



Fermanagh & Omagh
District Council
Comhairle Ceantair
Fhear Manach agus na hÓmaí

| | | |
|---|--|-----------------------|
| Report to: | Rural Affairs Sub-Committee | Agenda Item: 8 |
| Report Title: | Transport Poverty Research – Update | (Paper D) |
| Date: | 12 January 2023 | |
| Report by: | Director of Regeneration and Planning | |
| For Publication: | Yes | |
| <p>If 'not for publication', Insert reference to grounds upon which information is deemed 'confidential' [ref Local Government (Northern Ireland) Act 2014 section 42(2), (3)] or 'exempt' [ref Local Government (Northern Ireland) Act 2014 section 42(4) Schedule 6]:</p> | | |
| (i) Confidential grounds: | n/a | |
| (ii) Exempt grounds: | n/a | |

1. Relevant Background and Introduction

- 1.1 Transport Poverty is a longstanding issue in Fermanagh and Omagh. The Transport Poverty Research Project has been ongoing for over 12 months at this point, led in partnership with Community Transport providers through the Community Planning Projects.
- 1.2 An initial set of results relating to public transport travel times to health facilities was presented to the Rural Affairs Sub-Committee in June 2022. It was agreed at the meeting to undertake an update of the analysis to cover a 'full service' Translink timetable and include additional health destinations (additional GP 'satellite practices' within Fermanagh and Omagh and Belfast based hospitals).
- 1.3 Basemap Ltd was commissioned in autumn 2022 to update the analysis. The analysis presented in this paper is based on a September 2022 Translink timetable. The same set of assumptions were used in the model to ensure comparability.
- 1.4 During this process, Council officers engaged with Translink to discuss the research. Translink confirmed that September 2022 was a 'full service' timetable and advised using it in the analysis. Translink also suggested including Bus Éireann routes as they operate in parts of the district. (This has been included in the analysis). Translink officers did

raise concerns about the viability of travelling from parts of the Fermanagh and Omagh District to Belfast or Derry~Londonderry based hospitals within 2 hours using private transport.

2. Key Issues

- 2.1 The updated analysis has been undertaken using a September 2022 Translink timetable. (The previous analysis was undertaken using a January 2022 Translink timetable). On a frequency basis, the analysis confirms that there are more routes and a higher frequency of operations in the September 2022 timetable.
- 2.2 However, the analysis does not suggest widespread significant improvements on the ability to travel to health destinations within 2 hours using only public transport (and walking).
- 2.3 Appendix 1 presents a full overview of the results for all destinations analysed. The results show that between 11am-1pm, 29% of Fermanagh and Omagh residents can travel to the South West Acute Hospital (SWAH) within 2 hours using only public transport and walking.
- 2.4 Appendices 2 and 3 and presents the full results for the Omagh Hospital and Primary Care Complex and the SWAH in map format. Anyone living within the highlighted area can travel to the hospital within 2 hours; those outside the highlighted area cannot.
- 2.5 Appendix 4 presents the results in map format for a selection of GPs (Lisnaskea, Carrickmore and Ederney). These demonstrate different aspects of the analysis. For example, the Ederney practice demonstrates the role of walking; the highlighted area represents a 2,000m radius from the practice. In theory, there is no public transport available, but those who live within 2,000m of the practice are assumed to be able to walk. This represents 15% of the 'modelled GP service area' or 0.6% of the Fermanagh and Omagh population.
- 2.6 In order to aid the understanding of the analysis, Appendix 5 summarises a planned journey from Omagh Bus Centre to Belfast City Hospital using the Translink Journey Planner feature. In this example, the overall trip is estimated to take 2 hours 3 minutes; as a result, it would be considered as 'not possible' within the analysis (but may be practical in the 'real world'). There are other similar examples, where interchange times bring the journey time over 2 hours.
- 2.7 This updated analysis re-iterates the initial analysis – public transport provision is a challenge for rural dwellers. The Transport Poverty project will now use the updated analysis going forward.
- 2.8 The Transport Poverty project will continue to be progressed through Community Planning in partnership with Community Transport providers. From a research perspective, the focus will be on widening

the scope to include those who would be unable to utilise public transport and/or interchange due to health reasons. It will also consider whether 2 hours is an acceptable timeframe for accessing GPs. From a practical perspective, efforts are being made to develop and roll out pilot projects in 2 rural settlements, as per the Performance Report Card.

- 2.9 The 'Food and Fuel Poverty Project', related to this project, has been running concurrently and is almost complete. It is envisaged that an informal briefing will be scheduled for elected members in March 2023 to present the findings of the 'Food and Fuel Poverty Project' and consider options for fully utilising the combined research findings on rurality.

3. Resource Implications

3.1 Financial

The cost of commissioning the updated analysis was sourced from existing Council budgets.

3.2 Human Resources

This work was managed and undertaken by Council officers and is all within their respective workplans.

3.3 Assets and Other Implications

As above.

4. Equality and Good Relations Implications

No adverse impacts.

5. Sustainable Development Implications

Impacts across all three pillars but will highlight the social pillar through potential impacts on poverty and the environmental pillar through highlighting the lack of available public transport in rural areas.

