

Review of Travel Survey for Northern Ireland (TSNI) Headline and In-depth Reports: Summary of Responses to User Consultation Survey

Background to the TSNI Reports

1. Analysis, Statistics and Research Branch (ASRB), a Northern Ireland Statistics and Research Agency (NISRA) branch within the Department for Infrastructure (DfI) is responsible for the analysis and publication of the [Travel Survey for Northern Ireland \(TSNI\)](#). The TSNI is a continuous survey that has been running since 1999. It collects data on how and why people living in Northern Ireland travel. Two main reports are produced annually: the Headline Report and the In-depth Report. A Technical Report detailing survey methodology etc. is published after the Headline Report. As the sample size is relatively small, three years of data need to be combined to ensure the analysis carried out is robust.
2. The In-depth Report was initially the only TSNI report. The first report was published in 2003 for 1999-2001 data. The report has always contained a wide variety of information on trends in personal travel, how people travel, why people travel and some other factors affecting travel. It has expanded over the years to include sections on travel difficulties, the Additional Tables Report (walking, cycling, public transport, Park & Ride) and the Urban-Rural Report. The report is now over 80 pages long. The most recent edition (2015-2017) was published in January 2019.
3. The Headline Report was first produced in 2010 for 2007-2009 TSNI data. It was set up to address a user need of producing key information as soon as possible after the TSNI databases are received from Central Survey Unit. The report contains key results such as number of journeys/ distance travelled/ journey length by mode of travel/ purpose of journey. From 2014-2016, it has included data to monitor Indicator 25 of the draft Programme for Government framework. The most recent report, published in July 2019, contains data for 2016-2018.
4. In recent years, ASRB has been increasing the use of infographics to present TSNI information. For the 2014-2016 TSNI data, we developed three themed factsheets on walking, cycling and public transport. These have been added to the annual TSNI outputs and the latest factsheets (2015-2017) were published in June 2019.
5. Although the content of the reports has changed over the years to include extra analysis in line with users' needs, the format has remained largely unchanged.

Background to the User Consultation

6. In 2018, ASRB conducted a series of [TSNI user engagement meetings with key users](#). Following on from this, ASRB is conducting a review of the content and format of the current TSNI reports in order to develop a more concise, accessible and relevant set of reports whilst ensuring that they continue to meet our users' needs. The branch must ensure that best value is delivered from the TSNI data. The production of the reports is an intensive use of limited resources. We want to ensure that our time is used efficiently providing the data our customers need in the most effective reporting format.
7. It is proposed that the reports be updated to reflect current statistical and data visualisation methods to produce more engaging and relevant content. Consideration is also being given to presenting more data reflecting the priorities within the Department for Infrastructure.

8. As part of this, an eight week [user consultation](#) was carried out, opening on 7 May 2019 and closing on 2 July 2019. An online survey was used to collect responses. An option was available to return a hard copy of the questionnaire or e-mail an electronic copy but none of the respondents selected this method of return.
9. Various platforms were used to advertise the TSNi user consultation. When the consultation opened, a tweet was issued by DfI and an e-mail was sent to TSNi users (those who asked to be notified when a TSNi report is published). Two further reminder e-mails were sent when there were three weeks to go and one week to go. An article about the user consultation was published on the DfI Intranet home page. When the TSNi walking, cycling and public transport factsheets were released, a link to the on-line TSNi user consultation survey was included along with the notification of publication. The link was included in the announcement on the NISRA Facebook and Twitter pages and the factsheets notification e-mail.
10. The survey included a range of questions on general use of the TSNi including sources of TSNi information used, how information is accessed and the types of information used. Specific questions were asked on the Headline Report and In-depth Report including which sections of the report were used and seeking feedback on a proposed change to each report. Feedback was also requested on the TSNi factsheets and a list of proposed additional outputs/ potential alterations to current publications. The full set of questions is available in the [user consultation document](#).

Survey responses received

11. There were 93 full and partial responses to the online survey. Not everyone who starts the survey fully completes every question. Some will stop at a certain point and not finish and some will only answer questions that they feel are relevant or for which they have a specific interest. A partial response is one where valid information was recorded but not every question was answered. These have been included in the analysis so the sample size of respondents answering each question varies.
12. Looking at the full and partial responses, 83 respondents stated they were answering the survey as an individual (89%) and 10 stated their response represented the views of an organisation (11%). Seven organisations stated that they wanted to be included in the report on the user consultation and these are listed in [Annex A \(page 13\)](#).

Analysis of survey responses

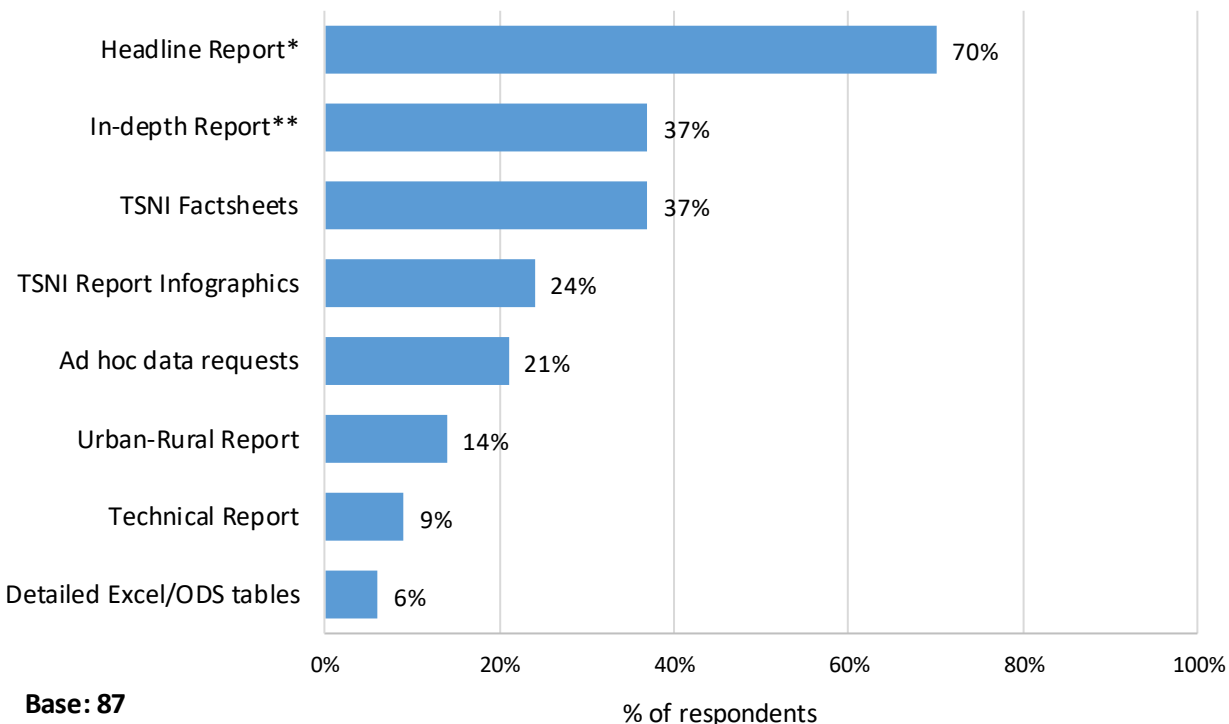
13. The survey responses have been analysed and results are presented in this section. Where answer options have been provided for a question, a bar chart or donut summarises the results. In addition, [Annex B \(page 14\)](#) contains tables with the breakdown of responses to these questions (number and percent of respondents). Where comments have been requested (free text rather than selecting answer options), if possible a summary is given of any general themes emerging from the comments.
14. Technical notes on the analysis of the survey responses are in [Annex C \(page 21\)](#).

