# Rail Franchise Passenger Poll 

09/02/2015
Prepared on behalf of the RMT


## Survation.

## Methodology

## Fieldwork Dates

27th January - 2nd February 2015

## Data Collection Method

The survey was conducted via online panel. Invitations to complete surveys were sent out to members of the panel. Differential response rates from different demographic groups were taken into account.

## Population Sampled

All residents aged 18+ in Great Britain who travel by train at least once a year on any of the following lines: First Great Western, East Coast, Northern Rail and/or First TransPennine Express.

## Sample Size

1,005

## Data Weighting

As there is no profile of passengers of First Great Western, East Coast, Northern Rail and First Transpennine Express passengers per se, data is unweighted. However, a nationally representative sample of respondents was initially targeted and then those who did not fit the population were excluded, in order to ensure a sample that was representative of the population in question.

## Margin of Error

Because only a sample of the full population was interviewed, all results are subject to margin of error, meaning that not all differences are statistically significant. For example, in a question where $50 \%$ (the worst case scenario as far as margin of error is concerned) gave a particular answer, with a sample of 1,005 it is $95 \%$ certain that the 'true' value will fall within the range of $3.1 \%$ from the sample result. Subsamples from the cross-breaks will be subject to higher margin of error, conclusions drawn from crossbreaks with very small sub-samples should be treated with caution.

## Question presentation

All data tables shown in full below, in order and wording put to respondents, including but not limited to all tables relating to published data and all relevant tables preceding them. Tables for demographic questions might not be included but these should be clear from the cross-breaks on published tables. In all questions where the responses are a list of parties, names or statements, these will typically have been displayed to respondents in a randomising order. The only questions which would not have had randomising responses would be those in which there was a natural order to maintain - e.g. a scale from "strongly agree" to "strongly disagree", a list of numbers from 0 to 10 or questions which had factual rather than opinionrelated answers such as demographic information. "Other", "Don't know" and "Refused" responses are not randomised.

Not all questions will have necessarily been asked to all respondents - this is because they may be follow-on questions from previous questions or only appropriate to certain demographic groups. Lower response counts should make clear where this has occurred

Data were analysed and weighted by Survation and presented by Patrick Briône and Damian Lyons Lowe.
For further information please contact;
Damian Lyons Lowe
Chief Executive
Survation Ltd
02031427644
damian.lyonslowe@survation.com

If you are interested in commissioning a poll from us, please contact researchteam@survation.com for a prompt response to your enquiry and we'll call you right back with the appropriate person.

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Table 1
Q1. No weighting
Q1. How often do you travel by train in the UK? Base: All Respondents

Total
5 or more times a week
Weekly
2-3 times a month
Once a month
Once every few months
Once a yea
Less than once a year
Never
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midlands | North | AB | C1 | C2 | DE | $\underset{\mathrm{g}}{\text { Commutin }}$ | $\underset{\substack{\text { Visting } \\ \text { friendstam } \\ \text { ily }}}{\text { and }}$ | Business | $\begin{gathered} \text { Shopping/ } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | $\begin{gathered} \text { Connection } \\ \text { s to travel } \\ \text { outside UK } \end{gathered}$ | First Great Western | East Coast | Northern <br> Rail | $\begin{gathered} \text { First } \\ \text { TransPenni } \\ \text { ne } \end{gathered}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 67 | 32 | 35 | 24 | 38 | 5 | 18 | 25 | 3 | 21 | 39 | 13 | 13 | 2 | 61 | 37 | 25 | 41 | 20 | 38 | 21 | 23 | 15 |
| 6.7\% | 7.6\% | 6.0\% | 10.5\% | 8.6\% | 1.5\% | 20.5\% | 10.5\% | 3.4\% | 3.6\% | 13.4\% | 5.2\% | 5.2\% | 0.9\% | 43.3\% | 6.6\% | 13.2\% | 5.9\% | 11.8\% | 10.9\% | 6.1\% | 6.1\% | 5.4\% |
| 87 | 41 | 46 | 34 | 35 | 18 | 16 | 17 | 7 | 47 | 27 | 25 | 17 | 18 | 30 | 53 | 25 | 49 | 19 | 32 | 27 | 40 | 21 |
| 8.7\% | 9.8\% | 7.9\% | 14.9\% | 7.9\% | 5.4\% | 18.2\% | 7.1\% | 8.0\% | 8.0\% | 9.3\% | 10.1\% | 6.8\% | 8.3\% | 21.3\% | 9.5\% | 13.2\% | 7.1\% | 11.2\% | 9.1\% | 7.9\% | 10.6\% | 7.6\% |
| 150 | 74 | 76 | 38 | 70 | 42 | 19 | 35 | 14 | 81 | 48 | 34 | 43 | 25 | 32 | 103 | 40 | 111 | 36 | 54 | 60 | 74 | 44 |
| 14.9\% | 17.6\% | 13.0\% | 16.7\% | 15.8\% | 12.5\% | 21.6\% | 14.7\% | 16.1\% | 13.7\% | 16.5\% | 13.7\% | 17.3\% | 11.5\% | 22.7\% | 18.5\% | 21.2\% | 16.1\% | 21.2\% | 15.4\% | 17.5\% | 19.5\% | 15.9\% |
| 128 | 50 | 78 | 29 | 63 | 36 | 12 | 29 | 9 | 78 | 46 | 29 | 32 | 21 | 7 | 77 | 25 | 92 | 20 | 47 | 40 | 55 | 39 |
| 12.7\% | 11.9\% | 13.3\% | 12.7\% | 14.3\% | 10.7\% | 13.6\% | 12.2\% | 10.3\% | 13.2\% | 15.8\% | 11.7\% | 12.9\% | 9.7\% | 5.0\% | 13.8\% | 13.2\% | 13.3\% | 11.8\% | 13.4\% | 11.7\% | 14.5\% | 14.1\% |
| 441 | 175 | 266 | 74 | 189 | 178 | 21 | 102 | 42 | 276 | 106 | 119 | 106 | 110 | 10 | 236 | 65 | 322 | 61 | 140 | 153 | 150 | 127 |
| 43.9\% | 41.7\% | 45.5\% | 32.5\% | 42.8\% | 53.1\% | 23.9\% | 42.9\% | 48.3\% | 46.7\% | 36.4\% | 48.0\% | 42.6\% | 50.7\% | 7.1\% | 42.3\% | 34.4\% | 46.6\% | 35.9\% | 40.0\% | 44.7\% | 39.6\% | 46.0\% |
| 132 | 48 | 84 | 29 | 47 | 56 | 2 | 30 | 12 | 88 | 25 | 28 | 38 | 41 | 1 | 52 | 9 | 76 | 14 | 39 | 41 | 37 | 30 |
| 13.1\% | 11.4\% | 14.4\% | 12.7\% | 10.6\% | 16.7\% | 2.3\% | 12.6\% | 13.8\% | 14.9\% | 8.6\% | 11.3\% | 15.3\% | 18.9\% | 0.7\% | 9.3\% | 4.8\% | 11.0\% | 8.2\% | 11.1\% | 12.0\% | 9.8\% | 10.9\% |
| . | - | - | - | - | - | - | - | - | . | - | - | - | - | - | - | . | - | - | - | . | . | - |
| - | - | - | - | - | $\cdot$ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | . | - | - | - | - | - | - | - | - | - | . | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Table 2
Q1. No weighting
Q1. How often do you travel by train in the UK? Base: All Respondents

Total
5 or more times a week
Weekly
2-3 times a month
Once a month
Once every few months
Once a yea
Less than once a year
Never
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | Over 2 hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c} 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | Over 2 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 67 | 22 | 4 | 3 | 9 | 2 | 7 | 7 | 5 | 9 | 9 | 4 | 1 | 5 | 4 | 4 | 2 |
| 6.7\% | 13.7\% | 5.6\% | 5.2\% | 15.3\% | 3.1\% | 9.5\% | 6.9\% | 5.0\% | 6.9\% | 6.5\% | 5.9\% | 2.4\% | 10.9\% | 4.9\% | 5.7\% | 2.6\% |
| 87 | 18 | 8 | 5 | 1 | 10 | 3 | 8 | 6 | 18 | 12 | 4 | 6 | 4 | 8 | 5 | 4 |
| 8.7\% | 11.2\% | 11.1\% | 8.6\% | 1.7\% | 15.4\% | 4.1\% | 7.8\% | 5.9\% | 13.7\% | 8.6\% | 5.9\% | 14.6\% | 8.7\% | 9.8\% | 7.1\% | 5.1\% |
| 150 | 26 | 15 | 6 | 7 | 14 | 18 | 12 | 16 | 25 | 21 | 18 | 10 | 4 | 13 | 12 | 15 |
| 14.9\% | 16.1\% | 20.8\% | 10.3\% | 11.9\% | 21.5\% | 24.3\% | 11.8\% | 15.8\% | 19.1\% | 15.1\% | 26.5\% | 24.4\% | 8.7\% | 15.9\% | 17.1\% | 19.2\% |
| 128 | 21 | 8 | 11 | 7 | 7 | 9 | 19 | 5 | 20 | 23 | 6 | 6 | 10 | 12 | 6 | 11 |
| 12.7\% | 13.0\% | 11.1\% | 19.0\% | 11.9\% | 10.8\% | 12.2\% | 18.6\% | 5.0\% | 15.3\% | 16.5\% | 8.8\% | 14.6\% | 21.7\% | 14.6\% | 8.6\% | 14.1\% |
| 441 | 61 | 28 | 28 | 23 | 24 | 35 | 46 | 48 | 49 | 61 | 23 | 17 | 22 | 33 | 33 | 39 |
| 43.9\% | 37.9\% | 38.9\% | 48.3\% | 39.0\% | 36.9\% | 47.3\% | 45.1\% | 47.5\% | 37.4\% | 43.9\% | 33.8\% | 41.5\% | 47.8\% | 40.2\% | 47.1\% | 50.0\% |
| 132 | 13 | 9 | 5 | 12 | 8 | 2 | 10 | 21 | 10 | 13 | 13 | 1 | 1 | 12 | 10 | 7 |
| 13.1\% | 8.1\% | 12.5\% | 8.6\% | 20.3\% | 12.3\% | 2.7\% | 9.8\% | 20.8\% | 7.6\% | 9.4\% | 19.1\% | 2.4\% | 2.2\% | 14.6\% | 14.3\% | 9.0\% |
| - | - | - | - | - | - | - | - | . | - | - | - | . | - | - | - | . |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | . | . | - | - | . | - | - | - | - |  |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1005 | ${ }^{161}$ | 72 | 58 | 59 | 65 | 74 | 102 | 101 | ${ }^{131}$ | ${ }^{139}$ | 68 | ${ }^{41}$ | 46 | 82 | 70 | 78 |

Q2. Which of the following train lines do you travel on at least once a year? Please read through the whole list and tick all that apply Base: All Respondents

Total
Abellio Greater Anglia
Arriva Trains Wales
East Coast
c2c
Chiltern Railways
CrossCountry
East Midlands Trains
First Hull Trains
First Great Western
First ScotRail
First TransPennine Express
Grand Central
London Midland
Northern Rail
Southeastern
Southern
South West Trains
Virgin Trains
Other UK train lin

