

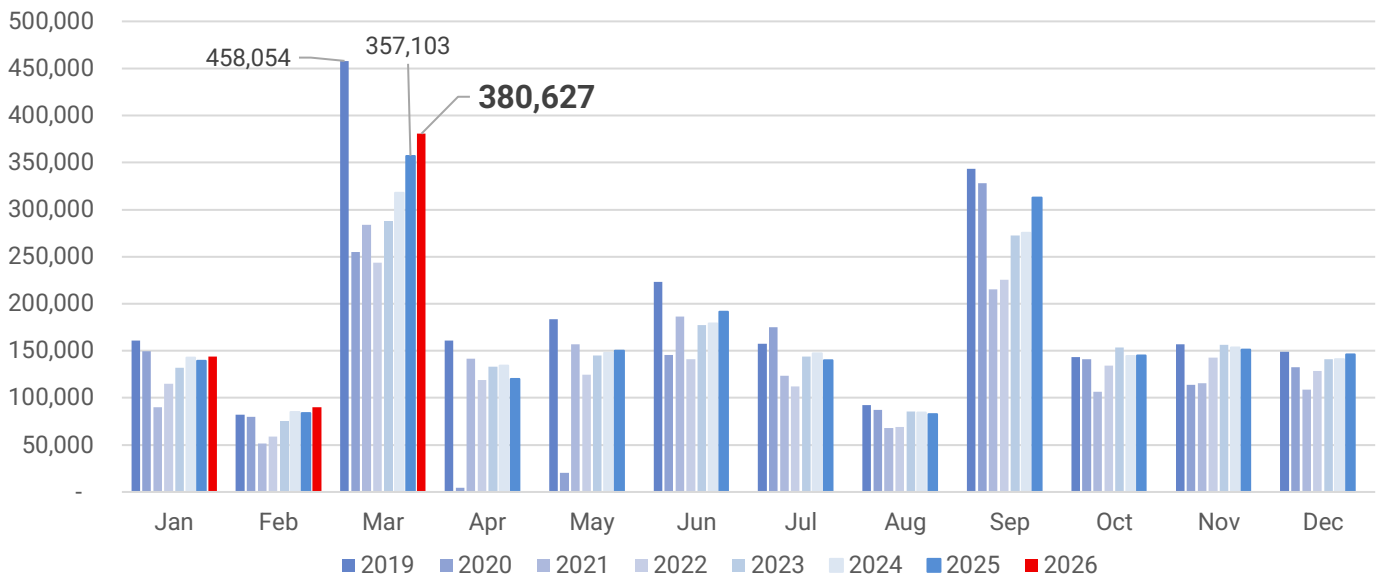
May 2026

Car market overview

This monthly summary sets out the latest position in the UK new and used car markets. It draws on new car registration data through to the end of March 2026, alongside current conditions in the used car market at the time of writing. All information reflects the position as of 27th April 2026.

New car sales

In March 2026, the UK new car market recorded an increase in registrations, with volumes reaching 380,627 units, according to figures published by the Society of Motor Manufacturers and Traders (SMMT). This represents growth of 6.6% compared with March last year. As the industry’s key plate-change month, the outcome makes this the strongest March performance and highest monthly total since 2019.



Source: SMMT

The March increase was led by private buyers, with retail registrations rising 10.1% year-on-year to 162,470 units. Fleet volumes also moved, up by 3.5% to 208,853 registrations, while the smaller business sector recorded growth of 18.8% to 9,304 units.

March also marked the strongest month on record for electrified vehicle registrations, with volumes reaching 196,059 units. Plug-in hybrid vehicles (PHEVs) saw the sharpest growth, up 46.9% to take a 13.0% market share, while hybrid electric vehicles (HEVs) increased 7.3% to account for 15.8%. Battery electric vehicles (BEVs) reached a new monthly high of 86,120 registrations, up 24.2%. Despite this record performance, BEV share stood at 22.6% for the month and 22.4% year to date, leaving uptake some short of the 33% share required under the Zero Emission Vehicle mandate for 2026.

The SMMT point out that, current market conditions differ materially from those assumed when the mandate was set. Battery costs entered 2026 more than 30% higher than expected, industrial energy prices remain around 80% above 2021 levels, and public charging costs are over 140% higher than five years ago. While geopolitical developments may increase interest in EVs, they also risk adding further pressure to energy costs, supply chains and consumer confidence.

Although the government has acknowledged these challenges, including through the introduction of the Electric Car Grant, manufacturers continue to shoulder significant costs where demand falls short of regulatory ambition. Alongside billions invested in technology and product, manufacturers are increasingly relying on discounting to support volume. Against this backdrop, industry calls for a timely review of the transition, supported by bodies

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including the SMMT and BVRLA, have intensified. With other international markets already adjusting their transition plans, delays risk leaving the UK at a competitive disadvantage.

With the first quarter now complete, registrations in 2026 are tracking just under 6% ahead of last year, helped by a stronger March plate-change month. However, volumes remain around 12% lower than at the same point in 2019, highlighting the extent to which the market has yet to recover fully to pre-pandemic levels.

By channel, momentum remains uneven. Private registrations are up 9.9% year to date to 250,094 units, while fleet volumes have increased more modestly, up 2.8% to 350,632. Compared with 2019, private demand remains around 24% lower, while fleet volumes are broadly in line, reinforcing how much of the recovery to date has been driven by fleet activity.

