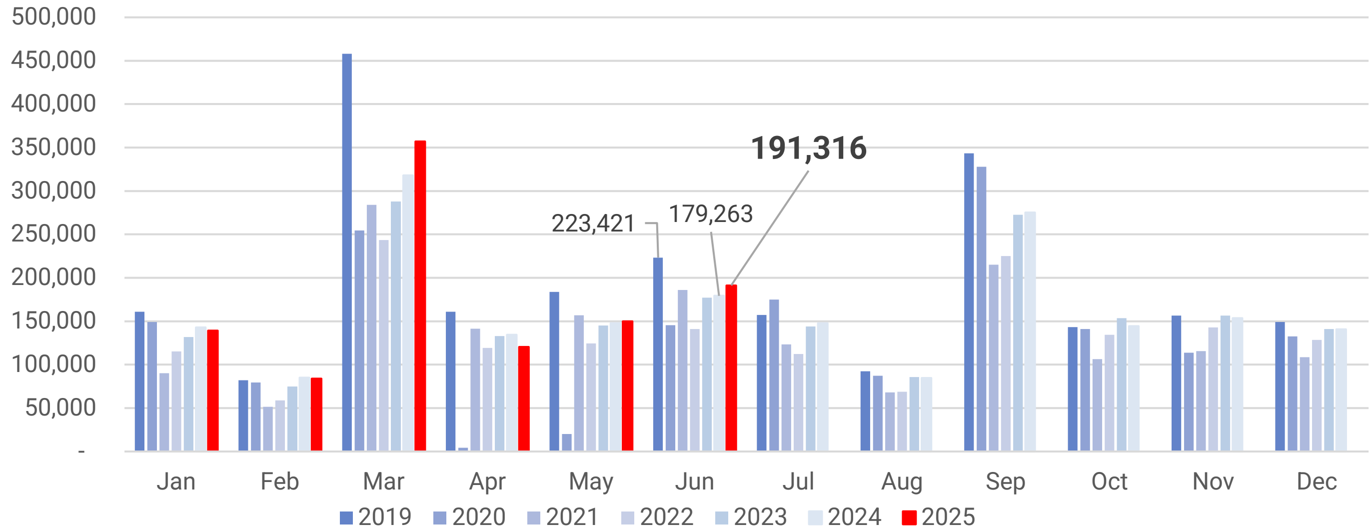
August 2025

Car market overview

This comprehensive analysis provides key insights into the current state of Britain's automotive car sector, highlighting significant developments across both new vehicle sales and the pre-owned car market. The report incorporates the most recent registration data available through June 2025 and explores the evolving trends that are reshaping the used car industry. Information presented herein is current as of July 25, 2025

New car sales

The UK automotive sector demonstrated continued momentum in June 2025, with new car registrations climbing 6.7% to reach 191,316 units - marking the second consecutive month of expansion. This performance represents the strongest June figures recorded since 2019, according to data released by the Society of Motor Manufacturers and Traders (SMMT).



Source: SMMT

The positive trajectory has contributed to a robust first-half performance, with registrations advancing 3.5% compared to the equivalent period in 2024. However, the market continues to operate significantly below pre-pandemic benchmarks, remaining 17.9% below historical levels achieved before the COVID-19 disruption. When examining June's performance in isolation, registrations were down 14.5% compared to the same month in 2019, highlighting the ongoing recovery challenge.

Fleet purchases emerged as the primary driver of June's growth, with registrations surging 8.5% to reach 114,841 units. Private retail demand also demonstrated resilience, expanding 5.9% to 71,616 units, though this segment continues to represent just under four in ten new car registrations at 37.4%. In contrast, business registrations experienced a notable decline of 15.8%, falling to 4,859 units during the month however, their volumes are normally lower when compared to the other channels.

The year-to-date comparison against 2019 reveals divergent recovery patterns across market segments. Private registrations remain significantly impacted, down 29% for the first half of 2025 compared to the same period in 2019. Fleet registrations have shown greater resilience, operating just 8% below their 2019 equivalent, underscoring the sector's stronger recovery.

The automotive landscape continues its shift towards electrification, with traditional powertrains experiencing mixed fortunes. New petrol registrations declined 4.2% while diesel volumes remained flat with a marginal 0.2% increase. Combined, these conventional powertrains now account for just over half the market at 51.6%.

Car editorial

By cap hpi

Electrified vehicles achieved a landmark 48.5% market share, with total registrations reaching 92,571 units. The plug-in vehicle segment demonstrated strong momentum, as battery electric vehicles (BEVs) surged 39.1% to 47,354 units, representing a quarter of all new car registrations (24.8%). Plug-in hybrid electric vehicles (PHEVs) also posted robust growth of 28.8%, reaching 21,382 units. However, the hybrid electric vehicle (HEVs) market contracted 8.5% to 23,835 registrations, reflecting changing consumer preferences within the electrified segment.

