



Fuel Poverty Mapping of the City of Edinburgh

Estimated fuel poverty density in City of Edinburgh Council

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EXECUTIVE SUMMARY

This report presents a fuel poverty mapping overview of Edinburgh using data as of March 2015. The fuel poverty map allows estimation of fuel poverty density by data zone¹ and is based on factors that increase the likelihood of households living in fuel poverty (such as single pensioners and unemployed residents). It therefore offers a useful resource for targeting energy efficiency provision to areas most in need through programmes such as Home Energy Efficiency Programmes for Scotland: Area Based Schemes (HEEPS: ABS).

Key Findings

- 1. Data zones previously identified as deprived in the Scottish Index of Multiple Deprivation (SIMD)² generally also have high estimated levels of fuel poverty.
- 2. A number of 'new' areas of fuel poverty were identified in the map including Abbeyhill, Prestonfield, South Willowbrae, Roseburn and west of Dumbiedykes.
- 3. Portobello/Craigmillar, Craigentinny/Duddingston, Forth and Sighthill/Gorgie wards contained the highest overall estimated levels of fuel poverty.
- 4. Comparison of an estimated fuel bills map with the fuel poverty map showed an rough inverse relationship between high fuel bills and high fuel poverty. This could be due to smaller dwellings or under-heating of homes due to low income.

Conclusions

Previous HEEPS: ABS programmes used the SIMD as the principle dataset for targeting energy efficiency improvements to areas of fuel poverty. In future programmes (and other energy efficiency schemes), the fuel poverty maps could be used as an additional resource to complement the SIMD and to identify new areas.

A full list of recommendations is provided in Section 4.1. In summary:

- All maps and accompanying information should be shared with relevant departments at the Council and uploaded onto Geographic Information System (GIS) resources;
- The Council should further investigate the potential for energy efficiency improvements in fuel poor areas through desktop analysis and site surveys;
- The maps should be shared with external parties including local Registered Social Landlords (RSLs), neighbourhood managers/partnerships and the Home Energy Scotland Advice Centre.

¹ Data zones are population-based areas drawn using the 2011 Census and designed to contain between 500 – 1000 residents. They therefore can vary greatly in geographic size with very small land area in urban areas and very large land area in remote rural areas.

² The SIMD is the Scottish Government's official tool for identifying placed in Scotland suffering from deprivation based on a number of deprivation aspects (e.g. income and employment). This is used in part for allocation of Energy Company Obligation (ECO) funding, which is covered more extensively later in the report.

1. INTRODUCTION

Changeworks was commissioned by the City of Edinburgh Council (herein 'the Council') to produce and analyse a fuel poverty map at data zone level. The purpose was to identify areas of high fuel poverty and cross reference with other deprivation datasets (e.g. SIMD). This report is based on the Scottish Government definition of fuel poverty which states that:

'A household is in fuel poverty if, in order to maintain a satisfactory heating regime, it would be required to spend more than 10% of its income (including Housing Benefit and ISMI) on all household fuel use.'

The Scottish House Condition Survey (SHCS) was used to identify characteristics (also known as 'proxies') that increase the likelihood of a household living in fuel poverty. The proxies were then weighted to reflect this increased likelihood of fuel poverty and applied to 2011 Census data to produce estimated numbers of households in fuel poverty per data zone.³

2. CONTEXT

2.1 Fuel Poverty in Edinburgh

Fuel poverty is influenced by three principal factors:

- 1. Fuel Prices: Higher fuel prices and resultant bills lead to higher levels of fuel poverty;
- 2. Income: Low incomes contribute to higher levels of fuel poverty;
- 3. Energy Efficiency: Improvements in energy efficiency reduce fuel poverty by lowering household fuel bills.

Figure 1 below shows fuel poverty levels in Edinburgh over time according to the annual releases of the SHCS – Local Authority Analyses.⁴ To allow enough information to be analysed for each local authority the results are presented in four year blocks until 2007 and three year blocks thereafter. Also included on the graph are fuel prices and incomes across Scotland for reference.⁵

³ A full list of fuel poverty proxies is provided in Section 5.2.

