



The UK's electric vehicle transition is no longer a distant policy objective, it is a market reality with measurable consequences for real estate owners, investors, and asset managers right now.

In 2025, fully electric cars reached a 23.4% share of new UK registrations, up from 6.7% just five years earlier. Nearly 1.9 million battery-electric vehicles are now on UK roads, with a further 600,000 plug-in hybrids in the fleet. The UK EV charging market, valued at approximately £799 million in 2025, is forecast to reach nearly £1.9 billion by 2030: an 18.3% compound annual growth rate (CAGR) that tracks directly to the physical infrastructure being installed in, on, and around UK property.

Charged Up: Market overview

£799m size of UK EV charging market 2025

18.3% projected CAGR to 2030

122,724 public charge points installed as of August 2026

300,000 charge points targeted by Government by 2030

Can the UK real estate sector keep pace with rising demand?

Supply: As of August 2026, the UK had around 122,724 public EV chargers across nearly 47,441 locations. This includes 29,000 rapid and ultra-rapid chargers and continues a steady year-on-year growth trend. The headline growth rate, however, disguises a more important structural shift: it is the ultra-rapid end of the market that is moving fastest. Ultra-rapid chargers (150kW and above) grew 41% in 2025, and the number of charging hubs (defined as locations with at least six rapid or ultra-rapid devices) rose 39% to 972 sites. Monthly (successful) charging sessions have climbed from 2.5 million in early 2025 to nearly 4 million by year-end, a 60% increase in under twelve months.

Despite this expansion, the public network remains overwhelmingly concentrated geographically. Around 43% of all rapid and ultra-rapid chargers are in London/Southeast. In comparison, the Northeast has just 878 rapid or ultra-rapid units. On-street provision for the estimated 9.3 million UK households without off-street parking lags even further behind, a structural gap that the government's £381 million Local EV Infrastructure (LEVI) Fund is designed to address, though delays to that programme have already pushed much of its anticipated rollout into 2026 and 2027.

The government's 300,000 charger target by 2030 requires 180,000 additional units from today's base. However, to adjust for the 40% of households that do not have off-street parking, this could be more like 530,000 chargers representing growth of 330% from today's levels, but we must be mindful that not all households without off street parking need their own public chargers.

Biggest challenges to supply are currently planning for non-residential use, and connectivity – both of which we have taken a closer look at in this update.

Demand: The UK BEV fleet is forecast to grow from approximately 2.2 million today to 7 million by 2030 and over 22 million by 2040. The ZEV Mandate (requiring manufacturers to ensure 33% of new car sales are zero-emission in 2026, rising to 80% by 2030 and 100% by 2035, subject to a range of manufacturer flexibilities) provides legislative pressure on the supply side of the vehicle market, which in turn creates structural charging demand. It is worth noting that in August 2026 the Government opened a consultation reviewing whether ZEV Mandate targets from 2027 to 2035 remain achievable, with some options under consideration that would reduce the 2030 target to as low as 50%; the outcome of this review will materially affect the pace of supply-side pressure described above.

Critically for real estate, approximately 80% of UK EV charging takes place at home or at the workplace. This is not incidental. It reflects where people spend the majority of their time, and where charge is most conveniently and economically accumulated. A substantial proportion of charging demand will continue to be met where vehicles are parked for extended periods, making both private and destination real estate a critical component of the UK's charging infrastructure.

Van electrification is an additional demand vector that is often overlooked. Over 105,000 electric vans are now registered in the UK, with new electric van registrations up 35.5% year-on-year in 2025. As Amazon, Royal Mail, and parcel logistics operators increasingly electrify their fleets, the need for depot-based charging infrastructure at industrial and logistics real estate is accelerating markedly.

However, the rising demand for EVs is fuelled by consumer preference for electrification with flexibility and this should be factored in for new EV charging sites.

