



octopus
ELECTROVERSE

**CHARGING INFRASTRUCTURE INSIGHTS
UK & EUROPE**

AUGUST 2026

HIGHLIGHTS OF THE MONTH

UK Market Scale and Driver Behaviours

In August 2026, the UK's electric vehicle industry reached new milestones: 40,000 physical charging locations, 115,000 charge points, and 40,000 vehicles registered in a single month (bringing the total to 2.16 million EVs).

While UK driver behaviour remained remarkably consistent this month, with the average charge time holding firm at 28 minutes and consumption steady at 27 kWh per session, the underlying infrastructure is rapidly evolving. Charge Point Operators (CPOs) are visibly pushing for higher speeds, driving ultra-rapid connectors (+150 kW) to a new high of 14,000.

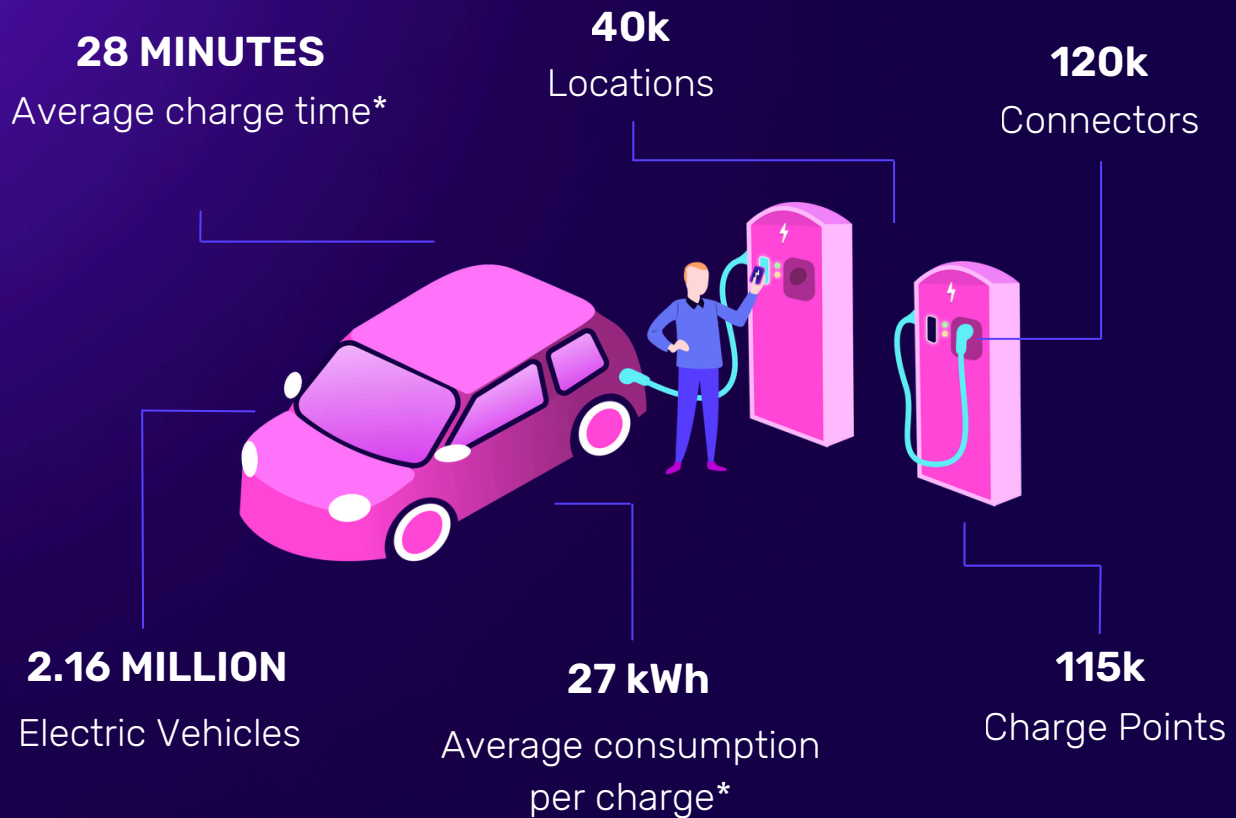
Network Charging Economics

Tracking the price per kWh reveals a slight shift in overall UK costs this month. The overall average cost of a charge edged upwards to £0.69 per kWh in August, an increase of £0.01 from July. In August, ultra-rapid charging averaged £0.76 per kWh, while slower AC charging rates remain at the yearly baseline of £0.52 per kWh.

The European Perspective

Across the broader European market, charging infrastructure continued its steady growth, reaching 1.38 million charge points. While total European EV numbers held stable at 15.2 million, the most striking trend this month is the convergence of driver habits. The average European charge time dropped significantly from 31 minutes in July down to 28 minutes in August, bringing continental session durations into perfect alignment with the UK average.

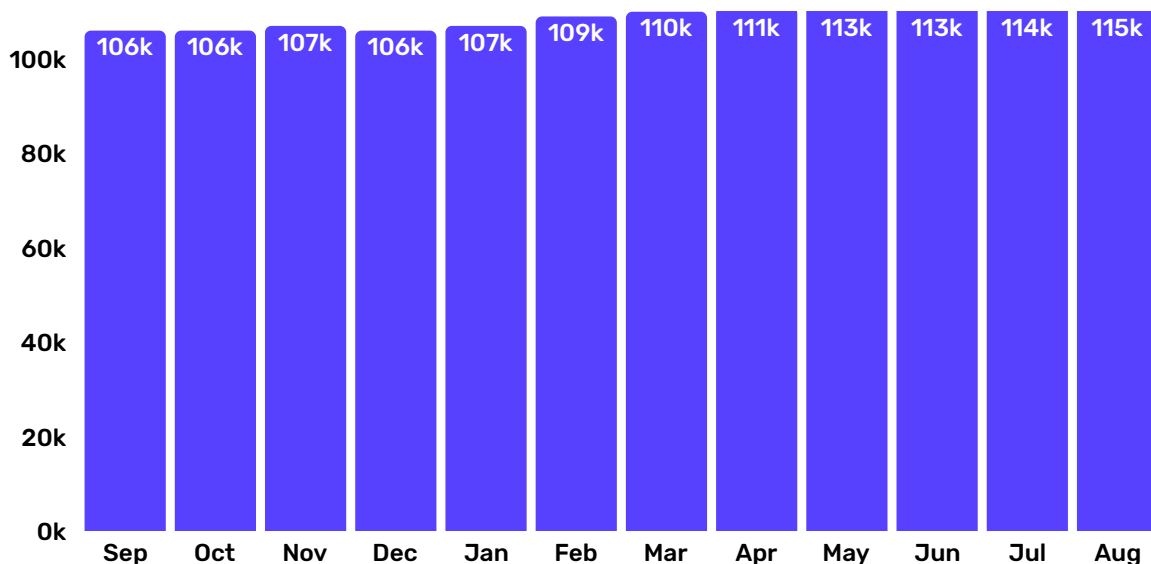
UK HEADLINE STATISTICS



*Based on last month of Electroverse consumers charging data on Ultra Rapid Chargers

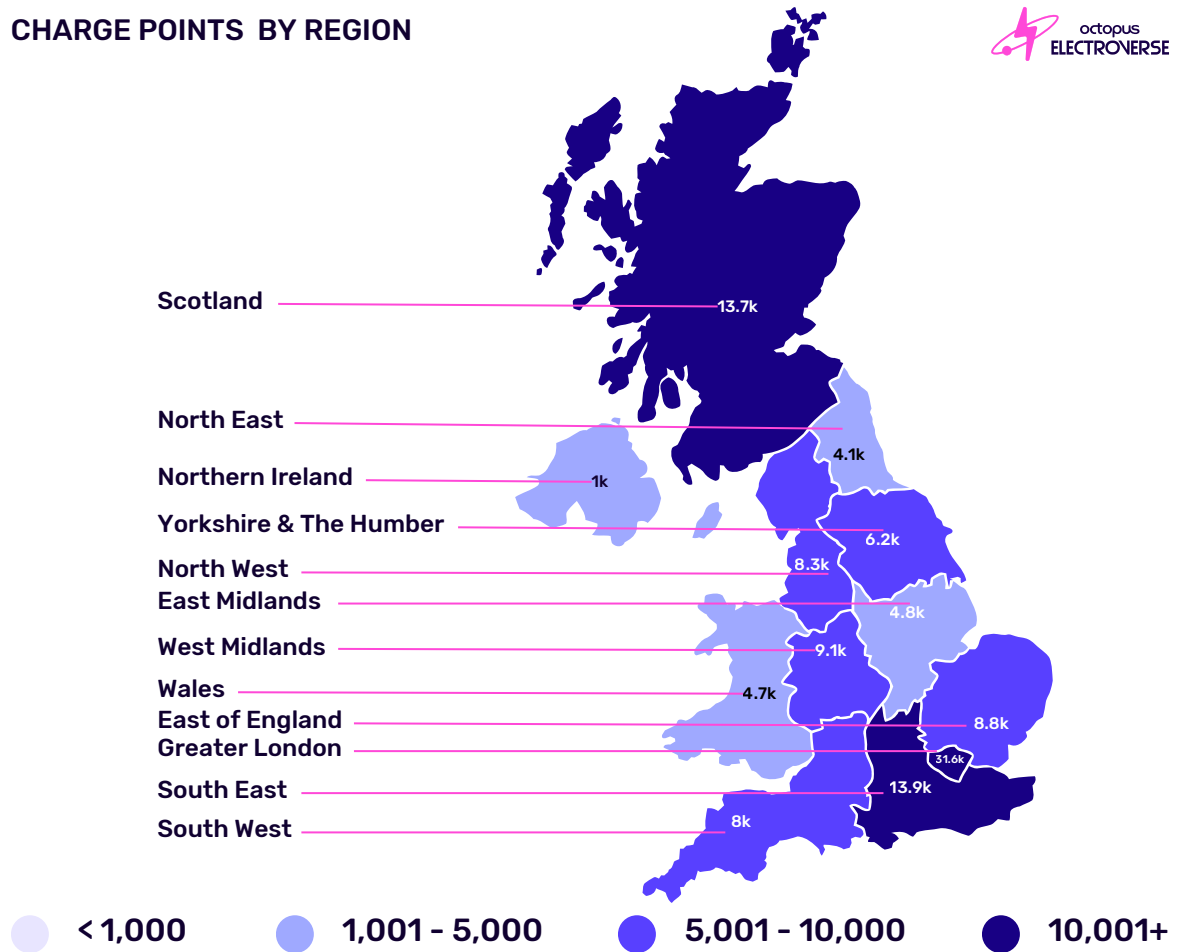
In July 2026, the UK's total number of charge points had grown to around 115k. Per region, Greater London, the South East and Scotland account for ~51% of all UK charge points, but when looking at charge points per 100k inhabitants, the West Midlands, North East and Wales join Scotland and Greater London in the top 5 locations.

