



Fuel Poverty Mapping of Fife

Estimates of the total number and percentage of properties per data zone currently predicted to suffer from fuel poverty in Fife local authority.

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EXECUTIVE SUMMARY

Reducing the incidence of fuel poverty across Scotland has been identified as a key policy of the Scottish Government in accordance with the pledge for its eradication by 2016. The three main contributing factors towards fuel poverty are household income, energy prices and energy efficiency of homes. Using Census, Scottish House Condition Survey (SHCS) and related energy performance certificate (EPC) summary data we have estimated the geographic distribution of fuel poverty in Fife. Whilst local authority estimates of fuel poverty are available, the current analysis provides additional insight at a data zone level both in terms of an absolute number and percentage of properties. By identifying areas of high fuel poverty this can allow for better targeted provision of energy efficiency improvements to those households that need it most.

Key findings

The mapping exercise shows:

- Several data zones across Kirkcaldy have high levels of fuel poverty both in terms of the absolute number of properties and as a percentage of that data zone.
- Wemyss, Methil and Leven have high levels of fuel poverty in isolated data zones.
- In general, areas of fuel poverty correlate closely with areas in the bottom 25% Scottish Index of Multiple Deprivation (SIMD).
- There are some additional areas of fuel poverty outside the lowest SIMD where there are a combination of single pensioners and housing with poor EPC ratings.

In the majority of cases fuel poor data zones resulting from our analysis correlated with the most deprived areas of Fife e.g. Kirkcaldy, Wemyss, Methil and Leven. This finding is perhaps unsurprising since the mapping factors from the Census are also used for SIMD ranking. However, because our analysis also includes EPC data, previously unidentified areas (not ranked as deprived) have also been categorised as containing high numbers of fuel poor households. Our findings on fuel poverty in Fife both complement and provide additional information to SIMD data. Identifying new and additional areas is a useful exercise given that many of the lowest rank SIMD areas have been heavily targeted in the past and often contain high levels of social housing, which can't be targeted by programmes such as Home Energy Efficiency Programme: Area Based Schemes (HEEP:ABS). This means some households previously not reached by programmes e.g. pensioners in privately owned energy inefficient housing can be targeted.

1. INTRODUCTION

Changeworks has been commissioned by Fife Council to produce fuel poverty mapping at data zone level within the local authority boundary. The purpose of this project was to identify areas of high fuel poverty in terms of both absolute number and percentage of properties per data zone. This new information can then serve as an additional resource to existing indicators such as the SIMD. Throughout this report we define a fuel poor household as one required to spend more than 10% of its income¹ on all household fuel use to maintain a satisfactory heating regime.² 'Extreme fuel poverty' is defined as when this proportion is more than 20%.

Using the SHCS our methodology involved identifying proxy indicators which increase the likelihood of a household living in fuel poverty. Following this these indicators were weighted to reflect their respective probabilities of predisposing a household to fuel poverty. Once weighted these proxies were applied to small level data from the 2011 Census, which generated absolute numbers of properties in fuel poverty per data zone.

2. Methodology

Our analysis for producing fuel poverty maps is based on a report released by the Centre for Sustainable Energy; authored by Baker, Starling and Gordon.³ 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, we can build a model to predict the number of homes in fuel poverty at small area level.

¹ Including Housing benefit or Income Support for Mortgage Interest.

² Usually considered to be 21 degrees for the main living areas and 18 degrees for other occupied areas.

³ "Predicting Fuel Poverty at the Local Level". William Baker, Graham Starling and David Gordon. Centre for Sustainable Energy 2003.

Generation of proxy indicators

The first step in our analysis required identification of the factors (also known as proxy indicators) which predispose properties to fuel poverty. For this purpose we used the 2009-2011 SHCS, 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 2009-2011 survey was chosen for our fuel poverty analysis since this corresponded with the 2011 Scottish Census.

