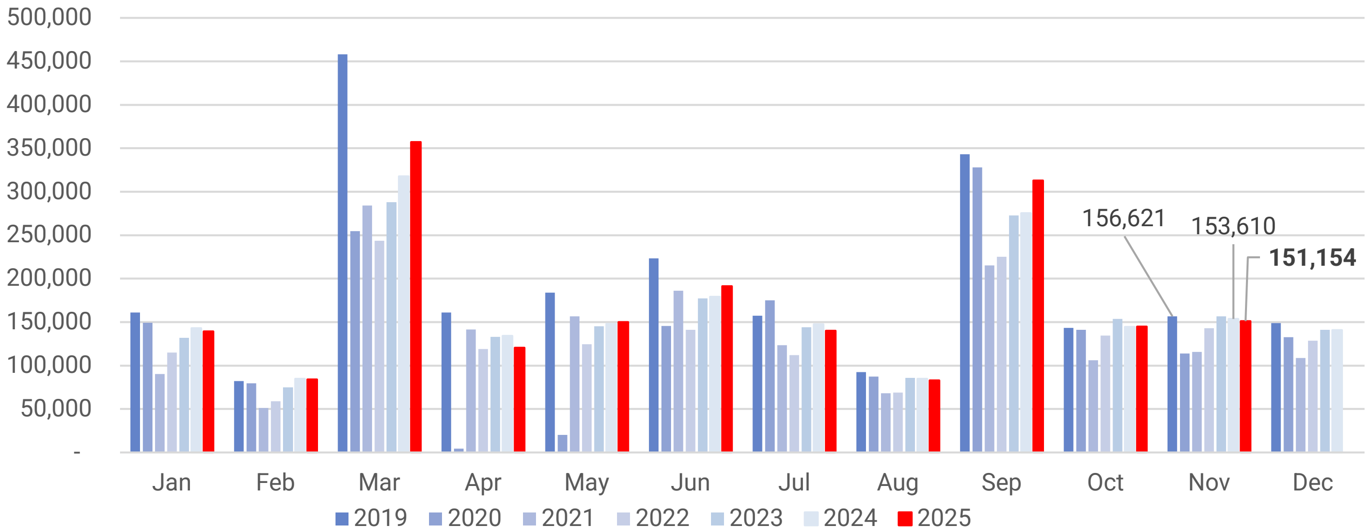
January 2026

Car market overview

This car market overview provides an up-to-date snapshot of the UK automotive market, highlighting the latest trends in both new car registrations and used vehicle performance. New car data reflects sales through the end of November 2025, offering the most current view of market activity. Insights on used cars capture conditions as of publication. All figures are accurate as of December 19th, 2025.

New car sales

The UK new car market dipped in November, with registrations down 1.6% to 151,154 units compared to the same month last year, and 3.49% lower than pre-pandemic levels in 2019, according to the latest figures from the Society of Motor Manufacturers and Traders (SMMT).



Source: SMMT

According to the SMMT, November recorded the sixth decline this year, driven largely by a 5.5% drop in private buyer demand. In contrast, fleet registrations edged up by 0.2%, while business purchases, although a small share of the market, surged by an impressive 18.0%.

The UK new car market in November was dominated by compact SUVs and crossovers. Leading the way was the Ford Puma, retaining its position as the best-selling model with 4,859 registrations. The Kia Sportage followed in second with 3,649 units. Nissan secured two places in the top five: the Qashqai ranked third with 3,004 units and the Juke fourth at 2,835 units. Completing the top five was the Volkswagen T-Roc with 2,768 registrations, highlighting the continued popularity of versatile SUV models among UK buyers.

Outside the top five, the Jaecoo 7 claimed eighth place with 2,404 registrations, marking its second consecutive month in the top 10. This repeat appearance signals growing consumer interest in Jaecoo and reflects the increasing influence of new entrants in the UK market. This is a trend worth watching as competition intensifies.

Year-to-date registrations have grown by 3.4%, reaching 1,874,271 units compared with 1,811,992 last year. Private demand is up 3.7% at 728,175 units. Fleet volumes have risen 3.1% to 1,103,938 units, and business registrations show the strongest growth at 8.2%, totalling 42,158 units. Compared with pre-pandemic levels in 2019, private sales remain around 24% lower, while fleet is about 3% down but showing encouraging signs of recovery. Some of the lost private registrations are likely to have shifted to channels such as PCH and salary sacrifice, which have helped boost fleet growth.

Fleet channel registrations last month and year-to-date include a significant contribution from daily rental and short-cycle activity. Compared with November last year, this segment was up 12%, but still 21% below the same month in

2019. With one month remaining, daily rental and short-cycle volumes are already 40% higher than the whole of 2024, making this the strongest year for the channel since 2019, though still expected to finish well below 2019 levels. A full review of the year will be provided in next month's overview.