Sources of TSNi information used+ (Figure 1)

15. The top TSNi information source used by respondents was the Headline Report, selected by 70% of respondents. The In-depth Report (37%) and the Factsheets (37%) were among the next most popular sources of TSNi information used.

+ Refer to Technical Notes ([Annex C, p21](#)) for further details on the methodology used when analysing this question.

Figure 1: Which sources of TSNi information do you use?



Percentages sum to more than 100% due to multiple responses.

* Includes respondents who said they used sections of the Headline Report ([Figure 4 \(page 5\)](#), [Annex C \(page 21\)](#))

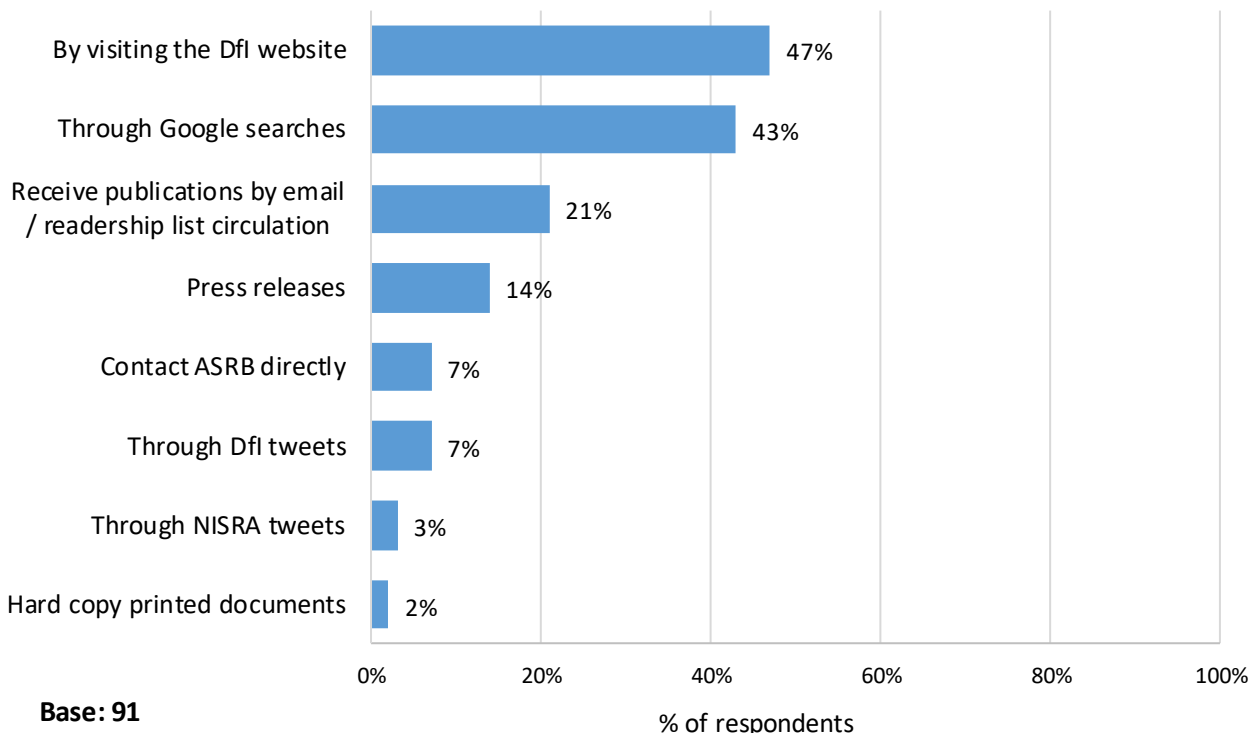
** Includes respondents who said they used sections of the In-depth Report ([Figure 5 \(page 7\)](#), [Annex C \(page 21\)](#))

There were no valid "Other" responses i.e. those giving this response stated "do not use" or non-TSNi information.

How TSNi information is accessed (Figure 2)

16. The top ways in which respondents accessed TSNi information were by visiting the DfI website (47%) and through Google searches (43%).

Figure 2: How do you access the TSNi information that you use?



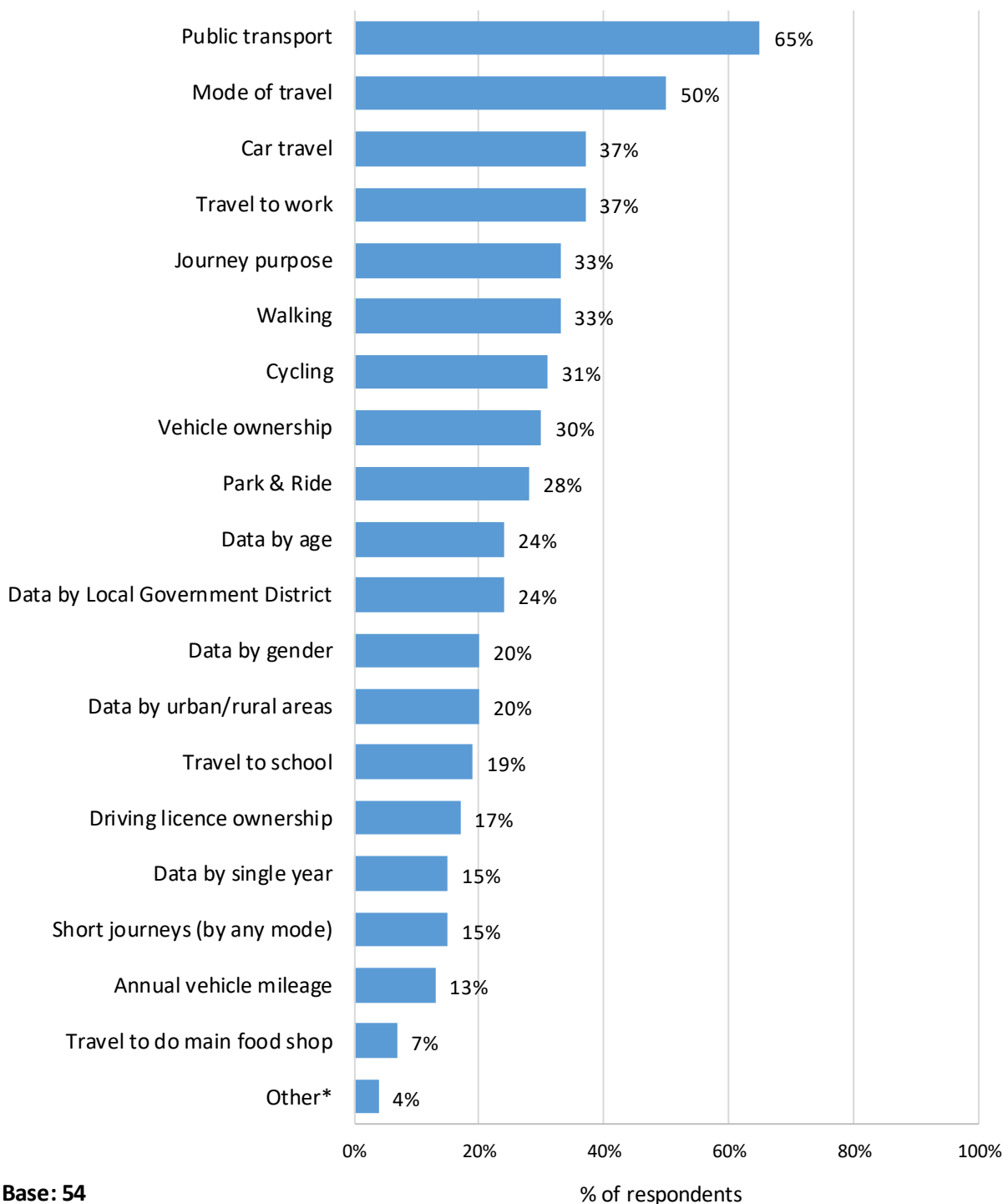
Percentages sum to more than 100% due to multiple responses.

