

Latest estimates of Fuel Poverty and Extreme Fuel Poverty under the proposed new definition - following Stage 2 of the Fuel Poverty (Targets, Definition and Strategy) (Scotland) Bill

May 2019



Scottish Government
Riaghaltas na h-Alba
gov.scot

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The figures presented in this paper are a best estimate of fuel poverty and extreme fuel poverty rates under the proposed new definition of fuel poverty, following amendments agreed at Stage 2 of the Fuel Poverty (Targets, Definition and Strategy) Bill. They include an uplift to the Minimum Income Standard (MIS)¹ for households living in remote rural, remote small towns, and island (RRRSTI) areas, as well as deducting from net household income (at part 2 of the definition, for the comparison to MIS) amounts received in care or disability benefits: Disability Living Allowance (DLA), Personal Independence Payments (PIP) and Attendance Allowance (AA).

The criteria for applying the enhanced heating regime will be set in due course by regulations, but for present purposes statistics in this paper have applied an enhanced heating regime of 23°C in the living room and 20°C in other rooms for 16 hours every day, to households where at least 1 member is aged 75 or over, or in the absence of that least 1 member who has a long-term sickness or disability. For all other households the heating regime was 21°C in the living room and 18°C in other rooms for 9 hours a day during the week and 16 hours a day during the weekend.

Figures and analysis are presented for:

- A comparison of fuel poverty and extreme fuel poverty rates between the current and proposed new definition, across a range of household and dwelling characteristics for 2017.
- Change in fuel poverty and extreme fuel poverty rates under the proposed new definition, across a range of household and dwelling characteristics, between 2016 and 2017.
- Local Authority comparisons of fuel poverty and extreme fuel poverty rates between the current and proposed new definition for the 2015-2017 period.

A comparison of fuel poverty and extreme fuel poverty rates between the current and proposed new definition, across a range of household and dwelling characteristics for 2017.

There was very little change in the overall fuel poverty rate in 2017 under the proposed new definition (23.7%) compared with the current definition (24.9%). However the rate of extreme fuel poverty increased from 7.0% to 11.9%.

¹ The uplifts that were applied to the MIS for households in RRRSTI areas were estimates, based on the approach taken by the 2017 Scottish Fuel Poverty Definition Review Panel which used average data from the MIS for remote rural Scotland published by Highlands and Island Enterprise in 2013. For working age single or couple households the uplift is 15%, for pensioner single or couple households it is 19% and for family households it is 27.5%.

The impact of the new definition in 2017 was similar to that which was previously identified based on the 2016 and 2015 Scottish House Condition Survey (SHCS) data, which were published in Equality Impact Assessments². However, the analysis in this paper is for a wider range of household and dwelling characteristics and also includes comparisons of rates of extreme fuel poverty.

There was a substantial decrease in fuel poverty rates in rural areas between the current definition (43%) and the new definition (29%), which can be explained by the introduction of an income threshold under the new definition. However, there was little change in the rate of extreme fuel poverty in rural areas between the current definition (16%) and the new definition (19%). This means that the gap between the fuel poverty rate and extreme fuel poverty rate in rural areas was narrower under the new definition than the current definition. This suggests that around two thirds of rural households that are still in fuel poverty after the income threshold has been applied, are experiencing extreme fuel poverty.

In urban areas, fuel poverty rates were slightly higher under the new definition (23%) than the current definition (21%), and extreme fuel poverty rates also saw an increase, from 5% under the current definition to 10% under the new definition.

Under the new definition, almost half of all fuel poor households (47%) were 'other' household types (where all adults are under 65 with no children), while around a third were older households and 17% were families. This is a shift from the current definition where older households made up around half of fuel poor households, over a third were other households, and families made up 11% of fuel poor households.

For older households, the new definition showed lower fuel poverty rates than the current definition (39% under the current definition and 26% under the new definition in 2017), while the opposite trend was seen for families and 'other' households (where all adults are under 65 with no children). For 'other' household types, fuel poverty was at 21% under the current definition and 26% under the new definition and for families was at 12% under the current definition and 17% under the new definition. Extreme fuel poverty rates were higher under the new definition than the current definition for all household types, with the largest increase seen for other households (up from 6% under the current definition to 13% under the new definition).