UK CHARGE POINTS GROWTH

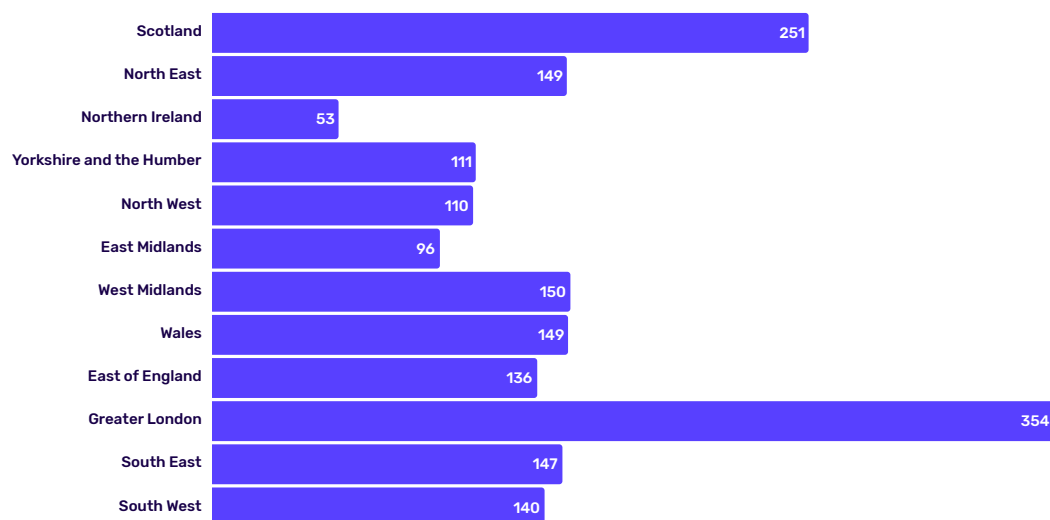


CHARGING INFRASTRUCTURE ACROSS THE UK

CHARGE POINTS BY REGION



CHARGE POINTS PER 100K INHABITANTS

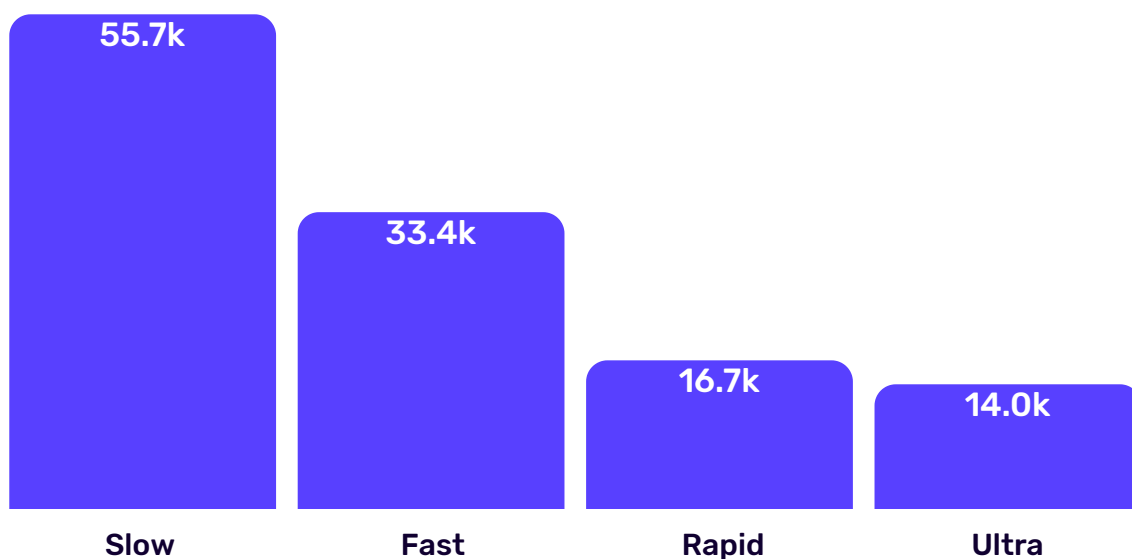


CHARGER CHARACTERISTICS

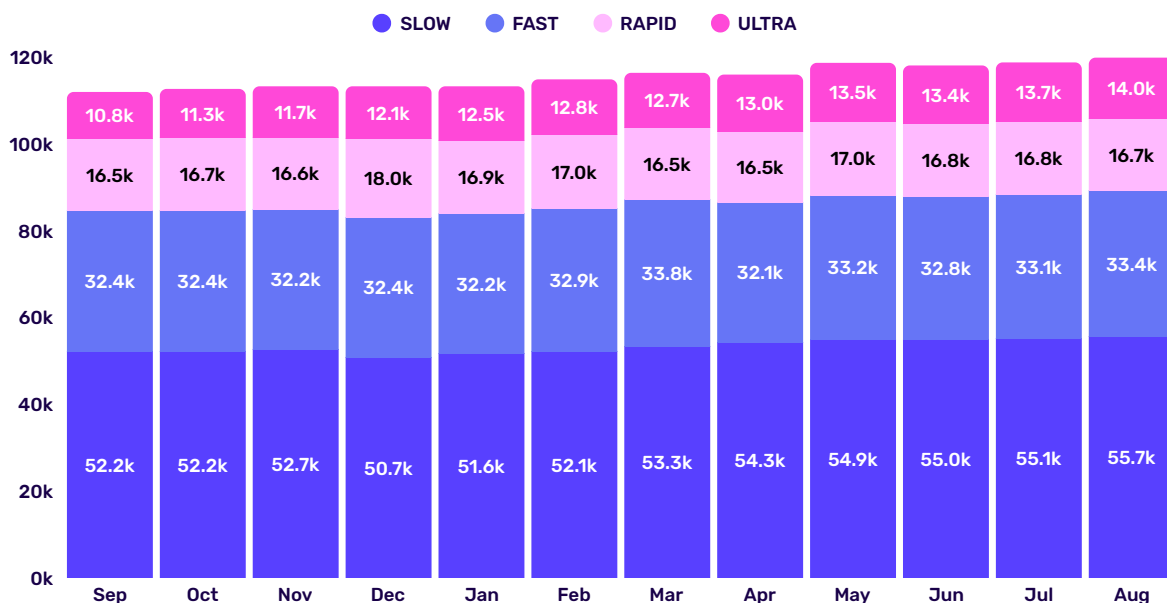
SPEED

Charging connectors offer varying speeds (kW), and are classified as **slow** (< 8 kW), **fast** (8 - 49 kW), **rapid** (50 - 149 kW), or **ultra-rapid** (>= 150 kW). In the UK, slow charging speeds make up around **46%** of the total connectors, with rapid and ultra-rapid contributing around **26%**. Charging speed utilisation often relates to varying driver needs: some slower chargers can act as home charging alternatives, so a greater number is required to meet demand.