17. Respondents were asked for any further comments on how TSNi information is published/accessed. Whilst no real theme could be taken from these comments, a couple of them made reference to the timeliness of the TSNi data that is released.

Types of TSNi information used (Figure 3)

18. Among the most frequently mentioned types of TSNi information used by respondents were public transport (65%), mode of travel (50%), car travel (37%) and travel to work (37%).

Figure 3: Which of the following types of information collected by TSNi do you use?



Percentages sum to more than 100% due to multiple responses.

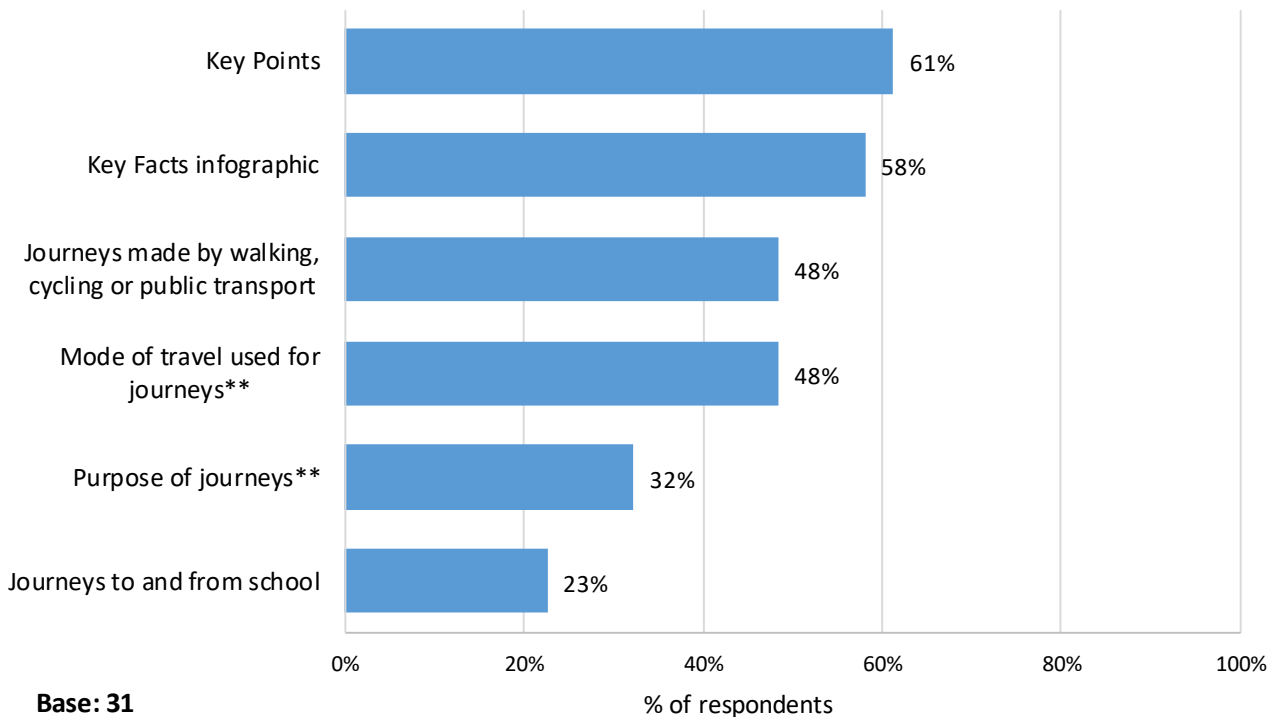
* Includes only valid "Other" responses i.e. where TSNi information has been stated rather than "Do not use", "N/A" or "none".

Headline report questions

Sections of the Headline Report used (Figure 4)

19. Looking only at Headline Report users who answered this question+, among the most popular sections of the report that they used were the Key Points (61%), the Key Facts infographic (58%), Journeys made by walking, cycling or public transport (48%) and Mode of travel used for journeys (48%).
- + Just under a quarter (24%) of the 41 respondents answering this question said they don't use the Headline Report. As the question has been asked to determine which sections of the Headline Report are used, the analysis only includes respondents who use this report, bringing the sample size down to 31.

Figure 4: Which sections of the Headline Report do you use*?



Percentages sum to more than 100% due to multiple responses.

* "Don't use this report" responses have been excluded from this chart.

** Full answer option includes "(distance, number and length of journeys)"

20. Respondents were asked for any further comments in relation to the information they used in the Headline Report. No common areas of interest emerged from these comments but some of the suggestions for new data for the Headline Report already appear in the In-depth Report, e.g. information provided at Local Government District level.

Impact of Proposed change to Headline Report

21. Respondents were asked if removing the travel to/from school section from the Headline Report would have a negative impact on them or their work. Similar information is collected on the Continuous Household Survey (CHS) and reported in the ["Method of travel to/from school by pupils in Northern Ireland" publication](#).

