

State of fleet charging

2026

Annual benchmarks from
Rightcharge 2025 platform data



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FOREWORD

When we started Rightcharge, the goal was simple. We wanted to make EV charging smarter, cleaner, and cheaper.

Five years in, the picture is clearer than ever. Fleets are moving to electric, but charging behaviour and costs vary wildly. Some fleets are already running almost entirely on off-peak energy, while others are still paying a premium for peak-time public charging.

This report is built on real-world data from tens of thousands of charging sessions in 2025. That's decisions by fleet managers, drivers, and software systems; all captured and analysed. It shows what works and where the opportunities are. One fleet, The AA, cut costs by roughly £1,000 per vehicle in a year by moving regular sessions from public chargers to home overnight. When repeated across fleets, that kind of saving really adds up.

We also track carbon. Most sessions happen in low or moderate carbon periods, but a quarter are still high-carbon. Shifting those sessions could cut a fleet's carbon impact by a third. That's not theory; it's a lever we can pull today.

We hope this report helps fleets make better decisions, reduce costs, and charge with cleaner energy.



Charlie Cook

Founder & CEO, Rightcharge

EXECUTIVE SUMMARY

Fleets using Rightcharge ran tens of thousands of charging sessions in 2025, using over 1,000 megawatts of energy. On average, each session at home and on the road, delivered 24 kWh over six and a half hours for £9.60.

- ⚡ **Public charging accounts for just over a quarter of sessions, but over half of the total cost**
- ⚡ **The average public session costs £19.91, compared to £5.72 for a home session**
- ⚡ **At an average of 11p per mile, EVs are significantly cheaper to 'fuel' than diesel (15p) and petrol (17p)**

The carbon picture is improving. Most charging falls into low to moderate intensity periods, yet a quarter still happens when the grid is dirtier.



Fleets using Rightcharge ran tens of thousands of charging sessions in 2025, using over 1,000 megawatts of energy.

On the public network a typical charge delivered around 24 kWh, while at home the average was close behind at 23 kWh.



