

Social outcomes of energy use in the United Kingdom: Household energy footprints and their links to well-being

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CRESR Seminar: Why is it so hard to consume less? Unpicking high
consumption and the factors locking it in
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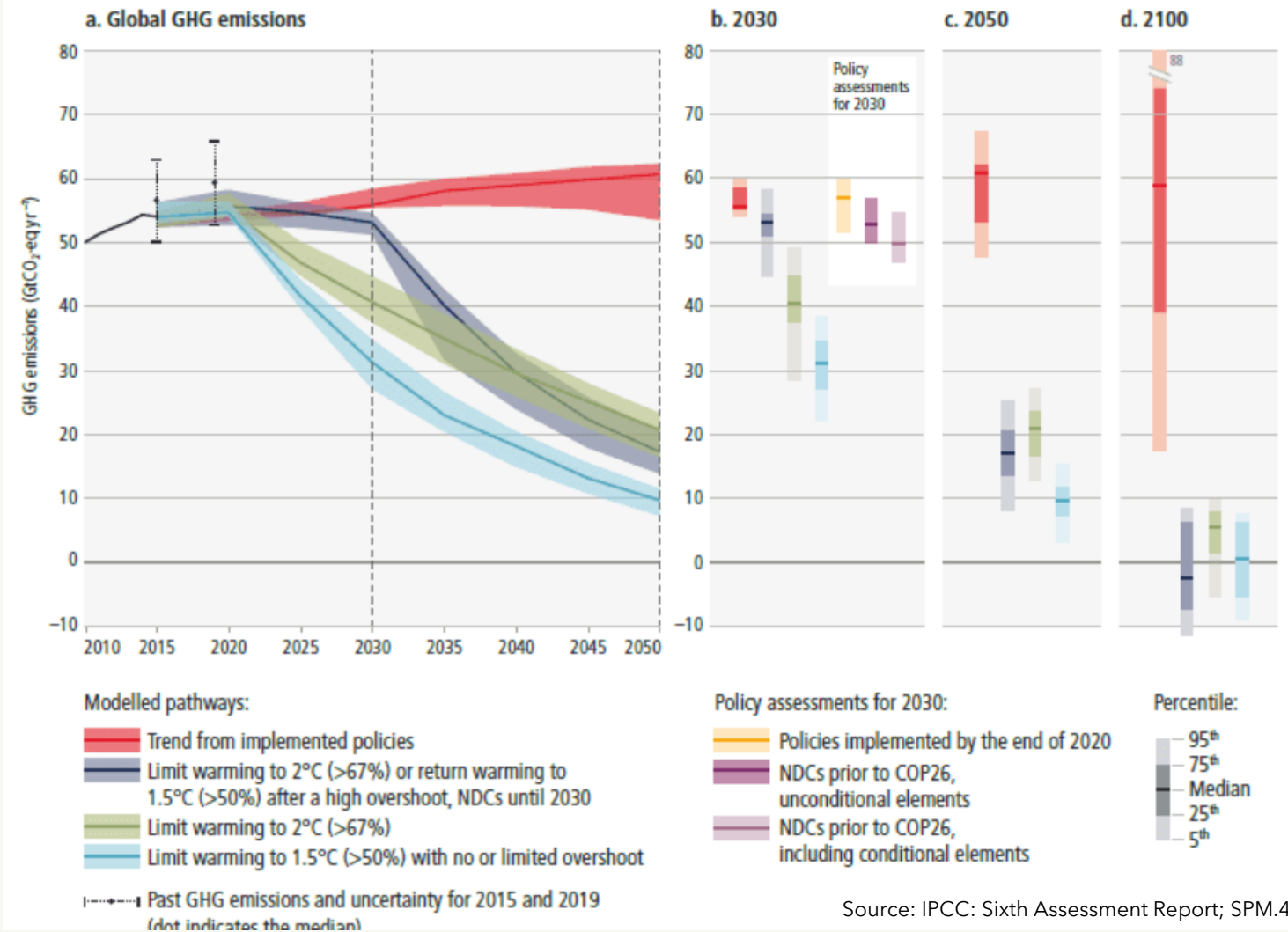


Outline

- Motivation
- Data and Methods
- RESULTS: EF distribution
- RESULTS: EF composition
- RESULTS: EF & well-being
- Implications of the study

Motivation

Projected global GHG emissions from NDCs announced prior to COP26 would make it *likely* that warming will exceed 1.5°C and also make it harder after 2030 to limit warming to below 2°C.



Research Questions

How energy facilitates human need satisfaction, for whom, and with what well-being outcomes?

Aims:

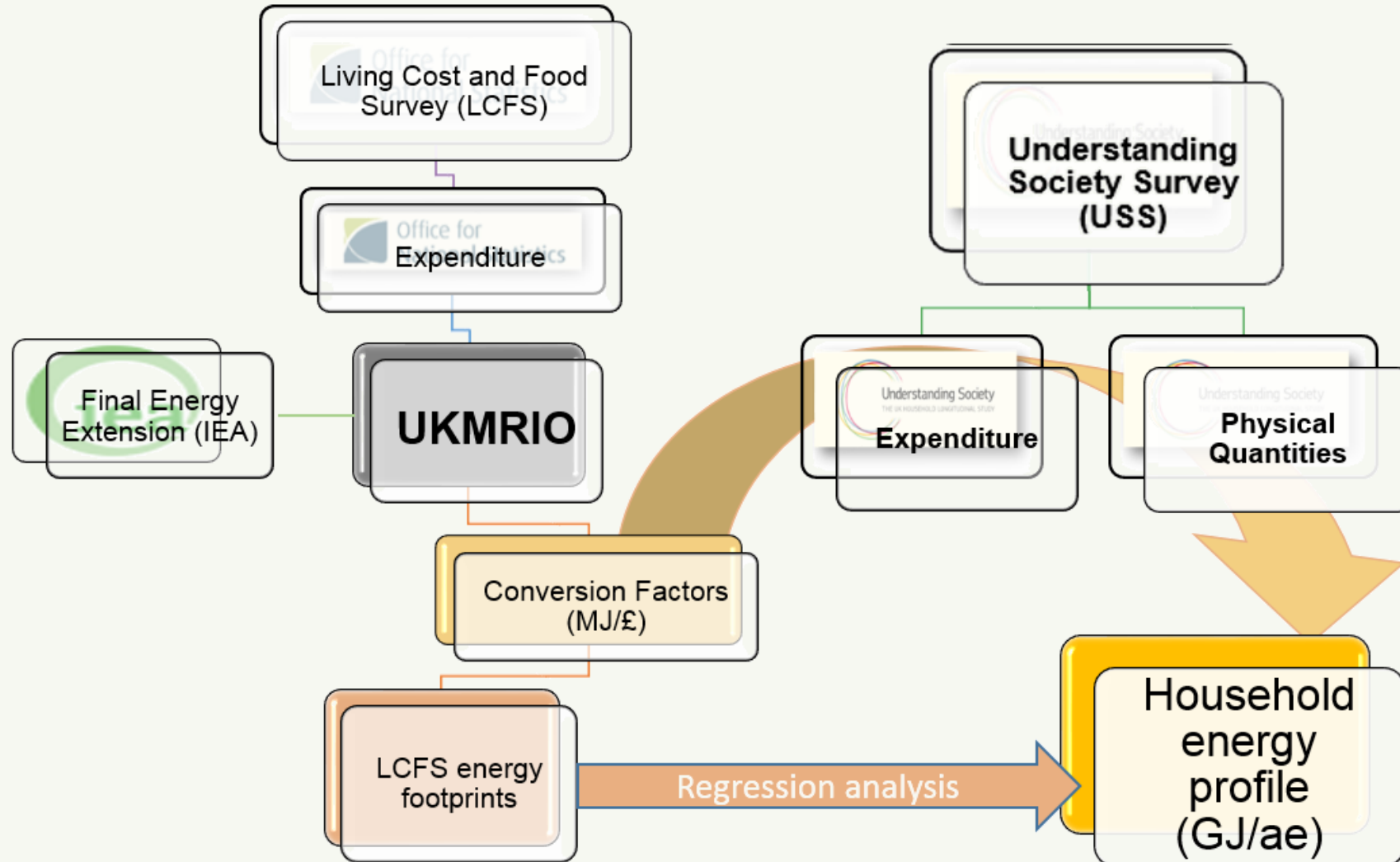
- Investigate in detail the distribution, levels, and types of energy use
- Identify the most important characteristics of households with low and high well-being.

Data

- **Understanding Society** (wave 10, 2018-2020) - UK household Longitudinal Study (1991 - ongoing)
- **Living cost and food survey (LCFS), 2019**
- **Final energy use International Energy Agency (IEA)**
- **UK Multiregional input-output database**