The new definition resulted in higher fuel poverty rates than the current definition for households in the social sector and private rented sector, and this was also true for extreme fuel poverty, although for private rented homes the magnitude of the change was larger (from 8% under the current definition to 24% under the new definition), than for social rented homes (6% under the current definition and 16% under the new definition).

Local Authority and Housing Association homes showed higher fuel poverty rates under the new definition than the current definition, and this trend was also observed

² The fuel poverty equality impact assessment, which includes 2016 results is available here: <https://www.gov.scot/publications/fuel-poverty-target-definition-strategy-scotland-bill-fuel-poverty-strategy-9781787810426/>. This was preceded by the interim equality impact assessment, which contained 2015 results and is available here: <https://www.gov.scot/publications/interim-equality-impact-assessment-record-fuel-poverty-strategy-scotland-warm/>

for extreme fuel poverty for these households. Households that were owned outright showed much lower fuel poverty rates under the new definition (from 35% under the current definition to 18% under the new definition), however the change in extreme fuel poverty rates for owned outright households was small (12% under the current definition and 11% under the new definition). For mortgaged households, the change in fuel poverty and extreme fuel poverty rates was very small.

Dwellings in the most efficient EPC bands (B-C) showed increases in both fuel poverty and extreme fuel poverty rates (fuel poverty up from 13% under the current definition to 20% under the new definition, and extreme fuel poverty up from 2% to 7%). This trend will have been driven by the characteristics of people living in these houses, rather than energy efficiency itself. The people living in the most energy efficient homes who are brought into fuel poverty under the new definition would have had higher housing costs relative to income, which increases the proportion of their after housing cost income spent on fuel, as well as having low incomes. The fuel poverty rate showed relatively large decreases for households living in lower energy efficiency bands (E, F & G), and extreme fuel poverty showed a modest increase for dwellings in Band E from 16% to 21%. For dwellings in Bands F and G, there was no change in the extreme fuel poverty rate, with the rate remaining high at 38%, although the fuel poverty rate for these households did decrease from 69% to 45% between the current and new definition.

The breakdown by net weekly income bands showed that the poorest households (where net income was <£200 per week) had lower rates of fuel poverty under the current definition (88%) than the new definition (93%), and a substantially higher rate of extreme fuel poverty (up from 39% under the current definition to 67% under the new definition). Where net income was £200-£300 per week, there was an increase in fuel poverty, albeit to a lesser extent than the bottom income band, from 51% under the current definition to 55% under the new definition, and a corresponding increase in extreme fuel poverty (from 11% under the current definition to 22% under the new definition). All households with higher income bands (i.e. above £300 per week) showed lower fuel poverty rates under the new definition than the current definition, and no change in extreme fuel poverty rates.

Detached homes showed lower fuel poverty under the new definition (17%) than the current definition (29%), with no change in extreme fuel poverty rates (11% under both definitions). Semi-detached dwellings also saw a decrease in fuel poverty rates, albeit to a lesser extent than detached dwellings, from 26% under the current definition to 20% under the new definition, while extreme fuel poverty rates were slightly up (from 6% under the current definition to 11% under the new definition). Terraced dwellings showed no change in fuel poverty rates, but an increase in extreme fuel poverty (from 6% under the current definition to 10% under the new definition). Tenement flats and other flats showed higher fuel poverty rates and extreme fuel poverty rates under the new definition than the current definition.

Fuel poverty rates were lower under the new definition for dwellings built before 1919 and those built between 1965 and 1982, whilst other types of dwellings saw higher fuel poverty rates under the new definition. Extreme fuel poverty increased across all dwelling types.

Fuel poverty rates were slightly higher under the new definition for dwellings with gas as a primary heating fuel (19% under the current definition and 21% under the new definition), however much lower fuel poverty rates were observed under the new definition for dwellings with oil, electricity, or other fuel types as a primary heating fuel. Extreme fuel poverty rates were higher under the new definition for dwellings with gas, electricity, or other fuel types as the primary heating fuel, while those with oil as a primary heating fuel showed similar fuel poverty rates under both definitions.