6. Rural Proofing Implications

This research is likely to identify long standing issues in rural DEAs and thus have a positive long-term impact in rural DEAs

7. District Electoral Areas (DEAs) Affected

Likely to have a positive impact on the rural DEAs

8. Recommendations

RECOMMENDED: That the Sub-Committee:

- (i) Notes the update provided; and**
- (ii) Supports the scheduling of an informal briefing to provide a more comprehensive overview of the projects on Food and Fuel Poverty and Transport Poverty.**

9. Appendices

- Appendix 1: Public transport travel times – summary
- Appendix 2: Maps – Omagh Hospital and Primary Care Complex
- Appendix 3: Maps – SWAH
- Appendix 4: Maps – selected GPs
- Appendix 5: Example journey

10. Background Documents

Rural Affairs Sub-Committee, March 2022, Item 7, Paper C

Rural Affairs Sub-Committee, June 2022, Item 7, Paper C

Rural Affairs Sub-Committee, October 2022, Item 7, Paper B

Key to Abbreviations:

SWAH – South West Acute Hospital

Appendix 1: Public transport travel time to health destinations, selected time periods, September 2022 timetable

% of the population who can travel to the destination by public transport within 2 hours

| Destination | Location | Weekday | | | | Weekend | |
|--------------------------|-------------------|---------------------|---------------------|----------------------|--------------------|---------------------|--------------------|
| | | 7am-9am Outbound | 11am-1pm Inbound | 11am-1pm Outbound | 4pm-6pm Inbound | 7am-9am Outbound | 4pm-6pm Inbound |
| Hospitals | | | | | | | |
| Altnagelvin Hospital | Derry~Londonderry | 0% | 0% | 0% | 0% | 0% | 0% |
| Belfast City Hospital | Belfast | 0% | 0% | 0% | 0% | 0% | 0% |
| Craigavon Area Hospital | Craigavon | 0% | 0% | 0% | 0% | 0% | 0% |
| Musgrave Hospital | Belfast | 0% | 0% | 0% | 0% | 0% | 0% |
| Omagh Hospital | Omagh | 12% | 11% | 8% | 11% | 6% | 9% |
| Royal Victoria Hospital | Belfast | 0% | 0% | 0% | 0% | 0% | 0% |
| South Tyrone Hospital | Dungannon | 10% | 7% | 11% | 15% | 12% | 13% |
| South West Area Hospital | Enniskillen | 26% | 29% | 8% | 22% | 1% | 11% |
| Ulster Hospital | Belfast | 0% | 0% | 0% | 0% | 0% | 0% |
| GPs | | | | | | | |
| Enniskillen Grouped | Enniskillen | 93% | 76% | 76% | 91% | 47% | 73% |
| Omagh Grouped | Omagh | 42% | 40% | 36% | 40% | 27% | 37% |
| Dr Porteous & Partner | Lisnaskea | 57% | 47% | 47% | 61% | 56% | 56% |
| Dr McCaw & Partner | Irvinestown | 50% | 72% | 61% | 51% | 37% | 42% |
| Derrygonnelly Practice | Derrygonnelly | 46% | 25% | 25% | 46% | 25% | 25% |
| Derrylin Practice | Derrylin | 37% | 21% | 21% | 58% | 37% | 21% |
| Dr Corry & Partner | Carrickmore | 19% | 16% | 25% | 27% | 12% | 23% |
| Dr Cromie and Partner | Brookeborough | 47% | 47% | 47% | 52% | 44% | 47% |
| Tempo Practice | Tempo | 35% | 25% | 25% | 56% | 25% | 25% |
| Dr Cunningham & Partner | Florencecourt | 24% | 6% | 6% | 6% | 6% | 6% |
| Dr Herdman & Partner | Belleek | 37% | 28% | 41% | 37% | 28% | 28% |
| Dr Monaghan & Partner | Fintona | 36% | 35% | 36% | 36% | 36% | 35% |
| Dr Reilly | Dromore | 70% | 60% | 64% | 69% | 39% | 37% |
| Trillick Practice | Trillick | 45% | 28% | 45% | 46% | 23% | 23% |
| Dr Ritchie & Partner | Drumquin | 38% | 38% | 46% | 55% | 32% | 32% |
| Dr Scully | Drumquin | 41% | 41% | 49% | 56% | 41% | 41% |
| Ederney Practice | Ederney | 15% | 15% | 15% | 15% | 15% | 15% |
| Gortin Practice | Gortin | 19% | 19% | 19% | 19% | 19% | 19% |
| Newtownbutler Practice | Newtownbutler | 27% | 23% | 23% | 36% | 23% | 35% |
| Dr Boyd & Partner | Fivemiletown | 3% | 3% | 3% | 33% | 3% | 3% |
| Dr Hicks & Partner | Plumbridge | 0% | 0% | 0% | 0% | 0% | 0% |

Source: Basemap and Fermanagh and Omagh District Council analysis of Translink data (September 2022 timetable)

Note: Percentage values for GPs have been calculated against a spatially modelled service area for GPs. Percentages for hospitals are based on a % of the Fermanagh and Omagh population

Note II: GP practices shaded in grey are located outside the Fermanagh and Omagh district, but are relevant in the analysis

Note III: The analysis includes a 2000m walking radius. For example, anyone living within 2000m of the destination will be assumed to be able to walk

Omagh Hospital Tuesday 7am-9am Outbound



0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Omagh Hospital Tuesday 11am-1pm Inbound



0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Omagh Hospital Tuesday 11am-1pm Outbound



0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Omagh Hospital Tuesday 4pm-6pm Inbound



© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®

0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Omagh Hospital Saturday 7am-9am Outbound



© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®

0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Omagh Hospital Saturday 4pm-6pm Inbound