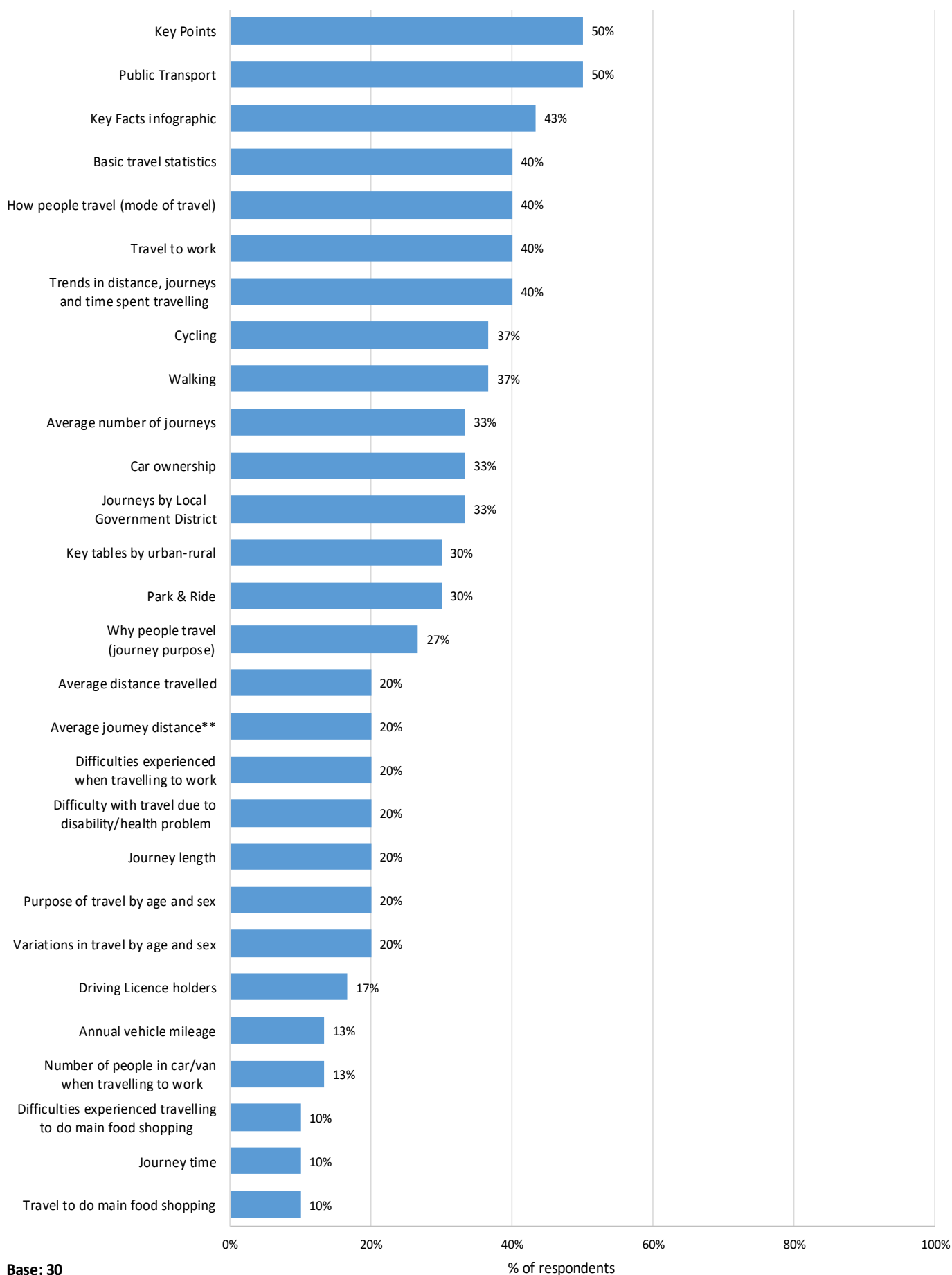
22. There were 42 respondents who answered this question and of these, 34 respondents (81%) stated that the removal of this section would not have a negative impact, while 8 respondents (19%) stated that it would have a negative impact.
23. Respondents were then asked why this would have a negative impact on them or their work. A number of the comments mentioned the importance of providing links to the CHS data within the TSNi report, if the information is removed from the Headline Report.

In-depth Report questions

Sections of the In-depth Report used (Figure 5)

24. Looking only at In-depth Report users who answered this question+, among the most frequently mentioned sections of the report that they used were Key Points (50%), Public Transport (50%), the Key Facts infographic (43%), Basic travel statistics (40%), How people travel (mode of travel) (40%), Travel to work (40%) and Trends in distance, journeys and time spent travelling (40%).
- + Just over one fifth (21%) of the 38 respondents answering this question said they don't use the In-depth Report. As the question has been asked to determine which sections of the In-depth Report are used, the analysis only includes respondents who use this report, bringing the sample size down to 30.

Figure 5: Which sections of the In-depth Report do you use*?



Base: 30

% of respondents

Percentages sum to more than 100% due to multiple responses.

**“Don't use this report” responses have been excluded from this chart.

**Full answer option - Average journey distance (Journeys by distance and main mode).

25. Respondents were asked for any further comments in relation to the information they used in the In-depth Report. No real theme could be taken from these responses, each citing a different area of interest.

Impact of Proposed change to In-depth Report

26. Respondents were asked if removing the car ownership section from the In-depth Report would have a negative impact on them or their work. Similar information is collected on the CHS and reported in the [CHS results section of the NISRA website](#).

27. There were 38 respondents who answered this question and of these, 31 respondents (82%) stated that the removal of this section would not have a negative impact, while 7 respondents (18%) stated that it would have a negative impact.

28. Respondents were then asked why this would have a negative impact on them or their work. A number of the comments mentioned the importance of providing links to the CHS data within the TSNI report, if the information is removed from the In-depth Report.

Feedback on the TSNI Factsheets

29. Respondents were asked for any general comments or suggestions regarding the recently developed walking, cycling and public transport factsheets. The comments were generally positive and mentioned phrases such as “excellent”, “very useful” and “easily accessible”.

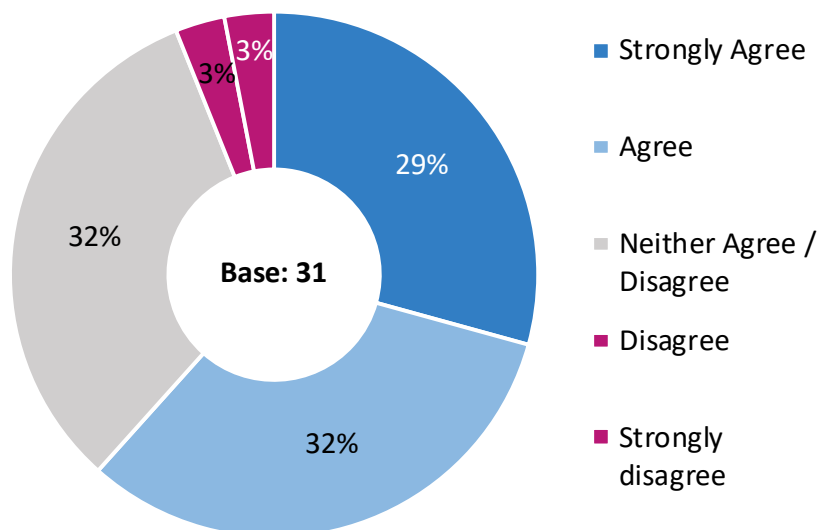
Feedback on proposed additional outputs/alterations to current publications (Figures 6 to 13)

30. We wanted to gauge users’ interest in some proposals for the future development of the TSNI reports. Seven ideas were put forward and details appear in the following sections.

