Fuel Poverty Factsheet
England, 2022

Department for Energy Security & Net Zero

This factsheet summarises the headline estimates of fuel poverty in England in 2022 using the Low Income Low Energy Efficiency (LILEE) metric. These figures are based on modelled English Housing Survey data. For a more comprehensive view, please see the Annual Fuel Poverty Report and the Fuel Poverty Methodology Handbook.

A HOUSEHOLD IS CLASSED AS BEING IN FUEL POVERTY IF:

The household's fuel poverty energy efficiency rating* is Band D or below **and**

their disposable income (after housing and fuel costs) is below the poverty line.

AVERAGE GAP is the reduction in required fuel bill that the average fuel poor household needs in order to not be classed as fuel poor.

AGGREGATE GAP is the sum of all fuel poor households' fuel poverty gaps.

FUEL POVERTY IN 2022

Proportion of fuel poor households (y-axis, 0% to 25%) vs **Year** (x-axis, 2010 to 2022)
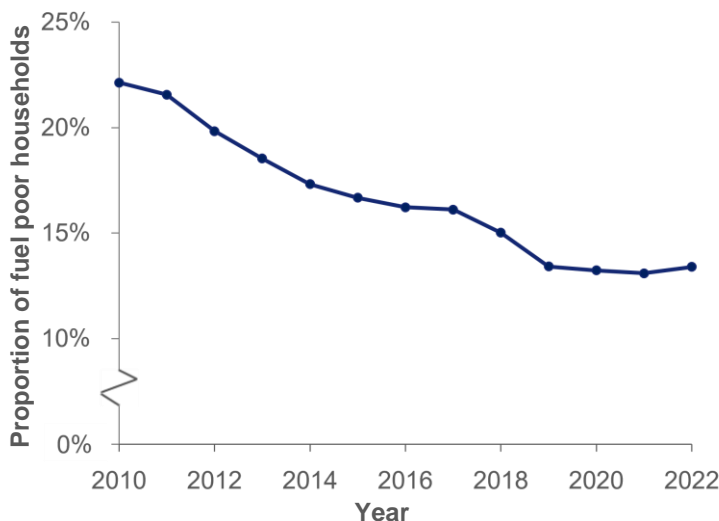
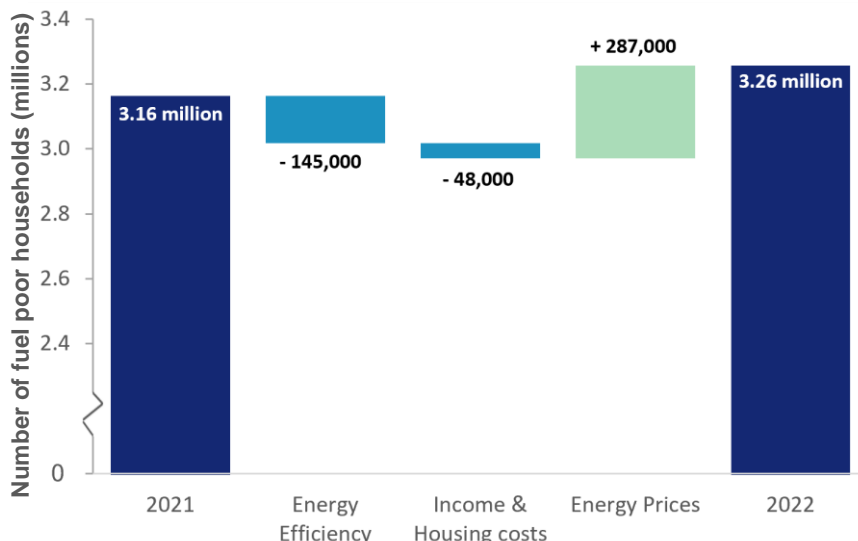The proportion of fuel poor households has **increased by 0.3 percentage points from 2021**

