



# ***National Rail Passenger Survey*** **(NRPS) – Stakeholder Forum**

***11 July 2016***

**Welcome!**

**Ian Wright, Head of Insight**

# Agenda

- 14.00 Welcome and introduction – Ian Wright
- 14.05 Update on Spring wave results – IW
- 14.10 Update on NRPS changes – IW
- 14.25 Summary of NRPS Pilot findings – Rebecca Joyner, *BDRC Continental*
- 14.55 Pilot review and outcomes – Keith Bailey
- 15.05 Invitation to Tender/timelines – David Greeno
- 15.15 Q & As – Ian Wright
- 16.00 Close

# Update on Spring Wave results

**Ian Wright**, Head of Insight

# Update on Spring Wave results

- Early release breach
- Southeastern
  - Scores are the subject of technical query and may need to be revised at a future date
  - As such, the current scores should be treated as provisional
  - National/LSE sector scores may also be subject to minor revision

# Update on NRPS changes

**Ian Wright**, Head of Insight

# A reminder of the benefits of change

- Better quality
  - Better response rates
  - Better interview experience for passengers
  - Better sampling/weighting
- Better value
  - Focussed core *NRPS*
  - Collaborative approach to measuring passenger satisfaction
- Future-proofed
- Doing nothing is not an option...!

# Five categories of proposed changes

- The questionnaire
  - Shorter, more attractive
- Data collection
  - Choice of paper or online; frequency
- Immediate technical changes
  - Standardised building blocks; more equitable sample
- Medium term technical changes
  - Two stage sampling; weight by time of day/ticket type
- Governance
  - Experts Group/Stakeholder Forum; pre-release access

# Changes made to date

- Pre-release access
- Electronic distribution of reports
- ‘Very satisfied’ break in Stakeholder report
- Updated sample sizes (biennial review) from Autumn 2016
- Pilot of mixed mode and shorter/variant questionnaires

# Summary of NRPS pilot findings

Rebecca Joyner, *BDRC Continental*

# Enhancements to the National Rail Passenger Survey

Findings from pilot work  
during Spring 2016

*June 2016*

# Contents

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# Background to this research

# Background & objectives

Following industry consultation, Transport Focus has used the Spring 2016 wave of NRPS to pilot potential changes to the survey's method:

- Shortened version of the questionnaire, with some enhancements to layout / aesthetics, and a small number of potential new questions
- Two data collection options: passengers have the choice to take part on paper or online

This report covers the findings from this pilot, based on two strands of research:



Quantitative evaluation of the changes using parallel runs. Assessed the impact changes would have on response rate and completion, respondent profile, and the way they answer the questions



Qualitative exploration of the respondent experience when completing the paper and electronic versions of the questionnaire

**This leads to recommendations on:**

- Whether and how to implement the method changes from 2017
- Other improvements which might be made, to enhance the respondent experience and or / increase volume and quality of response

# Overview of the pilot outcomes

# Overview of the pilot outcomes



- The NRPS is important to passengers as well as Transport Focus and the rail industry
- On the whole the survey is straight forward to complete
- ...and questions are largely both relevant and comprehensive
- Offering options to complete on paper/online is a good move
- Shortening the questionnaire is logical step; having variants to accommodate missing questions works easily
- Offering missing questions as optional appears to have little benefit
- New 'softer' questions add nuance – perhaps relevant annually?

*"It's nice to actually be asked your view... I've used them for many many years, you don't normally get to have your say in what goes on"*

Online, smartphone



*"I thought E-mail would be convenient for me in my case...I would have been a little less inclined (postal), I didn't want to carry the paper home"*

Online, desktop

*"Whilst the guy who spoke to me said I could do it online if I wanted to, I'm an old fashioned guy and I like paper that I can pick up and put down and I don't have to re-boot the machine if I lose a page"*

Paper

*"She started telling me about the survey and everything, and I said well I haven't really got a lot of time, so she said ok well I can send you a thing over the internet... she asked me for my email address and ... I think the survey came... within the same day"*

Online, smartphone

*"Generally speaking it was really easy to fill in. The questions where I didn't have a huge amount to say were ones around the security of the station just because it's never been an issue...but the rest of it all seemed pretty relevant and easy to use"*

Paper

*Of course, those giving qualitative feedback may have been 'warm'. But 19% of all respondents agreed to be re-contacted, and even the drop-outs we interviewed largely agreed with the above, having specific issues which prevented their full completion*

Impact of the method  
and questionnaire  
changes on:

**Response rate**

# Response rates: pilot survey vs. control



	Main survey control sample* (12 page paper q're)	Pilot survey		
		Total	Paper (8 page q're)	Online
No. recruited	8,830	12,000	9,193	2,807
Total recruits per shift	58.9	64.9	49.7	15.2
No. responded (pre-cleaning)	2,509	3,227	2,603	624
Total responses per shift	16.7	17.4	14.1	3.4
Response rate	28.4%	26.9%	28.3%	22.2%

Total main survey (including FW conducted on trains) = 30%



- Offering a choice of completion methods\* appears to result in increased recruitment and therefore, despite overall lower response rate, a higher number of completed interviews
- If online response rate can be increased, this benefit could be realised further
- Based on comparison of main survey control and paper pilot samples, the shorter questionnaire does not appear to have encouraged greater rate of response

*\*this impact is likely to come from the choice of completion methods rather than the shorter questionnaire: passengers are unaware of the questionnaire length at point of recruitment, and previous pilot work on a 4-page questionnaire indicated this had little impact on recruitment rate*

Comparable response rates: BPS / TPS

	total	paper	online
BPS	33%	34%	25%
TPS	23%	23%	23%

\* The control cell comes from a sample of the main NRPS, for which the fieldwork (totalling 185 shifts) matched the fieldwork conducted for the pilot in terms of the days, times and stations when / where passengers were recruited. More details are given on page 5

# Why agree to take part in the first place?



Importance of concept/duty to other passengers

*"I thought I get the train quite a lot, and I care about letting them know about my experience, if I could help the public transport industry then I should"*