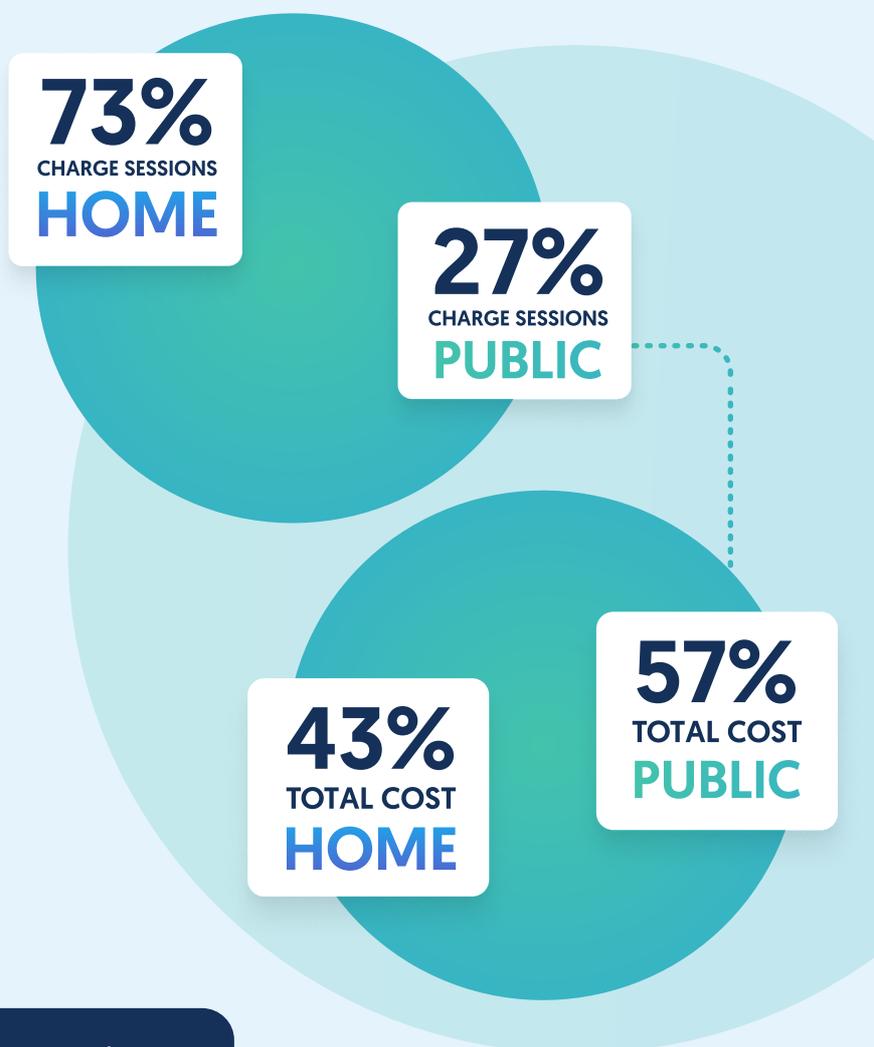
Average kWh per session

For our fleets, most charging happened at home.

Home sessions are cheaper, cleaner, and easier to manage.

Public charging accounts for just over a quarter of sessions but over half of the total cost. Public charging averaged at 81p/kWh, while home charging sat at 25p/kWh.

23% of charging sessions at home and on-the road happened during peak periods compared with 77% during off-peak times.



The carbon picture is improving

Most charging falls into low to moderate intensity periods, when electricity is cleaner. However, around a quarter still takes place during high carbon periods. With better timing and smarter load shifting, fleets have the opportunity to significantly reduce their carbon impact.

CHARGING COSTS

This section digs into the major cost differences we see between charging at home and on the road. We show you where to focus and unlock savings.

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Rightcharge's platform streamlines fleet management, helps reduce operational costs, and their customer service is highly responsive.

Duncan Webb

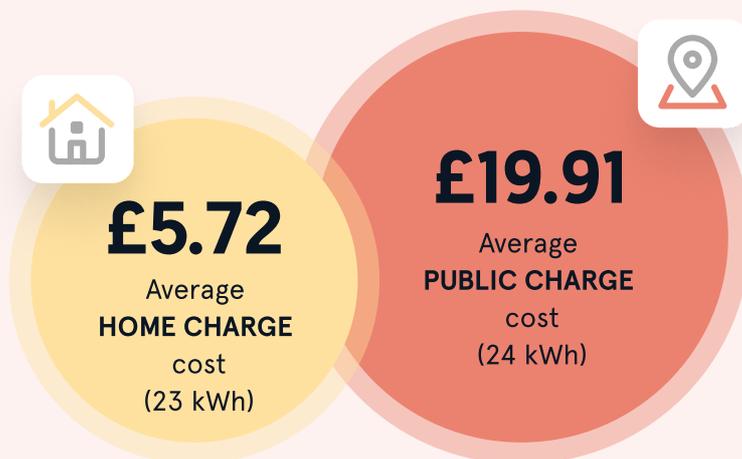
Fleet Director, The AA



AA

For 2025, the real contrast came in cost. Home sessions cost £5.72 on average, with public sessions costing £19.91. Public charging averaged at 81p/kWh, while home charging sat at 25p/kWh.

Public charging contributes to the fair share of fleet charging costs. It made up 57% of total spend but only 27% of sessions.



The difference comes down to

- Timing**
- Location**
- Tariffs**

There's an opportunity here for fleets to plan better and move sessions to home or off-peak locations.

The opportunity for even more cost savings

The average cost of home charging sits at 25p/kWh. But switching to an EV tariff saves dramatically more. Here are the top 5 home energy tariffs for fleets in 2025:

ENERGY TARIFF	UNIT RATE
EON - Next Drive Smart	£0.06
Octopus - Intelligent Go	£0.07
Octopus - Flexible	£0.07
Scottish Power - EV Saver	£0.07
British Gas - Electric Driver	£0.08