Battery electric vehicles (BEVs), supported by the Electric Car Grant, captured 26.4% of the market in November, slightly ahead of the 25.1% share recorded a year ago. Despite this, volumes grew by only 3.6%, making it the weakest month for BEV growth in nearly two years. Hybrid electric vehicles (HEVs) saw a modest increase of 1.3%, taking a 13.1% share, while plug-in hybrids delivered the strongest performance, up 14.8% and accounting for 11.9% of registrations.

Electrified vehicles have achieved a record year-to-date market share of 51.4%, while petrol and diesel models have now recorded their third consecutive month as a minority of registrations. BEV volumes are at an all-time high, with 426,209 vehicles joining UK roads over the past 11 months. However, their 22.7% share still falls short of the government's 28% annual target, highlighting the challenge ahead despite strong overall growth in electrification. Deeper analysis of registration data, grouping performance by OEM common ownership and factoring in flexibilities within the Vehicle Emissions Trading Scheme, suggests that most OEM groups are on track to meet their targets for this year or finish very close.

Last month's Budget introduced measures aimed at accelerating the transition to electric vehicles, including an extension of the Electric Car Grant, a higher threshold for the VED Expensive Car Supplement, and increased funding for charging infrastructure. However, the proposed introduction of a "pence per mile" electric Vehicle Excise Duty (eVED) could undermine the UK's net zero ambitions. Under the plan, BEVs would incur a charge of 3 pence per mile from April 2028, in addition to existing road taxes, while plug-in hybrids would pay 1.5 pence per mile. Although details are still being finalized, the scheme is expected to require drivers to submit annual mileage estimates, with adjustments made at MOT if actual mileage differs. Rates will rise with inflation and are likely to be slightly higher at launch. The Office for Budget Responsibility estimates this could reduce BEV registrations by 440,000, partially offset by 320,000 from other measures, resulting in a net loss of 120,000 BEVs. This would push the market further away from government targets.

Looking ahead, it is reasonable to expect that 2025 will mark the fourth consecutive year of growth for the new car market as it continues its long recovery from the pandemic, supply chain disruptions, and geopolitical tensions. As of the end of November, around 137,729 cars would need to be registered in December for the market to align closely with the SMMT forecast of 2,012,000 units. This target looks achievable, especially as December last year recorded nearly 141,000 registrations. However, with some OEMs pushing hard through strong new car offers currently available and retailers reporting that new car demand remains challenging, it will be interesting to see where December, and the year, ultimately land.

How the year finishes could set the tone for 2026, with the market balancing growth ambitions against competitive pressures. New entrants will continue to push for share, while established OEMs focus on defending their positions. This last month of 2025 could be critical in shaping the narrative for the year ahead.

Used car retail activity

December has brought the expected seasonal slowdown in the used car retail market, continuing the softer conditions that began in late November. Retailer feedback shows a mixed picture: franchised dealers have faced challenges in both new and used car sales, while car supermarkets and independents have seen slightly more activity. Overall, the market has quietened, with some noting that the Christmas slowdown arrived a few weeks earlier than usual. Generating leads and maintaining competitive pricing have been more critical than ever to attract the buyers still active in the market. At this time of year, the message is clear, it's time to focus on doing the basics well.

In the weeks before the late November budget announcement, retail partners noticed consumers holding off on purchases, waiting to see what financial measures the government might introduce that could affect household budgets. When the budget was finally released, it was less severe than feared. However, ongoing tax changes and freezes still have the potential to impact spending power in future years and create uncertainty, especially concerning given weak economic growth forecasts. In reality, by the time the budget was announced, most consumers had already moved on and were focused on holiday shopping instead.

Car editorial

By cap hpi

As the year draws to a close, retailers have concentrated on meeting stock targets to manage inventory levels, particularly those whose financial year aligns with the calendar year. With storage and insurance costs still high, balancing stock levels against sales forecasts has been critical. The aim is to finish the year strong while entering January well-positioned, which explains why buyers have been notably selective in December, replenishing only when absolutely necessary.

As reported last month, many franchised retailers have continued to carry elevated stock levels, particularly of nearly-new vehicles. In some cases, these have been difficult to move, as they appear expensive compared to attractive new car offers, dampening buyer appetite. Interestingly, some retailers have successfully converted customers who initially intended to buy used cars by switching them to new vehicles where monthly payments were often lower. This trend has been increasingly reported across the sector.