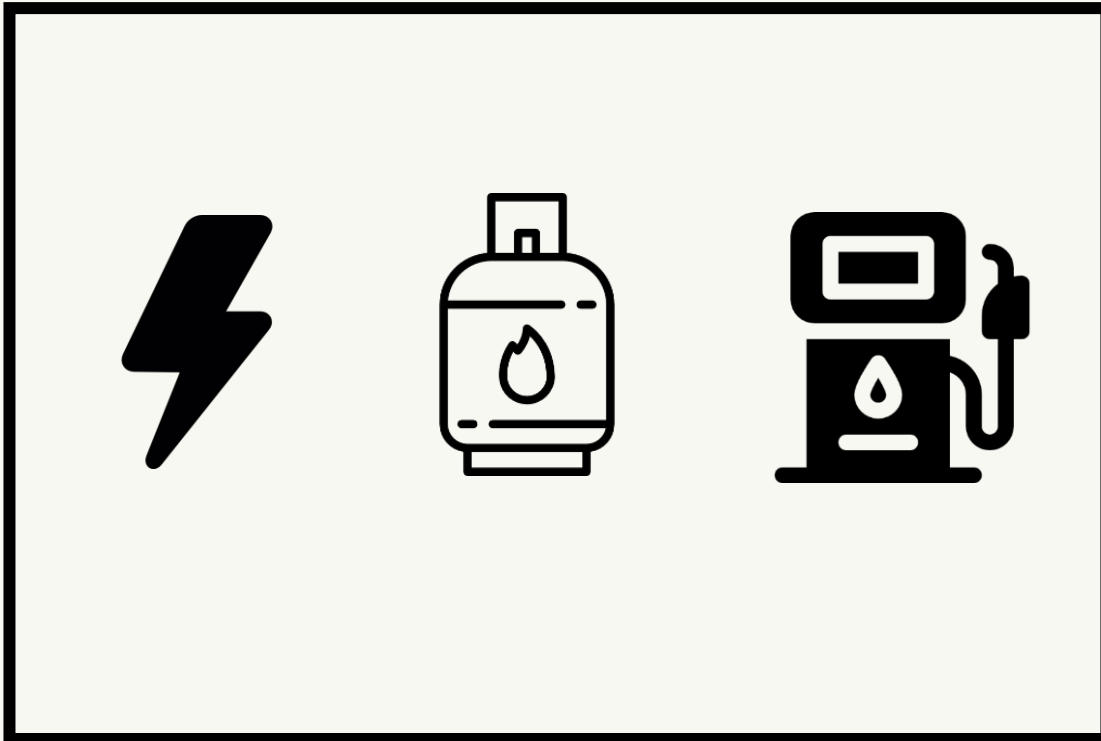


Methods



Energy Footprint dictionary

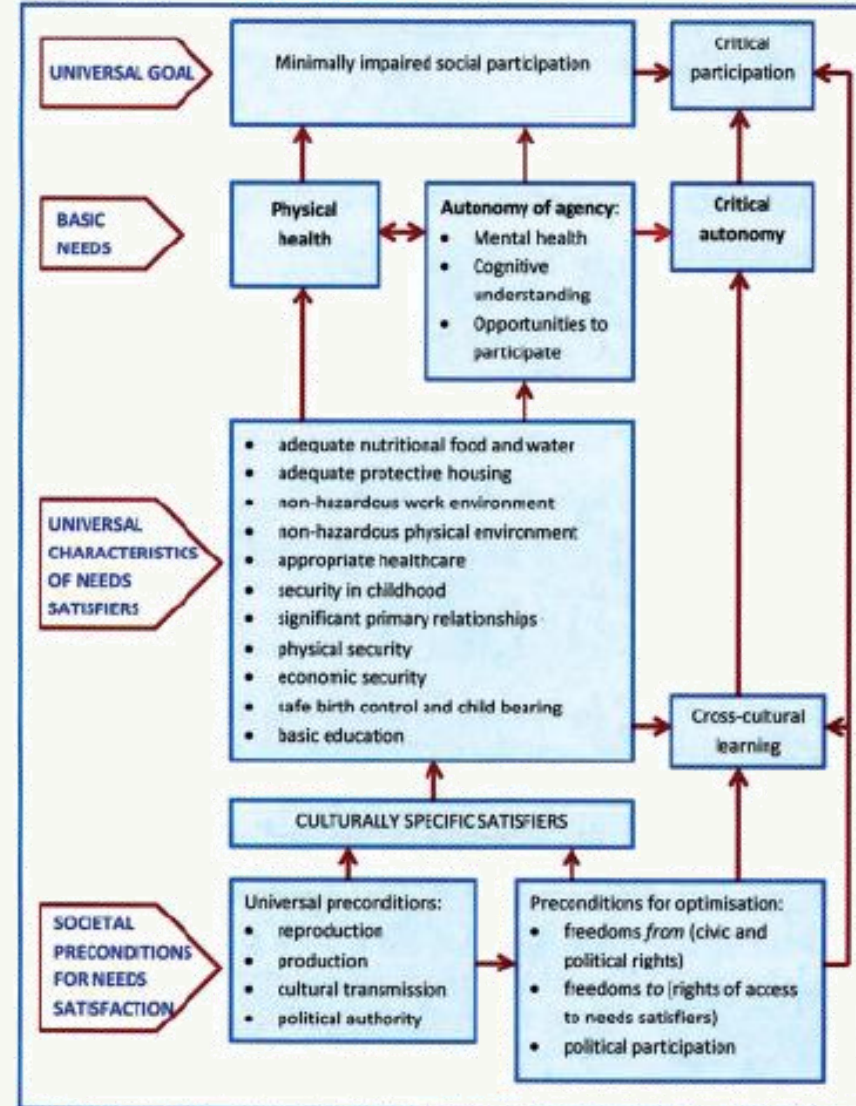
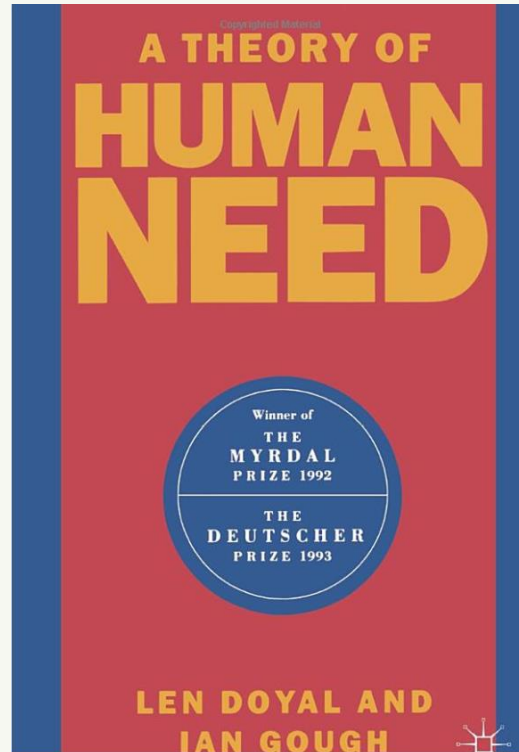
Direct