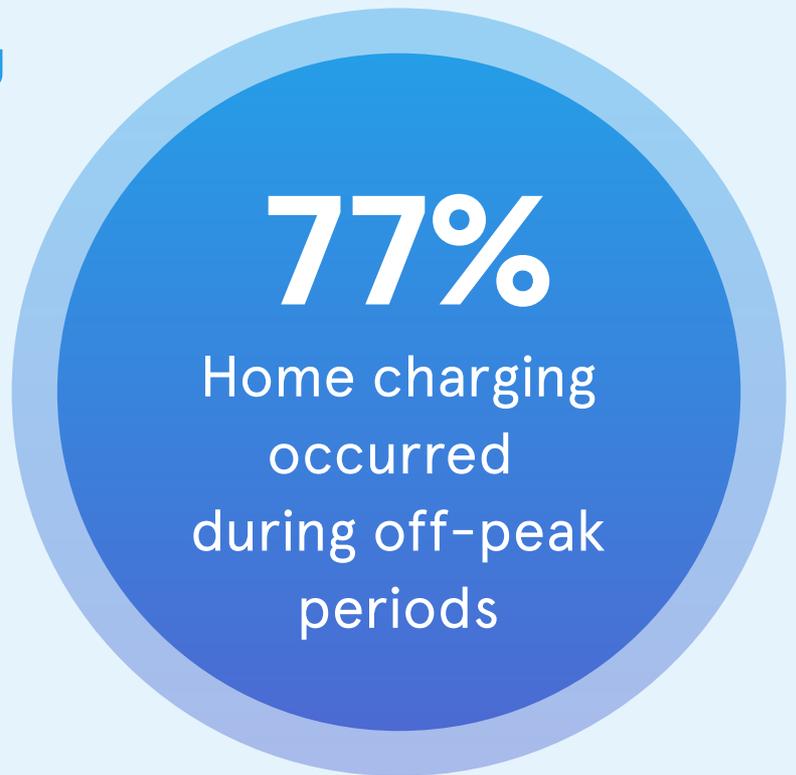
* Correct as of 2025. The value of each tariff also depends on the day rate and standing charge, so these should be checked when comparing options.

Peak vs off-peak charging

For home charging, **77%** of sessions occurred during off-peak times. However, this drops to **43%** for public charging.

Charging at peak times can push up costs.

Fleets with dedicated night-time charging routines can save hundreds of pounds per vehicle, each year.



The case for electrification in 2026

The data speaks volumes.

Across all charging sessions on the Rightcharge platform in 2025, the average cost of electricity was 40p per kWh. At a typical electric vehicle efficiency of 3.5 miles per kWh, that works out at around 11p per mile.

Comparative to diesel which sits at 15p per mile and petrol at 17p per mile.

And this cost comparison only looks at 'fuel'.

Add in lower servicing and maintenance costs, the case for electrification becomes clear.



Charging data: How the AA is saving up to £1,000 per driver every year

Problem

Paying drivers back accurately from home charging used to be a headache. Tracking kilowatt-hours, chasing energy bills, it all takes time. The AA needed a way to cut the admin and make home charging reimbursements accurate and fair.

Solution

The drivers connect their home charger, energy tariff and vehicle. Rightcharge's software automatically calculates the cost of home charging and sends the reimbursements straight to the driver's energy account. The fleet gets one simple bill at the end of the month.

Findings

- 82% of EV charging happens at home
- 74p/kWh average cost for public charging
- 23p/kWh average cost for home charging
- £12.90 saved per each full charge at home
- £1,000 saved per driver charging at home, each year

At a glance

- Since using Rightcharge, 82% of EV charging is done at home
- Average home charging cost: 22.6p/kWh
- Average public charging cost: 74.1p/kWh
- Savings per full charge at home: £12.90
- Annual savings per driver: Up to £1,000

"The customer service is outstanding and their team is exceptionally responsive. Rightcharge's platform is helping us streamline our fleet management and will be crucial for reducing operational costs as we expand our EV fleet."



Duncan Webb
Fleet Director,
The AA

CHARGING BEHAVIOUR

We look at why home charging is important to fleets and check out how drivers are behaving when they plug in.

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Rightcharge has made home charging for our company drivers effortless. It's the tech upgrade EV fleets desperately need

Mai Vasudevan

Senior Sustainability Manager,
WJ Group



Charging behaviour focus

For public charging, the average energy delivered per session was 24 kWh, but only 43% of these sessions occurred during off-peak times. In contrast, home charging sessions delivered a similar average of 23 kWh, with 77% happening off-peak.

The opportunity to shift charging to cheaper, cleaner off-peak times and potentially reducing downtime by charging at home, outside of work hours is massive.

% of session occurring during off-peak periods

77%



Home charging

43%



Public charging

73%

Charging sessions happen at home

Our drivers are plugging in at home for most sessions. On average a home charging session delivers 23.4kWh.

Fun fact

Public charging is concentrated.

Some locations are busy, others underused.



