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ENERGY POLICY

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

CHRISTIAN CALVILLO, TANJA MUELLER
UNIVERSITY OF STRATHCLYDE

XIAOYI MU, TONG ZHU, KERAN BOYD
UNIVERSITY OF DUNDEE

Agenda

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.**

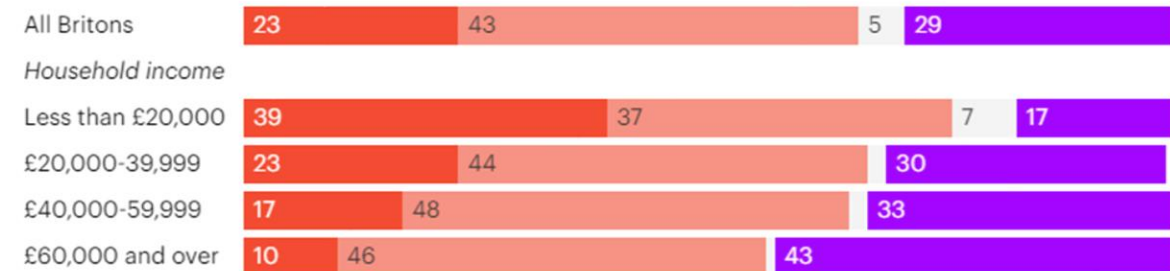
However, in Scotland, one in four households experience fuel poverty and one in five households is in high risk of transport poverty, and the transition to low carbon systems is expected to create further pressure in these vulnerable groups.

In addition to this, the ongoing energy and living cost crisis 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)? %

■ I have had to cut back on key essentials ■ I have been able to afford key essentials but have had to make cuts elsewhere to do so ■ Don't know ■ I have been able to afford key essentials without having to make cuts elsewhere



YouGov

17-18 August 2022

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



📷 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 **Ofgem** 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 **6.5m households in fuel 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

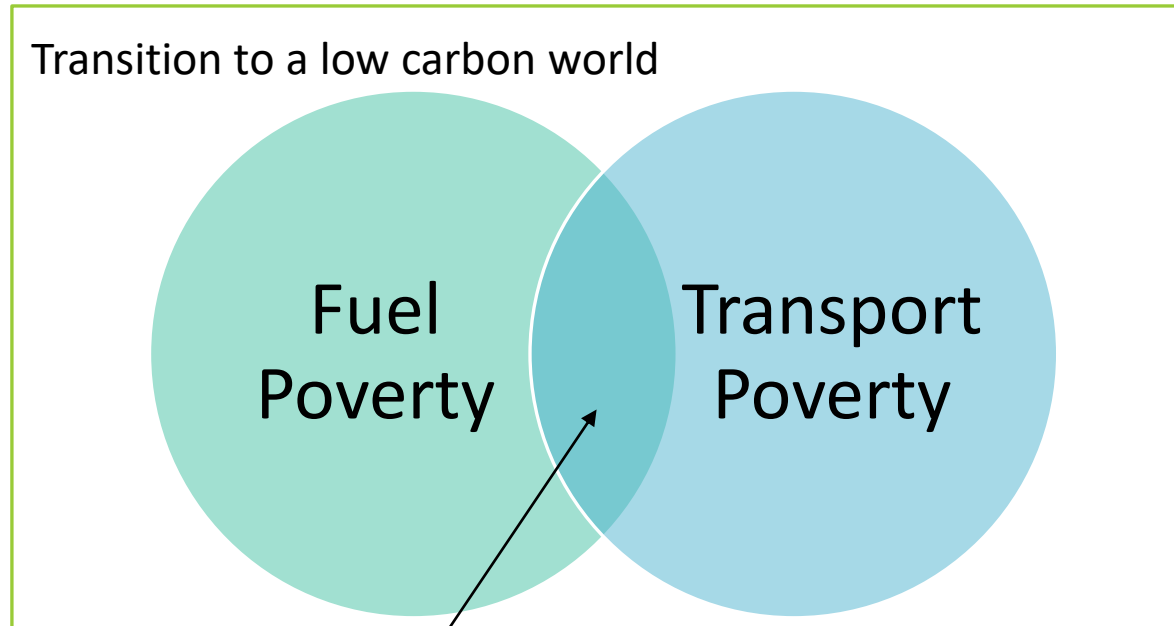
- Electrification: 11 million heat pumps and 2 million heat networks
- Hydrogen: 7 million heat pumps, 4 million hydrogen, and 2 million heat networks

How is this going to be paid for?

