

This factsheet summarises the headline estimates of fuel poverty in England in 2024 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:

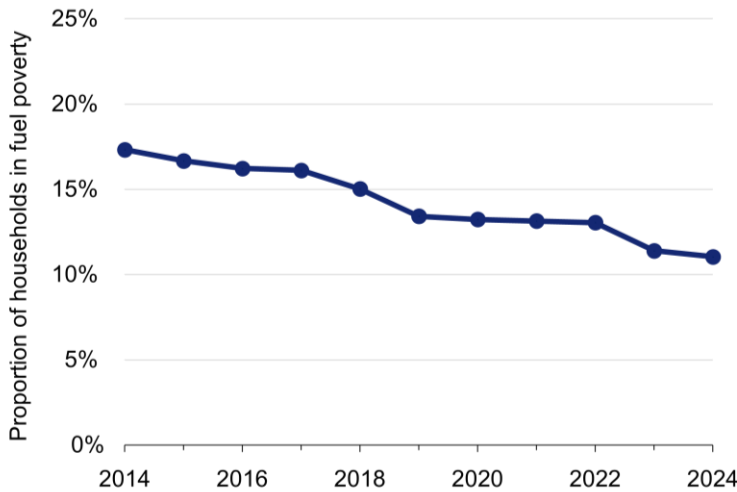
The household's fuel poverty energy efficiency rating\* is Band D or below **and**

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

**AVERAGE GAP** is the reduction in fuel costs needed for the average fuel poor household to not be in fuel poverty.

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

### FUEL POVERTY IN 2024



After remaining stable from 2019, the proportion of fuel poor households has decreased since 2022.

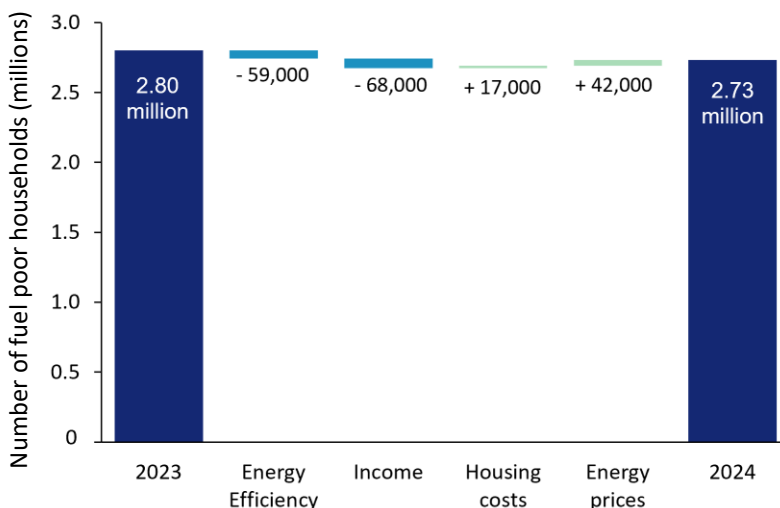
**11.0%** of households in England were **fuel poor** in 2024.

That's **2.73 million** Households.

The **average fuel poverty gap** was **£407** (down from £426 in 2023 in real prices).

The **aggregate fuel poverty gap** was **£ 1.11 billion** (down from £1.19 billion in 2023 in real prices).