⁴ See www.gov.scot/Topics/Statistics/SHCS/keyanalyses for more information

⁵ Income statistics are sourced from the UK Government release 'Statistics on HBAI unequivalised gross household income by region and country'. It presents 3 year median average for Scotland therefore the closest match has been used in each case. For fuel price statistics the UK Government release 'Consumer prices index: fuel components' was used. Since these statistics are annual an average over the specified time period has been used.



Figure 1: Fuel poverty levels in Edinburgh over time compared with UK fuel prices and Scottish median income.⁶

This chart shows that fuel poverty levels increased between the 2003-2006 release and the 2008-2010 release from 15% to 25%. This increase coincided with a 48% increase in fuel prices and stagnating median incomes relative to inflation, which emphasises the importance of fuel prices on fuel poverty.⁷

Over the subsequent two releases of the SHCS, fuel poverty levels fell from 25% to 21% in 2010-2012. This fall in fuel poverty came about despite falling incomes in real terms. This is likely due to a modest rise in fuel prices (5%) and energy efficiency improvements through various programmes (such as those funded by the Scottish Government).

⁶ Extreme fuel poverty information was not available for 2004-2007 therefore an overall level of fuel poverty (including extreme fuel poverty) has been used. The 2011-2013 fuel poverty dataset uses a new methodology including changes in RdSAP software.

⁷ For more information on the impact of fuel prices and other factors on fuel poverty levels see the Scottish Government release 'Fuel Poverty Evidence Review: Defining, Measuring and Analysing Fuel Poverty in Scotland'. www.gov.scot/Resource/0039/00398798.pdf

The increase in fuel poverty (to 26%) seen in the 2011-2013 SHCS release was largely due to a change in the methodology used by the Scottish Government to estimate fuel poverty. The new methodology used the latest release of RdSAP software⁸ which in general estimated higher domestic fuel costs.⁹ The change in methodology led to an increase in estimated levels of fuel poverty of approximately 8% across Scotland.¹⁰ Therefore the latest rise in Edinburgh fuel poverty is largely due to a correction factor (and improvement in measurement) as opposed to a dramatic worsening of circumstances. Unfortunately revised fuel poverty figures are not available at local authority level prior to the 2011-2013 SHCS release therefore direct comparison with earlier releases was not possible. Current fuel poverty levels (using the new methodology) in Edinburgh are lower than Scotland as a whole (the Scottish average is 35.8% of which 9.6% are extreme fuel poor).

Data from the 2011-2013 SHCS release was used to produce the fuel poverty map presented in this report. The map therefore draws on the most current estimates of fuel poverty (according to the Scottish Government) and uses the latest Scottish Government methodology. For more information on how the fuel poverty maps were produced see Section 5 (Methodology).

The most effective and accessible way for the Council to reduce fuel poverty levels is to target energy efficiency improvements (such as insulation and heating measures) to areas most in need.

⁸ Reduced data Standard Assessment Procedure (RdSAP) software is used for modelling the energy efficiency of domestic dwellings and subsequently the annual running costs.

⁹ The SHCS reports levels of fuel poverty annually at national level. Although the new methodology was only used in the latest SHCS (2013) previous fuel poverty estimates were corrected using the new methodology back to 2010. Therefore in the latest local authority level report (covering 2011-2013) this used fuel poverty levels calculated with the new methodology exclusively.

¹⁰ This estimated increase is based on the national SHCS release which has data for individual years. Therefore data for 2011 and 2012 is available using both the old and new methodology which showed approximately 8% higher levels of fuel poverty. This increase is entirely due to the new methodology as opposed to changes in circumstances.

3. RESULTS

3.1 Fuel Poverty Map Overview

Figure 2 shows the Edinburgh fuel poverty map.¹¹ This gives a representation of estimated fuel poverty¹² density at 2011 data zone level¹³ broken into 10% quantiles. Dark blue areas indicate the lowest 10% and red areas the top 10%. The top 40 data zones by estimated fuel poverty density are provided in the Appendix. For an overview of the methodology used to carry out this work please refer to Section 5.

This map shows a number of deprived areas in the top 10% (red areas) including:

- Wester Hailes/ The Calders/ Murrayburn/ Clovenstone area;
- Stenhouse and Saughton Mains;
- Granton South/ Wardieburn/ West Pilton/ Muirhouse area;
- South Leith;
- Restalrig and Lochend;
- Dumbiedykes;
- Craigmillar and Niddrie.