Online, desktop



Belief that feedback = improvements

*"I think it's important that we give feedback, things can only be improved by people giving constructive feedback as opposed to being critical all the time"*

Online, desktop



Fieldworker personality: Professionalism, combined with 'ordinariness' (though smartness = credibility)

*"He did it in a professional and courteous way...he seemed like a nice polite man"*

Online, desktop

*"When I'm approached, there's always a split second of heart-sinking, but ... he was quite charming, so I just thought 'yeah, alright, why not, I've got the time'... he had a good manner"*

Paper



Receiving survey quickly after recruitment

*"I was actually pleasantly surprised at how quickly it came..."*

Online, desktop



Perceived ease of participation

*"A big thing was that the envelope was already there, so I knew I wasn't going to have to go and pick up a stamp anywhere or post it into the station, I could just post it in a post box when I passed one"*

Paper



An environment conducive to completing a survey

- Several paper respondents did the survey then and there on the train; and several online respondents would have liked to.
- Online respondents often felt the online option allowed them to complete when convenient, and having it in inbox would mean they'd remember it

Impact of the method  
and questionnaire  
changes on:

**Who takes part**



# Profile of survey respondents

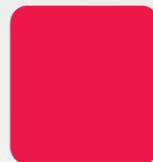


	Main survey control sample (12 page paper q're)	Pilot survey		
		Total	Paper (8 page q're)	Online
Commuter	39	36	35	43
Business	15	15	15	16
Leisure	46	49	51	40
16-34	23	23	20	38
35-54	36	38	37	38
55+	39	37	41	20
No answer / prefer not to say	1	2	2	3
Male	43	43	42	48
Female	55	52	43	48
No answer / prefer not to say	2	5	5	4
Weekday	84	84	84	85
Weekend	16	16	16	15

- Despite slightly higher incidence of leisure journeys in this pilot (vs. control), **introducing an online element has potential to increase representation of commuters and (probably overlapping with this) younger males – IF online contribution can be increased**
- NB in a live survey, data would be weighted by journey purpose so ultimately survey profile would not alter. Rather, level of weighting required should be lessened

Impact of the method  
and questionnaire  
changes on:

**(Satisfaction)  
results**



# Online vs. paper responses in the pilot survey



Paper

Online

## Headline satisfaction ratings

	Paper	Online
Overall journey satisfaction	83	78
Overall station satisfaction	83	81
Overall train satisfaction	80	74
Value for money rating	52	43

## Summarised station ratings

	Paper	Online
Station environment	73	73
Station facilities	58	50
Transport / connections	65	60
Customer service	81	79

## Summarised train and journey ratings

	Paper	Online
Journey measures	80	75
On-board environment	68	61
On-board facilities	51	44
Customer service	59	55

People responding on paper are fairly consistently more positive than those responding online

Partly a function of online respondents' age and travel behaviour (more likely to be commuters):

- However, analysis\* suggests that, while the pattern isn't strong, on balance there is a little more negativity among online respondents, even when controlling for age and journey purpose
- This echoes recent findings for BPS and TPS which also suggested that online respondents are generally a little less positive overall

Positivity does not appear to be linked to any time delay in response:

- Demonstrated in BPS, and the pattern of more negativity exists here in NRPS, where the time delay has been reduced dramatically compared to BPS
- Online/paper differences would be partly mitigated by journey purpose weighting, but if online respondents make more contribution in the future we might expect this to bring about a slight suppression of satisfaction results.

\*Not shown in this summary report; available if required

# So, we have applied journey purpose and weekday weights to assess impact on a more level playing field:

	Main survey control sample <i>(12 page paper q're)</i>	Pilot		Weighted sample profile
Commuter	39	36	All weighted to... ➔	46
Business	15	15		15
Leisure	46	49		40

*Proportion of commuters in the sample increased in both pilot and control samples*

*Effective sample size reduces to 96% of un-weighted base in the control, 98% in the pilot*



	Main survey control sample	Pilot
<i>Headline satisfaction ratings</i>		
Overall journey satisfaction	83	80
Overall station satisfaction	82	82
Overall train satisfaction	79	77
Value for money rating	47	47

- All headline results are suppressed a little in both samples as a result of up-weighting commuters / down-weighting leisure travellers
- Where differences existed in the un-weighted results for station and VFM rating (where pilot results were more positive, these are flattened)
- But other measures still seeing more negative results in the pilot
- Overall the trend for slightly more negative response in the pilot remains, even after weighting (though again, pattern is not 100% consistent, with higher scores in the pilot for some station measures)

Impact of the method  
and questionnaire  
changes on:

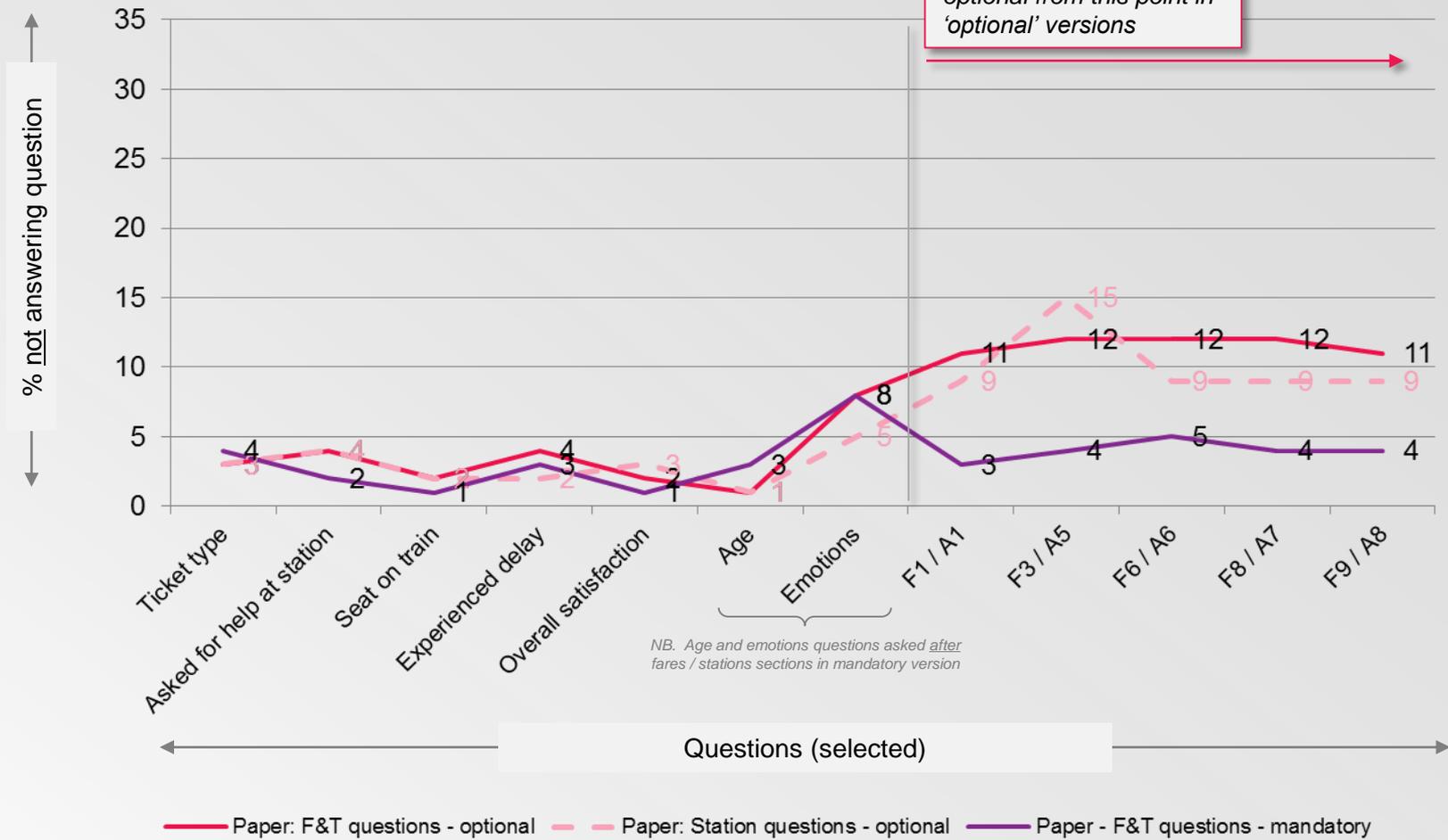
**‘Missing’  
questions**

# Around 6-8% drop out from the paper survey when given the 'choice'



Impact of 'optional supplements' on continued response: paper

Questions offered as optional from this point in 'optional' versions

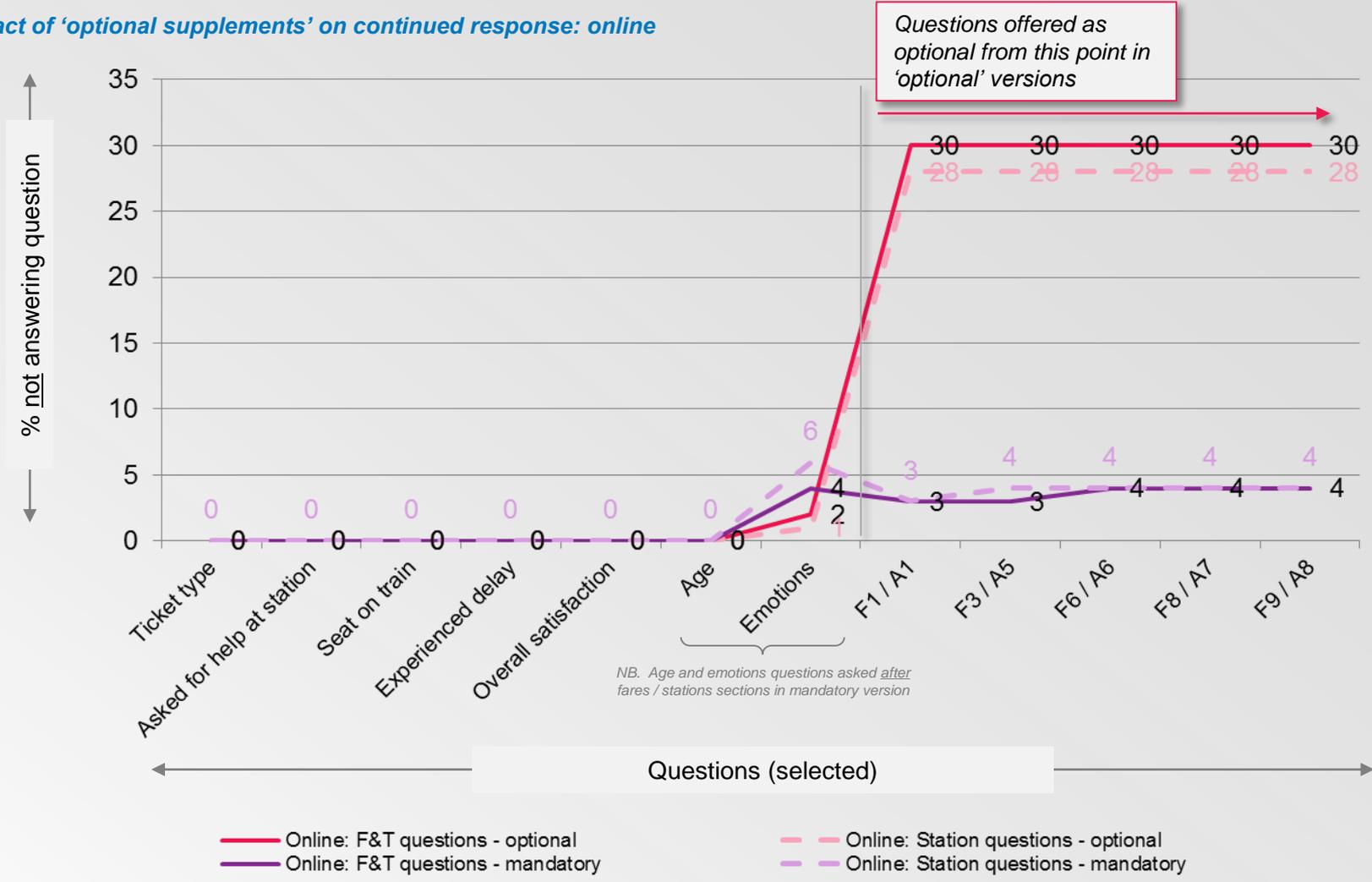


NB. Age and emotions questions asked after fares / stations sections in mandatory version