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | Commutin | Visiting <br> friends/fam <br> ily | Business | $\begin{gathered} \text { SoppingII } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Connection } \\ \text { s to travel } \\ \text { outside UK } \end{array}$ | First Great Western | East Coast | $\begin{gathered} \text { Northern } \\ \text { Rail } \end{gathered}$ | $\underset{\substack{\text { Transpenni } \\ \text { ne }}}{\substack{\text { First }}}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 24 | 17 | 7 | 7 | 12 | 5 | 10 | 9 | 1 | 4 | 11 | 5 | 5 | 3 | - | 20 | 8 | 21 | 7 | 14 | 12 | 5 | 3 |
| 2.4\% | 4.0\% | 1.2\% | 3.1\% | 2.7\% | 1.5\% | 11.4\% | 3.8\% | 1.1\% | 0.7\% | 3.8\% | 2.0\% | 2.0\% | 1.4\% | 6.4\% | 3.6\% | 4.2\% | 3.0\% | 4.1\% | 4.0\% | 3.5\% | 1.3\% | 1.1\% |
| 78 | 29 | 49 | 19 | 28 | 31 | 3 | 5 | 30 | 40 | 27 | 22 | 18 | 11 | 14 | 55 | 18 | 63 | 20 | 41 | 23 | 35 | 29 |
| 7.8\% | 6.9\% | 8.4\% | 8.3\% | 6.3\% | 9.3\% | 3.4\% | 2.1\% | 34.5\% | 6.8\% | 9.3\% | 8.9\% | 7.2\% | 5.1\% | 9.9\% | 9.9\% | 9.5\% | 9.1\% | 11.8\% | 11.7\% | 6.7\% | 9.2\% | 10.5\% |
| 342 | 143 | 199 | 84 | 145 | 113 | 39 | 40 | 34 | 228 | 112 | 84 | 75 | 71 | 53 | 204 | 84 | 227 | 67 | 44 | 342 | 81 | 78 |
| 34.0\% | 34.0\% | 34.0\% | 36.8\% | 32.8\% | 33.7\% | 44.3\% | 16.8\% | 39.1\% | 38.6\% | 38.5\% | 33.9\% | 30.1\% | 32.7\% | 37.6\% | 36.6\% | 44.4\% | 32.9\% | 39.4\% | 12.6\% | 100.0\% | 21.4\% | 28.3\% |
| 24 | 12 | 12 | 8 | 11 | 5 | 11 | 7 | . | 6 | 15 | 6 | 3 | - | 9 | 14 | 12 | 17 |  | 16 | 15 | 5 | 3 |
| 2.4\% | 2.9\% | 2.1\% | 3.5\% | 2.5\% | 1.5\% | 12.5\% | 2.9\% | - | 1.0\% | 5.2\% | 2.4\% | 1.2\% | - | 6.4\% | 2.5\% | 6.3\% | 2.5\% | 4.7\% | 4.6\% | 4.4\% | 1.3\% | 1.1\% |
| 43 | 26 | 17 | 12 | 21 | 10 | 12 | 13 | 12 | 6 | 16 | 14 | 12 | 1 | 17 | 31 | 19 | 33 | 13 | 27 | 22 | 12 |  |
| 4.3\% | 6.2\% | 2.9\% | 5.3\% | 4.8\% | 3.0\% | 13.6\% | 5.5\% | 13.8\% | 1.0\% | 5.5\% | 5.6\% | 4.8\% | * | 12.1\% | 5.6\% | 10.1\% | 4.8\% | 7.6\% | 7.7\% | 6.4\% | 3.2\% | 1.8\% |
| 142 | 57 | 85 | 35 | 53 | 54 | 9 | 30 | 22 | 81 | 56 | 38 | 24 | 24 | 32 | 103 | 44 | 101 | 44 | 54 | 67 | 61 | 50 |
| 14.1\% | 13.6\% | 14.5\% | 15.4\% | 12.0\% | 16.1\% | 10.2\% | 12.6\% | 25.3\% | 13.7\% | 19.2\% | 15.3\% | 9.6\% | 11.1\% | 22.7\% | 18.5\% | 23.3\% | 14.6\% | 25.9\% | 15.4\% | 19.6\% | 16.1\% | 18.1\% |
| 105 | 43 | 62 | 37 | 42 | 26 | 9 | 18 | 29 | 48 | 43 | 20 | 25 | 17 | 21 | 72 | 25 | 75 | 28 | 31 | 57 | 40 | 35 |
| 10.4\% | 10.2\% | 10.6\% | 16.2\% | 9.5\% | 7.8\% | 10.2\% | 7.6\% | 33.3\% | 8.1\% | 14.8\% | 8.1\% | 10.0\% | 7.8\% | 14.9\% | 12.9\% | 13.2\% | 10.9\% | 16.5\% | 8.9\% | 16.7\% | 10.6\% | 12.7\% |
| 14 | 9 |  | , | 5 | 3 | 1 | . | 2 | 11 | 4 | 5 | 3 | 2 | 4 | 10 |  | 8 | 1 | 1 | 10 | 7 | 8 |
| 1.4\% | 2.1\% | 0.9\% | 2.6\% | 1.1\% | 0.9\% | 1.1\% | - | 2.3\% | 1.9\% | 1.4\% | 2.0\% | 1.2\% | 0.9\% | 2.8\% | 1.8\% | 4.2\% | 1.2\% | 0.6\% | * | 2.9\% | 1.8\% | 2.9\% |
| 350 | 133 | 217 | 78 | 160 | 112 | 55 | 203 | 45 | 47 | 122 | 71 | 90 | 67 | 64 | 211 | 75 | 238 | 71 | 350 | 44 | 33 | 29 |
| 34.8\% | 31.7\% | 37.1\% | 34.2\% | 36.2\% | 33.4\% | 62.5\% | 85.3\% | 51.7\% | 8.0\% | 41.9\% | 28.6\% | 36.1\% | 30.9\% | 45.4\% | 37.8\% | 39.7\% | 34.4\% | 41.8\% | 100.0\% | 12.9\% | 8.7\% | 10.5\% |
| 32 | 14 | 18 | 6 | 12 | 14 | 2 | 2 | 2 | 25 | 13 | 10 | 5 | 4 | 7 | 25 | 10 | 23 | 12 | 6 | 27 | 9 | 8 |
| 3.2\% | 3.3\% | 3.1\% | 2.6\% | 2.7\% | 4.2\% | 2.3\% | 0.8\% | 2.3\% | 4.2\% | 4.5\% | 4.0\% | 2.0\% | 1.8\% | 5.0\% | 4.5\% | 5.3\% | 3.3\% | 7.1\% | 1.7\% | 7.9\% | 2.4\% | 2.9\% |
| 276 | 130 | 146 | 64 | 116 | 96 | 4 | 8 | 17 | 247 | 72 | 80 | 73 | 51 | 31 | 167 | 62 | 210 | 48 | 29 | 78 | 134 | 276 |
| 27.5\% | 31.0\% | 25.0\% | 28.1\% | 26.2\% | 28.7\% | 4.5\% | 3.4\% | 19.5\% | 41.8\% | 24.7\% | 32.3\% | 29.3\% | 23.5\% | 22.0\% | 29.9\% | 32.8\% | 30.4\% | 28.2\% | 8.3\% | 22.8\% | 35.4\% | 100.0\% |
| 34 | 17 | 17 | 9 | 17 | 8 | 4 | 2 | 2 | 26 | 11 | 12 | 7 | 4 | 9 | 19 | 14 | 28 | 9 | 5 | 27 | 21 | 14 |
| 3.4\% | 4.0\% | 2.9\% | 3.9\% | 3.8\% | 2.4\% | 4.5\% | 0.8\% | 2.3\% | 4.4\% | 3.8\% | 4.8\% | 2.8\% | 1.8\% | 6.4\% | 3.4\% | 7.4\% | 4.1\% | 5.3\% | 1.4\% | 7.9\% | 5.5\% | 5.1\% |
| 73 | 36 | 37 | 25 | 34 | 14 | 19 | 12 | 21 | 21 | 29 | 18 | 13 | 13 | 23 | 47 | 25 | 54 | 30 | 35 | 27 | 33 | 22 |
| 7.3\% | 8.6\% | 6.3\% | 11.0\% | 7.7\% | 4.2\% | 21.6\% | 5.0\% | 24.1\% | 3.6\% | 10.0\% | 7.3\% | 5.2\% | 6.0\% | 16.3\% | 8.4\% | 13.2\% | 7.8\% | 17.6\% | 10.0\% | 7.9\% | 8.7\% | 8.0\% |
| 379 | 171 | 208 | 94 | 161 | 124 | 13 | 14 | 24 | 328 | 101 | 116 | 88 | 74 | 57 | 204 | 64 | 289 | 65 | 33 | 81 | 379 | 134 |
| 37.7\% | 40.7\% | 35.6\% | 41.2\% | 36.4\% | 37.0\% | 14.8\% | 5.9\% | 27.6\% | 55.5\% | 34.7\% | 46.8\% | 35.3\% | 34.1\% | 40.4\% | 36.6\% | 33.9\% | 41.8\% | 38.2\% | 9.4\% | 23.7\% | 100.0\% | 48.6\% |
| 64 | 31 | 33 | 15 | 29 | 20 | 26 | 22 | 4 | 11 | 29 | 15 | 12 | 8 | 20 | 47 | 22 | 40 | 23 | 40 | 31 | 10 | 4 |
| 6.4\% | 7.4\% | 5.6\% | 6.6\% | 6.6\% | 6.0\% | 29.5\% | 9.2\% | 4.6\% | 1.9\% | 10.0\% | 6.0\% | 4.8\% | 3.7\% | 14.2\% | 8.4\% | 11.6\% | 5.8\% | 13.5\% | 11.4\% | 9.1\% | 2.6\% | 1.4\% |
| 80 | 37 | 43 | 25 | 38 | 17 | 34 | 32 | 6 | 8 | 37 | 17 | 14 | 12 | 30 | 55 | 31 | 52 | 29 | 56 | 32 | 14 | 6 |
| 8.0\% | 8.8\% | 7.4\% | 11.0\% | 8.6\% | 5.1\% | 38.6\% | 13.4\% | 6.9\% | 1.4\% | 12.7\% | 6.9\% | 5.6\% | 5.5\% | 21.3\% | 9.9\% | 16.4\% | 7.5\% | 17.1\% | 16.0\% | 9.4\% | 3.7\% | 2.2\% |
| 121 | 54 | 67 | 25 | 59 | 37 | 29 | 73 | 8 | 10 | 52 | 22 | 30 | 17 | 31 | 81 | 39 | 85 | 37 | 104 | 28 | 16 | 4 |
| 12.0\% | 12.9\% | 11.5\% | 11.0\% | 13.3\% | 11.0\% | 33.0\% | 30.7\% | 9.2\% | 1.7\% | 17.9\% | 8.9\% | 12.0\% | 7.8\% | 22.0\% | 14.5\% | 20.6\% | 12.3\% | 21.8\% | 29.7\% | 8.2\% | 4.2\% | 1.4\% |
| 299 | 140 | 159 | 59 | 133 | 107 | 27 | 44 | 30 | 198 | 118 | 83 | 57 | 41 | 52 | 195 | 93 | 215 | 73 | 99 | 91 | 142 | 131 |
| 29.8\% | 33.3\% | 27.2\% | 25.9\% | 30.1\% | 31.9\% | 30.7\% | 18.5\% | 34.5\% | 33.5\% | 40.5\% | 33.5\% | 22.9\% | 18.9\% | 36.9\% | 34.9\% | 49.2\% | 31.1\% | 42.9\% | 28.3\% | 26.6\% | 37.5\% | 47.5\% |
| 36 | 13 | 23 | 7 | 18 | 11 | 6 | 7 | 2 | 20 | 16 | 12 | 4 | 4 | 13 | 26 |  | 32 | 12 | 8 | 16 | 14 | 10 |
| 3.6\% | 3.1\% | 3.9\% | 3.1\% | 4.1\% | 3.3\% | 6.8\% | 2.9\% | 2.3\% | 3.4\% | 5.5\% | 4.8\% | 1.6\% | 1.8\% | 9.2\% | 4.7\% | 4.8\% | 4.6\% | 7.1\% | 2.3\% | 4.7\% | 3.7\% | 3.6\% |
| 2516 | 1112 | 1404 | 615 | 1094 | 807 | 313 | 541 | 291 | 1365 | 884 | 650 | 558 | 424 | 496 | 1586 | 662 | 1811 | 597 | 993 | 1030 | 1051 | 849 |
| 250\% | 265\% | 240\% | 270\% | 248\% | 241\% | 356\% | 227\% | 334\% | 231\% | 304\% | 262\% | 224\% | 195\% | 352\% | 284\% | 350\% | 262\% | 351\% | 284\% | 301\% | 277\% | 308\% |

Q2. Which of the following train lines do you travel on at least once a year? Please read through the whole list and tick all that apply Base: All Respondents