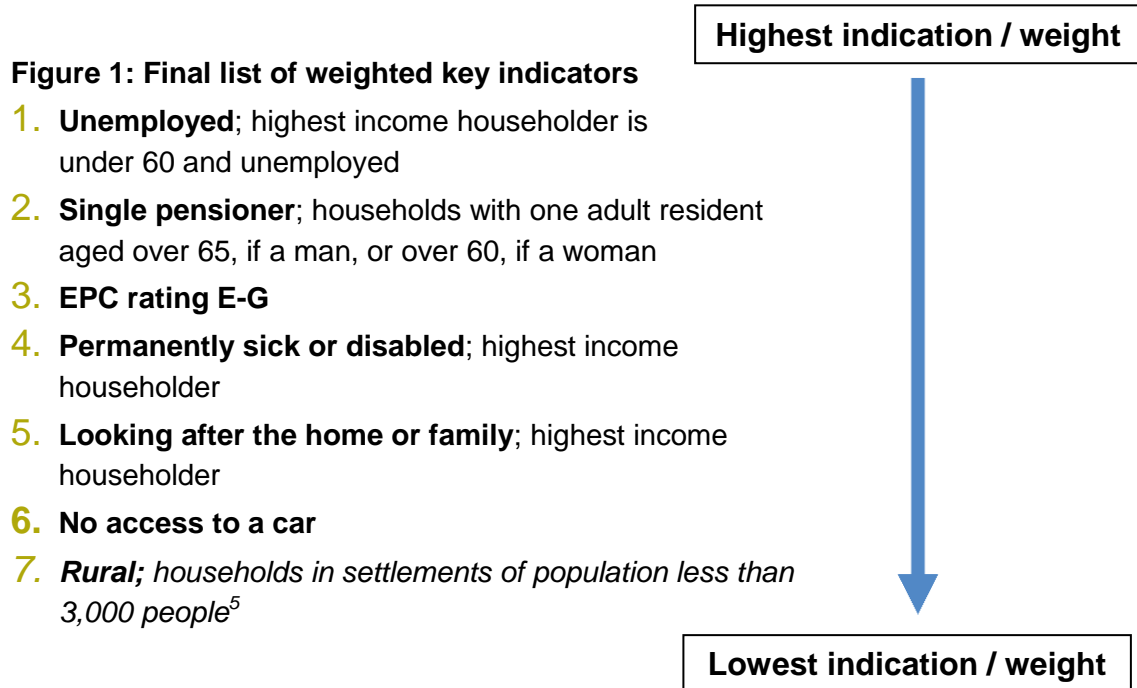
Identification of proxy indicators in the first instance (prior to statistical analysis) requires a degree of knowledge of fuel poverty and which factors are likely to increase the likelihood of fuel poverty in households. For instance, the SHCS reports that 29% of households live in fuel poverty across 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) we arrived at nine potential indicators:

- Unemployed; highest income householder is under 60 and unemployed
- Single pensioner; households with one adult resident aged over 65, if a man, or over 60, if a woman
- EPC rating E-G
- Permanently sick or disabled; highest income householder
- Lone parent; households where the residents are one parent of any age and one or more dependent children
- Looking after the home or family; highest income householder
- No access to a car
- Rented accommodation tenure; accommodation rented from a private landlord, local authority or housing association
- *Rural; households in settlements of population less than 3,000 people⁴*

Using different combinations of these potential indicators we performed a multivariate logistic regression 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

⁴ Only applicable to a Scotland wide analysis.

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 seven of the proxy indicators were identified as statistically significant predictors of fuel poverty (with negligible p-values). Only “lone parent” and “rented accommodation tenure” was rejected by the analysis. The output of the logistic regression is an odds ratio for each of these proxy indicators. We have used these odds ratios to generate weighted indices for application to Census data shown in figure 1. 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.



Using the above Census indices at a small area 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.

No car and rural indicators

It should be noted that in some cases the use of “no car” and “rural” as proxy must be treated carefully and is worthy of separate analysis. In the case of “no car” this is an indicator of fuel poverty by representing low income. However, car ownership may be artificially high in rural areas because it’s an essential necessity given dispersed settlement patterns, local services and poor public transport provision. On the other hand, those people in rural areas without a car will have a very high likelihood of fuel poverty. Meanwhile, in densely populated urban areas with good public transport links, levels of car

⁵ Only applicable to a Scotland wide analysis.

ownership might be artificially low with some high income households choosing other means of personal transport. In these areas fuel poverty could be portrayed as artificially high. Thus the number of properties estimated to be in fuel poverty per data zone should be analysed to determine how much of this is attributable to the “no car” proxy, particularly in urban areas.

The “rural” proxy indicator is problematic due to the binary nature of classifying data zones as either “rural” or “urban”, which can result in polarised fuel poverty counts. For example, two bordering data zones can be classified as urban and rural whilst sharing the same housing stock and general population, but due to their different urban-rural classifications this can result in significantly different fuel poverty data. Following our analysis when including rural as a proxy, a number of data zones in Edinburgh’s Green belt were flagged up as high-levels of fuel poverty, mainly as a result of this factor. The factor is more effective as a proxy when mapping at a Scotland-wide level rather than a local authority level.

The omission of one or both of these indicators affects the weightings to be applied to Census data; therefore we have run the logistic regression analysis in a number of combinations, including and excluding these factors to enable what we deem to be the most appropriate representation of fuel poverty in a given area.

Application of weighting indices to small area data

We have applied these calculated weighted indices to the 2011 Census for the “single pensioner”, “unemployed”, “looking after the home or family”, “permanently sick or disabled”, “no access to a car” and “rural” 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 properties 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 properties per data zone in fuel poverty. The division of fuel poor house

households by the total number of properties in that data zone gives a measure of the percentage fuel poverty per data zone.