These areas were highlighted due to a mixture of the fuel poverty proxies but in all cases the 'central heating type other than gas or electric' proxy returned low figures. This is since in off-gas areas of Edinburgh the predominant heating type is electric rather than oil, solid fuel or LPG (which are more common in rural areas). Therefore high fuel poverty on the maps was due to high counts of the 'single pensioner', 'unemployed', 'looking after the home or family', 'long term sick or disabled' and 'EPC rating E-G' proxies. The latter reports on building fabric (which is likely to influence fuel costs) and the other four proxies act as indicators of low income.

¹¹ The current fuel poverty map differs from the previous fuel poverty map since it used new SHCS data and different proxies (i.e. the 'central heating other than gas or electric' proxy).

¹² The average estimated fuel poverty shown in the fuel poverty map (29.5% median, 31.0% mean) varies from the figure reported in the 2011-2013 SHCS local authority report (26%). This since the fuel poverty map is based on indicators of fuel poverty as opposed to actual measurement. At Scotland-wide level the fuel poverty maps show good agreement with the SHCS local authority estimations but show some variation ($R^2 = 0.742$). Furthermore, the SHCS local authority figure is based on a relatively small sample size (approximately 300 houses) and is therefore also prone to error.

¹³ 2011 data zones are designed to contain between 500 – 1000 residents based on the 2011 Census and therefore vary in geographic size.



Figure 2: Fuel poverty (%) density by 2011 data zones.

Anomalies

Since the fuel poverty map was produced using proxies of fuel poverty as opposed to direct measurement it may contain anomalies. Possible examples include The Grange and Colinton, which are both areas of high estimated fuel poverty but would not normally be considered as areas of deprivation. The high estimated fuel poverty is based in part on high numbers of the 'single pensioner' proxy, which acts as an indicator of low income (such as the state pension). However, single pensioners may have assets (and income) that would render them not fuel poor (especially in affluent areas).

These areas also have high numbers of the 'EPC rating E-G' proxy, which acts as an indicator of high fuel bills. However, if a resident has a high income (which is more likely in affluent areas), high fuel bills alone would not result in fuel poverty. Therefore when using the fuel poverty map local knowledge of areas and income datasets (such as CACI) should be used to allow additional insight into which areas are most in need of provision.

3.2 Fuel poverty by multi-member ward

Figure 3 shows the fuel poverty map with 17 multi-member ward boundaries overlaid. This map is particularly useful for councillors responsible for energy efficiency provision at ward level. All wards contain pockets of fuel poverty with varying degrees of severity and therefore could be used for targeting energy efficiency at a local scale. Wards with particularly widespread fuel poverty include the Forth ward, Portobello/Craigmillar ward, Craigentinny/Duddingston ward and Sighthill/Gorgie ward.



Figure 3: Fuel poverty (%) density by 2011 data zones with ward boundaries overlaid.

1	Almond	10	Meadows/Morningside
2	Pentland Hills	11	City Centre
3	Drum Brae/Gyle	12	Leith Walk
4	Forth	13	Leith
5	Inverleith	14	Craigentinny/Duddingston
6	Corstorphine/Murrayfield	15	Southside/Newington
7	Sighthill/Gorgie	16	Liberton/Gilmerton
8	Colinton/Fairmilehead	17	Portobello/Craigmillar
9	Fountainbridge/Craiglockhart		

Ward names in Figure 3:

3.3 Fuel poverty maps compared with the SIMD

The fuel poverty map has been compared with data zones that rank poorly in the SIMD.¹⁴ The SIMD is used to allocate the Carbon Savings Community Obligation (CSCO) strand of the Energy Company Obligation (ECO) funding. CSCO aims to provide insulation and heating measures to low income and vulnerable households. Currently CSCO-eligible areas are data zones that are either ranked in the bottom 25% of the SIMD (across Scotland) or ranked in the bottom 25% of rural data zones. Edinburgh contains 90 data zones in the bottom 25% of the SIMD and a further two data zones in the bottom 25% of rural data zones.