MOST CHARGED LOCATION:

ESB Energy, London

Charge Point 2313

55-56 Thackerly Road, E6 4ER

Up to
3.6kW

Price
£0.3 kWh

Chargepoints
21

Times
24/7

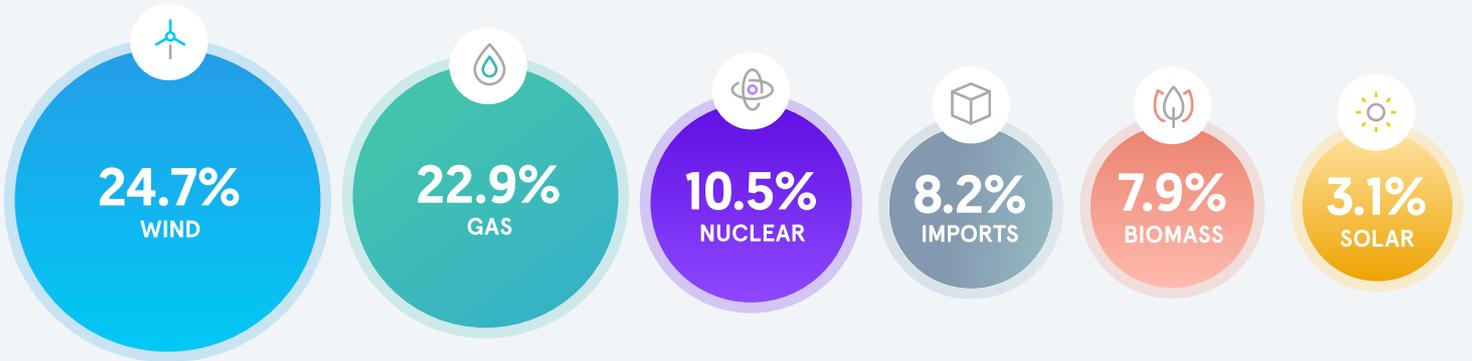


ENERGY MIX AND CARBON INTENSITY

We break down the energy sources powering our fleets and look at how to cut your carbon footprint. It's all about smarter timing.



On average, the energy powering fleet charging comes from



Overall 46.2% of energy delivered to our fleets in 2025 was renewable



GREENEST FLEET SPOTLIGHT

Angus Soft Fruits

Angus Soft Fruits ran a fleet where approximately 78% of sessions fell in the low carbon category, with an average renewable share of 83%. In comparison, the average renewable energy share for the UK in 2025 sat at 50%.

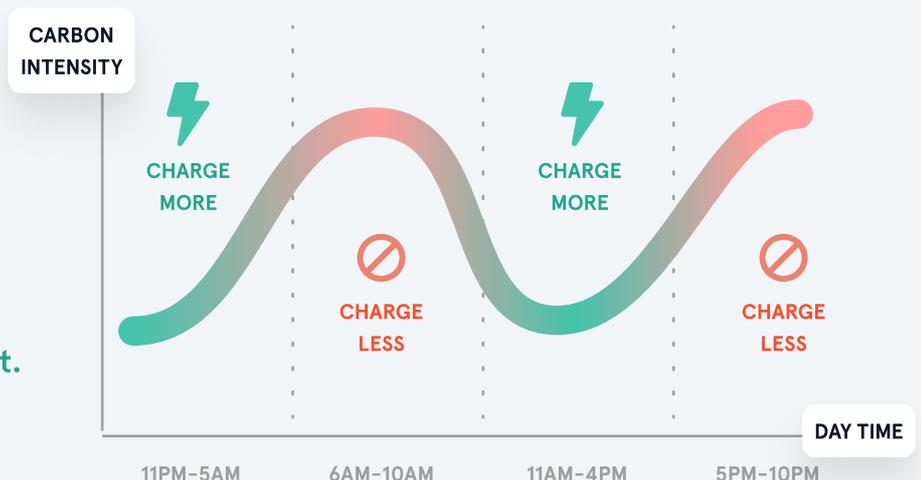
78% of sessions fell in the low carbon category

Most sessions happen during low to moderate carbon periods.

There are still high-carbon spikes, making up about a quarter of total sessions.

Shifting high-carbon sessions to cleaner times could cut fleet emissions by roughly a third.

That's a simple tweak with a big effect.



Carbon data: Transforming WJ's carbon reporting for fleet decarbonisation

Problem

Relying on basic DEFRA estimates left WJ Group without the granular data needed to track and verify fleet emissions. This lack of precision made it hard to demonstrate progress toward their SBTi commitments.

Solution

To reach net-zero, WJ Group turned to Rightcharge for precise fleet emissions data. The platform tracks every kWh from home and public charging, calculates real CO₂e from live grid intensity, and unifies renewable insights in one simple dashboard.