Seasonal shifts in consumer demand have led to a slight increase in average days to sell within our retail advert database. November closed at 43 days, rising to 45 days in December, a modest change that reflects a market adjusting seasonally as the festive period approached. Car supermarkets remained the fastest to sell, averaging an impressive 39 days for this time of year. Franchised retailers followed at 41 days, while independents were the slowest, taking 55 days on average.

When looking at fuel types, BEVs continue to lead as the fastest sellers, averaging 37 days, unchanged from last month, a positive sign that the pay-per-mile road tax announced in the budget, though not due for another three years, has not dampened demand. They are followed by HEVs at 43 days, then PHEVs and petrol vehicles, both at 45 days, with diesel taking the longest at 48 days. Digging deeper into BEV performance, supermarkets remain the quickest to turn these vehicles, averaging just 30 days, while franchised retailers and independents both average 40 days.

Looking ahead to January, the mood is cautiously optimistic, with expectations that used car performance will align with seasonal norms. For retailers, planning now will be critical to starting 2026 on the right foot.

Used car remarketing activity

As seen in the retail market, wholesale activity also followed its usual seasonal pattern in December. Conversion rates and performance against Cap values eased steadily throughout the month, a trend consistent with previous years, although overall sentiment remained stronger than expected for the time of year. While some trade buyers remained active, they were highly selective, focusing on prime fresh stock from vendors. This resulted in less competition overall and allowed active buyers to cherry pick. Vehicles that stood out typically offered clean mechanical and cosmetic reports, strong specifications, solid provenance, desirable colours, low mileage and competitive pricing.

There was continued strength in the low- to mid-market price brackets, with vehicles below £15,000 remaining in strong demand and the sub-£8,000 sector proving even more popular, particularly among independent retailers. This aligns with feedback from auctions, where budget part-exchange sales have outperformed fleet vehicles, which typically attract higher price points.

By contrast, cars requiring mechanical work or significant cosmetic improvements continued to challenge vendors. These vehicles often needed multiple attempts to sell and achieved lower returns against Cap Clean values. This pattern was observed throughout the year but became more pronounced in recent months as the market softened. It highlights the importance of accurate condition assessments to maintain efficient stock turnover.

In late November and early December, some buyers reported opportunities to secure stock in reasonable volumes from auctions or direct remarketeters, allowing them to meet purchasing and inventory needs early and only return to the market when necessary. At the same time, independents remained consistent purchasers, benefitting from reduced activity from larger groups. As Christmas approached, many vendors reduced fresh stock allocations in anticipation of stronger returns in January, which led to a decline in sales activity heading into the holiday period and reinforced a clear split between vendors willing to price to sell and those choosing to hold back and go again in January.

Car editorial

By cap hpi

Buyer engagement is expected to pick up quickly online immediately after the Christmas break, as digital sales and remarketing platforms continue to provide vehicles for those looking to restock or get ahead for the new year. This trend has developed steadily since 2019 and accelerated during the pandemic.

December, and the entire final quarter, has seen the market shift back to a buyer's market, reversing the stronger conditions seen during the summer. With supply readily available in most segments, buyers have exercised greater selectivity, which has contributed to lower conversion rates and softer sold prices. Even so, conversion rates still averaged around 60 percent for the month, and some auctions reported results closer to 80 percent when vendors were prepared to price vehicles to sell.

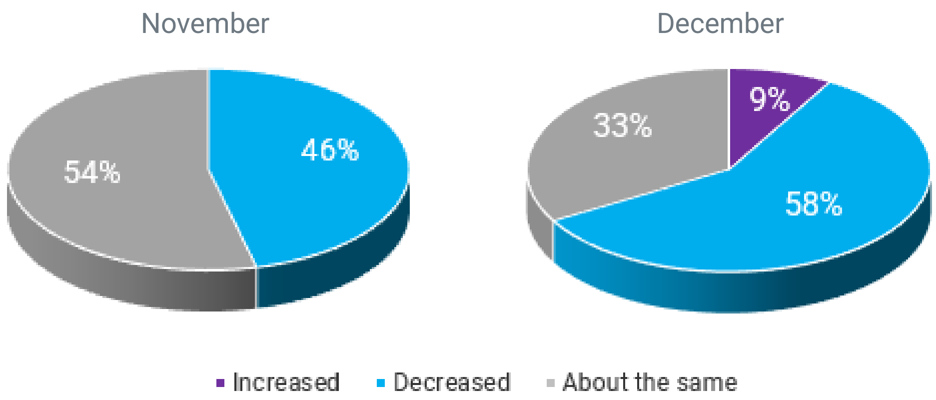
Another factor influencing performance has been the increased visibility of certain models, particularly small to medium SUVs, appearing across several disposal channels at the same time. This overlap has not been common in recent years and has given buyers more opportunity to compare options between remarketers. As a result, their negotiating position has strengthened, and this has shaped the prices vendors are willing to accept to keep stock moving.