13.4% of households in England were **fuel poor** in 2022

That's **3.26 million** households

The **average fuel poverty gap** was **£338** (up from £254 in 2021 in real terms)

The **aggregate fuel poverty gap** was **£1.10 billion** (up from £804 million in 2021 in real terms)

A HOUSEHOLD'S FUEL POVERTY STATUS DEPENDS ON THE INTERACTION OF THREE KEY DRIVERS…

Number of fuel poor households (millions): 2021 = 3.16 million; Energy Efficiency − 145,000; Income & Housing costs − 48,000; Energy Prices + 287,000; 2022 = 3.26 million

ENERGY EFFICIENCY measures lifted 145,000 households out of fuel poverty between 2021 and 2022.
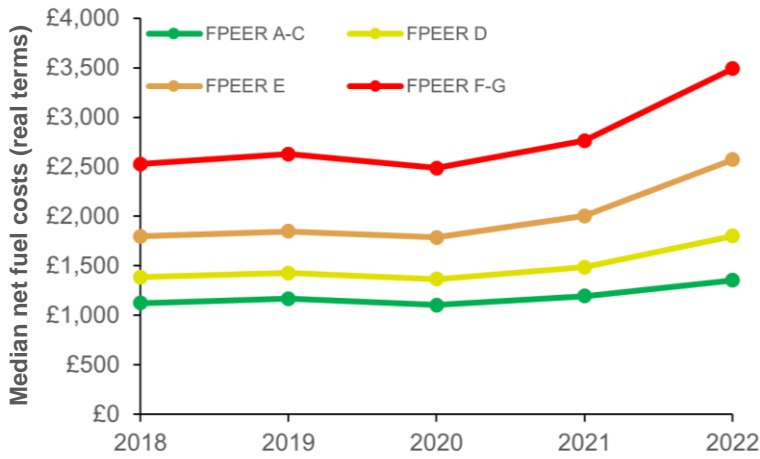
INCOMES increased more for low income households than the median income taking 48,000 households out of fuel poverty.

ENERGY PRICES rose significantly in 2022 moving 287,000 households into fuel poverty.

ENERGY EFFICIENCY*

Legend: FPEER A-C, FPEER D, FPEER E, FPEER F-G

Y-axis: Median net fuel costs (real terms) £0 – £4,000
X-axis: 2018, 2019, 2020, 2021, 2022

Median required net fuel costs for the least efficient properties (F-G) are nearly three times higher than for the most efficient properties (A-C).