The introduction of the Electric Car Grant scheme in July 2025 represents a significant policy reversal that addresses many of the barriers previously identified by the SMMT. This £650 million initiative, launched on 16 July 2025, provides substantial purchase incentives that were absent during the first half of the year.

The grant operates on a two-tier structure designed to promote both affordability and sustainability. Electric vehicles meeting the highest sustainability standards receive up to £3,750 off the purchase price, while those meeting basic environmental criteria qualify for £1,500. To be eligible, vehicles must have a recommended retail price of £37,000 or less, ensuring the scheme targets mainstream market segments rather than premium offerings.

This policy intervention directly addresses the fiscal constrains on BEV adoption, including the VED Expensive Car Supplement (ECS) that the SMMT estimated would impose over £360 million in effective penalties on BEVs purchased from April 2025 onwards. The grant scheme, with funding secured until the 2028-29 financial year, provides market certainty that was previously lacking.

The timing of this announcement is particularly significant given the ZEV Mandate compliance challenges. With the current year-to-date BEV market share of 21.6% still below the mandated 28% threshold for 2025, the grant scheme could provide the necessary stimulus to bridge this gap and reduce manufacturers' reliance on extensive discounting strategies.

Industry response has been positive although some have raised concerns that increasing used consumer demand has been overlooked. Manufacturers able to apply for vehicle eligibility from 16 July, and the first orders through the grant portal expected by mid-August 2025. The scheme operates on a first-come, first-served basis, which may create urgency around participation and uptake from customers.

The daily rental and short-cycle registration segment has demonstrated remarkable recovery momentum throughout 2025. July data reveals continued expansion, with 89,766 units registered - a substantial 56% increase compared to the 57,572 units recorded in July 2024. This brings the year-to-date total to 232,194 units, representing a significant 58% advancement over the equivalent period last year.

The sector's resurgence becomes even more pronounced when examining the pace of recovery. By July 2025, the market has already achieved nearly 70% of the total volume recorded across the entire 2024 calendar year, with several manufacturers having already exceeded their full-year 2024 performance levels. This suggests a strategic refocus on the daily rental channel among some manufactures.

Deeper analysis reveals significant variation in manufacturer exposure to this channel, with some OEMs dedicating over 10% of their total first-half registrations to daily rental and short-cycle activities, while others have allocated as much as 20%. Although many manufacturers and rental companies maintain sophisticated defleet and remarketing strategies, excessive concentration in any single sales channel carries inherent risks. This is particularly relevant where model mix diversification has not been carefully managed, as over-reliance on specific vehicle types could create future supply imbalances in the used car market.

Conversations with retailer and OEM partners reveal a push in activity during the final three days of June, as both sectors intensified efforts to achieve H1 targets. Observably, either large commitment leasing deals, daily rental arrangements, or tactical registrations may have enabled many to reach their objectives. The notable increase in sub-12-month-old vehicle data appearing across both trade and retail feeds suggest this may become a continued trend.

Our full-year forecast for 2025 stands at 1.988 million new car registrations, with the 12-month rolling total currently tracking exactly at this level.

The Vehicle Emissions Trading Scheme (VETS) continues to exert significant influence on market dynamics, with the 2025 target set at 28% BEV market share. While the year-to-date figure of 21.6% represents progress from 2024's 19.6%, it remains below the mandated threshold. The Electric Car Grant scheme could prove crucial in closing this gap, potentially reducing the need for extensive manufacturer discounting and strategic registration activities that characterised the first half of the year.

Manufacturers retain access to various flexibilities within the ZEV Mandate framework, with CO2 credits representing a crucial mechanism for compliance. These credits are calculated based on improvements in average g/km CO2 emissions for non-BEV vehicles in 2025 compared to 2021 baseline levels. Many manufacturers are positioned to benefit from these credits as they continue reducing overall CO2 emissions throughout the year, with several approaching or exceeding the mandated targets when this flexibility is applied. Those achieving surplus credits can carry forward excess performance to future years, while others may need to utilise additional flexibilities such as purchasing credits from compliant manufacturers or borrowing against anticipated future BEV performance.

The combination of the Electric Car Grant scheme and existing VETS flexibilities creates a more supportive environment for BEV adoption, potentially accelerating the market's transition towards electrification while providing manufacturers with multiple pathways to compliance.

Used car retail activity

Retail activity throughout July remained consistent with previous months, reinforcing the steady—albeit highly seasonal—theme observed across the market. Car supermarkets continued to outperform, showing slightly higher levels of activity compared to franchise dealers and independents. However, overall industry sentiment remains subdued, particularly when compared to the more buoyant conditions seen in the first quarter of the year.

