







Understanding Fuel and Transport Poverty and Associated Challenges for a Scottish Just Transition (FTP-SJT)

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Introductions (5mins)

Project summary and findings (45 mins)

- Project background
- Scope, objectives
- Workshops description
- Outputs

Open discussion (30 mins)

Next steps and close (10 mins)

Project background

Setting up the scene: fuel and transport poverty and the cost of living crisis

To tackle climate change and reach net zero emissions targets, **Scottish households will need to transition to low carbon heat and mobility**.

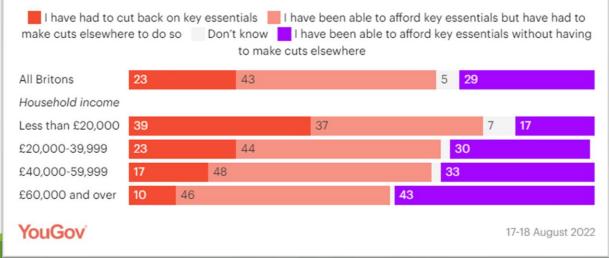
However, in Scotland, <u>one in four households experience fuel poverty</u> and <u>one in five</u> <u>households is in high risk of transport poverty</u>, and the transition to low carbon systems is

expected to create further pressure in these vulnerable groups.

In addition to this, the ongoing <u>energy and living</u> <u>cost crisis</u> is evidencing the precarity of the situation and it is expected that more will fall into fuel poverty in the coming years.

Cost of living crisis: one in four Britons have had to cut back on key essentials

Thinking about the recent rise in the cost of living, which of the following best describes your situation when it comes to paying for key essentials (e.g. food, housing, heating)? %



Energy bills

Millions will face fuel poverty despite Ofgem move to cut energy price cap

Crisis 'far from over', warn campaigners as an estimated 6.5m households across Great Britain will still struggle to pay bills

Jillian Ambrose Energy correspondent

Wed 24 May 2023 16.17 BST



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The energy regulator is poised to cut the price cap for the average customer from £2,500 a year to £2,053. Photograph: Jacob King/PA

The energy regulator <u>Ofgem</u> is poised to announce a lower cap on energy bills on Thursday, making gas and electricity cheaper across Great Britain, but the reduction will still leave an estimated <mark>6.5m households in fuel</mark> poverty. At more than £2,000, typical energy bills will remain almost double the level they were at before Russia began restricting gas supplies to Europe as it prepared to invade Ukraine. In October 2021, the typical household paid £1,271 a year for gas and electricity.

In a forecast that will alarm hard-pressed families, Cornwall's analysts have warned they do not expect bills to return to pre-2020 levels "before the end of the decade at the earliest".

Simon Cran-McGreehin, from the Energy and Climate Intelligence Unit thinktank, is among those who expect bills to remain high for years to come. He has warned that the lingering gas crisis would mean that the average cost of gas and electricity might not fall below £1,700 a year per household for the rest of this decade.

"That's around £600 - about 50% - above where it was before the gas crisis," Cran-McGreehin said. "If we don't get on with insulating homes, installing heat pumps and building more renewables, gas demand will remain high and that means bills will too."

https://www.theguardian.com/money/2023/may/24/millions-will-still-face-fuel-poverty-despite-ofgem-move-to-cut-energy-price-cap

The Net Zero context - policy landscape

Transport

End the sale of new petrol and diesel cars and vans from 2030

'Invest £2 billion in cycling and walking, building first hundreds, then thousands of miles of segregated cycle lane and more low-traffic neighbourhoods with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.'

Heat

Heat pump deployment 600k per year by 2028 and 1.9 million per year by 2035

Around 13 million homes with low carbon heating by 2035

- Electrification: 11 million heat pumps and 2 million heat networks
- Hydrogen: 7 million heat pumps, 4 million hydrogen, and 2 million heat networks

How is this going to be paid for?

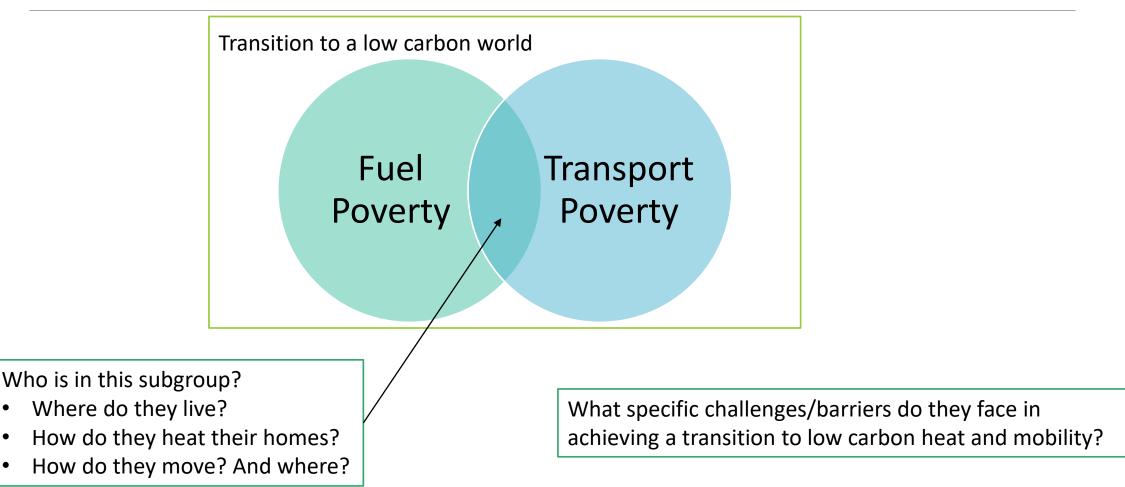
Impact on prices? Impacts on vulnerable groups?

