PRESS RELEASE – FOR RELEASE 9AM THURSDAY 8TH JANUARY 2025

Zapmap releases 2025 EV charging statistics showing latest growth in infrastructure

- **19.5% year on year increase across the board**
- **211 additional charging hubs since the start of the year**

Zapmap, the UK's leading charge point mapping service, has published new statistics on public charge point installations throughout 2025.

The figures taken from the Zapmap database at the end of December 2025 show 14,316 new charge points were installed throughout 2025. The EV charging infrastructure now encompasses 87,796 devices (116,052 EVSEs) at 45,033 locations spanning en-route, destination and on-street charging. The new installations represent a year-on-year increase of 19.5%.

The highest growth continues to be seen in ultra-rapid devices delivering charging speeds of 150kW and above, as well as in charging hubs typically located along the strategic road network and designed for drivers looking to recharge their vehicle as quickly as possible on longer journeys. There are now 9,893 chargers in this power band, 41% more than in December 2024. The number of charging hubs across the country (defined as six or more rapid or ultra-rapid devices at a single location) now stands at 748, an increase of 39% over the past 12 months.

Zapmap's statistics show strong regional growth taking place outside of London and the South-East throughout 2025, especially with regard to rapid/ultra-rapid (50kW+) chargers: the North West has seen impressive year-on-year growth of more than 35% in these high-powered chargers, with the East of England, Wales and Northern Ireland all recording around 29% growth in this power band (albeit Northern Ireland starting from a low base).

Destination charging, where people charge when stopped, rather than stopping to charge, covers several use cases, and for those cases with a sub-four hour dwell time, such as gyms and supermarkets, whilst <50KW remains the majority, there is a trend towards installing more rapid / ultra-rapid charge points in these locations.

Developments over the past quarter include:

- A collaboration between Zest and the Central Co-op, to deliver EV charging facilities across stores in the Midlands, Lancashire and East Anglia. With speeds ranging from 30 kW to 120 kW, six sites have gone live, with another 20 in the pipeline;
- Evyve's installation of ultra-rapid EV charging at Ash Tree Farm, a Farmhouse Inn in Ashton-under-Lyne, providing charging facilities for families and commuters alike;
- Zest deployment of 142 charging spaces, delivering a combination of fast 22kW and rapid 50kW chargers across 14 locations at the University of Warwick.

Many destination chargers are still low powered <50kW charge points and provide charging for longer stops and top-ups, such as in car parks and at tourist attractions. Combined with on-street charging, also predominantly <50kW, there are 69,861 charge points in this category representing just under 80% of the total.

On-street charging devices, designed for overnight or full-day charging, are aimed at drivers who wish to charge close to home but do not have off-street parking — this category is likely to become increasingly significant as more drivers make the transition to electric vehicles. These charge points have seen 7,659 new additions in 2025 bringing the total to 33,177.

The capital continues to lead the way on both EV adoption and on-street charging, with the majority of these chargers (24,026) located in Greater London. The growth in on-street provision throughout both Greater London and the rest of the UK is very comparable at around 30% year-on-year for both.

The latter half of 2025 saw many announcements around the award of LEVI (Local Electric Vehicle Infrastructure) contracts, designed to deliver local charging, typically on-street, especially in areas where charging at home isn't an option. With the tender and commercial contract process for these awards taking longer than initially expected, we are yet to see these announcements translating into a significant impact on the figures.

Announcements of LEVI awards in the last three months of 2025 included:

- Blink Charging and the West Yorkshire Combined Authority: a £1.4m initiative covering local charging provision across all five of the Authority's district council areas;
- Zest and Southend-on-Sea Local Authority: a £1.4m programme to install over 3,000 chargers across the area;
- Believ and North Lincolnshire Council: a minimum of 470 charge points across on-street and car park locations.

Zapmap's new charging statistics come alongside news from the Society of Motor Manufacturers & Traders confirming another year of record sales of new pure-electric cars in 2025. 473,348 pure-electric cars were sold in the UK last year, more than 23% of all new cars sold in 2025, up from 19% in 2024. This brings the total number of pure-electric cars on the UK's roads to 1,834,150, up from 1,360,802 at the end of 2024, representing a 35% growth in the parc.

Zapmap's annual driver survey, released last month, showed an average satisfaction rating of 88% for drivers of electric cars, with fewer than 3% saying they would return to a petrol or diesel car. Whilst around 80% of EV drivers charge at home, from the c. 1.3 million home chargers installed in driveways, 51% of EV drivers use the public network at least once per month, reflecting the continued importance of public infrastructure.

