



Fuel, Transport and Food Poverty Mapping in Fermanagh and Omagh District Council

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Research Background

- NI has a rural dispersed population whereby 37% of NI citizens live in rural populations.
- Relative and absolute poverty rates are slightly higher in rural areas than urban areas.
- Reduced service provisions in dispersed populations.
- The Food Standards Agency (March 2023) found that one in five (22%) in Northern Ireland is experiencing food insecurity at some level (i.e. low or very low food security).
- Previous UU research (The At Risk of Food Poverty Index) showed that FODC had the highest variance in terms of risk of all Council areas, suggesting substantial variation in food poverty risk within the Council area.



Research Objectives

- To identify and map food prices and availability in approximately fifty stores across Fermanagh and Omagh District and overlay with deprivation and other indices
- To map fuel poverty risk scores and overlay with deprivation and other indices
- To use indicators/variables associated with access to and affordability of food, fuel and transport to map areas at risk of food, fuel and transport poverty in Fermanagh and Omagh District
- To provide an evidence base to inform action-oriented next steps regarding rural policymaking, reduce associated health inequalities through targeted interventions, and enhance consumer access to basic services provision.



Research Design

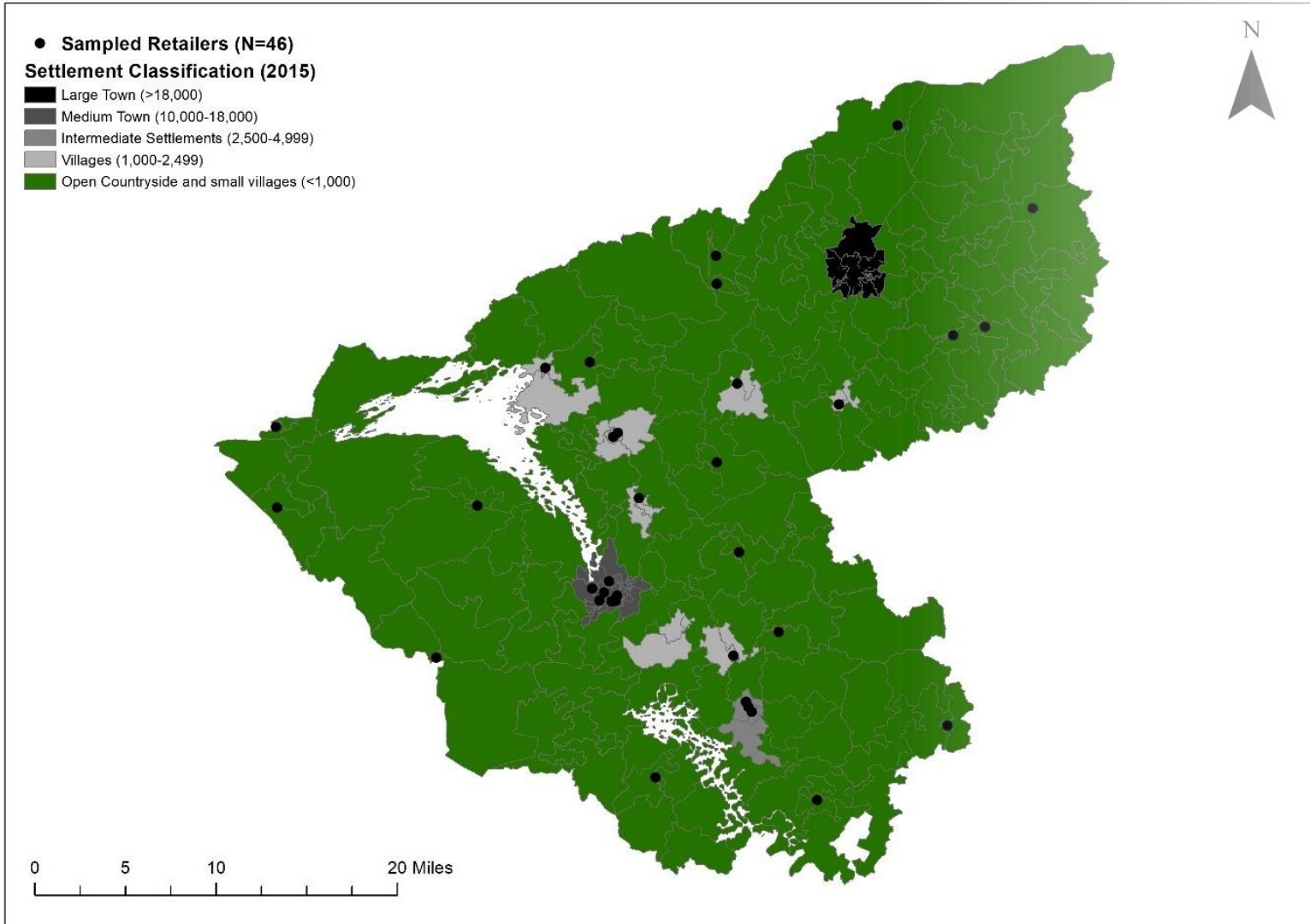
- Mixed methods, interdisciplinary approach (Business and Management and Geography and Environmental Sciences) to data collection.
- Mapping of spatial datasets - A range of variables including accessibility to food, mobility, deprivation and socio-economic status were integrated into a Geographical Information System (GIS).
- Retail Audit – cost and availability of the HFB and Fuel Basket for 4 household types.
 - At Risk of Food Poverty Index
- Co-poverty mapping
 - At Risk of Food Poverty Index
 - Fuel Poverty
 - Transport Poverty
- Maps are used to inform poverty alleviation policies and programmes.

Healthy Food Basket Audit

- FSA NI, Safefood ROI & The Consumer Council.
 - “The cost of a healthy basket”
 - Minimum essential but nutritionally adequate basket
- **Household types**
 1. 2 Parents, 2 children (pre-school & primary school)
 2. 2 Parents, 2 children (primary school & secondary school)
 3. Single parent & 2 children (pre-school & primary school)
 4. Pensioner living alone
- Baskets also included fuel items (oil stamps, oil drums, logs & coal)



Healthy Food Basket Audit



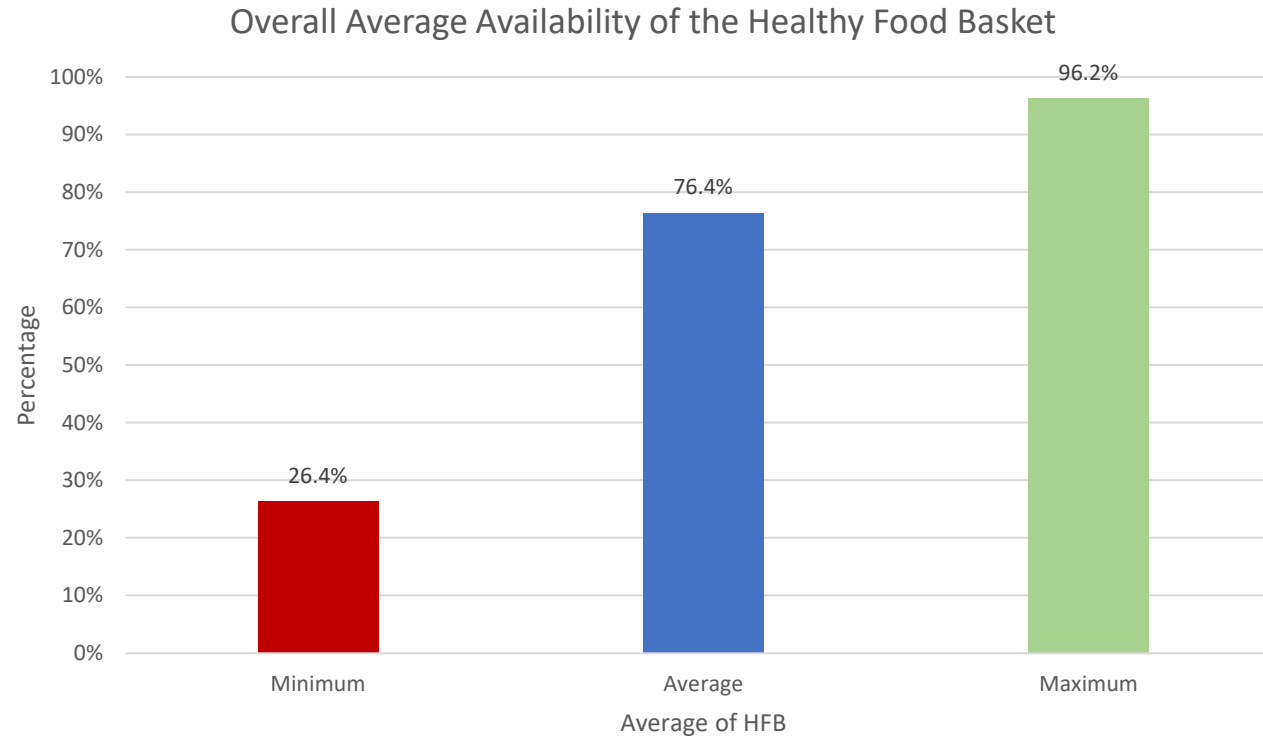
46 Retailers Sampled

- Large multinational supermarkets
- Large independent supermarkets
- Local convenience stores
- Symbol group stores
- Small independent stores

Categorized into Rural / Urban

- Large Town
- Medium Town
- Intermediate Settlement
- Villages
- Open Countryside

Healthy Food Basket Audit (Availability)