UK CONNECTORS BY SPEED



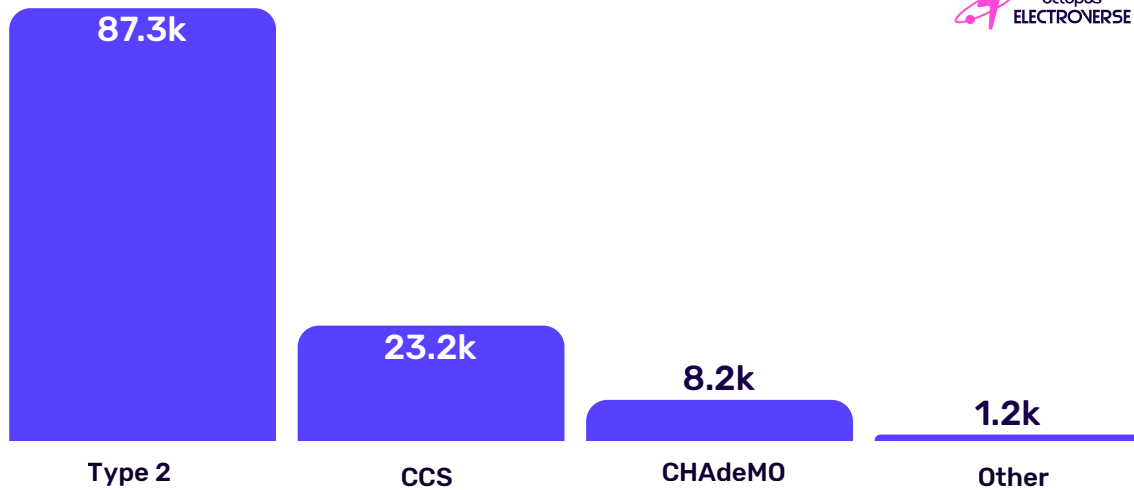
UK CONNECTOR GROWTH BY SPEED



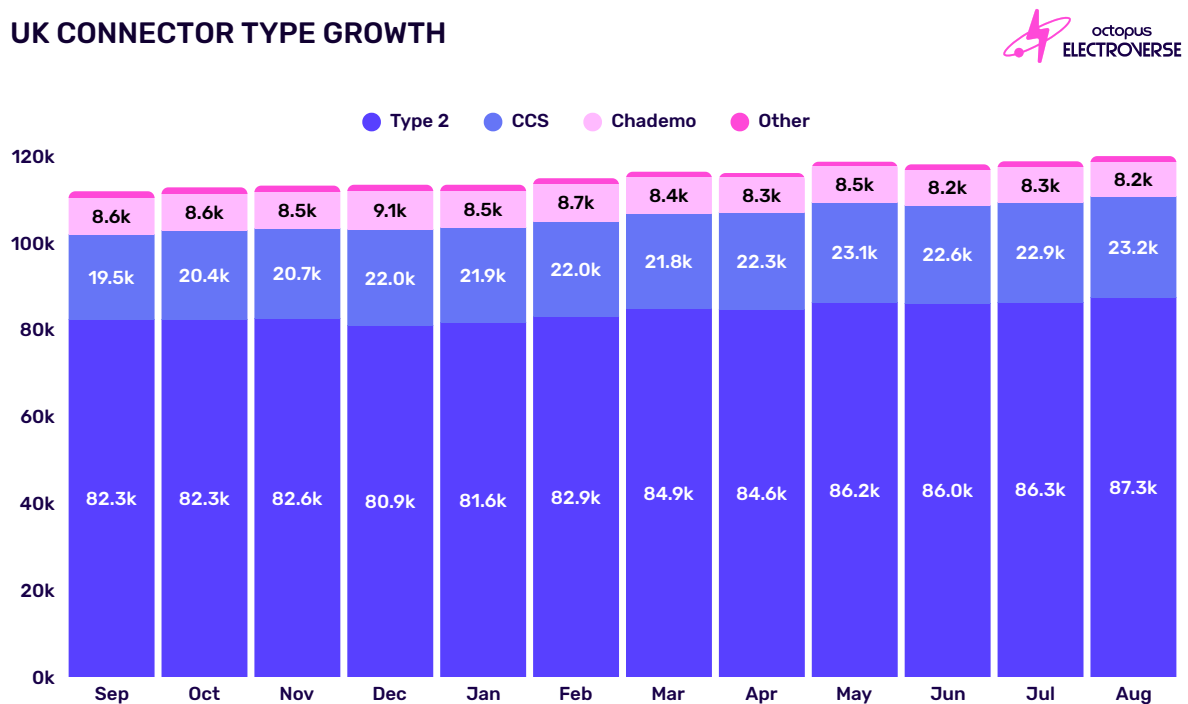
STANDARD TYPE

Type 2 and CCS connectors are being rapidly expanded across the UK, highlighting strong growth in both Slow and Fast charging for Type 2, and Rapid and Ultra-Rapid charging for CCS. Meanwhile, the number of CHAdeMO connectors is declining as CCS gradually replaces this older standard in new vehicles across the UK market.

UK CONNECTORS BY TYPE



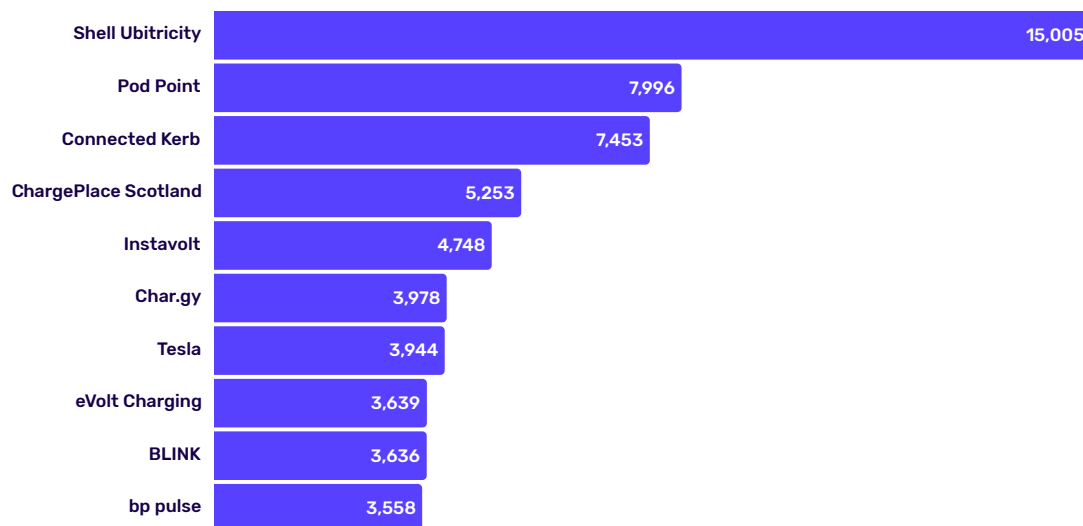
UK CONNECTOR TYPE GROWTH



CHARGE POINT OPERATORS

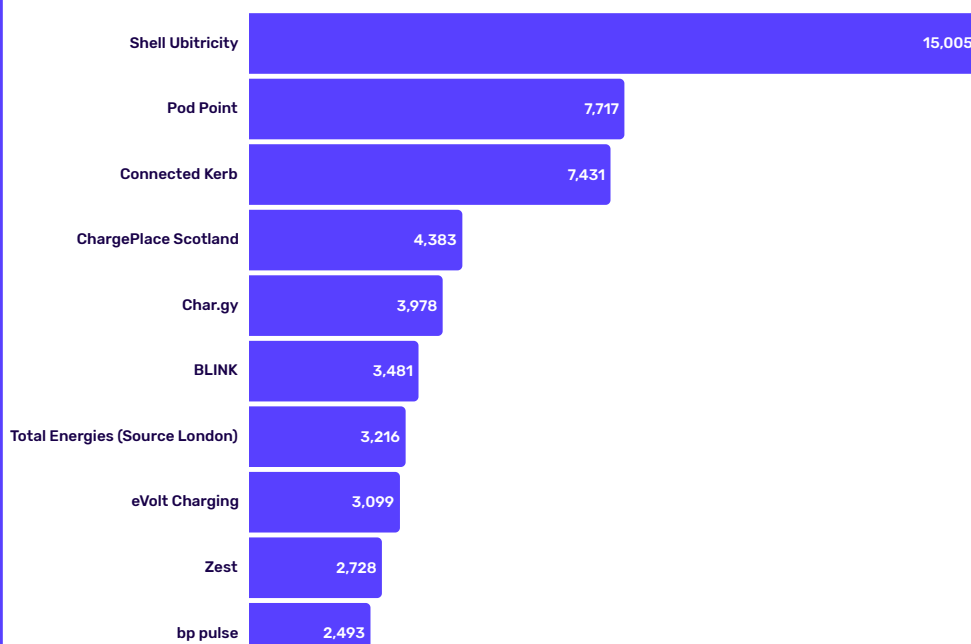
This graph details the largest operators by number of connectors across the UK. Operators, colloquially known as charging networks or 'CPOs', run and maintain the charge points on their network.

LARGEST OPERATORS - CONNECTORS

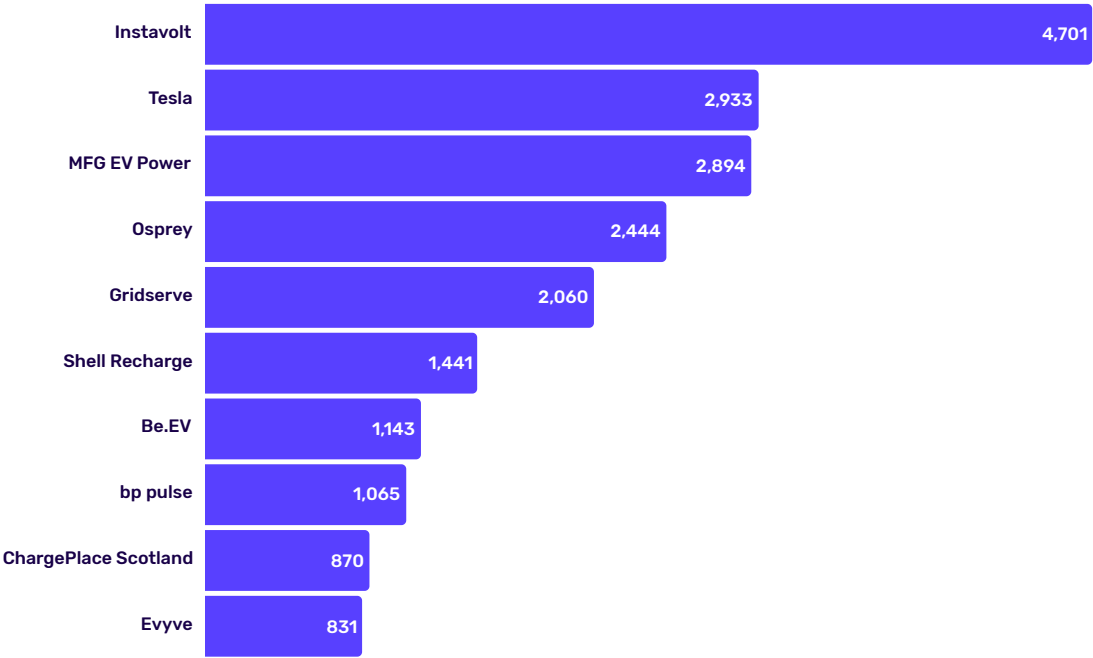


Operators specialising in slower AC charging, like Shell Ubitricity and Pod Point have established a lead in the total number of connectors across the UK. In contrast, InstaVolt & Tesla dominate the rapid DC charging landscape, closely followed by MFG EV Power & Osprey. While many CPOs focus on either AC or DC infrastructure, some, such as ChargePlace Scotland, offer both.