# ...but a quarter of online respondents drop out with the same offer



Impact of 'optional supplements' on continued response: online



# Why do so many respondents continue with optional questions?



- Might as well – have got this far
- My feedback is important
- Can see it's not much more/looks easy
- Experience so far has been fine
- Missed the fact it was optional (didn't read the blurb)
- NB. a minority indicated that the offer to finish 'early = sense of respect for respondent



## We recommend not presenting some questions as optional

- Presenting as optional encourages drop-outs among certain groups – with potential for minor skews in results
- But presenting as mandatory has no material negative effect

...but having variants to enable a shorter questionnaire seems sensible

*"Overall the survey is good....partly because I started it, I hadn't got bored, it's important, also respect...we've gotten this far...I want to do it"*

Online, desktop

*"I suppose in the hope that I would be able to say something more general about the service, because that specific journey was absolutely fine and that was not indicative of my experience with that company all the way along"*

Online, desktop

*"Because you had won me over [by that point] and I trusted the survey and probably because I still had a few minutes to spare! Also it was all relevant, and because I do so much travel I thought well hold on, no, these guys are trying to make travel better so let's give them my two penn'th"*

Paper

*"I look at that bar at the top right hand corner, the fact that it said 85% was okay for me"*

Online, desktop

*"Just to see if there was anything that I thought wasn't included"*

Online, desktop

*"My answers could make a difference so it seems a bit silly to not bother. I mean if it had been an extra 10 pages ... but an extra couple on top didn't seem like too much for me to do"*

Paper

The softer side of  
passengers'  
experience:

**New questions on  
trust and how  
people feel**

# How does a train journey make passengers feel?



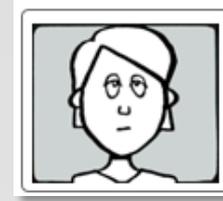
*% choosing each emotion*



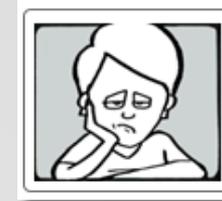
Relaxed  
**16%**



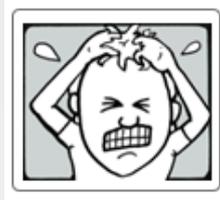
Happy  
**29%**



Indifferent  
**32%**



Bored  
**12%**



Frustrated  
**1%**



Angry  
**2%**



Worried  
**1%**



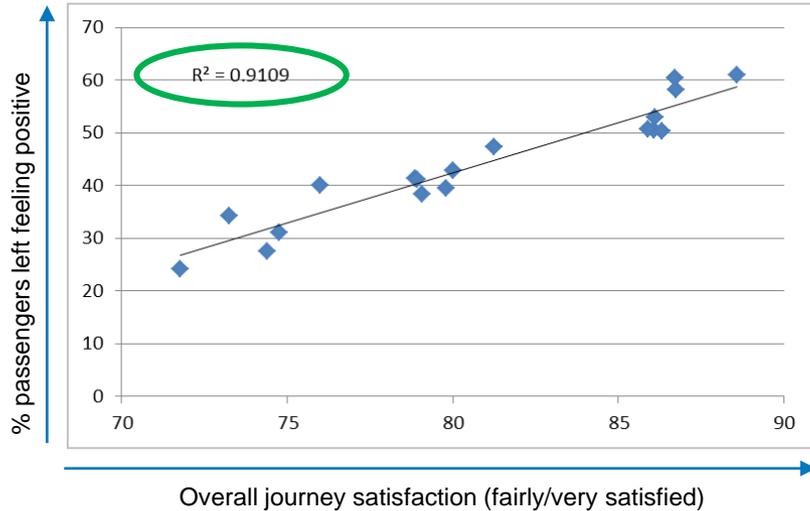
Stressed  
**1%**

No answer: 6%

# Positive emotions and overall journey satisfaction correlate well



Any positive emotion\* vs overall journey satisfaction (fairly/very)



\*relaxed / happy

Strong inverse correlation between journey satisfaction and indifference in particular suggests that satisfactory journeys genuinely leave passengers feeling pretty good (when we ask them to think about it!), rather than simply being 'fine' as we have sometimes speculated previously for the meaning of 'satisfaction'

journey satisfaction (fairly/very)

Strength of correlation between overall journey sat and...

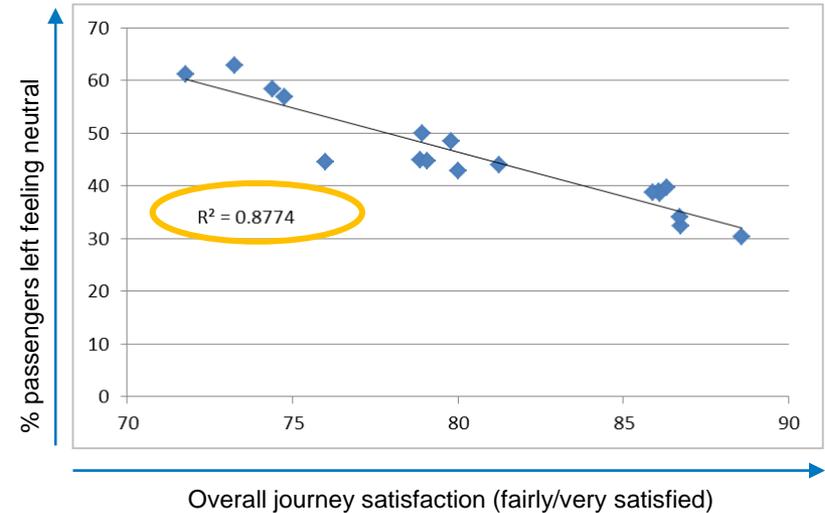
Relaxed	0.79
Happy	0.74
Indifferent	0.70
Bored	0.52
Angry	0.48
Frustrated	0.08
Stressed	0.04
Worried	0.00