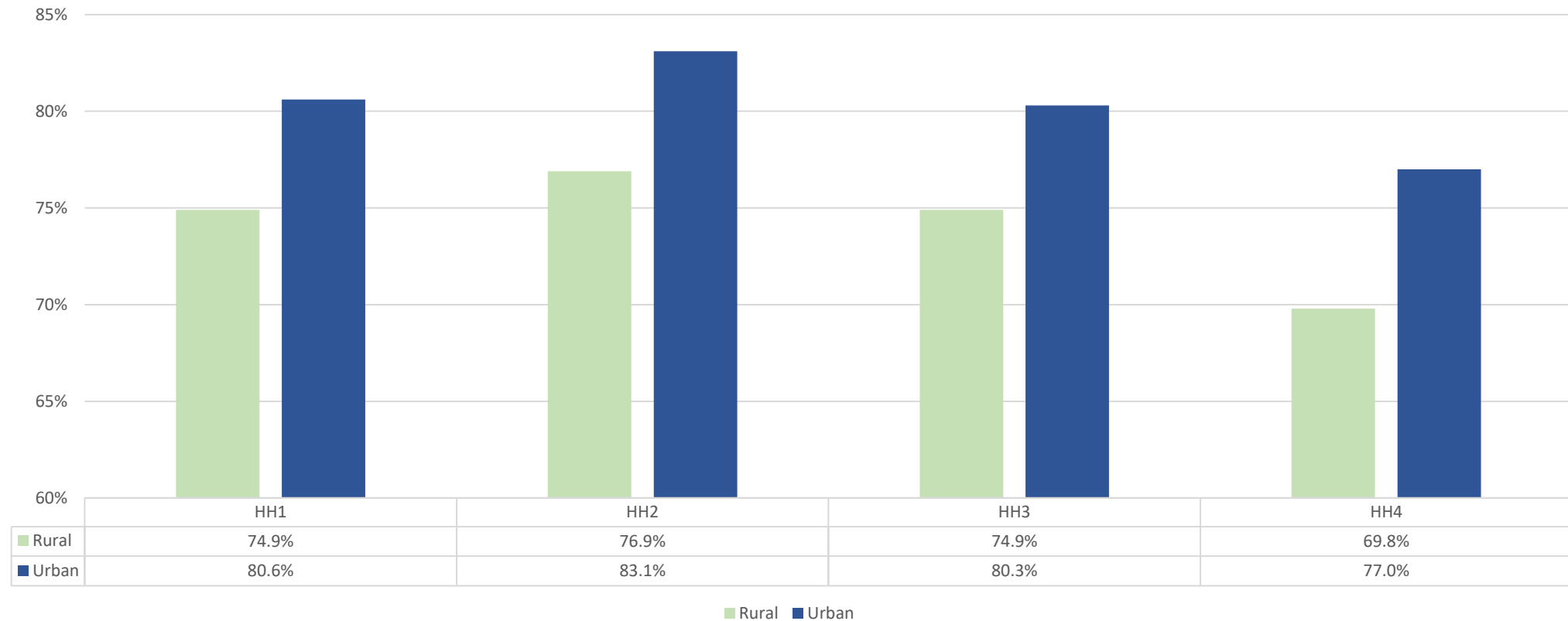


Difference
69.80 percentage
points

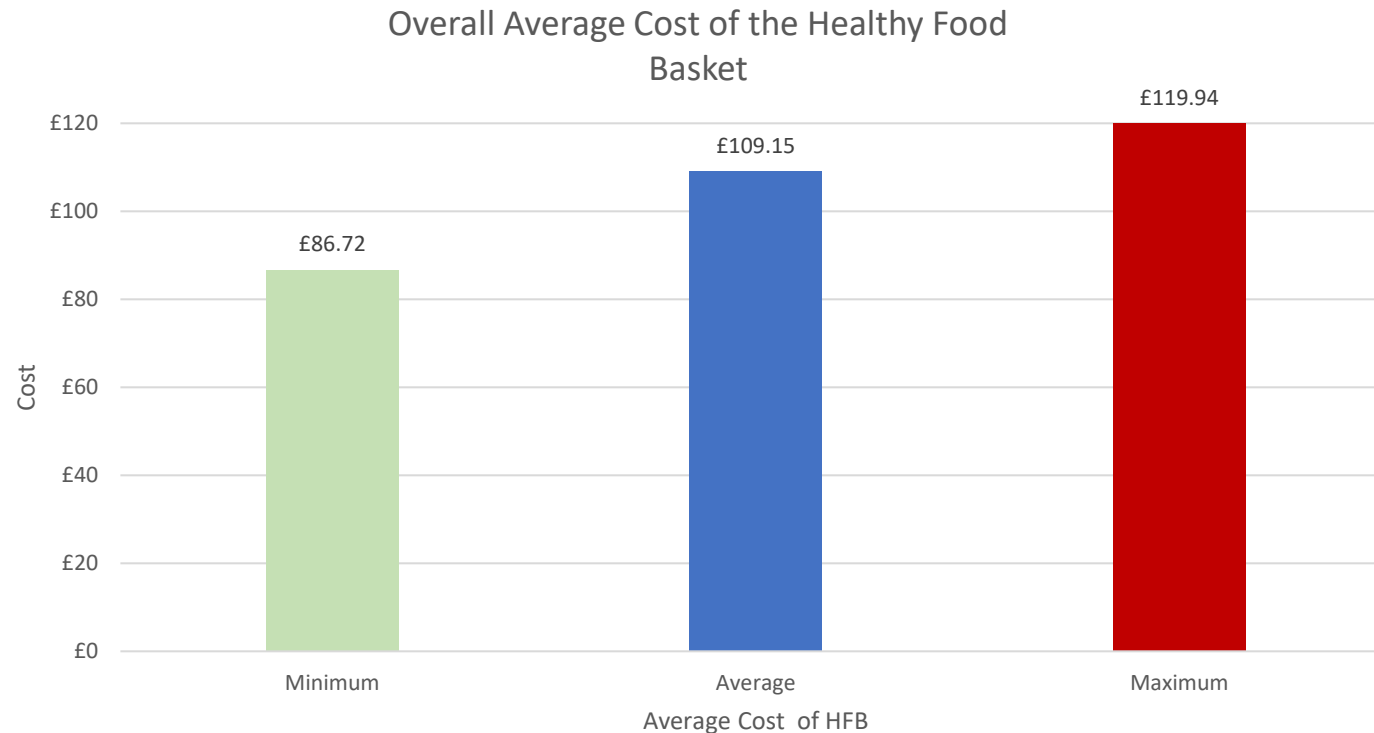
Of the 46 sampled stores, 19 (41%) had availability below the average. Most of these retailers were in Open countryside (11), followed by Villages (4). Omagh (Large town) had 4 retailers with availability less than the sampled retailer average.

Healthy Food Basket Audit (Availability)

Mean Availability of the Healthy Food Basket



Healthy Food Basket Audit (Cost)

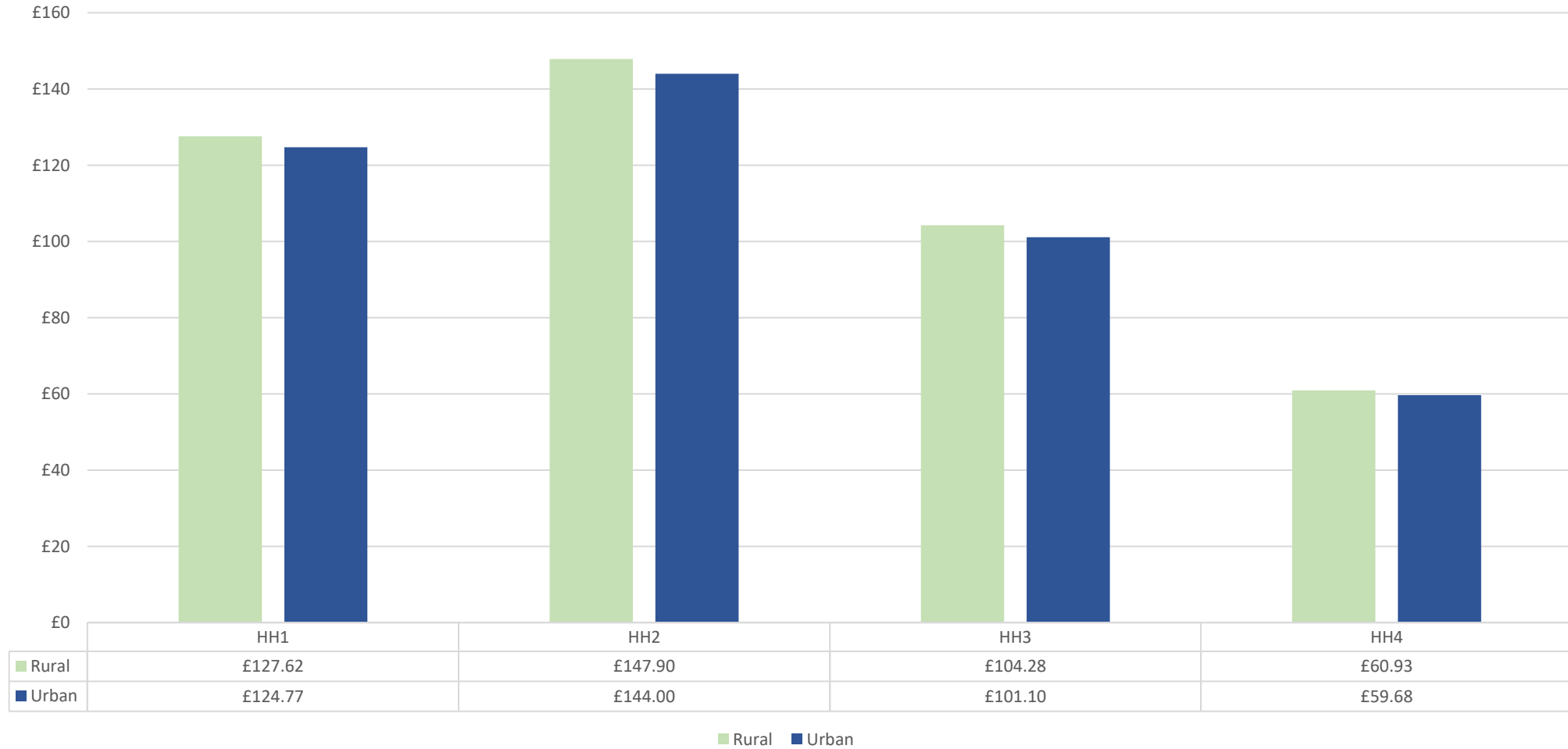


Difference
£33.22 per
week

Of the 46 sampled stores, 29 (63%) had prices above the average. The majority of these retailers were in Villages (9) and Open countryside (8) though Omagh (Large town) had 7 retailers with prices greater than the sampled retailer average.