Comparables

East Anglia

Letting to Ionity

30 years from November 2025

10 bays @ £4,200 per bay

5 yearly CPI reviews, collared and capped at 2% and 4%

Operators

En-route rapid networks

MFG EV Power

The operator with the most rapid and ultra-rapid chargers in the UK, with 2,838 devices at end of March 2026 with a 68% year on year increase thanks in main to expanding from fuel forecourts to include 300 Morrisons supermarkets.

BP Pulse

One of the largest networks overall, a legacy operator currently investing in upgrades to increase reliability. Currently at 4,989 chargers across 1,177 sites with an ambition to reach 16,000 chargers by 2030.

Gridserve

Operates a growing network of flagship "Electric Forecourts" and motorway-adjacent hubs. In January 2025, GRIDSERVE committed £150 million to build new Electric Forecourt featuring 350kW chargers, solar roofs, and battery storage, and it recently launched its fifth such operational site taking its overall chargers to 2,099 in the UK.

InstaVolt

The recent acquisition of GeniePoint took it to 4,250 chargers in 1200 locations, and was the first UK charge point operator to exceed 1,000 sites, putting it significantly on its stated path of targeting 11,000 chargers by 2030.

Osprey

Another significant operator of rapid and ultra-rapid chargers, with more than 2,800 chargers.

Tesla (Supercharger)

A previous Zapmap winner for reliability and pricing, Tesla is one of the fastest growing operators, having reached 2,747 chargers across 449 locations in mid 2026 compared to 1115 chargers a year ago. It has also recently passed the 50% public mark, meaning non-Tesla customers are increasingly able to use them.

Shell Recharge

The fuel giant's charging arm, operating across forecourts and dedicated hubs, Recharge is the pay as you go equivalent in Shell's portfolio and currently has 1,387 chargers across 264 sites, many of them forecourt tie-ups with foodstore led brands such as Waitrose.

Ionity

A pan-European ultra-rapid network (backed by major automakers such as Audi, BMW, Ford and Mercedes), focussed on motorway services with coverage at stations every 100 miles of motorway. Currently has 806 chargers across 77 sites with an aim to reach 1,000 by the end of 2026.

Fastned

Dutch-origin network now expanding in the UK, known for high-power, renewable-powered hubs. However, growth has been slow and steady with 40 current hubs but expansion plans to have 91. It has recently obtained planning permission for the UK's first indoor drive-thru ultra-rapid charging hub in Aberdeen, slated for a winter 2026 opening.

Be.EV

The fastest growing of all, the Manchester-based operator, moved into top 10 with its acquisition of Mer and currently has 2,320 chargers across 563 sites. Going forwards its partnership with Schroders Capital will add another 200 bays across 22 assets and is considered by consumers to be the best value for money, customer support and is the most highly recommended operator in the UK.

On-street and destination

ubitricity (owned by Shell)

The largest on-street charging network, primarily lamp-post non-rapid chargers across London and other cities. Currently has 14,667 chargers buoyed by the recent acquisition of FM Conway's SureCharge.

Pod Point (owned by EDF Energy)

A major destination and workplace charger provider with 6,785 public chargers but also spans across home and workspace too.

char.gy

A growing on-street residential network, now with around 5,200 chargers.

Connected Kerb

Focusing on on-street and residential charging. Currently has 7,837 chargers across 27 local authorities having added 1500 in its acquisition out of administration of Trojan Energy earlier this year. A recent £65m investment from the National Wealth Fund and Aviva has set a mission to reach 40,000 chargers in the long-term.

Sainsburys Smart Charge

The supermarket's own ultra-rapid network, and the first fully owned and operated by a supermarket. Growing steadily year on year with a current figure of 742 charging bays across 92 locations. It was also the first operator to reach 100% of renewable electricity.

Electroverse (Octopus Energy)

Primarily a roaming platform, it also operates its own chargers. However, with access to 1m chargers across the UK and Europe it is the leading connector for drivers and public charging points.