Dwellings in the 15% most deprived areas according to the Scottish Index of Multiple Deprivation, saw higher fuel poverty rates under the new definition (27%) than the current definition (21%) and extreme fuel poverty rates were also higher for these households (up from 3% under the current definition to 9% under the new definition). For dwellings not in those areas, fuel poverty rates were slightly lower under the new definition (26% under the current definition and 23% under the new definition), but extreme fuel poverty rates were higher (8% under the current definition and 12% under the new definition).

Dwellings off the gas grid see a noticeable decrease in fuel poverty rates, from 38% under the current definition to 26% under the new definition, however extreme fuel poverty rates increased slightly for these dwellings, from 15% under the current definition to 17% under the new definition. A different pattern was observed for dwellings on the gas grid, with both fuel poverty rates and extreme fuel poverty rates seeing relatively small increases between the current and new definitions (fuel poverty up from 22% under the current definition to 23% under the new definition and extreme fuel poverty rate up from 5% under the current definition to 11% under the new definition).

Tables 1 and 2 below show the fuel poverty and extreme fuel poverty rates under the current and the new definitions of fuel poverty, for various household and dwelling characteristics.

Table 1: Fuel Poverty Rates (2017) comparing the current and proposed new definition

	Current definition		Proposed definition	
	Number of fuel poor households (thousands)	% of households who are fuel poor	Number of fuel poor households (thousands)	% of households who are fuel poor
Total	613	24.9%	583	23.7%
Household Type				
Older households	316	39%	211	26%
Families	70	12%	100	17%
Other households	228	21%	272	26%

Location				
Urban overall	438	21%	464	23%
Large urban	148	17%	182	21%
Other urban	191	22%	195	23%
Accessible small towns	62	28%	55	24%
Small remote towns	37	42%	32	36%
Rural overall	175	43%	119	29%
Accessible rural	89	34%	62	23%
Remote rural	87	59%	57	39%
Tenure				
Owned	289	35%	150	18%
Mortgaged	60	9%	56	8%
LA / public	104	28%	146	39%
HA / coop	66	26%	99	39%
PRS	95	28%	132	39%
Private	444	24%	338	18%
Social	170	27%	245	39%
EPC Band (SAP 2012)				
B-C	137	13%	208	20%
D	267	26%	238	23%
E	130	46%	84	30%
F-G	80	69%	53	45%
Household Income (weekly)				
<£200	221	88%	240	93%
£200-£300	209	51%	222	55%
£300-£400	93	24%	83	22%
£400-£500	49	15%	23	7%
£500-£700	29	6%	12	3%
£700+	12	2%	2	0%
Dwelling Type				
Detached	161	29%	96	17%
Semi-detached	124	26%	98	20%
Terraced	136	25%	134	25%
Tenement	112	20%	167	29%
Other flats	80	26%	88	28%
Dwelling Age				
Pre-1919	154	33%	115	25%
1919-1944	83	29%	85	29%
1945-1964	136	25%	144	27%

1965-1982	142	28%	120	23%
Post-1982	98	15%	118	18%
Primary Heating Fuel				
Gas	379	19%	414	21%
Oil	58	40%	39	27%
Electric	151	52%	110	38%
Other	26	41%	20	32%
SIMD: Most Deprived 15%				
Yes	84	21%	107	27%
No	529	26%	476	23%
Gas Grid				
On	451	22%	474	23%
Off	163	38%	109	26%

Table 2: Extreme fuel Poverty Rates (2017) comparing the current and proposed new definition