Total
Abellio Greater Anglia
Arriva Trains Wales

East Coast
c2c
Chiltern Railways
CrossCountry
East Midlands Trains
First Hull Trains
First Great Western
First ScotRail
First TransPennine Express
Grand Central
London Midland
Northern Rail
Southeastern
Southern
South West Trains
Virgin Trains
Other UK train lin
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | Over 2 hours | Under 1 <br> hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c} 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | Over 2 hours | Under 30 minutes | 0.5 to 1 hour | $1 \text { to } 1.5$ | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $\begin{aligned} & 1 \text { to } 1.5 \\ & \text { hours } \\ & \hline \end{aligned}$ | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 24 | 6 | 3 | 3 | 2 | 1 | 2 | 5 | 4 | 1 | 2 | 1 | 1 | 1 | - | 1 | 1 |
| 2.4\% | 3.7\% | 4.2\% | 5.2\% | 3.4\% | 1.5\% | 2.7\% | 4.9\% | 4.0\% | 0.8\% | 1.4\% | 1.5\% | 2.4\% | 2.2\% | - | 1.4\% | 1.3\% |
| 78 | 11 | 16 | 7 | 7 | 5 | 8 | 7 | 3 | 9 | 13 | 6 | 7 | 7 | 3 | 9 | 10 |
| 7.8\% | 6.8\% | 22.2\% | 12.1\% | 11.9\% | 7.7\% | 10.8\% | 6.9\% | 3.0\% | 6.9\% | 9.4\% | 8.8\% | 17.1\% | 15.2\% | 3.7\% | 12.9\% | 12.8\% |
| 342 | 18 | 9 | 8 | 9 | 65 | 74 | 102 | 101 | 30 | 21 | 18 | 12 | 8 | 20 | 24 | 26 |
| 34.0\% | 11.2\% | 12.5\% | 13.8\% | 15.3\% | 100.0\% | 100.0\% | 100.0\% | 100.0\% | 22.9\% | 15.1\% | 26.5\% | 29.3\% | 17.4\% | 24.4\% | 34.3\% | 33.3\% |
| 24 | 8 | 3 | 1 | 4 | 4 | 3 | , | 6 | 1 | 2 | 1 | 1 | 1 | 2 | - | - |
| 2.4\% | 5.0\% | 4.2\% | 1.7\% | 6.8\% | 6.2\% | 4.1\% | 2.0\% | 5.9\% | 0.8\% | 1.4\% | 1.5\% | 2.4\% | 2.2\% | 2.4\% | - | - |
| 43 | 13 | 7 | 3 | 4 | 2 | 8 | 6 | 6 | 4 | 3 | 3 | 2 | 1 | - | 2 | 2 |
| 4.3\% | 8.1\% | 9.7\% | 5.2\% | 6.8\% | 3.1\% | 10.8\% | 5.9\% | 5.9\% | 3.1\% | 2.2\% | 4.4\% | 4.9\% | 2.2\% | - | 2.9\% | 2.6\% |
| 142 | 18 | 10 | 11 | 15 | 10 | 14 | 23 | 20 | 23 | 17 | 15 | 6 | 5 | 14 | 16 | 15 |
| 14.1\% | 11.2\% | 13.9\% | 19.0\% | 25.4\% | 15.4\% | 18.9\% | 22.5\% | 19.8\% | 17.6\% | 12.2\% | 22.1\% | 14.6\% | 10.9\% | 17.1\% | 22.9\% | 19.2\% |
| 105 | 12 |  | 5 | 9 | 5 | 24 | 20 | 8 | 10 | 9 | 13 | 8 | 4 | 6 | 13 | 12 |
| 10.4\% | 7.5\% | 6.9\% | 8.6\% | 15.3\% | 7.7\% | 32.4\% | 19.6\% | 7.9\% | 7.6\% | 6.5\% | 19.1\% | 19.5\% | 8.7\% | 7.3\% | 18.6\% | 15.4\% |
| 14 | , | - | - | . | 1 | 5 | , | 2 | 2 | , | 2 | 1 | . | 3 |  | . |
| 1.4\% | 0.6\% | - | - | - | 1.5\% | 6.8\% | 2.0\% | 2.0\% | 1.5\% | 1.4\% | 2.9\% | 2.4\% | - | 3.7\% | 7.1\% | - |
| 350 | 161 | 72 | 58 | 59 | 10 | 9 | 11 | 14 | 8 | 12 | , | 6 |  | 7 | 11 | $\bigcirc$ |
| 34.8\% | 100.0\% | 100.0\% | 100.0\% | 100.0\% | 15.4\% | 12.2\% | 10.8\% | 13.9\% | 6.1\% | 8.6\% | 10.3\% | 14.6\% | 6.5\% | 8.5\% | 15.7\% | 10.3\% |
| 32 | 1 | 2 | 1 | 2 | 2 | 5 | 6 | 14 | 3 | 1 | 1 | 4 | 3 | - | 1 | 4 |
| 3.2\% | 0.6\% | 2.8\% | 1.7\% | 3.4\% | 3.1\% | 6.8\% | 5.9\% | 13.9\% | 2.3\% | 0.7\% | 1.5\% | 9.8\% | 6.5\% | - | 1.4\% | 5.1\% |
| 276 | 9 | 10 | 6 | 4 | 11 | 18 | 29 | 20 | 44 | 50 | 25 | 15 | 46 | 82 | 70 | 78 |
| 27.5\% | 5.6\% | 13.9\% | 10.3\% | 6.8\% | 16.9\% | 24.3\% | 28.4\% | 19.8\% | 33.6\% | 36.0\% | 36.8\% | 36.6\% | 100.0\% | 100.0\% | 100.0\% | 100.0\% |
| 34 | 2 | 1 | 1 | 1 | 3 | 2 | 12 | 10 | 6 | 8 | 6 | 1 | 2 | 4 | 3 | 5 |
| 3.4\% | 1.2\% | 1.4\% | 1.7\% | 1.7\% | 4.6\% | 2.7\% | 11.8\% | 9.9\% | 4.6\% | 5.8\% | 8.8\% | 2.4\% | 4.3\% | 4.9\% | 4.3\% | 6.4\% |
| 73 | 15 | 9 | 3 | 8 | 6 | 5 | 9 | 7 | 8 | 11 | 7 | 7 | 3 | 4 | 5 | 10 |
| 7.3\% | 9.3\% | 12.5\% | 5.2\% | 13.6\% | 9.2\% | 6.8\% | 8.8\% | 6.9\% | 6.1\% | 7.9\% | 10.3\% | 17.1\% | 6.5\% | 4.9\% | 7.1\% | 12.8\% |
| 379 | 13 | 12 | 4 | 4 | 18 | 14 | 34 | 15 | 131 | 139 | 68 | 41 | 24 | 45 | 30 | 35 |
| 37.7\% | 8.1\% | 16.7\% | 6.9\% | 6.8\% | 27.7\% | 18.9\% | 33.3\% | 14.9\% | 100.0\% | 100.0\% | 100.0\% | 100.0\% | 52.2\% | 54.9\% | 42.9\% | 44.9\% |
| 64 | 20 | 8 | 5 | 7 | 6 | 4 | 9 | 12 | 2 | 2 | 5 | 1 | 2 | - | 2 | - |
| 6.4\% | 12.4\% | 11.1\% | 8.6\% | 11.9\% | 9.2\% | 5.4\% | 8.8\% | 11.9\% | 1.5\% | 1.4\% | 7.4\% | 2.4\% | 4.3\% | - | 2.9\% | - |
| 80 | 28 | 10 | 10 | 8 | 7 | 5 | 12 | 8 | 4 |  | 4 | 1 | 1 | 2 | 3 | - |
| 8.0\% | 17.4\% | 13.9\% | 17.2\% | 13.6\% | 10.8\% | 6.8\% | 11.8\% | 7.9\% | 3.1\% | 3.6\% | 5.9\% | 2.4\% | 2.2\% | 2.4\% | 4.3\% | - |
| 121 | 43 | 16 | 18 | 27 | 1 | 7 | 8 | 12 | 4 | 3 | 5 | 4 | 1 | 1 | 1 | 1 |
| 12.0\% | 26.7\% | 22.2\% | 31.0\% | 45.8\% | 1.5\% | 9.5\% | 7.8\% | 11.9\% | 3.1\% | 2.2\% | 7.4\% | 9.8\% | 2.2\% | 1.2\% | 1.4\% | 1.3\% |
| 299 | 34 | 25 | 22 | 18 | 13 | 18 | 25 | 35 | 46 | 45 | 33 | 18 | 19 | 37 | 27 | 48 |
| 29.8\% | 21.1\% | 34.7\% | 37.9\% | 30.5\% | 20.0\% | 24.3\% | 24.5\% | 34.7\% | 35.1\% | 32.4\% | 48.5\% | 43.9\% | 41.3\% | 45.1\% | 38.6\% | 61.5\% |
| 36 | 5 | - | 2 | 1 | 3 | 5 | 7 | 1 | 1 | 9 | 3 | 1 | 1 | 1 | 1 | 7 |
| 3.6\% | 3.1\% | - | 3.4\% | 1.7\% | 4.6\% | 6.8\% | 6.9\% | 1.0\% | 0.8\% | 6.5\% | 4.4\% | 2.4\% | 2.2\% | 1.2\% | 1.4\% | 9.0\% |
| 2516 | 418 | 218 | 168 | 189 | 173 | 230 | 329 | 298 | 337 | 354 | 223 | 137 | 132 | 231 | 224 | 262 |
| 250\% | 260\% | 303\% | 290\% | 320\% | 266\% | 311\% | 323\% | 295\% | 257\% | 255\% | 328\% | 334\% | 287\% | 282\% | 320\% | 336\% |

Q3. No weighting
Q3. What purposes do you travel by train for? (please tick all that apply) Base: All Respondent

Total
Commuting
Visiting family / friends
Business trips
Shopping / Leisure activities
Connections to travel outside UK
Other (please specify)
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | Nor | AB | C1 | C2 | DE | $\underset{\mathrm{g}}{\mathrm{Commutin}}$ | $\|$Visiting <br> friends/fam <br> ily | Business trips | $\begin{gathered} \text { Shopping/ } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection s to travel outside UK | First Great Western | East Coast | Northern Rail | $\begin{array}{c\|} \hline \text { First } \\ \text { TransPenni } \\ \text { ne } \end{array}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 141 | 71 | 70 | 49 | 76 | 16 | 31 | 38 | 13 | 58 | 78 | 31 | 25 | 7 | 141 | 76 | 52 | 87 | 40 | 64 | 53 | 57 | 31 |
| 14.0\% | 16.9\% | 12.0\% | 21.5\% | 17.2\% | 4.8\% | 35.2\% | 16.0\% | 14.9\% | 9.8\% | 26.8\% | 12.5\% | 10.0\% | 3.2\% | 100.0\% | 13.6\% | 27.5\% | 12.6\% | 23.5\% | 18.3\% | 15.5\% | 15.0\% | 1.2\% |
| 558 | 217 | 341 | 135 | 232 | 191 | 63 | 136 | 54 | 304 | 172 | 136 | 139 | 111 | 76 | 558 | 100 | 352 | 121 | 211 | 204 | 204 | 167 |
| 55.5\% | 51.7\% | 58.3\% | 59.2\% | 52.5\% | 57.0\% | 71.6\% | 57.1\% | 62.1\% | 51.4\% | 59.1\% | 54.8\% | 55.8\% | 51.2\% | 53.9\% | 100.0\% | 52.9\% | 50.9\% | 71.2\% | 60.3\% | 59.6\% | 53.8\% | 60.5\% |
| 189 | 100 | 89 | 47 | 104 | 38 | 32 | 44 | 9 | 103 | 108 | 46 | 27 | 8 | 52 | 100 | 189 | 116 | 50 | 75 | 84 | 64 | 62 |
| 18.8\% | 23.8\% | 15.2\% | 20.6\% | 5\% | 11.3\% | 36.4\% | 18.5\% | 0.3\% | 7.4\% | 37.1 | 18.5\% | 10.8\% | 3.7\% | 36.9\% | 17.9\% | 100.0 | 16.8 | 4\% | 21.4 | 24.6 | 16.9\% | 22.5\% |
| 691 | 296 | 395 | 154 | 302 | 235 | 43 | 162 | 60 | 425 | 198 | 174 | 171 | 148 | 87 | 352 | 116 | 691 | 129 | 238 | 227 | 289 | 210 |
| 68.8\% | 70.5\% | 67.5\% | 67.5\% | 68.3\% | 70.1\% | 48.9\% | 68.1\% | 69.0\% | 71.9\% | 68.0\% | 70.2\% | 68.7\% | 68.2\% | 61.7\% | 63.1\% | 61.4\% | 100.0\% | 75.9\% | 68.0\% | 66.4\% | $76.3 \%$ | 76.1\% |
| 170 | 73 | 97 | 43 | 71 | 56 | 26 | 41 | 13 | 89 | 69 | 41 | 37 | ${ }^{23}$ | 40 | 121 | 50 | 129 | 170 | 71 | 67 | 65 | 48 |
| 16.9\% | 17.4\% | 16.6\% | 18.9\% | 16.1\% | 16.7\% | 29.5\% | 17.2\% | 14.9\% | 15.1\% | 23.7\% | 16.5\% | 14.9\% | 10.6\% | 28.4\% | 21.7\% | 26.5\% | 18.7\% | 100.0\% | 20.3\% | 19.6\% | 17.2\% | 17.4\% |
| 38 | 13 | 25 | 7 | 16 | 15 | 3 | 6 | 6 | 23 | 5 | 13 | 9 | 11 | - | 19 | 2 | 13 | 3 | 12 | 14 | 14 | 9 |
| 3.8\% | 3.1\% | 4.3\% | 3.1\% | 3.6\% | 4.5\% | 3.4\% | 2.5\% | 6.9\% | 3.9\% | 1.7\% | 5.2\% | 3.6\% | 5.1\% | - | 3.4\% | 1.1\% | 1.9\% | 1.8\% | 3.4\% | 4.1\% | 3.7\% | 3.3\% |
| 1787 | 770 | 1017 | 435 | 801 | 551 | 198 | 427 | 155 | 1002 | 630 | 441 | 408 | 308 | 396 | 1226 | 509 | 1388 | 513 | 671 | 649 | 693 | 527 |
| 178\% | 183\% | 174\% | 191\% | 181\% | 164\% | 225\% | 179\% | 178\% | 170\% | 216\% | 178\% | 164\% | 142\% | 281\% | 220\% | 269\% | 201\% | 302\% | 192\% | 190\% | 183\% | 191\% |

Survation.

Table 6
Q3. No weighting
Q3. What purposes do you travel by train for? (please tick all that apply)
Base: All Respondents

Total
Commuting
Visiting family / friends
Business trips
Shopping / Leisure activities
Connections to travel outside UK
Other (please specify)
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $1.5 \text { to } 2.5$ hours | $\text { Over } 2$ hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|c} 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\text { Over } 2$ hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $\begin{gathered} 0.5 \text { to } 1 \\ \text { hour } \\ \hline \end{gathered}$ | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 141 | 34 | 13 | 6 | 11 | 7 | 17 | 17 | 12 | 27 | 16 | 10 | 4 | 8 | 8 | 10 | 5 |
| 14.0\% | 21.1\% | 18.1\% | 10.3\% | 18.6\% | 10.8\% | 23.0\% | 16.7\% | 11.9\% | 20.6\% | 11.5\% | 14.7\% | 9.8\% | 17.4\% | 9.8\% | 14.3\% | \% |
| 558 | 87 | 49 | 34 | 41 | 36 | 43 | 59 | 66 | 66 | 71 | 40 | 27 | 23 | 40 | 52 | 52 |
| 55.5\% | 54.0\% | 68.1\% | 58.6\% | 69.5\% | 55.4\% | 58.1\% | 57.8\% | 65.3\% | 50.4\% | 51.1\% | 58.8\% | 65.9\% | 50.0\% | 48.8\% | 74.3\% | 66.7\% |
| 189 | 25 | 19 | 18 | 13 | 9 | 16 | 30 | 29 | 15 | 18 | 17 | 14 | 5 | 22 | 17 | 18 |
| 18.8\% | 15.5\% | 26.4\% | 31.0\% | 22.0\% | 13.8\% | 21.6\% | 29.4\% | 28.7\% | 11.5\% | 12.9\% | 25.0\% | 34.1\% | 10.9\% | 26.8\% | 24.3\% | 23.1\% |
| 691 | 119 | 50 | 37 | 32 | 42 | 54 | 70 | 61 | 109 | 104 | 48 | 28 | 36 | 63 | 53 | 58 |
| 68.8\% | 73.9\% | 69.4\% | 63.8\% | 54.2\% | 64.6\% | 73.0\% | 68.6\% | 60.4\% | 83.2\% | 74.8\% | 70.6\% | 68.3\% | 78.3\% | 76.8\% | 75.7\% | 74.4\% |
| 170 | 24 | 21 | 11 | 15 | 11 | 10 | ${ }^{23}$ | 23 | 22 | 19 | 16 | 8 | 9 | 7 | 13 | 19 |
| 16.9\% | 14.9\% | 29.2\% | 19.0\% | 25.4\% | 16.9\% | 13.5\% | 22.5\% | 22.8\% | 16.8\% | 13.7\% | 23.5\% | 19.5\% | 19.6\% | 8.5\% | 18.6\% | 24.4\% |
| 38 | 4 | 2 | 3 | . | 1 | 2 | 2 | 9 | 2 | 5 | 4 | 3 | 2 | 2 | 1 | 4 |
| 3.8\% | 2.5\% | 2.8\% | 5.2\% | 5.1\% | 1.5\% | 2.7\% | 2.0\% | 8.9\% | 1.5\% | 3.6\% | 5.9\% | 7.3\% | 4.3\% | 2.4\% | 1.4\% | 5.1\% |
| 1787 | 293 | 154 | 109 | 115 | 106 | 142 | 201 | 200 | 241 | 233 | 135 | 84 | 83 | 142 | 146 | 156 |
| 178\% | 182\% | 214\% | 188\% | 195\% | 163\% | 192\% | 197\% | 198\% | 184\% | 168\% | 199\% | 205\% | 180\% | 173\% | 209\% | 200\% |

Survation.