The second quarter brought additional challenges for dealers, including tighter margins, rising overheads, and a noticeable dip in consumer engagement. Those who adjusted pricing more frequently tended to see stronger engagement and improved conversion rates. Consumer behaviour has also been unpredictable, with short bursts of interest followed by quieter periods—likely influenced by seasonal trends and the prolonged spell of hot weather. Although we’re only one month into the second half of the year, these patterns and challenges remain evident in the market as we move through the third quarter.

Continuing the picture painted above, there has been no improvement from last month in the average number of days to sale, which remains at a market average of 40 days. However, as always, the devil is in the detail. By fuel type, HEVs remain the fastest selling at 37 days, followed by petrol at 39 days, BEVs at 40 days, PHEVs at 41 days, and diesel at 43 days.

The introduction of the Electric Car Grant scheme, as detailed above, has raised concerns raised within the industry. Organisations such as the BVRLA, VRA and IMDA have highlighted that the used car market has once again been overlooked, despite repeated calls for targeted support to help stabilise and grow demand in this vital segment.

However, as we've seen in the past, consumer interest tends to rise when there is positive news surrounding this particular fuel type—not just for new vehicles, but for used ones as well. As more details emerge about which vehicles will qualify for the various discount bandings, it's important to recognise that, even with incentives in place, which will potentially replace the current discounts offered by OEMs and dealers, many new models may still remain beyond the average consumer’s budget. This presents a valuable opportunity to highlight the strong value proposition of used BEVs, which are becoming increasingly competitive in today’s market.

Currently, nearly 7% of all used BEV listings in our database are priced below £10,000. These include popular models such as the Nissan Leaf, Renault Zoe, and Vauxhall Corsa. Many of these vehicles are less than five years old, meaning they still benefit from the remainder of their original battery warranties. Additionally, they offer more than adequate range for the average daily commute. There are also examples of Tesla Model S and Model 3 vehicles available under £10,000—albeit with higher mileages—demonstrating just how accessible electric mobility is becoming in the used market.

Expanding the price band to include vehicles under £20,000 reveals that 47% of all used BEV listings fall within this range. The variety of models also broadens significantly, now including the VW ID.3, Kia e-Niro, Vauxhall Mokka, Jaguar I-Pace, Audi e-tron, and Mini Cooper, among others. This wider selection offers consumers more choice and value, making the transition to electric vehicles more attainable than ever. With increased focus on the fuel type following recent announcements—including the reintroduction of the Plug-in Car Grant and additional funding for charging infrastructure—retailers should not overlook the opportunities this presents across both new and used markets. Now is the time to ensure your sales teams are energised and confident in selling EVs. Providing the right training and support will be essential to engaging customers effectively and clearly communicating the compelling value of used BEVs—not just in terms of purchase price, but also through the total cost of ownership savings.

It's also encouraging to report that more independent retailers are now advertising used BEVs. Over the past six months, this figure has risen to 25%—a 50% increase compared to the same period last year. Let's hope this positive momentum continues as more dealers recognise the growing demand and opportunity in the used EV market.

One area of the retail market we're closely monitoring is the rise in nearly new vehicles, which is reflected in our retail database. Since early June, we've seen an increase in 25-plate vehicles with fewer than 1,000 miles appearing in listings. This trend aligns with the 90-day window following March registrations, after which pre-registered vehicles can legally be sold. While volumes remain modest, they are steadily increasing and appear to be concentrated around specific models. Encouragingly, these vehicles are currently priced sensibly when compared to both CAP Clean and retail benchmarks. It's worth noting that only circa 17% of adverts are BEV while petrol takes the largest share with 61%. The idea that these younger vehicles are predominantly EVs is a misconception within the industry.

Overall, the retail market remains inconsistent, following a similar trajectory to June. July carried a distinctly seasonal feel, with varying periods of success reflecting the ongoing unpredictability in consumer behaviour and dealer performance.

Used car remarketing activity

The wholesale market maintains strong performance across most vendors, with key metrics holding steady compared to June levels. Trade demand continues to outpace retail, driven by robust buyer appetite for quality, clean vehicles, particularly those within key retail age and mileage profiles. Competitive bidding remains strong for these sought-after units throughout the auction network.

However, continued supply constraints are still creating significant challenges. The shortage of quality stock stems from reduced new vehicle registrations during COVID-affected periods, where it was estimated that we lost circa 3 million new car registrations, forcing buyers to cast wider nets across multiple platforms and auction houses to secure even modest inventory levels. This dispersed approach proves frustrating for buyers who invest considerable pre-sale preparation to identify vehicles meeting their specific requirements. Current market conditions show that the supply restrictions are not letting and many auction companies are reporting that part-exchanges generated by new car sales are down compared to last year, while fleet and lease supply continues to be restricted.