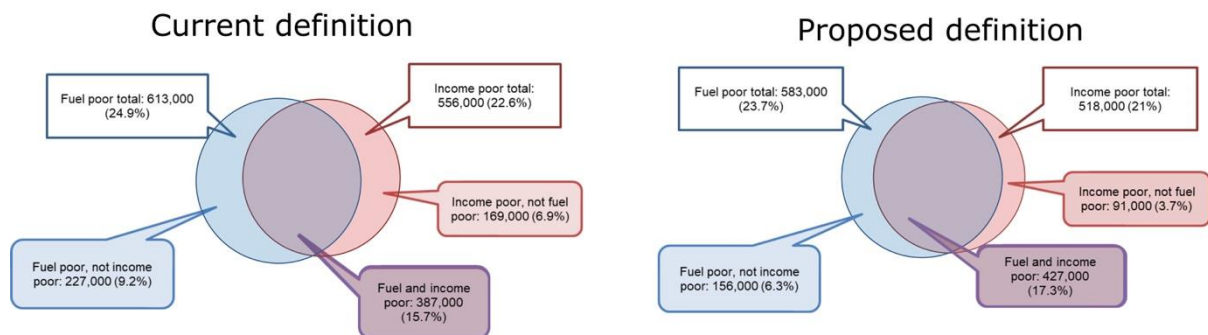
	Current definition		Proposed definition	
	Number of extreme fuel poor households (thousands)	% of households who are in extreme fuel poverty	Number of extreme fuel poor households (thousands)	% of households who are in extreme fuel poverty
Total	174	7.0%	293	11.9%
Household Type				
Older households	93	12%	119	15%
Families	15	3%	36	6%
Other households	66	6%	138	13%
Location				
Urban overall	107	5%	215	10%
Large urban	42	5%	95	11%
Other urban	42	5%	79	9%
Accessible small towns	15	7%	26	11%
Small remote towns	8	9%	16	18%
Rural overall	67	16%	78	19%
Accessible rural	35	13%	40	15%
Remote rural	32	22%	38	26%
Tenure				
Owned	97	12%	88	11%
Mortgaged	15	2%	27	4%
LA / public	18	5%	53	14%

HA / coop	16	7%	45	18%
PRS	26	8%	80	24%
Private	139	8%	195	11%
Social	35	6%	98	16%
EPC Band (SAP 2012)				
B-C	26	2%	73	7%
D	58	6%	117	11%
E	45	16%	58	21%
F-G	44	38%	44	38%
Household Income (weekly)				
<£200	99	39%	172	67%
£200-£300	44	11%	89	22%
£300-£400	24	6%	23	6%
£400-£500	5	2%	6	2%
£500-£700	2	0%	3	1%
£700+	-	0%	1	0%
Dwelling Type				
Detached	63	11%	62	11%
Semi-detached	31	6%	53	11%
Terraced	33	6%	55	10%
Tenement	31	5%	85	15%
Other flats	16	5%	38	12%
Dwelling Age				
Pre-1919	58	13%	76	16%
1919-1944	25	9%	47	16%
1945-1964	32	6%	60	11%
1965-1982	33	6%	54	11%
Post-1982	25	4%	55	8%
Primary Heating Fuel				
Gas	84	4%	178	9%
Oil	26	18%	27	18%
Electric	56	19%	77	26%
Other	7	12%	12	20%
SIMD: Most Deprived 15%				
Yes	12	3%	35	9%
No	161	8%	258	12%
Gas Grid				
On	111	5%	221	11%
Off	62	15%	73	17%

Fuel poor and income poor households under the current definition and the new definition

The diagram below illustrates the relationship between fuel poor and income poor households, under the current definition and the proposed new definition of fuel poverty. Under the current definition, 63% of fuel poor households are income poor; this increases to 73% under the new definition, demonstrating that the new definition of fuel poverty is better aligned with income poverty than the current definition.

Fuel Poor and Income Poor Households, SHCS 2017



Notes:

1. The above charts illustrate how fuel poverty and income poverty relate in the household population under the current definition and the proposed new definition. Income poverty presented here is based on data collected from the Scottish House Condition Survey and is approximate. Official measures of income poverty are produced by Scottish Government and can be found at: <http://www.gov.scot/Publications/2018/03/3017>.
2. The diagram for the current definition is different to the previously published information in the SHCS Key Findings Reports since council tax has been deducted from before housing costs income in line with established income poverty methodology.