Q4. When you travel on First Great Western trains, how long does your journey usually take? Base: All Respondents

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | $\underset{\mathrm{g}}{\mathrm{Commutin}}$ | Visiting <br> friends/fam <br> ily | Business | Shopping/ eisure activities activities | Connection $s$ to travel outside UK | First Grea Western | East Coast | Northern | $\begin{array}{\|c\|} \hline \text { First } \\ \text { TransPenni } \\ \text { ne } \\ \hline \end{array}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 48 | 16 | 32 | 11 | 25 | 12 | 4 | 30 | 9 | 5 | 8 | 7 | 16 | 17 | 9 | 27 | 3 | 39 | 7 | 48 | 5 | 5 | 1 |
| 13.7\% | 12.0\% | 14.7\% | 14.1\% | 15.6\% | 10.7\% | 7.3\% | 14.8\% | 20.0\% | 10.6\% | 6.6\% | 9.9\% | 17.8\% | 25.4\% | 14.1\% | 12.8\% | 4.0\% | 16.4\% | 9.9\% | 13.7\% | 11.4\% | 15.2\% | 3.4\% |
| 113 | 42 | 71 | 27 | 55 | 31 | 22 | 67 | 9 | 15 | 43 | 20 | 33 | 17 | 25 | 60 | 22 | 80 | 17 | 113 | 13 | 8 | 8 |
| 32.3\% | 31.6\% | 32.7\% | 34.6\% | 34.4\% | 27.7\% | 40.0\% | 33.0\% | 20.0\% | 31.9\% | 35.2\% | 28.2\% | 36.7\% | 25.4\% | 39.1\% | 28.4\% | 29.3\% | 33.6\% | 23.9\% | 32.3\% | 29.5\% | 24.2\% | 27.6\% |
| 72 | 27 | 45 | 21 | 31 | 20 | 12 | 35 | 11 | 14 | 28 | 20 | 16 | 8 | 13 | 49 | 19 | 50 | 21 | 72 | 9 | 12 | 10 |
| 20.6\% | 20.3\% | 20.7\% | 26.9\% | 19.4\% | 17.9\% | 21.8\% | 17.2\% | 24.4\% | 29.8\% | 23.0\% | 28.2\% | 17.8\% | 11.9\% | 20.3\% | 23.2\% | 25.3\% | 21.0\% | 29.6\% | 20.6\% | 20.5\% | 36.4\% | 34.5\% |
| 58 | 23 | 35 | 11 | 27 | 20 | 5 | 37 | 9 | 7 | 22 | 13 | 10 | 13 | 6 | 34 | 18 | 37 | 11 | 58 | 8 | 4 | 6 |
| 16.6\% | 17.3\% | 16.1\% | 14.1\% | 16.9\% | 17.9\% | 9.1\% | 18.2\% | 20.0\% | 14.9\% | 18.0\% | 18.3\% | 11.1\% | 19.4\% | 9.4\% | 16.1\% | 24.0\% | 15.5\% | 15.5\% | 16.6\% | 18.2\% | 12.1\% | 20.7\% |
| 59 | 25 | 34 | 8 | 22 | 29 | 12 | 34 | 7 | 6 | 21 | 11 | 15 | 12 | 11 | 41 | 13 | 32 | 15 | 59 | 9 | 4 | 4 |
| 16.9\% | 18.8\% | 15.7\% | 10.3\% | 13.8\% | 25.9\% | 21.8\% | 16.7\% | 15.6\% | 12.8\% | 17.2\% | 15.5\% | 16.7\% | 17.9\% | 17.2\% | 19.4\% | 17.3\% | 13.4\% | 21.1\% | 16.9\% | 20.5\% | 12.1\% | 13.8\% |
| $350$ | 133 | $217$ | 78 | 160 | $112$ | 55 | 203 | $45$ | 47 | 122 | $71$ | 90 | 67 | $64$ | $211$ | $75$ | $238$ | $71$ | $350$ | 44 | 33 | 29 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |  | 100\% |

Q4. When you travel on First Great Western trains, how long does your journey usually take?
Base: Likely to vote

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $1.5 \text { to } 2.5$ hours | Over 2 hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $1.5 \text { to } 2.5$ hours | $\text { Over } 2$ hours | Under 30 minutes | $\begin{gathered} 0.5 \text { to } 1 \\ \text { hour } \\ \hline \end{gathered}$ | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 48 | 48 | - | - | - | 2 | 1 | 2 | - | 3 | 1 | 1 | - | - | - | 1 | - |
| 13.7\% | 29.8\% | - | - | - | 20.0\% | 11.1\% | 18.2\% | - | 37.5\% | 8.3\% | 14.3\% | - | - | - | 9.1\% | - |
| 113 | 113 | - | - | - | 5 | 4 | 3 | 1 | 2 | 4 | 2 | - | 2 | 5 | - | 1 |
| 32.3\% | 70.2\% | - | - | - | 50.0\% | 44.4\% | 27.3\% | 7.1\% | 25.0\% | 33.3\% | 28.6\% | - | 66.7\% | 71.4\% | - | 12.5\% |
| 72 | - | 72 | - | - | 2 | 2 | 3 | 2 | 1 | 6 | 3 | 2 | 1 | , | 6 | 2 |
| 20.6\% | - | 100.0\% | - | - | 20.0\% | 22.2\% | 27.3\% | 14.3\% | 12.5\% | 50.0\% | 42.9\% | 33.3\% | 33.3\% | 14.3\% | 54.5\% | 25.0\% |
| 58 | - | - | 58 | - | - | 1 | 2 | 5 | 2 | - | 1 | 1 | - | 1 | 1 | 4 |
| 16.6\% | - | - | 100.0\% | - | - | 11.1\% | 18.2\% | 35.7\% | 25.0\% | - | 14.3\% | 16.7\% | - | 14.3\% | 9.1\% | 50.0\% |
| 59 | - | - | - | 59 | 1 | 1 | 1 | 6 | - | 1 | - | 3 | - | - | 3 | 1 |
| 16.9\% | - | - | - | 100.0\% | 10.0\% | 11.1\% | 9.1\% | 42.9\% | - | 8.3\% | - | 50.0\% | - | - | 27.3\% | 12.5\% |
| 350 | 161 | 72 | 58 | 59 | 10 | 9 | 11 | 14 | 8 | 12 | 7 | 6 | 3 | 7 | 11 | 8 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

## Q5. No weighting

Q5. When you travel on East Coast trains, how long does your journey usually take?

## Base: Likely to vote

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midlands | North | AB | C1 | C2 | DE | Commutin | $\|$Visiting <br> friends/fam <br> ily | $\begin{gathered} \text { Business } \\ \text { trins } \end{gathered}$ | $\begin{gathered} \text { Shopping1/ } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | $\left\|\begin{array}{l} \text { Connection } \\ \text { s to travel } \\ \text { outside UK } \end{array}\right\|$ | First Great | East Coast | Northern Rail | $\underset{\substack{\text { Transpenni } \\ \text { ne }}}{\substack{\text { First }}}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 17 | 5 | 12 | 5 | 8 | 4 | 3 | 1 | 1 | 12 | 4 | - | 4 | 3 | 3 | 7 | 2 | 15 | 3 | 2 | 17 | 6 | 3 |
| 5.0\% | 3.5\% | 6.0\% | 6.0\% | 5.5\% | 3.5\% | 7.7\% | 2.5\% | 2.9\% | 5.3\% | 3.6\% | 7.1\% | 5.3\% | 4.2\% | 5.7\% | 3.4\% | 2.4\% | 6.6\% | 4.5\% | 4.5\% | 5.0\% | 7.4\% | 3.8\% |
| 48 | 15 | 33 | 16 | 20 | 12 | 6 | 8 | 3 | 31 | 10 | , | 14 | 15 | 4 | 29 | 7 | 27 | 8 | 8 | 48 | 12 | 8 |
| 14.0\% | 10.5\% | 16.6\% | 19.0\% | 13.8\% | 10.6\% | 15.4\% | 20.0\% | 8.8\% | 13.6\% | 8.9\% | 10.7\% | 18.7\% | 21.1\% | 7.5\% | 14.2\% | 8.3\% | 11.9\% | 11.9\% | 18.2\% | 14.0\% | 14.8\% | 10.3\% |
| 74 | 32 | 42 | 28 | 26 | 20 | 9 | 7 | 16 | 41 | 22 | 20 | 18 | 14 | 17 | 43 | 16 | 54 | 10 | 9 | 74 | 14 | 18 |
| 21.6\% | 22.4\% | 21.1\% | 33.3\% | 17.9\% | 17.7\% | 23.1\% | 17.5\% | 47.1\% | 18.0\% | 19.6\% | 23.8\% | 24.0\% | 19.7\% | 32.1\% | 21.1\% | 19.0\% | 23.8\% | 14.9\% | 20.5\% | 21.6\% | 17.3\% | 23.1\% |
| 102 | 45 | 57 | 21 | 45 | 36 | 10 | 14 | 10 | 68 | 43 | 20 | 19 | 20 | 17 | 59 | 30 | 70 | 23 | 11 | 102 | 34 | 29 |
| 29.8\% | 31.5\% | 28.6\% | 25.0\% | 31.0\% | 31.9\% | 25.6\% | 35.0\% | 29.4\% | 29.8\% | 38.4\% | 23.8\% | 25.3\% | 28.2\% | 32.1\% | 28.9\% | 35.7\% | 30.8\% | 34.3\% | 25.0\% | 29.8\% | 42.0\% | 37.2\% |
| 101 | 46 | 55 | 14 | 46 | 41 | 11 | 10 | 4 | 76 | 33 | 29 | 20 | 19 | 12 | 66 | 29 | 61 | 23 | 14 | 101 | 15 | 20 |
| 29.5\% | 32.2\% | 27.6\% | 16.7\% | 31.7\% | 36.3\% | 28.2\% | 25.0\% | 11.8\% | 33.3\% | 29.5\% | 34.5\% | 26.7\% | 26.8\% | 22.6\% | 32.4\% | 34.5\% | 26.9\% | 34.3\% | 31.8\% | 29.5\% | 18.5\% | 25.6\% |
| 342 | 143 | $199$ | 84 | 145 | 113 | 39 | 40 | 34 | 228 | 112 | 84 | 75 | 71 | 53 | $204$ | 84 | $227$ | 67 | 44 | $342$ | 81 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

## Table 10

Q5. No weighting
Q5. When you travel on East Coast trains, how long does your journey usually take?
Base: Likely to vote

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $1.5 \text { to } 2.5$ hours | $\begin{aligned} & \text { Over } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $1.5 \text { to } 2.5$ hours | $\text { Over } 2$ hours | Under 30 minutes | $\begin{gathered} 0.5 \text { to } 1 \\ \text { hour } \\ \hline \end{gathered}$ | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 17 | 2 | - | - | - | 17 | - | . | - | 6 | - | - | - | 2 | 1 | - | - |
| 5.0\% | 11.1\% | - | - | - | 26.2\% | - | - | - | 20.0\% | - | - | - | 25.0\% | 5.0\% | - | - |
| 48 | 5 | 2 | - | 1 | 48 | - | - | - | 4 | 3 | 3 | 2 | - | 4 | 1 | 3 |
| 14.0\% | 27.8\% | 22.2\% | - | 11.1\% | 73.8\% | - | - | - | 13.3\% | 14.3\% | 16.7\% | 16.7\% | - | 20.0\% | 4.2\% | 11.5\% |
| 74 | 5 | 2 | 1 | 1 | - | 74 | - | - | 3 | 5 | 4 | 2 | - | 3 | 7 | 8 |
| 21.6\% | 27.8\% | 22.2\% | 12.5\% | 11.1\% | - | 100.0\% | - | - | 10.0\% | 23.8\% | 22.2\% | 16.7\% | - | 15.0\% | 29.2\% | 30.8\% |
| 102 | 5 | 3 | 2 | 1 | - | . | 102 | - | 14 | 10 | 7 | 3 | 3 | 8 | 10 | 8 |
| 29.8\% | 27.8\% | 33.3\% | 25.0\% | 11.1\% | - | - | 100.0\% | - | 46.7\% | 47.6\% | 38.9\% | 25.0\% | 37.5\% | 40.0\% | 41.7\% | 30.8\% |
| 101 | 1 | 2 | 5 | 6 | - | - | - | 101 | 3 | 3 | 4 | 5 | 3 | 4 | 6 | 7 |
| 29.5\% | 5.6\% | 22.2\% | 62.5\% | 66.7\% | - | - | - | 100.0\% | 10.0\% | 14.3\% | 22.2\% | 41.7\% | 37.5\% | 20.0\% | 25.0\% | 26.9\% |
| 342 | 18 | 9 | 8 | 9 | 65 | 74 | 102 | 101 | 30 | 21 | 18 | 12 | 8 | 20 | 24 | 26 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