### A HOUSEHOLD'S FUEL POVERTY STATUS DEPENDS ON THE INTERACTION OF THESE KEY DRIVERS...



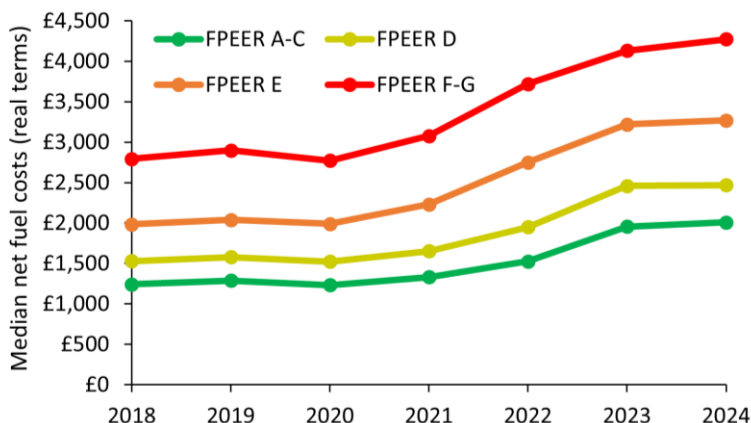
**ENERGY EFFICIENCY** measures lifted 59,000 households out of fuel poverty between 2023 and 2024.

**INCOMES** grew in 2024, but this was partially offset by increased housing costs. Overall, these changes brought 52,000 households out of fuel poverty.

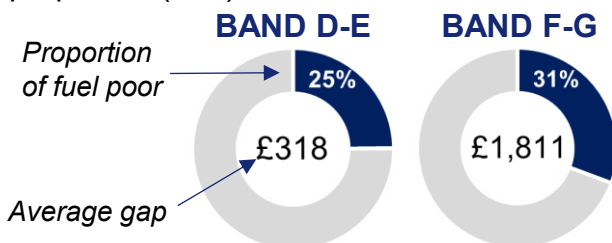
**ENERGY PRICES** rose in 2024 after accounting for changes in rebates, moving 42,000 households into fuel poverty.



## ENERGY EFFICIENCY\*



Median required net fuel costs for the least efficient properties (F-G) are more than twice as high as for the most efficient properties (A-C).

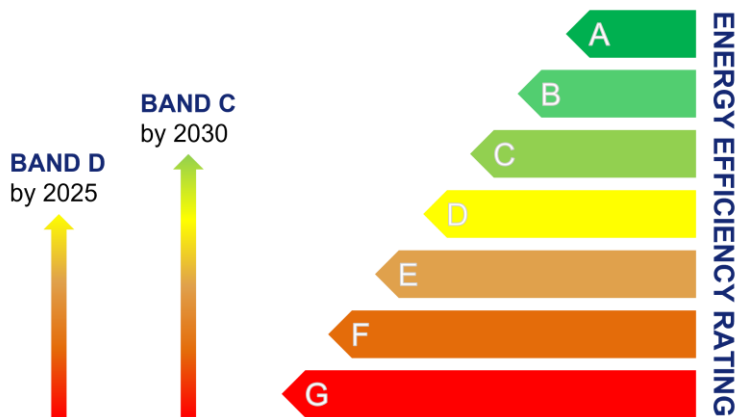


Band F-G are more likely to be fuel poor than Band D-E. Band F-G properties had an average fuel poverty gap **almost 6 times higher** than band D-E.



## 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.

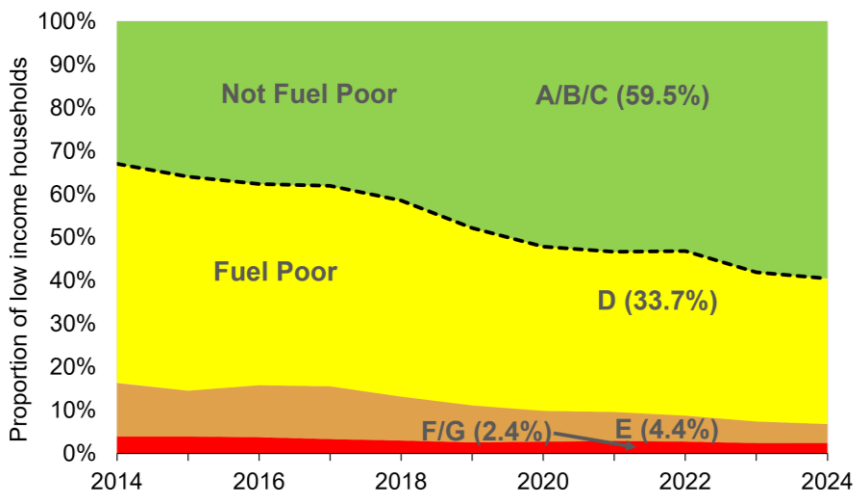


## Share of low income households

The estimated share of low income households in 2024 was as follows:

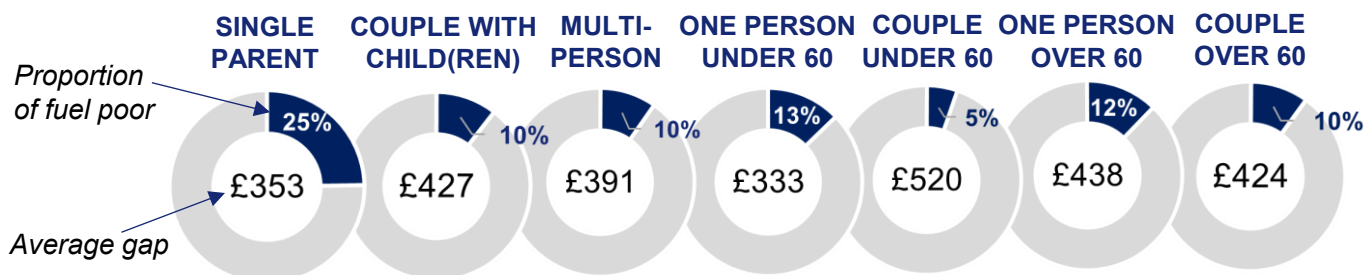
- **Band C or above:** 59.5%
- **Band D or above:** 93.2%

Since 2014 the share of low income households in **Band A-C** has steadily increased, from 32.9% in 2014 to 59.5% in 2024.



## HOUSEHOLD COMPOSITION

**Single parent households** were most likely to be fuel poor (24.7%) and **couples under 60 without children** had the highest average gap (£520).