Notes

Data presented for the proposed new definition is our best available estimate based on the 2017 SHCS. Further work is in progress to collect information through the 2018 SHCS on the income of other adults (beyond the highest income householder and their spouse) in the household as well as childcare costs. These are not currently accounted for in the data presented. We will also be undertaking analysis of missing survey housing cost data, determining households to which the enhanced heating regime should apply, reviewing weather and fuel price information used in the modelling of required fuel bills with the aim of making these more localised where possible, employing the full 107 MIS thresholds and considering smoothing of the MIS data over time if required.

Change in fuel poverty and extreme fuel poverty rates under the proposed new definition, across a range of household and dwelling characteristics, between 2016 and 2017.

Please note, only differences which are statistically significant are quoted when comparing fuel poverty rates for 2016 and 2017, which take the sample sizes into consideration.

Under the proposed new definition, 23.7% (583,000) of households were living in fuel poverty in 2017, similar to the 25.7% (613,000) rate in 2016. The rate of extreme fuel poverty under the new definition was 11.9%, which was similar to the 2016 figure (12.6%).

There was no change in fuel poverty rates between 2016 and 2017 for rural areas (28% in 2016 and 29% in 2017 under the new definition) or urban areas (25% in 2016 and 23% in 2017). Extreme fuel poverty also did not change between 2016 and 2017, in urban areas or rural areas. In addition, each of the 6-fold urban/rural categories saw no change in fuel poverty rates or extreme fuel poverty rates between 2016 and 2017, with the exception of fuel poverty in large urban areas, which decreased between 2016 (26%) and 2017 (21%).

The decrease in large urban areas could be explained, at least in part, by changes in the price of gas, which is more commonly used as a primary heating fuel in large urban areas than other fuel types. Households using gas as their primary heating fuel, which are more prevalent in large urban areas, saw fuel poverty rates decrease from 24% to 21% between 2016 and 2017. This can be explained by gas prices falling in 2017 though not as steeply as in 2016. Extreme fuel poverty rates for households using gas as a primary heating fuel were similar between 2016 and 2017 at around 9%-10%, therefore the decrease in prices was not enough to lift households out of extreme fuel poverty.

Households using oil as their primary heating fuel saw an increase in fuel poverty rates from 18% in 2016 up to 27% in 2017; extreme fuel poverty rates also increased from 10% in 2016 up to 18% in 2017. This follows a 24% increase in liquid fuel prices in the period although prices would have to increase by another 45% to reach their 2013 levels. Oil is more commonly used in rural areas than urban, however this was not enough to affect the rural fuel poverty rate which remained similar between 2016 (28%) and 2017 (29%). The fuel poverty rate for remote rural areas was 39% in 2017, which was similar to 2016, while extreme fuel poverty rates were also similar (26% in both years).

Other characteristics where there was a significant difference in fuel poverty new definition rates between 2016 and 2017 included:

- families (23% in 2016, 17% in 2017);
- terraced houses (31% in 2016, 25% in 2017);
- households living in dwellings built between 1945 and 1964 (33% in 2016, 27% in 2017) or 1965 and 1982 (29% in 2016 and 23% in 2017);
- those living in dwellings rated EPC D (28% in 2016, 23% in 2017);
- households living in the 15% most deprived areas (35% in 2016, 27% in 2017).
- Mortgaged households (12% in 2016, 8% in 2017).

Extreme fuel poverty rates were similar between 2016 and 2017 across most household and dwelling characteristics, however there were some exceptions where significant changes were observed including:

- Mortgaged households (7% in 2016, 4% in 2017)
- Households with a weekly net income between £200 and £300 per week (16% in 2016, 22% in 2017)
- Dwellings built between 1919 and 1944 (10% in 2016, 16% in 2017)
- Dwellings with oil as a primary heating fuel (10% in 2016, 18% in 2017)

The fuel poverty rates and extreme fuel poverty rates for various household and dwelling characteristics under the new definition, for 2016 and 2017, are shown in Tables 3 and 4 below.