## Q6. No weighting

Q6. When you travel on Northern Rail trains, how long does your journey usually take?
Base: All Respondents

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | Commutin | Visiting friends/fam ily | $\begin{aligned} & \text { Business } \\ & \text { trips } \end{aligned}$ | Shopping/ activitie | Connection s to travel outside UK | First Great | East Coast | $\begin{gathered} \text { Northern } \\ \text { Rail } \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { First } \\ \text { TransPenni } \\ \text { ne } \end{gathered}\right.$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 131 | 58 | 73 | 33 | 52 | 46 | - | 2 | 5 | 124 | 35 | 40 | 31 | 25 | 27 | 66 | 15 | 109 | 22 | 8 | 30 | 131 | 44 |
| 34.6\% | 33.9\% | 35.1\% | 35.1\% | 32.3\% | 37.1\% | - | 14.3\% | 20.8\% | 37.8\% | 34.7\% | 34.5\% | 35.\% | 33.8\% | 47.4\% | 32.4\% | 23.4\% | 37.7\% | 33.8\% | 24.2\% | 37.0\% | 34.6\% | 32.8\% |
| 139 | 62 | 77 | 31 | 68 | 40 | 5 | 5 | 8 | 121 | 30 | 45 | 32 | 32 | 16 | 71 | 18 | 104 | 19 | 12 | 21 | 139 | 50 |
| 36.7\% | 36.3\% | 37.0\% | 33.0\% | 42.2\% | 32.3\% | 38.5\% | 35.7\% | 33.3\% | 36.9\% | 29.7\% | 38.8\% | 36.4\% | 43.2\% | 28.1\% | 34.8\% | 28.1\% | 36.0\% | 29.2\% | 36.4\% | 25.9\% | 36.7\% | 37.3\% |
| 68 | 36 | 32 | 22 | 24 | 22 | 5 | 4 | 7 | 52 | 24 | 16 | 17 | 11 | 10 | 40 | 17 | 48 | 16 | 7 | 18 | 68 | 25 |
| 17.9\% | 21.1\% | 15.4\% | 23.4\% | 14.9\% | 17.7\% | 38.5\% | 28.6\% | 29.2\% | 15.9\% | 23.8\% | 13.8\% | 19.3\% | 14.9\% | 17.5\% | 19.6\% | 26.6\% | 16.6\% | 24.6\% | 21.2\% | 22.2\% | 17.9\% | 18.7\% |
| 29 | 12 | 17 | 6 | 10 | 13 | 2 | 3 | 3 | 21 | 7 | 9 | 8 | 5 | 3 | 19 | 8 | 20 | 5 | 4 | 8 | 29 | 14 |
| 7.7\% | 7.0\% | 8.2\% | 6.4\% | 6.2\% | 10.5\% | 15.4\% | 21.4\% | 12.5\% | 6.4\% | 6.9\% | 7.8\% | 9.1\% | 6.8\% | 5.3\% | 9.3\% | 12.5\% | 6.9\% | 7.7\% | 12.1\% | 9.9\% | 7.7\% | 10.4\% |
| 12 | 3 | 9 | 2 | 7 | 3 | 1 | - | 1 | 10 | 5 | 6 | - | 1 | 1 | 8 | 6 | 8 | 3 | 2 | 4 | 12 | 1 |
| 3.2\% | 1.8\% | 4.3\% | 2.1\% | 4.3\% | 2.4\% | 7.7\% | - | 4.2\% | 3.0\% | 5.0\% | 5.2\% | - | 1.4\% | 1.8\% | 3.9\% | 9.4\% | 2.8\% | 4.6\% | 6.1\% | 4.9\% | 3.2\% | 0.7\% |
| $379$ | $171$ | $208$ | 94 | 161 | 124 | $13$ | 14 | 24 | 328 | 101 | 116 | ${ }_{88}^{88}$ | $74$ | $57$ | $204$ | 64 | 289 | ${ }_{65}^{65}$ | 33 <br> $00 \%$ | ${ }^{81}$ | $379$ | $134$ |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Q6. When you travel on Northern Rail trains, how long does your journey usually take?
Base: All Responents
Base: All Respondents

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\text { Over } 2$ hours | $\text { Under } 1$ hour | $\begin{aligned} & 1 \text { 10 } \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|c} 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | Over 2 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 131 | 5 | 1 | 2 | - | 10 | 3 | 14 | 3 | 131 | - | - | - | 19 | 16 | 5 | 4 |
| 34.6\% | 38.5\% | 8.3\% | 50.0\% | - | 55.6\% | 21.4\% | 41.2\% | 20.0\% | 100.0\% | $\cdot$ | - | - | 79.2\% | 35.6\% | 16.7\% | 11.4\% |
| 139 | 5 | 6 | - | 1 | 3 | 5 | 10 | 3 | - | 139 | - | - | 3 | 25 | 10 | 12 |
| 36.7\% | 38.5\% | 50.0\% | - | 25.0\% | 16.7\% | 35.7\% | 29.4\% | 20.0\% | - | 100.0\% | $\cdot$ | - | 12.5\% | 55.6\% | 33.3\% | 34.3\% |
| 68 | 3 | 3 | 1 | . | 3 | 4 | 7 | 4 | - | - | 68 | - | 1 | 4 | 11 | 9 |
| 17.9\% | 23.1\% | 25.0\% | 25.0\% | - | 16.7\% | 28.6\% | 20.6\% | 26.7\% | - | - | 100.0\% | - | 4.2\% | 8.9\% | 36.7\% | 25.7\% |
| 29 | - | 1 | - | 3 | 2 | 2 | 2 | 2 | - | - | - | 29 | 1 | . | 3 | 10 |
| 7.7\% | - | 8.3\% | - | 75.0\% | 11.1\% | 14.3\% | 5.9\% | 13.3\% | - | - | - | 70.7\% | 4.2\% | - | 10.0\% | 28.6\% |
| 12 | - | 1 | 1 | - | - | - | 1 | 3 | - | - | - | 12 | - | - | 1 | - |
| 3.2\% | - | 8.3\% | 25.0\% | - | - | - | 2.9\% | 20.0\% | - | - | - | 29.3\% | - | - | 3.3\% | - |
| 379 | 13 | 12 | 4 | 4 | 18 | 14 | 34 | 15 | 131 | 139 | 68 | 41 | 24 | 45 | 30 | 35 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q7. When you travel on First TransPennine Express trains, how long does your journey usually take? Base: All Respondents

Total
Under 30 minutes
Between 30 minutes and 1 hour
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | $\begin{array}{\|c} \text { commutin } \\ \mathbf{g} \end{array}$ | Visiting <br> friends/fam <br> ily | Business | $\left.\begin{gathered} \text { Soppingrt } \\ \text { eisure } \\ \text { activities } \end{gathered} \right\rvert\,$ | $\left\|\begin{array}{c} \text { Connection } \\ \text { s to travel } \\ \text { outside UK } \end{array}\right\|$ | First Great Western | East Coast | Northern <br> Rail | $\begin{array}{\|c\|} \hline \text { First } \\ \text { TransPenni } \\ \text { ne } \end{array}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 46 | 17 | 29 | 15 | 18 | 13 | 1 | - | 2 | 43 | 10 | 13 | 14 | 9 | 8 | 23 | 5 | 36 | 9 | 3 | 8 | 24 | 46 |
| 16.7\% | 13.1\% | 19.9\% | 23.4\% | 15.5\% | 13.5\% | 25.0\% | - | 11.8\% | 17.4\% | 13.9\% | 16.3\% | 19.2\% | 17.6\% | 25.8\% | 13.8\% | 8.1\% | 17.1\% | 18.8\% | 10.3\% | 10.3\% | 17.9\% | 16.7\% |
| 82 | 46 | 36 | 17 | 43 | 22 | 2 | 1 | 2 | 77 | 21 | 27 | 22 | 12 | 8 | 40 | 22 | 63 | 7 | 7 | 20 | 45 | 82 |
| 29.7\% | 35.4\% | 24.7\% | 26.6\% | 37.1\% | 22.9\% | 50.0\% | 12.5\% | 11.8\% | 31.2\% | 29.2\% | 33.8\% | 30.1\% | 23.5\% | 25.8\% | 24.0\% | 35.5\% | 30.0\% | 14.6\% | 24.1\% | 25.6\% | 33.6\% | 29.7\% |
| 70 | 35 | 35 | 19 | 22 | 29 |  | 4 | 6 | 59 | 22 | 22 | 17 | 9 | 10 | 52 | 17 | 53 | 13 | 11 | 24 | 30 | 70 |
| 25.4\% | 26.9\% | 24.0\% | 29.7\% | 19.0\% | 30.2\% | 25.0\% | 50.0\% | 35.3\% | 23.9\% | 30.6\% | 27.5\% | 23.3\% | 17.6\% | 32.3\% | 31.1\% | 27.4\% | 25.2\% | 27.1\% | 37.9\% | 30.8\% | 22.4\% | 25.4\% |
| 54 | 22 | 32 | 8 | 20 | 26 | - | 2 | 5 | 47 | 14 | 14 | 11 | 15 | 4 | 33 | 13 | 37 | 14 | 8 | 19 | 27 | 54 |
| 19.6\% | 16.9\% | 21.9\% | 12.5\% | 17.2\% | 27.1\% | - | 25.0\% | 29.4\% | 19.0\% | 19.4\% | 17.5\% | 15.1\% | 29.4\% | 12.9\% | 19.8\% | 21.0\% | 17.6\% | 29.2\% | 27.6\% | 24.4\% | 20.1\% | 19.6\% |
| 24 | 10 | 14 | 5 | 13 | 6 | - | 1 | 2 | 21 | 5 | 4 | 9 | 6 | 1 | 19 | 5 | 21 | 5 | - | 7 | 8 | 24 |
| 8.7\% | 7.7\% | 9.6\% | 7.8\% | 11.2\% | 6.3\% | - | 12.5\% | 11.8\% | 8.5\% | 6.9\% | 5.0\% | 12.3\% | 11.8\% | 3.2\% | 11.4\% | 8.1\% | 10.0\% | 10.4\% | - | 9.0\% | 6.0\% | 8.7\% |
| 276 | 130 | 146 | 64 | 116 | 96 | 4 | 8 | 17 | 247 | 72 | 80 | 73 | 51 | 31 | 167 | 62 | 210 | 48 | 29 | 78 | 134 | 276 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

## Table 14

Q7. No weighting
Q7. When you travel on First TransPennine Express trains, how long does your journey usually take?
Base: All Respondents

Total
Under 30 minutes
Between 30 minutes and 1 hou
Between 1 hour and 1 hour 30 minutes
Between 1 hour 30 minutes and 2 hours 30 minutes
Over 2 hours 30 minutes
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\begin{aligned} & \text { Over } 2 \\ & \text { hours } \end{aligned}$ | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\begin{aligned} & \text { Over } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | Under 30 minutes | 0.5 to 1 hour | $\begin{aligned} & 1 \text { to } 1.5 \\ & \text { hours } \\ & \hline \end{aligned}$ | $\begin{gathered} \text { Over } 1.5 \\ \text { hours } \\ \hline \end{gathered}$ | Under 30 minutes | $\begin{gathered} 0.5 \text { to } 1 \\ \text { hour } \end{gathered}$ | $\begin{aligned} & 1 \text { to } 1.5 \\ & \text { hours } \\ & \hline \end{aligned}$ | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 46 | 2 | 1 | - | - | 2 | - | 3 | 3 | 19 | 3 | 1 | 1 | 46 | - | T | - |
| 16.7\% | 22.2\% | 10.0\% | - | - | 18.2\% | - | 10.3\% | 15.0\% | 43.2\% | 6.0\% | 4.0\% | 6.7\% | 100.0\% | - | - | - |
| 82 | 5 | 1 | 1 | - | 5 | 3 | \% | 4 | 16 | 25 | 4 | . | . | 82 | - | - |
| 29.7\% | 55.6\% | 10.0\% | 16.7\% | - | 45.5\% | 16.7\% | 27.6\% | 20.0\% | 36.4\% | 50.0\% | 16.0\% | - | - | 100.0\% | - | - |
| 70 | 1 | 6 | 1 | 3 | 1 | 7 | 10 | 6 | 5 | 10 | 11 | 4 | - | - | 70 | - |
| 25.4\% | 11.1\% | 60.0\% | 16.7\% | 75.0\% | 9.1\% | 38.9\% | 34.5\% | 30.0\% | 11.4\% | 20.0\% | 44.0\% | 26.7\% | - | - | 100.0\% | - |
| 54 | 1 | 2 | 4 | 1 | 1 | 8 | 5 | 5 | 2 | 10 | 5 | 10 | - | - | - | 54 |
| 19.6\% | 11.1\% | 20.0\% | 66.7\% | 25.0\% | 9.1\% | 44.4\% | 17.2\% | 25.0\% | 4.5\% | 20.0\% | 20.0\% | 66.7\% | - | - | - | 69.2\% |
| 24 | - | - | - | - | 2 | - | 3 | 2 | 2 | 2 | 4 | - | - | - | - | 24 |
| 8.7\% | - | - | - | - | 18.2\% | - | 10.3\% | 10.0\% | 4.5\% | 4.0\% | 16.0\% | - | - | - | - | 30.8\% |
| 276 | 9 | 10 | 6 | 4 | 11 | 18 | 29 | 20 | 44 | 50 | 25 | 15 | 46 | 82 | 70 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q8. No weighting
Q8. Would you support or oppose a proposal for trains on the lines you travel on to become Driver Only Operations? Base: All Respondents