RAW Charging

The fastest growing destination-only operator of EV charging, it grew from 894 charge points in late 2025 to a current figure of over 2,000 across 429 locations. Focused on retail parks, hotels and leisure attractions it has partnerships with the National Trust, McArthur Glen, Greene King and others with its agreement with Landsec to deliver 1,000 new EVs across 28 retail locations including what will be the largest EV hub in the UK at Bluewater.

Comparables

Oxfordshire

Letting to Zest

20 years from October 2025

4 bays @ £4,000 per bay

5 yearly CPI reviews, collared and capped at 3% and 1%

In the last 12 months the market has seen a fast pace of change:

- The rise of retail-led charging as the dominant model as supermarkets in particular look to increase dwell time and spend, with several releasing their own brands on charge points. This also has notable ESG benefits for brands. Drive Thrus, service stations and other roadside offers are also following suit and either renting out their surplus space to EV

operators and being paid for it in addition to driving more footfall and income.

- Sainsburys has modelled this successfully with the launch of its Smart Charge corporate brand, whilst MFG EPower has taken note, expanding its forecourt offer to 300 Morrisons foodstore sites.
- Smart Charge is also the current top performer, growing fast despite being relatively new to the market and a 99.74% uptime setting a new benchmark for competitors.
- New entrants such as battery brand Duracell's £200 million investment plans into new E-Charge network.
- M&A activity with Be.EV's acquisition of Mer's UK public charging business, Connected Kerb's purchase of Trojan Energy's on-street charging technology and ubitricity's takeover of FM Conway's SureCharge already taking place in 2026 so far, with more expected to follow.

- Growth of ultra rapid chargers vs grid bottlenecks. With such rapid growth (84% in 2024 alone), players have since warned of ongoing substantial bottlenecks slowing rollout.
- Reliability legislation puts operators under pressure: regulatory compliance deadlines that came into place in late 2024 requiring a 99% average reliability standard for rapid charge point operators has accelerated investment in monitoring and maintenance with some players coming increasingly under pressure.
- Focus on quality over quantity: operators and investors are spending more on ensuring rapid growth in smarter, locally-focused charging designed around neighbourhood demand, better uptime and pricing.

The UK market is currently in a maturation phase: growing fast, but increasingly defined by reliability, consolidation and retail-led dominance.

Landlords/Investors

The current landlord and investor market for EVs is a mixed picture but those with the right advice and understanding will find more positivity and opportunity. Demand and activity is strong, particularly when coupled with a retail or leisure element with Drive Thru a particular focus for rapidly evolving and increasingly selective investors alongside other amenity-led schemes. Although there remains some confusion over yields, the more transactions that include both a Drive Thru and EV charging elements will help confidence in the sector. Currently, the yields for a Costa or Starbucks are much more compressed than those for the EV components which makes an overall yield difficult to calculate which doesn't always satisfy lenders and investment committees on paper, despite the very clear opportunity. Advisers are working hard to find the answer which will drive further activity.

For landlords generally, there are three main routes when it comes to investing in EV charging.

1. The landlord installs and operates chargers directly (capturing revenue but taking on operational responsibility). This is the highest-return but highest-complexity and riskier option: if the tenant leaves, the rent will fall. It suits landlords who have in-house property management capability, reliable electrical infrastructure on site, and sufficient scale

across a portfolio to justify the overhead. The main operational responsibilities are hardware maintenance, customer support, software/back-office management, and energy procurement. Some landlords outsource these under a managed service contract while retaining asset ownership: a middle path that keeps revenue upside without requiring full operational capability.