Figure 4 shows the fuel poverty map with CSCO-eligible data zones overlaid.¹⁵ This shows that in general CSCO-eligible data zones correlate with areas of high estimated fuel poverty. This finding is unsurprising since the SIMD is based on similar attributes to the fuel poverty maps (e.g. overall income of the area). There are however a number of fuel poor data zones that are not CSCO-eligible including data zones in Abbeyhill, Prestonfield, South Willowbrae, Roseburn and data zones to the west of (and including) Dumbiedykes. This does not account for the affluent areas of Grange and Colinton, which are assumed be anomalous results (covered in Section 3.1).

These results show that there is some, but not complete, agreement between the SIMD and fuel poverty map. The differences between the SIMD and fuel poverty map are primarily since the fuel poverty map uses a combination of physical characteristics (e.g. energy efficiency) and social characteristics (e.g. unemployment) to estimate fuel poverty density. This is in contrast to the SIMD, which has a greater weighting on social characteristics; for instance 'income' and 'employment' indices carry a higher weight than the housing domain index.

¹⁴ The latest version of the SIMD (2012 release) uses 2001 data zones as opposed to 2011 data zones used in the fuel poverty map. The SIMD will be updated using 2011 data zones at the next release which is due in 2016.

¹⁵ In the fuel poverty/SIMD map the bottom 25% has been split into two categories: 0 - 15% ranking and 15 - 25% ranking. This is since the Scottish Government recently extended the threshold from 15% to 25% therefore this may be a useful distinction.



Figure 4: Fuel poverty (%) map with CSCO-eligible data zones overlaid.

3.4 Targeting of energy efficiency provision

The SIMD and fuel poverty maps can be used in combination for targeting energy efficiency provision. The SIMD (and subsequently CSCO areas) has been used as a principal dataset for targeting previous and current Edinburgh HEEPS: ABS programmes owing to the associated ECO funding and the focus of these programmes to fuel poor areas. This was the case for ongoing EWI programmes in Dumbiedykes and Westburn and the city-wide lofts and cavities scheme.

The most recent HEEPS: ABS bid (2015/16) used the original fuel poverty map (using 2001 data zones and the original proxies) in combination with the SIMD for project planning. This resulted in EWI projects at Moredun, West Mains and South Queensferry and demonstrated the benefits of combining the SIMD and fuel poverty map.

Therefore in future HEEPS: ABS programmes, local authority capital programmes and neighbourhood partnership-led schemes the fuel poverty map could be used as an accompanying resource to the SIMD. It could be used to target new areas where differences arise with the SIMD and as a tool for strengthening proposals where they are complementary. Finally, if the Council or other groups used the original fuel poverty map for targeting fuel poor areas the current (new) map should be consulted as this offers a more up-to-date account of fuel poverty in Edinburgh.

3.5 Comparison of fuel poverty maps with estimated fuel bills

The fuel poverty map has been compared with an estimated fuel bills map at 2011 data zone level. This map has been produced using annual gas and electricity consumption data (released by DECC) to estimate actual fuel bills. Figure 5 shows the estimated fuel bills map compared with the fuel poverty map. A rainbow gradient has been applied with 10% quantiles to represent the average household fuel bill per data zone. Dark blue areas indicate the lowest 10% average fuel bills and red areas the top 10%. Overlaid with cross hatch symbols are the top 25% fuel poverty density data zones according to the fuel poverty map.

Figure 5 broadly represents the inverse of the fuel poverty map. This finding is perhaps unsurprising since fuel poor residents are likely to be living in smaller dwellings with lower energy demand. Fuel poor areas also tend to have high numbers of social housing, which have (on average) higher energy efficiency ratings. Finally, as a result of low incomes fuel poor residents may choose to leave their heating off as a cost saving exercise. The latter point clearly has health implications, particularly during the winter months.



Figure 10: Estimated average household fuel bills/ top 25% fuel poor data zones.

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4. CONCLUSIONS AND RECOMMENDATIONS

Since the Scottish Government began measuring fuel poverty at local authority level in 2003 levels have increased across Scotland in line with rising fuel costs and stagnating incomes in real terms. This is also the case in Edinburgh, although in recent years there has been a steady improvement due to energy efficiency improvements through Council-led schemes such as HEEPS: ABS.

The fuel poverty map highlights areas most in need and offers a resource for targeting provision in current and future energy efficiency schemes. Overall the map complemented the deprived areas in the SIMD including:

- Wester Hailes/ The Calders/ Murrayburn/ Clovenstone area;
- Stenhouse and Saughton Mains;
- Granton South/ Wardieburn/ West Pilton/ Muirhouse area;
- South Leith;
- Restalrig and Lochend;
- Dumbiedykes;
- Craigmillar and Niddrie.