BAND D-E — 26% — £262

BAND F-G — 26% — £1,785

Proportion of fuel poor

Average gap
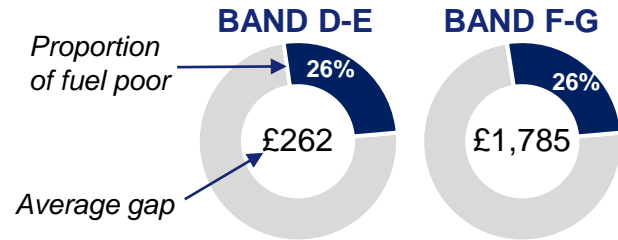
Band F-G and band D-E properties were equally likely to be fuel poor. Band D-E properties had an average fuel poverty gap **around 7 times lower** than band F-G.
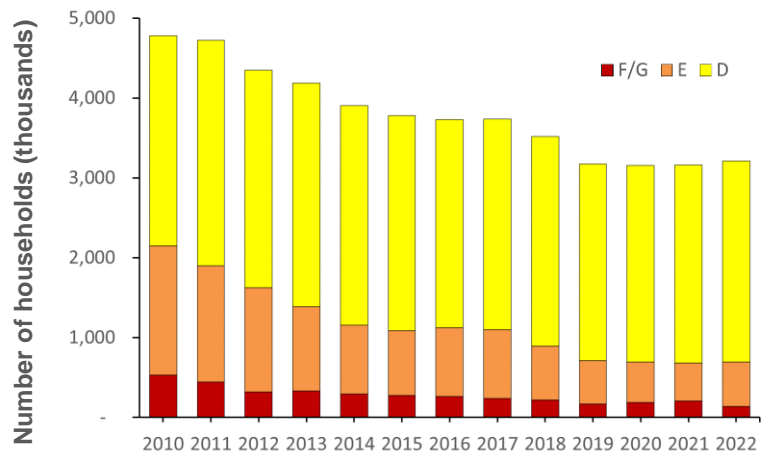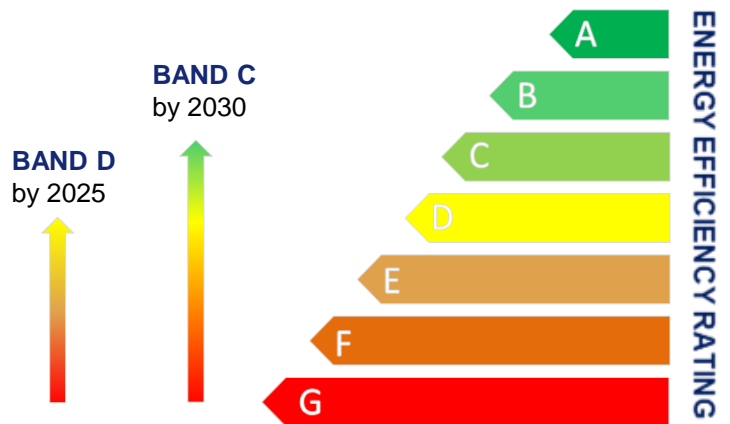
FUEL POVERTY TARGET

The fuel poverty target is to move as many fuel poor homes as is reasonably practicable to a minimum of band C by 2030 with an interim milestone of band D by 2025

Share of low income households

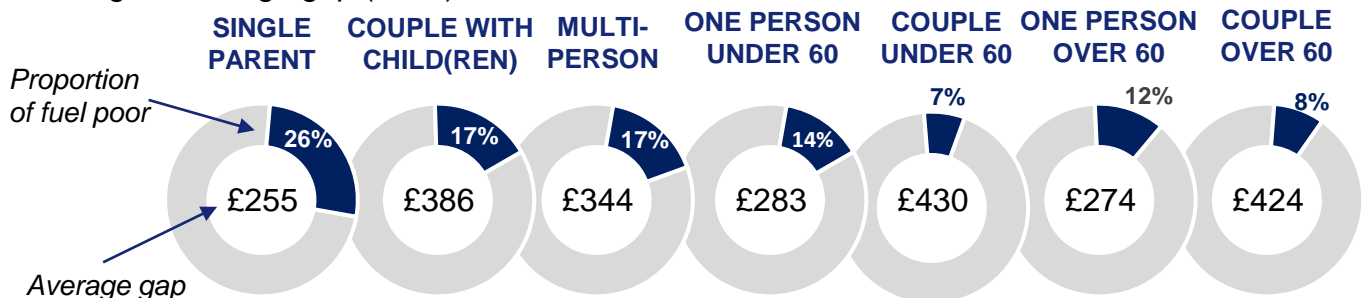The estimated share of low income households in 2022 are as follows:

- **Band C or above**: 52.8%

- **Band D or above**: 89.8%

There has been no real change in the total number of low income households living in **Band D-G (Low Energy Efficiency)** since 2019 due to the increases in number of low income households due to the combined economic effects of the pandemic and higher fuel costs

BAND D by 2025

BAND C by 2030

ENERGY EFFICIENCY RATING: A, B, C, D, E, F, G

Y-axis: Number of households (thousands), - to 5,000
Legend: F/G, E, D
X-axis: 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022

HOUSEHOLD COMPOSITION

Single parent households are most likely to be fuel poor (26%) and **couples under 60** have the largest average gap (£430).