2. The landlord leases space to a CPO (simpler, but returns can be modest). This can be done via a simple rent but some landlords prefer a profit share agreement. The trade-off is that the landlord shares the utilisation risk. For landlords with genuinely high-footfall locations (busy retail parks, motorway-adjacent sites, large supermarkets), this model may well outperform fixed rents over a 20-year horizon with savvy brands like Tesla utilising a profit-linked rent. The key here is an honest assessment of a site's actual footfall and dwell time profile before agreeing to which structure applies.
3. The landlord provides the passive infrastructure (cabling, ducting) and lets the CPO do the rest. This is the simplest route yielding passive income and enables an easy relet on a like-for-like market rent for bays. This is particularly attractive for institutional or portfolio landlords where the income, aggregated across a number of sites, can be significant.

Numerous challenges do remain for all landlords but they can be overcome with the right advice and it's important to understand them in order to leverage the positives:

- Revenue uncertainty: patient capital is required for significant investment into EV infrastructure as the payback can take time. However, if a landlord is investing in order to increase spend in retail or leisure facilities, this can be offset.
- Power readiness for sites: when acquiring a site or investing in EV infrastructure an early look at the load for the site will help determine the likelihood of power challenges (normally categories by a traffic light system: green – good, amber – some challenges, red – costly upgrades likely to be required).
- Cost: for four bays or fewer, a low voltage solution may be feasible. However, with today's focus on ultra-fast charging this solution would not be as

appealing to landlords who want to encourage more dwell time and footfall. In that case, over six bays requires a substation which requires full planning and costs upwards of £100,000 for both a substation and extra power. This needs to be planned in financially at an early stage.

- Planning: (see planning section).
- Complex legal frameworks: EV charging sites requires navigating a complex web of overlapping real estate, energy, and data regulations. Key hurdles involve rigid land-lease terms, stringent planning consents, grid connection contracts, and strict consumer compliance standards.
- Higher upfront costs on heritage/older sites: Many existing commercial and residential buildings simply weren't built to support EV charging demand and retrofitting costs and new infrastructure to support will be much more expensive and time consuming.
- Technology obsolescence: A charger installed today may be superseded by faster technology within a decade. Long-term investors and landlords need to build in flexibility and upgrade pathways and look at future-focussed solutions.
- Grid/infrastructure delays and cost overruns: Some developers have faced costs inflated by up to 200% and schemes cancelled due to grid connection bottlenecks and delays threatening viability (see connectivity section).
- Timing gap: Many landlords and property managers assume that EV charging infrastructure installation takes around three months but do not take into account the on-site assessments, applications, grid capacity checks and contractor availability on top of planning. Longer lead times and careful strategies are essential.

The opportunity is real: EV charging is increasingly a value-add feature, and commercial landlords with the right locations can generate meaningful long-term rental income from such partnerships. The landlords who will benefit most are those who start the process early to pre-empt numerous challenges, engage Distribution Network Operators proactively, and choose lease structures carefully with good professional advice.

In conclusion, a landlord's opportunity in EV charging is not a single transaction but a spectrum from passive ground rent income at one end to full CPO ownership at the other. The right position on that spectrum

depends on the landlord tenant relationship, the landlord's balance sheet, portfolio characteristics, operational appetite, and time horizon. Overall, a government-mandated EV transition (albeit one currently under review), a stated ambition for 300,000 public chargers by 2030, and a sector crying out for high-quality real estate represents a clear structural tailwind.

The landlord's position is genuinely distinctive in the EV charging ecosystem. Unlike a pure financial investor buying equity in an operator, a landlord already holds the most critical and scarce input in the whole value chain: the land and the footfall. That's a structural advantage, but only if it's deployed intelligently and with the right advisor and expertise at hand.

Comparables

East Anglia

Letting to Instavolt

30 years (in construction August 2026)

6 bays @ £2,000 per bay

Annual CPI reviews, collared and capped at 1% and 4%

Advice to landlords:

1. Choose operator partners carefully to help determine future covenant quality to ensure financial confidence for longer-term investment and partnerships – albeit many are new and emerging with a potential longer payback period
2. Retain site control and flexibility to adapt for the future changes in demand and technology and other opportunities
3. Get grid capacity assessed early with a feasibility study before investing or entering into negotiations
4. Consider the whole lease and whole site when it comes to investment and values
5. Build a strategy from day one incorporating all of the above to pre-empt delays, budget and plan properly and ensure the right route is taken.