More infographics and less text based reporting (similar to TSNI factsheets) (Figure 6)

31. Just over 6 in 10 respondents (61%) agreed or strongly agreed that TSNI publications should include more infographics and less text based reporting. Almost one third of respondents (32%) had no strong opinion, while 2 out of the 31 respondents (6%) disagreed or strongly disagreed with this suggestion.

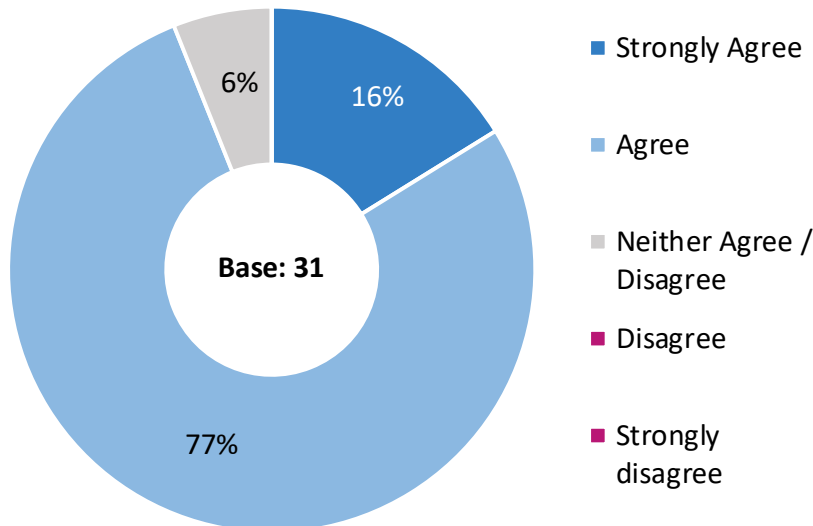
Figure 6: Agree/ disagree with more infographics and less text



Themed publications e.g. public transport, walking, cycling (Figure 7)

32. More than 9 in 10 respondents (94%) agreed or strongly agreed that ASRB should produce themed TSNI publications e.g. separate publications on public transport, walking and cycling. The remaining 2 respondents (6%) neither agreed nor disagreed with this proposal. There was no disagreement with this idea.

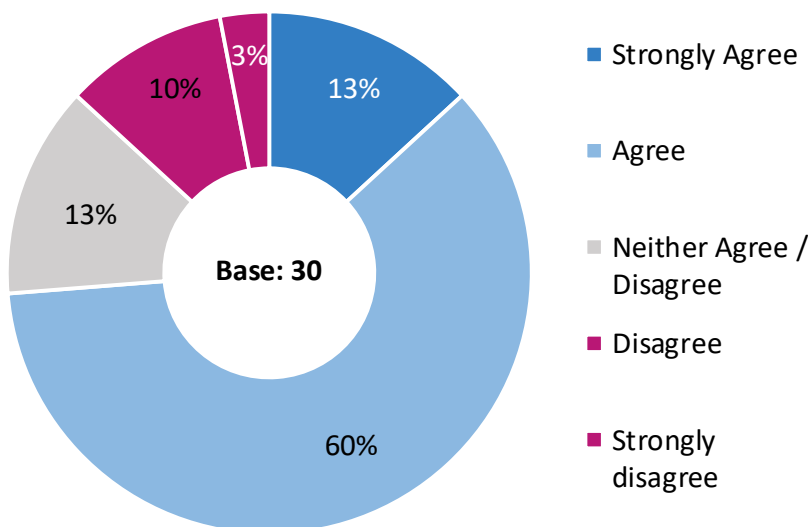
Figure 7: Agree/ disagree with themed publications



Comparisons to other UK travel surveys (where possible) (Figure 8)

33. Almost three quarters of respondents (73%) agreed or strongly agreed that ASRB should include comparisons to other UK travel surveys in our TSNI publications. Of the remaining respondents, 4 out of 30 (13%) had no firm view, with the same number (13%) disagreeing or strongly disagreeing.

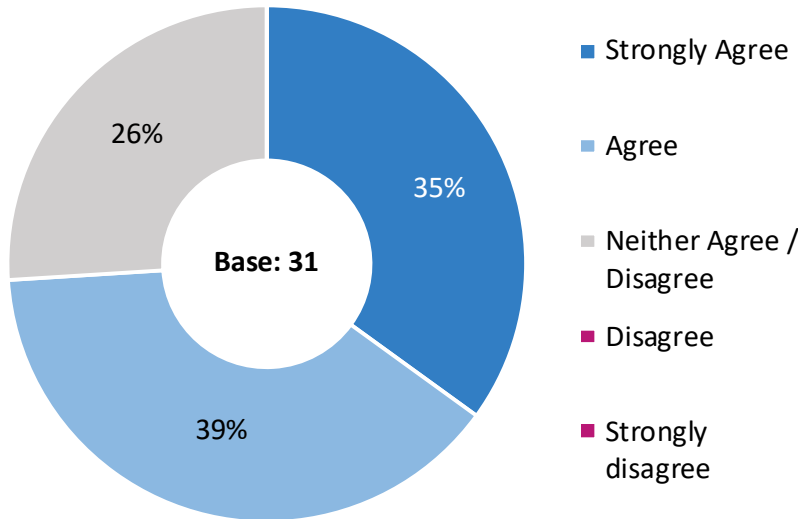
Figure 8: Agree/ disagree with comparisons to other UK travel surveys



TSNI data availability on Open Data NI / other open data platforms (Figure 9)

34. Almost three quarters of respondents (74%) agreed or strongly agreed that ASRB should make TSNI data available on Open Data NI or other open data platforms. The remaining 26% of respondents neither agreed nor disagreed with this suggestion. There was no disagreement to the proposal.

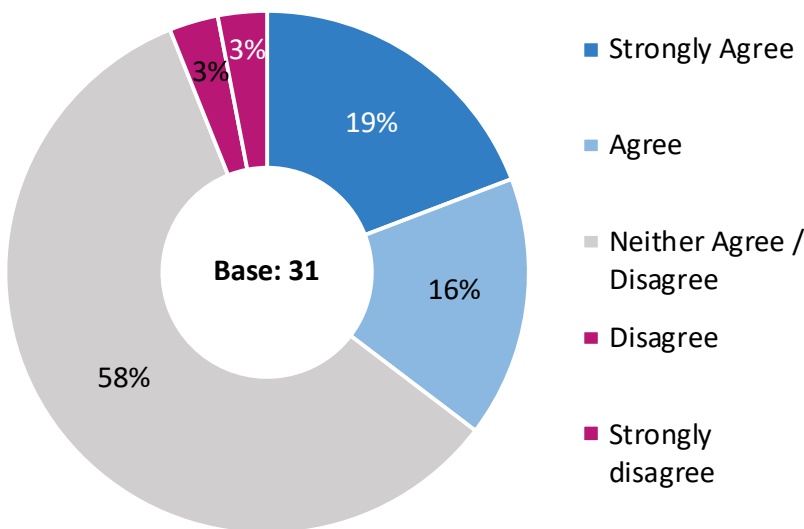
Figure 9: Agree/ disagree with availability on open data platforms



All current tables in a separate annex within the publication* (Figure 10)

35. Just under 6 in 10 respondents (58%) had no strong views on moving all current tables to a separate annex within TSNI publications. Just over a third of respondents (35%) agreed or strongly agreed with this option. The remaining 2 out of 31 respondents (6%) disagreed or strongly disagreed with this suggestion.

