDULED TO TAKE (SPEED) (698)



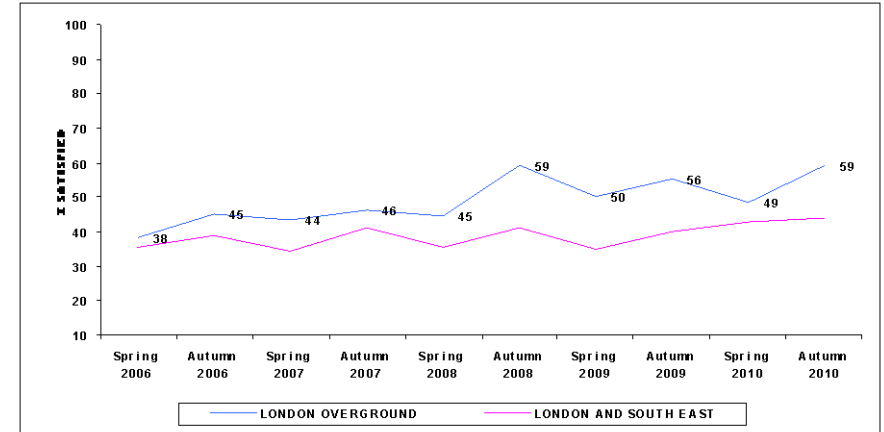
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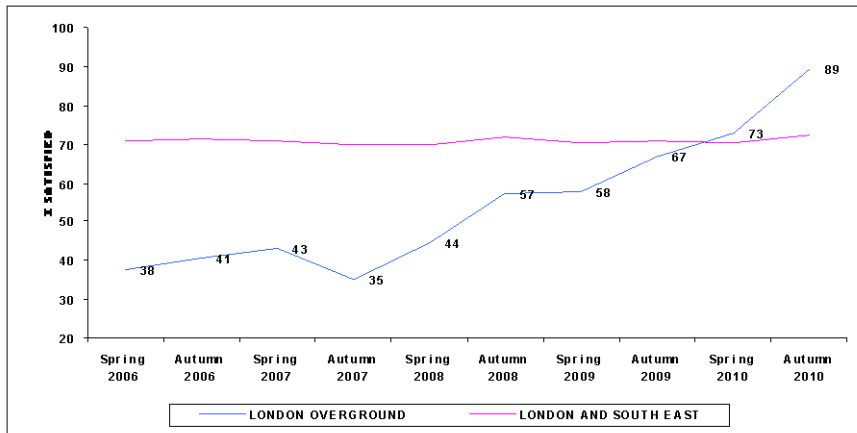
TRAIN - CONNECTIONS WITH OTHER TRAIN SERVICES (542)



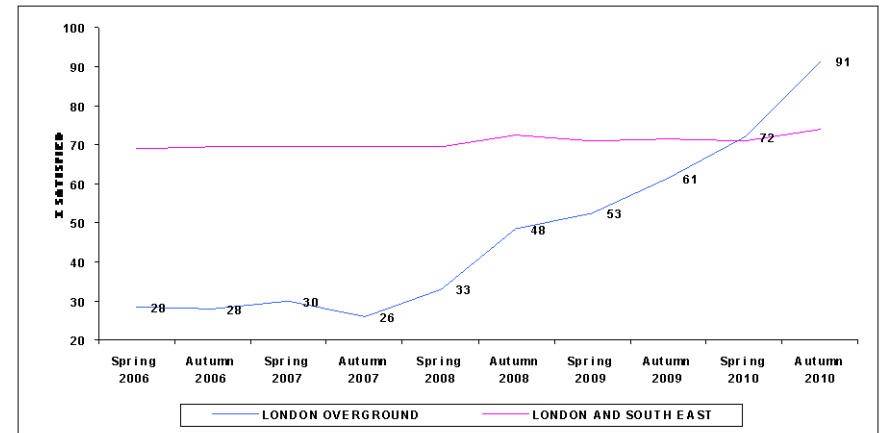
TRAIN - THE VALUE FOR MONEY FOR THE PRICE OF YOUR TICKET (620)



TRAIN - CLEANLINESS OF THE TRAIN (731)