Total
Strongly support
Somewhat support
Neither support nor oppose
Somewhat oppose
Strongly oppose
Don't know

SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | Commutin | $\begin{array}{\|c\|} \hline \text { Visiting } \\ \text { friends/fam } \\ \text { ily } \end{array}$ | Business trips | $\begin{gathered} \text { ShoppingाI } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection s to travel outside UK | First Great Western | East Coast | Northern Rail | $\begin{array}{\|c\|} \hline \text { First } \\ \text { TransPenni } \\ \text { ne } \end{array}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 61 | 34 | 27 | 25 | 24 | 12 | 7 | 15 | 8 | 30 | 18 | 11 | 17 | 15 | 21 | 26 | 17 | 39 | 15 | 25 | 19 | 27 | 12 |
| 6.1\% | 8.1\% | 4.6\% | 11.0\% | 5.4\% | 3.6\% | 8.0\% | 6.3\% | 9.2\% | 5.1\% | 6.2\% | 4.4\% | 6.8\% | 6.9\% | 14.9\% | 4.7\% | 9.0\% | 5.6\% | 8.8\% | 7.1\% | 5.6\% | 7.1\% | 4.3\% |
| 107 | 47 | 60 | 40 | 37 | 30 | 10 | 29 | 7 | 61 | 31 | 29 | 34 | 13 | 17 | 63 | 27 | 73 | 19 | 42 | 39 | 37 | 33 |
| 10.6\% | 11.2\% | 10.3\% | 17.5\% | 8.4\% | 9.0\% | 11.4\% | 12.2\% | 8.0\% | 10.3\% | 10.7\% | 1.7\% | 3.7\% | 6.0\% | 12.1\% | 11.3\% | 14.3\% | 10.6\% | 11.2\% | 12.0\% | 11.4\% | 9.8\% | 12.0\% |
| 179 | 85 | 94 | 52 | 75 | 52 | 14 | 50 | 15 | 100 | 51 | 42 | ${ }^{43}$ | 43 | 24 | 82 | 32 | 117 | 24 | 62 | 53 | 69 | 38 |
| 17.8\% | 20.2\% | 6.1\% | 22.8\% | 17.0\% | 15.5\% | 15.9\% | 21.0\% | 7.2 | 16.9 | 17.5 | 16.9\% | 17.3\% | 19.8\% | 17.0 | 14.7 | 16.9 | 16.9\% | 14.1\% | 17.7\% | 15.5\% | 18.2\% | 13.8\% |
| 224 | 87 | 137 | 41 | 107 | 76 | 21 | 49 | 17 | 137 | 71 | 58 | 49 | 46 | 29 | 138 | 39 | 166 | 48 | 79 | 74 | 77 | 68 |
| 22.3\% | 20.7\% | 23.4\% | 18.0\% | 24.2\% | 22.7\% | 23.9\% | 20.6\% | 19.5\% | 23.2\% | 24.4\% | 23.4\% | 19.7\% | 21.2\% | 20.6\% | 24.7\% | 20.6\% | 24.0\% | 28.2\% | 22.68 | 21.6\% | 20.3\% | 24.6\% |
| 411 | 163 | 248 | 65 | 189 | 157 | 34 | 89 | 38 | 250 | 115 | 102 | 102 | 92 | 48 | 241 | 71 | 278 | 61 | 136 | 148 | 159 | 121 |
| 40.9\% | 38.8\% | 42.4\% | 28.5\% | 42.8\% | 46.9\% | 38.6\% | 37.4\% | 43.7\% | 42.3\% | 39.5\% | 41.1\% | 41.0\% | 42.4\% | 34.0\% | 43.2\% | 37.6\% | 40.2\% | 35.9\% | 38.9\% | 43.3\% | 42.0\% | 43.8\% |
| 23 | 4 | 19 | 5 | 10 | 8 | 2 | 6 | 2 | 13 | 5 | 6 | 4 | 8 | 2 | 8 | 3 | 18 | 3 | 6 | 9 | 10 | 4 |
| 2.3\% | 1.0\% | 3.2\% | 2.2\% | 2.3\% | 2.4\% | 2.3\% | 2.5\% | 2.3\% | 2.2\% | 1.7\% | 2.4\% | 1.6\% | 3.7\% | 1.4\% | 1.4\% | 1.6\% | 2.6\% | 1.8\% | 1.7\% | 2.6\% | 2.6\% | 1.4\% |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q8. No weighting
Q8. Would you support or oppose a proposal for trains on the lines you travel on to become Driver Only Operations?
Base: All Respondents

Total
Strongly support
Somewhat support
Neither support nor oppose
Somewhat oppose
Strongly oppose
Don't know

SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | $\begin{array}{\|c\|} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\text { Over } 2$ hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c} 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\text { Over } 2$ hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | 1 to 1.5 <br> hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 61 | 15 | 2 | 5 | 3 | 4 | 10 | 3 | 2 | 10 | 7 | 7 | 3 | 3 | 3 | 5 | 1 |
| 6.1\% | 9.3\% | 2.8\% | 8.6\% | 5.1\% | 6.2\% | 13.5\% | 2.9\% | 2.0\% | 7.6\% | 5.0\% | 10.3\% | 7.3\% | 6.5\% | 3.7\% | 7.1\% | 1.3\% |
| 107 | 20 | 10 | 9 | 3 | 13 | 12 | 8 | 6 | 10 | 14 | 9 | 4 | 7 | 13 | , | 4 |
| 10.6\% | 12.4\% | 13.9\% | 15.5\% | 5.1\% | 20.0\% | 16.2\% | 7.8\% | 5.9\% | 7.6\% | 10.1\% | 13.2\% | 9.8\% | 15.2\% | 15.9\% | 12.9\% | 5.1\% |
| 179 | 40 | 14 | 5 | 3 | 14 | 11 | 19 | 9 | 25 | 24 | 15 | 5 | 5 | 7 | 13 | 13 |
| 17.8\% | 24.8\% | 19.4\% | 8.6\% | 5.1\% | 21.5\% | 14.9\% | 18.6\% | 8.9\% | 19.1\% | 17.3\% | 22.1\% | 12.2\% | 10.9\% | 8.5\% | 18.6\% | 16.7\% |
| 224 | 33 | 19 | 11 | 16 | 14 | 16 | 20 | 24 | 27 | 29 | 12 | 9 | 10 | 22 | 19 | 17 |
| 22.3\% | 20.5\% | 26.4\% | 19.0\% | 27.1\% | 21.5\% | 21.6\% | 19.6\% | 23.8\% | 20.6\% | 20.9\% | 17.6\% | 22.0\% | 21.7\% | 26.8\% | 27.1\% | 21.8\% |
| 411 | 51 | 25 | 27 | 33 | 16 | 23 | 52 | 57 | 57 | 61 | 23 | 18 | 21 | 36 | 24 | 40 |
| 40.9\% | 31.7\% | 34.7\% | 46.6\% | 55.9\% | 24.6\% | 31.1\% | 51.0\% | 56.4\% | 43.5\% | 43.9\% | 33.8\% | 43.9\% | 45.7\% | 43.9\% | 34.3\% | 51.3\% |
| 23 | 2 | 2 | , | 1 | 4 | 2 | - | 3 | 2 | 4 | 2 | 2 | - | 1 | - | 3 |
| 2.3\% | 1.2\% | 2.8\% | 1.7\% | 1.7\% | 6.2\% | 2.7\% | - | 3.0\% | 1.5\% | 2.9\% | 2.9\% | 4.9\% | - | 1.2\% | - | 3.8\% |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q9. Which of the following statements is closest to your opinion? Base: All Respondents

Total
I would be concerned about the safety of travelling on trains if they no longer had an on-board train guard
I would not be concerned about the safety of travelling on trains if they no longer had an on-board train guard
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | Commutin | $\begin{gathered} \text { Visiting } \\ \text { friendsf/fam } \\ \text { ily } \end{gathered}$ | Business trips | $\begin{gathered} \text { ShoppingाI } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection s to travel outside UK | First Great Western | East Coast | Northern Rail | $\begin{gathered} \text { First } \\ \begin{array}{c} \text { TransPenni } \\ \text { ne } \end{array} \\ \hline \end{gathered}$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 757 | 296 | 461 | 156 | 344 | 257 | 65 | 182 | 69 | 440 | 219 | 187 | 188 | 163 | 103 | 449 | 133 | 517 | 129 | 270 | 261 | 281 | 209 |
| 75.3\% | 70.5\% | 78.8\% | 68.4\% | 77.8\% | 76.7\% | 73.9\% | 76.5\% | 9.3\% | 74.5\% | 75.3\% | 75.4\% | 75.5\% | 75.1\% | 73.0 | 80.5\% | 70.4\% | 74.8\% | 75.9\% | 77.1\% | 76.3 | 74. | 75.7 |
| 182 | 105 | 77 | 48 | 69 | 65 | 15 | 44 | 14 | 109 | 60 | 46 | 49 | 27 | 32 | 77 | 46 | 130 | 32 | 60 | 61 | 71 | 50 |
| 18.1\% | 25.0\% | 13.2\% | 21.1\% | 15.6\% | 19.4\% | 17.0\% | 8.5\% | 6.1\% | 18.4\% | 20.6\% | 18.5\% | 19.7\% | 12.4\% | 22.7\% | 13.8\% | 24.3\% | 18.8 | 18.8 | 17. | 17. | 18.7\% | 18.1 |
| 66 | 19 | 47 | 24 | 29 | 13 | 8 | 12 | 4 | 42 | 12 | 15 | 12 | 27 | 6 | 32 | 10 | 44 | 9 | 20 | 20 | 27 | 17 |
| 6.6\% | 4.5\% | 8.0\% | 10.5\% | 6.6\% | 3.9\% | 9.1\% | 5.0\% | 4.6\% | 7.1\% | 4.1\% | 6.0\% | 4.8\% | 12.4\% | 4.3\% | 5.7\% | 5.3\% | 6.4\% | 5.3\% | 5.7\% | 5.8\% | 7.1\% | 6.2\% |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Q9. Which of the following statements is closest to your opinion?
Base: All Respondents

Total
I would be concerned about the safety of travelling on trains if they no longer had an on-board train guard
I would not be concerned about the safety of travelling on trains if they no longer had an on-board train guard
Don't know
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{gathered} 1.5 \text { to } 2.5 \\ \text { hours } \end{gathered}$ | Over 2 hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | 1.5 to 2.5 hours | Over 2 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ <br> hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 757 | 117 | 53 | 46 | 54 | 48 | 58 | 75 | 80 | 95 | 102 | 51 | 33 | 36 | 61 | 51 | 61 |
| 75.3\% | 72.7\% | 73.6\% | 79.3\% | 91.5\% | 73.8\% | 78.4\% | 73.5\% | 79.2\% | 72.5\% | 73.4\% | 75.0\% | 80.5\% | 78.3\% | 74.4\% | 72.9\% | 78.2\% |
| 182 | 31 | 15 | 10 | 4 | 12 | 13 | 20 | 16 | 29 | 22 | 16 | 4 | 10 | 17 | 13 | 10 |
| 18.1\% | 19.3\% | 20.8\% | 17.2\% | 6.8\% | 18.5\% | 17.6\% | 19.6\% | 15.8\% | 22.1\% | 15.8\% | 23.5\% | 9.8\% | 21.7\% | 20.7\% | 18.6\% | 12.8\% |
| 66 | 13 | 4 | 2 | 1 | 5 | 3 | 7 | 5 | 7 | 15 | 1 | 4 | - | 4 | 6 | 7 |
| 6.6\% | 8.1\% | 5.6\% | 3.4\% | 1.7\% | 7.7\% | 4.1\% | 6.9\% | 5.0\% | 5.3\% | 10.8\% | 1.5\% | 9.8\% | - | 4.9\% | 8.6\% | 9.0\% |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q10. Which of the following statements is closest to your opinion? Base: All Respondents