Planning update **Jason Lowes, Partner**

There is a mismatch in the system between a national drive towards EVs and delivery of charging points at a local level. The Government has progressively loosened Permitted Development Rights for EVs, most recently confirming on 11 September 2026 a new permitted development right for cross-pavement charging solutions, removing the separate planning application step for charging channels and associated home charge points, alongside a 45m³ cumulative cap on equipment housing in non-domestic off-street car parks. These reforms are not yet in force; they require an amendment to the General Permitted Development Order and formal commencement, expected before Parliament this autumn.

Yet even as these permitted development rights expand, many schemes still require planning permission. Local Authorities do not currently prioritise or fast track the processing of applications based on simplicity or the fact there's a national strategy for EVs: once the application is in, it gets processed in order of where it is in the queue. Whilst Government continues to support Roadside (for the first time it was confirmed in policy in the new NPPF as appropriate development outside settlements), the detail and specificities surrounding EVs are yet to be laid out. The biggest support to EV charging from a planning perspective would be a nationwide strategy with clear guidelines and a framework providing a consistent approach at local level, potentially with a fast-track consent process via a digitised system.

Focus on: Connectivity **Shaun Butcher, Utilities Consultant**

For a while now, demand and supply for EVs has been held back by connectivity. On the demand side, the lack of confidence in EV range and the location, availability and reliability of charging points has been the major drawback in addition to cost. It's fairly easy to install a charging point at home on a low domestic 7.2kw box as the vehicle can charge slowly overnight. Customers are used to this already and know that they can use their vehicles for the school run, a quick work commute and local chores.

When it comes to using the vehicles for longer stretches, people are still somewhat nervous despite a growing, more positive, momentum. There is still room for more confidence in the charging system as to where to find them, to whether they will work, whether they will be busy or whether they are ultra rapid or not, despite a huge amount of progress even in the last year. There are increasingly apps that support this but some degree of uncertainty does remain, particularly in areas – like the Northeast – where charging stations are not readily available but represent an opportunity for investors and operators for future supply and adoption.

That's why Hybrids have gained in popularity. These can be charged overnight at home but don't need to rely on a recharge on route. In fact it's the hybrids that manufacturers themselves are focusing more on as they provide a layer of security whilst still operating on electricity. Whilst the long-term projection for EVs remains the same, currently it's the hybrids that are powering demand.

In the meantime, EV batteries and systems are improving, their range is getting further so the likelihood is that this will pick up.

Which brings me on to wider connectivity. The strain on electric infrastructure is not new – sustainability somehow means relying on the grid, which is as much in the spotlight as it is under pressure. That said, 2026 has brought the first real sign of structural change: Ofgem's TMO4+ reforms, which move the grid connection queue from "first come, first served" to "first ready and needed, first connected", are now being implemented, with the first projects expected to connect under the new regime this year. Strategically important schemes – motorway service areas, fleet depots, bus garages and local authority hubs – should,



in principle, be able to leapfrog speculative or stalled projects that have historically clogged the queue. It is early days for the reform, but it is a meaningful shift for landlords and developers who have been stuck behind "zombie" connection applications.

When it comes to new sites, the planning requirement is to have EV available. Some developers are paying lip service and putting in the minimum or not connecting but meeting the basest part of the requirements.

Existing sites are seeing reinforcement which, although a side issue, is a very real one and again comes down to substations and what can be afforded. However, there are also pockets of obsolete sites that already have power connections that can be repurposed which will help offset this challenge. The key is having the right advisor to help identify them.

"The opportunity is real - EV charging is increasingly a value-add feature, and commercial landlords with the right locations can generate meaningful long-term rental income from such partnerships."