Findings

The implementation of Rightcharge has revolutionised WJ Group's carbon reporting, shifting them from broad estimations to a precise, data-driven approach. WJ Group now has a clear, auditable pathway for Scope 1 emissions reporting that aligns with stringent SBTi requirements, confidently demonstrating the true impact of its fleet electrification.

At a glance

- Partnering with Rightcharge replaced fragmented data with accurate, unified reporting.
- Verified 134 tCO₂e reduction, ensuring SBTi compliance.
- Data insights now guide smarter investments and accelerate progress to net-zero.

"Electrifying our company car fleet is a key part of our net zero strategy. For 2025 and beyond it is imperative that we can accurately monitor and report on our fleet's emissions reductions."



Paul Aldridge
Sustainability
Director

CHARGEPOINT INFRASTRUCTURE

Find out which home charge points and public operators are proving the most popular for fleets,

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Rightcharge has made rolling out EVs to our drivers effortless. The setup ensures drivers aren't out of pocket, boosting confidence in EV adoption

Martin Logie

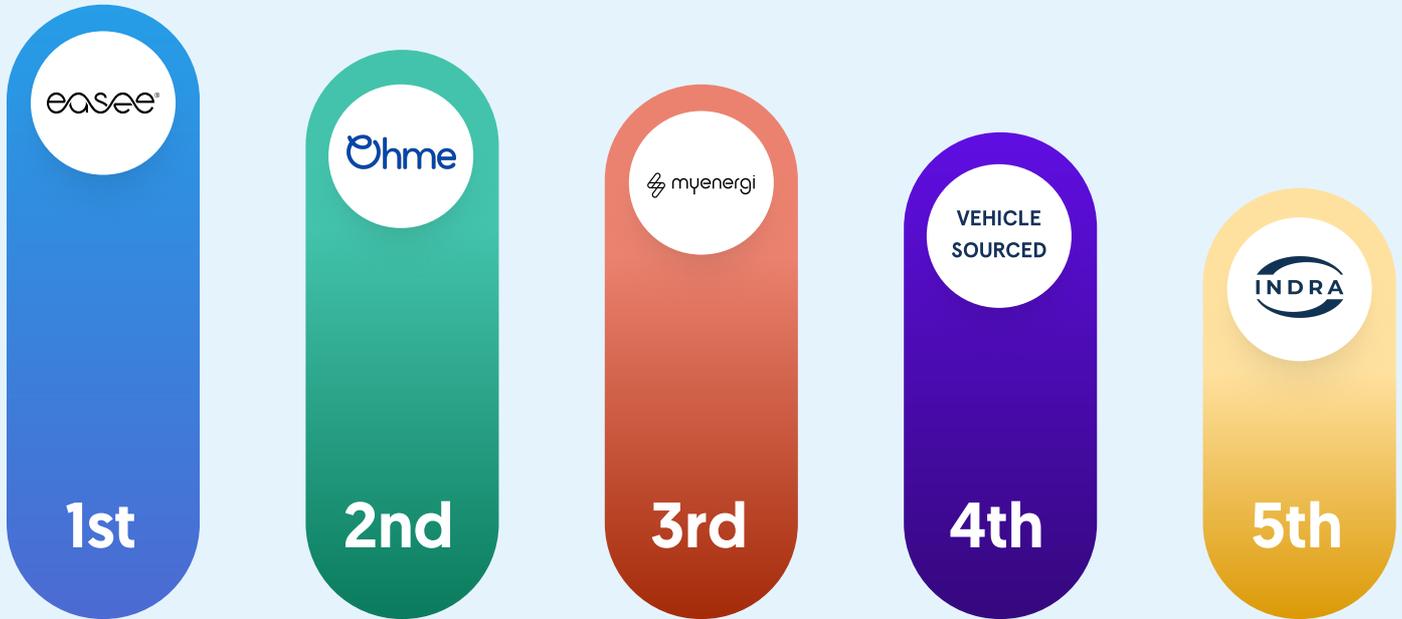
Operations, Quality
& Systems
Manager, TBL Fire
Protection LTD



HOME CHARGING USAGE BY BRAND



Home charging dominates usage and cost efficiency. Easee chargers lead the way, accounting for the highest volume of total sessions and energy delivered. Ohme, Myenergi, vehicle-sourced chargers and Indra handled smaller but steady volumes.