December has seen a slight uptick in auction activity, with the average number of days in stock edging up from 8.3 in November to 8.8. Sales attempts also crept higher, moving from 1.5 to just under 1.6. Encouragingly, BEVs continue to lead the way, holding steady at 1.3 attempts compared with last month, clear evidence that the recent eVED announcement hasn't dented demand in the short term. Diesel, PHEVs and HEVs averaged 1.5 attempts, while petrol sat just behind at 1.6. It's also worth noting how acceptance of electric vehicles has grown throughout 2025, with more retailers willing to stock them as demand strengthens. BEVs priced under £20,000 remain the most sought-after in trade, with strong competition for those under £15,000, giving retailers the opportunity to keep retail prices below the £20,000 mark.

Overall, the wholesale market has held up well throughout 2025. The combination of reduced supply, particularly in the 3 to 5 year old age bracket, and steady demand has kept things stable. Used car prices have been far less volatile than in the chaotic years following the pandemic, which has allowed businesses to plan ahead with more confidence. Mirroring the sentiment seen in the retail feedback, many believe that January will be positive, with more buyers indicating they will be back out buying in the new year. The consensus seems to be that the market will begin to heat up around the second week of January. Hopefully, by the end of January we'll be reporting on exactly that.

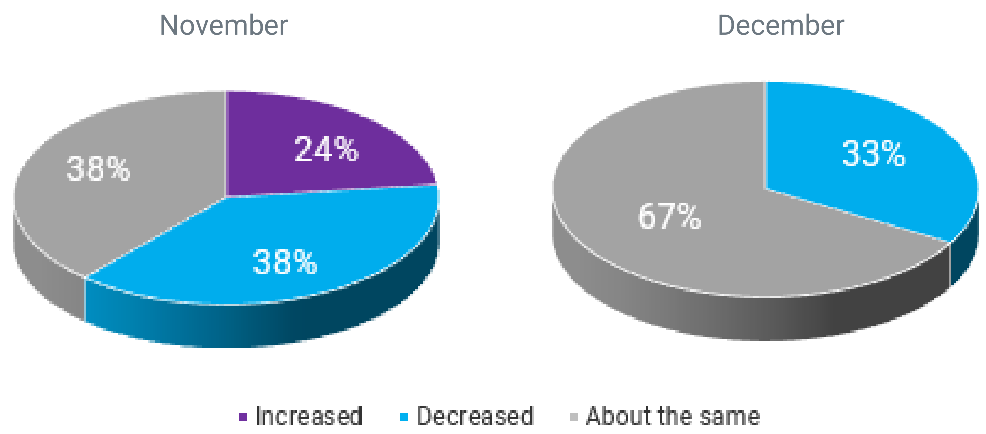
Here are the results from December auction survey:

How do your current stock levels compare to last month?



Continuing the trend seen throughout most of the year, auctions report that stock levels have continued to decline compared to the previous month, with 58% of respondents confirming a reduction and 33% stating levels remained broadly the same. Combined, that's 91% not reporting any increase in stock. Conversion rates have held up well for this time of year, resulting in fewer re-entries. Some auctions also indicated that some vendors may be holding back stock until the new year. Unlike last month, however, 9% of respondents did report an increase in stock availability.

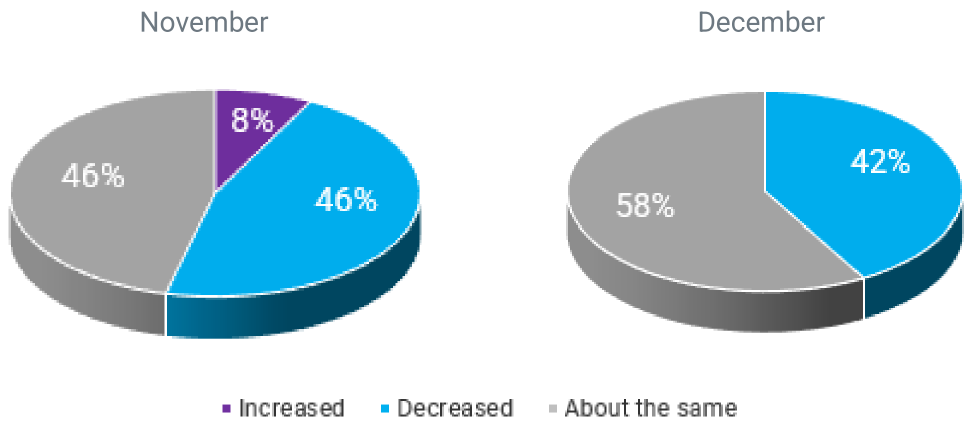
How does your current overall demand compare to last month?