LARGEST SLOW/ FAST OPERATORS - CONNECTORS



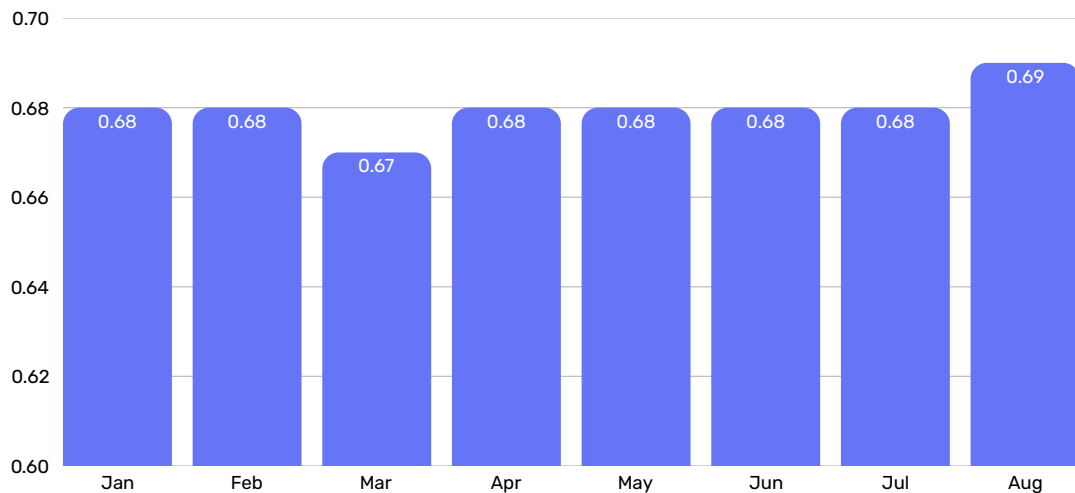
LARGEST RAPID/ ULTRA OPERATORS - CONNECTORS



PRICE OF A CHARGE PER KWH

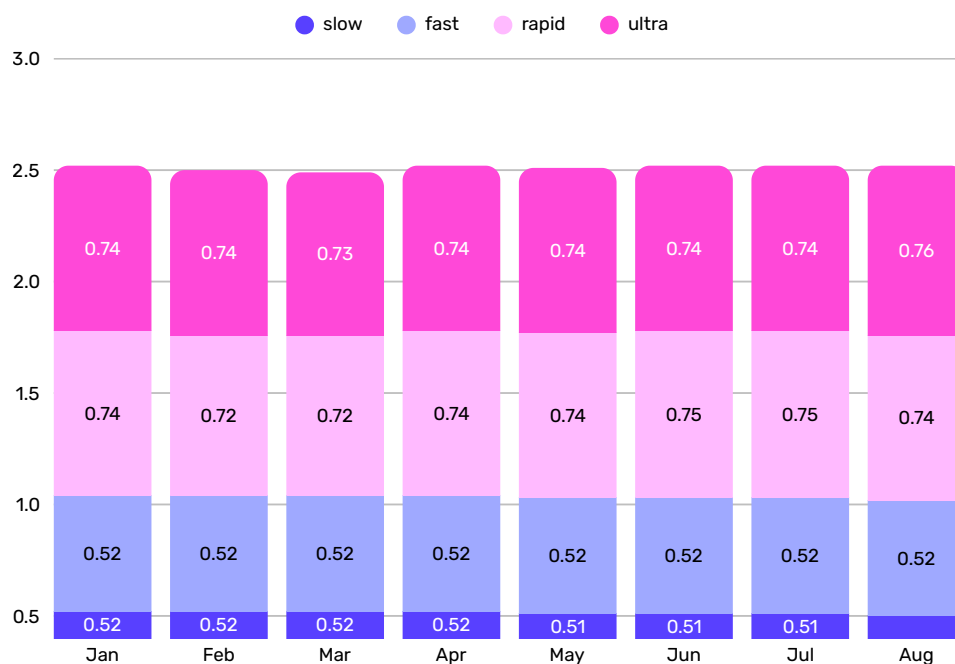
This section looks at the analysis of charging costs across the network, tracking the average price per kWh and how rates fluctuate based on charging speed.

AVERAGE PRICE PER KWH



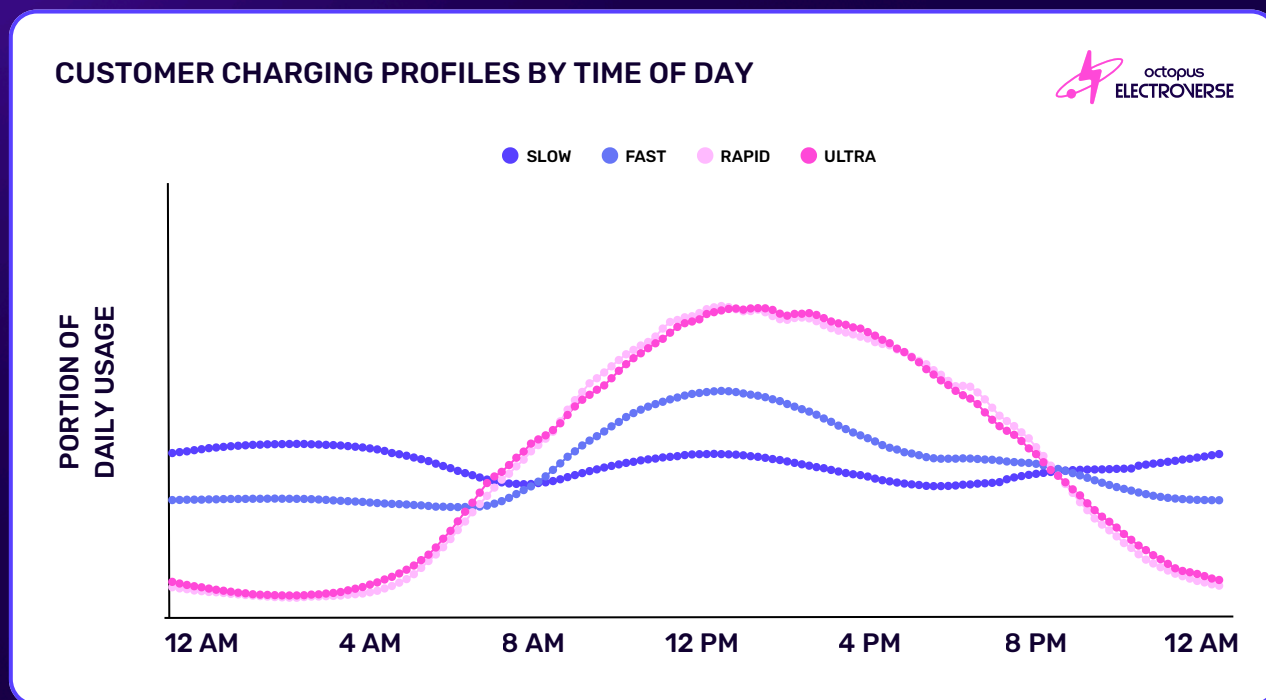
The overall average cost of a charge has remained remarkably stable throughout 2026, sitting firmly at 68p for most of the year before increasing slightly to 69p in August. This increase has been primarily driven by ultra-rapid charging costs rising to a yearly high of 76p per kWh. Crucially for budget-conscious drivers, slow and fast charging rates have remained entirely unchanged at ~52p per kWh.

AVERAGE PRICE PER KWH BY SPEED

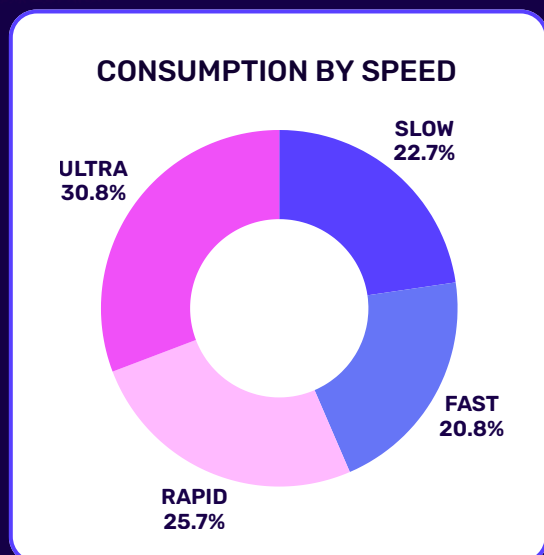


USAGE PROFILES

Daily usage curves illustrate how EV drivers interact with EV charging infrastructure. Rapid and Ultra usage peaks during the daytime when drivers are charging on the go. In contrast, slow charger utilisation remains relatively steady, with an uptick overnight as drivers use cheaper, slower speeds as an alternative to home charging.



Based on Octopus Electroverse consumption data from the last 12 months



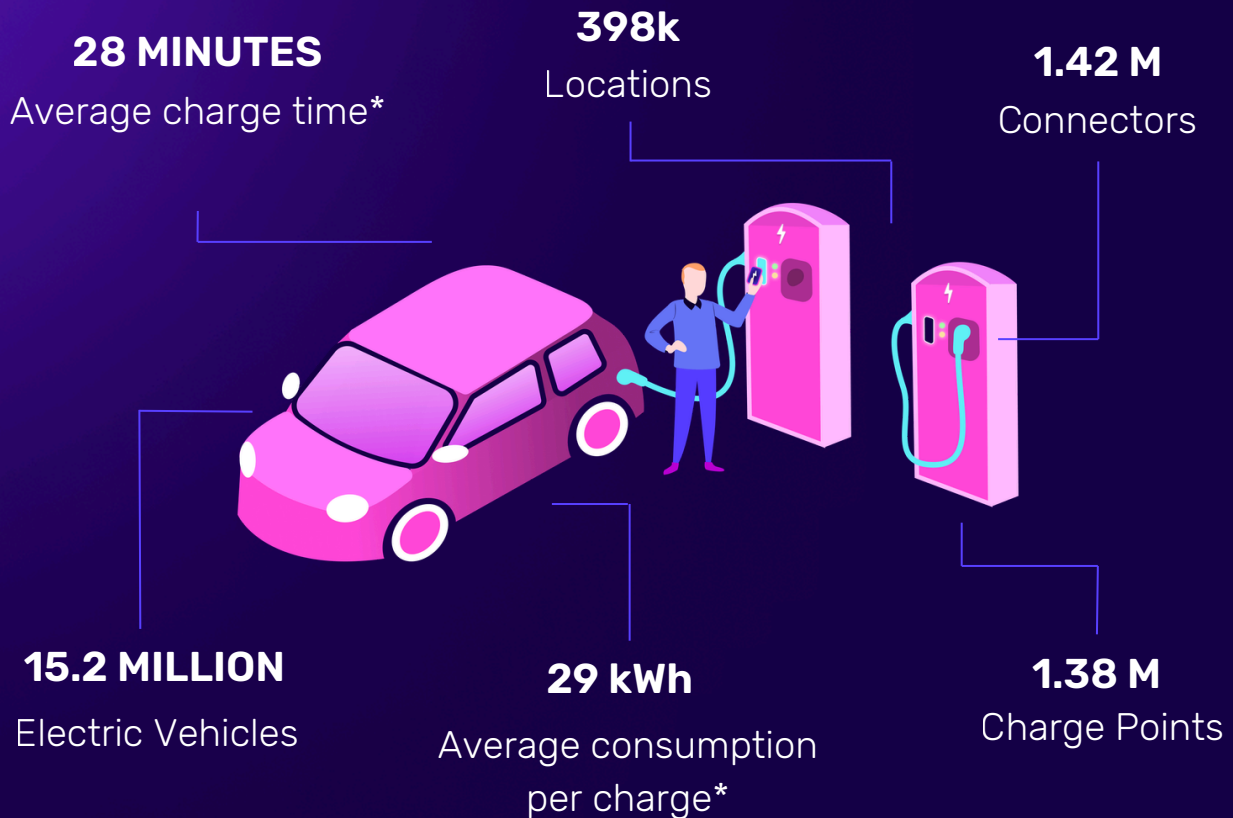
AVERAGE TIME CHARGING BY SPEED

SPEED	TIME
SLOW	05 hr 37 minutes
FAST	03 hr 15 minutes
RAPID	00 hr 35 minutes
ULTRA	00 hr 28 minutes