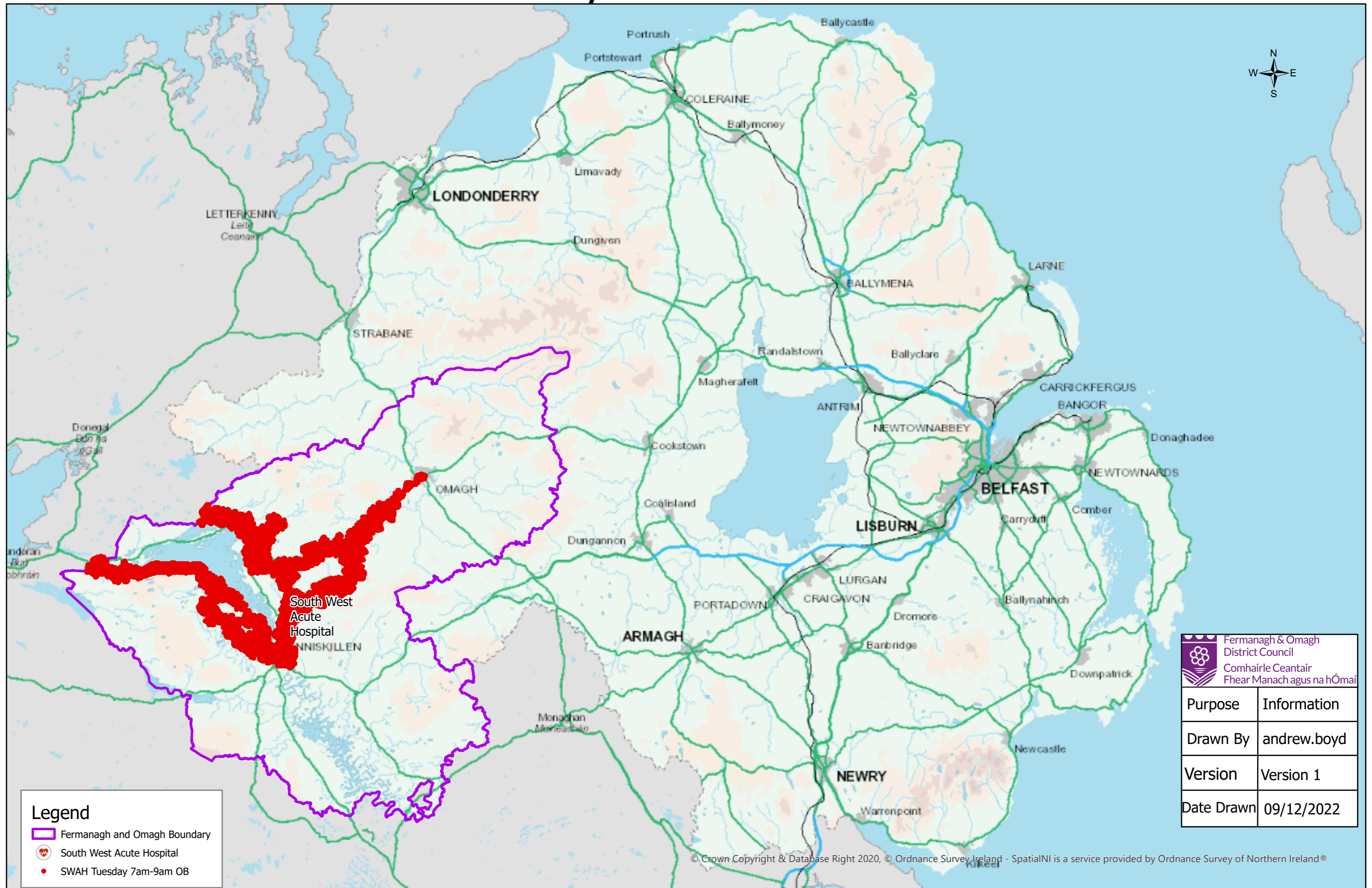


0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

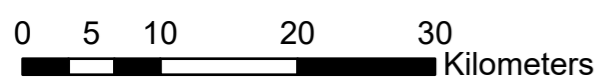
SWAH Tuesday 7am-9am Outbound



Fermanagh & Omagh District Council
Comhairle Ceantair Fhear Manach agus na hÓmaí

| | |
|------------|-------------|
| Purpose | Information |
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 09/12/2022 |