(R<sup>2</sup> values)

Bored vs dissat: R<sup>2</sup> = 0.53

Worried vs dissat: R<sup>2</sup> = 0.02

Any apathetic emotion\* vs overall journey satisfaction (fairly/very)

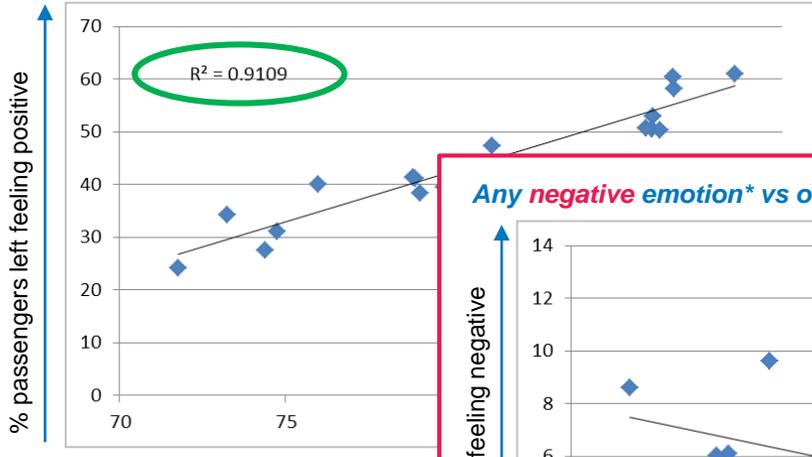


\*indifferent / bored

# ...but negative emotions have much weaker relationship with satisfaction

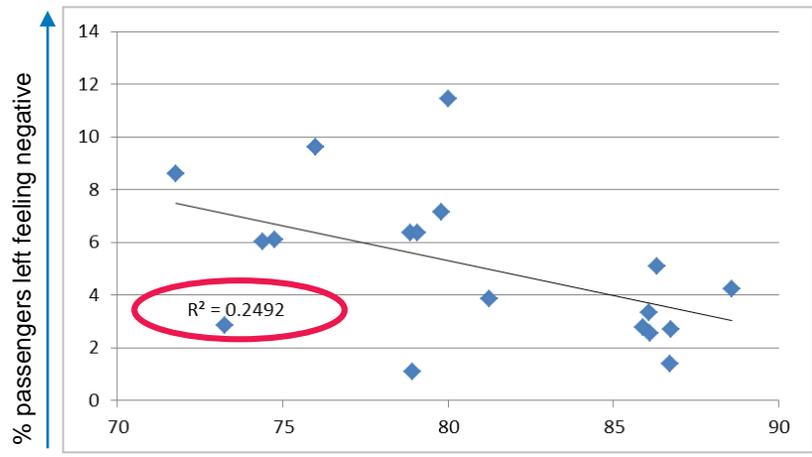


Any positive emotion\* vs overall journey satisfaction (fairly/very)



\*relaxed / happy

Any negative emotion\* vs overall journey satisfaction (fairly/very)



\*angry / frustrated / stressed / worried

Strength of correlation between overall journey sat and...

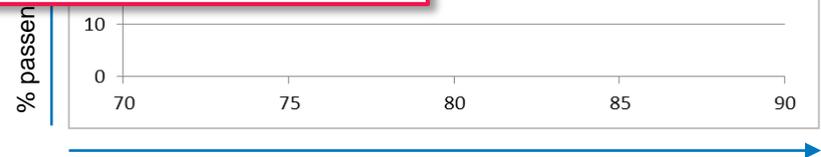
Relaxed	0.79
Happy	0.74
Indifferent	0.70
Bored	0.52
Angry	0.48
Frustrated	0.08
Stressed	0.04
Worried	0.00

(R<sup>2</sup> values)

Bored vs dissat: R<sup>2</sup> = 0.53

Worried vs dissat: R<sup>2</sup> = 0.02

Overall journey satisfaction (fairly/very)