Based on Octopus Electroverse consumption data from the last month

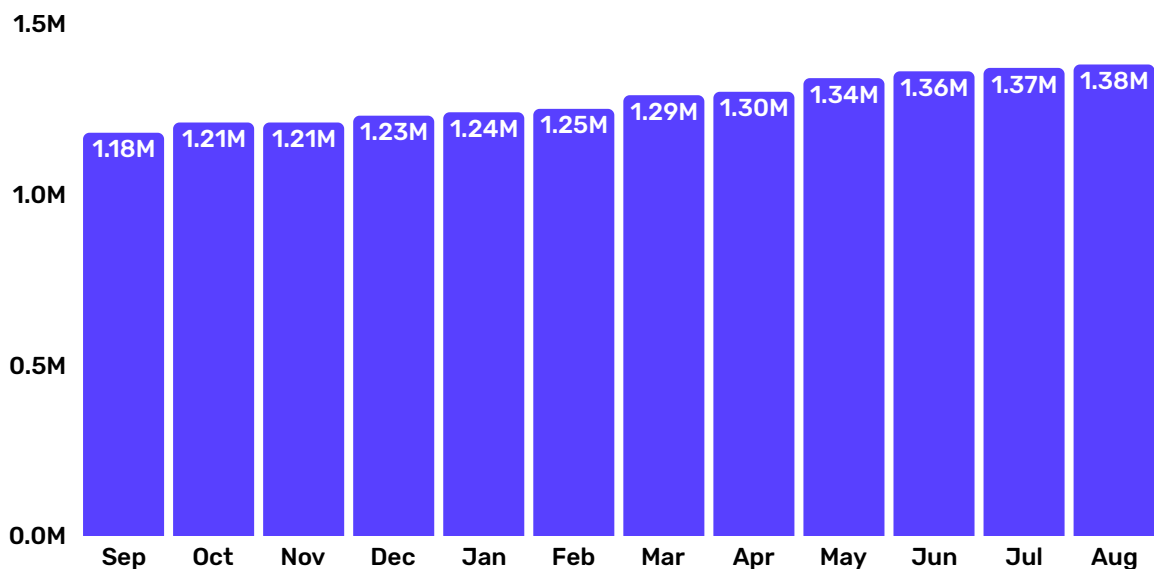
When we look at the distribution of Consumption by Speed, nearly **57%** of the total kWh volume consumed by Electroverse drivers is via ultra-rapid & rapid chargers, despite these only accounting for around **12%** and **14%** of total connectors, respectively. This is partly because these connectors can deliver more energy more quickly.

EUROPEAN HEADLINE STATISTICS



*Based on last month of Electroverse consumers charging data on Ultra-Rapid Chargers

EUROPE CHARGE POINTS GROWTH

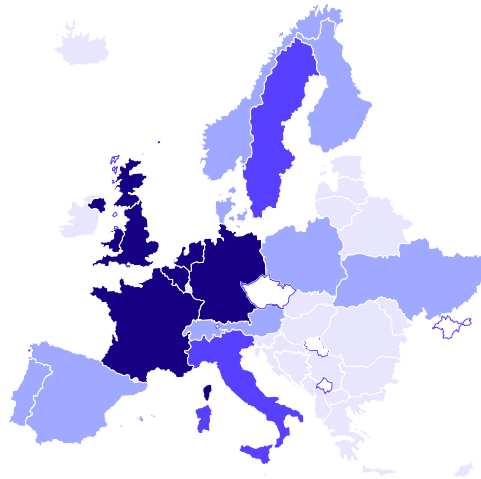


This graph highlights the steady growth of charge points across Europe.

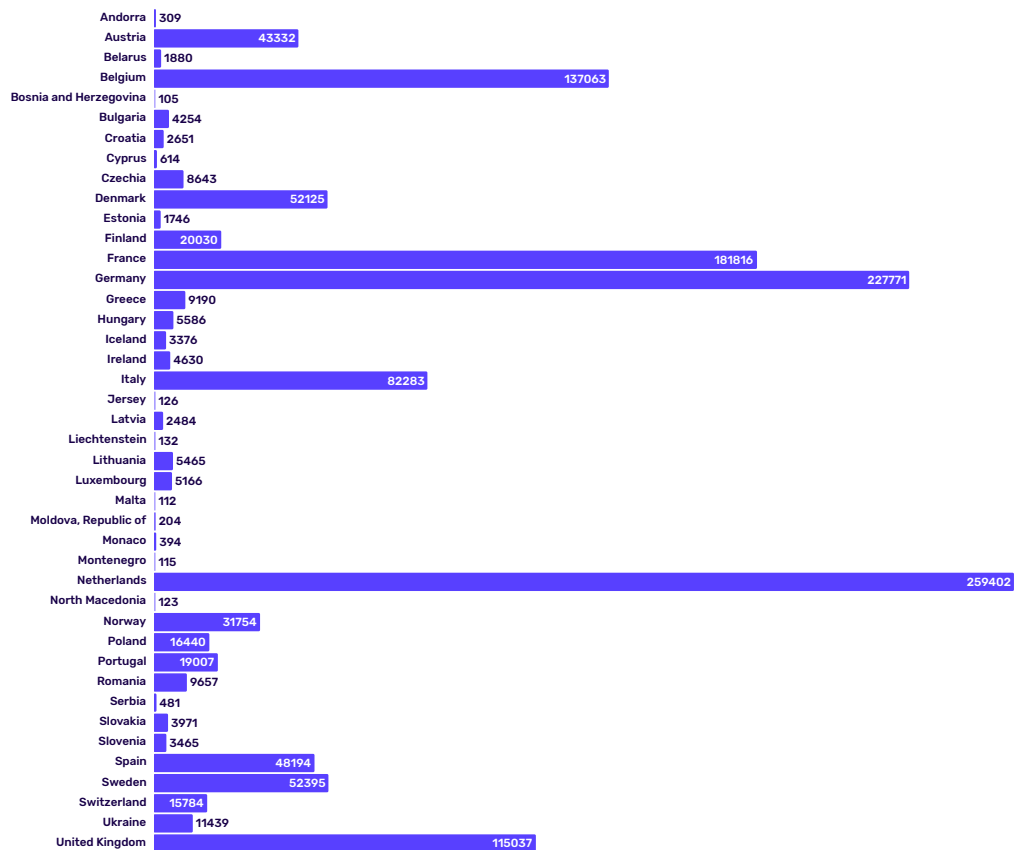
The graphs on the following pages show the mechanisms for achieving this growth vary widely across European markets, both in terms of charging speeds and speed of rollout.