Overall demand trends show a notable shift between November and December. In November, responses were more evenly split, with 24% reporting an increase, 38% a decrease, and 38% saying demand remained about the same. By December, the picture changed significantly: two-thirds (67%) reported demand as stable, while 33% indicated a decrease, and no respondents reported an increase.

This suggests that while demand has softened slightly compared to November, the majority of respondents are experiencing steady conditions rather than sharp declines. The absence of any reported increase highlights a cautious market environment as we move into the year-end period

How do your conversion rates compare to last month?



Conversion rates show a relatively stable picture compared to November, though the seasonal downturn remains evident. In November, 46% of respondents reported a decrease, 46% said rates stayed about the same, and 8% saw an increase. By December, the proportion reporting decreases eased slightly to 42%, while those seeing no change rose to 58%. Notably, no respondents reported an increase this month.

This performance remains resilient for the time of year, with average conversions holding around 60%, down from circa 70% last month, and some auctions achieving close to 80% where vendors were prepared to price competitively. While the absence of any reported improvement underscores challenging conditions, the stability for most respondents is a positive sign as we head into the new year.

Used cars – trade values

For the final review of the year, we can look at how Live values performed throughout December. At the benchmark profile of a three-year-old car with 60,000 miles, the average monthly movement was a reduction of 1.7%, equivalent to around £330.

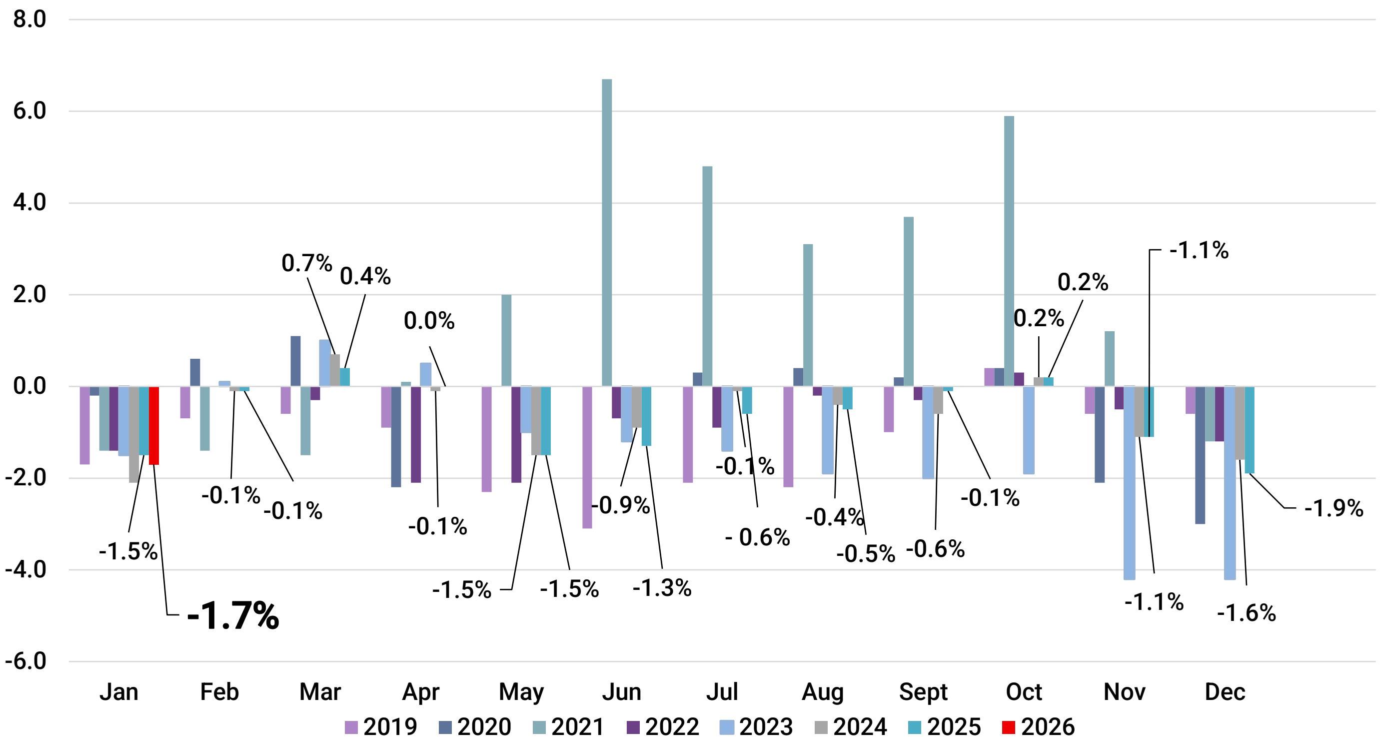
Since the introduction of Cap Live in 2012, values have typically fallen by around 1.4% on average when moving into January, excluding the two COVID-impacted years of 2020 and 2021. If we include those two years, the average movement improves slightly to a drop of 1.3%.