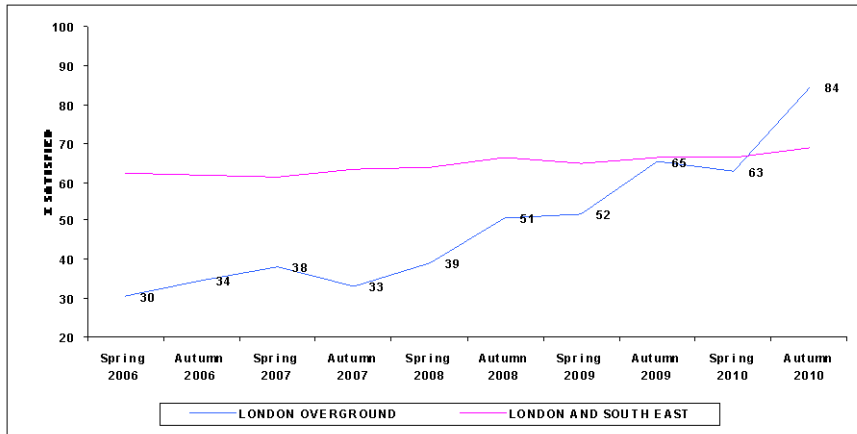
TRAIN - UPKEEP AND REPAIR OF THE TRAIN (720)



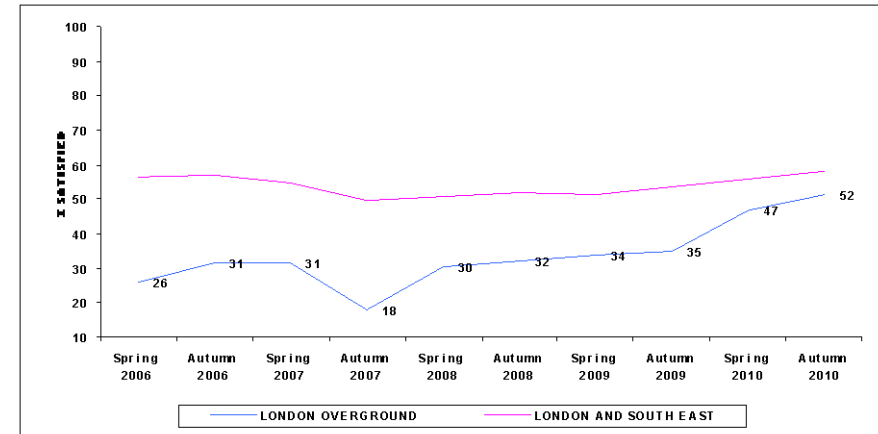
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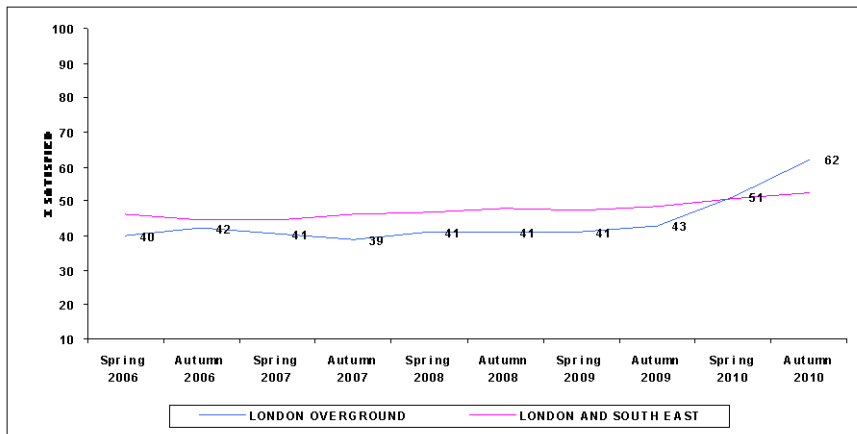
TRAIN - THE PROVISION OF INFORMATION DURING THE JOURNEY (679)