Indirect



Well-being conceptualization



Operationalization of well-being: UK

Mental health



Physical health



Financial situation



Subjective well-being index



Assessment of poverty



Having adequate heating



Loneliness



**Well-being score
(WBS):** Min 0 Max 70
points

Operationalization of well-being: UK

Mental and physical health



Financial situation



Subjective well-being index



Assessment of poverty



Having adequate heating



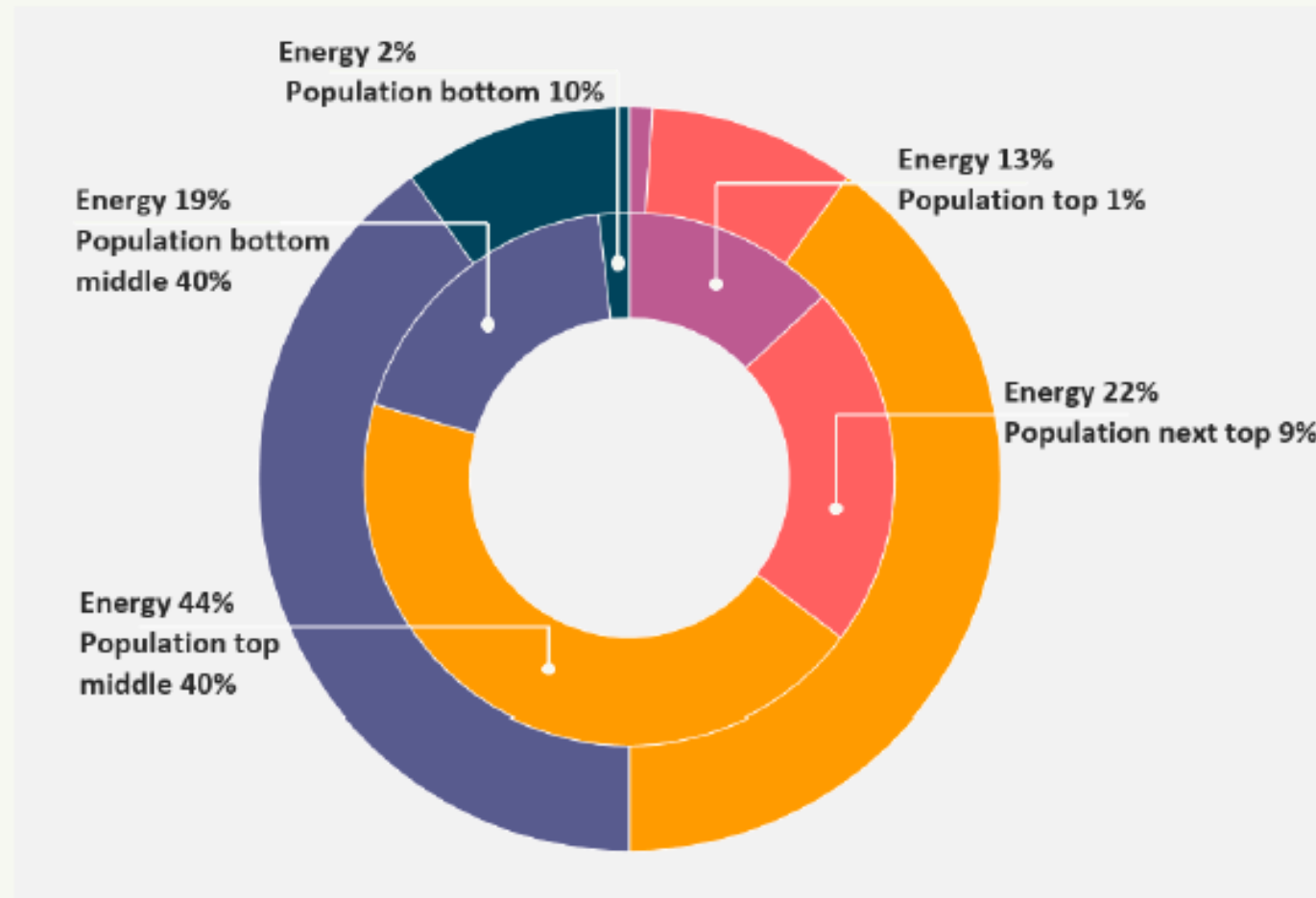
Loneliness



High Well-Being (HWB): above average WBS + having adequate heating + being above poverty line