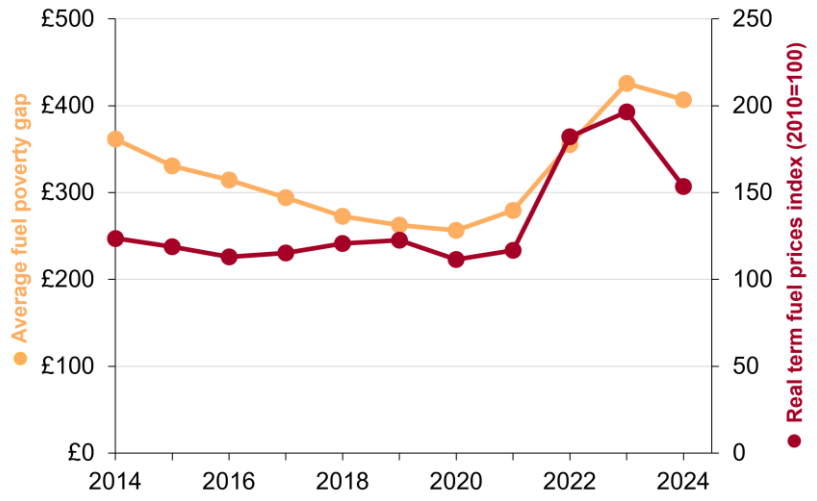




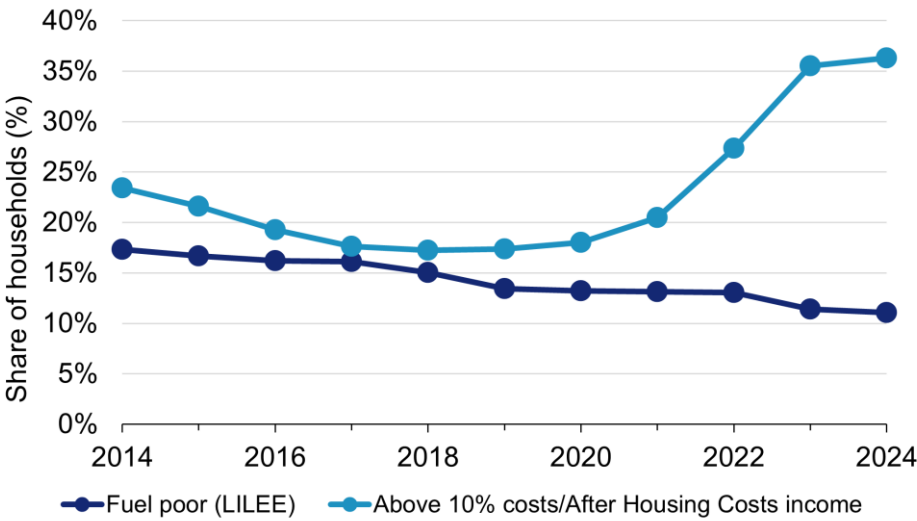
## FUEL PRICES

Overall, domestic energy prices fell by 22 per cent from 2023 to 2024 in real terms. The average fuel poverty gap decreased by 4 per cent between 2023 and 2024 in real terms.

From 2020 to 2023, the average fuel poverty gap rose due to rising energy prices. The gap dropped slightly in 2024 as energy prices dropped.



## AFFORDABILITY MEASURES

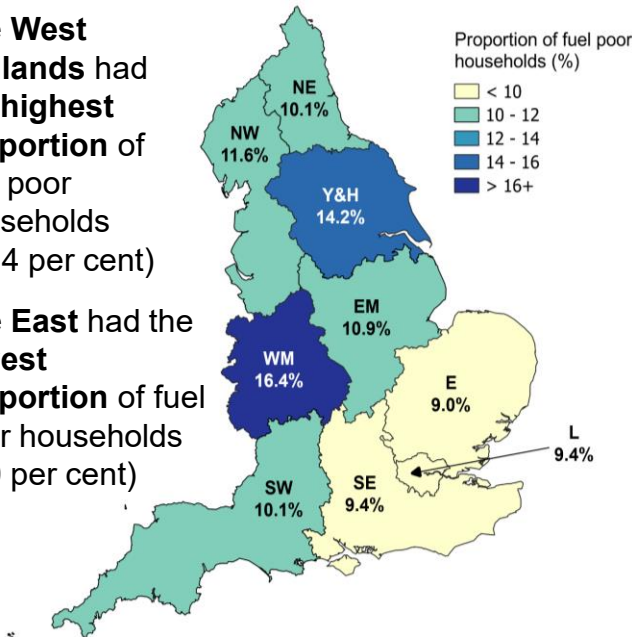


Between 2020 and 2024 there was an increase from 18.0 per cent to 36.3 per cent of households required to spend more than 10 per cent of their income on energy, after housing costs. Under the LILEE metric, an increase in energy costs can be offset by an equal increase in income, whereas affordability measures are more sensitive to fuel costs. This explains the difference in trends between the two.

## PROPORTION OF FUEL POOR HOUSEHOLDS (%)

The **West Midlands** had the **highest** proportion of fuel poor households (16.4 per cent)

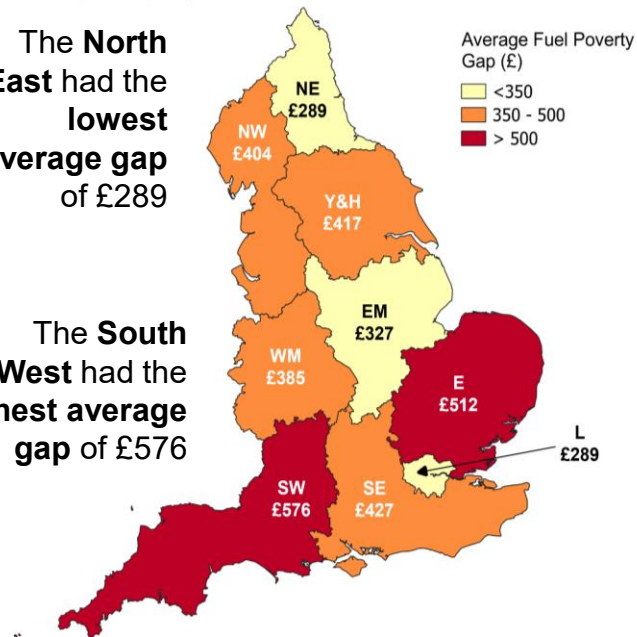
The **East** had the **lowest** proportion of fuel poor households (9.0 per cent)