For comparison, this time last year we reported a decline of 1.5%, and the year before that values fell by 2.1%, which followed a turbulent final quarter of 2023 when the cumulative movement for the last three months reached -10.5%. This year the final quarter movement is a far more modest 4.7%, slightly weaker than last year's 4.2%. The weakest December movement on record was a fall of 2.2% in 2015, while the strongest came in 2020 at just -0.2%, which capped off a particularly robust final quarter that year following a tougher first half of the year.

One of the most notable differences this December compared to last year is that buyers became selective much earlier in the final months and have not purchased at the same levels as before. In fact, this mirrors the trend we saw in December 2023, when many buyers also held off. This behaviour appears linked to higher stock availability among certain retailers and weakening consumer demand. Instead of buying now, buyers seem to be preparing to re-enter the market in the new year and accepting that it may be a more competitive environment.

All throughout this year we have been highlighting that, apart from March when the monthly movement mirrored the seasonal average (excluding 2020 and 2021), values have generally performed better than the long-term trend. This was especially evident through the summer and autumn months when movements were consistently more positive reflecting a robust market. However, this month breaks that pattern. As noted earlier, December has been weaker than the typical monthly average, bringing an end to the positive run. Even so, it is important to recognise how resilient used car values have been overall. The cumulative historical seasonal average for a calendar year, excluding 2020 and 2021 and without adjusting for plate-change effects, is around -11% at the three-year-old point. This year has finished stronger than that at -8.20%, nearly 3% better than the long-term trend and a clear sign that, after the volatility of recent years, the market is returning much closer to its usual seasonal ebbs and flows.

Monthly percentage movements in Live valuations (3-years, 60k miles) – **January 2026 figure depicts December 2025's Cap Live**



Looking at the different age and mileage profiles we track, movements are fairly close across the board. The best performer was the 10-year, 100,000-mile profile, down just 1.5% or a modest £70. Next came the 12-month, 10,000-mile profile at -1.7%, equating to £575. The weakest in percentage terms was the 5-year, 80,000-mile profile, which fell by 1.9% or £245. Tracking movements by price band shows that the lower end of the market has seen the smallest reductions in pound terms, reinforcing the sentiment from the remarketing sector that it has been the best performing. Values for cars under £5,000 dropped by around £50, while those in the £5,000 to £10,000 bracket fell by £145. In contrast, vehicles priced between £30,000 and £50,000 saw a much steeper decline of £575.

As expected for this time of year, values have eased back across most sectors, continuing the trend we saw last month. A comprehensive list of movements by sector, along with detailed age and mileage profiles, is provided at the end of this document. Convertibles have once again emerged as the weakest performers for the second month in a row, with a movement at the three-year point of -2.3% (£510). Historically at this time of year, it wasn't unusual to see declines closer to -3% for this vehicle type, but with fewer choices and limited availability, values have held up reasonably well over the last quarter.

The reduction in model availability is striking. Back in 2019, there were 259 Cap IDs orderable from new; this year, that number has dropped to just 84, a 64% decrease. Our disposal data reinforces this trend: Convertibles currently account for only 1% of all vehicles received, down from 1.7% in 2019. Narrowing the focus to vehicles aged up to three years, the share is just 0.2%, compared to 1% in 2019 and as high as 1.5% in 2013. Notable movers this month at the 3 year old point include the Audi TT Roadster -4.1% (£1,290) BMW 4 Series Convertible -4.0% (£980) and the Aston Martin DB11 Volante -3% (£1,900).

Coupe Cabriolets followed a similar trend to Convertibles, posting a -2% (£290) reduction. Luxury Executive models saw a sharper decline at -2.2% (£2,220), while Executive moved back by -1.1% (£220) and Large Executive eased slightly at -0.2% (£25).

SUVs remain one of the most interesting sectors to track, given the constant movement across this ever-evolving part of the market. In December, SUVs accounted for 41% of all data received throughout the month. To put that into perspective, back in December 2019, the share was just 26%. Narrowing the focus to vehicles up to three years old, the SUV share jumps even higher to 65%, compared with 40% in 2019. This surge means that for certain brands and models, availability has been plentiful across multiple remarketing channels, allowing buyers to remain highly selective. While SUVs are selling in the trade market, they need to be priced competitively to ensure retailers can stand out against others stocking the same or similar vehicles.