Guidance on the provided datasets

To accompany this report we have provided a number of files and datasets to allow Fife Council to perform its own analysis of the data. This includes an Excel file containing the full results of our analysis, as well as the data zone ranking by percentage fuel poverty, total number of fuel poverty and rank combining these two rankings (the top 50 of these tables are contained in the appendix). In addition, shapefiles have been provided for analysis in ArcGIS for both the fuel poverty datasets with and without “no car” as a proxy indicator. Finally, layer files have been provided for insertion into existing MXD files in ArcGIS. Throughout these datasets the following acronyms have been used: SP = single pensioner; UE = unemployed; LTI = long term illness (sick or disabled); NC = no car; LAF = looking after the home or family; EPC = EPC rating E-G properties; FP Total = the total number of fuel poor properties; FP % = the percentage of fuel poor properties per data zone; SIMD % = the percentage rank on the SIMD, with 0 % representing the most deprived.

3. Results

Maps were produced and analysed including and excluding the “no car” and “rural” proxies, following which it was concluded that the “rural” indicator significantly skewed fuel poverty figures. This has therefore been omitted from this section (maps can be provided on request). We did not consider the “no car” indicator to significantly skew the fuel poverty results for urban areas in Fife and this proxy has therefore been included in our analysis. For reference, maps produced excluding “no car” and “rural” proxies (calculated using five indicators only) have been included in the Appendix.

Figure 1 illustrates the fuel poverty map for Fife Council where fuel poverty is represented as a percentage of properties per data zone. For reference, data zones contained in the bottom 15% and 15 – 25% SIMD are indicated with crosshatch and diagonal lines, respectively. The drawback of representing fuel poverty as a percentage per data zone is that this can occasionally mask the absolute number of properties predicted to be in fuel poverty. Data zone boundaries were conceived based on the 2001 Census outputs and were intended to contain 500 – 1000 residents. However, over the subsequent 10 years many data zones have seen housing developments (e.g. largely formerly vacant industrial sites) resulting in populations well beyond the normal data zone range. Conversely, in some cases the demolition of properties has reduced the population. As a result we have also produced maps for the total number of fuel poor properties per data zone as shown below in Figure 2.

Full data zone rankings have been provided in the Appendix, which considers rank by percentage fuel poverty, rank by total number of fuel poverty properties and rank by the sum of both these rankings. For identifying areas of likely fuel poverty we believe both the percentage and total number of fuel poverty should be considered, as this will maximise the chances of identifying fuel poor properties in a given data zone.

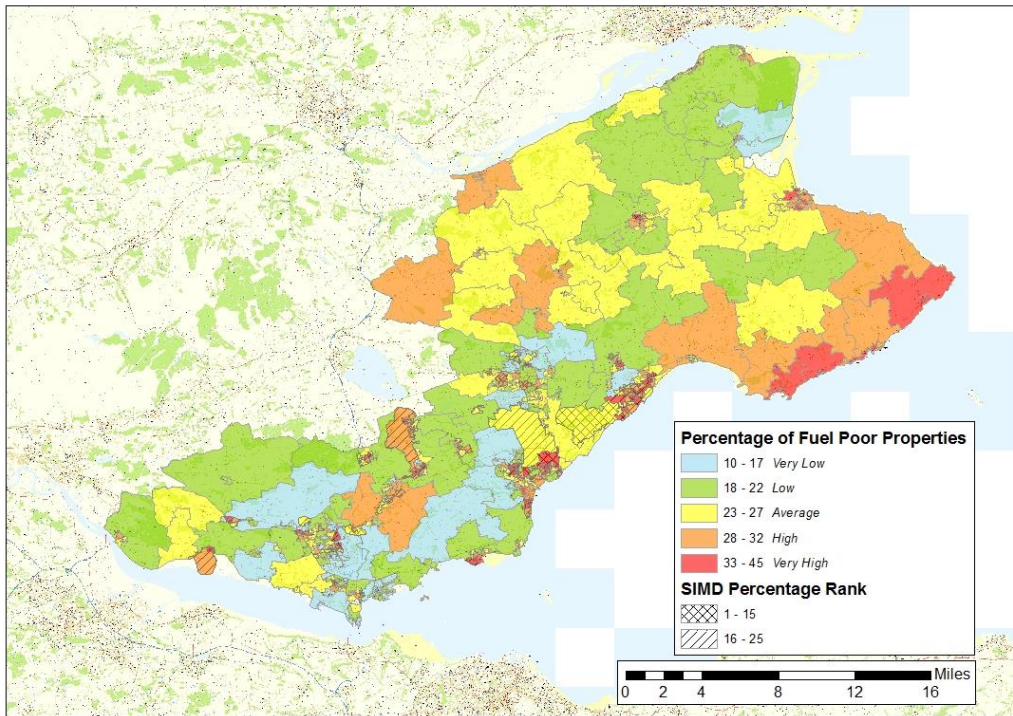


Figure 1: Percentage of fuel poor properties per data zone including “no car” as a proxy indicator.

