



This factsheet summarises the headline estimates of fuel poverty in England in 2025 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**

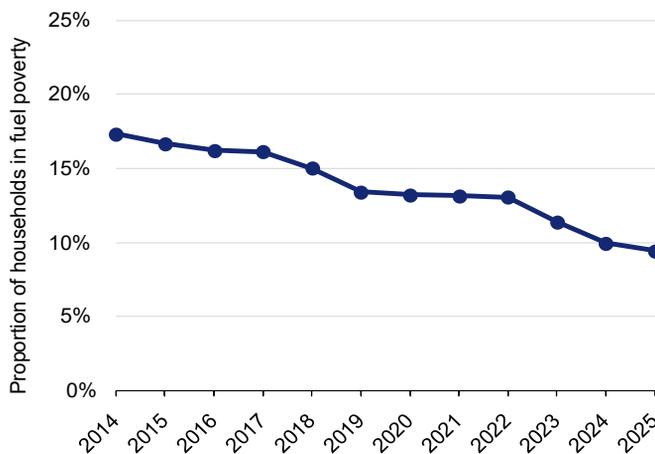


their disposable income (after housing and fuel costs) is below the poverty line.

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 2025



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

9.4% of households in England were **fuel poor** in 2025.

That's **2.36 million** households.

The **average fuel poverty gap** was **£379** (similar to £381 in 2024 in real prices).

The **aggregate fuel poverty gap** was **£896 million** (down from £941 million in 2024 in real prices).

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



ENERGY EFFICIENCY measures lifted 153,000 households out of fuel poverty between 2024 and 2025.



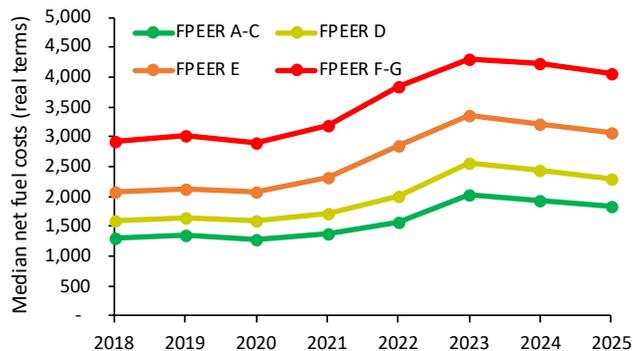
RELATIVE INCOMES slightly reduced and **HOUSING COSTS** increased in 2025. Overall, these changes moved 51,000 households into fuel poverty.



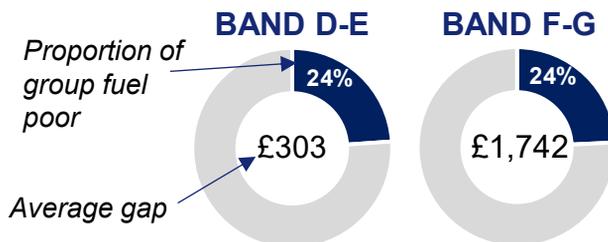
ENERGY PRICES reduced in 2025, lifting 8,000 households out of fuel poverty.



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).

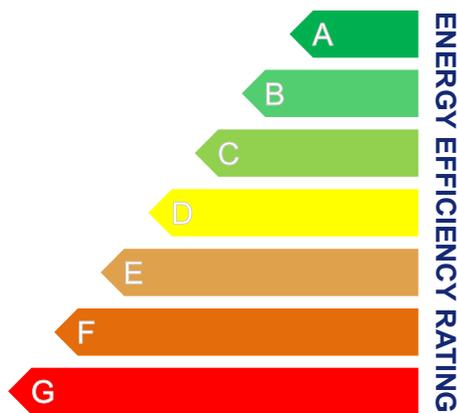
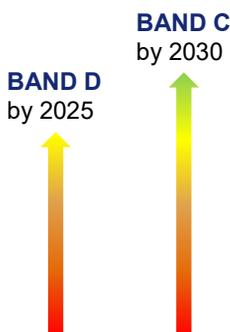


Band F-G and Band D-E are equally likely to be fuel poor. Band F-G properties had an average fuel poverty gap **over 5 times higher** than band D-E.



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.

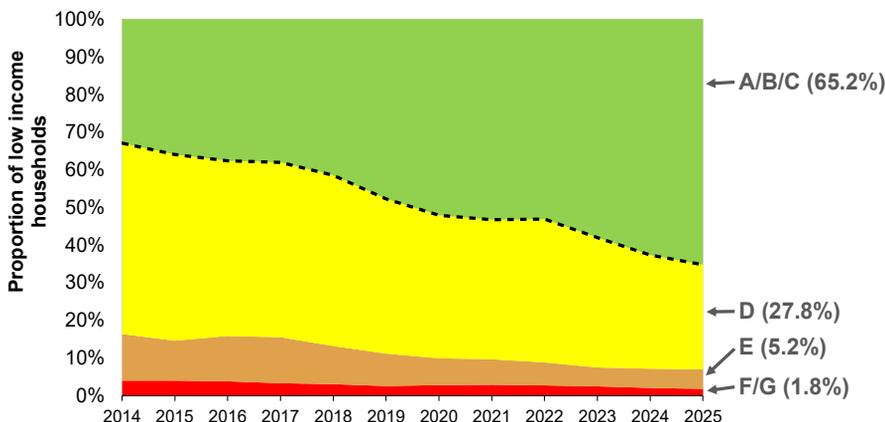


Share of low income households

The estimated share of low income households in 2025 was as follows:

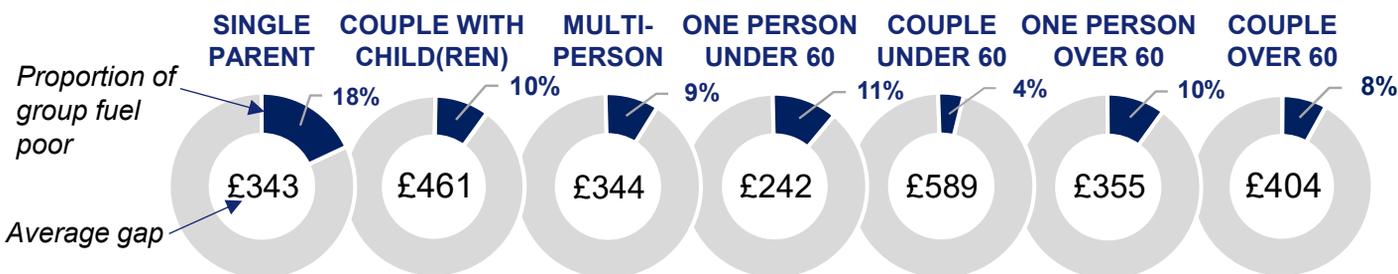
- **Band C or above:** 65.2%
- **Band D or above:** 93.0%

Since 2014 the share of low income households in **Band A-C** has steadily increased, from 32.9% in 2014 to 65.2% in 2025.



HOUSEHOLD COMPOSITION

Single parent households were most likely to be fuel poor (18.1%) and **couples under 60 without children** had the highest average gap (£589).

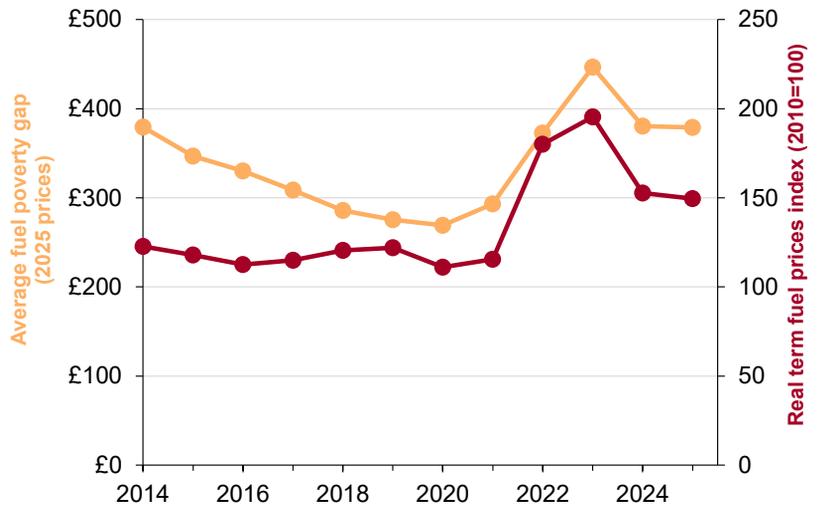




FUEL PRICES

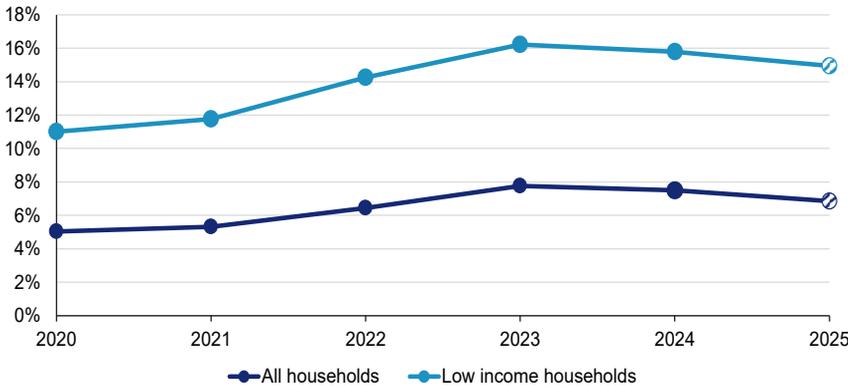
Average required energy costs fell between 2024 and 2025 in real terms.

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 and remained at a similar value in 2025.