Healthy Food Basket Audit (Rural / Urban Cost Variation)

Mean Weekly Cost of the Healthy Food Basket



Healthy Food Basket Cost Variation

Household 1: Minimum and Maximum Costs of the HFB



Household 2: Minimum and Maximum Costs of the HFB



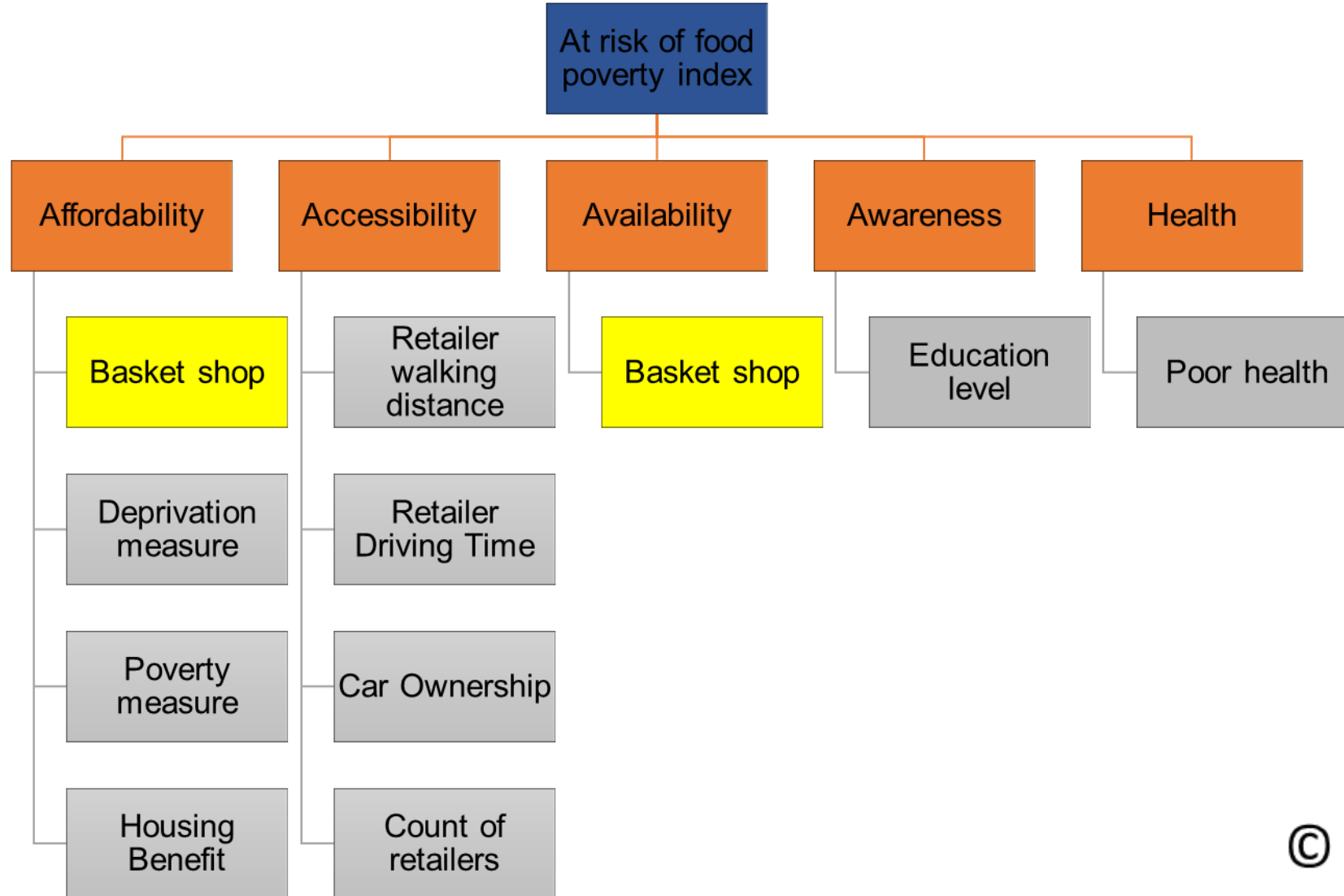
Household 3: Minimum and Maximum Costs of the HFB



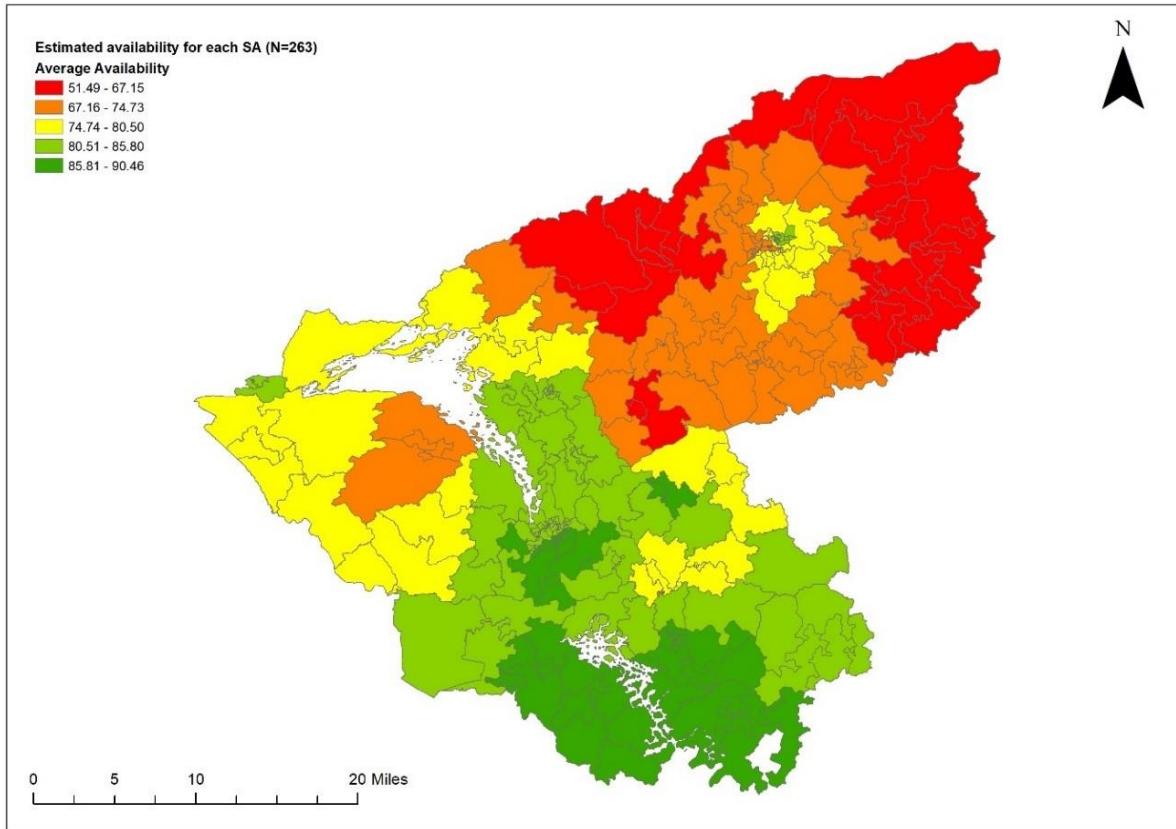
Household 4: Minimum and Maximum Costs of the HFB



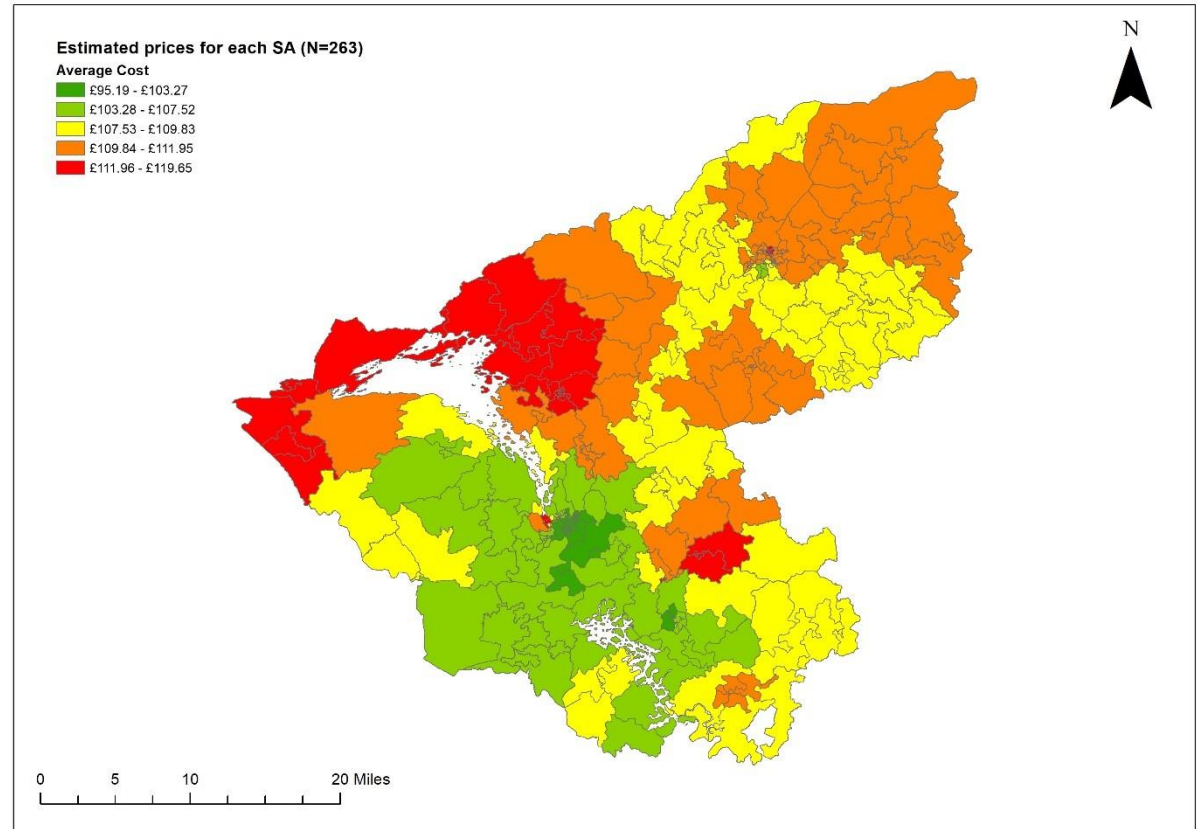
At Risk of Food Poverty Index (ARFPI)