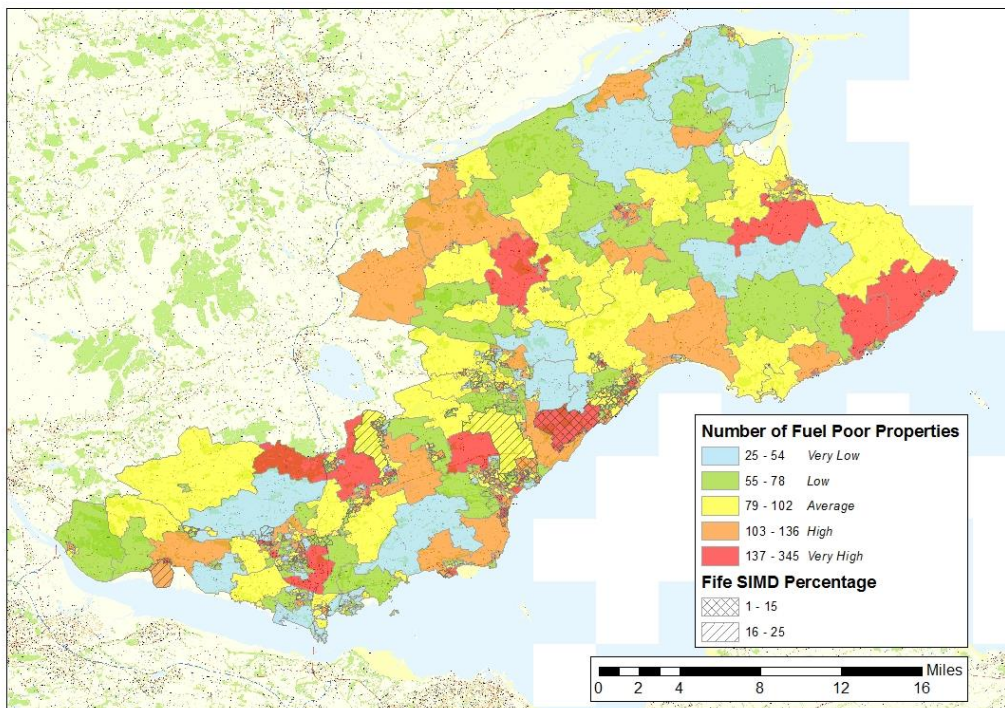


Figure 2: Total number of fuel poor properties per data zone including “no car” as a proxy indicator.

Areas prone to fuel poverty

An area for which data zones consistently returned high levels of fuel poverty as both a percentage and total number of properties was Kirkcaldy. As illustrated by the overlaid SIMD rankings, this is a region that has previously been identified as deprived and it is therefore unsurprising that this has been highlighted as an area of fuel poverty by our analysis. Nearby Wemyss, Methil and Leven also returned data zones with high levels of fuel poverty, which again complements SIMD datasets. Finally, data zones in Cupar were reported as high in fuel poverty, owing to a high number of single pensioner residents likely to be living in poor EPC properties.

Anomalies

By virtue of the proxies we have selected for identification of areas of fuel poverty, some data zones in areas which would be considered to be affluent are highlighted as being high in fuel poverty. In the case of Fife, data zones contained within the East Neuk and Landward local authority ward fall into the fuel poor category, as a result of the high numbers of single pensioner households and the overall poor energy efficiency housing (therefore high EPC E-G count). For the same reasons, data zones in and around St. Andrews, a predominantly affluent area, are reported as being high in fuel poverty.

As mentioned in the previous section, if housing development has occurred in a data zone since the 2001 Census this can skew the reported levels of fuel poverty. If a data zone has high absolute numbers of properties in fuel poverty but very low percentage overall this could be a result of this factor. This is particularly evident in data zone S01002622 (Dunfermline East and Pitcorrhie East) which is the highest ranked data zone for absolute number of properties in fuel poverty and also the fourth lowest for percentage properties in fuel poverty (as shown in the appendix). This is as a result of property development in this area (according to the 2011 Census it now contains 3064 properties) and since the EPC ratings information is disaggregated from local authority ward level (see methodology), this results in a high absolute fuel poverty count for this data zone mainly contributed by the EPC ratings. This is an anomaly in the analysis since all new housing must comply to housing regulations of EPC rating D or higher. This form of skewing of data is also evident to a lesser extent in data zones S01002792 and S01002906. Once revised data zone boundaries are compiled, which are due for release imminently, this form of error will be less prominent in our analysis.

Appendix

Table 1: Data zone ranking by percentage fuel poverty; 50 most fuel poor.