Table 3: Fuel Poverty Rates, proposed new definition, comparing 2016 and 2017

	2016		2017		
	Number of fuel poor households (thousands)	% of households who are fuel poor	Number of fuel poor households (thousands)	% of households who are fuel poor	* if statistically significant
Total	631	25.7%	583	23.7%	
Household Type					
Older households	193	25%	211	26%	
Families	123	23%	100	17%	*
Other households	314	28%	272	26%	
Location					
Urban overall	515	25%	464	23%	
Large urban	227	26%	182	21%	*
Other urban	186	22%	195	23%	
Accessible small towns	67	30%	55	24%	
Small remote towns	34	37%	32	36%	
Rural overall	116	28%	119	29%	
Accessible rural	62	23%	62	23%	
Remote rural	55	36%	57	39%	
Tenure					
Owned	158	20%	150	18%	
Mortgaged	85	12%	56	8%	*
LA / public	155	44%	146	39%	
HA / coop	113	42%	99	39%	
PRS	120	37%	132	39%	
Private	364	20%	338	18%	
Social	267	43%	245	39%	
EPC Band (SAP 2012)					
B-C	205	21%	208	20%	
D	298	28%	238	23%	*
E	92	29%	84	30%	
F-G	36	36%	53	45%	
Household Income (weekly)					
<£200	281	91%	240	93%	

£200-£300	228	49%	222	55%	
£300-£400	89	23%	83	22%	
£400-£500	17	6%	23	7%	
£500-£700	12	3%	12	3%	
£700+	4	1%	2	0%	
Dwelling Type					
Detached	96	17%	96	17%	
Semi-detached	106	22%	98	20%	
Terraced	168	31%	134	25%	*
Tenement	170	30%	167	29%	
Other flats	92	29%	88	28%	
Dwelling Age					
Pre-1919	124	26%	115	25%	
1919-1944	71	25%	85	29%	
1945-1964	174	33%	144	27%	*
1965-1982	158	29%	120	23%	*
Post-1982	104	17%	118	18%	
Primary Heating Fuel					
Gas	468	24%	414	21%	*
Oil	29	18%	39	27%	*
Electric	110	39%	110	38%	
Other	23	38%	20	32%	
SIMD: Most Deprived 15%					
Yes	137	35%	107	27%	*
No	494	24%	476	23%	
Gas Grid					
On	530	26%	474	23%	
Off	101	25%	109	26%	

Table 4: Extreme fuel Poverty Rates, proposed new definition, comparing 2016 and 2017

	2016		2017		* if statistically significant
	Number of extreme fuel poor households (thousands)	% of households who are in extreme fuel poverty	Number of extreme fuel poor households (thousands)	% of households who are in extreme fuel poverty	
Total	308	12.6%	293	11.9%	
Household Type					
Older households	108	14%	119	15%	
Families	38	7%	36	6%	
Other households	162	14%	138	13%	
Location					
Urban overall	231	11%	215	10%	
Large urban	110	13%	95	11%	
Other urban	72	9%	79	9%	
Accessible small towns	32	14%	26	11%	
Small remote towns	17	19%	16	18%	
Rural overall	77	19%	78	19%	
Accessible rural	38	15%	40	15%	
Remote rural	39	26%	38	26%	
Tenure					
Owned	94	12%	88	11%	
Mortgaged	51	7%	27	4%	*
LA / public	62	17%	53	14%	
HA / coop	41	15%	45	18%	
PRS	61	19%	80	24%	
Private	205	11%	195	11%	
Social	103	16%	98	16%	
EPC Band (SAP 2012)					
B-C	82	8%	73	7%	
D	130	12%	117	11%	
E	62	19%	58	21%	
F-G	34	34%	44	38%	
Household Income (weekly)					
<£200	204	66%	172	67%	
£200-£300	73	16%	89	22%	*
£300-£400	24	6%	23	6%	

£400-£500	3	1%	6	2%	
£500-£700	0	0%	3	1%	
£700+	4	1%	1	0%	
Dwelling Type					
Detached	68	12%	62	11%	
Semi-detached	55	12%	53	11%	
Terraced	75	14%	55	10%	
Tenement	78	14%	85	15%	
Other flats	32	10%	38	12%	
Dwelling Age					
Pre-1919	84	17%	76	16%	
1919-1944	28	10%	47	16%	*
1945-1964	75	14%	60	11%	
1965-1982	70	13%	54	11%	
Post-1982	51	8%	55	8%	
Primary Heating Fuel					
Gas	205	10%	178	9%	
Oil	16	10%	27	18%	*
Electric	75	27%	77	26%	
Other	12	20%	12	20%	
SIMD: Most Deprived 15%					
Yes	44	11%	35	9%	
No	264	13%	258	12%	
Gas Grid					
On	243	12%	221	11%	
Off	65	16%	73	17%	

Local Authority comparisons of fuel poverty and extreme fuel poverty rates between the current and proposed new definition, for the 2015-2017 period.