Total
The government should not allow trains to operate without at least one member of staff whose main duty is not to drive the train
The government should allow trains to operate without at least one member of
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midlands | North | AB | C1 | C2 | DE | Commutin | Visiting <br> friends/fam <br> ily | $\begin{aligned} & \text { Business } \\ & \text { trips } \end{aligned}$ | $\left\|\begin{array}{c} \text { Shopping } \\ \text { eisure } \\ \text { activities } \end{array}\right\|$ | $\begin{array}{\|c} \text { Connection } \\ \text { s to travel } \\ \text { outside UK } \end{array}$ | First Great Western | East Coast | Northern Rail | $\underset{\substack{\text { Frist } \\ \text { TransPenni } \\ \text { ne }}}{ }$ |
| 1005 | 420 | 585 | 228 | 442 | 335 | 88 | 238 | 87 | 591 | 291 | 248 | 249 | 217 | 141 | 558 | 189 | 691 | 170 | 350 | 342 | 379 | 276 |
| 688 | 263 | 425 | 140 | 312 | 236 | 57 | 154 | 57 | 419 | 190 | 167 | 185 | 146 | 87 | 392 | 121 | 472 | 115 | 229 | 239 | 260 | 196 |
| 68.5\% | 62.6\% | 72.6\% | 61.4\% | 70.6\% | 70.4\% | 64.8\% | 64.7\% | 65.5\% | 70.9\% | 65.3\% | 67.3\% | 74.3\% | 67.3\% | 61.7\% | 70.3\% | 64.0\% | 68.3\% | 67.6\% | 65.4\% | 69.9\% | 68.6\% | 71.0\% |
| 229 | 121 | 108 | 68 | 94 | 67 | 23 | 61 | 23 | 122 | 81 | 63 | 44 | 41 | 45 | 127 | 51 | 160 | 39 | 91 | 72 | 88 | 55 |
| 22.8\% | 28.8\% | 18.5\% | 29.8\% | 21.3\% | 20.0\% | 26.1\% | 25.6\% | 26.4\% | 20.6\% | 27.8\% | 25.4\% | 17.7\% | 18.9\% | 31.9\% | 22.8\% | 27.0\% | 23.2\% | 22.9\% | 26.0\% | 21.1\% | 23.2\% | 19.9\% |
| 88 | 36 | 52 | 20 | 36 | 32 | 8 | 23 | 7 | 50 | 20 | 18 | 20 | 30 | 9 | 39 | 17 | 59 | 16 | 30 | 31 | 31 | 25 |
| 8.8\% | 8.6\% | 8.9\% | 8.8\% | 8.1\% | 9.6\% | 9.1\% | 9.7\% | 8.0\% | 8.5\% | 6.9\% | 7.3\% | 8.0\% | 13.8\% | 6.4\% | 7.0\% | 9.0\% | 8.5\% | 9.4\% | 8.6\% | 9.1\% | 8.2\% | 9.1\% |
| 1005 | $420$ | 585 | $228$ | $442$ | 335 | 88 | 238 | 87 | 591 | 291 | 248 | $249$ | 217 | $141$ | $558$ | $189$ | 691 | 170 | $350$ | $342$ | $379$ | 276 |
| 100\% |  | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | $100 \%$ | 100\% | $100 \%$ | 100\% | $100 \%$ | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Q10. Which of the following statements is closest to your opinion?
Base: All Respondents

Total
The government should not allow trains to operate without at least one member of staff whose main duty is not to drive the train
The government should allow trains to operate without at least one member of shain duty is not to drive the train
Don't know
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{gathered} 1.5 \text { to } 2.5 \\ \text { hours } \end{gathered}$ | Over 2 hours | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | 1.5 to 2.5 hours | Over 2 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $\begin{aligned} & 0.5 \text { to } 1 \\ & \text { hour } \end{aligned}$ | $1 \text { to } 1.5$ <br> hours | Over 1.5 hours |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | 131 | 139 | 68 | 41 | 46 | 82 | 70 | 78 |
| 688 | 101 | 46 | 42 | 40 | 42 | 53 | 74 | 70 | 83 | 100 | 47 | 30 | 34 | 57 | 44 | 61 |
| 68.5\% | 62.7\% | 63.9\% | 72.4\% | 67.8\% | 64.6\% | 71.6\% | 72.5\% | 69.3\% | 63.4\% | 71.9\% | 69.1\% | 73.2\% | 73.9\% | 69.5\% | 62.9\% | 78.2\% |
| 229 | 40 | 20 | 14 | 17 | 17 | 17 | 18 | 20 | 39 | 26 | 17 | 6 | 9 | 18 | 18 | 10 |
| 22.8\% | 24.8\% | 27.8\% | 24.1\% | 28.8\% | 26.2\% | 23.0\% | 17.6\% | 19.8\% | 29.8\% | 18.7\% | 25.0\% | 14.6\% | 19.6\% | 22.0\% | 25.7\% | 12.8\% |
| 88 | 20 | 6 | 2 | 2 | 6 | 4 | 10 | 11 | 9 | 13 | 4 | 5 | 3 | 7 | 8 | 7 |
| 8.8\% | 12.4\% | 8.3\% | 3.4\% | 3.4\% | 9.2\% | 5.4\% | 9.8\% | 10.9\% | 6.9\% | 9.4\% | 5.9\% | 12.2\% | 6.5\% | 8.5\% | 11.4\% | 9.0\% |
| 1005 | 161 | 72 | 58 | 59 | 65 | 74 | 102 | 101 | ${ }^{131}$ | ${ }^{139}$ | 68 | ${ }^{41}$ | 46 | 82 | 70 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q11. Which of these statements is closest to your opinion?
Base: First Great Western passengers

Total
I would support proposals to remove the over-the-counter buffet (cate/bar) service from First Great Western trains
I would oppose proposals to remove the over-the-counter buffet (caie/bar) service from First Great Western trains
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midlands | North | AB | C1 | C2 | DE | $\underset{\mathrm{g}}{\mathrm{Commutin}}$ | Visiting <br> friends/fam <br> ily <br> 21 | $\begin{gathered} \text { Business } \\ \text { trips } \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { Shopping } \\ \text { eisure } \\ \text { eactivities } \end{gathered}\right.$ | Connection outside UK | $\begin{aligned} & \text { First Great } \\ & \text { Western } \end{aligned}$ | East Coast | Northern <br> Rail | $\begin{array}{\|c\|} \hline \text { First } \\ \text { TransPenni } \\ \text { ne } \end{array}$ |
| 350 | 133 | 217 | 78 | 160 | 112 | 55 | 203 | 45 | 47 | 122 | 71 | 90 | 67 | 64 | 211 | 75 | 238 | 71 | 350 | 44 | 33 | 29 |
| 101 | 39 | 62 | 33 | 42 | 26 | 14 | 63 | 13 | 11 | 40 | 21 | 27 | 13 | 25 | 62 | 30 | 68 | 26 | 101 | 20 | 11 | 11 |
| 28.9\% | 29.3\% | 28.6\% | 42.3\% | 26.3\% | 23.2\% | 25.5\% | 31.0\% | 28.9\% | 23.4\% | 32.8\% | 29.6\% | 30.0\% | 19.4\% | 39.1\% | 29.4\% | 40.0\% | 28.6\% | 36.6\% | 28.9\% | 45.5\% | 33.3\% | 37.9\% |
| 160 | 66 | 94 | 29 | 71 | 60 | 21 | 97 | 22 | 20 | 48 | 32 | 40 | 40 | 24 | 95 | 28 | 109 | 28 | 160 | 13 | 15 | 11 |
| 45.7\% | 49.6\% | 43.3\% | 37.2\% | 44.4\% | 53.6\% | 38.2\% | 47.8\% | 48.9\% | 42.6\% | 39.3\% | 45.1\% | 44.4\% | 59.7\% | 37.5\% | 45.0\% | 37.3\% | 45.8\% | 39.4\% | 45.7\% | 29.5\% | 45.5\% | 37.9\% |
| 89 | 28 | 61 | 16 | 47 | 26 | 20 | 43 | 10 | 16 | 34 | 18 | 23 | 14 | 15 | 54 | 17 | 61 | 17 | 89 | 11 | 7 | 7 |
| 25.4\% | 21.1\% | 28.1\% | 20.5\% | 29.4\% | 23.2\% | 36.4\% | 21.2\% | 22.2\% | 34.0\% | 27.9\% | 25.4\% | 25.6\% | 20.9\% | 23.4\% | 25.6\% | 22.7\% | 25.6\% | 23.9\% | 25.4\% | 25.0\% | 21.2\% | 24.1\% |
| $\begin{gathered} 350 \\ 100 \% \\ 100 \end{gathered}$ | $\begin{gathered} 133 \\ 100 \% \end{gathered}$ | $\begin{gathered} 217 \\ 100 \% \end{gathered}$ | $\begin{gathered} 78 \\ 100 \% \end{gathered}$ | $\begin{gathered} 160 \\ 100 \% \end{gathered}$ | $\begin{gathered} 112 \\ 100 \% \end{gathered}$ | $\begin{gathered} 55 \\ 100 \% \end{gathered}$ | $\begin{gathered} 203 \\ 100 \% \end{gathered}$ | $\begin{gathered} 45 \\ 100 \% \end{gathered}$ | $\begin{gathered} 47 \\ 100 \% \end{gathered}$ | $\begin{gathered} 122 \\ 100 \% \end{gathered}$ | $\begin{gathered} 71 \\ 100 \% \end{gathered}$ | $\begin{gathered} 90 \\ 100 \% \end{gathered}$ | $\begin{gathered} 67 \\ 100 \% \end{gathered}$ | $\begin{gathered} 64 \\ 100 \% \end{gathered}$ | $\begin{gathered} 211 \\ 100 \% \end{gathered}$ | $\begin{gathered} 75 \\ 100 \% \end{gathered}$ | $\begin{gathered} 238 \\ 100 \% \end{gathered}$ | $\begin{gathered} 71 \\ 100 \% \end{gathered}$ | $\begin{gathered} 350 \\ 100 \% \end{gathered}$ | $\begin{gathered} 44 \\ 100 \% \end{gathered}$ | $\begin{gathered} 33 \\ 100 \% \end{gathered}$ | $\begin{gathered} 29 \\ 100 \% \end{gathered}$ |

Survation.

Q11. Which of these statements is closest to your opinion?
Base: First Great Western passengers

Total
I would support proposals to remove the over-the-counter buffet (cate/bar) service from First Great Western trains
I would oppose proposals to remove the over-the-counter buffet (cate/bar) service from First Great Western trains
Don't know
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{gathered} 1.5 \text { to } 2.5 \\ \text { hours } \end{gathered}$ | $\begin{aligned} & \text { Over } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{array}{\|c} \hline 1.5 \text { to } 2.5 \\ \text { hours } \end{array}$ | $\text { Over } 2$ hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $1 \text { to } 1.5$ hours | Over 1.5 hours |
| 350 | 161 | 72 | 58 | 59 | 10 | 9 | 11 | 14 | 8 | 12 | 7 | 6 | 3 | 7 | 11 | 8 |
| 101 | 50 | 22 | 18 | 11 | 5 | 3 | 6 | 6 | 4 | 2 | 3 | 2 | 3 | 3 | 2 | 3 |
| 28.9\% | 31.1\% | 30.6\% | 31.0\% | 18.6\% | 50.0\% | 33.3\% | 54.5\% | 42.9\% | 50.0\% | 16.7\% | 42.9\% | 33.3\% | 100.0\% | 42.9\% | 18.2\% | 37.5\% |
| 160 | 66 | 29 | 29 | 36 | 1 | 3 | 3 | 6 | 2 | 9 | 1 | 3 | - | 3 | 5 | 3 |
| 45.7\% | 41.0\% | 40.3\% | 50.0\% | 61.0\% | 10.0\% | 33.3\% | 27.3\% | 42.9\% | 25.0\% | 75.0\% | 14.3\% | 50.0\% | - | 42.9\% | 45.5\% | 37.5\% |
| 89 | 45 | 21 | 11 | 12 | 4 | 3 | 2 | 2 | 2 | 1 | 3 | 1 | - | 1 | 4 | 2 |
| 25.4\% | 28.0\% | 29.2\% | 19.0\% | 20.3\% | 40.0\% | 33.3\% | 18.2\% | 14.3\% | 25.0\% | 8.3\% | 42.9\% | 16.7\% | - | 14.3\% | 36.4\% | 25.0\% |
| 350 | 161 | 72 | 58 | 59 | 10 | 9 | 11 | 14 | 8 | 12 | 7 | 6 | 3 | 7 | 11 | 8 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q12. Which of these statements is closest to your opinion?
Base: East Coast passengers