\*indifferent / bored

# Do passengers trust train companies?



*% passengers trusting TOC travelled with today*

Do not trust them at all

Trust them a great deal

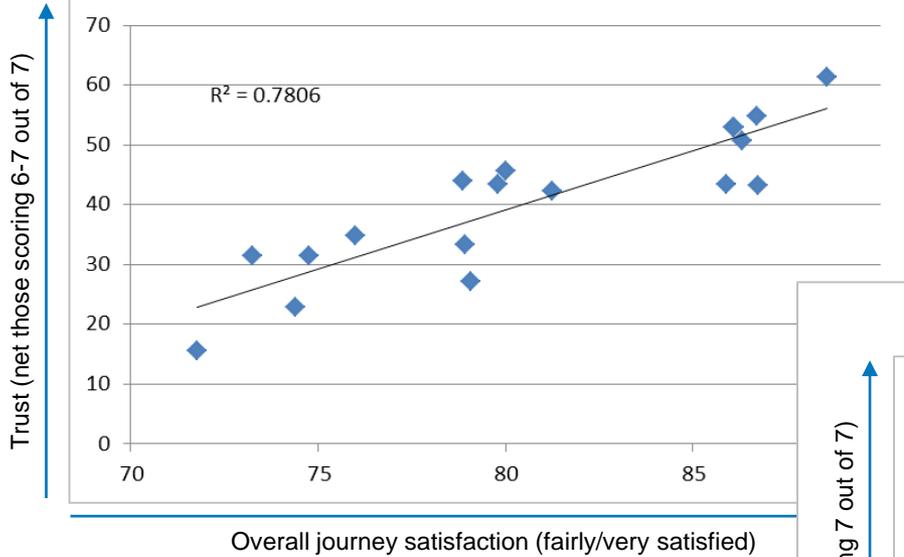


No answer: 3%

# Trust and overall journey satisfaction are correlated a little less strongly than positive emotions



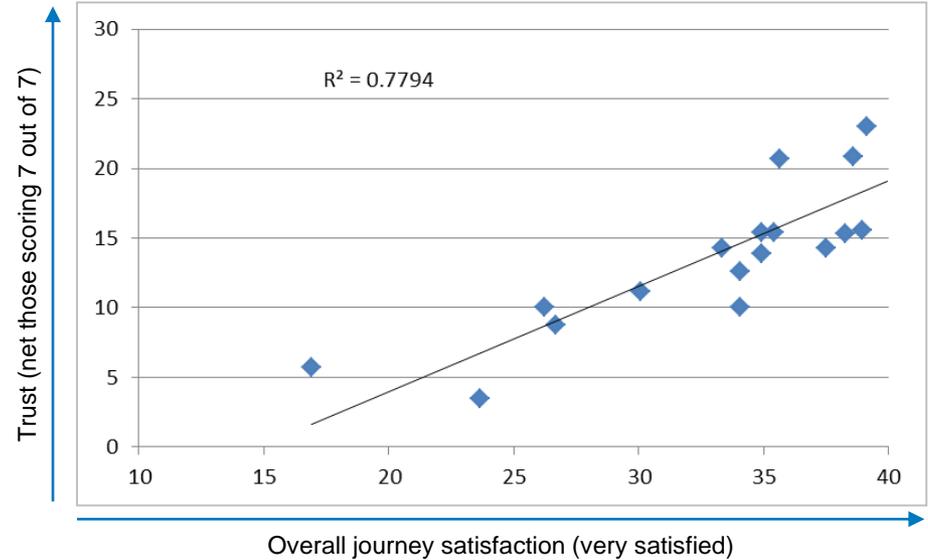
Overall trust (6-7) vs overall journey satisfaction (fairly/very)



Trust is about general experience and overall opinion, and so this question does say something different – though not contradictory – to the overall satisfaction question

Consider asking about trust on an annual (rather than bi-annual) basis?

Absolute trust (7) vs very satisfied with overall journey



(Absolute trust (7) vs overall journey sat:  $R^2 = 0.7805$ )

Evaluating  
respondents'  
experience of the  
survey to increase  
response

# Overview of experience in completing the survey



1

Generally straight forward

*"Well I didn't have any problems filling it in... I think it was clear what you had to do, I don't think anyone would get confused... I didn't find it difficult – sorry I'm not being very helpful am I!"*

Paper

2

Questions largely relevant and easy to understand and answer

*"Questions that are succinct and straight to the point"*

Online, desktop

*"You don't bang on about household, kids, household income...black, white, disabled or whatever, which often takes up so much survey space. I think it was tailored specifically to rail, it was good"*

Paper

3

Presentation, on paper, desktop and mobile, generally either not mentioned (so no issue) or complemented

*"Text size was good, clear where you had to put responses in"*

Online, desktop

*"Clean, clear"*

Online, desktop

4

For some, survey is quite long

*"It took a long time to get a quarter done"*

Online, desktop

*"It was quite a long and meaty questionnaire – I suppose you have to do all the extra ones like ethnicity?"*

Paper

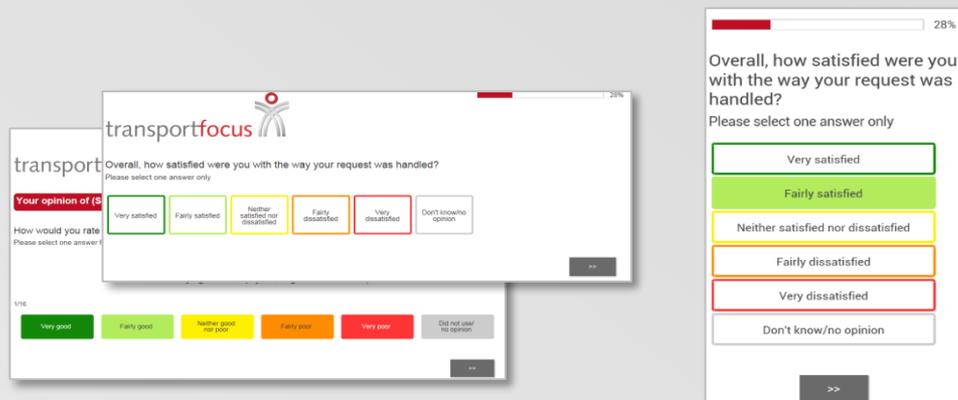
Evaluating  
respondents'  
experience of the  
survey to increase  
response:

The presentation of  
questions

# Summary of feedback on the questionnaire



## Generally, a favourable or 'no issue' reaction to layout and presentation

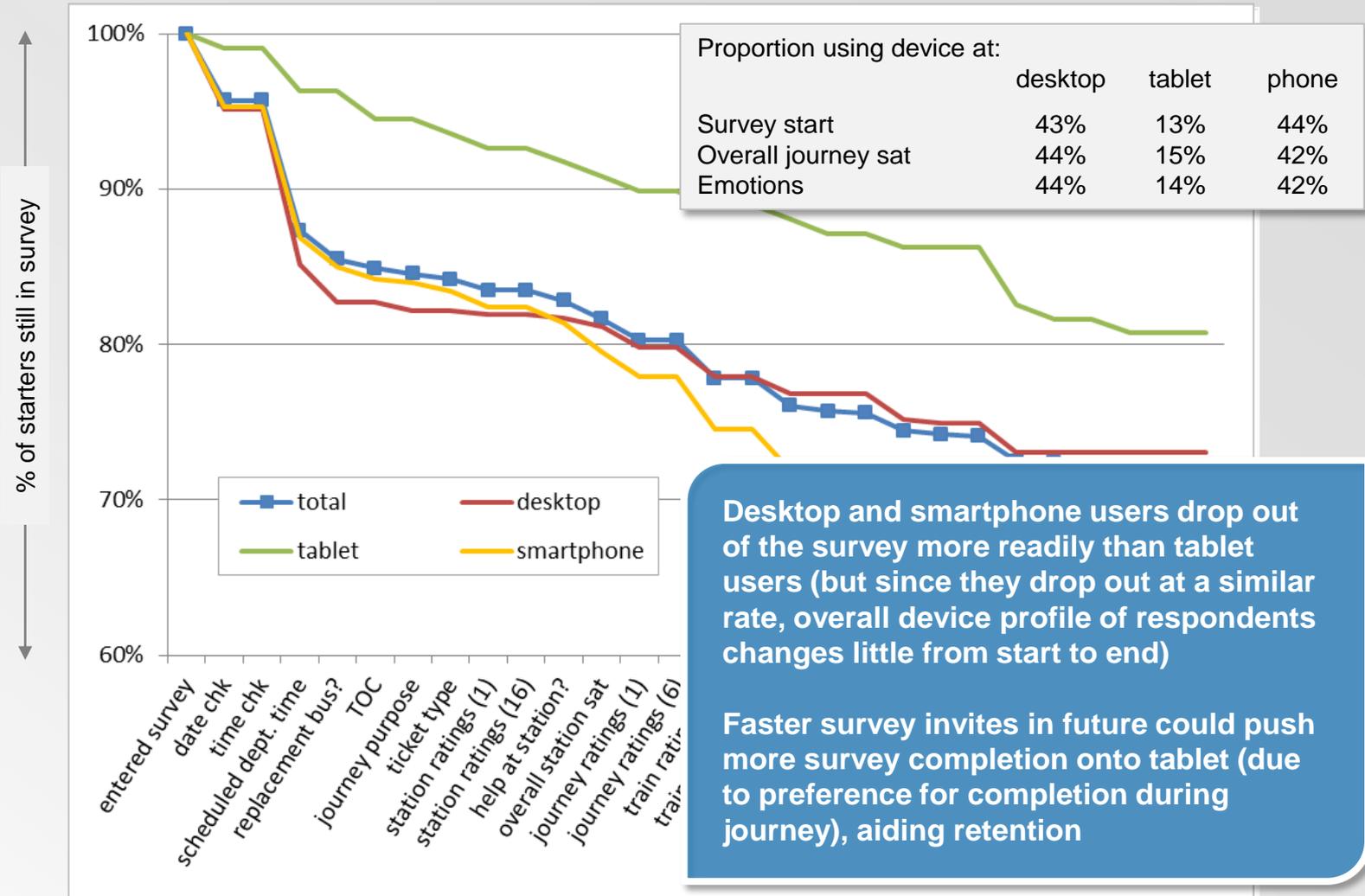


- Clear, looks straightforward
- Not explicitly praised as 'engaging'...but not criticised as daunting or very boring (like the old version)
- Professional, credible looking

- Clear, clean
- Straightforward and easy
- Not 'exciting' (could more colour and questions layouts be used?)
- ...but bear in mind consistency = fast + easy to complete
- Few, and minor, specific issues for mobile

# Improving the online survey experience

# Drop out points through the survey, by completion device



Evaluating  
respondents'  
experience of the  
survey to increase  
response:

Questionnaire content  
and scope

# “Your journey today”



## No issue with understanding that the questions relate to today’s journey

...but many are concerned that we might miss more typical feedback

*“I think it was pretty clear, the survey is quite specific when it wants you to think about your journey ‘on this day’... the questions direct you quite straightforwardly to whether you need to be thinking about kind of an overall view or this particular occasion”*

Paper

*“The only thing I’d like is to make more comments about my general experience ... to compare this journey with others... the context, I think that is important to people... it takes quite a long time to do that survey and it’s quite frustrating... I understand about sampling...but you have to do it on people’s own terms if they’re giving their time... it’s very important that people feel you are listening to them”*

Paper

## The “any other comments” question is valued

*“I liked the overall opinion question... say for example on a normal Saturday I might have got into London and everything was fine,... but my overall experience of the company [due to weekday commute] is not great so it’s good to give people a chance to say, yeah this journey was great but in general there are other things here which should be noted”*

Paper

**Could we let respondents know up front that they will have this opportunity, both to appease frustration for those who do take part, and potentially limit drop-out?**

**“** Most of the questions will be about the journey you were making when approached by the interviewer. However, if you would like to feed back about more general experience, there will be opportunity for this **”**



# The survey length



**Despite the shortened pilot version, questionnaire length is still a common criticism**

*“Maybe there’s too many questions...maybe the survey is a bit on the long side”*

*Online, desktop*

*“Shorter...it was a big thick document and if I’d have seen that [before I accepted it] normally I’d have said no, and other people even said to me, ‘you’re brave taking that on”*

*Paper*

*(and this is among those who have completed it and agreed to follow-up research)*

**(...It’s not all bad, a few of our (warm) respondents had no issue with length, particularly on the paper version)**

*“It wasn’t too long, the print was clear. Black ink on a white background, it was a lot easier to read than some fancy surveys I sometimes get from other people”*

*Paper*

## What can we do about it?

- Really clear signposting upfront and throughout?



**This survey will cover:**

- Your journey today
- Your experience at the station where you started
- Your experience on board
- ...etc



- Improvements to progress indicator (*especially for grid questions*)
- Additional variety within question format (within reason)
- Clearer notification that you can save and return later

*(Suggestions are based on feedback from respondents and our observations, rather than direct suggestions from respondents themselves)*

# Does it matter that some people complete the survey during their journey?



**Of all 26 core questions in the shorter version of the survey, in normal circumstances only 5 questions/statements within questions cannot be answered until towards end of journey**



**...and in most cases passengers have a very good idea of how to answer, within their first few minutes**



**If they're taking the time to provide feedback, passengers want their feedback to be accurate**

*"Sorry... if the answers were messy! – I had to go back and cross them [information provision] out because when we were delayed they suddenly went quiet"*

Paper

- Punctuality
- Whether got a seat for all/part of journey
- Whether delayed
- Several Qs on how well delay was dealt with (typically relevant to c. 25%)
- Overall satisfaction

*"...But there were a couple of questions that I left... about the journey itself that I wasn't able to answer, so I did a couple and finished it off when I got to work ... it was the stuff about the train itself, but all the stuff about the station, I do it every day so it was easy enough to answer those ones [while waiting for the train in the first place]."*

Paper



**Anecdotal feedback suggests response rate would drop off dramatically if post-journey completion was enforced (if it could be!)**

*"I think I've been handed them before, and I've just dropped them in my bag and haven't done anything with them, but [because I was delayed by 20 minutes] in this case I had time"*

Paper



**Recall of journey details and experience (especially if emotional Qs are included) is immediate if survey is completed then and there**

**We strongly recommend no alteration to the current notional agreement, that respondents should be guided towards completing after their journey, with acceptance that many may not**

Summary...and what next?