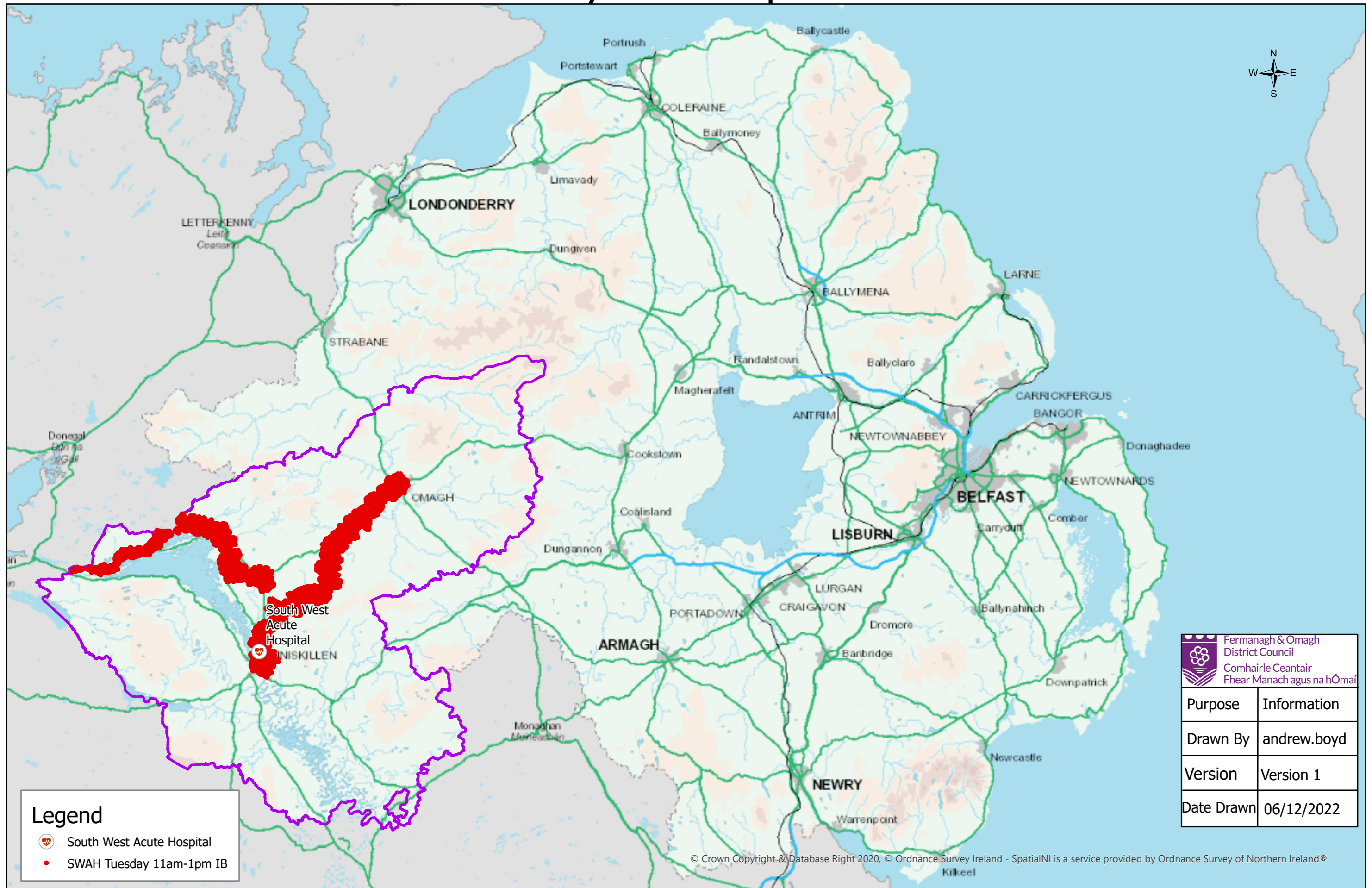
© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®