Impact on prices? Impacts on vulnerable groups?



The research focus



Who is in this subgroup?

- Where do they live?
- How do they heat their homes?
- How do they move? And where?

What specific challenges/barriers do they face in achieving a transition to low carbon heat and mobility?

Existing research on the area

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

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



Vulnerability to fuel and transport poverty

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

May 2020

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.

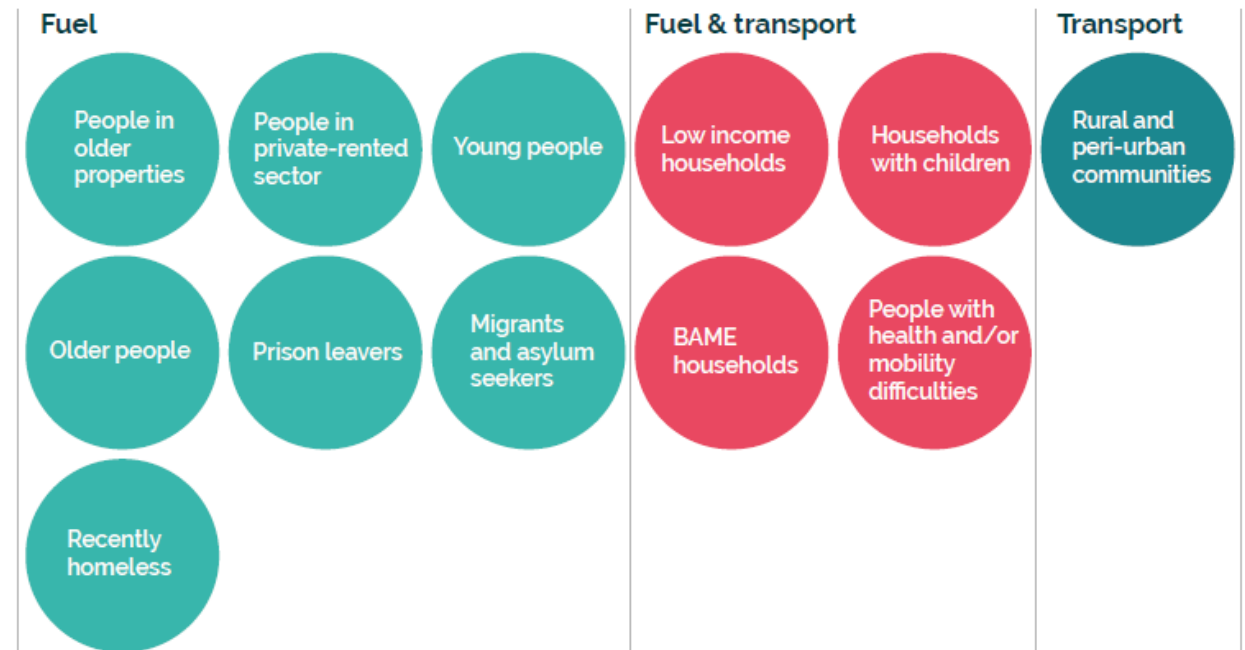


Figure 1: The groups of people vulnerable to fuel, fuel and transport, and transport poverty

Existing research on the area

Sustrans report: Transport poverty in Scotland 2016

- ‘The research found that up to 20% of neighbourhoods studied were at risk of 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.’

sustrans

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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.