Proportion of fuel poor

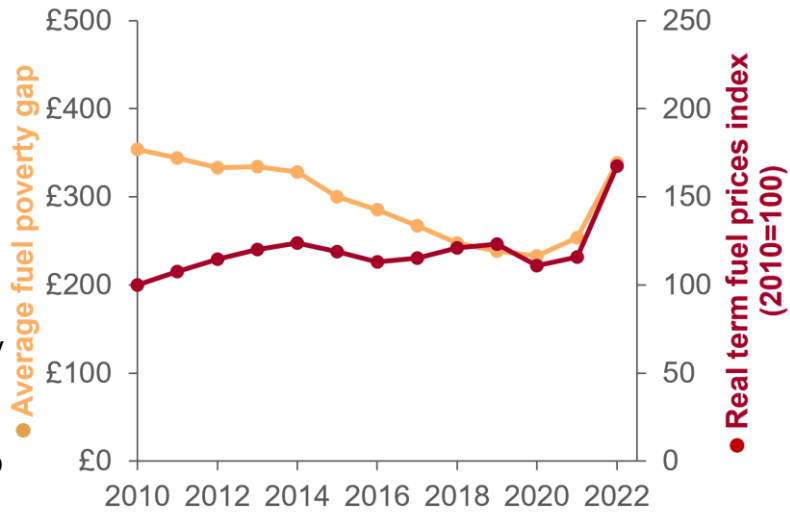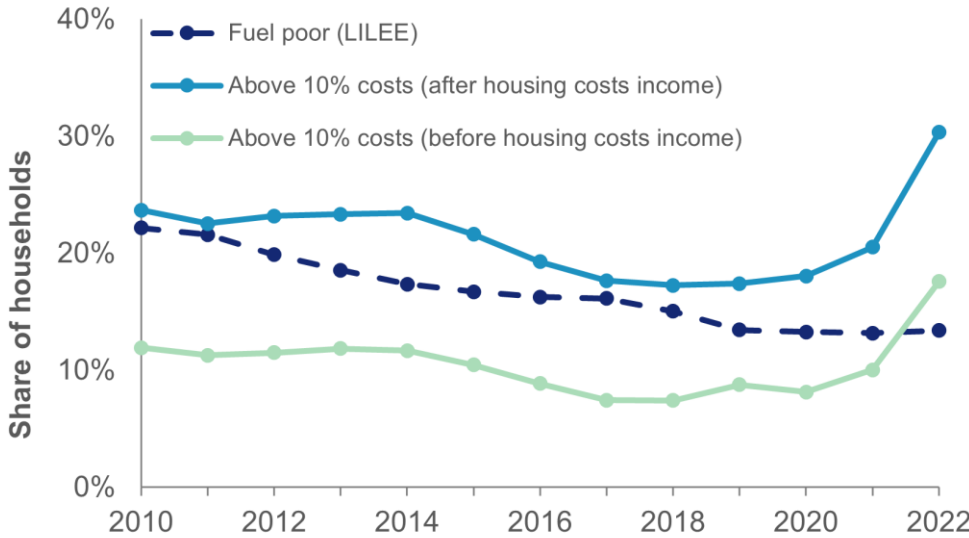| SINGLE PARENT	COUPLE WITH CHILD(REN)	MULTI-PERSON	ONE PERSON UNDER 60	COUPLE UNDER 60	ONE PERSON OVER 60	COUPLE OVER 60
26%	17%	17%	14%	7%	12%	8%
£255	£386	£344	£283	£430	£274	£424

Average gap

FUEL PRICES

Overall, average fuel prices rose by 45 per cent in from 2021 to 2022 in real terms. The fuel poverty gap increased by 33 per cent between 2021 and 2022 in real terms.