Table 5 below shows the fuel poverty rates by local authority under the current definition and the new proposed definition. The local authority statistics use 3 years of data combined, to mitigate the smaller sample sizes when analysing sub-national geographies; in this case the 3-year period from 2015-2017 has been used. This means that the Scotland figures will differ from those shown in Tables 1 to 4 above.

Under the current definition of fuel poverty, the highest rates of fuel poverty were observed on rural and island areas which were Orkney (57%), Na h-Eileanan Siar (56%), Highland (49%), Argyll & Bute (44%) and Shetland (44%). The lowest fuel poverty rates were seen in Edinburgh (17%), East Renfrewshire (21%), West Lothian (21%), Aberdeen City (21%) and Glasgow City (21%).

Under the new proposed definition, the highest rates of fuel poverty were observed in Na h-Eileanan Siar (36%), Argyll & Bute (34%), Highland (33%), Inverclyde (32%),

and East Ayrshire (32%). The lowest rates of were seen in East Renfrewshire (18%), Edinburgh (20%), East Dunbartonshire (22%), South Ayrshire (22%) and Angus (23%).

The range of fuel poverty rates across local authorities was wider under the current definition (40 percentage points between the lowest rate in Edinburgh and the highest rate in Orkney) than it was under the new definition (17 percentage points between the lowest rate in East Renfrewshire and the highest rate in Na h-Eileanan Siar).

The largest decreases in fuel poverty rates between the current definition and the new definition were seen in rural and island authorities. Orkney saw a decrease of 26 percentage points (from 57% fuel poor households under the current definition to 31% under the new definition), Na h-Eileanan Siar decreased by 20 percentage points (56% under the current definition to 36% under the new definition), Shetland decreased by 19 percentage points (from 44% under the current definition to 24% under the new definition) and Highland saw a 16 percentage point decrease (from 49% under the current definition to 33% under the new definition). The lower fuel poverty rates under the new definition can be explained by the introduction of an income threshold.

There were small increases in the fuel poverty rate, of less than 4 percentage points, in 6 local authorities, with a larger increase of 6% points in Glasgow (from 21% under the current definition to 28% under the new definition). This increase is likely to reflect the change under the new definition of considering the proportion of income required to be spent on fuel on an After Housing Cost (AHC) basis, rather than Before Housing Costs (BHC) under the current definition. This effectively reduces the required fuel bill threshold for households to be considered fuel poor under the first part of the fuel poor definition, which relates to 10% of household income.

Extreme fuel poverty rates by local authority are shown in Table 6. Under the current definition, the extreme fuel poverty rate was highest in Orkney (23%), Na h-Eileanan Siar (23%), Shetland (18%), Highland (17%) and Aberdeenshire (16%). Under the new proposed definition, the highest rates of extreme fuel poverty were observed in Na h-Eileanan Siar (25%), Orkney (22%), Highland (21%), Argyll & Bute (20%) and Moray (19%).

The biggest increases in extreme fuel poverty rates between the current and new definitions were observed in East Ayrshire (5% extreme fuel poverty under the current definition, 13% under the new definition), Dundee (8% under the current definition, 15% under the new definition), Inverclyde (6% under the current definition, 13% under the new definition), Edinburgh (5% under the current definition, 11% under the new definition) and Glasgow City (7% under the current definition, 13% under the new definition). All local authorities saw extreme fuel poverty rates that were between 2 and 6 percentage points higher under the new definition than they did under the current definition, with the exception of Aberdeenshire (decrease of 1 percentage point from 16% under the current definition to 15% under the new definition), Orkney (decrease of 1 percentage point from 23% under the current definition to 22% under the new definition), and Shetland (no change, at 18% under both definitions).