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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

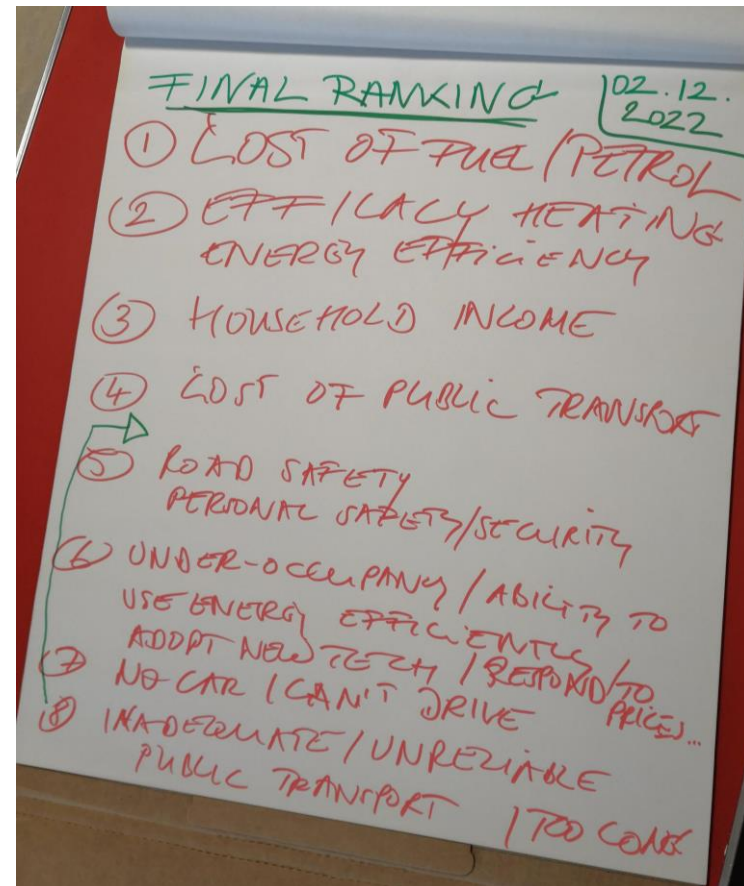
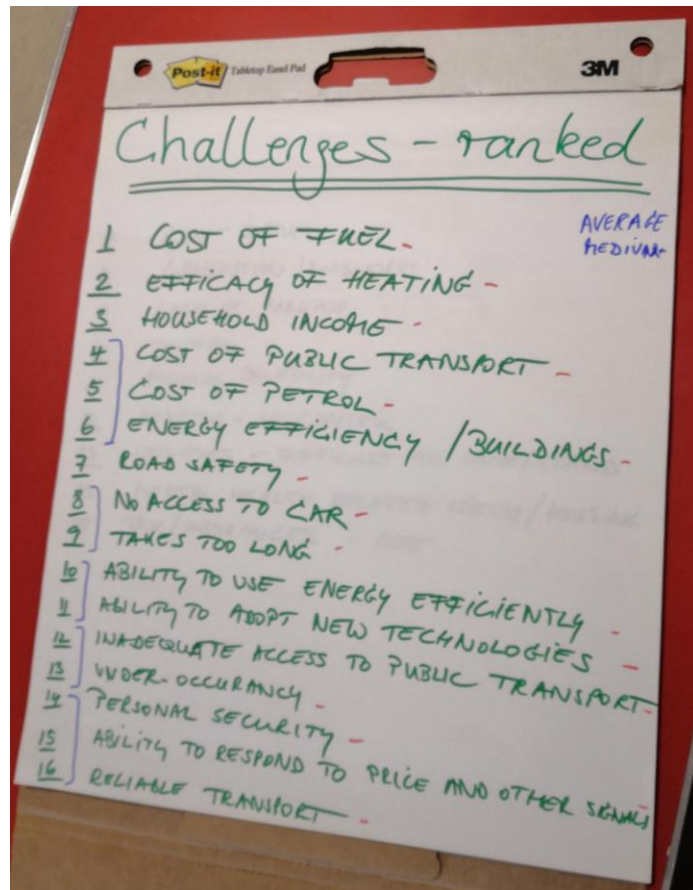
- Nominal group technique (consensus workshop)
 - Introduction, participant round robin, discussion on the ranked list of challenges, look for consensus.
- Pre-workshop survey to obtain initial material for discussion