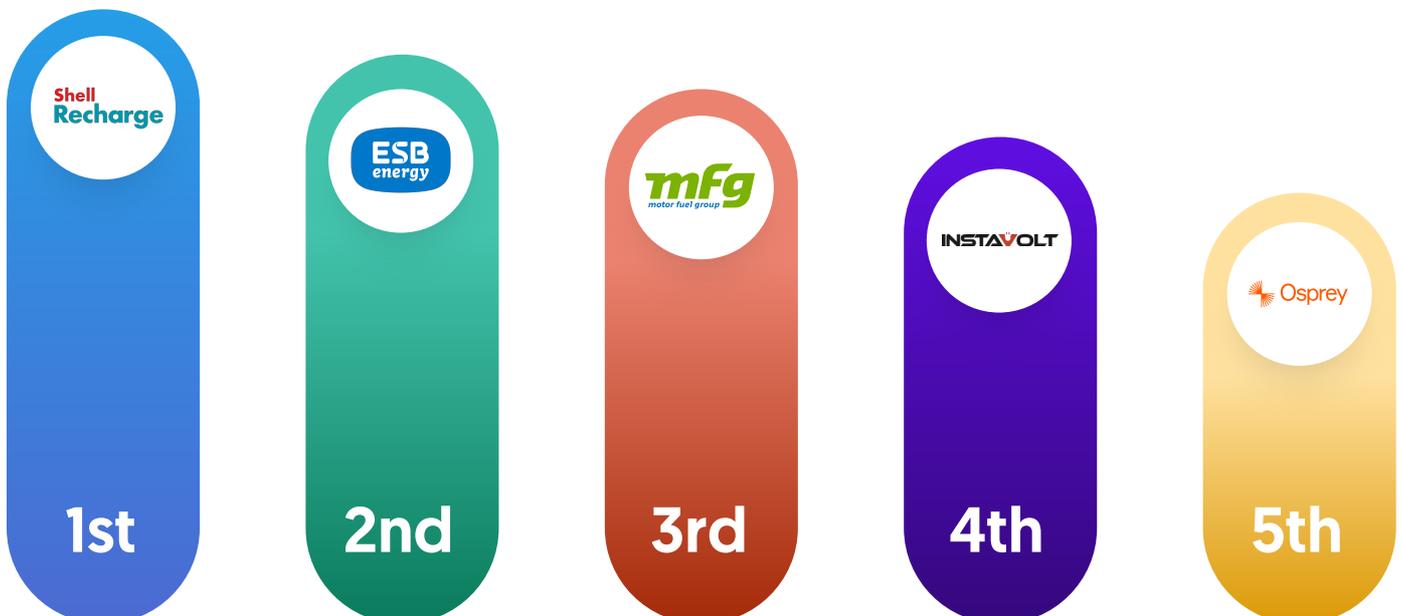


PUBLIC CHARGING USAGE BY BRAND



Public charging is concentrated on a handful of operators: Shell Recharge, ESB Energy, MFG EV Power, Instavolt and Osprey.

Some sites are underused, highlighting opportunities for smarter deployment.



USING DATA FOR EV STRATEGIES

Insights from the Rightcharge webinar, with Sarah Armitage (Network Rail) and Ben Mohide (Avon & Somerset Police).

Sarah Armitage

Decarbonisation
and Vehicle Strategy Manager



Ben Mohide

Programme Lead
Fleet Electrification



Top 10 webinar takeaways

From 'Using data to drive EV strategy' with Sarah Armitage and Ben Mohide

1 Build your depot around "dwell time."

Geofencing your depots shows exactly when and where your vehicles sit still. Use this data to stop guessing, install slow AC charging for overnight stays and fast DC for quick turnarounds.

2 Win hearts and minds with evidence.

Anxiety is real, but data is the cure. Showing a driver that an EV easily handles their actual daily mileage is the best way to win them over.

3 Nail the easy wins first. Don't overcomplicate it.

Start with your lowest-mileage vehicles. Success here builds the confidence you'll need for the tougher stuff later.

4 Watch out for the public charging prices.

EVs can be cheaper to run, but heavy reliance on the public network can kill your ROI. Keep your TCO (Total Cost of Ownership) healthy by prioritising home and depot charging wherever possible.

5 Maintenance savings are real.

Data shows that teaching drivers to use regenerative braking properly can massively extend brake life, sometimes by over 14,000 miles. That's a win for your bottom line and vehicle uptime.