Low Well-Being (LWB): below average WBS

EF distribution

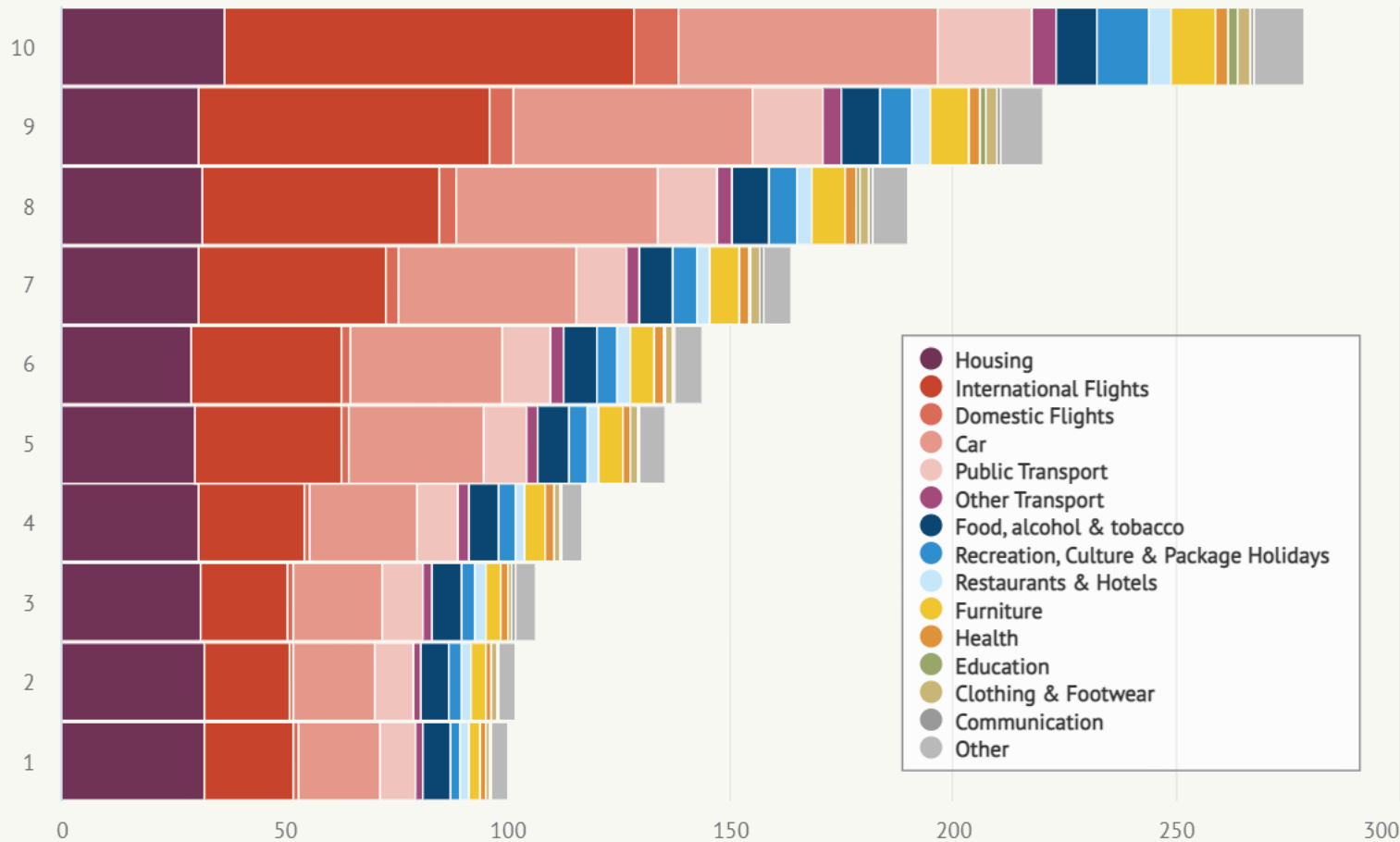


Distribution of Energy footprint in population (%). The shares of population calculated on the energy footprint basis.

Annual energy use by income



Annual energy use per adult equivalent, GJ

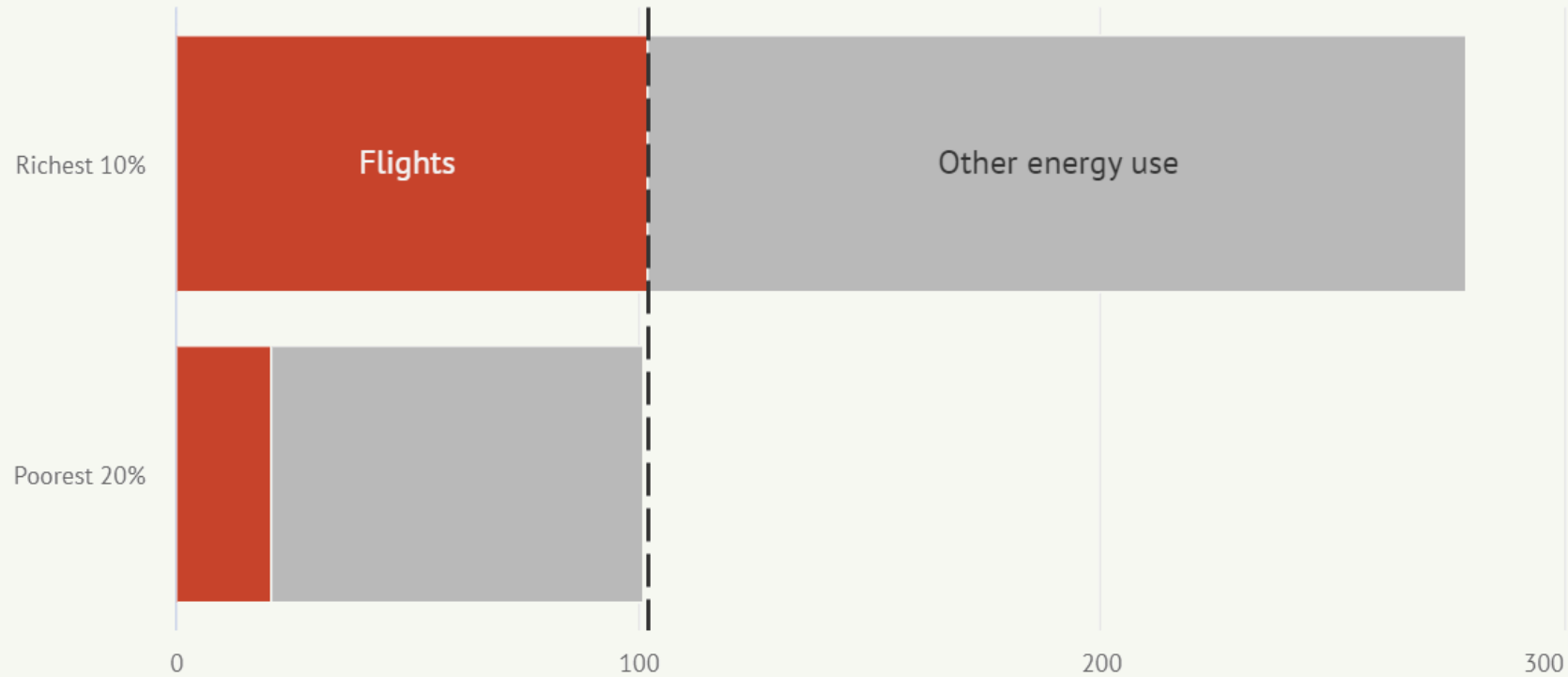


Energy footprints of British households in 2019 by income grouping, where 1 is the lowest income 10% of the population and 10 is the highest income 10%. Footprints are measured in gigajoules (GJ) per “adult equivalent”, which is based on dividing the energy use of a household by the number of people, accounting for the fact that children contribute less. Chart made by Tom Prater for Carbon Brief using [Highcharts](#). Source: [Baltruszewicz et al. \(2022\)](#).