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



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

- ① Energy efficiency
- ② Household income
- ③ Disability
- ④ Inadequate public transport
- ⑤ Ability to respond to price
- ⑥ Personal security
- ⑦ Ability to use energy efficiently
- ⑧ Road safety
- ⑨ Cost of public transp.
- ⑩ Ability to adopt new tech.
- ⑪ Cost of fuel/energy
- ⑫ No access to car

- ⑬ Too far? too long?
- ⑭ No lifts
- ⑮ No nearby facility
- ⑯ Under occupancy
- ⑰ people no listening
- ⑱ Bad image of housing assoc.
- ⑲ Benefits policies

Glasgow workshop: ranked list

1 Energy efficiency

2 Cost of fuel/energy

3 Household income

4 Disability

5 Benefits policies

6 Inadequate public transport

7 Ability to respond to price

8 Cost of public transport

9 Personal security

10 Under-occupancy/ability to use energy efficiently

11 Road safety

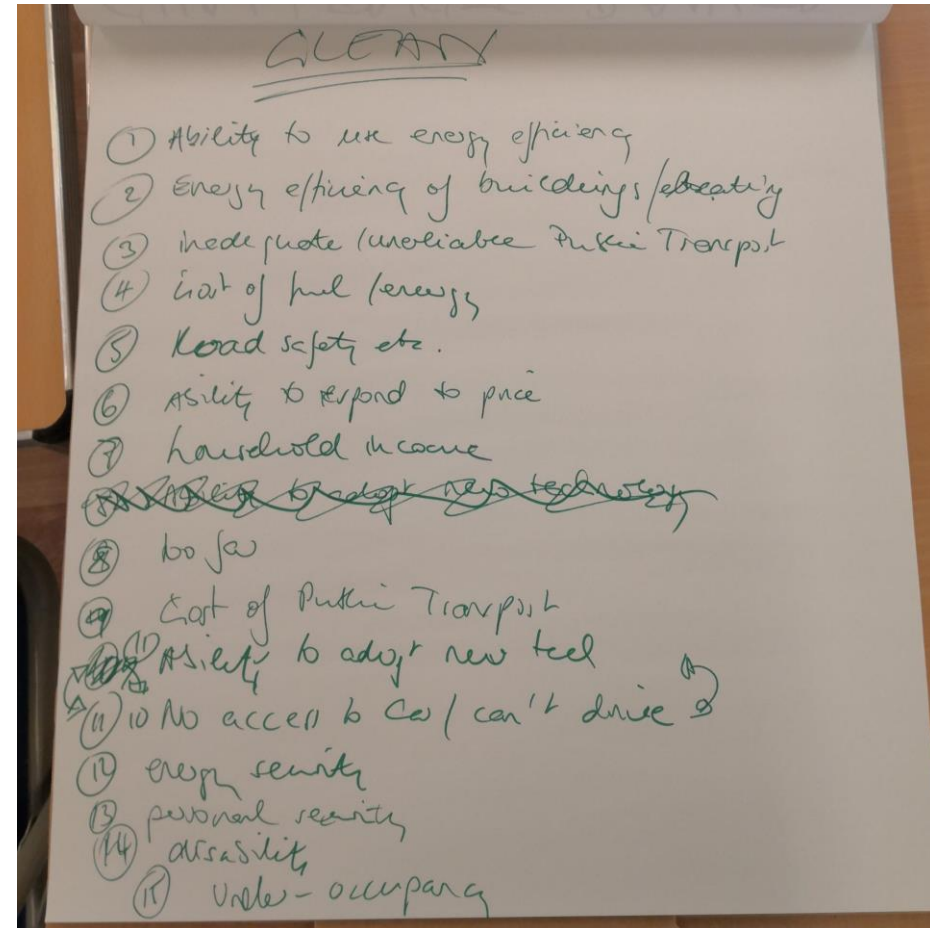
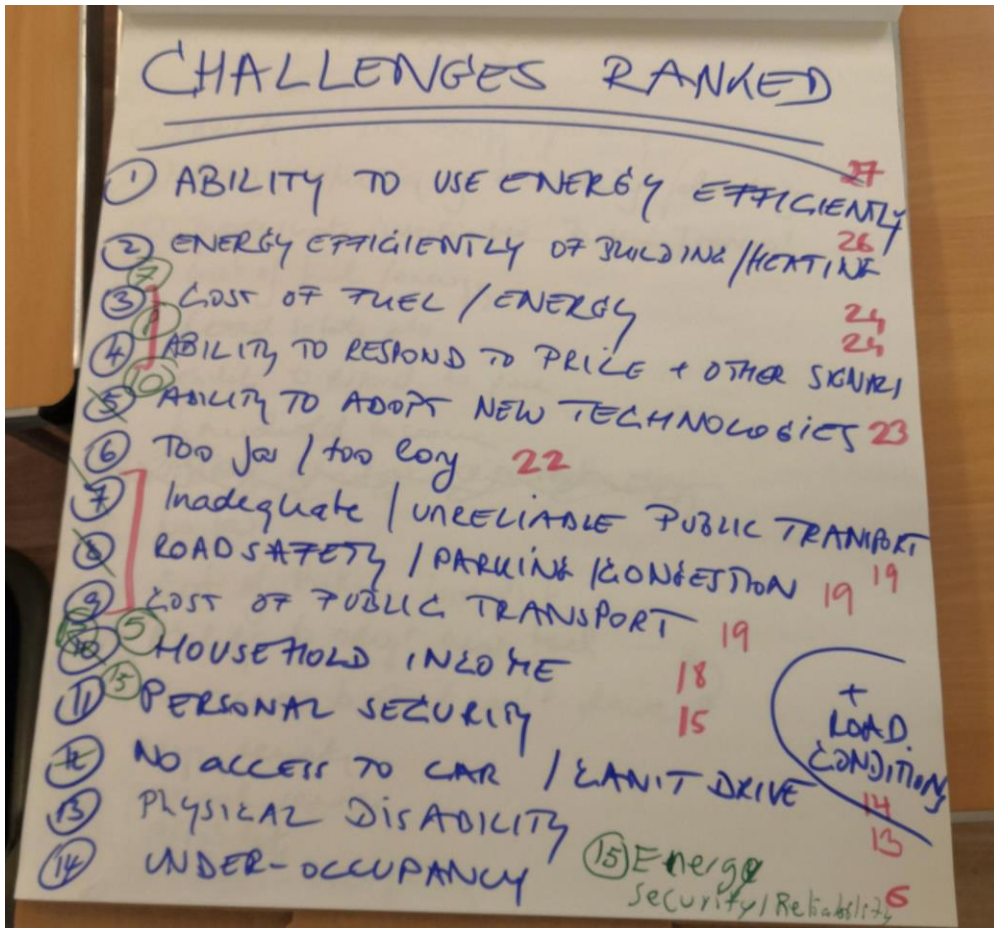
12 Ability to adopt new technology

13 Distance – too far, no nearby facilities

14 No access to car

15 No lifts

Highland workshops 1 (Thurso)