6 Kill the "app clutter."

Your drivers shouldn't need a dozen different cards and apps to do their jobs. In 2026, the goal is one simple system where payments, reimbursements, and data live in one place.

7 Turn idle chargers into revenue.

Many fleet chargers sit empty half the time. With the right tech, you can open your hubs to the public during down periods to turn a cost centre into a profit centre.

8 Stop chasing the "perfect" ratio.

There is no magic number of chargers per vehicle. Every fleet's mission is different, use your own data to find the balance that works for you rather than following a generic industry average.

9 Stop the "charger-hogs."

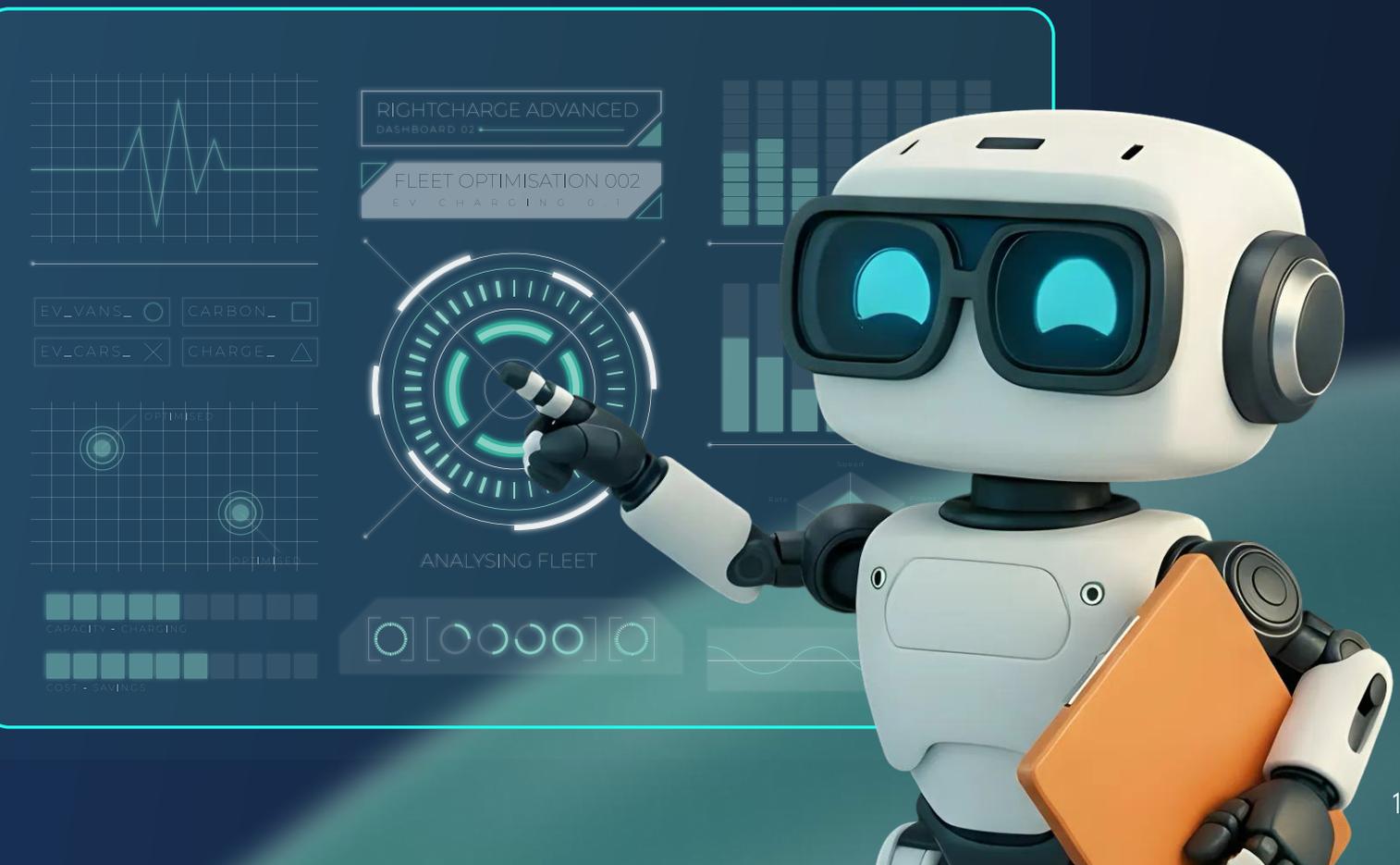
Data helps you spot "dormant" vehicles. These are cars that are fully charged but still hogging the plug while a team is off-site. Spotting these patterns lets you cycle vehicles and free up the chargers for the rest of the fleet.