In addition, Abbeyhill, Prestonfield, South Willowbrae, Roseburn and west of Dumbiedykes were estimated to have high fuel poverty but were not previously identified in the SIMD. All wards in Edinburgh contained 'pockets' of fuel poverty with Forth ward, Criagentinny/Duddingston ward, Portobello/Craigmillar ward and Sighthill/Gorgie wards containing a high number of fuel poor data zones.

Comparison of the fuel poverty map with estimated fuel bills showed roughly an inverse relationship. This could be due to smaller dwellings but could also have health implications due to under-heating of dwellings.

4.1 Key recommendations

- 1. The fuel poverty map should be used to better target fuel poverty programmes (such as HEEPS: ABS); particularly to areas which haven't benefitted from previous schemes.
- 2. Areas of note for future fuel poverty programmes include Abbeyhill, Prestonfield, South Willowbrae and Roseburn.
- 3. Fuel poor areas should be analysed through desktop analysis using resources available to the Council (such as Home Analytics), followed by physical site surveys.
- 4. Partners such as Home Energy Scotland Advice Centre should be approached to identify other areas of high fuel poverty resulting from high pensioner households and energy inefficient housing.
- 5. The Council should integrate the fuel poverty maps with other information using GIS software to identify potential opportunities and assist strategic planning.

- 6. Maps and findings should be shared with Housing Associations with whom future programmes can be implemented to reach the greatest number of households.
- 7. Neighbourhood managers and partnerships should be briefed on the findings and implications of the fuel poverty mapping exercise.

5. METHODOLOGY

5.1 Background

The analysis for producing fuel poverty maps is based on a report released by the Centre for Sustainable Energy; authored by Baker, Starling and Gordon¹⁶. Fuel poverty is dependent on both the amount that a household spends on energy bills (generally dictated by the cost of energy and the energy efficiency of homes) and the total income of the household. Since information on household income and fuel bills is not available at data zone level (i.e. measured in the Census) this makes the determination of fuel poverty at small area level challenging. Despite this a number of characteristics, which are measured at data zone level, have been shown to be good indicators of low income, including unemployment, and when the resident of a home is a single pensioner. Furthermore, EPC information is available at small area level, which provides information on the energy efficiency of housing stock in a given region. By combining these factors that predispose a household to low income and poor energy efficiency housing a model can be built to predict the number of homes in fuel poverty at small area level.

5.2 Generation of proxy indicators

The first step in the analysis required identification of the factors (also known as proxy indicators) that predispose properties to fuel poverty. For this purpose the 2011-2013 Scottish House Conditions Survey (SHCS) was used, which is a national survey of approximately 12,000 Scottish homes and provides a measure of the overall level of fuel poverty across Scotland. The SHCS involves an interview with the household and a physical inspection of the property by a qualified surveyor to obtain a Standard Assessment Procedure (SAP) rating. By combining income and SAP data the survey establishes the household's fuel poverty status and provides various other information including the tenure, economic status and size of family.

The 2011-2013 survey was chosen for our fuel poverty analysis since this is the most current dataset and is close in date with the 2011 Scottish Census. This dataset also used the latest methodology for estimating levels of fuel poverty across Scotland. As covered in Section 2.1, from 2013 onwards fuel poverty estimates were produced using the updated version of RdSAP software. This led to an increase in fuel poverty of approximately 8% across Scotland due to an increase in estimated fuel bills for most households. This methodology was applied to 2011-2013 data to allow local authority figures using the new methodology to be released. Therefore using the 2011-2013 SHCS data (and new methodology) to produce the fuel poverty maps has the dual benefit of being the most up-to-date account of fuel poverty in Scotland and will allow direct comparison with the 2011-2013 SHCS local authority release.

¹⁶ "Predicting Fuel Poverty at the Local Level". William Baker, Graham Starling and David Gordon. Centre for Sustainable Energy 2003.