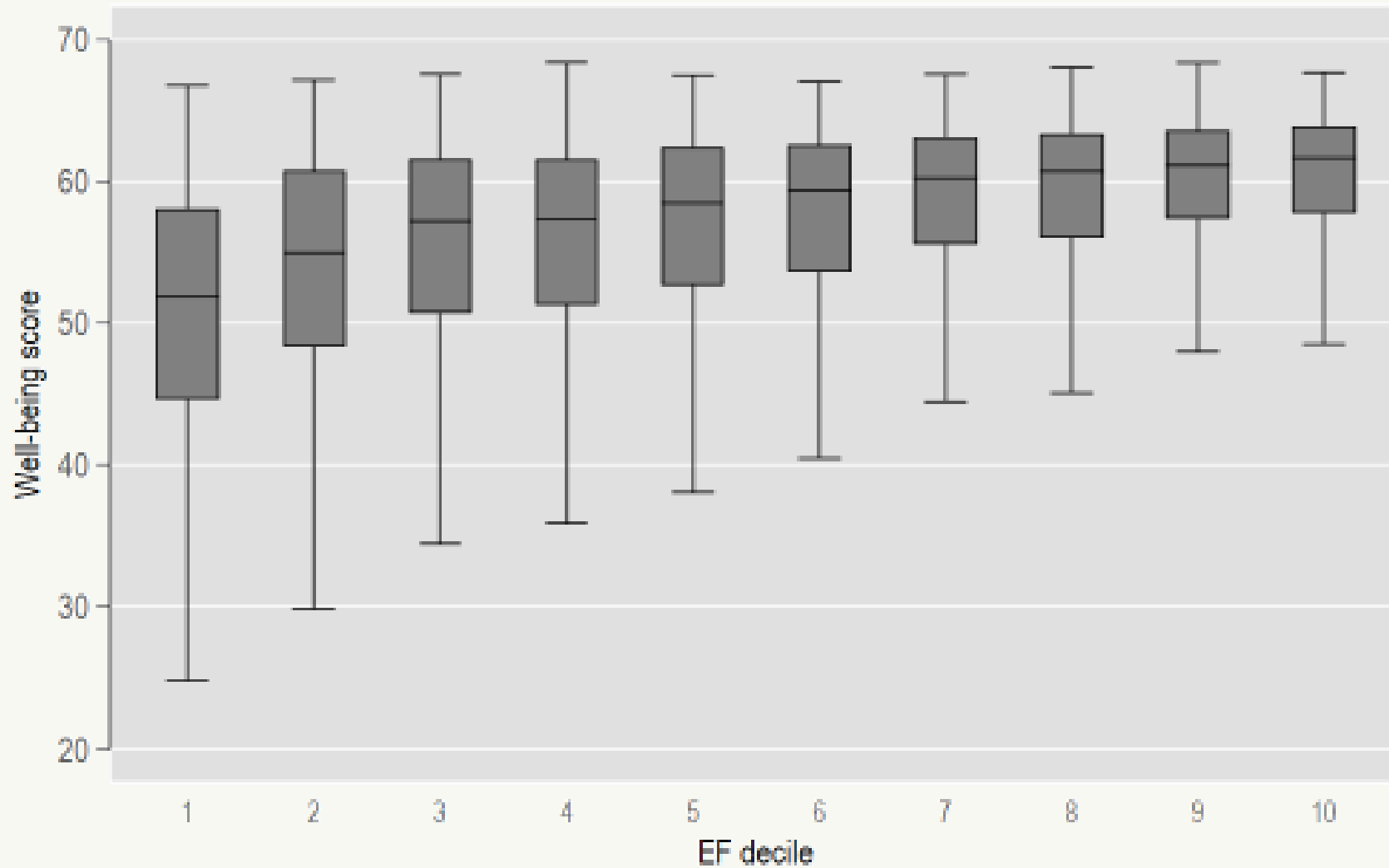
Richest people in UK 'use more energy flying' than poorest do overall

The richest British people use **more energy flying** than the poorest use overall