Industry feedback from auction houses and online remarketers confirms universally strong conversion rates across all segments, with July maintaining June's momentum at average conversion rates of 75% to 80%. Some vendors have reported exceptional sales achieving 100% conversion rates during the past month, and while these represent outliers rather than standard performance, they underscore the current market's continued strength.

The news around BEVs has been increasingly positive, with sentiment towards this fuel type showing marked improvement. Volumes returning to the used market have risen significantly, with June recording the highest level of BEV transactional data we've received in a single month. July looks set to match—or even exceed—those levels, reflecting continued growth in both demand and competition.

Some auctions report that BEVs make up as much as 50% of entries in certain sales, and strong conversion rates indicate improved performance for this fuel type. Within our disposal data, BEVs represent around 7% share of the data we have received for all age profiles. However, when focusing on vehicles up to four years old, that share jumps to 18% year-to-date, up from 11% over the same period last year and just 7% in 2023. In this age bracket, BEVs now hold the second-largest share, behind petrol at 55%.

Car editorial

By cap hpi

When combining all alternatively fuelled vehicles (AFVs) up to four years old, the share currently stands at 35%. This means that one in three vehicles being marketed through wholesale platforms is already an AFV—clear evidence that the market is well on its way toward electrification.

Performance metrics support this positive trend. BEVs currently sit at their lowest average days in stock for the year at approximately 13.5 days while at auction, with the average number of sales attempts dropping to 1.4 from 1.7 in May – now mirroring petrol vehicle performance. However, age-related variations emerge when examining performance by vehicle profile. Sub-12-month BEVs require an average of 1.8 sales attempts, representing the highest figure at this age category across all fuel types we monitor.

What is encouraging is the growing participation of independent retailers, many of whom are either returning to BEV stock or adding electric vehicles to their forecourts for the first time. This expanded dealer participation is helping to drive increased competition across wholesale channels, contributing to the improved market dynamics we're observing.

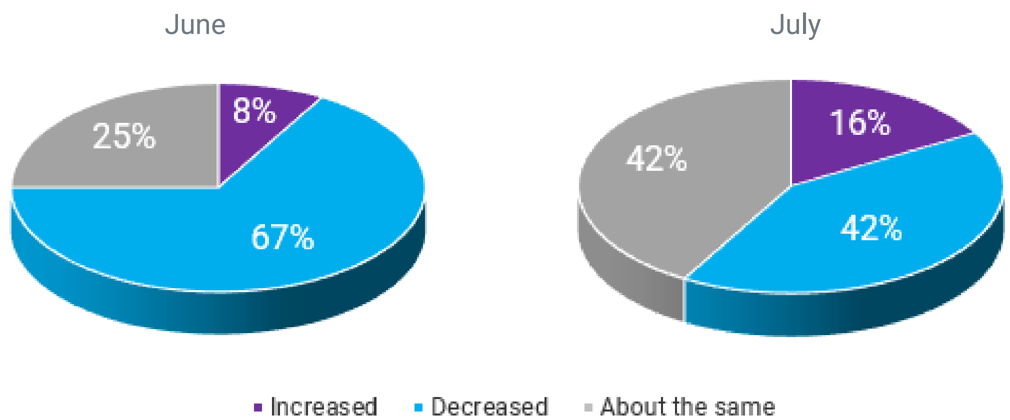
Market performance varies significantly by segment. While premium stock commands strong returns, vehicles with high mileage, or mechanical issues struggle considerably. Vendors frequently dispose of such stock below CAP clean, average, or even below-standard valuations, which our CAP Live data reflects in real-time.

Re-entry stock remains more manageable for auctions and remarketers as trade buyers broaden their purchasing criteria, looking for potentially cheaper inventory that might need additional cosmetic work for retail. However, selectivity stays high, especially for vehicles with known mechanical or service history issues. Such vehicles demand strategic pricing to ensure quick and efficient disposal.

In summary the wholesale market remains strong, with high trade demand and competitive bidding for quality, retail-ready vehicles. However, ongoing supply constraints—rooted in post-COVID stock shortages—are making it increasingly difficult for buyers to source suitable inventory.