AFFORDABILITY MEASURES

Median required energy costs as a proportion of (after housing costs) income over time



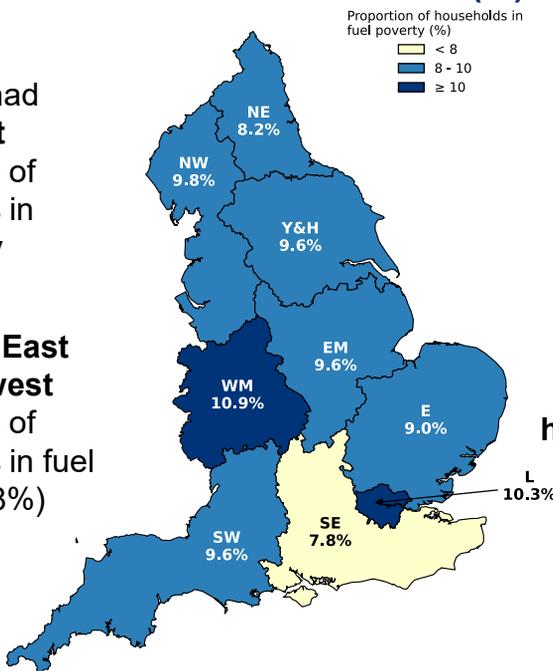
In 2025, median required energy costs as a proportion of (after housing costs) income were 6.8% for all households and 14.9% for low income households.

These have followed a similar pattern over time, with the median value for low income households remaining around twice as high as for all households.

REGIONAL PROPORTION OF HOUSEHOLDS IN FUEL POVERTY (%)

The **West Midlands** had the **highest** proportion of households in fuel poverty (10.9%)

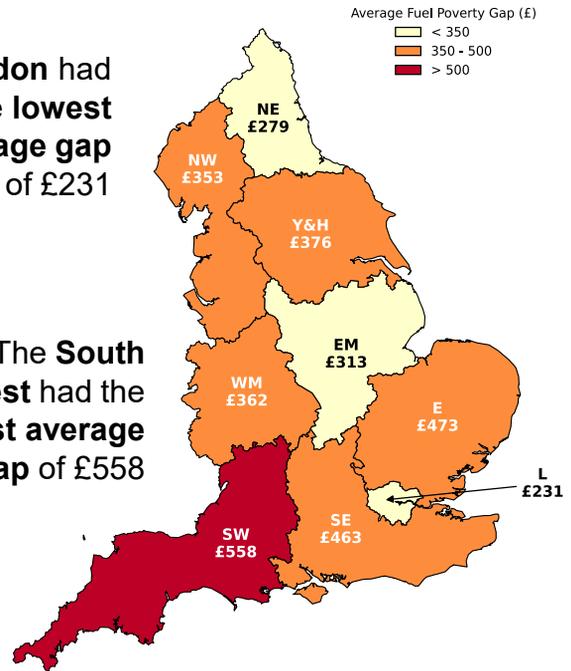
The **South East** had the **lowest** proportion of households in fuel poverty (7.8%)



AVERAGE FUEL POVERTY GAP (£)

London had the **lowest** average gap of £231

The **South West** had the **highest** average gap of £558

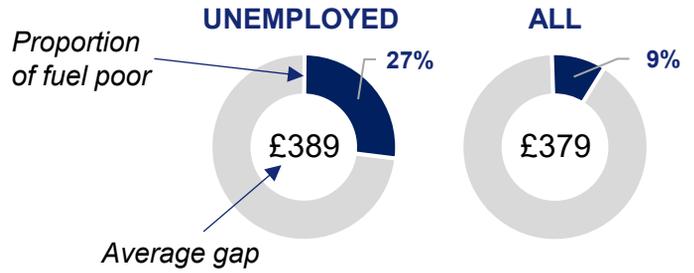


NE – North East, NW – North West, Y&H – Yorkshire and The Humber, EM – East Midlands, WM – West Midlands, E – East, L – London, SW – South West, SE – South East



EMPLOYMENT

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



TENURE

Owner occupied
(65% of households)

Private rented
(19%)

Social housing
(16%)

Owner Occupied

Not fuel poor (93.5%)

Fuel poor (6.5%)

Private Rented

Not fuel poor
(82.8%)

Fuel poor
(17.2%)

Social Housing

Not fuel poor
(88.0%)

Fuel poor
(12.0%)

Households who **live in a property they own** had the **lowest likelihood of being fuel poor** (6.5%). However, they had the **largest average fuel poverty gap** (£420).

Households living in **privately rented accommodation** were most likely to be **fuel poor** (17.2%). Despite only 18.7% of all households privately renting their homes, 34.1% of all fuel poor households lived in privately rented accommodation.

Those living in **social housing** had the **lowest average fuel poverty gap** (£286).

Tenure	Proportion of households that are fuel poor	Average fuel poverty gap
Owner occupied	6.5%	£420
Private rented	17.2%	£383
Social housing	12.0%	£286

*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.