Challenges	Advice
Grid Capacity: arguably the single biggest practical obstacle. ChargeUK (who represent a number of operators) describes delays in connecting chargers as 'a substantial bottleneck' with variations in working practices across the UK's 14 Distribution Network Operators. Commercial projects are facing delays of 18 months upwards in some regions with landlords having invested in hardware that is sitting unused in the meantime. This is threatening viability for major projects.	Early engagement with District Network Operators to protect against later delays and manage timings (and expectations) upfront. Ofgem's TMO4+ "first ready, first connected" reform, now being implemented in 2026, should over time help prioritise well-progressed EV schemes ahead of stalled applications in the queue, though landlords should not assume this removes the need for early engagement. Developers in particular need to think about EV strategy early. It's a planning requirement so it should be costed in. There is an argument for looking at this before even acquiring a site – not just for charging – but for understanding the general electrical supply and grid load. This will enable the developer to pre-empt later challenges and cost any electricity upgrades in for viability purposes. Many developers who do this – via a specialist consultant – save significantly in the longer run. They also often find it's more efficient and easier overall to plan for EV charging points in on 100% of residential units for example due to economies of scale – the cost of a substation is expensive either way and is needed once you go over six or so charging points. And, of course, '100% electric' has ESG and reputational benefits.
Unclear legislation – presently landlords are under no legal obligation to provide EV charging for tenants. Proposals under the Future Homes and Building Standard and ZEV mandate suggest that such infrastructure requirements might be extended, details remain vague. This ambiguity does not help confidence.	Our advice to Central Government is to mandate a full EV charging strategy, with targets and clarity for developers and other stakeholders when it comes to the built environment.
Existing building constraints – many existing commercial and residential buildings simply weren't built to support EV charging demand. For larger commercial sites, installing a bank of rapid chargers can pull as much power as a small industrial estate, and older substations are often already running near capacity.	A strategy early on looking at how to mitigate against this and assessing feasibility and viability is crucial. Dynamic load management systems and on-site battery storage are increasingly being used to work around these issues, but they add cost and complexity, particularly if left until later on in the process.
Misalignment across Local Authorities on strategy: some authorities do not even have a sustainability champion and many have critical gaps in knowledge. This lack of consistent focus nationwide does not help EV planning and compounds the perception that it is merely a tick-box exercise rather than a drive towards a target.	Our advice to Central Government is to mandate a full EV charging strategy across local authorities and ensure each one of them as a sustainability champion that can support planners on this front, and also act as a middleman where there are issues between stakeholders, such as DNOs and landowners.
Legal complexity – particularly when it comes to multi-tenanted or leasehold buildings. Third party permissions must be obtained before installation occurs and access rights must be agreed via legally binding documents if installation requires cabling to pass through someone else's site. There are also questions that arise over service charges and lease terms – do EV chargers breach covenants for example?	Early engagement with third parties is crucial, as are 'wayleaves' which grant permission to run cabling or access another person or business's site. These should also be started early to avoid delays – it is often not a priority for the third party to get them signed and so proactive management early on is often essential. To protect against covenant breaches, a section 20 consultation process can be undertaken to outline intentions and garner feedback before moving forward.

A final word

Electric Vehicles, whether Hybrid or not, are here to stay, backed structurally by legislation, targets and demand. The latest statistics recorded in August 2026 show huge growth year on year with some operators more than doubling their chargers and locations over the last 12 months and BEV market share touching 30% in August alone.

Recent geopolitical issues will only support demand further with oil prices on the rise, whilst the increase in suppliers and ongoing innovation around EVs when it comes to range and cost will also support.