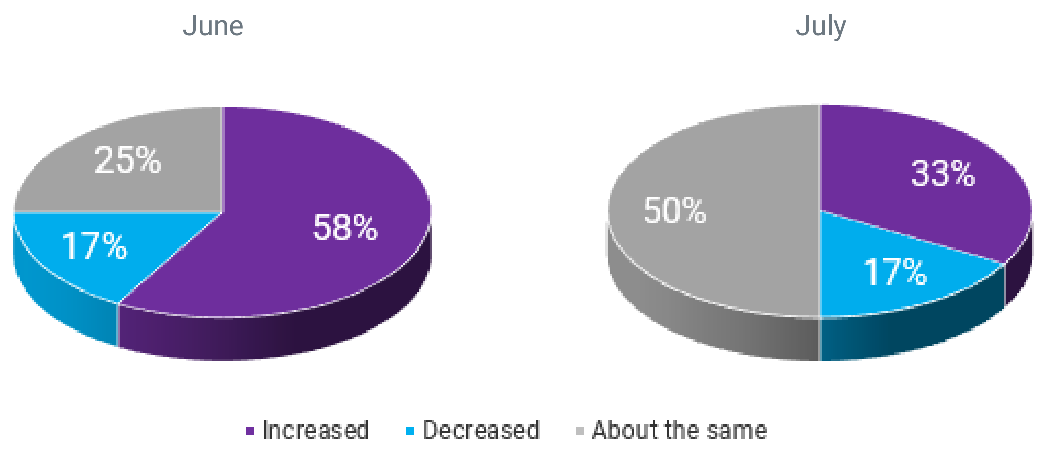
The results from the July auction survey are shown below and largely reflect the sentiment outlined in this market overview.

How do your current stock levels compare to last month?



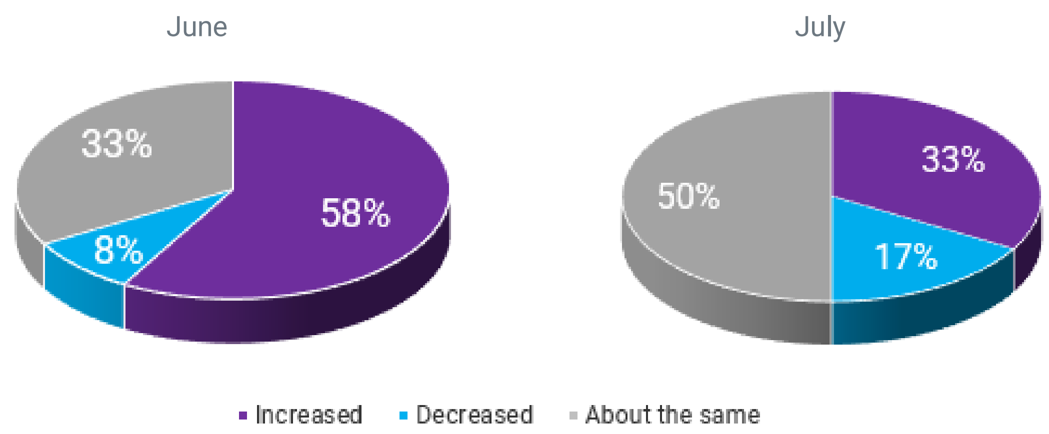
Despite much of the sentiment we have received from auction companies indicating that there continues to be a shortage of supply, it may be surprising to see that 42% of respondents reported that stock levels are about the same, albeit having reduced greatly in June, while double the number of participants indicated that stock has increased.

How does your current overall demand compare to last month?



Demand remains strong, with over 80% of respondents reporting that it is either the same or increased from last month, with only 17% reporting that it had decreased. With half saying that demand is about the same, this may help explain the relatively modest value movements observed in July's market performance.

How do your conversion rates compare to last month?



Interestingly, the results for how conversion rates compare to last month mirror those of demand. Conversion rates are particularly healthy for this time of year and, as mentioned above, are still averaging between 75% to 80%. This strong conversion performance, combined with the stable demand patterns, suggests that whilst buyer appetite may have moderated, those attending auctions remain committed purchasers. The alignment between demand sentiment and conversion rates indicates a market where quality stock continues to attract serious bidders, supporting the relatively resilient value performance we have observed throughout the summer months.