Identification of proxy indicators in the first instance (prior to statistical analysis) requires a degree of knowledge of fuel poverty and which factors are likely to increase the likelihood of fuel poverty in households. For instance, the SHCS reports that 39.1% of households live in fuel poverty across Scotland, whereas in households where the highest income householder is unemployed the likelihood of fuel poverty increases to 60%. After considering a number of factors in isolation (and selecting ones where the likelihood of fuel poverty increases) this resulted in a number of potential indicators.

Using different combinations of the potential indicators a multivariate logistic regression was performed with fuel poverty set as the binary predictor. It should be noted that in the SHCS properties are classified as either "not fuel poor", "fuel poor" or "extreme fuel poor"; for our purposes we have grouped the two latter categories to allow for a binary outcome of "fuel poverty" or "not fuel poverty". The outcome of the logistic regression analysis was that six of the proxy indicators were identified as statistically significant predictors of fuel poverty (with negligible p-values).

The output of the logistic regression is an odds ratio for each of these proxy indicators. These were used to generate weighted indices for application to Census data as detailed below. Four of the proxies are mutually exclusive whilst the weighting is designed to minimise any double counting related to factors such as EPCs and no access to a car.

Final list of weighted indicators:

- 1. Unemployed; highest income householder is under 60 and unemployed
- 2. **Single pensioner**; households with one adult resident aged over 65, if a man, or over 60, if a woman
- 3. EPC rating E-G
- 4. **Permanently sick or disabled**; highest income householder
- 5. Looking after the home or family; highest income householder
- 6. Central heating system other than gas or electricity



Using the above Census indices at data zone level, the addition of the proxy values calculates the total number of households in fuel poverty in that area. This gives a strong indication of total number of households likely to be in fuel poverty.

5.3 Application of weighting indices to small area data

The weighted indices were applied to the 2011 Census for the "single pensioner", "unemployed", "looking after the home or family", "permanently sick or disabled" and "central heating system other than gas or electricity" proxies. For "single pensioner" the definition in the Census is slightly different to the SHCS as this is defined as a one person household with an adult aged 65 and over, therefore does not disaggregate males and females of pensionable age.

For EPC data at small area level the Scottish EPC register was consulted, which contains the count of EPC ratings A-G at local authority ward level. In order to generate the number of EPC ratings at data zone level, the total number of properties in a given data zone (reported in the Census) was multiplied by the relative proportion of each EPC rating. In instances where data zones span two or more local authority ward boundaries the number of households in that data zone were split, the EPC proportions applied, then the results aggregated. These figures were then used to generate the count of EPC rating E-G properties. After multiplication by the weighted indices, the results for each of the proxies were added together to give a total number of households per data zone in fuel poverty. The division of fuel poor households by the total number of households in that data zone gives a measure of the percentage fuel poverty per data zone.

5.4 Production of fuel bills maps

Fuel bill maps presented in this report were generated based on domestic electricity and gas consumption information released by the Department of Climate Change (DECC)¹⁷ at data zone level. This DECC statistical release contains information on the average energy consumption (kWh) per energy meter for both gas and electricity in certain year. For our purposes 2013 data was used to allow for direct comparison with our fuel poverty analysis results. In order to estimate the average fuel bill per property the average gas and electricity energy usage figures were multiplied by the average gas and electricity unit prices for 2013 in Edinburgh (4.40 pence/kWh and 13.4 pence/kWh, respectively).¹⁸ These figures were then aggregated to yield the average cost of annual fuel bill at data zone level. In practice, actual household bills will be affected by a range of tariffs structures affecting the overall price per kWh so these figures are an indicative guide.

¹⁷ "Middle Layer Super Output Area (MLSOA) electricity and gas: 2011". DECC.

¹⁸ "Quarterly Energy Prices". DECC. March 2012.

5.5 Guidance on the provided datasets

To accompany this report a number of files and datasets have been provided to allow the Council to perform its own analysis of the data. This includes:

- 1. An Excel file containing the full results of the analysis, as well as the data zone ranking by percentage fuel poverty.
- 2. Shapefiles for analysis in GIS software of the fuel poverty data.

SP	single pensioner;
UE	unemployed
LTI	long term illness (sick or disabled)
LAF	looking after the home or family
EPC	EPC rating E-G properties
OIL	Central heating system other than gas and electric
FP Total	total number of fuel poor households
FP %	percentage of fuel poor households per data zone
SIMD %	percentage rank on the SIMD, with 0 % representing the most deprived.