CHARGING INFRASTRUCTURE ACROSS EUROPE

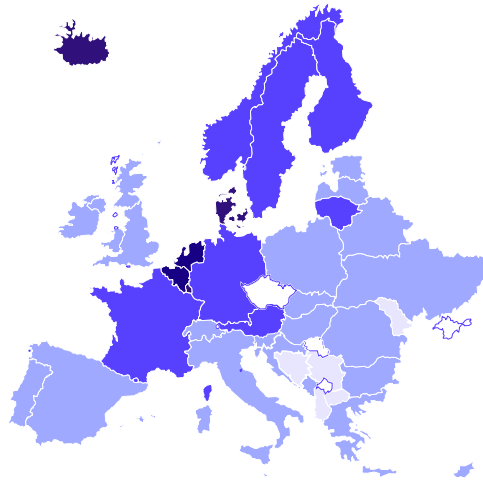
CHARGE POINTS BY COUNTRY



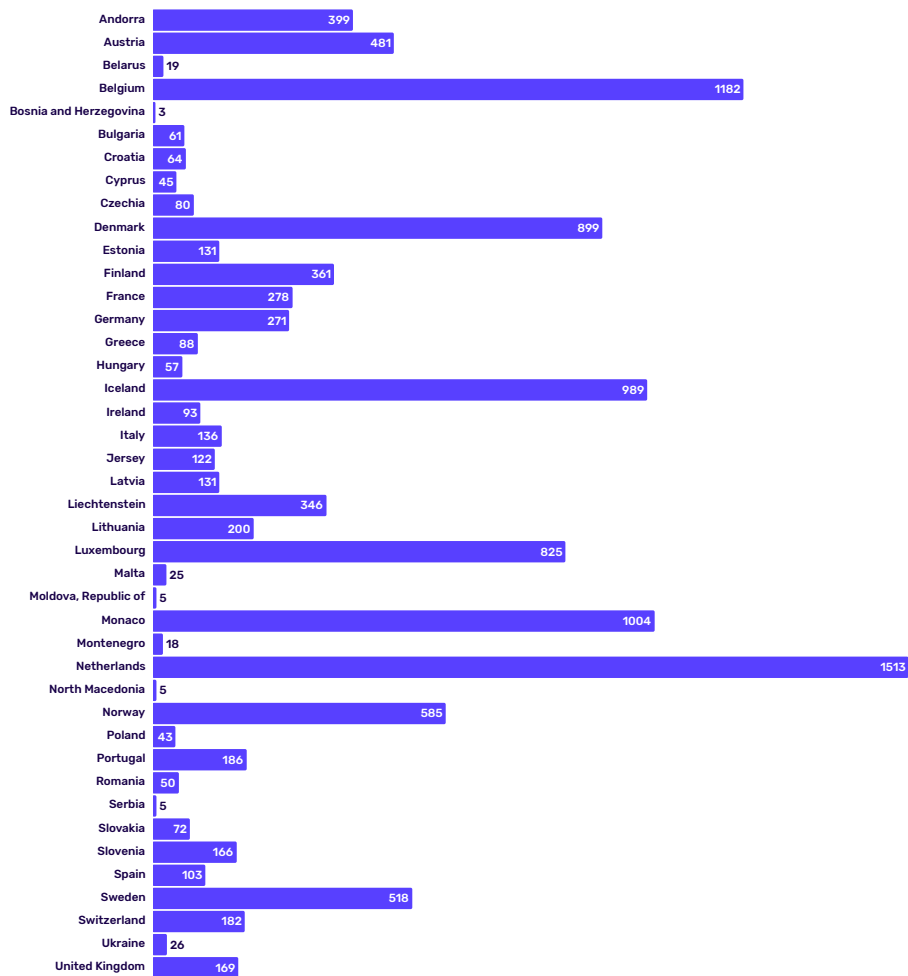
CHARGE POINTS BY COUNTRY



CHARGE POINTS PER 100K INHABITANTS

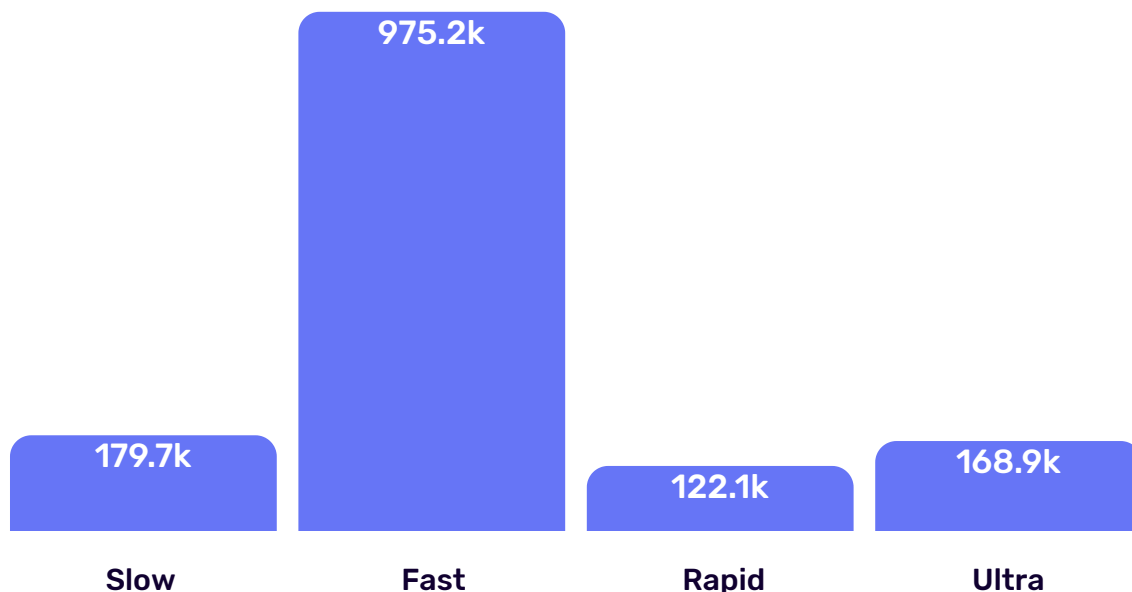


CHARGE POINTS PER 100K INHABITANTS



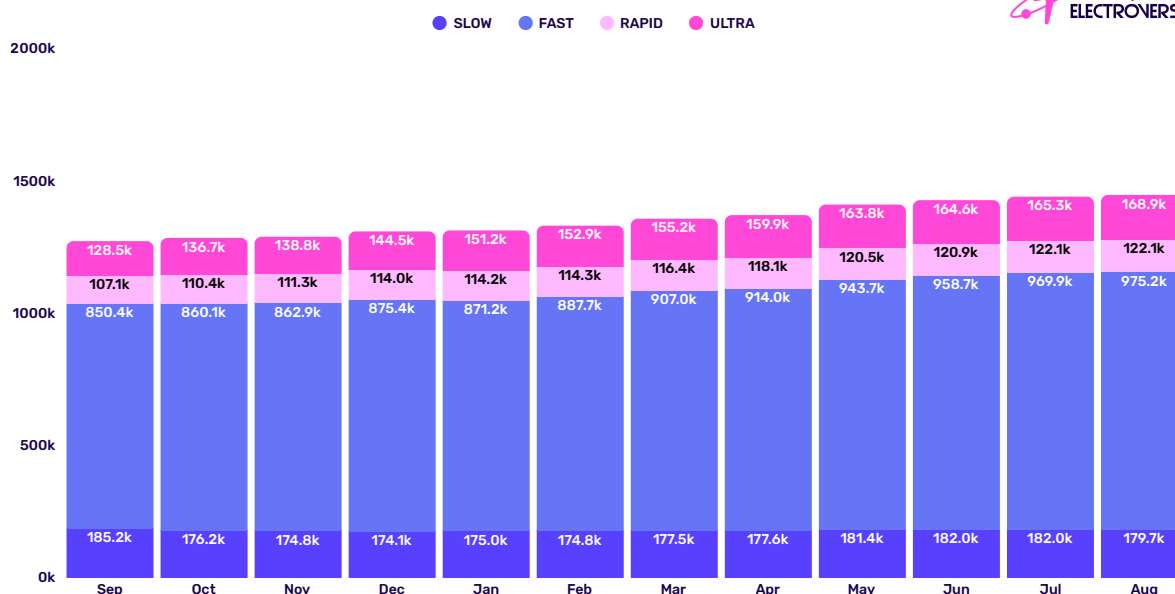
SPEED

EUROPE CONNECTORS BY SPEED

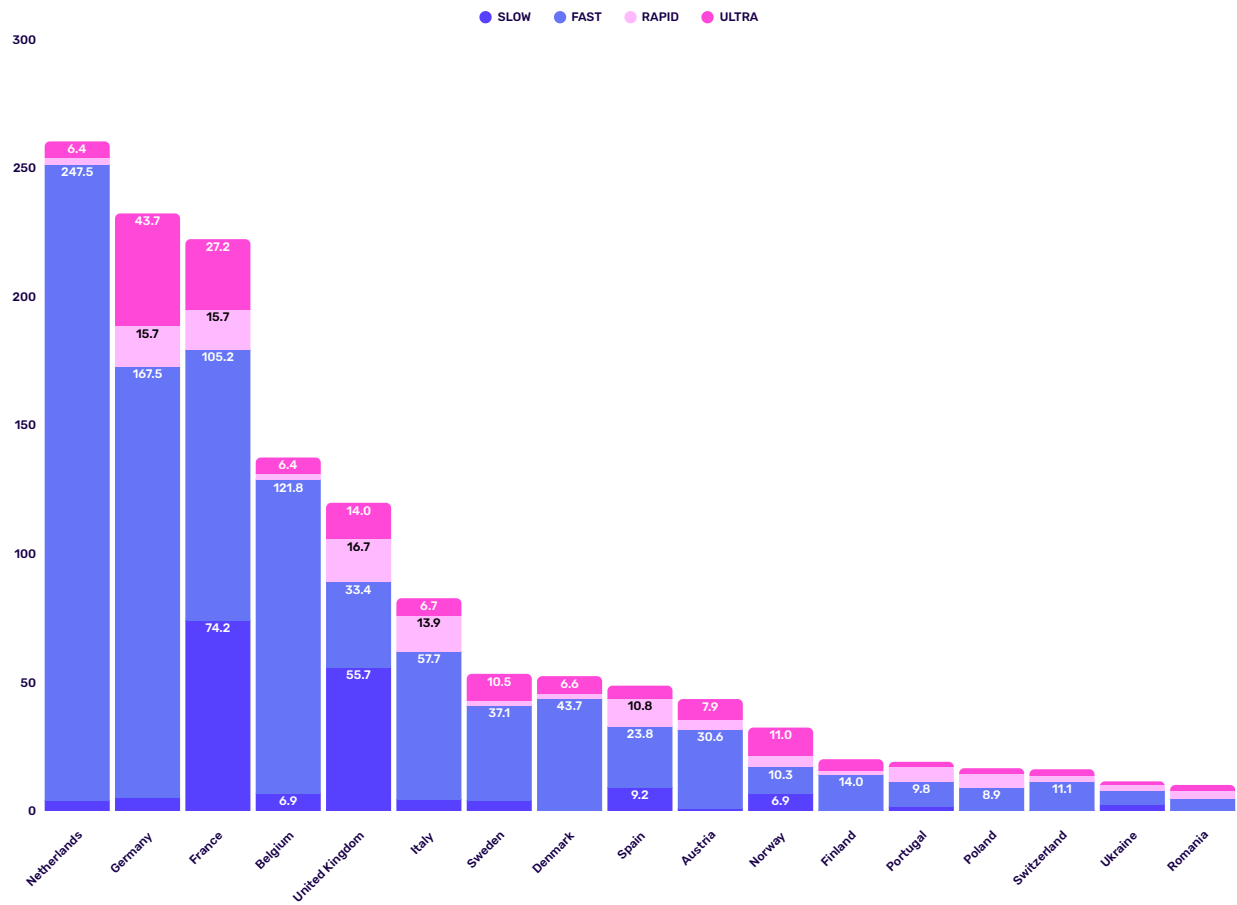


These graphs demonstrate the current state of charging speeds across Europe and offer insight into potential future trends. 8 - 50 kW fast charging speeds dominate Europe, contributing around **67%** of total connectors - comparatively, the UK has a greater number of slow charging connectors (**46%** relative to the total number). However, ultra-rapid is the fastest-growing segment of charging across both the UK and Europe.