Net Zero Strategy: Build Back Greener

203

October 2021

The research focus



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Existing research on the area

Fuel and transport poverty in the UK's energy transition (FAIR)

<u>https://www.creds.ac.uk/fair/</u>



May 2020

Vulnerability to fuel and transport poverty

Neil Simcock, Kirsten Jenkins, Giulio Mattioli, Max Lacey-Barnacle, Stefan Bouzarovski, Mari Martiskainen

1. Summary

This briefing highlights the groups of people that academic research has identified as vulnerable to experiencing fuel poverty and transport poverty. Fuel and transport poverty are distributed across the UK, although the groups affected in each place can vary and the characteristics can be different depending on the location and make up of households.



Figure 1: The groups of people vulnerable to fuel, fuel and transport, and transport poverty

'The research found that up to 20% of neighbourhoods studied were at risk of transport poverty occurring. But, rather being kept to remote parts of Scotland

Scotland 2016

- transport poverty occurring. But, rather than being kept to remote parts of Scotland, the areas at higher risk were far more likely to be in accessible small towns (28%) or accessible rural locations (30%).'
- 'of the high-risk areas, 61% were places where vital services could be reached by bike in 10 minutes or by foot in half an hour.'

On the area Sustrans report: Transport poverty in

Existing research

 SUStrans
 Enter a keyword

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 Home → Research → Transport poverty in Scotland

PUBLISHED: 1ST AUGUST 2016

Transport poverty in Scotland

More than 1 million Scots live in areas which are at risk of transport poverty according to new research released today by Sustrans Scotland. SHARE THIS PAGE

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Our work in Scotland

Project scope & objectives

Our research programme

This project aims to help enable a just transition to low carbon heat and mobility in Scotland, by providing important insights through stakeholder and community engagement, taking a bottom-up approach to policy making and providing a voice to the communities from the start.

The objectives of this project are:

- To identify groups affected by fuel and transport poverty in Scotland.
- To assess what specific challenges/barriers these groups face.
- To explore the links/joint challenges of fuel and transport poverty.
- To start identifying potential solutions, from a citizens' perspective, to alleviate these challenges.

Community engagement

- Four participatory workshops:
 - 1st and 2nd workshops: urban/suburban (Glasgow and Dundee)
 - Dundee workshop co-organised with Dundee city council, 02. December 2022
 - Glasgow workshop co-organised with EHRA (Easterhouse), 03. February 2023
 - 3rd and 4th workshops: rural (Thurso and Castletown)
 - Highlands workshops co-organised with the Caithness Voluntary Group, 13. & 14. Feb 2023
- Workshop outcomes include:
 - ranked list of challenges people face
 - list of specific issues in their locality
 - discussion of suggestions and potential solutions for these issues

Project deliverables

An academic paper for submission to a peer-reviewed journal

- Literature review paper already under review
- Expect to complete a second paper in the coming weeks, detailing the methodology, results, and implications for policy.

A policy brief, including recommendations addressed to policy makers and other stakeholders (non-academic report).

The final report, including a lay summary of the project targeted at the general public.

Workshop description

Workshop structure

Workshop methodology

- Nominal group technique (consensus workshop)
 - Introduction, participant round robin, discussion on the ranked list of challenges, look for consensus.
- Pre-workshop survey to obtain initial material for discussion

Pre-workshop survey

Demographic information

- Assessment of main challenges/issues of fuel and transport poverty
 - List of challenges/issues, based on available literature
 - Assess their importance using a Likert scale (1, very little importance 5, very important).
 - Space available to add any other relevant issues/challenges not listed.