Data zone	Location	SP	UE	LTI	NC	LAF	EPC	FP Total	FP %	SIMD %
S01002713	Kirkcaldy Linktown and Seafield	74	17	10	39	2	43	185	44.69	7.04
S01002842	Methil West	36	22	8	27	4	23	119	38.97	4.83
S01002916	Kennoway	53	20	9	27	3	37	150	38.65	9.68
S01002778	Lochgelly East	48	27	11	32	1	34	153	38.60	8.67
S01002882	Leven West	72	18	8	39	1	46	184	38.50	15.10
S01002920	St Monans and Pittenweem	43	1	3	11	1	51	109	38.23	61.34
S01002923	St Monans and Pittenweem	36	8	2	11	1	52	110	37.42	48.59
S01002851	Elie, Colinsburgh and Largoward	37	1	1	5	0	41	85	37.30	69.98
S01002996	St Andrews North and Strathkinness	51	2	0	27	0	43	124	37.24	98.16
S01002902	St Monans and Pittenweem	41	9	3	16	1	64	135	37.09	46.55
S01002672	Dunfermline Touch and Woodmill	18	26	9	27	3	31	115	36.04	7.23
S01002856	Methil East	30	40	9	34	4	31	148	36.01	2.97
S01002976	Cupar Central	39	25	8	33	4	55	164	36.00	13.62
S01002755	Kirkcaldy Templehall East	16	33	7	30	4	37	126	35.59	6.79
S01002647	Valleyfield, Culross and Torryburn	36	18	11	29	6	45	144	35.56	6.53
S01002667	Dunfermline Touch and Woodmill	26	24	6	23	1	30	110	35.56	14.62
S01002793	Kirkcaldy Gallatown and Sinclairtown	50	17	6	29	2	28	132	35.31	11.45
S01002765	Kirkcaldy Gallatown and Sinclairtown	35	35	7	35	7	32	150	35.14	2.49
S01002897	Leven North	45	7	13	27	1	35	127	35.09	16.91
S01002762	Lochgelly West and Lumphinnans	34	17	6	24	2	26	109	35.08	9.22
S01002724	Kirkcaldy Bennoch East	53	16	7	28	1	44	150	35.01	38.57
S01002938	Anstruther	32	6	2	17	1	61	119	34.93	39.46
S01002758	Kirkcaldy Templehall West	35	18	4	21	1	31	110	34.86	19.34
S01002989	St Andrews Central	50	8	5	43	1	65	171	34.62	37.46
S01002997	St Andrews Central	33	2	0	30	0	39	105	34.62	96.37
S01002618	Burntisland West	26	36	7	32	3	34	138	34.52	11.85
S01002933	Anstruther	44	7	2	14	0	70	136	34.51	67.30
S01002837	Methil West	29	19	11	30	3	26	118	34.34	10.44
S01002951	Crail and Boarhills	55	7	1	10	1	80	155	34.32	86.23
S01002953	Crail and Boarhills	50	7	2	13	0	79	152	34.25	70.44
S01003017	Newport and Wormit	55	1	0	14	1	42	114	34.24	82.87
S01002656	Dunfermline Abbeyview North	42	24	11	33	2	25	137	34.19	8.26
S01002714	Kirkcaldy Linktown and Seafield	28	36	7	29	4	45	149	34.15	17.37
S01002895	Leven North	30	19	5	22	1	31	109	34.14	10.48
S01002853	Methil East	15	16	5	18	4	16	73	34.11	6.99
S01002823	Buckhaven and Muiredge	29	30	11	32	3	30	134	34.08	6.98
S01002983	St Andrews South East	50	3	2	24	0	50	129	33.95	47.99
S01002799	Kelty East	39	15	6	23	1	26	111	33.92	18.34
S01002914	Glenrothes Cadham and Pitcoudie	39	15	9	24	2	21	110	33.23	10.82
S01002819	Ballingry	21	26	9	28	4	27	115	33.17	2.98
S01002839	Methil West	34	17	3	20	1	22	97	33.17	11.96
S01002975	Cupar Central	35	9	4	22	0	40	110	33.12	40.52
S01002764	Kirkcaldy Hayfield and Smeaton	26	11	5	18	2	26	87	32.99	14.17
S01002780	Kirkcaldy Templehall East	24	28	9	29	4	36	130	32.87	9.47
S01002702	Oakley, Comrie and Blairhall	27	13	4	20	2	34	100	32.58	22.31
S01002980	St Andrews South East	36	3	3	22	2	45	111	32.49	50.10
S01002779	Kirkcaldy Gallatown and Sinclairtown	15	23	7	25	4	22	96	32.48	1.26
S01002620	Burntisland West	48	26	5	30	0	39	148	32.47	27.70
S01002838	Methil Denbeath	40	7	4	17	1	21	89	32.43	21.98

Table 2: Data zone ranking by total number of fuel poor properties; top 50 most fuel poor data zones.