Figure 10: Agree/ disagree with tables in a separate annex within the publication*

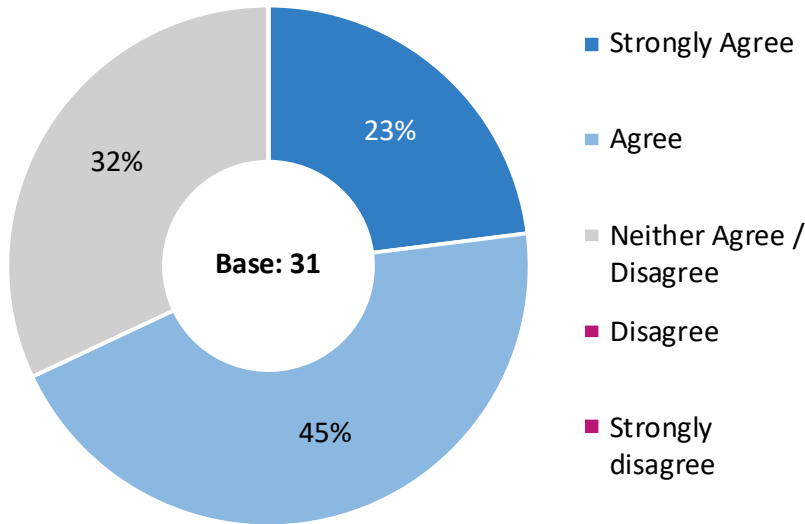


* The wording for this proposal also noted that the tables are all available separately in an Excel document at present.

More time series data (comparing key variables over previous years) (Figure 11)

36. Over two thirds of respondents (68%) agreed or strongly agreed that ASRB should present more time series data. The remaining 32% of respondents had no firm opinion. There was no disagreement with this proposal.

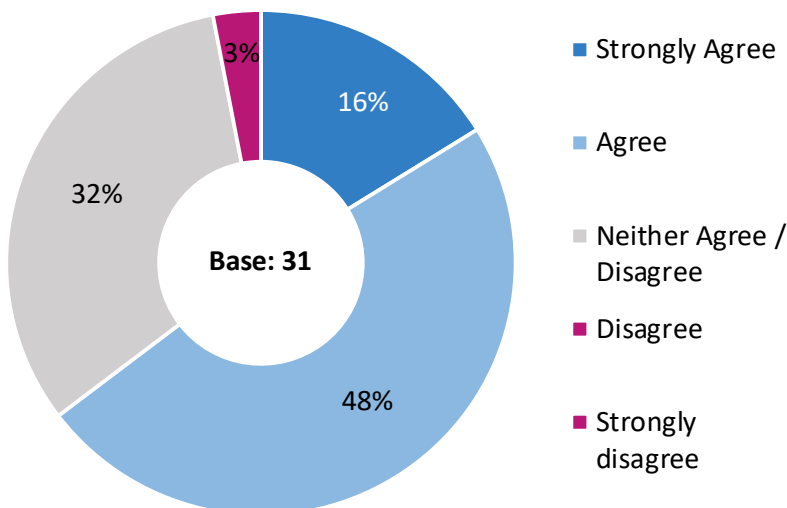
Figure 11: Agree/ disagree with more time series data



More cross-tabulation / breakdown analysis e.g. by gender, age etc. (Figure 12)

37. Almost two thirds of respondents (65%) agreed or strongly agreed that TSNI publications should include more cross-tabulation/breakdown analysis. Almost a third of respondents (32%) neither agreed nor disagreed with this proposal. The remaining respondent (3%) disagreed with the suggestion.

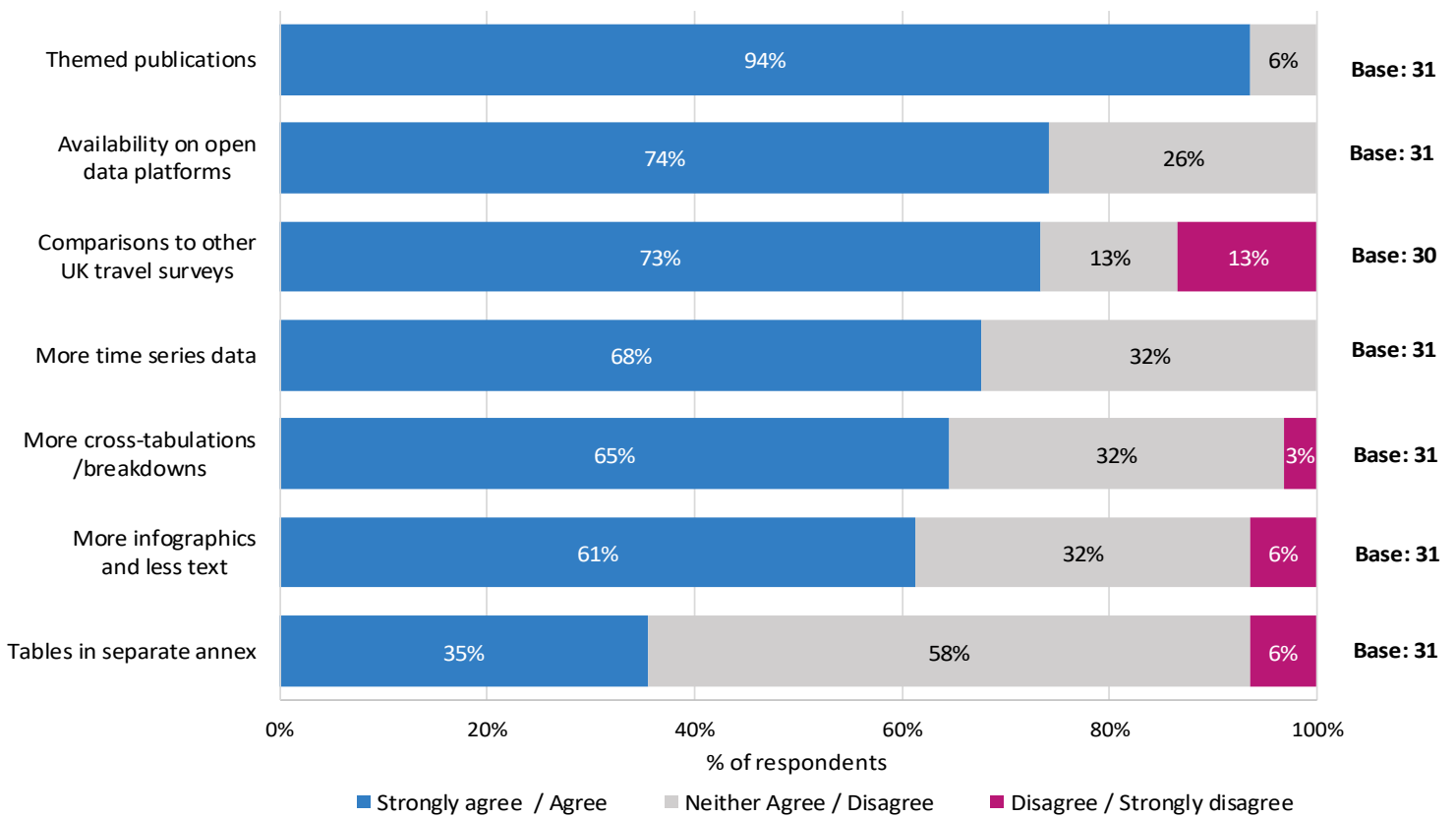
Figure 12: Agree/ disagree with more cross-tabulations/breakdowns