While prices were stable, the fuel poverty gap decreased due improvement in energy efficiency. The fuel poverty gap then rose between 2021 and 2022 due to increases in the price of energy.
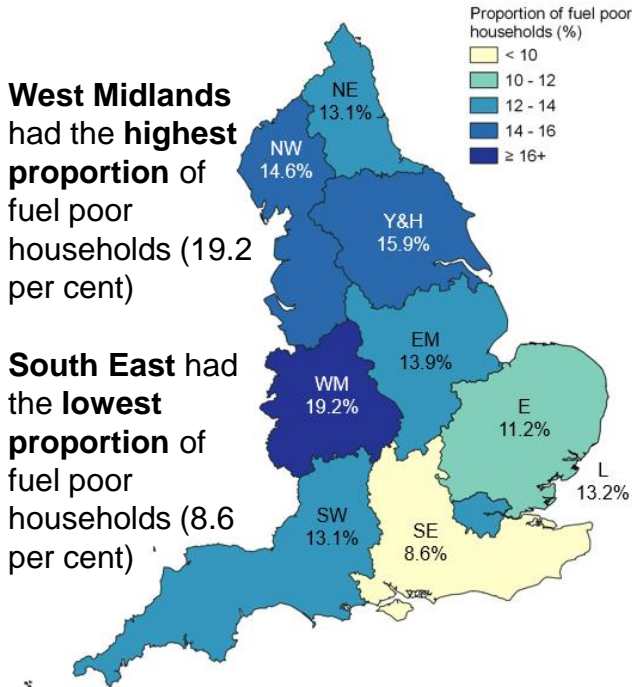

AFFORDABILITY MEASURES

Legend:
- - ● - Fuel poor (LILEE)
- ──●── Above 10% costs (after housing costs income)
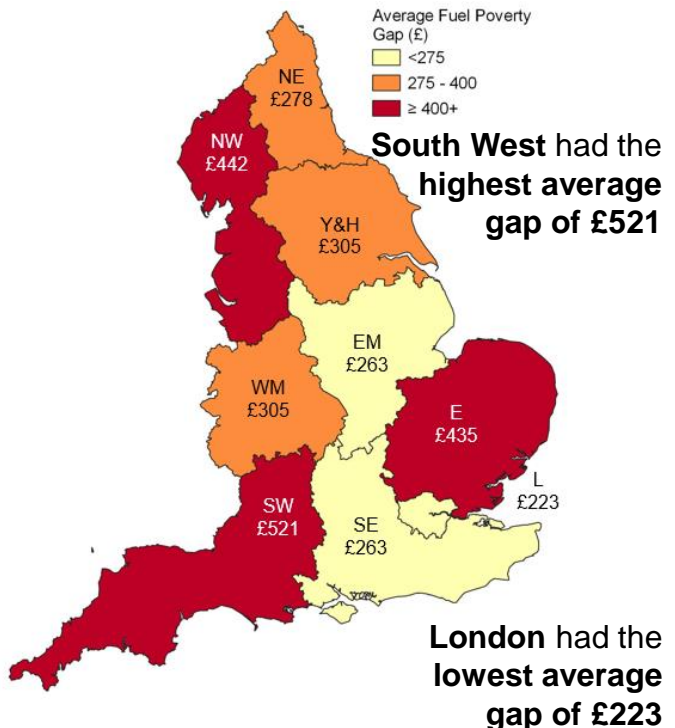- ──●── Above 10% costs (before housing costs income)

From 2021 to 2022 there was an increase from 21 per cent to 30 per cent off households required to spend more than 10 percent of their income on energy, after housing costs. Fuel costs have a larger impact on affordability measures than on the LILEE metric. An increase of £100 in energy bills would require £1,000 increase in AHC income to offset the effect of increased price.
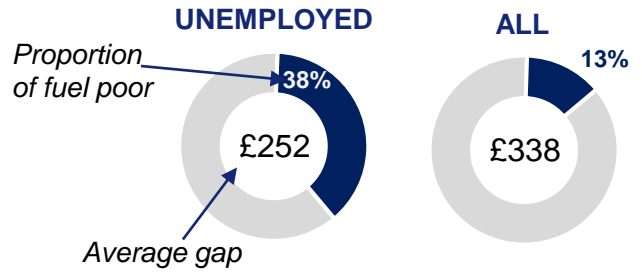