Total
I would support proposals to remove the over-the-counter buffet (cafe/bar) service from East Coast trains
I would oppose proposals to remove the over-the-counter buffet (cafe/bar) service from East Coast trains
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midlands | North | AB | C1 | C2 | DE | Commutin | $\|$Visiting <br> friends/fam <br> ily | $\begin{gathered} \text { Business } \\ \text { trips } \end{gathered}$ | $\begin{gathered} \text { Shopping1/ } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection outside UK $\qquad$ | First Great | East Coast | Northern Rail | $\begin{array}{\|c\|c\|} \hline \text { Franst } \\ \text { Tennii } \end{array}$ |
| 342 | 143 | 199 | 84 | 145 | 113 | 39 | 40 | 34 | 228 | 112 | 84 | 75 | 71 | 53 | 204 | 84 | 227 | 67 | 44 | 342 | 81 | 78 |
| 88 | 37 | 51 | 31 | 30 | 27 | 8 | 14 | 15 | 51 | 32 | 24 | 23 | 9 | 15 | 55 | 22 | 59 | 18 | 16 | 88 | 18 | 20 |
| 25.7\% | 25.9\% | 25.6\% | 36.9\% | 20.7\% | 23.9\% | 20.5\% | 35.0\% | 44.1\% | 22.4\% | 28.6\% | 28.6\% | 30.7\% | 12.7\% | 28.3\% | 27.0\% | 26.2\% | 26.0\% | 26.9\% | 36.4\% | 25.7\% | 22.2\% | 25.6\% |
| 187 | 86 | 101 | 38 | 83 | 66 | 22 | 21 | 14 | 129 | 56 | 43 | 42 | 46 | 27 | 105 | 48 | 128 | 34 | 17 | 187 | 50 | 50 |
| 54.7\% | 60.1\% | 50.8\% | 45.\% | 57.2\% | 58.4\% | 56.4\% | 52.5\% | 41.2\% | 56.6\% | 50.0\% | 51.2\% | 56.0\% | 64.8\% | 50.9\% | 51.5\% | 57.1\% | 56.4\% | 50.7\% | 38.6\% | 54.7\% | 61.7\% | 64.1\% |
| 67 | 20 | 47 | 15 | 32 | 20 | 9 | 5 | 5 | 48 | 24 | 17 | 10 | 16 | 11 | 44 | 14 | 40 | 15 | 11 | 67 | 13 | 8 |
| 19.6\% | 14.0\% | 23.6\% | 17.9\% | 22.1\% | 17.7\% | 23.1\% | 12.5\% | 14.7\% | 21.1\% | 21.4\% | 20.2\% | 13.3\% | 22.5\% | 20.8\% | 21.6\% | 16.7\% | 17.6\% | 22.4\% | 25.0\% | 19.6\% | 16.0\% | 10.3\% |
| $\begin{gathered} 342 \\ 100 \% \end{gathered}$ | $\begin{gathered} 143 \\ 100 \% \end{gathered}$ | $\begin{gathered} 199 \\ 100 \% \end{gathered}$ | $\begin{gathered} 84 \\ 100 \% \end{gathered}$ | $\begin{gathered} 1455 \\ 100 \% \end{gathered}$ | $\begin{gathered} 113 \\ 100 \% \end{gathered}$ | $\begin{gathered} 39 \\ 100 \% \end{gathered}$ | $\begin{gathered} 40 \\ 100 \% \end{gathered}$ | $\begin{gathered} 34 \\ 100 \% \end{gathered}$ | $\begin{gathered} 228 \\ 100 \% \end{gathered}$ | $\begin{gathered} 112 \\ 100 \% \end{gathered}$ | $\begin{gathered} 84 \\ 100 \% \end{gathered}$ | $\begin{gathered} 75 \\ 100 \% \end{gathered}$ | $\begin{gathered} 71 \\ 100 \% \end{gathered}$ | $\begin{gathered} 53 \\ 100 \% \end{gathered}$ | $\begin{gathered} 204 \\ 100 \% \end{gathered}$ | $\begin{gathered} 84 \\ 100 \% \end{gathered}$ | $\begin{gathered} 227 \\ 100 \% \end{gathered}$ | $\begin{gathered} 67 \\ 100 \% \end{gathered}$ | $\begin{gathered} 44 \\ 100 \% \end{gathered}$ | $\begin{gathered} 342 \\ 100 \% \end{gathered}$ | $\begin{gathered} 81 \\ 100 \% \end{gathered}$ | $\begin{gathered} 78 \\ 100 \% \end{gathered}$ |

Survation.

Q12. Which of these statements is closest to your opinion?
Base: East Coast passengers

Total
I would support proposals to remove the over-the-counter buffet (cate/bar) service from East Coast trains
I would oppose proposals to remove the over-the-counter buffet (cafe/bar) service from East Coast trains
Don't know
SIGMA

| Total | First Great Western |  |  |  | East Coast |  |  |  | Northern Rail |  |  |  | First TransPennine Express |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|c\|} \hline \text { Under } 1 \\ \text { hour } \end{array}$ | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \\ & \hline \end{aligned}$ | $\begin{gathered} 1.5 \text { to } 2.5 \\ \text { hours } \end{gathered}$ | $\begin{aligned} & \text { Over 2 } \\ & \text { hours } \end{aligned}$ | Under 1 hour | $\begin{aligned} & 1 \text { to } 2 \\ & \text { hours } \end{aligned}$ | $\begin{gathered} 1.5 \text { to } 2.5 \\ \text { hours } \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Over } 2 \\ & \text { hours } \end{aligned}$ | Under 30 minutes | $0.5 \text { to } 1$ hour | 1 to 1.5 hours | Over 1.5 hours | Under 30 minutes | $0.5 \text { to } 1$ hour | $\begin{gathered} 1 \text { to } 1.5 \\ \text { hours } \\ \hline \end{gathered}$ | Over 1.5 hours |
| 342 | 18 | 9 | 8 | 9 | 65 | 74 | 102 | 101 | 30 | 21 | 18 | 12 | 8 | 20 | 24 | 26 |
| 88 | 5 | 4 | 4 | 3 | 21 | 20 | 26 | 21 | 8 | 5 | 1 | 4 | 5 | 6 | 3 | 6 |
| 25.7\% | 27.8\% | 44.4\% | 50.0\% | 33.3\% | 32.3\% | 27.0\% | 25.5\% | 20.8\% | 26.7\% | 23.8\% | 5.6\% | 33.3\% | 62.5\% | 30.0\% | 12.5\% | 23.1\% |
| 187 | 7 | 3 | 4 | 3 | 33 | 39 | 56 | 59 | 15 | 15 | 12 | 8 | 3 | 14 | 16 | 17 |
| 54.7\% | 38.9\% | 33.3\% | 50.0\% | 33.3\% | 50.8\% | 52.7\% | 54.9\% | 58.4\% | 50.0\% | 71.4\% | 66.7\% | 66.7\% | 37.5\% | 70.0\% | 66.7\% | 65.4\% |
| 67 | 6 | 2 | - | 3 | 11 | 15 | 20 | 21 | 7 | 1 | 5 | - | - | - | 5 | 3 |
| 19.6\% | 33.3\% | 22.2\% | - | 33.3\% | 16.9\% | 20.3\% | 19.6\% | 20.8\% | 23.3\% | 4.8\% | 27.8\% | - | - | - | 20.8\% | 11.5\% |
| 342 | ${ }^{18}$ | 10\% | \%00\% | 100\% | 65 | 74 | 102 | 101 | 30 | ${ }^{21}$ | 18 | ${ }^{12}$ | 8 | ${ }^{20}$ | 24 | ${ }^{26}$ |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |

Survation.

Q13. No weighting
Q13. Thinking about journeys you make by First Great Western, which of these statements is closest to your opinion? Base: First Great Western passengers

Total
I value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
I dont value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | $\underset{\mathrm{g}}{\mathrm{Commutin}}$ | $\begin{array}{\|c} \begin{array}{c} \text { Visiting } \\ \text { friends/fam } \\ \text { ily } \end{array} \end{array}$ | $\begin{gathered} \text { Business } \\ \text { trips } \end{gathered}$ | $\begin{gathered} \text { SoppingTI } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection s to travel outside UK | First Great Western | East Coast | Northern | $\begin{gathered} \text { First } \\ \text { TransPenni } \\ \text { ne } \end{gathered}$ |
| 350 | 133 | 217 | 78 | 160 | 112 | 55 | 203 | 45 | 47 | 122 | 71 | 90 | 67 | 64 | 211 | 75 | 238 | 71 | 350 | 44 | 33 | 29 |
| 184 | 73 | 111 | 36 | 84 | 64 | 32 | 99 | 26 | 27 | 58 | 38 | 50 | 38 | 32 | 120 | 36 | 124 | 40 | 184 | 21 | 19 | 14 |
| 52.6\% | 54.9\% | 51.2\% | 46.2\% | 52.5\% | 57.1\% | 58.2\% | 48.8\% | 57.8\% | 57.4\% | 47.5\% | 53.5\% | 55.6\% | 56.7\% | 50.0\% | 56.9\% | 48.0\% | 52.1\% | 56.3\% | 52.6\% | 47.7\% | 57.6\% | 48.3\% |
| 145 | 53 | 92 | 37 | 66 | 42 | 19 | 91 | 17 | 18 | 56 | 28 | 38 | 23 | 29 | 83 | 35 | 102 | 27 | 145 | 23 | 13 | 12 |
| 41.4\% | 39.8\% | 42.4\% | 47.4\% | 41.3\% | 37.5\% | 34.5\% | 44.8\% | 37.8\% | 38.3\% | 45.9\% | 39.4\% | 42.2\% | 34.3\% | 45.3\% | 39.3\% | 46.7\% | 42.9\% | 38.0\% | 41.4\% | 52.3\% | 39.4\% | 41.4\% |
| 21 | 7 | 14 | 5 | 10 | 6 | 4 | 13 | 2 | 2 | 8 | 5 | 2 | 6 | 3 | 8 | 4 | 12 | 4 | 21 | - | 1 | 3 |
| 6.0\% | 5.3\% | 6.5\% | 6.4\% | 6.3\% | 5.4\% | 7.3\% | 6.4\% | 4.4\% | 4.3\% | 6.6\% | 7.0\% | 2.2\% | 9.0\% | 4.7\% | 3.8\% | 5.3\% | 5.0\% | 5.6\% | 6.0\% | - | 3.0\% | 10.3\% |
| 350 | 133 |  | 78 | 160 | $112$ | 55 | 203 | $45$ | 47 | 122 | 71 | 90 | 67 | 64 | $211$ | $75$ | $238$ | $71$ | $350$ | $44$ | $33$ | 29 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ | 100\% | $100 \%$ | $100 \%$ | 100\% | 100\% | $100 \%$ | $100 \%$ | $100 \%$ | 100\% | 100\% |

Q13. No weighting
Q13. Thinking about journeys you make by First Great Western, which of these statements is closest to your opinion? Base: First Great Western passengers

Total
I value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
I dont value having the option of an over-the-counter buffet (caie/bar) service on my train journeys
Don't know
SIGMA

## Q14. No weighting

Q14. Thinking about journeys you make by East Coast trains, which of these statements is closest to your opinion?
Base: East Coast passengers

Total
I value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
I dont value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
Don't know
SIGMA

| Total | Gender |  | Age |  |  | Regions |  |  |  | Segment |  |  |  | Train Purpose |  |  |  |  | Train Line Used |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | 18-34 | 35-54 | 55+ | London | South | Midands | North | AB | C1 | C2 | DE | Commutin <br> g | $\begin{gathered} \text { Visiting } \\ \text { friends/fam } \\ \text { ily } \end{gathered}$ | Business <br> trips | $\begin{gathered} \text { Shoppingा/ } \\ \text { eisure } \\ \text { activities } \end{gathered}$ | Connection s to travel outside UK | First Great Western | East Coast | $\begin{gathered} \text { Northern } \\ \text { Rail } \end{gathered}$ | $\underset{\substack{\text { First } \\ \text { TransPenni } \\ \text { ne }}}{ }$ |
| 342 | 143 | 199 | 84 | 145 | 113 | 39 | 40 | 34 | 228 | 112 | 84 | 75 | 71 | 53 | 204 | 84 | 227 | 67 | 44 | 342 | 81 | 78 |
| 214 | 94 | 120 | 50 | 93 | 71 | 24 | 27 | 16 | 146 | 66 | 46 | 49 | 53 | 36 | 126 | 54 | 144 | 40 | 20 | 214 | 54 | 53 |
| 62.6\% | 65.7\% | 60.3\% | 59.5\% | 64.1\% | 62.8\% | 61.5\% | 67.5\% | 47.1\% | 64.0\% | 58.9\% | 54.8\% | 65.3\% | 74.6\% | 67.9\% | 61.8\% | 64.3\% | 63.4\% | 59.7\% | 45.5\% | 62.6\% | 66.7\% | 67.9\% |
| 110 | 43 | 67 | 29 | 45 | 36 | 12 | 11 | 18 | 69 | 42 | 33 | 25 | 10 | 16 | 70 | 26 | 70 | 21 | 22 | 110 | 24 | 22 |
| 32.2\% | 30.1\% | 33.7\% | 34.5\% | 31.0\% | 31.9\% | 30.8\% | 27.5\% | 52.9\% | 30.3\% | 37.5\% | 39.3\% | 33.3\% | 14.1\% | 30.2\% | 34.3\% | 31.0\% | 30.8\% | 31.3\% | 50.0\% | 32.2\% | 29.6\% | 28.2\% |
| 18 | 6 | 12 | 5 | 7 | 6 | 3 | 2 | . | 13 | 4 | 5 | 1 | 8 | 1 | 8 | 4 | 13 | 6 | 2 | 18 | 3 | 3 |
| 5.3\% | 4.2\% | 6.0\% | 6.0\% | 4.8\% | 5.3\% | 7.7\% | 5.0\% | - | 5.7\% | 3.6\% | 6.0\% | 1.3\% | 11.3\% | 1.9\% | 3.9\% | 4.8\% | 5.7\% | 9.0\% | 4.5\% | 5.3\% | 3.7\% | 3.8\% |
| ${ }^{342}$ | ${ }^{143}$ | $199$ | 84 | 145 | 113 | 39 | 40 | 34 | 228 | 112 | 84 | 75 | $71$ | 53 | $204$ | 84 | $227$ | 67 | 44 | $342$ | 81 | 78 |
| 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | $100 \%$ | 100\% | 100\% | 100\% | $100 \%$ | 100\% | 100\% | 100\% | $100 \%$ | $100 \%$ | 100\% | 100\% | 100\% | $100 \%$ | 100\% | 100\% | 100\% |

Survation.

Q14. Thinking about journeys you make by East Coast trains, which of these statements is closest to your opinion?
Base: East Coast passengers

Total
I value having the option of an over-the-counter buffet (cafe/bar) service on my train journeys
I dont value having the option of an over-the-counter buffet (cate/bar) service on my train journeys
Don't know
SIGMA