While there remain some concerns, average satisfaction with the public charging infrastructure has increased to 69%, with 60% of respondents believing that the public charging infrastructure has improved over the past year.

In parallel, Zapmap data also reveals that by the end of 2025, nearly 4 million successful charge sessions were completed in a month, compared to c. 2.5 million at the same point last year. This reflects both the improvement in reliability, growing familiarity and the growth in the charging infrastructure over the last 12 months.

Melanie Shufflebotham, Co-founder & COO at Zapmap, said:

"While overall charging infrastructure installations are lower than 2024 — a record-breaking year — this year has been marked by targeted areas of focus with both public and private sectors giving thought to shaping the EV market to best meet driver needs.

“The growth in ultra-rapid charging in particular is not only providing convenience and confidence to existing EV drivers but also, due to their typically visible locations, assuring the next wave of drivers looking to make the switch that the infrastructure is there where it’s needed most.

“As we move into 2026, we look forward to LEVI fund awards translating from contracts into near-home charging provision, to increase equitable access for those without access to off-street parking. As the government’s dedicated innovation fund to address concerns around timely access to grid connections takes effect, we can expect to see benefits to the charging infrastructure both in congested, high-demand areas and rural areas with limited grid infrastructure.”

Vicky Read, chief executive, ChargeUK:

“A year in which EV sales accounted for a quarter of all vehicle registrations whilst the charging infrastructure grew by a fifth can only be described as hugely positive. But the overall charge point number only gives us a part of the picture — our sector is focussed on installing the right kind of charging in the right places. Which is why the rollout of ultra rapid charging is especially pleasing to see. The widespread coverage across key UK roads means that EV drivers can take long journeys with increasing confidence.

“The slower rollout of on-street charging is largely accounted for by the delays to the Government’s LEVI funding scheme, but we are anticipating to see lots more volume on that front in 2026 into 2027 — with a stated aim to deliver 100,000 local low power chargers for those who cannot charge at home.

“As we enter the government’s review into the cost of public charging in the first half of this year we hope to see action taken to reduce the cost burdens on charge point operators, which will both help to unlock further investment to speed up deployment and bring down driver prices. Clear and stable EV policy, including no further wavering on EV sales targets, will also continue to be critical.

- ENDS -

About Zapmap

Zapmap was founded in 2014 with a mission to to accelerate the transition to low emission mobility by helping people switch to electric vehicles. The Zapmap app helps EV drivers find and

pay for public charging with confidence and has over one million registered users. This is powered by Zapmap's charge point data with unrivalled coverage, detailed information and 24/7 live availability data.

An integral part of supporting the wider EV industry, Zapmap Insights is the leading source of EV charging data and insights, providing unrivalled data and expert analysis into the shape and usage of EV charging infrastructure, as well as the attitudes and behaviours of EV drivers.

For more information, please visit www.zapmap.com.

Accompanying graphic: Growth of charge points: December 2025 year-on-year.

1. Breakdown of charge devices by power rating (UK)

Power rating	Devices end December 2024	Devices end December 2025	YOY growth
Slow / Fast (<50kW)	59,288	69,861	18.4%
Rapid (50kW - 149kW)	7,450	8,042	8.1%
Ultra rapid (150kW+)	7,021	9,893	41%
Charging hubs (six or more rapid or ultra rapid devices)	537	748	39.3%
Total	**73,699**	**87,796**	**19.1%**

Source: Zapmap database, 31st December 2025

* Charging hub = six or more rapid or ultra-rapid devices, excludes Tesla non-public hubs

2. Breakdown of rapid/ultra-rapid devices by geographical area (UK)

Region	Dec 2024	Dec 2025	YOY growth
East Midlands	1,093	1,349	23.4%
East of England	1,499	1,931	28.8%
Greater London	1,341	1,536	14.5%
North East	501	629	25.6%
North West	1,509	2,043	35.4%
N. Ireland	164	212	29.3%
Scotland	1,578	1,881	19.2%
South East	2,118	2,566	21.2%
South West	1,450	1,843	27.1%
Wales	636	818	28.6%
West Midlands	1,462	1,761	20.5%
Yorkshire and the Humber	1,109	1,366	23.2%
Total	**14,460**	**17,935**	**24%**

Source: Zapmap database, 31st December 2025

Rapid (50-149kW) and ultra-rapid (150+kW).

Net new figures reflect the number of additions to the Zapmap database minus those devices that have been removed from the database.

From August 2025, to align with DfT official statistics provided by Zapmap, we have excluded Channel Islands and Isle of Man from the total device count, meaning totals in these tables may not align with previously published figures.