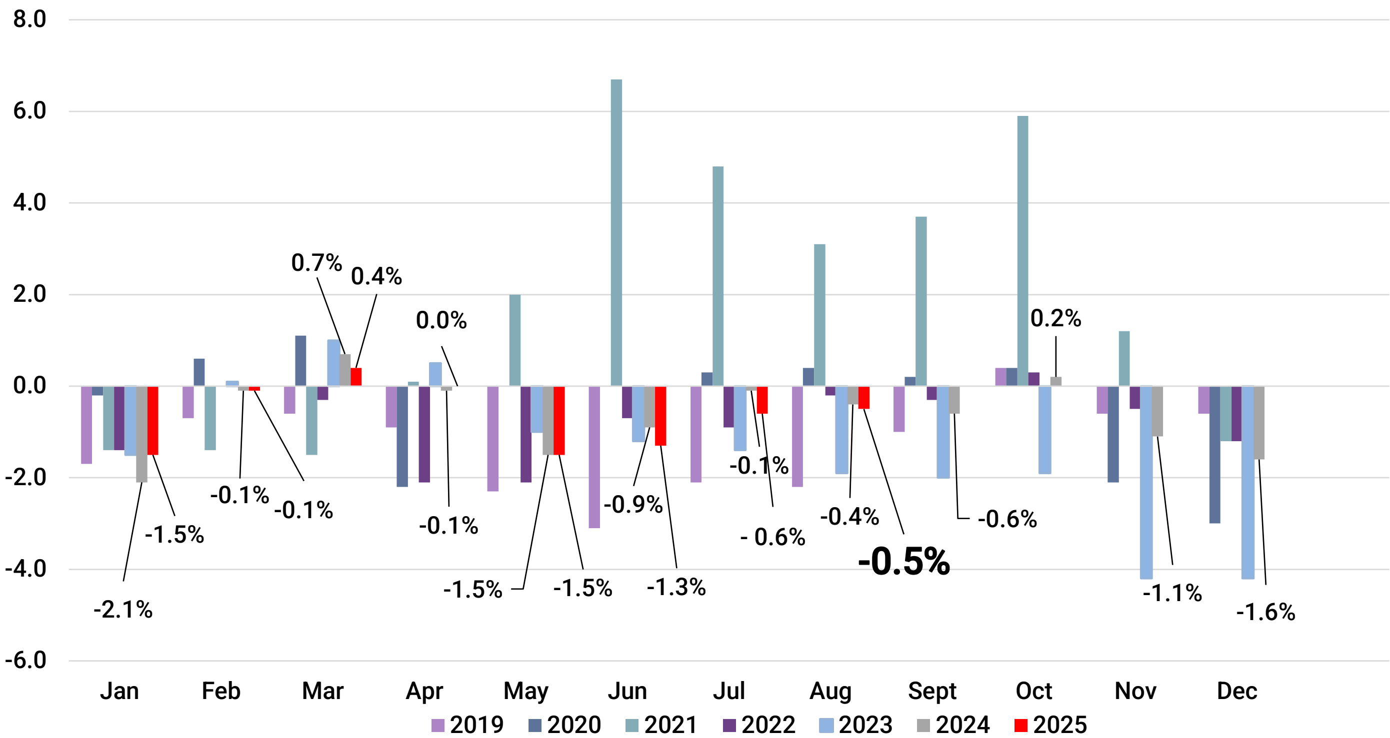
Used cars – trade values

Recent editorials have consistently highlighted the stability of the used car market, and July's Cap Live movements reflect this trend. The average movement at 3 years/60,000 miles shows a seasonal softening of -0.5% (£95). Similar to June's Cap Live performance, most movements occurred in the first half of July, with the second half showing a more stable performance.

The 0.5% reduction in values represents the joint third-smallest decline in the historical July-to-August movements since Cap Live was introduced in 2012. This analysis excludes the two COVID-19-impacted years of 2020 and 2021. Only two years have seen smaller declines: 2022 with a 0.2% drop and last year with a 0.4% decline, with 2017 tied for third place alongside the current result.

Excluding March—when our monthly product movements aligned with average seasonal expectations—every month this year, including August, has outperformed seasonal norms. The summer months have shown particularly favourable performance, with August's 3-year point movement of -0.5% performing 0.5 percentage points better than the typical seasonal movement of -1%. This marks the second consecutive month we have seen this level of outperformance. This consistent trend suggests underlying market resilience driven by a shortage of desirable stock, as supply and demand currently appear particularly well balanced.

Monthly percentage movements in Live valuations (3-years, 60k miles) – **August 2025 figure depicts July 2025's Cap Live**



Values have declined across all age and mileage profiles we monitor. At the one-year point, the average movement was -0.7% (£200), while 5-year-old vehicles also saw -0.6% (£65), and 10-year-old vehicles experienced a larger decline of -1.4% (£50). Consistent with previous months, this decline can be primarily attributed to the performance of high-mileage and lower-quality vehicles entering the market.

Focusing on sector performance, Supercar and Convertible are the only vehicle categories to exhibit positive average movement, both recording a 0.2% increase at the 3-year-old point, while Sports remained level. Coupe Cabriolets recorded their first negative adjustment of the year, declining by 1%.

Among Convertibles that have seen positive movements, the BMW M4 increased by 4% and the Mini Convertible rose by 1%. However, performance has been mixed, as several models experienced reductions in values: the Mazda MX-5 declined by 1%, while both the BMW Z4 Roadster and Audi TT Roadster dropped by 2%.