Center 286856E 377265N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

SWAH Tuesday 11am-1pm Inbound

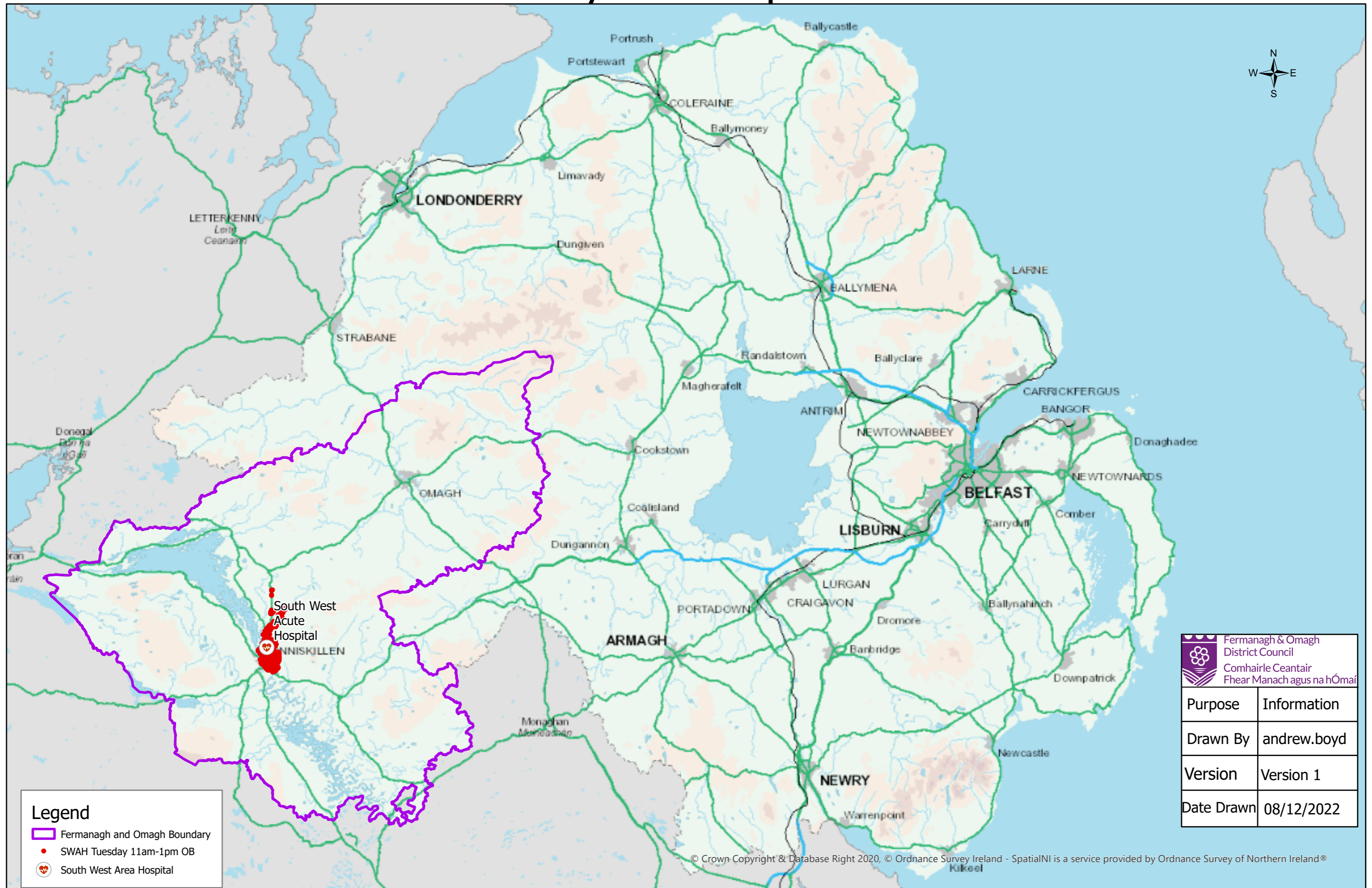


0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

SWAH Tuesday 11am-1pm Outbound



Fermanagh & Omagh District Council
Comhairle Ceantair Fhear Manach agus na hÓmaí

| Purpose | Information |
|------------|-------------|
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 08/12/2022 |

Legend

- Fermanagh and Omagh Boundary
- SWAH Tuesday 11am-1pm OB
- South West Area Hospital

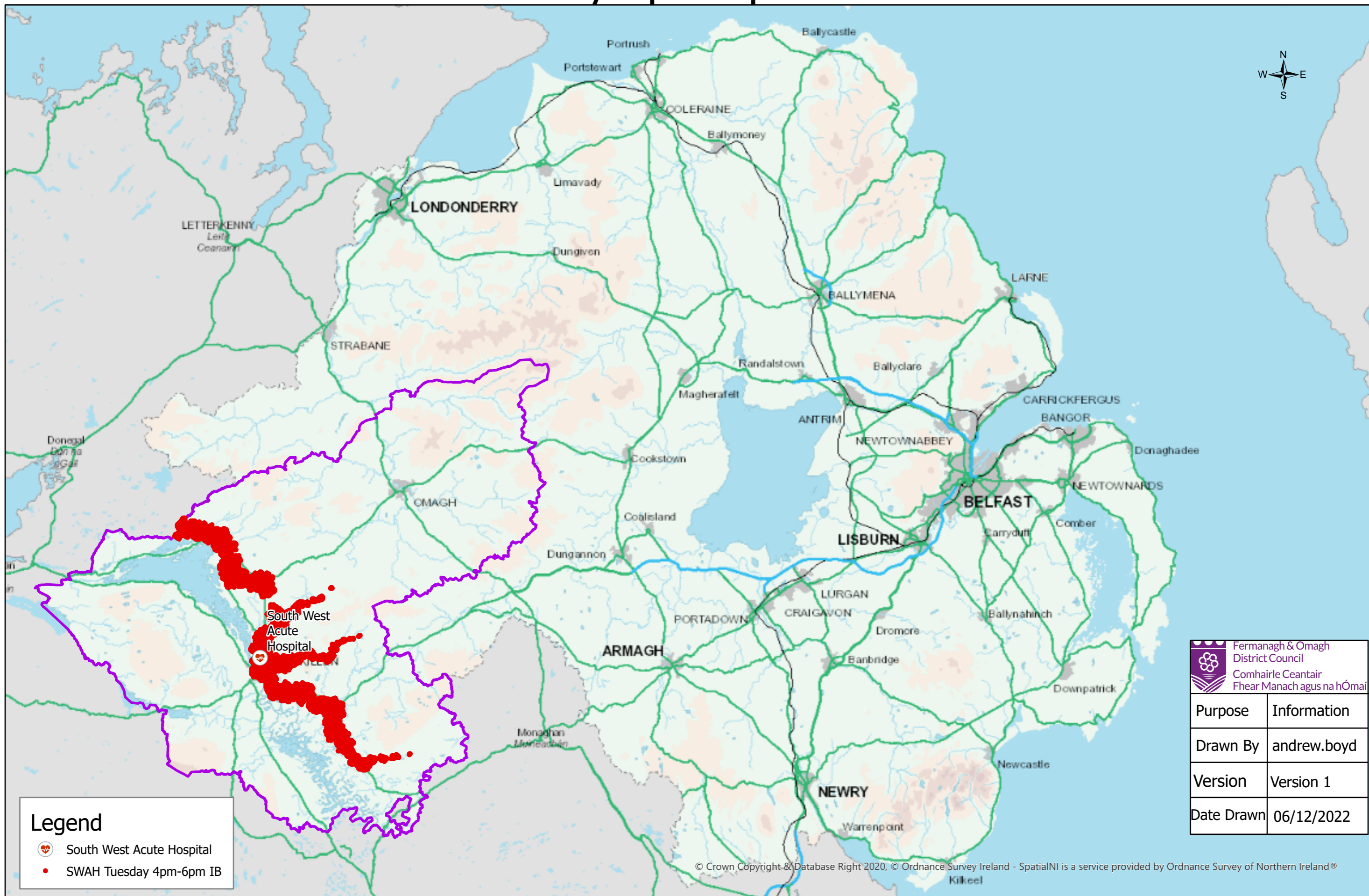
0 5 10 20 30 Kilometers

Center 289458E 377915N m
Scale 1:550,000 At A3

© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

SWAH Tuesday 4pm-6pm Inbound



Fermanagh & Omagh District Council
Comhairle Ceantair Fhear Manach agus na hÓmaí

| | |
|------------|-------------|
| Purpose | Information |
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 06/12/2022 |

© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®

Legend

- South West Acute Hospital
- SWAH Tuesday 4pm-6pm IB

0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

SWAH Saturday 7am-9am Outbound

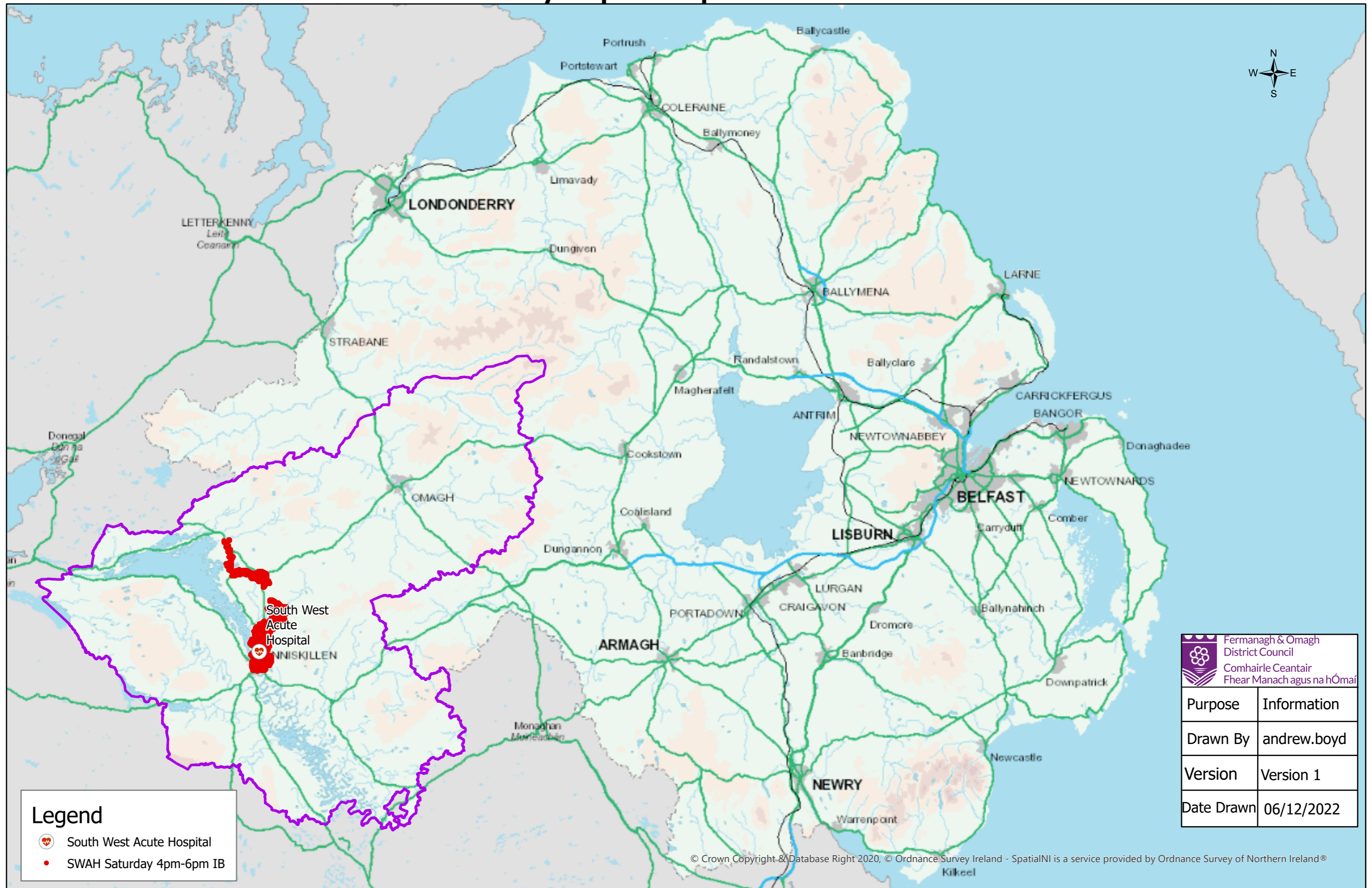


0 5 10 20 30 Kilometers

Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

SWAH Saturday 4pm-6pm Inbound



Fermanagh & Omagh District Council
Comhairle Ceantair Fhear Manach agus na hÓmaí

| | |
|------------|-------------|
| Purpose | Information |
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 06/12/2022 |

© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®

Legend

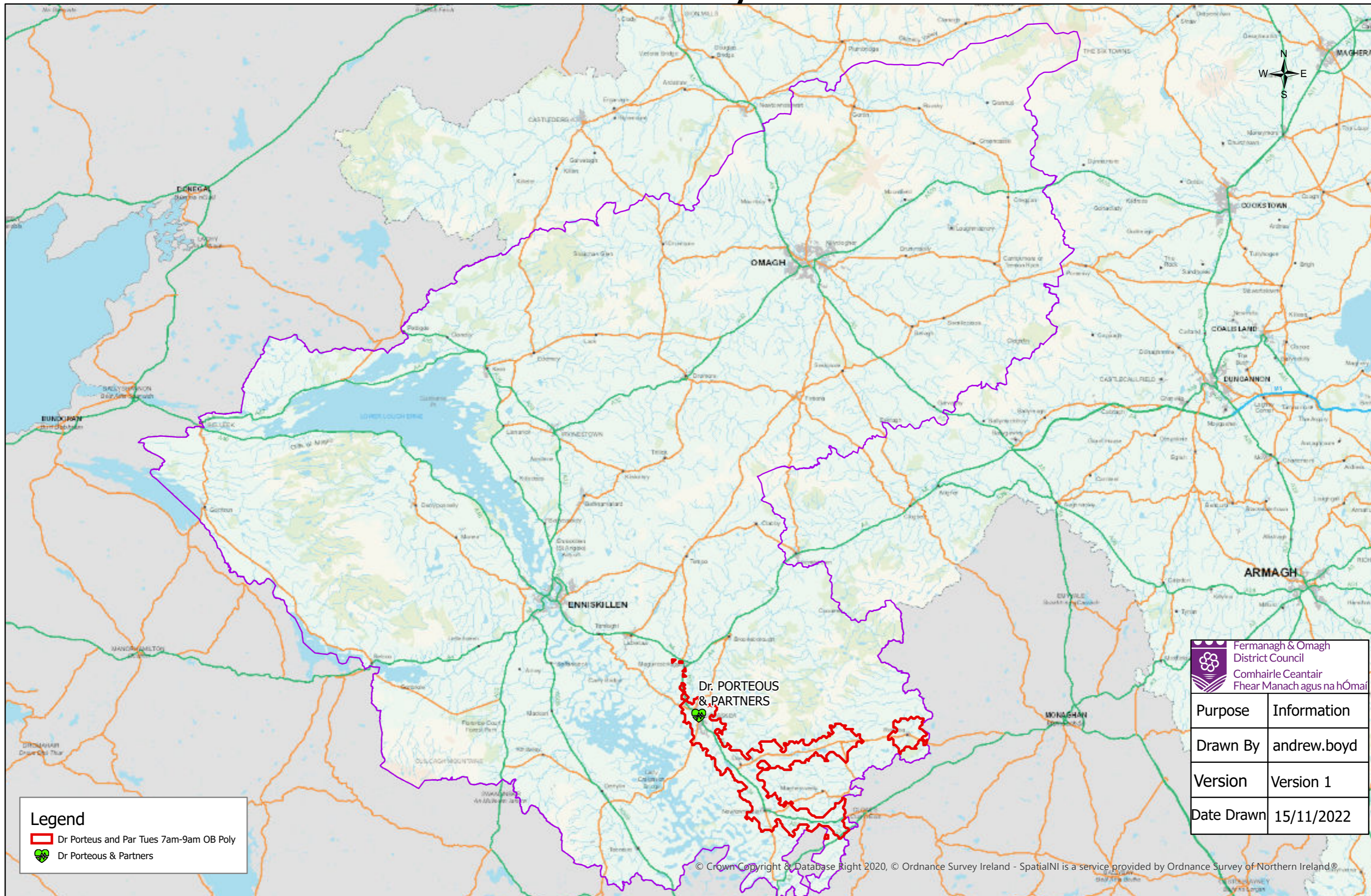
- South West Acute Hospital
- SWAH Saturday 4pm-6pm IB

0 5 10 20 30 Kilometers

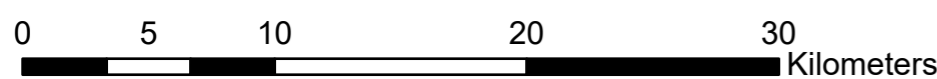
Center 290642E 378586N m
Scale 1:550,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Dr Porteus & Partners Tuesday 7am-9am Outbound



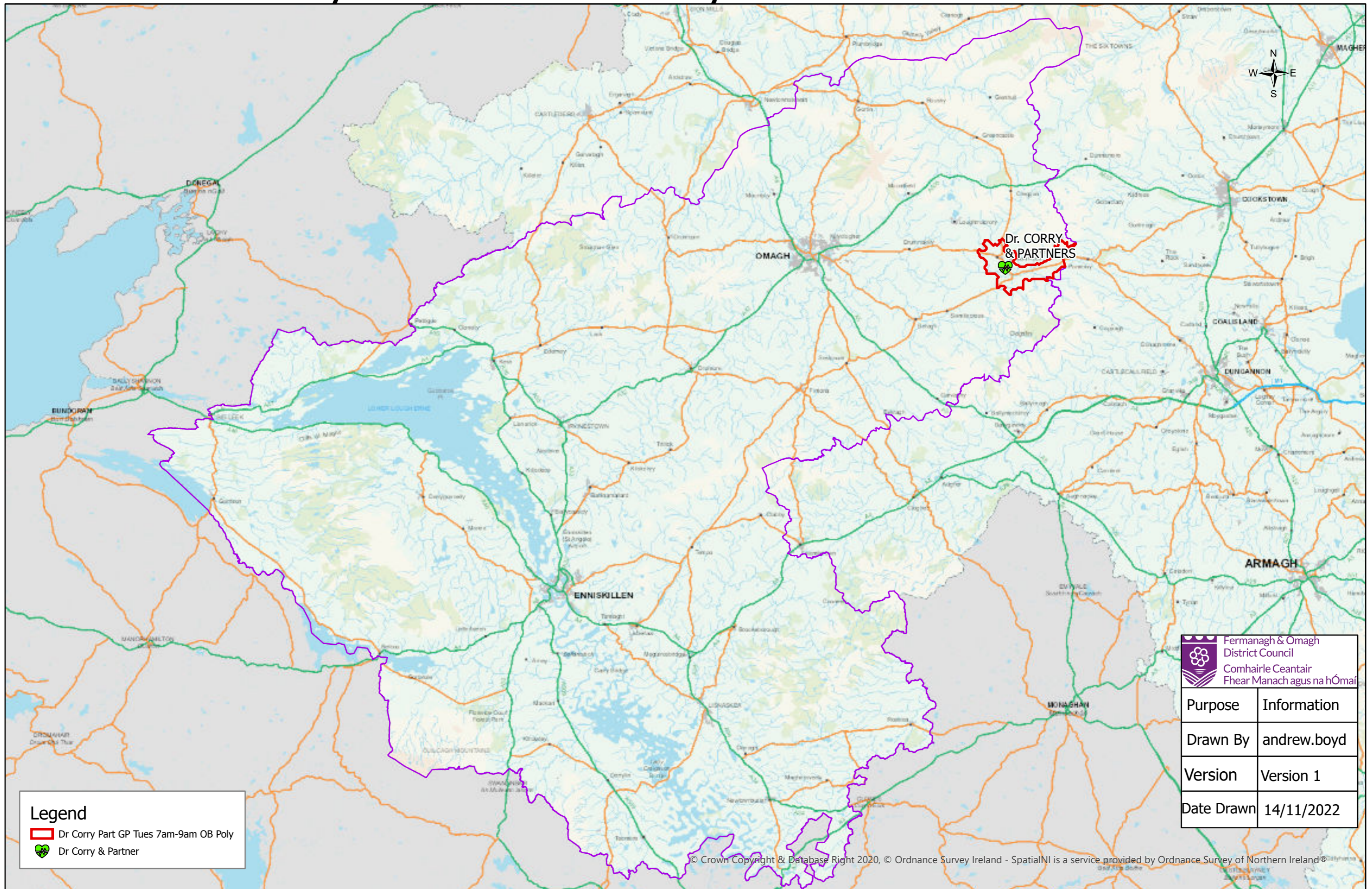
© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®