At Risk of Food Poverty Index (ARFPI)

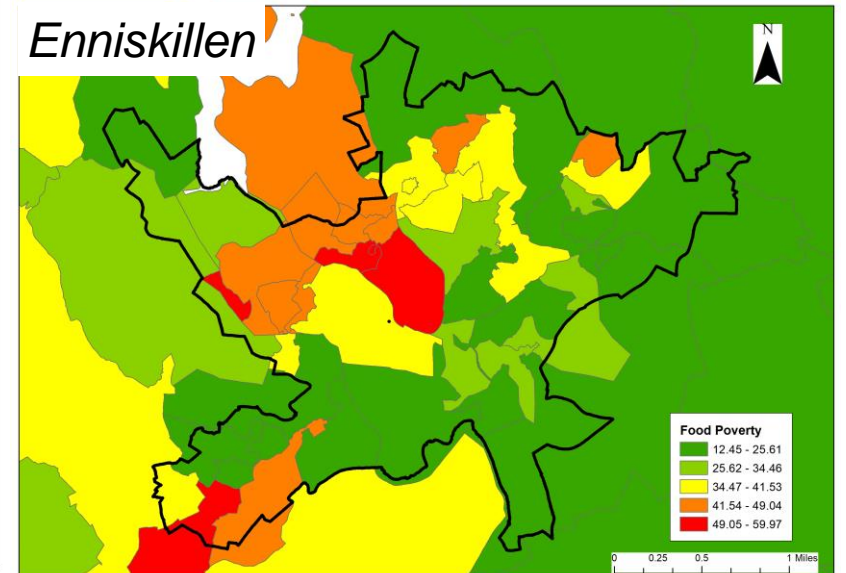
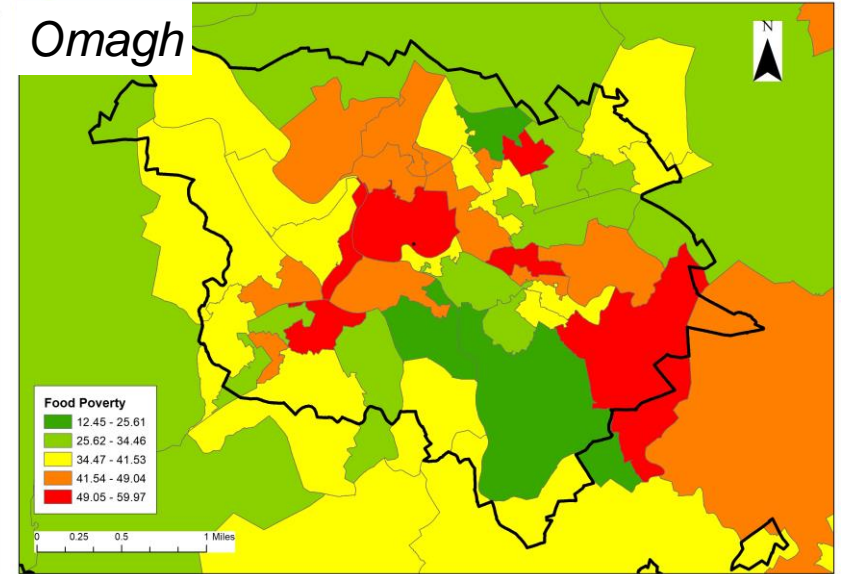
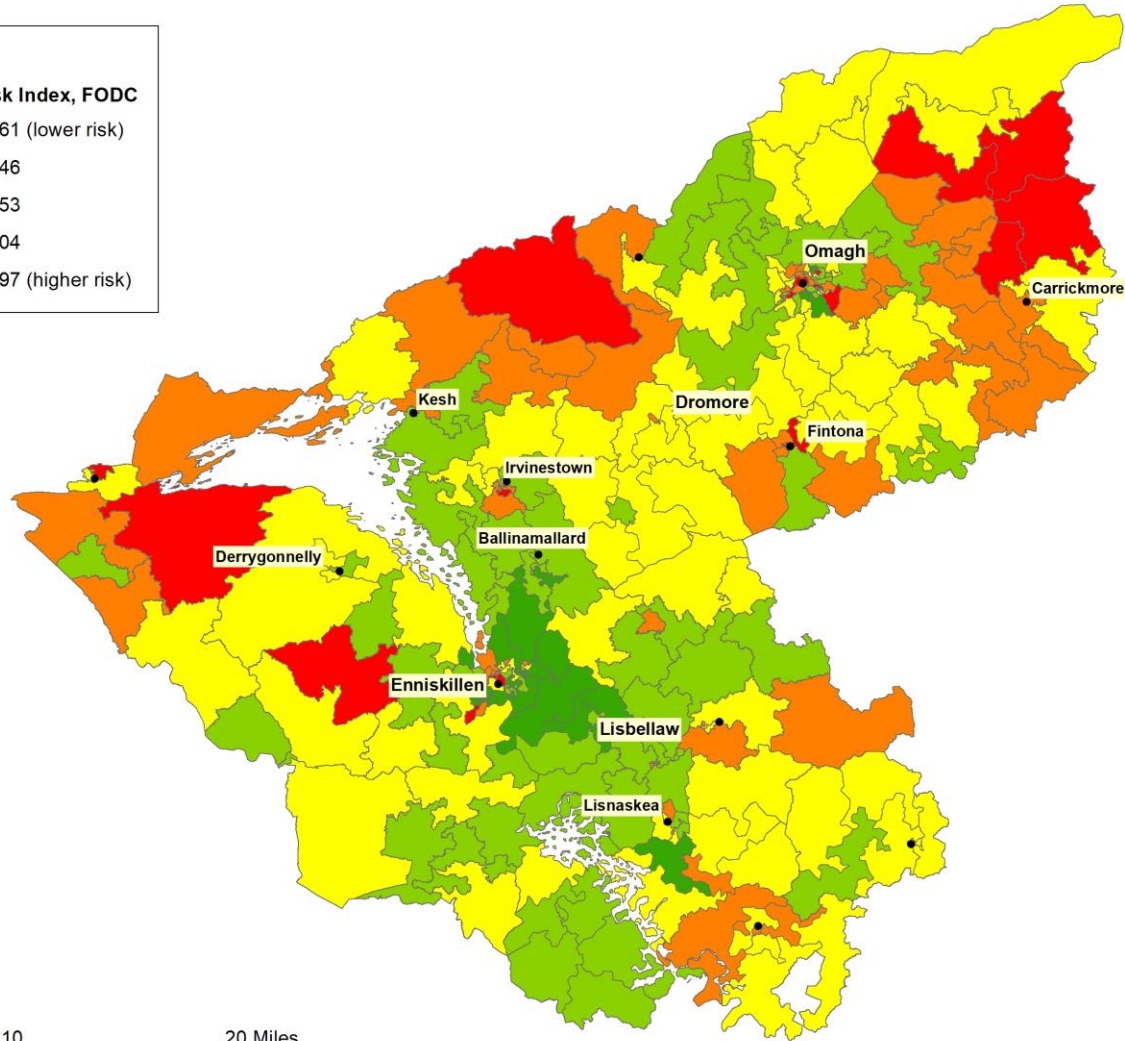
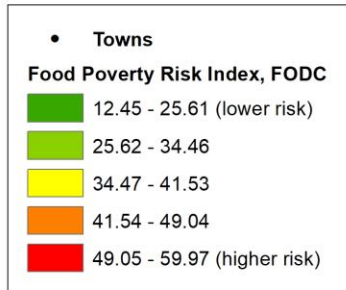