Workshop outputs: ranked list of challenges

Dundee workshop

Post-It Tabletop Eased Pad 3M Challenges - ranked AVERAGE LOST OF FREL. hEDIVAL-EFFICACY OF HEATING -HOUSEHOLD INCOME -LOST OF PUBLIC TRANSPORT -COST OF PETROL -ENERGY EFFICIENCY / BUILDINGS LOAD SAFETY -8 No ACCESS TO CAR -2 TAKES TOO LONG ABILITY TO USE ENERGY ETTICIENTLY HULITY TO ADDAT NEW TECHNOLOGIES -INFOEGUATE ACCESS TO PUBLIC TRANSPORT-PERSONAL SECURITY ABILITY TO RESPOND TO PRICE MUD OTHER SEAMES RELIABLE TRANSFORT -

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Dundee workshop – piloting the method

- 1 Cost of fuel / petrol
- 2 Energy efficiency, efficiency of heating
- 3 Household income
- 4 Cost of public transport
- 5 Inadequate/unreliable public transport, takes too long
- 6 Road safety, personal safety/security
- 7 Under-occupancy, ability to use energy efficiently, ability to adopt new technology and respond to prices
- 8 No car / cannot drive

Glasgow workshop

Energy efficiency Household nadequate public transport. Ability to respond to price Personal security Ability to use energy effici-Road Safety Cost of public transp. Ability to adopt new tech. the lenergy

Too far? too long? No lifts 5) No nearby facility Under OCCUPANCY people no listening Bud image of housing assuc. Benefits policies

Glasgow workshop: ranked list

1 Energy efficiency	9 Personal security
2 Cost of fuel/energy	10 Under-occupancy/ability to use energy efficiently
3 Household income	11 Road safety
4 Disability	12 Ability to adopt new technology
5 Benefits policies	13 Distance – too far, no nearby facilities
6 Inadequate public transport	14 No access to car
7 Ability to respond to price	15 No lifts
8 Cost of public transport	

Highland workshops 1 (Thurso)

HALLENGES RANKED TAbility to use energy efficiency ABILITY TO USE ENERGY ETTICIENTY 2) Every efficiency of buildings beauting 2) ENERGY EFFICIENTLY OF BUILDING /HEATINE 3) inede juste uneliable Putie Tronsp.L S COST OF THEL / ENERGY hast of ful lerengy ABILITY TO RESPOND TO PRICE + OTHER SKAVES Road safety etc SANLIN TO ADOPT NEW TECHNOLOGIET 23 Asility to keepend to prace Too Ja / too long 22 household in come Inadequate UneELIADLE PUBLIC TRAMBET ROADS AFETY / PARKING KONSEJTON 19 19 po, a LOST OF FUELIC TRANSPORT 19 Gast of Muther Transport CHOUSE THOLD IN LOVE Asily to adoy' new teel PERSONAL SEZURINY 15 TO NO accept to Carl can't drive & Lot D NOULICNE NO ALLESS TO CAR / EANIT DRIVE eren sent NDER- OCCUPANCY BENERGE personal search alsaslit Unle - ourpana

Highland workshops 1: ranked list

1 Ability to use energy efficiently	9 Cost of public transport
2 Energy efficiency of buildings/heating	10 No access to car/cannot drive
3 Inadequate/unreliable public transport	11 Ability to adopt new technology
4 Cost of fuel/energy	12 Energy security
5 Road safety	13 Personal security
6 Ability to respond to price	14 Disability
7 Household income	15 Under-occupancy
8 Distance – things are too far	

Highland workshops 2 (Castletown)

CHALLENGES RANKET COST OF FUEL / ENERGY Too Jar / too CONG 5 ENERGY ETFICIENCY OF BUILDING HEATING (7) HOUSEHOLD INCOME 23 5 ROAD SAFETY / PARKING / CONDESTION 22 ABILITY TO ADOPT NEW TECHNOLOGY 22 (7) INADEQUATE /UNCELIABLE PUBLIC TRANSBE ABILITY TO RESPOND TO PRICE + OTHER SIGNALS (9) COST OF PUBLIZ TRANSPORT (15) ABILITY TO USE ENERGY ETTICIENTLY 18 PERSONAL SECURITY 16 + ROAD LONDITIO UNDER-OCCUPANCE +LIMITES No ALLESS TO SANS GAR/ CAN'T DRIVE + COLD OF PHYSIZAL DISABILITY WINTER 4 Fold here

Highland workshops 2: ranked list

1 Cost of fuel/energy	9 Ability to respond to price
2 Distance – things are too far, takes too long	10 Ability to use energy efficiently
3 Energy efficiency of buildings/heating	11 Cost of public transport
4 Household income	12 No access to car/cannot drive
5 Physical disability	13 Under-occupancy
6 Road safety, parking, congestion	14 Personal security
7 Ability to adopt new technologies	Road conditions
8 Inadequate/unreliable public transport	Limited choice of fuel