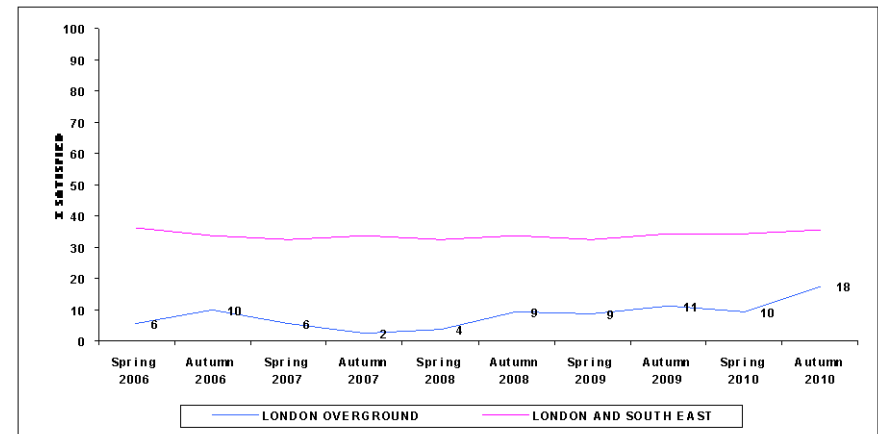
TRAIN - THE HELPFULNESS AND ATTITUDE OF STAFF ON TRAIN (327)



TRAIN - THE SPACE FOR LUGGAGE (550)



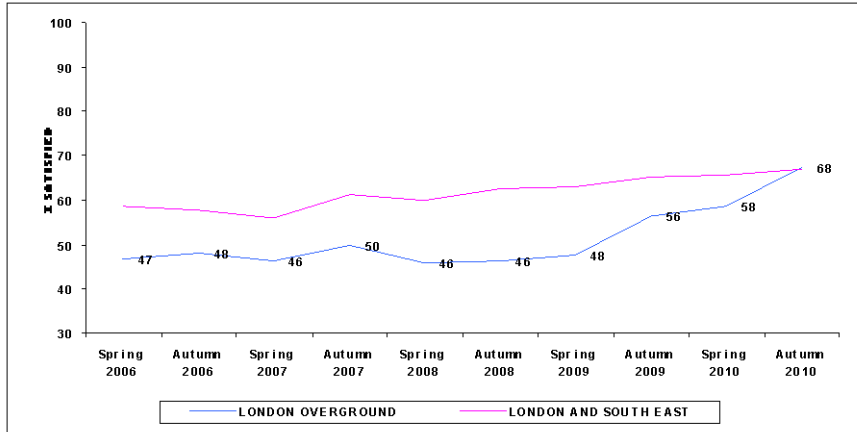
TRAIN - THE TOILET FACILITIES (203)



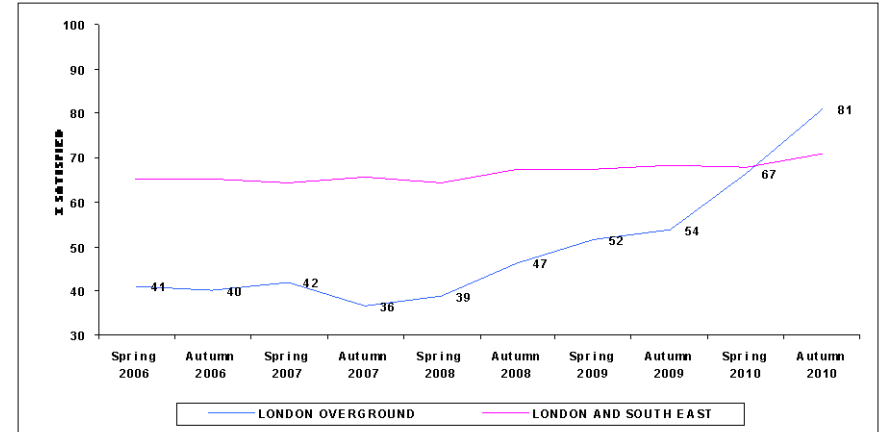
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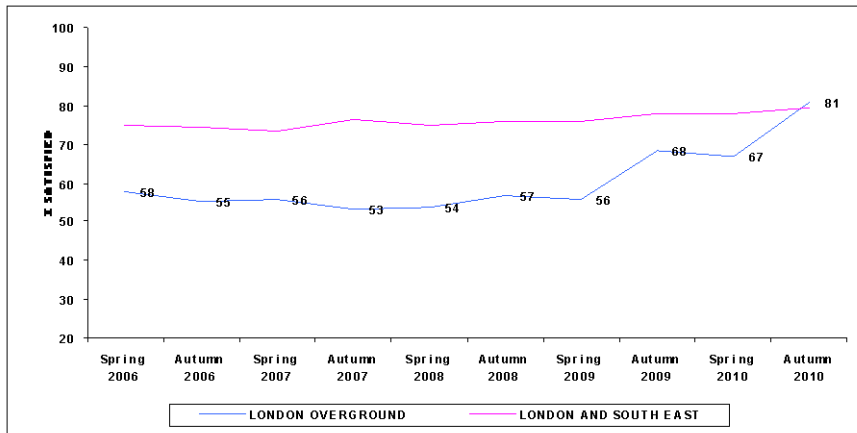
TRAIN - SUFFICIENT ROOM FOR ALL THE PASSENGERS TO SIT/STAND (711)