Annual energy use per adult equivalent, GJ

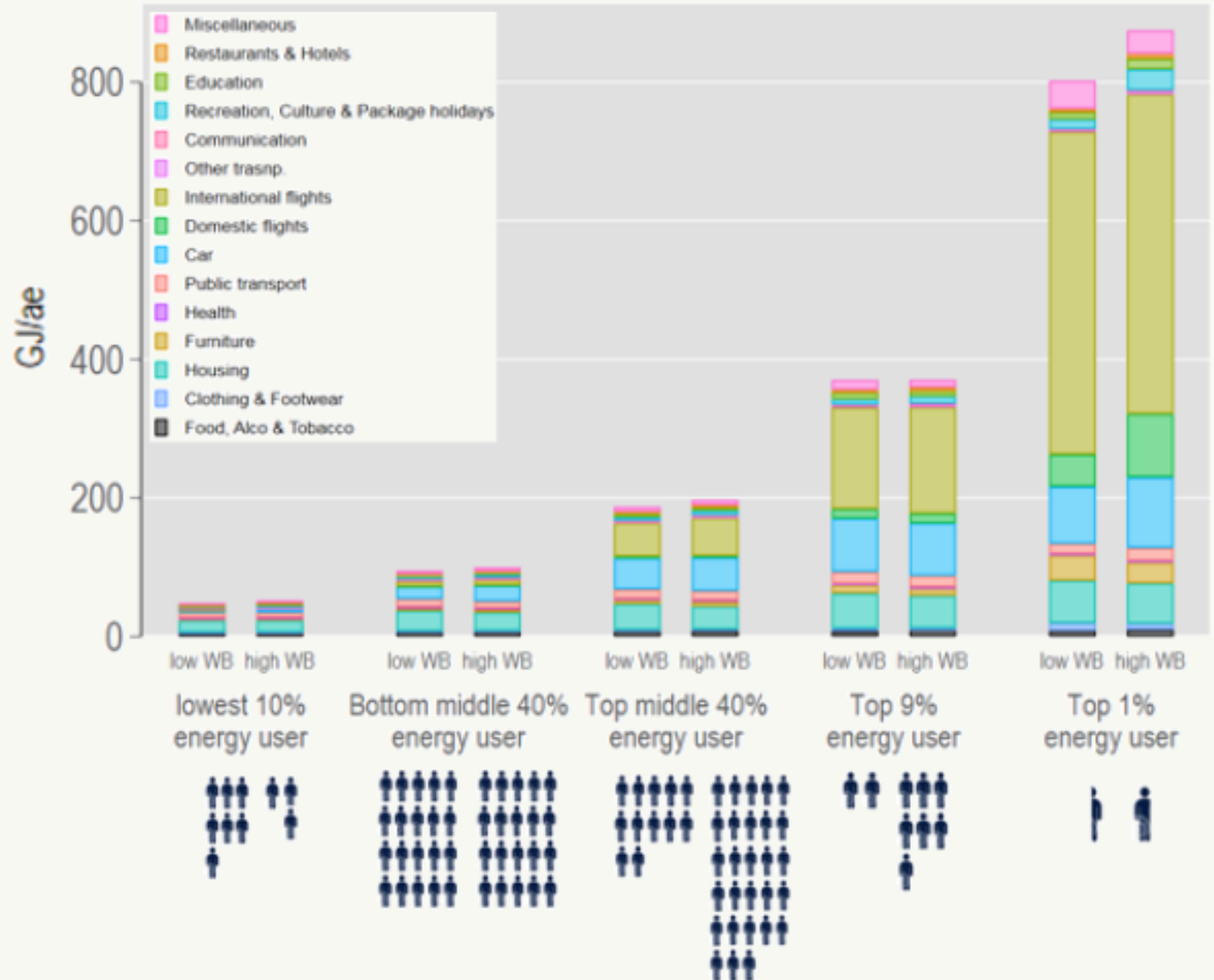


More is not necessarily better - saturation of WB with increases in EF



excludes outside values

EF levels and composition by high and low well-being



Energy use for fun or necessity?



Well-being components vs Energy demand



Improvement in mental health and subjective well-being does not increase energy demand