PROPORTION OF FUEL POOR HOUSEHOLDS (%)

West Midlands had the **highest proportion** of fuel poor households (19.2 per cent)

South East had the **lowest proportion** of fuel poor households (8.6 per cent)

Proportion of fuel poor households (%)
- < 10
- 10 - 12
- 12 - 14
- 14 - 16
- ≥ 16+

NE 13.1%
NW 14.6%
Y&H 15.9%
EM 13.9%
WM 19.2%
E 11.2%
L 13.2%
SW 13.1%
SE 8.6%

AVERAGE FUEL POVERTY GAP (£)

Average Fuel Poverty Gap (£)
- <275
- 275 - 400
- ≥ 400+

NE £278
NW £442
Y&H £305
EM £263
WM £305
E £435
L £223
SW £521
SE £263

South West had the **highest average gap of £521**

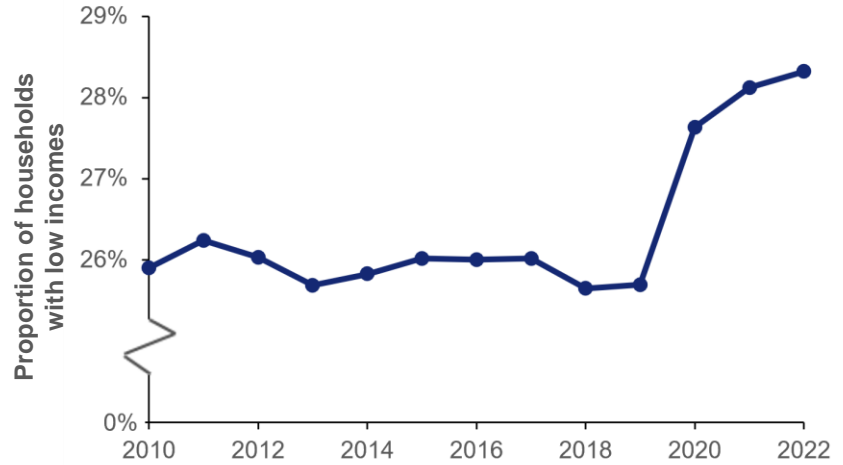**London** had the **lowest average gap of £223**

EMPLOYMENT

Households where the household reference person is **unemployed** are **almost three times more likely** to be in fuel poverty than the national average

UNEMPLOYED

Proportion of fuel poor → 38%

£252

Average gap

ALL

13%

£338

INCOME

There has been **a change to the proportion of low income households** (25.7% in 2019 and 28.3% in 2022). This is initially due to Covid-19 negatively impacting the lower income deciles throughout 2020 and 2021 followed by high fuel costs increasing the number of households below the low income threshold.

(Line chart: Proportion of households with low incomes, 2010–2022, y-axis 0% then 26%–29%, values rising from ~25.9% in 2010 to ~28.3% in 2022)

TENURE

Private rented (20%)   **Social housing (17%)**

OWNER OCCUPIED

PRIVATE RENTED

SOCIAL HOUSING

Not fuel poor (91.2%)

Fuel poor (8.8%)

Not fuel poor (75.9%)

Fuel poor (24.1%)

Not fuel poor (82.7%)

Fuel poor (17.3%)

Owner occupied (62% of households)

Households who **live in a property they own have the least likelihood of being fuel poor** (8.8%), however have the **largest average fuel poverty gap** (£384).

Households living in **privately rented accommodation are most likely to be fuel poor** (24.1%). Despite only 20.3% of all households privately renting their homes, 36.6% of all fuel poor households live in privately rented of accommodation.

Those living in **social housing have the lowest average fuel poverty gap** (£184).