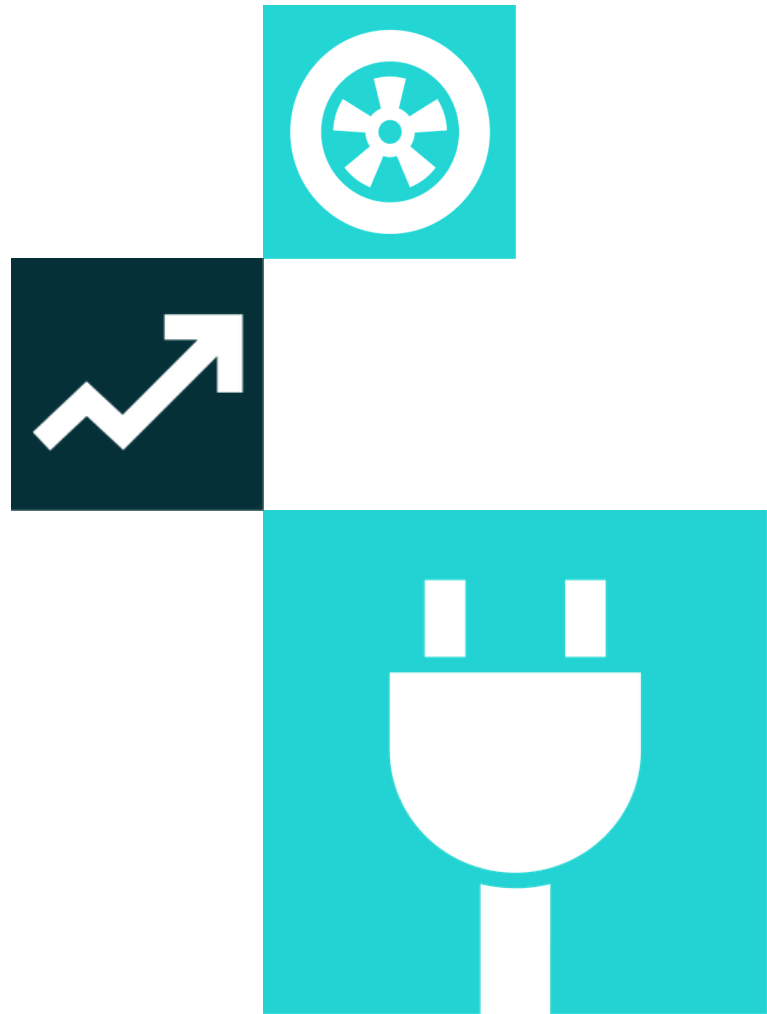
The main issues lie in supply, and this is where the Government needs to support with a clear cohesive nationwide strategy, a mandate for Local Authorities to support and clarity on forthcoming legislation for developers and other stakeholders.

There remains a huge opportunity to add value to existing sites by including EV infrastructure. Landlords such as National Trust, Landsec and those with theme parks, retail, foodstores, gyms and hotels as well as anywhere that has dwell time can maximise footfall, time spent and spend by including ultra-fast chargers.

In the meantime, for those looking to invest in EV infrastructure or those who operate or manage sites with EVs, the message is clear:

- Work with an expert who has experience on all sides of the EV market – from development, to transactions, utilities and operations. It will undoubtedly save money, potentially hundreds of thousands over the lifecycle of the project or asset simply by avoiding mistakes, let alone identifying opportunities.
- For new developers, engage with the topic early as this will support viability from day one and both planning and connectivity need to be high up the list when it comes to even looking at potential sites due to the problems they can present further down the line.
- Data – understand the data and figures from early on but keep collecting and analysing it once operational, this will allow you to avoid risks, keep on top of income and present new opportunities.

- For landlords and developers, work out what route you want to take early on by assessing the figures thoroughly. This will impact your bottom line and you have to be comfortable if you are going to operate, provide infrastructure, or simply lease out.
- The overarching theme is that successful EV charging rollout requires early multi-stakeholder coordination between planners, DNOs, local authorities, landowners, and operators, ideally embedded within local transport and energy strategies rather than treated as a standalone infrastructure problem.



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