Data zone	Location	SP	UE	LTI	NC	LAF	EPC	FP Total	FP %	SIMD %
S01002622	Dunfermline East and Pitcorthie East	28	32	5	23	5	243	336	10.96	84.77
S01002735	Kirkcaldy Pathhead	89	13	6	39	1	54	202	27.99	57.48
S01002713	Kirkcaldy Linktown and Seafield	74	17	10	39	2	43	185	44.69	7.04
S01002882	Leven West	72	18	8	39	1	46	184	38.50	15.10
S01002658	Dunfermline Central	43	26	4	39	2	68	181	25.76	51.88
S01002679	Dunfermline Baldridgeburn	71	15	9	38	1	47	179	32.40	19.74
S01002677	Dunfermline Baldridgeburn	36	45	10	41	4	40	176	31.86	12.85
S01002989	St Andrews Central	50	8	5	43	1	65	171	34.62	37.46
S01002976	Cupar Central	39	25	8	33	4	55	164	36.00	13.62
S01002944	Anstruther	38	11	3	13	1	93	159	30.45	61.06
S01002972	Cupar Central	45	11	6	30	2	65	159	29.27	43.31
S01002806	Kirkcaldy Chapel	38	10	4	20	3	83	157	16.67	63.57
S01002951	Crail and Boarhills	55	7	1	10	1	80	155	34.32	86.23
S01002778	Lochgelly East	48	27	11	32	1	34	153	38.60	8.67
S01002953	Crail and Boarhills	50	7	2	13	0	79	152	34.25	70.44
S01002709	Kirkcaldy Linktown and Seafield	29	32	8	33	4	44	150	32.38	11.18
S01002765	Kirkcaldy Gallatown and Sinclairtown	35	35	7	35	7	32	150	35.14	2.49
S01002916	Kennoway	53	20	9	27	3	37	150	38.65	9.68
S01002724	Kirkcaldy Bennoch East	53	16	7	28	1	44	150	35.01	38.57
S01002714	Kirkcaldy Linktown and Seafield	28	36	7	29	4	45	149	34.15	17.37
S01002620	Burntisland West	48	26	5	30	0	39	148	32.47	27.70
S01002734	Cowdenbeath North	49	17	8	31	2	41	148	28.69	30.25
S01002856	Methil East	30	40	9	34	4	31	148	36.01	2.97
S01002968	St Andrews South West	31	9	2	15	1	88	146	25.54	72.76
S01002777	Lochgelly West and Lumphinnans	44	20	10	28	2	42	145	29.47	32.01
S01002792	Kelty East	35	19	6	17	2	67	145	17.67	51.44
S01002821	Wemyss	29	36	7	28	3	42	145	25.91	14.28
S01002647	Valleyfield, Culross and Torryburn	36	18	11	29	6	45	144	35.56	6.53
S01002866	Glenrothes Auchmuty	32	24	12	35	2	38	143	28.67	12.94
S01002782	Kirkcaldy Gallatown and Sinclairtown	55	12	8	32	2	32	141	32.32	22.01
S01002618	Burntisland West	26	36	7	32	3	34	138	34.52	11.85
S01002955	Kettle and Ladybank	41	8	3	11	1	73	137	27.90	59.92
S01002656	Dunfermline Abbeyview North	42	24	11	33	2	25	137	34.19	8.26
S01002881	Leven East and Bonnybank	43	12	7	26	2	47	136	28.30	29.72
S01002766	Dysart	35	22	11	33	1	34	136	29.69	14.82
S01002933	Anstruther	44	7	2	14	0	70	136	34.51	67.30
S01002902	St Monans and Pittenweem	41	9	3	16	1	64	135	37.09	46.55
S01002823	Buckhaven and Muiredge	29	30	11	32	3	30	134	34.08	6.98
S01002685	Dunfermline Headwell	20	31	11	36	3	32	133	29.51	5.44
S01002793	Kirkcaldy Gallatown and Sinclairtown	50	17	6	29	2	28	132	35.31	11.45
S01002790	Kelty East	47	15	8	28	2	33	132	31.80	16.51
S01002592	Rosyth Central	60	13	5	26	0	28	131	30.43	29.42
S01003002	Newburgh	36	8	5	17	0	64	131	30.25	42.72
S01002577	Inverkeithing East	24	30	7	30	5	35	131	29.04	12.65
S01002669	Dunfermline Baldridgeburn	47	7	5	24	1	47	131	27.06	48.75
S01002617	Valleyfield, Culross and Torryburn	30	15	10	24	3	48	131	29.98	17.52
S01002780	Kirkcaldy Templehall East	24	28	9	29	4	36	130	32.87	9.47
S01002680	Dunfermline Headwell	26	24	8	29	2	41	130	23.07	51.79
S01002751	Kirkcaldy Templehall East	37	16	4	25	4	44	130	30.85	19.05

Table 3: Data zone ranking by both percentage and total number of fuel poverty rankings; top 50 most fuel poor data zones.