Comparison of responses to the proposed additional outputs/alterations (Figure 13)

- 38. Comparing the proportions of respondents who agreed/strongly agreed with each of the proposals, the production of themed publications received the most positive response. 94% were supportive of this idea and no one disagreed with it.
- 39. The proposal receiving the least support was for moving the current tables in the publication to a separate annex with only 35% agreement to this suggestion. In addition, this proposal had the highest proportion of “neutral” responses where respondents stated they neither agreed nor disagreed with the idea (58%).
- 40. There were similar levels of agreement to the remaining five proposals.

Figure 13: Comparison of the proposed additional outputs/alterations to current publications



- 41. Respondents were asked for any further comments in relation to proposed additional outputs/alterations and these responses were all unique with no common theme.

Other feedback given

- 42. Respondents were asked to provide any further comments regarding the current content and format of TSNi publications, as well as any suggestions for relevant data to include in future releases. Whilst no general theme could be taken from these comments, more trend analyses and more geographical breakdowns were mentioned again.
- 43. A number of the responses asked for specific pieces of analysis. ASRB will need to consider whether the analyses are of general interest which may be added to future releases (see the section which follows on “Specific comments and data requests”).

Specific comments and data requests

44. Although we have not detailed specific comments and analyses requested in this report, we will consider all of the individual comments that were submitted. If there are any data that would be of general interest to TSNI users and add value to the publications, we will consider including in future TSNI outputs.
45. The survey was anonymous and therefore we are unable to contact those respondents who had specified data that they would be interested in within the comments sections. Users who have specific TSNI data requests that are not covered by the TSNI outputs are invited to e-mail ASRB@nisra.gov.uk with their requests so we are able to respond.

Next steps

46. ASRB are considering the feedback received through the user consultation survey and a [statement of user needs](#) has been produced.
47. We will take our users' needs into account when developing the new format In-depth Report which will contain 2016-2018 TSNI data and is due to be published in January 2020. A new format Headline Report will be developed after the In-depth Report is released. This will contain 2017-2019 data and is due to be published in July 2020.
48. We will also look at the responses to the questions on the proposed additional outputs/alterations to current publications. We will initially concentrate on the proposal which received the most positive response, the production of themed publications.
49. Initially we will incorporate any additions or alterations into our current output. We will also consider if further annual TSNI outputs are required in addition to the reports and factsheets. This could take the form of further TSNI factsheets similar to the Walking, Cycling and Public Transport Factsheets.

Annex A: Organisations responding to the survey (who wished to be included in the consultation report)

Antrim and Newtownabbey Borough Council
British Motorcyclists Federation
DfI, Walking & Cycling Unit
Digital Services Branch, (DfI)
NISRA
The Consumer Council
Translink

Annex B: Tables containing the breakdown of responses to questions with answer options

Table 1 - Are you responding as an individual or does this response represent the views of an organisation? (Question 1)

Response	Number of respondents	Percentage of respondents
Individual	83	89%
Organisation	10	11%
All respondents	93	100%

Table 2 - Which sources of TSNI information do you use (please tick all that apply)?* (Question 4)

Response	Number of respondents	Percentage of respondents
Headline Report**	61	70%
Technical Report	8	9%
In-depth Report***	32	37%
Urban-Rural Report	12	14%
TSNI Report Infographics	21	24%
TSNI factsheets	32	37%
Detailed Excel/ODS tables	5	6%
Ad hoc data requests	18	21%
All respondents	87	-

* Respondents were able to select more than one response

** Includes respondents who said they used sections of the Headline Report ([Table 5 \(page 16\)](#), [Annex C \(page 21\)](#))

*** Includes respondents who said they used sections of the In-depth Report ([Table 7 \(page 17\)](#), [Annex C \(page 21\)](#))

There were no valid “Other” responses i.e. those giving this response stated “do not use” or non-TSNI information.

Table 3 - How do you access the TSNI information that you use (please tick all that apply)?* (Question 5)

Response	Number of respondents	Percentage of respondents
Through Google searches	39	43%
By visiting the Dfl website	43	47%
Receive publications by email / readership list circulation	19	21%
Through Dfl tweets	6	7%
Through NISRA tweets	3	3%
Press releases	13	14%
Hard copy printed documents	2	2%
Contact ASRB directly	6	7%
All respondents	91	-

* Respondents were able to select more than one response

Table 4 - Which of the following types of information collected by TSNI do you use? (please tick all that apply)* (Question 7)

Response	Number of respondents	Percentage of respondents
Mode of travel	27	50%
Journey purpose	18	33%
Walking	18	33%
Cycling	17	31%
Public transport	35	65%
Driving licence ownership	9	17%
Vehicle ownership	16	30%
Travel to school	10	19%
Data by gender	11	20%
Data by age	13	24%
Data by single year	8	15%
Data by Local Government District	13	24%
Data by urban/rural areas	11	20%
Car travel	20	37%
Short journeys (by any mode)	8	15%
Travel to work	20	37%
Travel to do main food shop	4	7%
Park & Ride	15	28%
Annual vehicle mileage	7	13%
Other**	2	4%
All respondents	54	-

* Respondents were able to select more than one response

** Includes only valid "Other" responses i.e. where TSNI information has been stated rather than "Do not use", "N/A" or "none"

Table 5 - Which sections of the Headline Report do you use (please tick all that apply)?* (Question 8)

Response	Number of respondents	Percentage of respondents	Percentage of respondents that used report
Key Facts infographic	18	44%	58%
Key Points	19	46%	61%
Mode of travel used for journeys (distance, number and length of journeys)	15	37%	48%
Purpose of journeys (distance, number and length of journeys)	10	24%	32%
Journeys made by walking, cycling or public transport	15	37%	48%
Journeys to and from school	7	17%	23%
Don't use this report	10	24%	-
All respondents	41	-	31