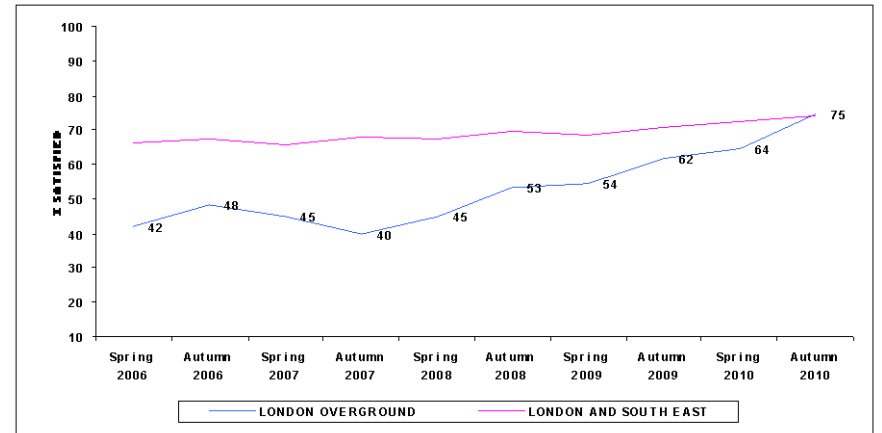
TRAIN - THE COMFORT OF THE SEATING AREA (702)



TRAIN - THE EASE OF BEING ABLE TO GET ON AND OFF (715)



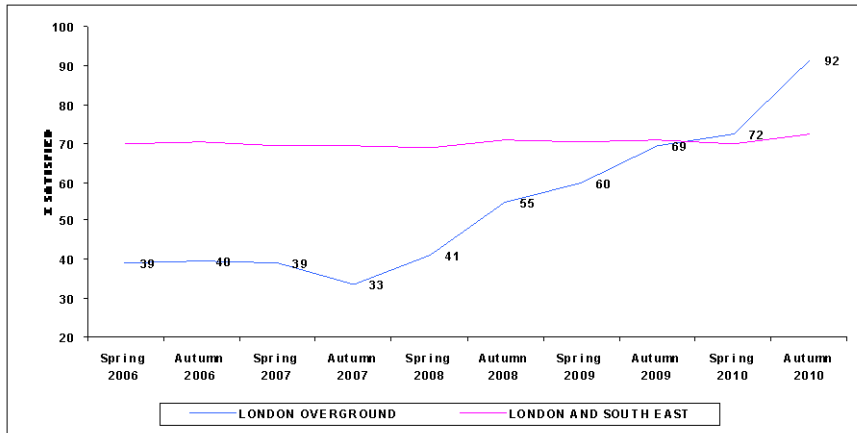
TRAIN - YOUR PERSONAL SECURITY WHILST ON BOARD (663)