Of the mainstream sectors, City Car recorded the largest downward movement again at the 3-year-old point of 1%; however, in monetary terms this equates to approximately £60, with models like the Fiat Panda (-3.1%), Peugeot 108 (-3%), and Toyota Aygo (-2%) all contributing to the movement.

SUVs remain the dominant sector in terms of the disposal data we receive, accounting for 40% of vehicles aged up to 20 years. This share jumps to approximately 65% when focusing on vehicles 3 years and younger. The sector recorded an average movement of -0.9% or £180. Unlike in previous months, there has not been significant divergence in performance by size within this sector. Both large and small SUVs saw values edge back by 1% on average (£350 and £125 respectively), while medium-sized SUVs fared slightly better, declining by 0.8% or £125.

When examining performance by fuel type specifically for SUVs, diesel performance was the strongest by some margin with a negligible movement of -0.1%. Petrol vehicles declined by 0.8%, HEVs by 1%, PHEVs slightly more at 1.1%, and BEVs significantly more with an average reduction of 2%. This continues to demonstrate the strong demand for ICE vehicles. Notable downward movers within SUVs include the Škoda Kamiq (-2.1%), BMW X1 Hybrid (-3%), Volvo XC90 (-6.9%), and Mercedes-Benz GLE (-2%), while models like the Land Rover Discovery Diesel (+3%) and Dacia Duster Diesel (+2.1%) saw values increase. Of note, many JLR SUV products appear to have stabilised recently, with some models starting to show signs of recovery.

A full list of the movements by sector can be found at the end of this overview, but of note from the other sectors: MPVs recorded their best performance since the start of the year with a -0.6% (£100) movement; Luxury and Large Executive cars declined by 0.5% (£680 & £150 respectively); Executive vehicles fell by 0.3% (£70); Upper and Lower Medium cars dropped by 0.3% (£50 & £25 respectively); and Superminis delivered a strong performance with just a 0.1% (£5) decline.

Performance by fuel type remains an interesting area of the market to monitor and the hottest topic, as we continue to see strong demand for traditional fuel types as mentioned above. At the 3-year-old point, diesel recorded the best performance with a negligible movement of -0.1% (£10), closely followed by petrol at -0.3% (£60). PHEVs showed slightly better performance than in previous months with -0.6% (£171), while HEVs dropped into the bottom two for the first time this year with a movement of -1.0% (£170). Examples of some of the HEVs that moved in Cap Live throughout July include the Lexus ES (-2%), Mazda 2 (-3%), and the Toyota C-HR (-3%).

We are now in the ninth consecutive month of reporting negative adjustments to BEVs—in fact, values have declined in 33 of the last 35 months. Electric vehicles remain the fuel type under most pressure, with values across all age profiles reducing throughout July's Cap Live. At the benchmark profile of 3 years/60,000 miles, the average movement was -1.8% (£355). Of all BEVs valued at the 3-year point, 23% showed no change in values (similar to last month), while 67% experienced value reductions—a slight improvement from June's 75%. Meanwhile, 6% saw increases, up from 3% last month.

Among the BEVs that moved this month at 3 years old, notable downward movers included the Volvo EX90 at -5%, Tesla Model Y at -4%, and Citroën C4 at -3.9%. Meanwhile, models such as the Vauxhall Mokka, Kia Soul, and Peugeot 208 remained level. Of the models to increase in value, these included the Jaguar I-Pace at 1%, Peugeot Traveller at 2%, and the Mini Cooper, which again saw values rise with a 4% increase.

Despite the continued decline in BEV values, there are encouraging signs when comparing 2025 performance to historical patterns. Current BEV movements are tracking 2.4% better than the same period in 2024, suggesting some stabilisation in the rate of decline. The data reveals a consistent seasonal pattern where summer months typically represent the weakest performance for BEV values, with the second half of the year historically showing more stable conditions.

This pattern was particularly evident in 2024, where values stabilised significantly after July and remained relatively flat through to year-end. The question now is whether 2025 will follow this established trend. If historical patterns hold, the second half of 2025 could see BEV values find a more stable footing, potentially marking a turning point for the sector after months of sustained pressure. However, many will be mindful of the increased supply entering the used market and what impact the recently announced grant may have on the second-hand market.

Volatility clearly remains in the used BEV sector across both trade and retail markets. As mentioned previously, if the "building in safety" mindset continues to be factored into bids and purchase prices, it will be no surprise to see values continually declining and the market remain fractured. A fundamental shift in market confidence and demand from used car customers will be necessary for BEV values to stabilise.