Center 235471E 356622N m
Scale 1:300,000 At A3


This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Dr Corry & Partner Tuesday 7am-9am Outbound

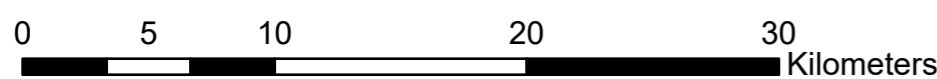


Legend

- Dr Corry Part GP Tues 7am-9am OB Poly
- Dr Corry & Partner

| | |
|---|-------------|
|  Fermanagh & Omagh District Council Comhairle Ceantair Fhear Manach agus na hÓmaí | |
| Purpose | Information |
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 14/11/2022 |

© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®



Center 234548E 356227N m
Scale 1:300,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Ederney Satellite Practice Tuesday 7am-9am Outbound



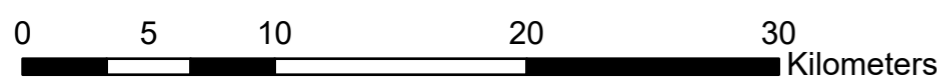
Legend

- Ederney Satellite Practice
- Ederney Satellite Pra Tues 7am-9am OB Poly

Fermanagh & Omagh District Council
Comhairle Ceantair Fhear Manach agus na hÓmaí

| Purpose | Information |
|------------|-------------|
| Drawn By | andrew.boyd |
| Version | Version 1 |
| Date Drawn | 21/11/2022 |

© Crown Copyright & Database Right 2020, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland



Center 237765E 355906N m
Scale 1:300,000 At A3

This is Crown Copyright and is reproduced with the permission of Land & Property Services under delegated authority from the Controller of Her Majesty's Stationery Office, © Crown copyright and database right 2021 CS&LA156

Appendix 5: Example journey using public transport to get from Omagh to Belfast City Hospital

The example below demonstrates how a person could travel from Omagh Bus Centre to Belfast City Hospital using only public transport.

This example assumes that a person who lives within 2,000m from Omagh Bus Centre could walk to the bus centre. Anyone who lived beyond this would need to use a local bus service to access the bus centre, thus adding to the journey time.

This analysis was undertaken using Translink’s Journey Planner tool; it was undertaken on Wednesday 4th January, with the journey planned for Tuesday 10th January. This aligns to the time periods used in the analysis but uses a different timetable so may not be comparable.

The table below demonstrates the journey:

Travelling from Omagh to Belfast City Hospital, Tuesday 10th January 2023

| Time | Activity |
|-------|--|
| 08:00 | Board bus in Omagh Buscentre |
| 09:45 | Arrive in Europa Buscentre (Belfast) |
| 09:50 | 5 minute 'transfer penalty' |
| 09:56 | Walk to Great Northern Mall bus stop, Belfast (0.1m) |
| 09:58 | Board bus at Great Northern Mall, Belfast |
| 10:03 | Arrive at Belfast City Hospital |

Source: Translink Journey Planner, 4th January 2023 (using January timetable data)

The table shows that it would take 2 hours and 3 minutes to travel from Omagh Bus Centre to Belfast City Hospital using only public transport and walking. The table includes a 5 minute ‘transfer penalty’ that is automatically included in the analysis. (A maximum distance between ‘interchange points’ of 500m is also included in the analysis but is not relevant in this example).

As the journey has taken over 2 hours – albeit marginally – it would return in the analysis as ‘not possible within 2 hours’.

In addition, this example does not allow for travel to the Omagh Bus Centre initially, plus it assumes that the person travelling is sufficiently mobile to be able to walk between the transfers.

When considering the return journey, the person has options to commence the return at approximately hourly intervals between 11:30 and 14:30. The return journey is estimated to take over 2 hours in all examples. Thus, this would be considered as ‘not possible’ within the analysis.