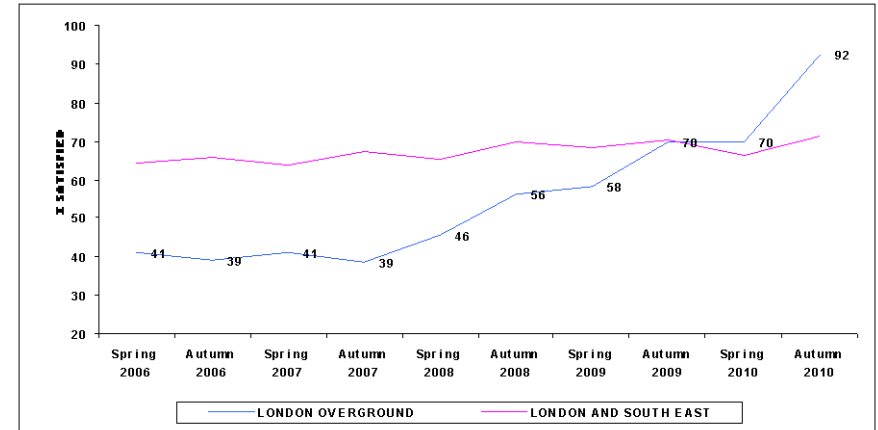
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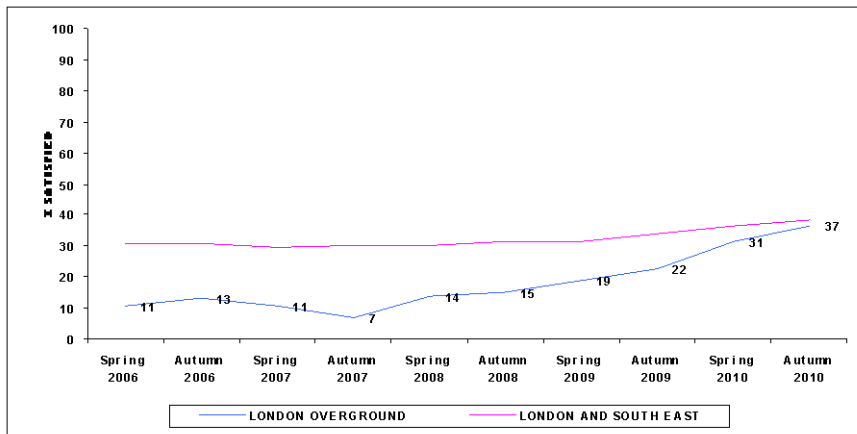
TRAIN - THE CLEANLINESS OF THE INSIDE (729)



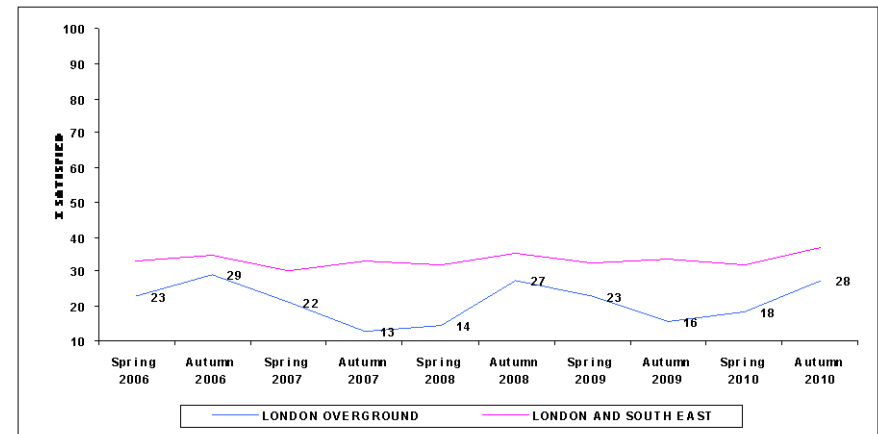
TRAIN - THE CLEANLINESS OF THE OUTSIDE (689)



TRAIN - THE AVAILABILITY OF STAFF (462)



TRAIN - HOW WELL TRAIN COMPANY DEALT WITH DELAY (132)



