

## **Update of Measures of Spatial Deprivation**

### **Public consultation event**

**2pm, Tuesday 22 September 2009**

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- (i) Welcome by Mr Danny McSorley,  
Chief Executive Omagh District Council, SOLACE
  - (ii) Overview of Northern Ireland Multiple Deprivation Measure  
by Dr David Marshall
  - (iii) Update to Northern Ireland Multiple Deprivation Measure  
by Miss Cathryn McBurney  
including two breaks for questions
  - (iv) Summary
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## Summary of Questions

Q1. Any possibility HMRC Tax Credits data could be released for use in updated measure?

Q2. Regarding prescription data, what would be the impact of concentrations of prescriptions in areas with nursing homes?

Q3. Why are dental registrations data not being used as an indicator instead of dental extractions?

Q4. Are pupils with a Special Educational Needs statement within a non-special school considered?

Q5. Is access to primary schools considered for rural areas?

Q6. Could you clarify the situation with the emergency admissions indicator with regards to urban/rural effects? Why is this based on a stay of over 3 nights as hospitals are generally keen to discharge patients as soon as possible which may mean this would be an inaccurate measure.

Q7. Are the updated measures taking account of shift to new boundaries and is there a framework in place for dealing with this?

Q8. Queried the uses of deprivation measure as it is a very blunt instrument in relation to funding applications.

Q9. A major concern for many areas is a large migrant population. What impact does this have in relation to the education domain?

Q10. It is a major concern that there is no up to date data regarding adult literacy in an area. (..) acknowledges there is a problem with data availability but is concerned about drawing down funding as this information is not really gathered. A common problem in rural areas is a lack of courses or local college that could provide a relaxed environment for education for adults.

Q11. If time taken is to be considered then public transport will take longer.

Q12. There is a lack of public transport altogether in many rural areas. Although car ownership is higher it is often old cars and the Government scrappage scheme is of little use because the money to buy a new car isn't available.

Q13. With regards to the use of travel time, what threshold of travel time is considered deprived?

Q14. Why include six towns from the Republic of Ireland? At this time services across the border are too expensive and indeed the effect is working the other way for most things, excepting fuel – with people from the Republic of Ireland visiting Northern Ireland for health services and goods, meaning the data could be skewed.

Q15. Are ferries considered when calculating travel times? For example Greencastle to Magilligan ferry and Rathlin Island.

Q16. Is there an average speed assumed for different types of road?

Q17. Is there any way of getting information on road quality? Often the quality of a road will vary within a particular designation e.g. the quality of B-roads varies greatly – is this accounted for?

Q18. What model is used for travel speed? Will it be standardised or use modelling during different times of the day, for example to account for rush hour congestion?

Q19. Given the proposed omission of 2001 Census information on overcrowding, will it be measured elsewhere in the multiple deprivation measure?

Q20. Is there any source of information for road quality as this would be an important indicator and should be considered when determining the travel times for the proximity to services domain.

Q21. The way in which the Northern Ireland Multiple Deprivation Measure data is used to draw down funding means that if you are not in the most deprived ten percent of areas then you do not exist. Can NISRA do anything about this?

Q22. The Rural Development Council will give an area 1, 2 or 3 marks depending on its deprivation rank. However, under the new

boundary arrangements there are concerns over particular areas in Fermanagh. Devenish (most deprived area in Fermanagh) will be combined into a ward with Lisnarrick, which is not at all deprived. Subsequently the deprived people in Devenish will no longer be seen when data viewed at the new ward level.

Q23. Since the NIMDM 2005 it has become very difficult to secure any funding for the Boho area despite the fact the road quality is terrible, there is no broadband access, no mobile phone reception, no public transport and people live on small farms and cannot apply for benefits. The area is in poverty but it is not being captured by the multiple deprivation measure.

Q24. There have been changes in the environment in NI and would expect to see changes in updated measures. In the crime and disorder domain, how are anti-social behaviour incidents defined and does the indicator consider that often anti-social behaviour incidents will be reported to the council rather than only those reported to the PSNI?

Q25. Between SOAs and wards there are small areas of affluence/deprivation that would otherwise be missed. Similarly even at SOA level there will still be some areas missed, what will be done to address this?

Q26. Is there no way NISRA could get information on public transport from local council timetables?

Q27. Would NISRA not consider asking councils to survey their roads and supply the data for inclusion in relation to road quality? A technical description could be supplied to all councils.

Q28. A large piece of work is needed regarding how the measures should be used by funders and interested parties. Has there been any thought on how this will all be meaningfully used in future?