Highland workshops 1: ranked list

1 Ability to use energy efficiently

2 Energy efficiency of buildings/heating

3 Inadequate/unreliable public transport

4 Cost of fuel/energy

5 Road safety

6 Ability to respond to price

7 Household income

8 Distance – things are too far

9 Cost of public transport

10 No access to car/cannot drive

11 Ability to adopt new technology

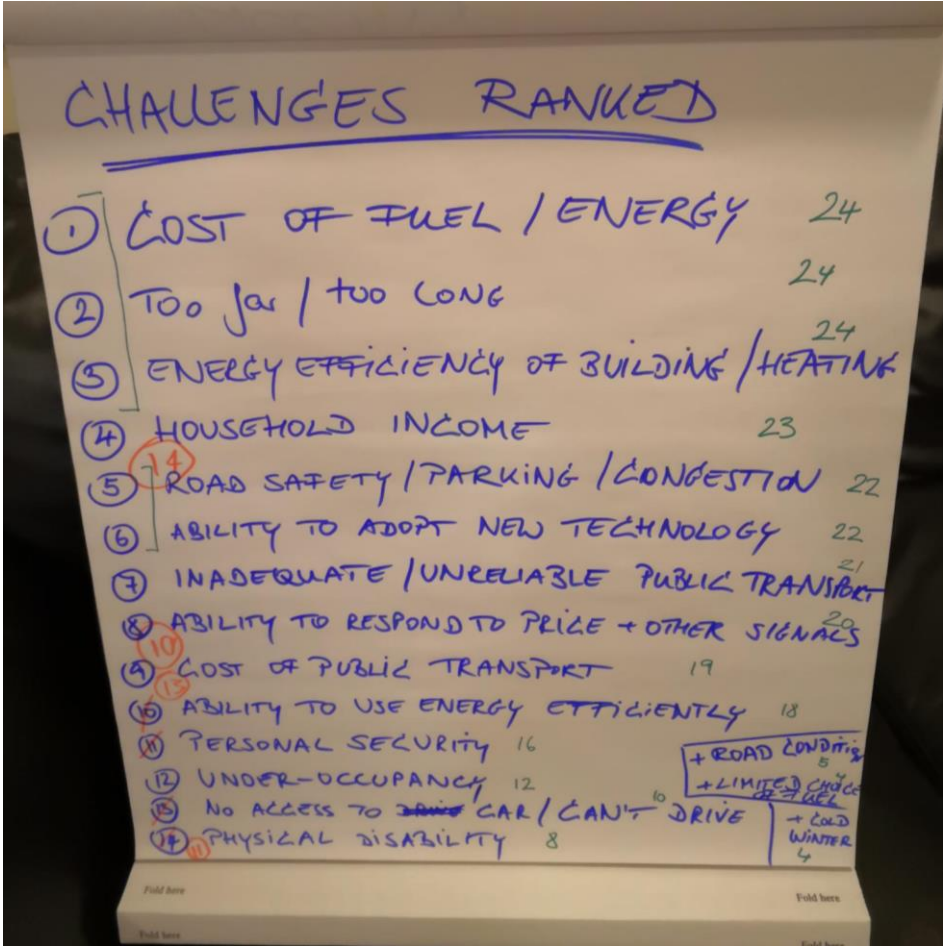
12 Energy security

13 Personal security

14 Disability

15 Under-occupancy

Highland workshops 2 (Castletown)



Highland workshops 2: ranked list

1 Cost of fuel/energy

2 Distance – things are too far, takes too long

3 Energy efficiency of buildings/heating

4 Household income

5 Physical disability

6 Road safety, parking, congestion

7 Ability to adopt new technologies

8 Inadequate/unreliable public transport

9 Ability to respond to price

10 Ability to use energy efficiently

11 Cost of public transport

12 No access to car/cannot drive

13 Under-occupancy

14 Personal security

Road conditions

Limited choice of fuel

Workshop outputs: the discussions

Major themes....

"the local hospital in Wick doesn't offer hardly anything anymore, and then you're expected to drive to Inverness and back, [230 mile trip], and **you get £20 travel costs for it, and you're talking at least double that in actual costs.**"

Castletown

"Like the whole value of public transport's been undermined I think basically, ***we just don't do public transport very well*** any more. "

Glasgow

"I know people who haven't turned the heating on at all, like at all this year. Which is kind of intense actually, like just kind of ***living in that sort of cold all the time.***"

Dundee

"Electricity is particularly more expensive up here than anywhere else. Which is pretty unfair considering we produce a lot of it."

Castletown

...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!"

Thurso

"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

...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.**"

Castletown

"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

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?



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Thank you!

CHRISTIAN.CALVILLO@STRATH.AC.UK