To summarise, August has delivered another month of resilient market performance, with values declining by just 0.5%—representing the joint third-smallest decline since Cap Live's introduction in 2012. Traditional fuel types have consistently outperformed seasonal expectations throughout the summer months, driven by well-balanced supply and demand dynamics and a shortage of desirable stock.

What next?

Last month, our prediction was:

"Historically, the average decline from Cap Lives in July into August monthly is about 1%, excluding the unusual years of 2020 and 2021. Therefore, we anticipate that the overall movement will align with, if not be slightly stronger, this seasonal average, while still acknowledging the potential volatility in the BEVs market".

August traditionally witnesses subdued consumer activity as retail buyers prioritise summer holidays over vehicle purchases, typically resulting in quieter showrooms during the peak vacation period. However, this seasonal consumer lull may not translate to reduced dealer enthusiasm for acquiring quality used stock when opportunities arise. Within our auction survey, 58% of respondents reported that stock levels are expected to reduce throughout August, which could result in balanced supply and demand.

Historical analysis of August Live data transitions into September monthly valuations, excluding the COVID-impacted years of 2020 and 2021, reveals an average depreciation of 0.7%. Current market indicators suggest a continuation of prevailing conditions, with trade market stability likely to persist through the seasonal transition.

The outlook points towards "more of the same" rather than any dramatic shift in valuation trends. However, the importance of monitoring daily Cap Live values remains critical across all fuel types, as individual model performance continues to vary significantly based on specific demand and supply dynamics affecting different vehicle segments and powertrains.

Current used valuations August 2025 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(1.0%)	(1.0%)	(1.3%)	(2.7%)
Supermini	(0.4%)	(0.1%)	(0.7%)	(2.5%)
Lower Medium	(0.4%)	(0.3%)	(0.7%)	(1.2%)
Upper Medium	(0.6%)	(0.3%)	(0.3%)	(1.1%)
Executive	(0.1%)	(0.3%)	(0.4%)	(0.9%)
Large Executive	(0.5%)	(0.5%)	(0.7%)	(1.5%)
MPV	(1.1%)	(0.6%)	(0.4%)	(1.6%)
SUV	(0.9%)	(0.9%)	(0.9%)	(1.7%)
Convertible	0.1%	0.2%	0.3%	(0.2%)
Coupe Cabriolet	(0.6%)	(1.0%)	0.0%	(0.6%)
Sports	(0.0%)	(0.0%)	(0.2%)	(0.3%)
Luxury Executive	(0.1%)	(0.5%)	(0.6%)	(0.8%)
Supercar	(0.2%)	0.2%	0.2%	(0.3%)
Overall Avg Book Movement	**(0.7%)**	**(0.5%)**	**(0.6%)**	**(1.4%)**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small		(4.9%)	(2.0%)	(2.4%)
MPV Medium	0.2%	0.2%	(0.4%)	(2.1%)
MPV Large	(2.0%)	(1.5%)	(0.2%)	1.0%
SUV Small	(1.0%)	(1.0%)	(1.0%)	(2.0%)
SUV Medium	(0.9%)	(0.8%)	(1.0%)	(2.0%)
SUV Large	(0.9%)	(1.0%)	(0.8%)	(0.4%)

( ) Denotes negative percentages

Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
AUDI Q2 (16-)	(500)	(400)	(456)
BMW 5 SERIES (16-24)	700	1,000	880
FIAT PANDA (12-25)	(400)	(275)	(346)
MERCEDES-BENZ E CLASS (16-24) DIESEL	(1,000)	(700)	(812)
PORSCHE PANAMERA (16-24) HYBRID	1,100	1,600	1,300
SEAT ATECA (16-)	300	500	414
SKODA ENYAQ (20-) Electric	(1,550)	(800)	(1,152)
VAUXHALL CORSA (19-) ELECTRIC	(650)	(500)	(565)
VAUXHALL MOKKA (20-) Electric	200	300	250
VOLVO XC90 (14-) DIESEL	(900)	(900)	(900)

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
ABARTH 500C/595C/695C (10-25)	275	400	332
BMW 2 SERIES ACTIVE TOURER (14-22) DIESEL	(450)	(300)	(368)
FIAT 500L (13-22)	(400)	(300)	(341)
FIAT TIPO (16-)	(300)	(250)	(268)
KIA SPORTAGE (15-22)	(300)	(200)	(225)
LAND ROVER DISCOVERY (16-) DIESEL	850	1,200	992
MINI COOPER (19-24) Electric	325	400	370
PORSCHE BOXSTER (16-)	300	400	350
TESLA MODEL Y (21-) Electric	(950)	(800)	(875)
VOLVO XC90 (14-) HYBRID	(2,600)	(1,350)	(1,564)

( ) Denotes negative value