Throughout these datasets the following acronyms have been used:

APPENDIX

ies.
16

		Prop	SD	UE	1 11	LAF	FPC		FP	FD %
Datazone	Location	Total	01	UL				OIL	Total	11 /0
S01008929	Muirhouse - 01	475	30	140	19	49	50	0	288	60.6
S01008757	Restalrig and Lochend - 02	397	58	61	11	37	53	1	222	55.9
S01008451	Clovenstone and Wester Hailes - 03	325	13	87	9	29	39	0	176.76	54.4
S01008569	Moredun and Craigour - 01	400	23	107	12	30	38	0	209	52.3
S01008462	Murrayburn and Wester Hailes North - 04	349	44	58	7	35	37	0	180.27	51.7
S01008975	Corstorphine - 06	449	144	9	1	7	71	0	231	51.5
S01008708	Niddrie - 03	452	22	89	14	49	54	5	232	51.4
S01008459	Murrayburn and Wester Hailes North - 01	393	21	95	11	33	41	0	201.27	51.2
S01008460	Murrayburn and Wester Hailes North - 02	368	17	84	21	24	39	1	185.20	50.3
	Restalrig (Loganlea) and Craigentinny									
S01008753	West - 03	314	50	38	1	27	42	0	158	50.3
S01008930	Muirhouse - 02	427	50	77	15	26	45	1	213	49.8
S01008525	Colinton Mains and Firrhill - 02	380	86	27	7	17	51	0	188	49.4
S01008562	Hyvots and Gilmerton - 04	344	70	31	8	27	32	2	169	49.3
S01008916	Granton South and Wardieburn - 01	593	127	56	12	31	62	0	289	48.7
	Canongate, Southside and Dumbiedykes									
S01008683	- 04	576	50	87	13	39	89	1	279	48.5
S01008759	Restalrig and Lochend - 04	322	50	36	5	21	43	1	155	48.3
S01008921	Granton and Royston Mains - 02	375	39	65	9	28	39	0	180	48.1
S01008919	Granton South and Wardieburn - 04	264	13	49	9	26	28	0	126	47.7
S01008917	Granton South and Wardieburn - 02	379	44	51	11	33	40	0	180	47.5
S01008463	Murrayburn and Wester Hailes North - 05	355	28	66	12	24	37	0	168.38	47.4
S01008449	Clovenstone and Wester Hailes - 01	351	18	73	9	23	42	0	165.55	47.2
S01008457	The Calders - 04	353	62	36	7	23	37	0	166.05	47.0
S01008456	The Calders - 03	528	30	118	13	31	56	1	247.59	46.9
	Restalrig (Loganlea) and Craigentinny									
S01008752	West - 02	459	55	53	18	27	62	0	215	46.9
S01008742	Mountcastle - 04	280	84	3	1	4	38	0	130	46.5
S01008445	Colinton and Kingsknowe - 02	403	123	2	1	5	54	2	186.72	46.3
	Restalrig (Loganlea) and Craigentinny									
S01008751	West - 01	304	62	20	4	12	41	1	141	46.3
S01008876	Balgreen and Roseburn - 02	291	78	10	0	0	46	0	134	46.1
	Canongate, Southside and Dumbiedykes									
S01008684	- 05	532	35	82	10	35	82	1	245	46.0
S01008787	Great Junction Street - 03	200	18	36	11	11	16	0	92	46.0
	Bingham, Magdalene and The Christians									
S01008713	- 02	292	23	48	10	18	35	1	134	45.9
S01008918	Granton South and Wardieburn - 03	293	8	65	13	17	31	0	134	45.8
S01008899	Drylaw - 01	389	55	38	15	13	57	0	178	45.7
S01008793	South Leith - 02	266	44	43	3	9	21	1	121	45.6
S01008610	The Grange - 07	416	120	3	0	1	64	0	189	45.4
S01008892	Blackhall - 01	533	130	20	1	5	78	5	240	45.0
S01008595	Prestonfield - 01	508	91	26	6	26	78	0	227	44.7
S01008756	Restalrig and Lochend - 01	418	55	44	4	25	56	1	185	44.3
S01009009	Queensferry West - 01	252	46	14	4	8	39	0	112	44.3
S01008596	Prestonfield - 02	455	65	39	8	18	70	0	201	44.2