Workshop outputs: the discussions

Word clouds: Dundee & Glasgow

social housing element personal completely different vicious circle still aet personal security really good why rent actually get anything else new technology community resource ability energy ability energy people suffer know say people get smart meter energy efficiency same thing people know okay good main challenge enough money pay rent put heating solar panel know really hold money personal safety lot tenant people car car drive really good well get solar panel fuel cost far long heat house door window live quite type heating **TVE SIX** know know cost public right okav know get quite lot heating get bit high many people drive access bus train cost tuel try get put washing Washing machine access car energy efficiently cost petrol long time people say okay put thing well probably rank half hour road safety say well get enough make sure cost public old people big house affect everybody know pav aood know live bia pay fuel well people storage heating young child physical disability even thing good thank put together absolutely fine get people get refund really really access cal own tenant let say black white livina room bus si thing get life know know get take long mean get fuel cost work get part time lot people house know know people good good well cost utility provider number eight know trv thing know try get storage heater energy efficiency something else well get get money fuel poverty four five same level lot people energy efficiently money heat depend speak household income people maybe say early house get personal security bus ticket press button household income maybe put house association safety issue heating system aet bus efficacy heating monev come people work make policy right mean put together inadequate housing white good impact thing know even work part social housing everything else people listen environmental issue private landlord heating mean electric heating actually live back grid safety personal keep separate number four

Word clouds: Highland workshops

low down keep warm old people fire station green pass maybe know coast 500 mean get john ogroats bus come cheap oil change heating bus come road safety get get transport system household live myself income lack awareness lot thing transport get scottish government get money know know thing know people struggle local bus personal security day week get access get know people get lucky get put maybe kind issu get inverness live house off wall issue people quite lucky smart meter bus stop road condition get gas bus thing lot north coast little energy efficiency know people new technology aet import electricity get car down street time get old adult house insulat take down year year reason why maybe same last time energy efficiently stay hotel personal security state road pretty good single track V people work food waste minute walk cost fuel power cut get back lot old deliver oil school bus get taxi take away castle mey people take people know rely public well travel car drive inverness aet amount money thing need come back storage heater cost public adopt new number people cost fuel unit rate get bus year ago ability energy solar panel mobile phone actually get storage heater 1200 litre thing well get new bit high state pension travel long taxi service lot people every year last year back down adopt new make sure come back ability adopt get oil difficult get little bit household income three four get rid citizen advice ability adopt heating system road sa know people same regardless ambulance cover end day people live heat pump time get state road vhel llew physical disability put place oclock night road caithness energy efficiently many people cess lucky enough get taxi ability respond long distance new technology prepaid mete big bus six spot highland council physical disability transport ability get two many people get bad walk down road condition probably pay

Major themes....



...minor (?) grievances....

"Well there was a lady on her wheelchair up here who *fell in a pothole* and got soaked, in the wheelchair."

Thurso

"Anybody that's *cycling on the roads in Caithness* at the moment has either got a *death wish* or they're a lot braver than I am!" "So when you have paid £27 for a ticket and you're not getting a refund of that and then you have to go and buy another ticket before you get the refund, like that was their money for food for the week [...] And I'm just like, how does this work? [...] there has to be a **better way** of dealing with customers, right? "

Dundee

Thurso

...and possible solutions?

"I know there is difficulties but I still think [...] we should really be *encouraging and implementing public transport* and its use across the board."

Dundee

"Aye, *prepayment meters* are just horrendous, they *should be banned*." "Persuading people to take [...] opportunities that are available in the *renewable side of things* which do make a difference even in a place like this. [...] *further grants in place* to actually get these things, these measures applied."

Thurso

Castletown

Conclusions

Common themes emerging across workshops, e.g. public transport, cost of fuel/energy, etc.

However, clear differences can be seen, especially between urban and rural locations. E.g.:

- Personal safety
- Distance, travelling time, etc.
- Types of fuelling and payment (e.g. oil, gas, electricity)

The joint challenges can be more complex and go deeper than what is commonly referred to on the literature.

- Similar overall challenges, but these impact people very differently, depending on location, housing situation, health/disabilities, income level, etc.
- Top-down policies/solutions may not be effective in tackling these issues
- E.g. access to services ('transport poverty') for certain communities and/or groups will not be solved with cheaper petrol/diesel.
- Welfare payments not fit for purpose?
- Low awareness and/or accessibility on existing support (e.g. energy efficiency grants)
- Difficulty defining and measuring transport poverty (complexity and heterogeneity of issues)

Next steps

Complete outputs in coming weeks

This was an initial exploratory study, we want to develop further:

- Gaining better understanding of root causes
- Potential to explore more locations
- Focusing on solutions, bottom-up (e.g. community initiatives, local energy systems)
- Energy markets and tariffs

Also, exploring less obvious links/impacts of fuel and transport poverty with other areas:

- Health
- Work/education
- Local identity
- Tourism
- Costs vs wages vs skills availability local labour market constraints
- Etc.

Any other suggestions?









Thank you!

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