## AVERAGE FUEL POVERTY GAP (£)

The **North East** had the **lowest** average gap of £289

The **South West** had the **highest** average gap of £576

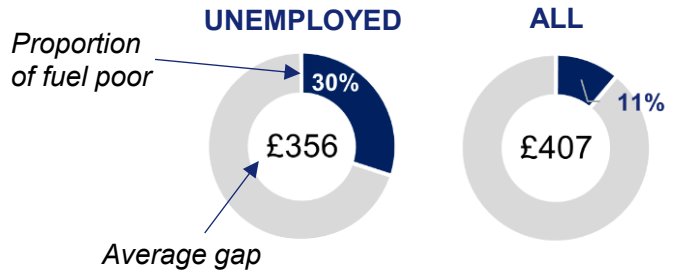


NE - North East, NW - North West, Y&H - Yorkshire and The Humber, EM - East Midlands, WM - West Midlands, E - East, L - London, SW - South West, SE - South East



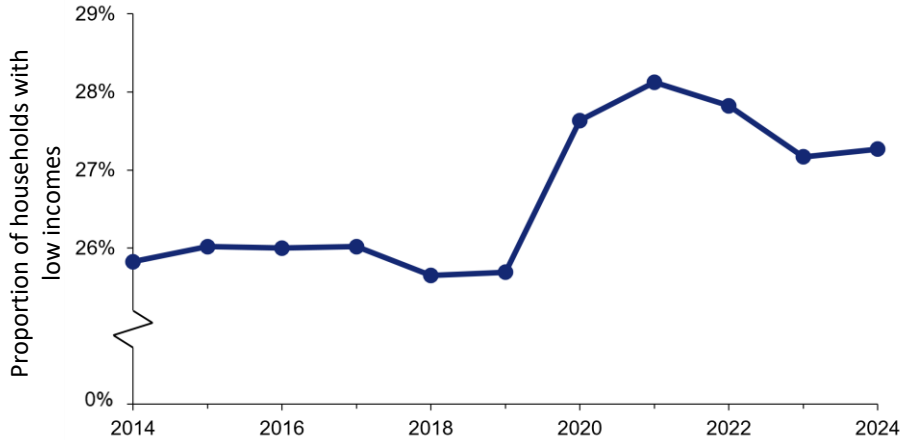
## EMPLOYMENT

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



## INCOME

The proportion of low income households **decreased by 0.7 percentage points between 2022 and 2023**, driven by increases in income which were larger for the lower income deciles. The proportion rose slightly between 2023 and 2024.



## TENURE

**Owner occupied**  
(65% of households)

**Private rented**  
(19%)

**Social housing**  
(16%)

### Owner Occupied

Not Fuel Poor (92.5%)

Fuel Poor (7.5%)

### Private Rented

Not Fuel Poor  
(78.5%)

Fuel Poor (21.5%)

### Social Housing

Not Fuel Poor  
(86.9%)

Fuel Poor  
(13.1%)

Households who **live in a property they own** had the **lowest likelihood of being fuel poor** (7.5%). However, they had the **largest average fuel poverty gap** (£472).

Households living in **privately rented accommodation** were **most likely to be fuel poor** (21.5%). Despite only 18.7% of all households privately renting their homes, 36.3% of all fuel poor households live in privately rented accommodation.

Those living in **social housing** had the **lowest average fuel poverty gap** (£261).

\*The Fuel poverty energy efficiency rating (FPEER) is a modified version of the Standard Assessment Procedure (SAP) specifically designed for fuel poverty calculations reflecting energy costs incurred after direct energy rebates. The [FPEER methodology handbook](#) shows how this is calculated.