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LONDON OVERGROUND

	Peak			Off Peak		
	Autumn 2010	significant change	Autumn 2009	Autumn 2010	significant change	Autumn 2009
Overall satisfaction	83		85	85		82
STATION FACILITIES						
Overall satisfaction with the station	86		-	74		-
Ticket buying facilities	31		47	67		58
Provision of information about train times/platforms	70		68	75		69
The upkeep/repair of the station buildings/platforms	55		47	67		63
Cleanliness	66		51	78	+	66
The facilities and services	8		30	32		30
The attitudes and helpfulness of the staff	19		63	73		68
Connections with other forms of public transport	78		78	77		73
Facilities for car parking	10		13	22		25
Overall environment	55		52	66		60
Your personal security whilst using	16		51	63		60
The availability of staff	28		46	62		64
How request to station staff was handled	100		84	78		71
TRAIN FACILITIES						
The frequency of the trains on that route	62		70	74	+	60
Punctuality/reliability (i.e. the train arriving/departing on time)	83		83	76	+	67
The length of time the journey was scheduled to take (speed)	83		88	87	+	79
Connections with other train services	74		82	83	+	69
The value for money for the price of your ticket	5		46	60		56
Cleanliness of the train	84		44	89	+	68
Upkeep and repair of the train	70		41	92	+	63
The provision of information during the journey	94		39	84	+	67
The helpfulness and attitude of staff on train	17		21	52	+	36
The space for luggage	36		38	62	+	43
The toilet facilities	12		1	18		12
Sufficient room for all passengers to sit/stand	35		48	68	+	57
The comfort of the seating area	44		49	81	+	54
The ease of being able to get on and off	61		61	81	+	69
Your personal security on board	51		50	75	+	62
The cleanliness of the inside	87		50	92	+	70
The cleanliness of the outside	84		49	93	+	71
The availability of staff	12		5	37	+	24
How well train company deals with delays	11		48	28		15

* 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

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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
STATION FACILITIES						
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
TRAIN FACILITIES						
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

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 OVERGROUND

WEIGHTED SAMPLE PROFILE

	Autumn 2010 %	Autumn 2009 %		Autumn 2010 %	Autumn 2009 %
<u>SEX</u>			<u>DELAYS</u>		
Male	41	38	None	76	79
Female	54	59	Minor	19	16
Not stated	6	3	Major	3	3
			Not stated	2	2
<u>AGE</u>			<u>REGULAR TRAVELLER</u>		
16-25	10	12	Yes	80	74
26-34	18	28	No	20	26
35-44	22	22			
45-54	22	20	<u>TIME OF TRAVEL</u>		
55-59	7	6	Peak	1	5
60-64	8	5	Off peak	99	95
65+	9	6			
Not stated	3	1	<u>ASKED FOR HELP/INFORMATION</u>		
<u>JOURNEY PURPOSE</u>			Yes: Help	7	8
Commuter	64	64	Yes: Information	11	9
Business	3	3	Couldn't find anyone to ask	2	3
Leisure	33	33	No	80	78
			Not stated	2	3

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 OVERGROUND

Station	Unweighted	Station	Unweighted	Station	Unweighted
London Euston	118	Brondesbury	8		
Willesden Junction	51	West Brompton	8		
Barking	30	Homerton	8		
Queens Park (London)	30	Imperial Wharf	8		
Highbury And Islington	30	Forest Hill	8		
Blackhorse Road	25	Hampstead Heath	7		
Gospel Oak	25	Harlesden	7		
West Croydon	22	West Hampstead	6		
Whitechapel	18	Stonebridge Park	6		
Dalston Junction	16	Sydenham	6		
Shadwell	16	Harrow And Wealdstone	5		
Walthamstow Queens Road	16	Norwood Junction	4		
Canada Water	16	Honor Oak Park	4		
Carpenders Park	16	Leytonstone High Road	3		
Crouch Hill	16	Richmond (Surrey)	3		
Clapham Junction	15	Anerley	2		
Shepards Bush	14	Headstone Lane	2		
Upper Holloway	14	Wembley Central	1		
Gunnelsbury	13	Watford Junction	1		
Camden Road	12	Woodgrange Park	1		
Rotherhithe	11				
Brockley	11				
Caledonian Road And Barnsbury	11				
Harringay Green Lanes	11				
South Tottenham	10				
Kilburn High Road	10				
Hackney Central	10				
Leyton Midland Road	9				
Wanstead Park	9				
Watford High Street	9				
Acton Central	9				
Stratford (London)	9				
New Cross Gate	9				

NATIONAL PASSENGER SURVEY - WAVE 23 - AUTUMN 2010

SAMPLE COMPOSITION AND WEIGHTING

WEIGHTED DATA

	Annual Journeys ('000s)	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	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