Availability of HFB

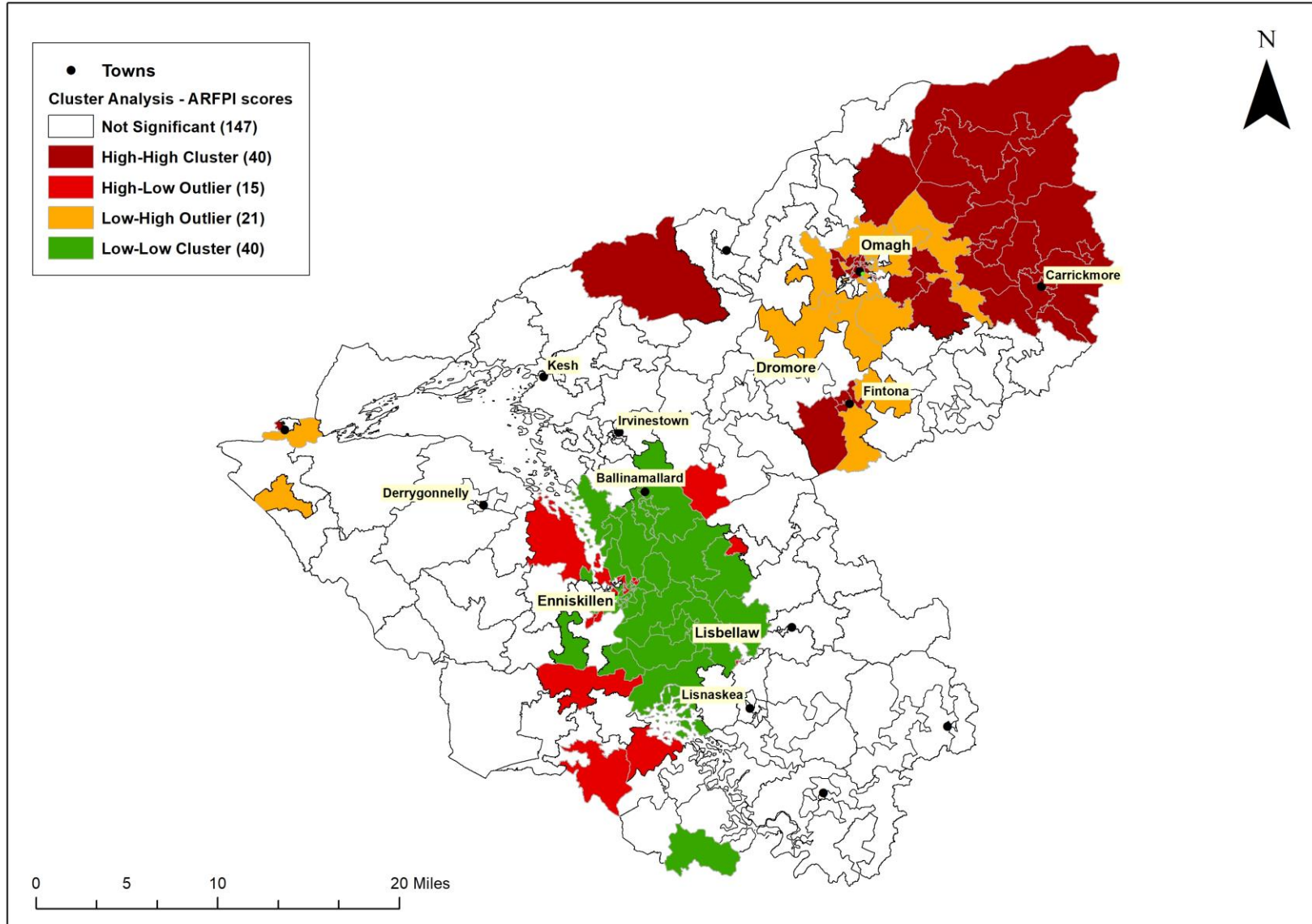


Cost of HFB

At Risk of Food Poverty Index (ARFPI)



Food Poverty Clusters



Clusters represent areas with significantly different values than neighbouring areas

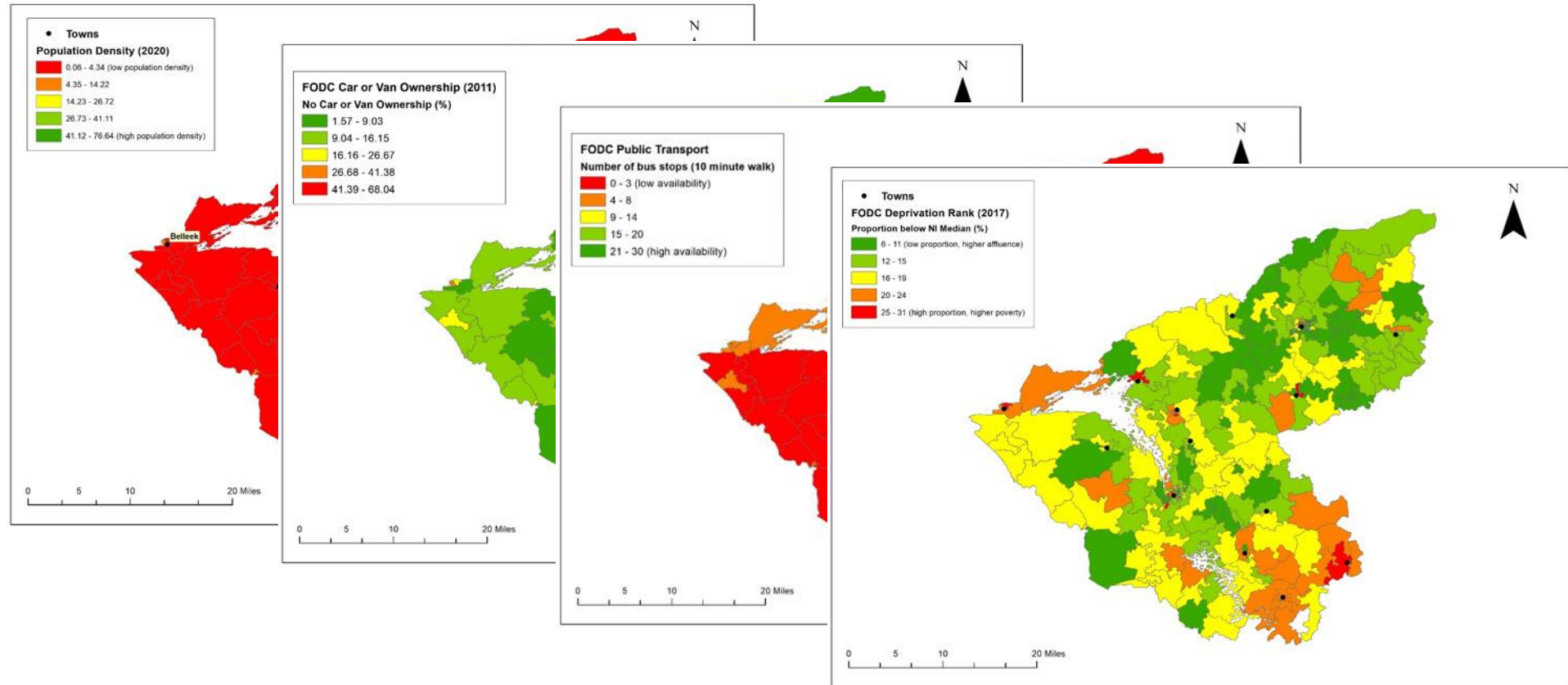
Transport Poverty

Population Density

Car Ownership

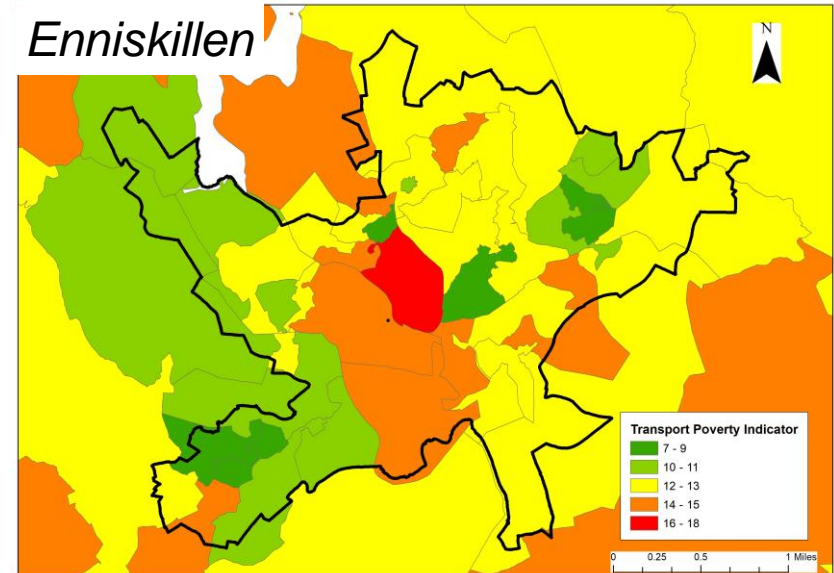
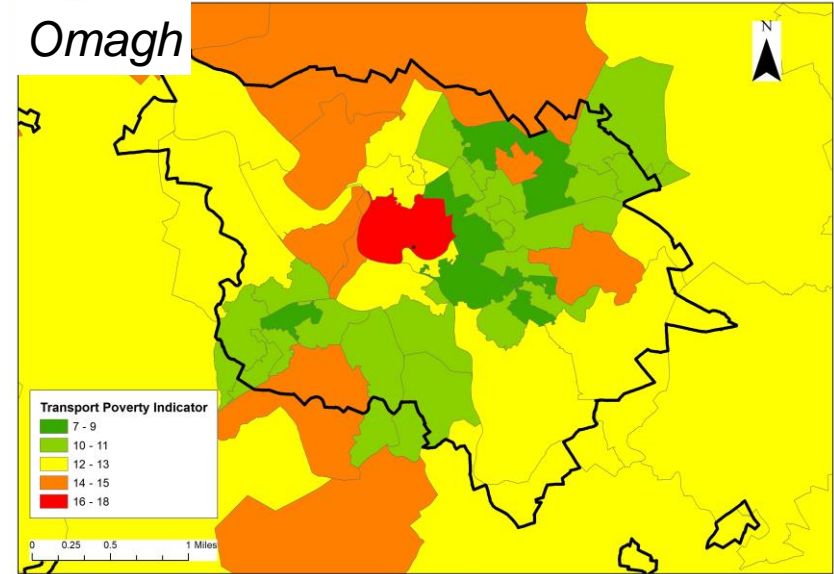
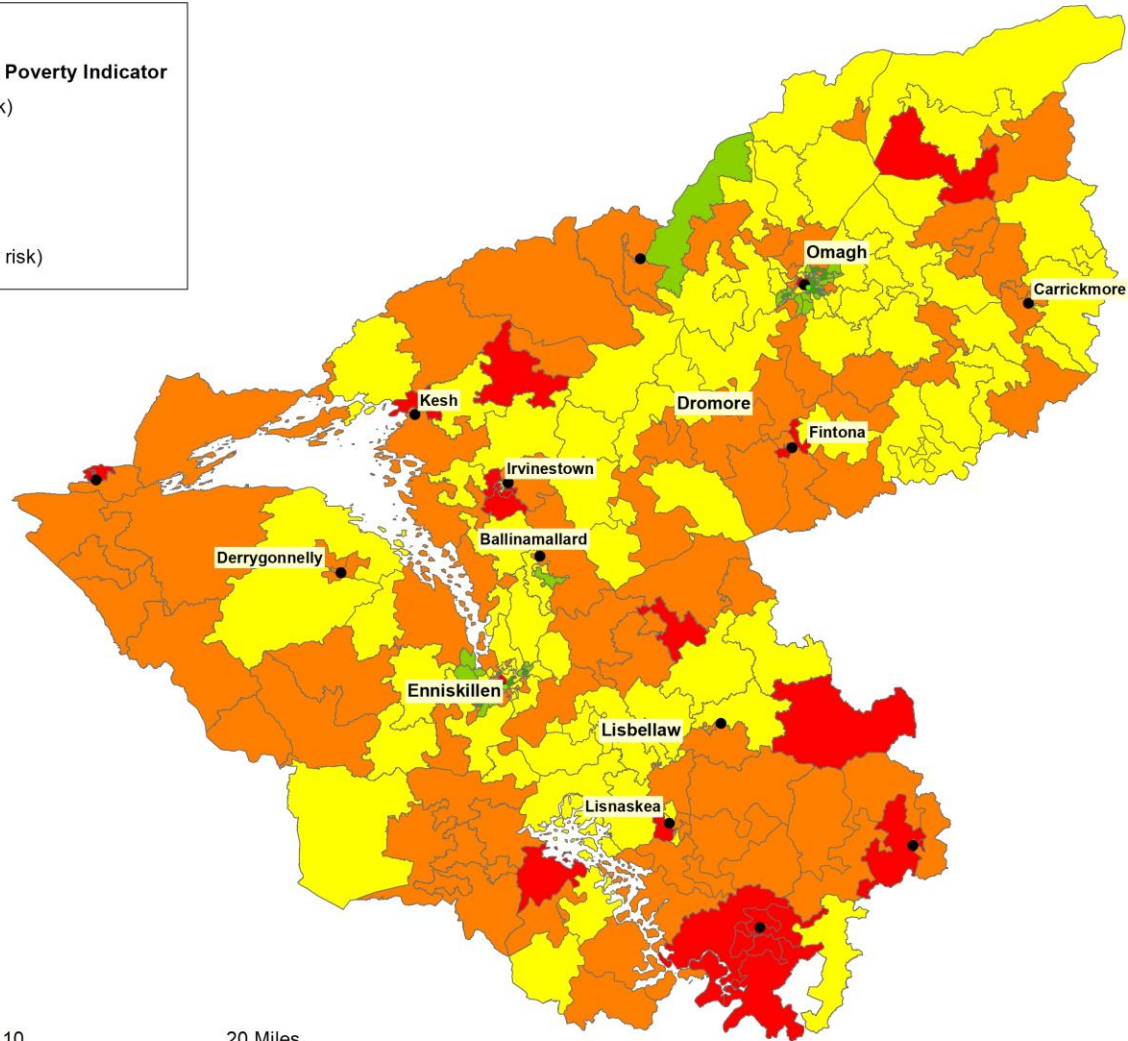
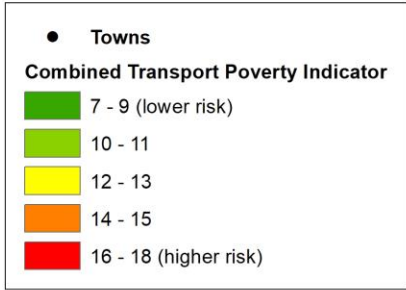
Public Transport