The average movement at the three-year point for SUVs moving into January is -2% (£410), but this doesn't tell the full story. Demand for some large SUVs has held up reasonably well, likely driven by seasonal interest in true 4x4s, with values reducing by just -1.4% (£515). Medium SUVs recorded a drop of -2% (£370), while small SUVs performed the worst, falling by -3% (£365). As already mentioned, supply for certain models within the medium and small SUV segments have been far from scarce, adding pressure on values. For the second month running, values for the Nissan Qashqai have come under pressure at the three-year point, with an average reduction of -7.8% (£1,025). Other notable movers include the Peugeot 3008 at -5.9% (£760), Ford Puma at -4.3% (£490), Audi Q3 at -4% (£820), and Mini Countryman at -4% (£675).

Focusing on some of the mainstream sectors, Supermini values moved back on average by -2.1% (£225), with some models such as the Citroën C3 (-5.4% / £380) and Ford Fiesta (-4.0% / £337) seeing movements well above the sector average. Lower Medium, which still surprisingly accounts for 20% of all sold data we received, edged back by -1.9% (£260), while Upper Medium came in at -1.7% (£310), City Car at -1.4% (£125), and MPV at -1% (£180). Although far from being a mainstream sector, the best performer was in fact Supercar, which saw only a marginal decline of -0.1% (£85). For those lucky enough to own one, it might be worth holding onto it for now.

Performance by fuel type at the three-year point shows that, for the second month in a row, petrol models have come under the most pressure alongside PHEVs, with values moving back by -1.9% (£345) and -2.6% (£480) respectively. Revisiting our disposal data, petrol still accounts for 50% of all vehicles up to three years old, and while it remains the fuel type of choice for many consumers, it has faced increased pressure recently. Diesel was the best-performing fuel type, with a movement of -1.4% (£300), while HEVs and BEVs mirrored each other at -1.5% (£250).

As highlighted by both the retail and wholesale remarketing perspectives in this overview, there were some initial nerves around the government's eVED announcement and its potential impact on BEV adoption. However, so far there appears to be little if any effect. In fact, one of the UK's largest auction groups reported selling more BEVs in the second week of December than at any other point, a clear indicator that demand remains strong. Our own data reinforces this, with month-on-month and year-on-year growth continuing. Volumes for 2025 are already up 50 percent compared to 2024.

In summary, December has capped off a steady year for used car values. While certain models and sectors have faced increased pressure, particularly where supply has allowed buyers to be highly selective, the overall market has remained resilient. Movements reflect a return to more typical seasonal patterns, and despite challenges, the year has ended on a fairly positive note.

What next?

Last month, our prediction was:

"Values for three-year-old vehicles typically ease by around 1.4% between December and January. With the market continuing to show steady and consistent performance, there's little to suggest anything beyond the usual seasonal softening in used car values this December. That said, caution remains around the availability of late-plated and pre-registered vehicles, along with increased stock from some remarketers, which is prompting buyers to remain selective. Some retailers will also be keeping a close eye on stock levels as they work towards year end targets. This could dampen their appetite to replenish ahead of the new year and put additional pressure on values."

As the new year begins, many vendors and buyers expect prices to rise in January. However, historical data tells a different story.

Over the past five years, the average movement at the three-year-old point in our Live product during January has actually been a slight drop of 0.3%. Taking a longer-term view—back to 2012 when Cap Live was introduced—the average change is -0.2%. The most significant shift came in January 2021 at -1.4%, following a turbulent winter marked by tiered lockdowns over the festive period—thankfully now a distant memory. Last year's change was minimal at -0.1%.

This time around, we expect movements to align more closely with the longer-term seasonal average. From our discussions with retailers and remarketers, the consensus is that consumers will be back out buying as early as Boxing Day, keen to take advantage of post-holiday sales. This should, in turn, prompt retailers to replenish stock, creating competition in the wholesale market.

While consumer demand typically rebounds after the festive season, some remarketers have noted they may be carrying slightly more stock than they'd prefer into the new year. If the market gets off to a fast start, this stock should be absorbed quickly; if not, it may take a little longer for momentum to build.

2025 has been a strong year for used values and for many in remarketing. Reduced volumes of used car stock returning to the market, combined with healthy demand, have supported a resilient market, particularly throughout the summer months. At this stage, there's no indication that the first quarter of 2026 will look much different in terms of demand and overall stability, as we expect conditions to return to more typical seasonal patterns going forward.

The shortfall in registrations caused by the pandemic and subsequent supply chain challenges continues to influence the used market as those gaps work their way through the UK car parc, impacting slightly older vehicle profiles, mainly four to six years old. However, supply and availability of cars up to three years old are expected to show modest increases, supported by three consecutive years of growth in new car registrations.