Data zone	Location	SP	UE	LTI	NC	LAF	EPC	FP Total	FP %	SIMD %
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S01002778	Lochgelly East	48	27	11	32	1	34	153	38.60	8.67
S01002916	Kennoway	53	20	9	27	3	37	150	38.65	9.68
S01002976	Cupar Central	39	25	8	33	4	55	164	36.00	13.62
S01002989	St Andrews Central	50	8	5	43	1	65	171	34.62	37.46
S01002765	Kirkcaldy Gallatown and Sinclairtown	35	35	7	35	7	32	150	35.14	2.49
S01002856	Methil East	30	40	9	34	4	31	148	36.01	2.97
S01002724	Kirkcaldy Bennochly East	53	16	7	28	1	44	150	35.01	38.57
S01002951	Craik and Boarhills	55	7	1	10	1	80	155	34.32	86.23
S01002647	Valleyfield, Culross and Torryburn	36	18	11	29	6	45	144	35.56	6.53
S01002953	Craik and Boarhills	50	7	2	13	0	79	152	34.25	70.44
S01002902	St Monans and Pittenweem	41	9	3	16	1	64	135	37.09	46.55
S01002714	Kirkcaldy Linktown and Seafield	28	36	7	29	4	45	149	34.15	17.37
S01002679	Dunfermline Baldridgeburn	71	15	9	38	1	47	179	32.40	19.74
S01002618	Burntisland West	26	36	7	32	3	34	138	34.52	11.85
S01002793	Kirkcaldy Gallatown and Sinclairtown	50	17	6	29	2	28	132	35.31	11.45
S01002677	Dunfermline Baldridgeburn	36	45	10	41	4	40	176	31.86	12.85
S01002933	Anstruther	44	7	2	14	0	70	136	34.51	67.30
S01002656	Dunfermline Abbeyview North	42	24	11	33	2	25	137	34.19	8.26
S01002709	Kirkcaldy Linktown and Seafield	29	32	8	33	4	44	150	32.38	11.18
S01002620	Burntisland West	48	26	5	30	0	39	148	32.47	27.70
S01002996	St Andrews North and Strathkinness	51	2	0	27	0	43	124	37.24	98.16
S01002755	Kirkcaldy Templehall East	16	33	7	30	4	37	126	35.59	6.79
S01002842	Methil West	36	22	8	27	4	23	119	38.97	4.83
S01002823	Buckhaven and Muiredge	29	30	11	32	3	30	134	34.08	6.98
S01002897	Leven North	45	7	13	27	1	35	127	35.09	16.91
S01002782	Kirkcaldy Gallatown and Sinclairtown	55	12	8	32	2	32	141	32.32	22.01
S01002944	Anstruther	38	11	3	13	1	93	159	30.45	61.06
S01002983	St Andrews South East	50	3	2	24	0	50	129	33.95	47.99
S01002780	Kirkcaldy Templehall East	24	28	9	29	4	36	130	32.87	9.47
S01002938	Anstruther	32	6	2	17	1	61	119	34.93	39.46
S01002672	Dunfermline Touch and Woodmill	18	26	9	27	3	31	115	36.04	7.23
S01002790	Kelty East	47	15	8	28	2	33	132	31.80	16.51
S01002837	Methil West	29	19	11	30	3	26	118	34.34	10.44
S01002923	St Monans and Pittenweem	36	8	2	11	1	52	110	37.42	48.59
S01002829	Buckhaven and Muiredge	48	15	6	24	2	29	125	32.00	21.09
S01002920	St Monans and Pittenweem	43	1	3	11	1	51	109	38.23	61.34
S01002667	Dunfermline Touch and Woodmill	26	24	6	23	1	30	110	35.56	14.62
S01002972	Cupar Central	45	11	6	30	2	65	159	29.27	43.31
S01002592	Rosyth Central	60	13	5	26	0	28	131	30.43	29.42
S01002751	Kirkcaldy Templehall East	37	16	4	25	4	44	130	30.85	19.05
S01002774	Kirkcaldy Templehall West	40	15	4	26	3	35	123	32.17	24.27
S01003017	Newport and Wormit	55	1	0	14	1	42	114	34.24	82.87
S01002819	Ballingry	21	26	9	28	4	27	115	33.17	2.98
S01003002	Newburgh	36	8	5	17	0	64	131	30.25	42.72
S01002777	Lochgelly West and Lumphinnans	44	20	10	28	2	42	145	29.47	32.01
S01002758	Kirkcaldy Templehall West	35	18	4	21	1	31	110	34.86	19.34
S01002762	Lochgelly West and Lumphinnans	34	17	6	24	2	26	109	35.08	9.22