EUROPE CONNECTORS GROWTH BY SPEED

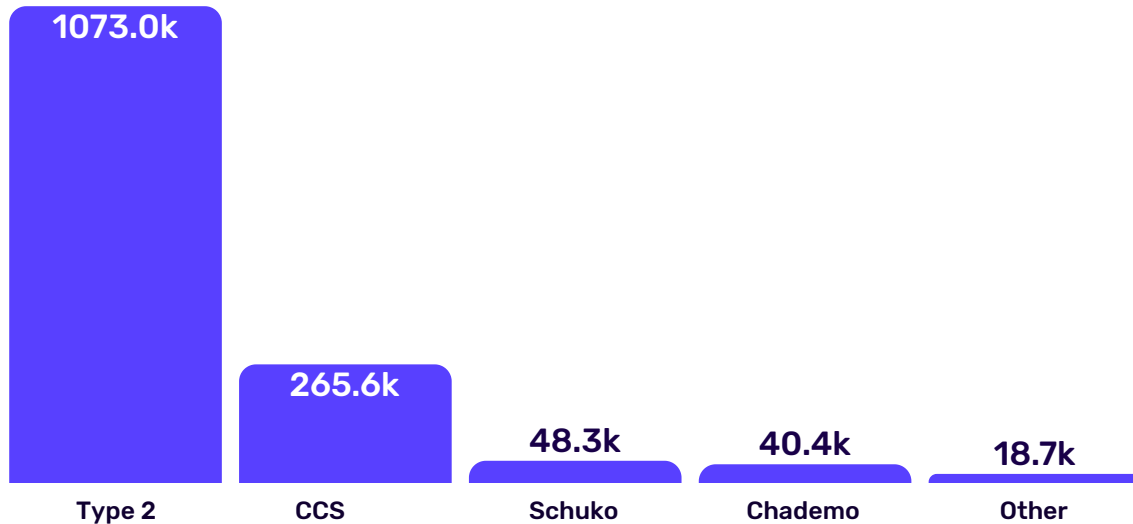


NUMBER OF CONNECTORS BY SPEED AND COUNTRY IN EUROPE (>10,000 CONNECTORS)



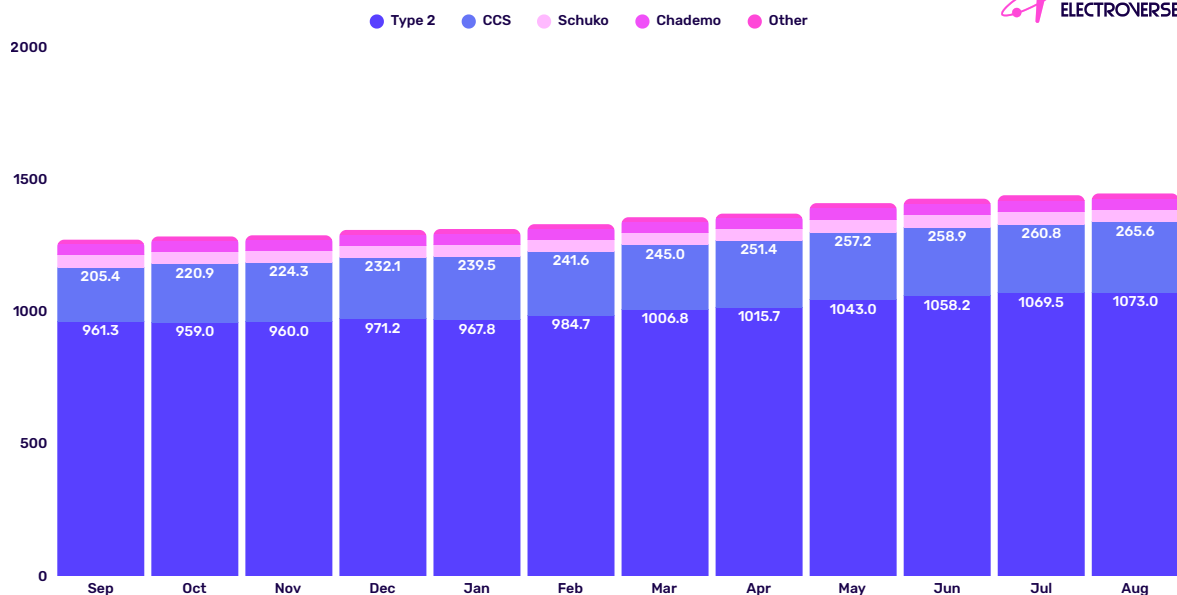
STANDARD TYPE

EUROPE CONNECTORS BY TYPE



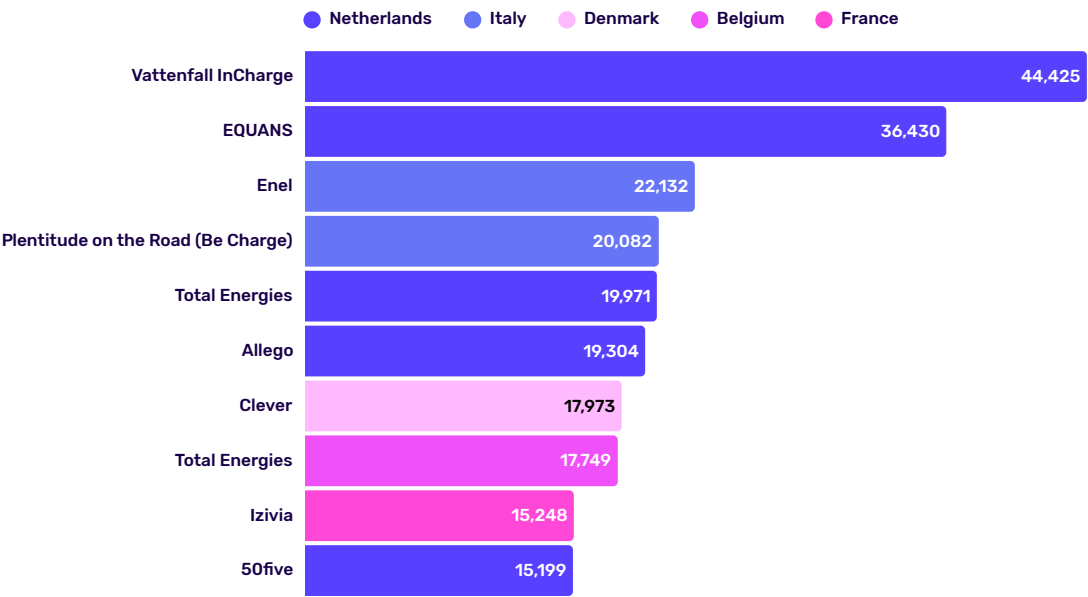
Connector trends across Europe closely mirror those seen in the UK. Market growth is being fuelled by the widespread rollout of Type 2 and CCS connectors, now standard on all new vehicle models. In contrast, CHAdEMO connector numbers have remained steady, continuing to support older vehicles still in use. Europe also has many Schuko connectors (similar to a standard household socket), though this category has shown little change and, as expected, is not an area of growth.