Low Income

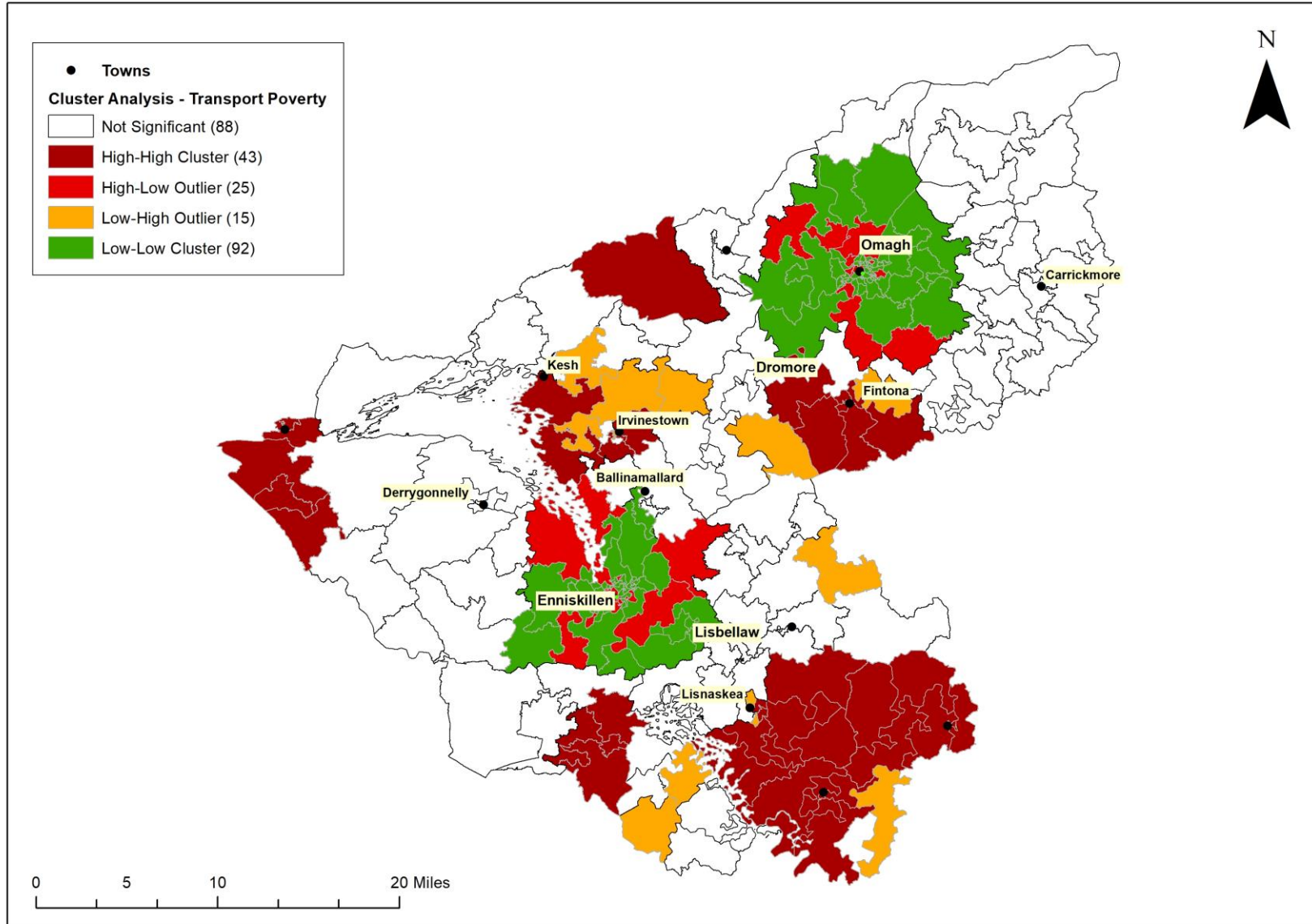


The term 'transport poverty' is guided by literature and through academic partnerships as part of the [CREDS FAIR](#) project. This is separate to other work on transport carried out by FODC