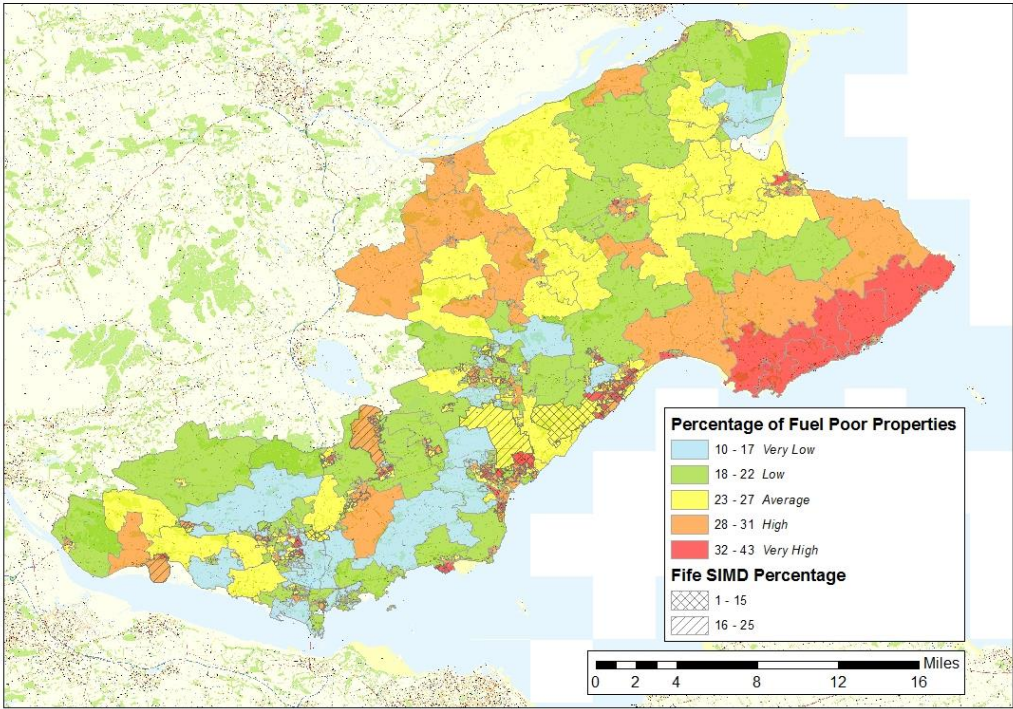


Figure 3: Percentage of fuel poor properties per data zone excluding “no car” as a proxy indicator.

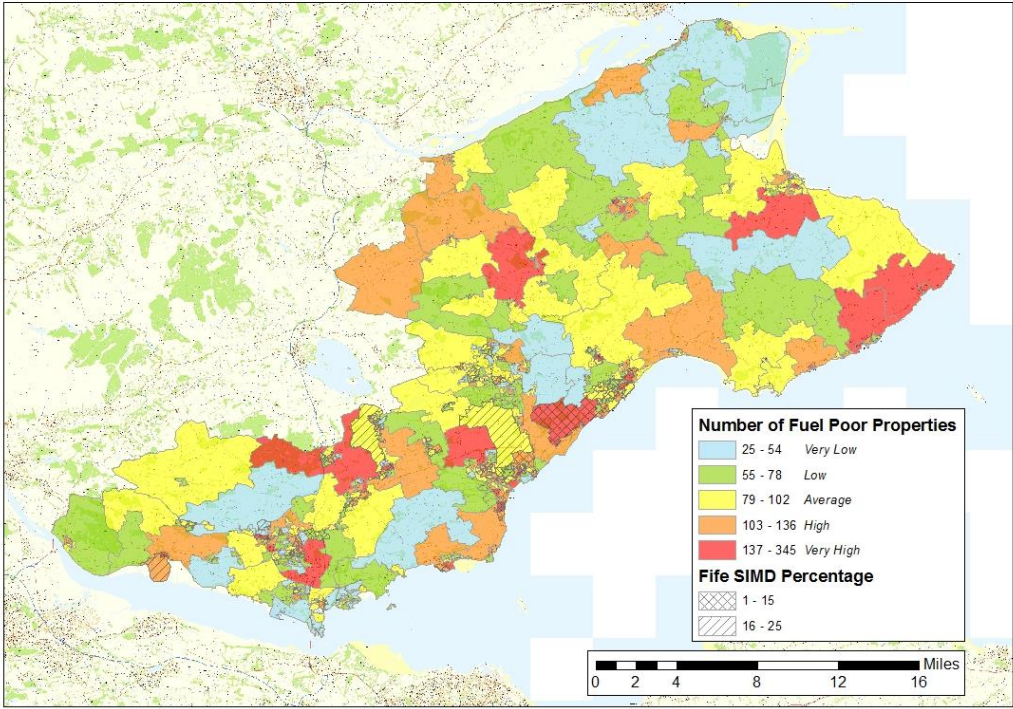


Figure 4: Total number of fuel poor properties per data zone excluding “no car” as a proxy indicator.