EUROPE CONNECTORS BY TYPE

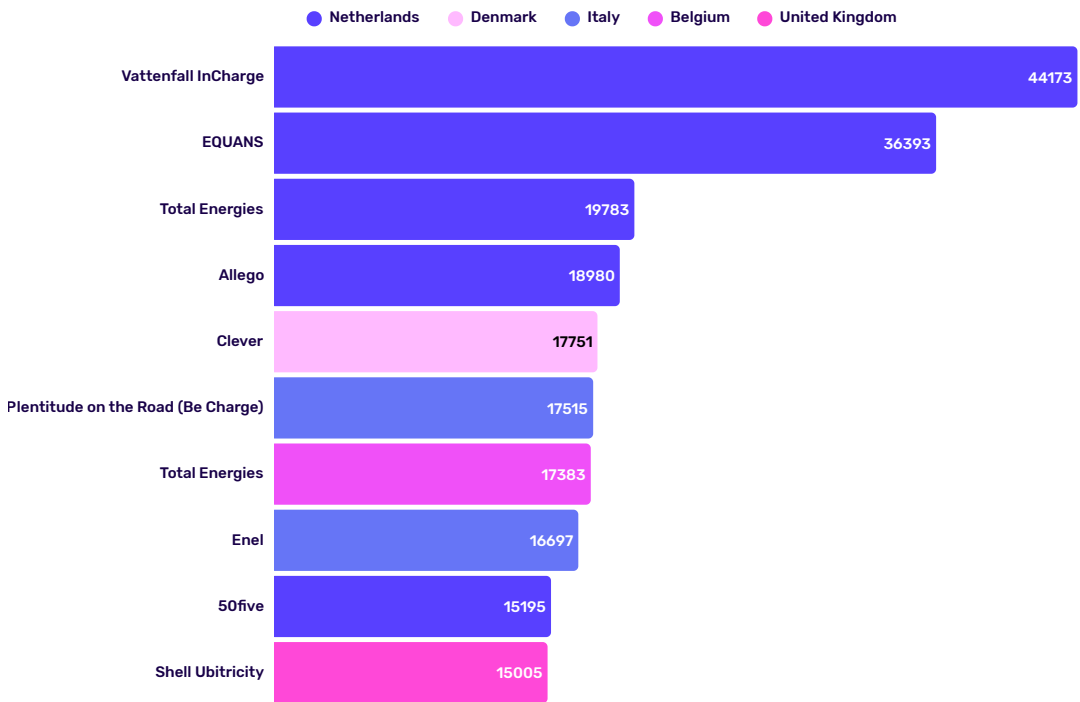


CHARGE POINT OPERATORS

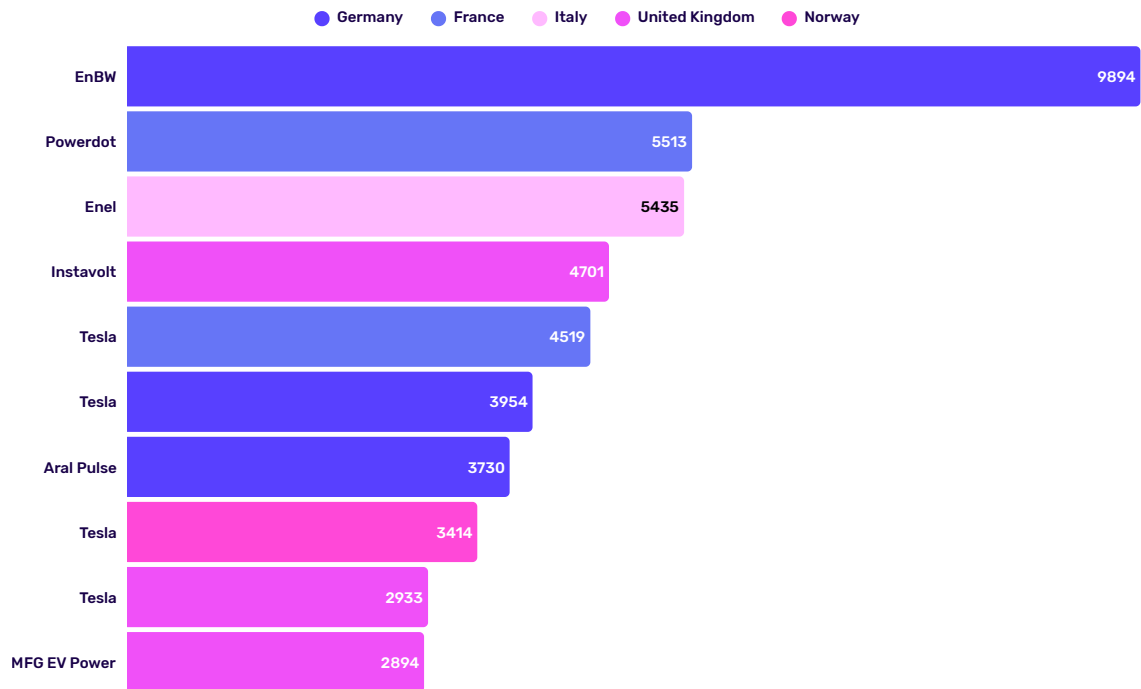
LARGEST OPERATORS IN EUROPE - CONNECTORS



LARGEST SLOW/FAST OPERATORS - CONNECTORS



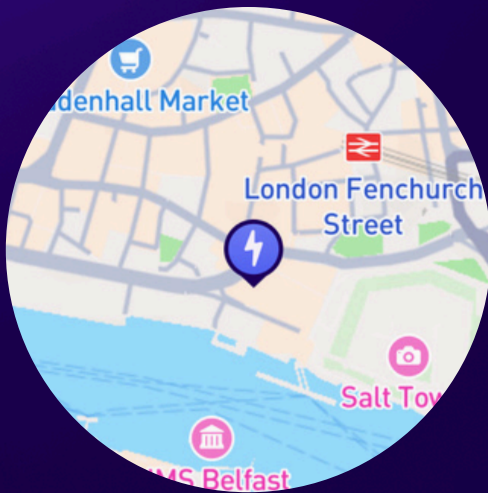
LARGEST RAPID/ULTRA OPERATORS - CONNECTORS



DEFINITIONS

DEFINING A CHARGE POINT

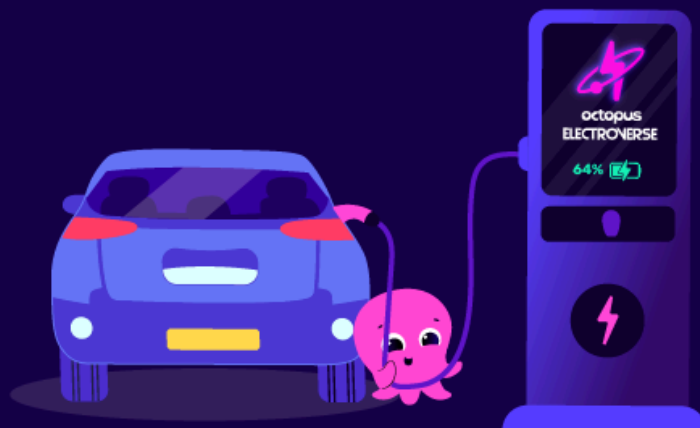
We use the term 'charge point' to simplify the language - in the industry this is known as an 'EVSE', which stands for **Electric Vehicle Supply Equipment**. An EVSE is an independently operated and managed part of a charge point, that is **able to deliver energy to one EV at a time**. This is the industry-approved definition and forms part of the data structure we receive from Charge Point Operators (CPOs).



A **location** is a physical site where there are one or more charge points. Think of a location as a single pin on the Octopus Electroverse map!

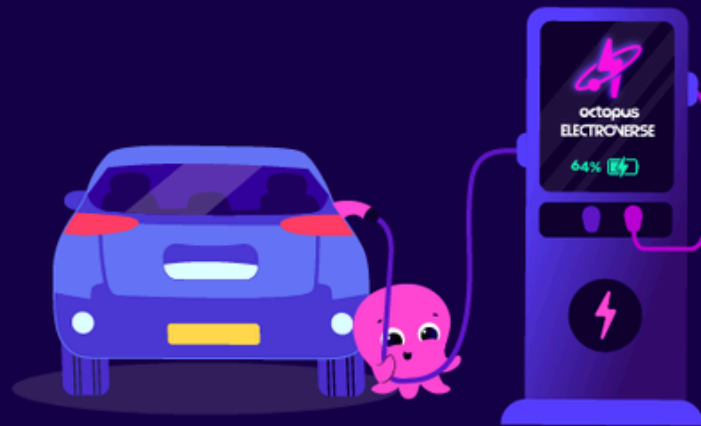
The EVSE hardware inside each charging unit determines how many vehicles can simultaneously charge at the same unit. A basic charge point has **one connector** and therefore **one charge point** that can be used to **charge one vehicle** independently.

**1 Connector,
1 Chargepoint.**



While a charging unit may have a **choice of connectors**, sometimes, it may only have the capability to **charge one vehicle** at a time, defining it as a **single charge point**. Here are some more examples:

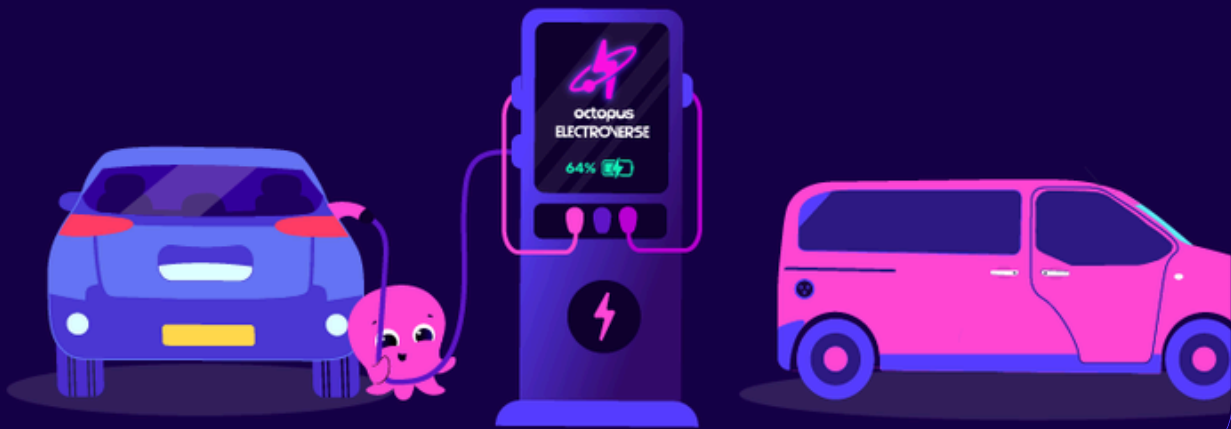
2 Connectors, 1 Chargepoint.



2 Connectors, 2 Chargepoints.

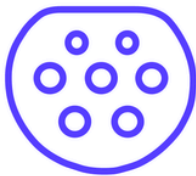


3 Connectors, 2 Chargepoints.



VISUALS OF CHARGING SOCKET TYPES

Currently, there are three main charging socket types: Type 2, CHAdeMO and CCS.



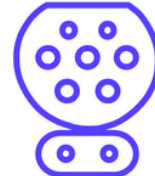
TYPE 2

Type 2 sockets will typically be reserved for slow charging speeds, delivering AC power.



CHAdeMO

CHAdeMO was the first type of DC socket, but is largely being replaced by CCS.



CCS

CCS sockets are capable of delivering large amounts of power, so are typically found on rapid and ultra-rapid charge points.

GLOSSARY

CPO

Charge Point Operator. The mobility provider managing the charging infrastructure (e.g. IONITY, Osprey, Shell Recharge, Connected Kerb etc).

EVSE

Electric Vehicle Supply Equipment. An EVSE is an independently operated and managed part of a charge point, that is able to deliver energy to one EV at a time.

kW

A kilowatt represents the rate of power (e.g. a charger's output). The higher the kW rating of a charger, the faster it can charge an EV.

kWh

A kilowatt-hour is the unit used to measure the number of kW used (e.g. charging prices are stated in kWh, and charging sessions are measured in kWh).

kW vs. kWh

Simply put, a kWh reflects the total amount of electricity used, whereas a kW reflects the rate of electricity usage.

SOURCES & REFERENCES

The Society of Motor Manufacturers and Traders (SMMT) : <https://www.smmt.co.uk/>

The European Automobile Manufacturers' Association(ACEA) : <https://www.acea.auto/>

Open Charge Point Interface (OCPI) : <https://evroaming.org/>

Population of European Countries) : <https://www.statista.com/statistics/685846/population-of-selected-european-countries/>

UK Population by Region : <https://www.statista.com/statistics/294729/uk-population-by-region/>

All other data : [The Octopus Electroverse database](#)