# Key take-outs (1)

➔ **NRPS still gets a good review from passengers** – in terms of purpose and overall respondent experience

## *Dual data collection*

➔ **Offering both paper and electronic completion options does bring benefits:**

- Broadens appeal and convenience to more passengers
- ...in particular to visually impaired people
- Enables better completeness of response (fewer missed answers / mistakes)
- Has potential to increase representation of commuters and younger people, improving weighting efficiency – and survey credibility
- Overall a dual approach enables higher volume recruitment = more efficient fieldwork

And increasing the contribution of online response could realise these benefits further – gains already made since learnings transferred from BPS Autumn '15

➔ **Note of caution: an online element does have potential to suppress satisfaction ratings a little, but:**

- **We recommend the benefits of greater representation (a closer picture of reality!) outweigh this**
- Weighting by journey purpose will control the effect, which is likely to be marginal – paper likely to remain dominant over online for the foreseeable future

# Key take-outs (2)

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## *Questionnaire enhancements: shortening the survey*

- ➔ Though difficult to completely separate the impact of data collection vs questionnaire enhancements, a shorter questionnaire does not appear to have contributed to response rate or quality (unlike a much more ruthless 4-page option might)
- ➔ ...however, logically, a shorter questionnaire is more palatable for respondents, and creating variants to achieve smaller (but still robust) samples for non-core questions is relatively straightforward



**We recommend implementing the 8-page questionnaire with variants**

- ➔ Deliberately offering non-core questions as 'optional' is appreciated by a minority, but by this point in the survey most are happy to continue
- ➔ ...and while minor, there is potential impact on results from these questions



**Overall we recommend not offering questions as 'optional', and treating the full 8 pages as standard**

# Key take-outs (3)

## *Questionnaire enhancements: the softer side of passenger experience*

### ➔ Adding a new trust question has mixed outcomes:

- Adds a different layer to understanding passenger relationship with rail industry
- Allows respondents to express broader opinions – which is valued
- Disrupts and re-engages respondents
- ...but confuses some, and in extreme cases acts as ‘last straw’ if other questions have felt irrelevant or overall too long



**On balance we suggest it's worth keeping – perhaps on an annual basis given sentiment unlikely to change quickly**

### Merits of the emotions question – as part of NRPS – are less clear:

- #### ➔
- Positive emotions add relatively little to overall journey satisfaction
  - But negative emotions can help highlight issues more keenly than the satisfaction rating, with a more personal flavour
  - Generally popular with respondents – good for overall engagement and survey image



**Is NRPS too blunt an instrument for effective capture and use of emotions data (at least on a regular basis)?**

# Key take-outs (4)

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## *Optimising response*

### ➔ **Response to the survey continues to be driven by:**

- Opportunity for and perceived importance of feedback
- Engaging interaction with fieldworkers
- Measures to reduce respondent effort

**....which must be front of mind in all development / enhancement of the survey going forward**

### ➔ **And we suggest some enhancements to improve respondent experience, to maintain engagement and boost response:**

- Further tweaks to early questions to reduce effort
- Up front sign-posting of survey content, especially the up-coming opportunity to give general (not just today's journey) feedback
- Indication of average completion time for online survey
- Various small programming / formatting tweaks to reduce niggles
- Full implementation of 'accessible' survey (with some programming improvements)

Thank you....

# Q & A – Pilot research findings

**Keith Bailey**, Senior Insight Advisor

# Pilot review and outcomes

**Keith Bailey**, Senior Insight Advisor

# Pilot review

BDRC Continental and Transport Focus

↓  
**NRPS Experts Group** (14 June)

↓  
Transport Focus board's

**Statistics Governance Group** (16 June)

↓  
NRPS Stakeholder Forum

↓  
Invitation to Tender

# Pilot outcomes for ITT

- Mixed mode
  - Seeking speedy delivery of invitations
- 8 page questionnaire
  - Colour/photograph; design refinement
  - No optional questions, but...
  - ...retain 2 pages of variant topic areas
  - Probably 4 variants rotated across split sample and waves
    - Fares and ticketing
    - Station access and egress
    - Time use/on board activities
    - Accessibility (or could be follow-on e-mail questionnaire)
  - Likely to rotate Trust and Emotional Reaction questions

# Outstanding/ongoing activity

- Time of day sampling/weighting
  - Original proposal to use NRTS, but c12 years old
  - Looking to ‘validate’ NRTS against other sources
    - NR footfall data
    - TOC gateline data
  - Exploring mobile network data as a source
  - Potentially also Google

# Invitation to Tender/timelines

**David Greeno, Senior Insight Advisor**

# Invitation to Tender (ITT)

- Current fieldwork/analysis contract (with *BDRC Continental*) ends after Autumn wave
- New contract to start from Spring 2017
- New contract to be tendered under *OJEU* process

# ITT timelines

- Expressions of interest already invited (PIN and MRS)
- Briefing session for interested bidders
- ITT to be published 15 July
- Closing date for tenders 16 September
- Contract awarded 25 November
- Fieldwork under new contract starts with Spring 2017 wave – including shorter questionnaire/mixed mode

# Q & A – NRPS update

**Ian Wright**, Head of Insight

# Let's brainstorm...

- What would your **ideal** NRPS look like building from what we have today?
- What would your **ideal** NRPS look like starting with a clean sheet of paper?
- What additional work might complement NRPS providing added value to stakeholders?



# ***National Rail Passenger Survey*** **(NRPS) – Stakeholder Forum**

***11 July 2016***