Increases in extreme fuel poverty rates are more likely to reflect the change under the new definition of considering the proportion of income required to be spent on fuel on an After Housing Cost (AHC) basis, rather than Before Housing Costs (BHC) under the current definition. This effectively reduces the required fuel bill threshold for households to be considered fuel poor under the first part of the extreme fuel poor definition, which relates to 20% of household income. In addition, households in extreme fuel poverty are more likely to be on low incomes and therefore less likely to be affected by the introduction of an income threshold.

Unlike fuel poverty rates, the range of extreme fuel poverty rates observed across local authority areas was similar under the current definition (range of 19 percentage points between the lowest in East Renfrewshire and the highest in Orkney) and the new definition (range of 19 percentage points from the lowest in East Renfrewshire to the highest in Na h-Eileanan Siar).

Table 5: Fuel poverty rates by local authority under the current definition and the new proposed definition. 2015-2017.

	Current definition	New proposed definition
Aberdeen City	21%	23%
Aberdeenshire	37%	25%
Angus	33%	23%
Argyll and Bute	44%	34%
Clackmannanshire	31%	30%
Dumfries and Galloway	36%	27%
Dundee City	31%	29%
East Ayrshire	32%	32%
East Dunbartonshire	23%	22%
East Lothian	25%	23%
East Renfrewshire	21%	18%
Edinburgh, City of	17%	20%
Na h-Eileanan Siar	56%	36%
Falkirk	22%	23%
Fife	31%	31%
Glasgow City	21%	28%
Highland	49%	33%
Inverclyde	31%	32%
Midlothian	22%	23%
Moray	42%	29%
North Ayrshire	26%	26%
North Lanarkshire	24%	23%
Orkney Islands	57%	31%
Perth and Kinross	30%	27%
Renfrewshire	23%	23%
Scottish Borders	31%	28%
Shetland Islands	44%	24%
South Ayrshire	29%	22%
South Lanarkshire	23%	24%
Stirling	26%	25%
West Dunbartonshire	22%	26%
West Lothian	21%	23%
Scotland	27%	26%

Table 6: Extreme fuel poverty rates by local authority under the current definition and the new proposed definition. 2015-2017.

	Current definition	New proposed definition
Aberdeen City	5%	11%
Aberdeenshire	16%	15%
Angus	8%	11%
Argyll and Bute	15%	20%
Clackmannanshire	8%	12%
Dumfries and Galloway	12%	15%
Dundee City	8%	15%
East Ayrshire	5%	13%
East Dunbartonshire	5%	7%
East Lothian	9%	12%
East Renfrewshire	4%	6%
Edinburgh, City of	5%	11%
Na h-Eileanan Siar	23%	25%
Falkirk	6%	11%
Fife	7%	12%
Glasgow City	7%	13%
Highland	17%	21%
Inverclyde	6%	13%
Midlothian	5%	11%
Moray	14%	19%
North Ayrshire	5%	8%
North Lanarkshire	4%	8%
Orkney Islands	23%	22%
Perth and Kinross	12%	16%
Renfrewshire	4%	9%
Scottish Borders	8%	13%
Shetland Islands	18%	18%
South Ayrshire	9%	11%
South Lanarkshire	5%	11%
Stirling	8%	13%
West Dunbartonshire	5%	11%
West Lothian	6%	11%
Scotland	8%	12%

Scottish House Condition Survey Local Authority tables are published here:
<https://www2.gov.scot/Topics/Statistics/SHCS/keyanalyses/LATables1517>



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This publication is available at www.gov.scot

Any enquiries regarding this publication should be sent to us at
The Scottish Government
St Andrew's House
Edinburgh
EH1 3DG

ISBN: 978-1-78781-828-6 (web only)

Published by The Scottish Government, May 2019

Produced for The Scottish Government by APS Group Scotland, 21 Tennant Street, Edinburgh EH6 5NA
PPDAS583890 (05/19)

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