*Respondents were able to select more than one response

Table 6 - PROPOSED CHANGE TO HEADLINE REPORT (Removing information on travel to/from school which is also collected and reported on through the Continuous Household Survey) - Would this change have a negative impact on you or your work? (Question 10)

Response	Number of respondents	Percentage of respondents
Yes	8	19%
No	34	81%
All respondents	42	100%

Table 7 - Which sections of the In-depth Report do you use (please tick all that apply)?* (Question 11)

Response	Number of respondents	Percentage of respondents	Percentage of respondents that used report
Key Facts infographic	13	34%	43%
Key Points	15	39%	50%
Basic travel statistics	12	32%	40%
Trends in distance, journeys and time spent travelling	12	32%	40%
Car ownership	10	26%	33%
Driving Licence holders	5	13%	17%
How people travel (mode of travel)	12	32%	40%
Average distance travelled	6	16%	20%
Average number of journeys	10	26%	33%
Journey length	6	16%	20%
Average journey distance (Journeys by distance and main mode)	6	16%	20%
Journey time	3	8%	10%
Journeys by Local Government District	10	26%	33%
Variations in travel by age and sex	6	16%	20%
Why people travel (journey purpose)	8	21%	27%
Purpose of travel by age and sex	6	16%	20%
Travel to work	12	32%	40%
Number of people in car/van when travelling to work	4	11%	13%
Difficulties experienced when travelling to work	6	16%	20%
Travel to do main food shopping	3	8%	10%
Difficulties experienced when travelling to do main food shopping	3	8%	10%
Difficulty with travel due to disability/health problem	6	16%	20%
Annual vehicle mileage	4	11%	13%
Cycling	11	29%	37%
Walking	11	29%	37%
Public Transport	15	39%	50%
Park & Ride	9	24%	30%
Key tables by urban-rural	9	24%	30%
Don't use this report	8	21%	-
All respondents	38	-	30

*Respondents were able to select more than one response

**Table 8 - PROPOSED CHANGE TO IN-DEPTH REPORT
(Removing information on trends in car ownership which is also collected and reported on through the Continuous Household Survey) - Would this change have a negative impact on you or your work? (Question 13)**

Response	Number of respondents	Percentage of respondents
Yes	7	18%
No	31	82%
All respondents	38	100%

Table 9 - More infographics and less text based reporting (similar to TSNI factsheets) (Question 15, Proposal 1)

Response	Number of respondents	Percentage of respondents
Strongly Agree	9	29%
Agree	10	32%
Neither Agree / Disagree	10	32%
Disagree	1	3%
Strongly disagree	1	3%
All respondents	31	100%

Table 10 - Themed publications e.g. public transport, walking, cycling (Question 15, Proposal 2)

Response	Number of respondents	Percentage of respondents
Strongly Agree	5	16%
Agree	24	77%
Neither Agree / Disagree	2	6%
Disagree	0	0%
Strongly disagree	0	0%
All respondents	31	100%

**Table 11 - Comparisons to other UK travel surveys (where possible)
(Question 15, Proposal 3)**

Response	Number of respondents	Percentage of respondents
Strongly Agree	4	13%
Agree	18	60%
Neither Agree / Disagree	4	13%
Disagree	3	10%
Strongly disagree	1	3%
All respondents	30	100%

Table 12 - TSNi data availability on Open Data NI / other open data platforms (Question 15, Proposal 4)

Response	Number of respondents	Percentage of respondents
Strongly Agree	11	35%
Agree	12	39%
Neither Agree / Disagree	8	26%
Disagree	0	0%
Strongly disagree	0	0%
All respondents	31	100%

**Table 13 - All current tables in a separate annex within the publication
(tables are all available separately in an Excel document at present)
(Question 15, Proposal 5)**

Response	Number of respondents	Percentage of respondents
Strongly Agree	6	19%
Agree	5	16%
Neither Agree / Disagree	18	58%
Disagree	1	3%
Strongly disagree	1	3%
All respondents	31	100%

Table 14 - More time series data presentation (comparing key variables over previous years) (Question 15, Proposal 6)

Response	Number of respondents	Percentage of respondents
Strongly Agree	7	23%
Agree	14	45%
Neither Agree / Disagree	10	32%
Disagree	0	0%
Strongly disagree	0	0%
All respondents	31	100%

Table 15 - More cross-tabulation / breakdown analysis e.g. by gender, age etc. (Question 15, Proposal 7)

Response	Number of respondents	Percentage of respondents
Strongly Agree	5	16%
Agree	15	48%
Neither Agree / Disagree	10	32%
Disagree	1	3%
Strongly disagree	0	0%
All respondents	31	100%

Annex C: Technical notes

Sources of TSNi information used (Question 4 in survey, [Data in Figure 1](#))

In general, questions have been analysed as completed by the survey respondents even where contradictory answers have been given e.g. they stated in one question that a piece of data is used but have not highlighted the same data in other questions.

The exception to this is Question 4 (Which sources of TSNi information do you use?). Respondents who did not highlight the Headline Report as a source of TSNi information that they used in Question 4 but who said they used section(s) of the Headline Report in Question 8 were added to Question 4 as Headline Report users. There were 10 Headline Report users in this category. Adding them brought the number of Headline Report users up to 61 in Question 4.

Similarly, respondents who did not highlight the In-depth Report as a source of TSNi information that they used in Question 4 but who said they used section(s) of the In-depth Report in Question 11 were added to Question 4 as In-depth Report users. There were 17 In-depth Report users in this category. Adding them brought the number of In-depth Report users up to 32 in Question 4.

For information, the following table shows the links between the questions in the survey referenced in this section, the figures in the main report and tables in Annex B:

Question number and text in survey	Figure in main report	Table in Annex B
Q4 Which sources of TSNi information do you use?	Figure 1 (page 3)	Table 2 (page 14)
Q8 Which sections of the Headline Report do you use?	Figure 4 (page 5)	Table 5 (page 16)
Q11 Which sections of the In-depth Report do you use?	Figure 5 (page 7)	Table 7 (page 17)

Significance Testing

Significance testing is used to determine if there is a statistically significant difference ($p < 0.05$) between responses. A statistically significant difference means there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error.

Only limited significance testing has been carried out on the results of the user consultation survey. The low sample size means that even reasonably large differences between percentages may not be significantly different. This means, in some cases, only reporting significant differences would make it difficult to single out responses in the text. The phrases “among the most popular” or “among the most frequently mentioned” have been used to indicate proportions that are numerically higher but are not necessarily significantly higher than other responses.

Where it has been possible to determine that a proportion is significantly higher or lower than other responses given to the question, the phrases “top”, “most positive”, “highest proportion” or “least support” have been used.

Where the term “similar” has been used when comparing results, it means that there is no significant difference between the results being compared.