That said, some potential challenges remain. Broader economic uncertainty, particularly around growth and rising operating costs, continues to weigh on retailers. In addition, the return of pre-registered and late-plate vehicles in larger volumes could add further pressure to the market. Looking ahead, new car registrations are forecast to grow modestly in 2026, at a similar rate to the growth seen this year, but the market landscape is evolving faster than most of us have ever experienced. Manufacturers face ongoing challenges, from meeting a 33% target under the Vehicle

Emissions Trading Scheme to competing with new entrants that are scaling rapidly and creating a highly competitive environment. As these new players push for volume and market share, established OEMs will fight to hold theirs. Competitive new car offers may also cannibalise some used demand, as buyers find that moving into a new car can be financially more attractive. While it is too early to say whether the recent announcement of a pence-per-mile tax for BEVs will impact demand, the last thing the industry needs is another reason for consumers to hesitate in their transition to used BEV products, especially as supply is expected to continue increasing in the used market.

Cap Live remains an essential tool for tracking the market in real time, giving you the confidence to make informed buying and selling decisions.

As we close out the year, we want to thank all our customers for their continued support and wish you a very Merry Christmas and a successful 2026!

Current used valuations January 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(1.4%)	(1.4%)	(1.3%)	(0.5%)
Supermini	(2.0%)	(2.4%)	(2.1%)	(1.4%)
Lower Medium	(1.6%)	(1.9%)	(1.8%)	(1.7%)
Upper Medium	(1.9%)	(1.7%)	(1.6%)	(1.3%)
Executive	(2.1%)	(1.1%)	(1.3%)	(1.2%)
Large Executive	0.3%	(0.2%)	(0.5%)	(1.6%)
MPV	(1.1%)	(1.0%)	(1.5%)	(1.2%)
SUV	(1.8%)	(2.0%)	(2.3%)	(2.0%)
Convertible	(1.5%)	(2.3%)	(2.6%)	(2.1%)
Coupe Cabriolet	(1.3%)	(2.0%)	(2.5%)	(2.3%)
Sports	(0.7%)	(0.5%)	(0.6%)	(0.4%)
Luxury Executive	(2.3%)	(2.2%)	(1.8%)	0.0%
Supercar	(0.3%)	(0.1%)	0.0%	(0.2%)
Overall Avg Book Movement	**(1.6%)**	**(1.8%)**	**(1.9%)**	**(1.5%)**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small		(9.8%)	(6.9%)	(1.4%)
MPV Medium	(1.1%)	(1.0%)	(1.6%)	(1.0%)
MPV Large	(1.2%)	(0.9%)	(1.0%)	(1.5%)
SUV Small	(2.4%)	(3.0%)	(2.9%)	(2.3%)
SUV Medium	(1.9%)	(2.0%)	(2.3%)	(2.2%)
SUV Large	(1.4%)	(1.4%)	(1.7%)	(0.7%)

( ) Denotes negative percentages

Car editorial

By cap hpi

Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
BMW 5 SERIES (16-24)	550	800	655
CITROEN C3 (16-)	(625)	(350)	(542)
FIAT 500 (15-25)	(400)	(300)	(375)
FORD MUSTANG (15-24)	(1,400)	(1,100)	(1,166)
LAND ROVER DISCOVERY (16-) DIESEL	(1,100)	(800)	(970)
LEXUS LC COUPE (17-25)	2,700	3,200	2,983
PEUGEOT 3008 (16-25)	(1,150)	(750)	(965)
POLESTAR 2 (19-) Electric	(1,050)	(750)	(918)
PORSCHE TAYCAN (19-) Electric	800	1,600	1,099
VOLVO XC90 (14-25) DIESEL	(1,900)	(1,900)	(1,900)

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
AUDI Q5 (16-25) DIESEL	(500)	(300)	(378)
BMW 5 SERIES (16-24)	350	600	456
LAND ROVER RANGE ROVER VELAR (17-) DIESEL	(800)	(550)	(694)
MAZDA CX-5 (17-) DIESEL	(400)	(200)	(312)
MERCEDES-BENZ E CLASS (16-24) DIESEL	(1,000)	(650)	(763)
MINI COUNTRYMAN (17-24)	(900)	(450)	(668)
NISSAN GT-R COUPE (09-22)	600	1,300	816
TESLA MODEL 3 (19-24) Electric	(350)	(300)	(333)
VAUXHALL MOKKA (20-) Electric	(300)	(250)	(279)
VOLVO XC60 (17-25) DIESEL	(750)	(650)	(705)

( ) Denotes negative value