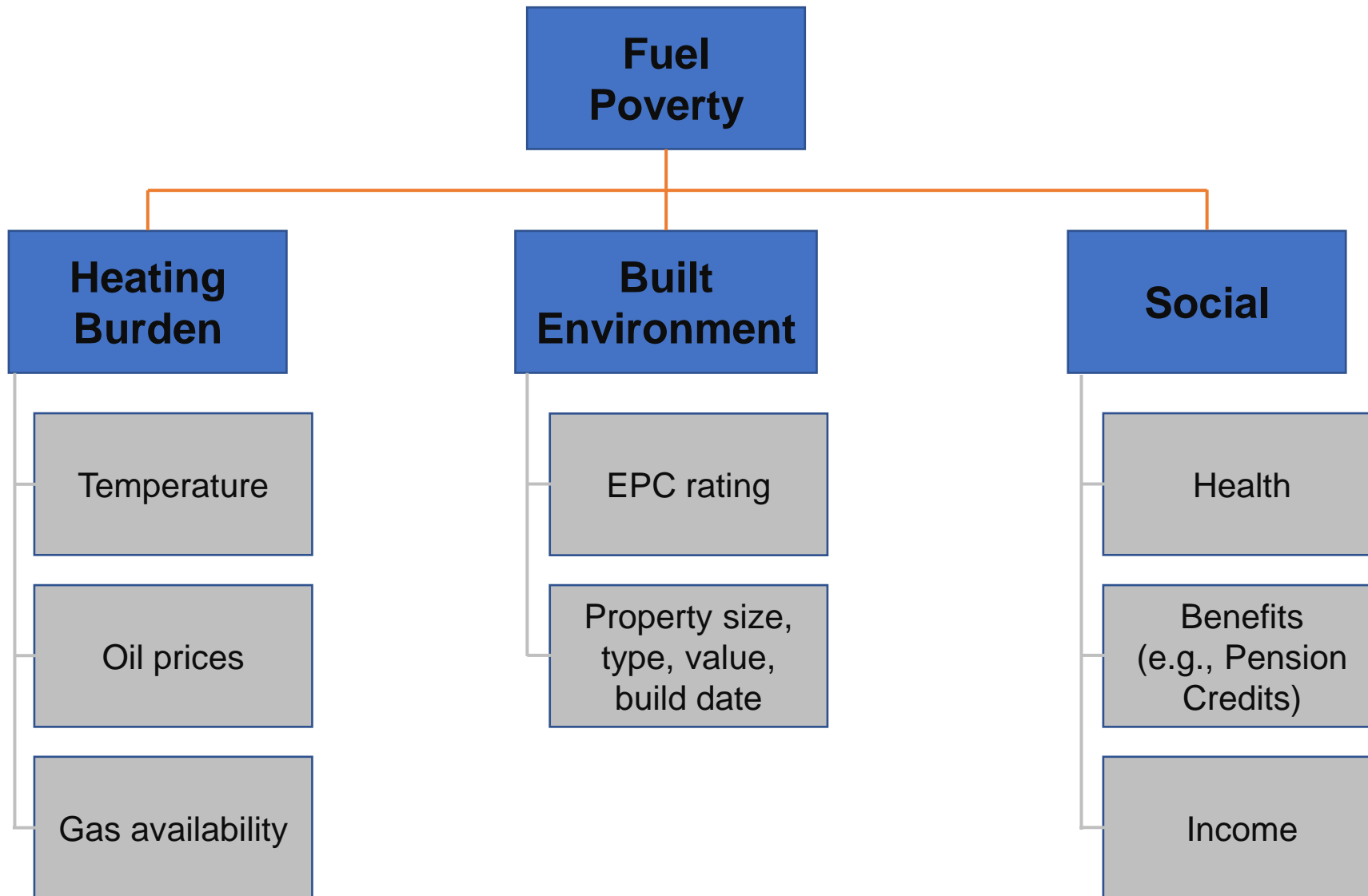
Combined Transport Poverty Indicator



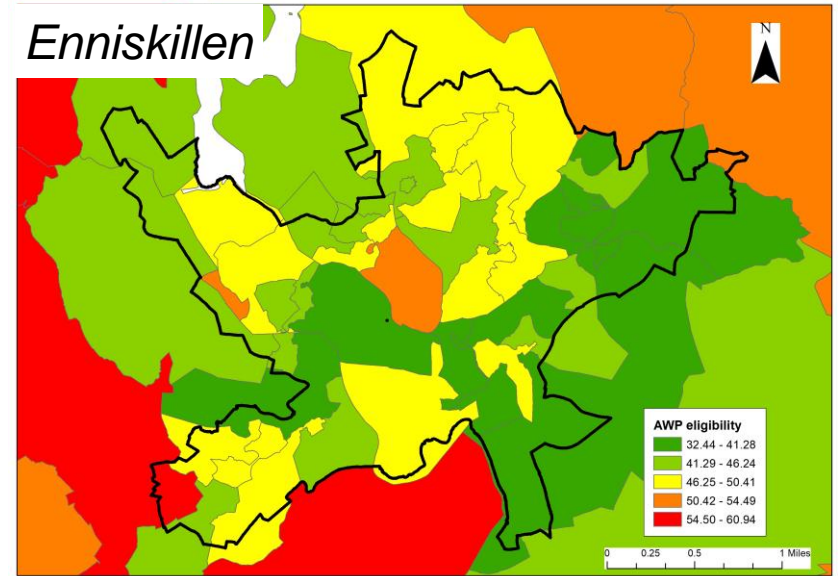
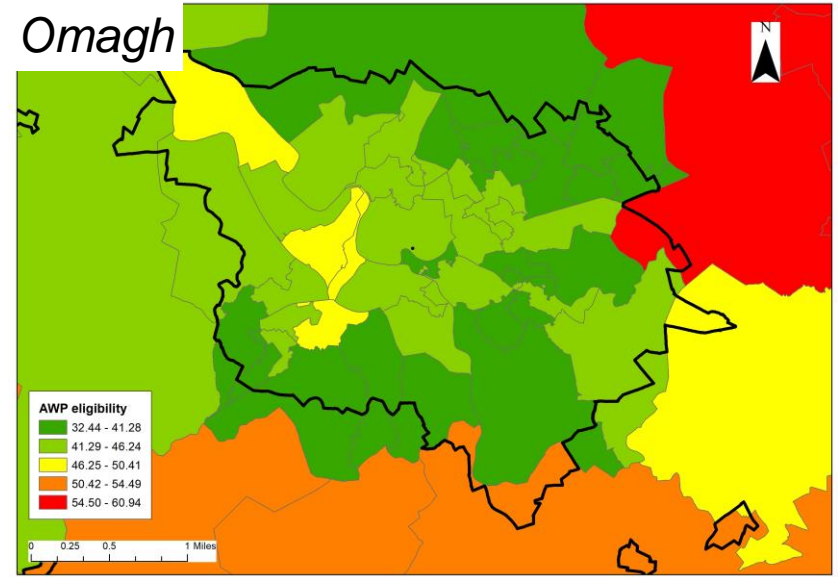
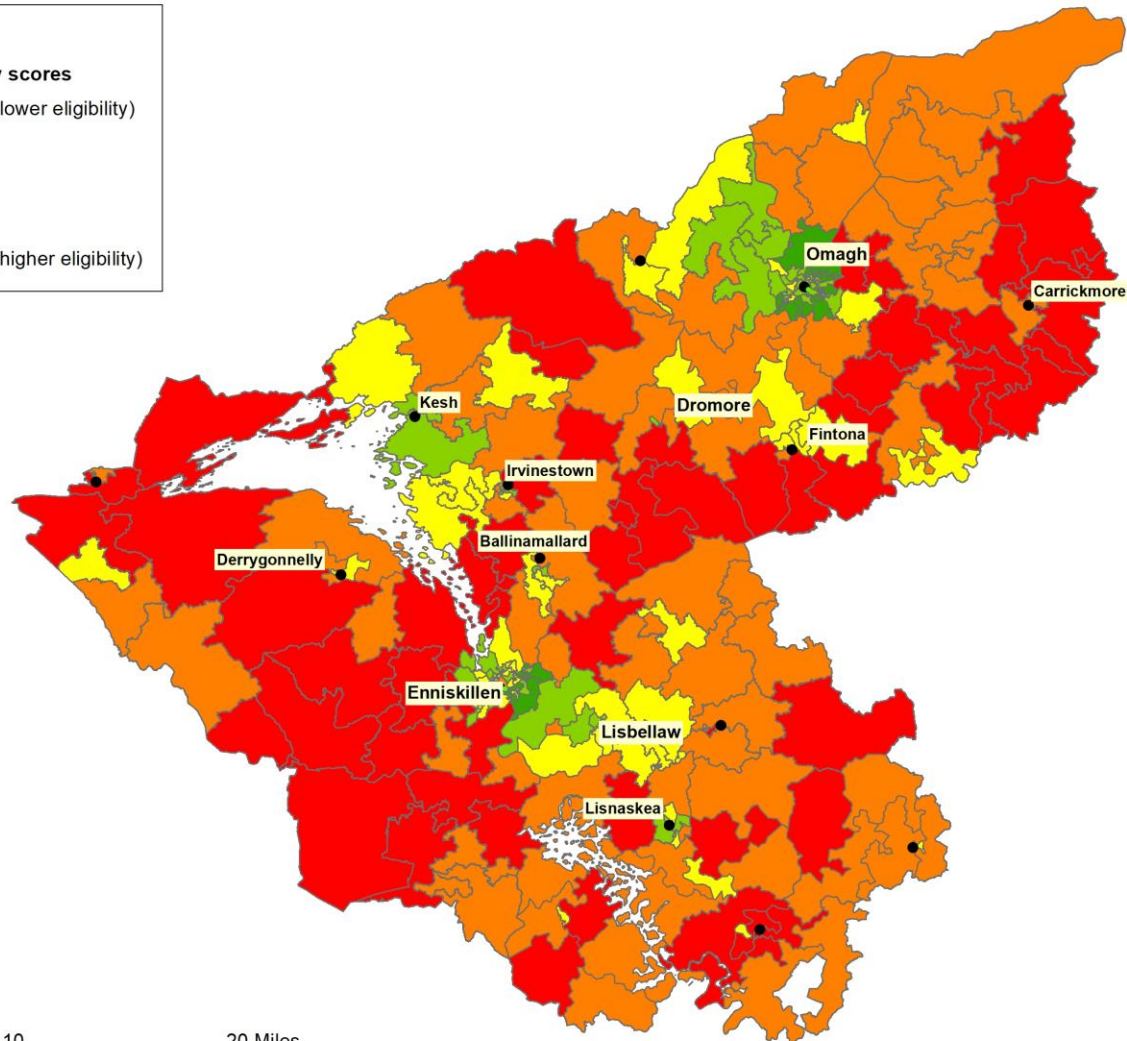
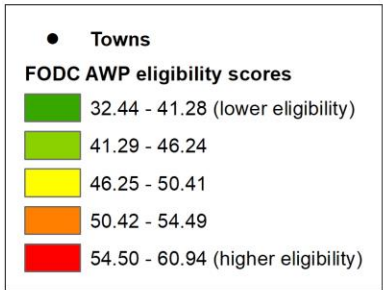
Transport Poverty Clusters



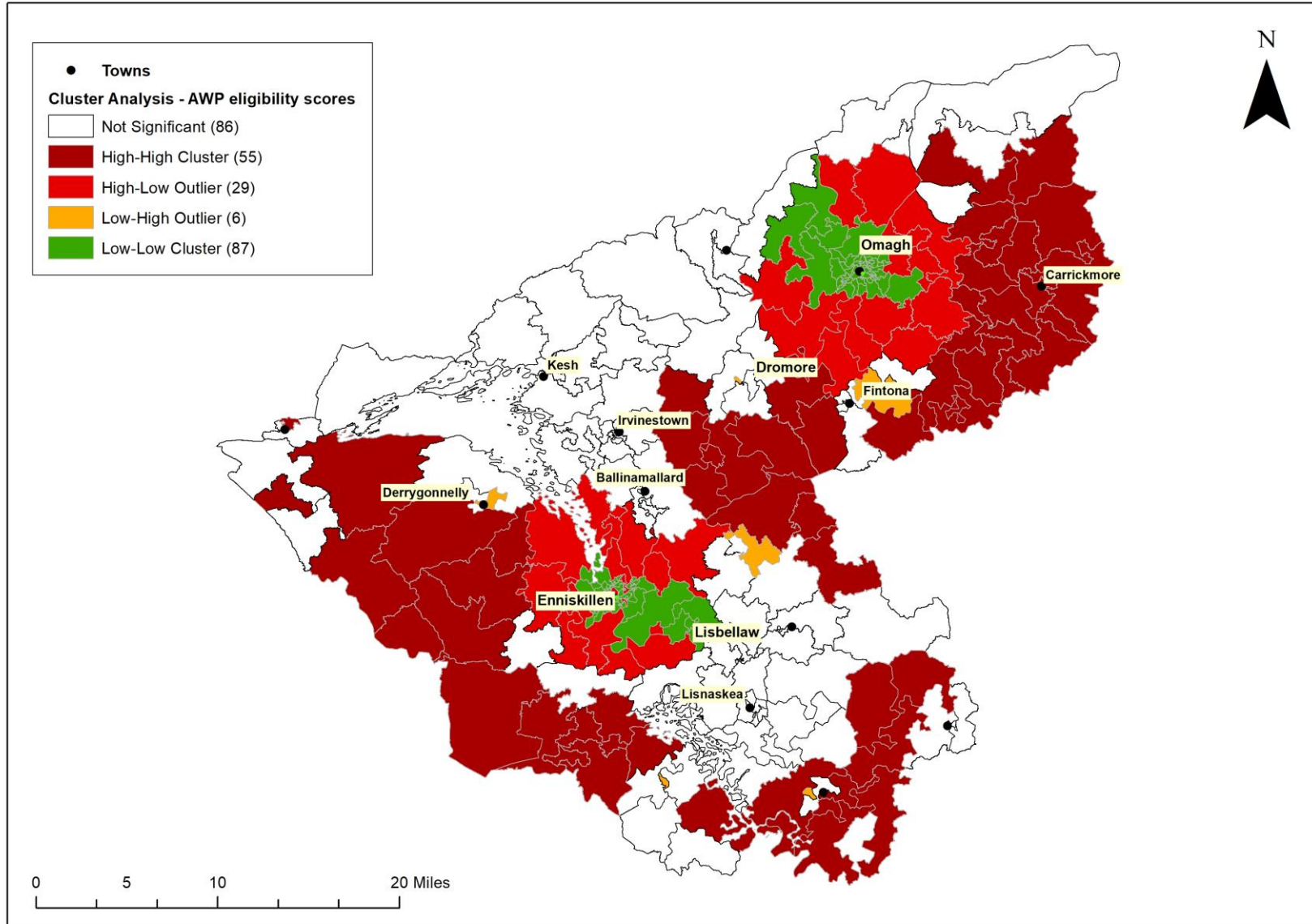
Clusters represent areas with significantly different values than neighbouring areas