Lower Housing EF is associated with better physical health and adequate heating

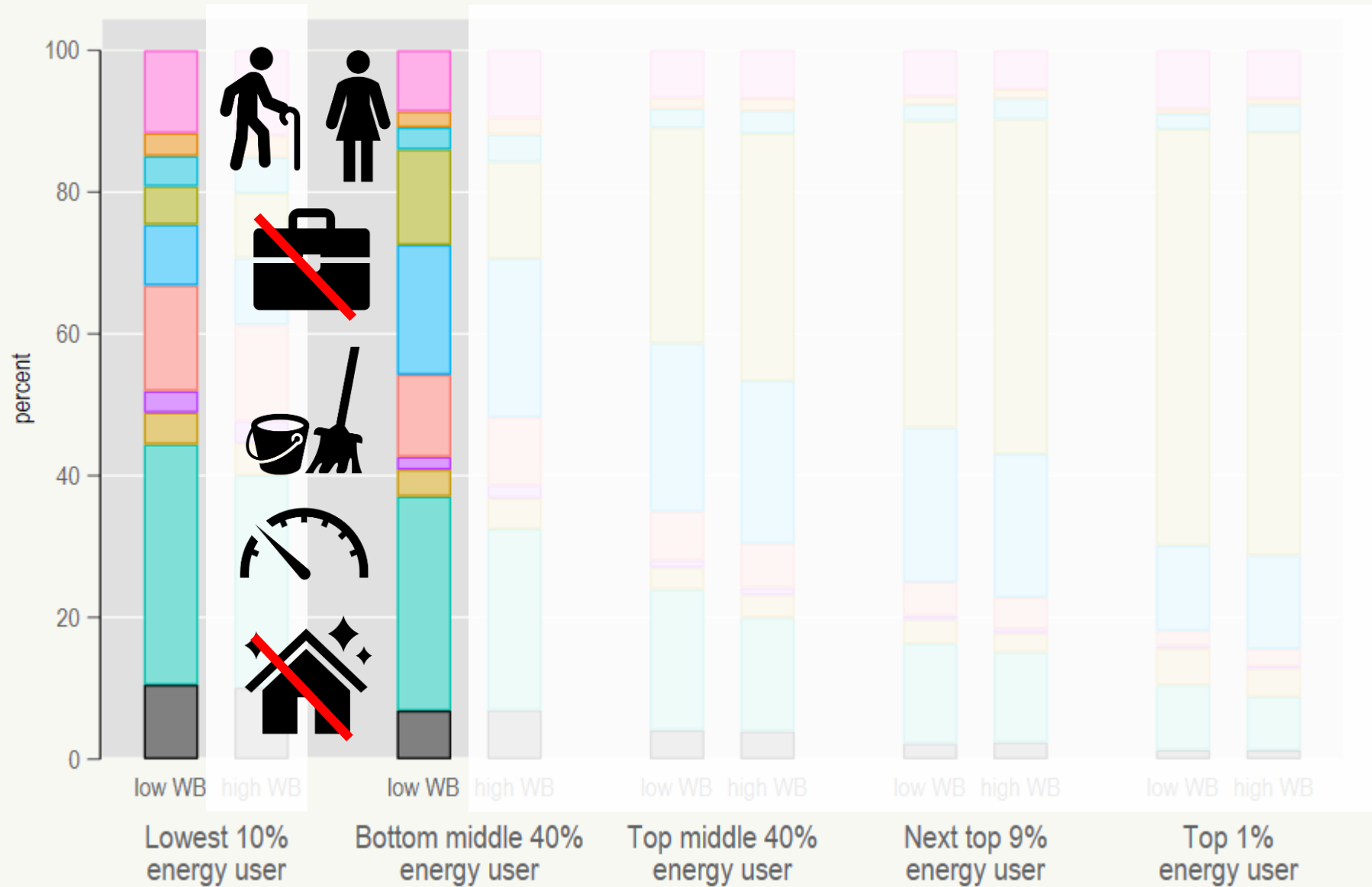


Increases in EF of car-transport has positive effects on WB components BUT increases in air travel are **not** associated with increases in mental health, subjective well-being or loneliness (and well-being score)

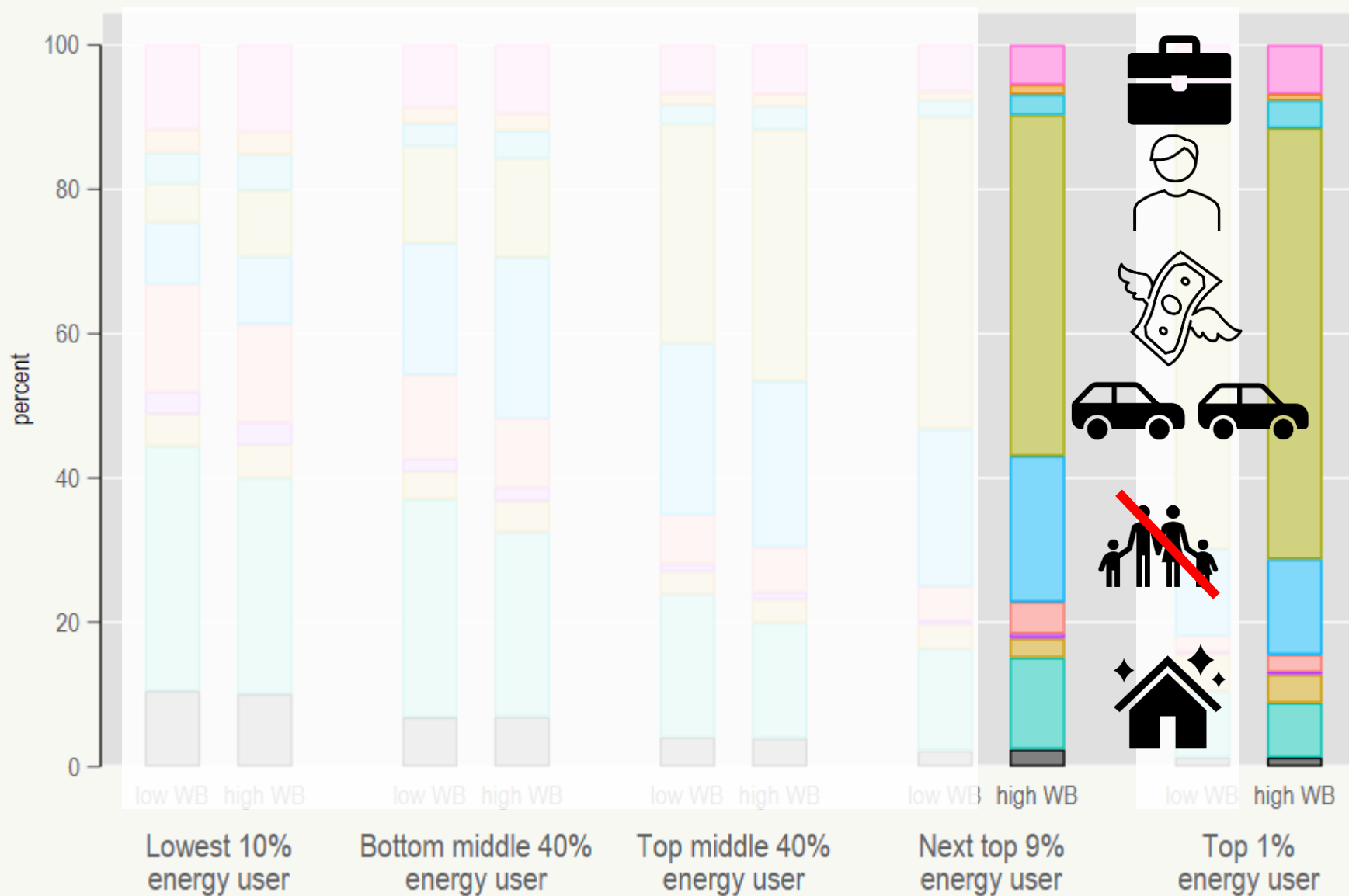


Energy increases are associated with higher income and material services

Importance of protective characteristics



Characteristics of high emitters



Key messages to take home

- **Poverty drives housing energy demand up**
- **Excessive lifestyles and energy use do not guarantee high well-being**
- **Current provisioning systems locks us into high and inefficient energy use (e.g. car dependency)**
- **Vulnerable and underrepresented groups should be prioritized in energy transition or energy redistribution policies**


So what

- Small minority with HWB uses excess energy. Therefore, it is possible to reconcile maintenance of high WB and energy demand reduction.
- Among those with HWB private transportation EF is systematically higher
- The introduction of stringer taxation on high emitters and limiting access to damaging to environment and humans products (e.g. SUV) are necessary
- Equity principles such as sufficiency, understood as to everybody according to their needs (but not wants), might help bring about more equal outcomes for all.



Thank you!
Questions?



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