10 Consolidate your pools.

There is no magic number of chargers per vehicle. Every fleet's mission is different, use your own data to find the balance that works for you rather than following a generic industry average.

RECOMMENDATIONS FOR 2026

Here's your to-dos for building a clear, smarter and cheaper fleet operation in 2026.



These are our top recommendations for a cleaner, smarter and more efficient fleet in 2026:

PRIORITISE HOME CHARGING TO UNLOCK £1,300 SAVINGS



Home charging is your strongest lever for fleet efficiency. Moving a vehicle from the public network to a home setup saves £1,000 per driver annually. You can push these savings further to £1,300 by implementing smart charging. Shifting from a 22.6p rate to a 6-7p smart rate creates a massive financial advantage and drastically improves TCO compared to traditional fuels.

IMPLEMENT SMART SCHEDULING FOR 30% CARBON REDUCTION



Home charging should be aligned with off-peak tariffs and a scheduled charging window.

This approach bypasses manual complexity and automates your savings. It also taps into the cleanest energy on the grid, cutting your fleet's carbon footprint by 30%.

USE "AVERAGE UNIT RATE" AS YOUR FINANCIAL NORTH STAR



Don't get hung up on the odd high-cost public session. The average unit rate is the only metric that matters for benchmarking against diesel. Monitor the blended average across your entire fleet to maintain a clear, objective view of energy spend. The details are important but they shouldn't distract from the overall savings of your electrification programme.

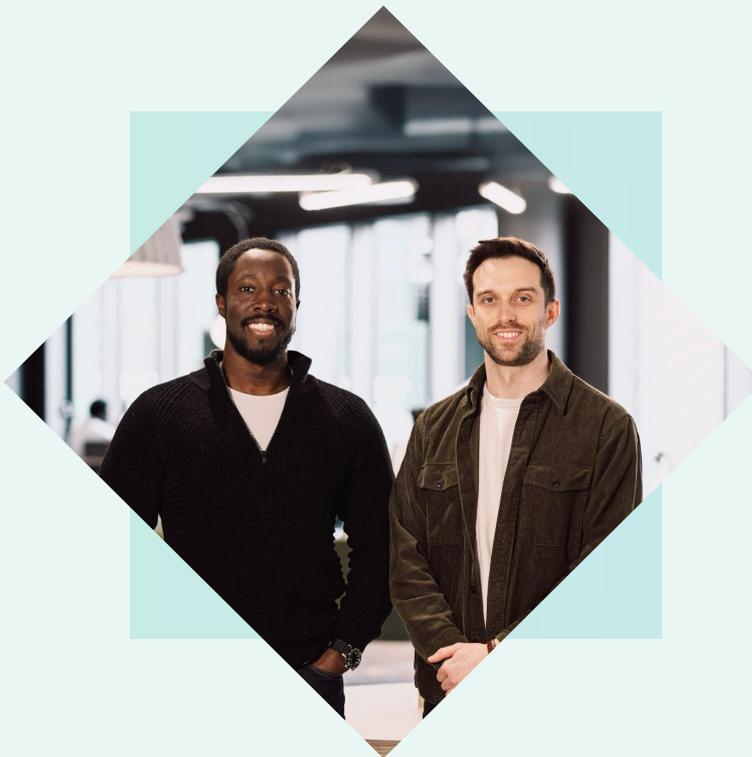
About Rightcharge

Founded in 2019, Rightcharge makes it simple for businesses to pay for and analyse EV charging, whether at home or on the road. Its platform automates home charging reimbursements, integrates with energy suppliers, vehicles and charge points, and provides one card and app for public charging.



CEO and Founder Charlie Cook built his career at the frontier of energy and electrification. A trained engineer who worked at CERN before becoming a founding member of Octopus Electric Vehicles and Octopus Electroverse, Cook launched Rightcharge in 2019 to make sustainable transport easier for businesses and their employees.

He is joined by CTO Kevin Ikelle, who led the platform's technical pivot from consumer tech to fleet level infrastructure. Together, they built Rightcharge.



Headquartered in London, Rightcharge's mission is to empower every fleet to effortlessly embrace a fully electric future.





EV charging payments, sorted.

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