Combined Fuel Poverty Indicator



Fuel Poverty Clusters



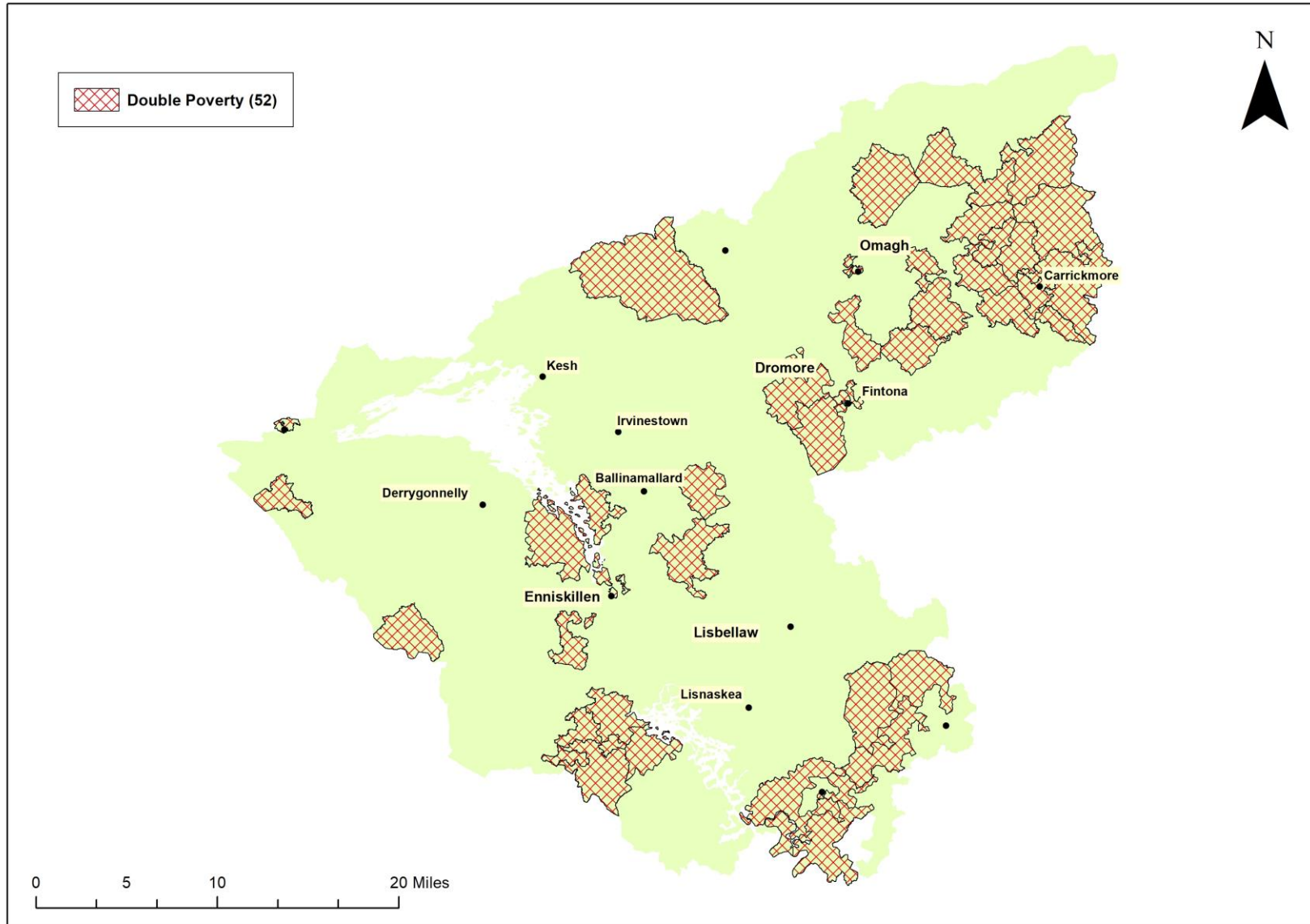
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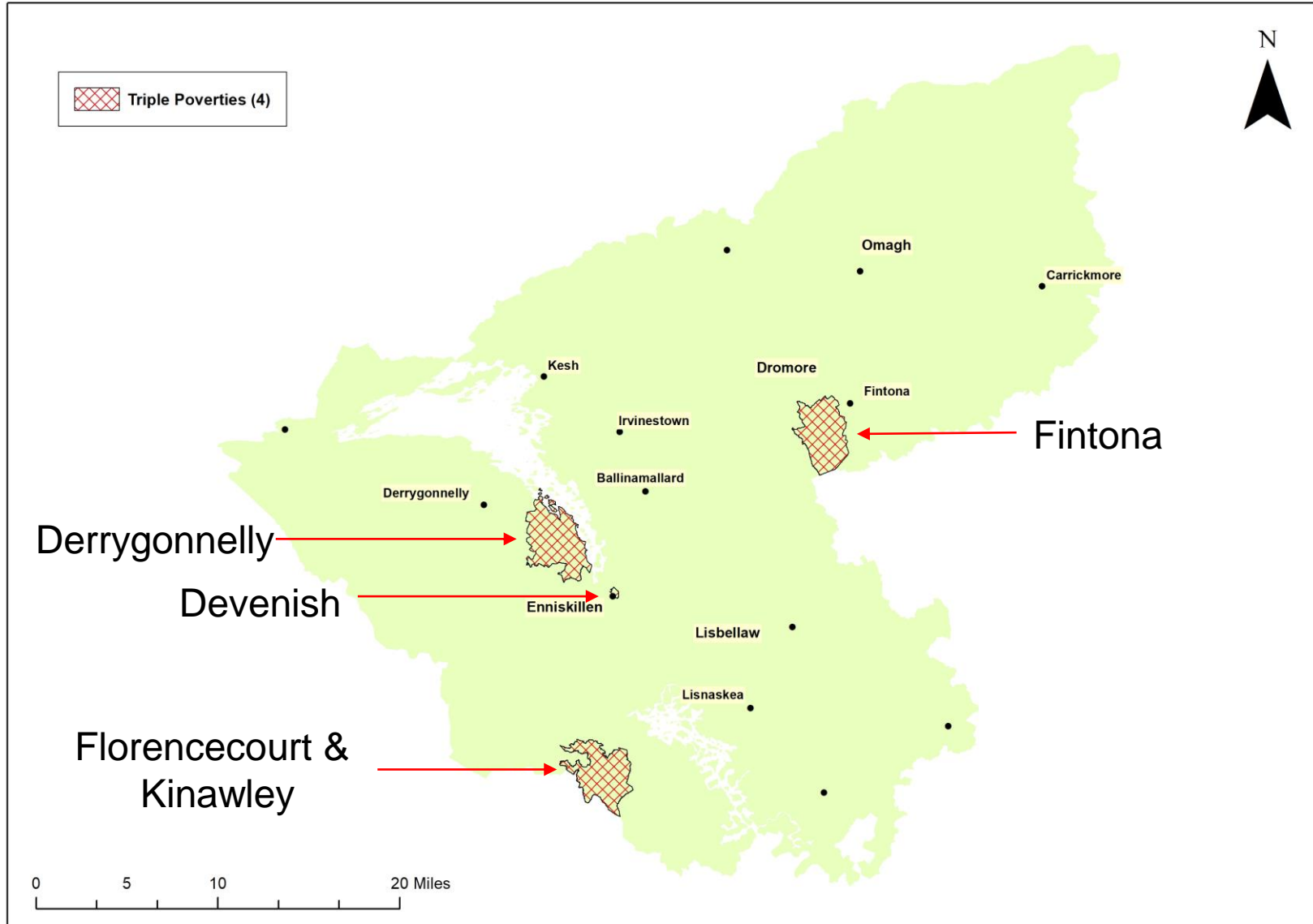
Multiple Poverties

- 157 Small Areas (59%) are high-risk clusters for either fuel, food or transport poverty
- 52 Small Areas (33%) experience at least two types of poverty
- 4 Small Areas experience all three types of poverty (fuel, food and transport)
- 900 domestic properties are within 4 Small Areas

'Double' Poverty (52 Small Areas)



'Triple' Poverty (4 Small Areas)



Summary

- Rural areas are vulnerable to food, fuel and transport poverty though 'pockets' of vulnerability exist in urban areas.
- 'Double' and 'Triple' Poverty occur in urban and rural areas.
- Areas with higher poverty rates (25% +) occur in Omagh, Enniskillen (Large and Medium towns), Irvinestown, Fintona, Kesh (Villages) and Rosslea (Open countryside).
- Area-based targeting approach enables targeting of resources to homes in greatest need.