OEM performance reflects these shifting dynamics. Market share remains tightly grouped across much of the top 25, with Volkswagen retaining its lead ahead of Kia, BMW and Ford. Chinese-owned manufacturers now account for just over 14% of registrations year to date, led by MG and supported by rapid growth from BYD and newer entrants including Jaecoo, Omoda and Chery.

This shift is evident at model level. The Jaecoo 7 was the best-selling car in March and currently ranks second year to date, underlining how quickly newer brands are gaining traction during key plate-change periods. More broadly, year-on-year market share gains have been concentrated among newer entrants, while established brands have seen small losses, reflecting redistribution within an increasingly competitive market.

In the short-cycle and daily rental channel, March registrations were 3% lower than last year, reversing growth seen in January and February. Even so, March 2026 was the second strongest month for the channel since the pandemic, exceeded only by March 2025. Two models from recent market entrants topped the daily rental rankings, something not seen previously, suggesting a greater willingness among operators to cycle newer brands through fleets as competition intensifies. Compared with pre-pandemic levels, daily rental registrations remain around 25% lower than March 2019.

Finally, attention will turn to whether volumes of new 26-plate vehicles begin to appear in the market, amid anticipation that some tactical registrations may have taken place. These may have been used to support monthly and first-quarter targets, or to protect market share, something that was evident following the last major plate-change month in September.

At the time of writing, there is some evidence of pre-registration activity among a number of legacy OEMs. Pricing appears broadly sensible when compared with Cap values, although these vehicles can sometimes prove more difficult to place, particularly where they appear expensive relative to headline new-car offers. This is an area that will be monitored closely over.

Used car retail activity

Depending on where you live in the country, the Easter school holidays had spanned late March and early April, a period that can traditionally prove more challenging for retailers as consumer footfall tends to ease. While some softening had been evident this year, the majority of retailers reported being broadly comfortable with demand and sales activity throughout the period.

When tracking the latest average days to sell, it is encouraging to see that this metric has continued to see improvements for a second month running. Average days to sell has improved again, reducing to around 27 days, down from closer to 30 days in March. As ever, performance has varied notably by retailer type, with independent retailers continuing to record the slowest stock turn at 37 days, while both franchised retailers and car supermarkets appear to have a much quicker stock churn around the 25-day mark.

Value-led demand continued to be a key theme. Vehicles positioned at lower price points proved more resilient, while demand for higher-priced stock has become increasingly selective. Buyers remained active in the market, but affordability and perceived value played a greater role in purchasing decisions, with stock that did not clearly meet these expectations taking longer to convert. Some retailers looked to enhance the appeal of their used car offerings through added-value incentives such as free servicing, enhanced part-exchange allowances, or lower finance rates, helping to attract those who were active in the market.

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This has taken place against a backdrop of renewed pressure on household finances. April has brought a fresh round of increases to everyday costs, often referred to as “Awful April”, including higher council tax and utility bills for many consumers. While energy costs had seen some short-term relief, the cumulative impact had continued to weigh on discretionary spending, reinforcing a stronger focus on value and monthly affordability when considering larger ticket purchases.

Consumer confidence has continued to soften. The latest Deloitte Consumer Tracker published in mid-April showed overall UK confidence has fallen to its lowest level since 2023, with sentiment around household disposable income and discretionary spending weakening materially. Non-essential spending has dropped back to levels last seen in early 2023, with a growing proportion of consumers indicating they are prioritising essentials and actively cutting back. Against this backdrop, it is perhaps unsurprising that used car buyers have remained cautious, with affordability and monthly costs firmly front of mind.

Business confidence more broadly has also remained subdued. Recent survey data from again Deloitte showed sentiment among UK business leaders has fallen to multi-year lows, with cost control and cash preservation high on the agenda. While this reflected larger organisations, it closely mirrored the mindset being seen at a retail level, where caution, tighter stock management and a reduced risk appetite had continued to influence decision making, alongside a sharper focus on managing operating costs across vehicle procurement and preparation. This has been reinforced by a recent high-profile closure for a car supermarket in our sector, serving as a reminder of how challenging trading conditions can be even for operators with scale.

With the conflict in the Middle East ongoing, fuel prices had remained volatile through March and into April, adding another layer of uncertainty for consumers around vehicle running costs. It has been widely reported that UK pump prices have risen consistently for more than six weeks, marking the longest consecutive run of daily increases on record, with diesel rising particularly sharply. Over this period, average prices have been reported to have increased by around 30–40 pence per litre, driven by disruption to global oil supplies and tight refining capacity. Prices have now started to stabilise and ease modestly from around mid-April following signs of improved conditions in global oil markets, although costs have remained elevated compared to the start of the year and remain highly sensitive to any developments around the conflict.

Set against this context, there has been increased attention on consumer behaviour and demand for used BEVs. At the start of the month, retail feedback remained mixed. While some described performance as steady rather than materially improving, others, including a number of EV specialists, reported that demand had picked up. As the month progressed, feedback increasingly points to improved levels of enquiry and engagement from retail buyers.

Despite this, caution around BEV stock remains evident, with most retailers still reluctant to build positions aggressively given the ongoing concerns around residual value pressures. Instead, stock has been typically replenished only as required, with a little-and-often approach favoured, particularly as supply through wholesale channels was not seen as a constraint. That said, some retailers note that BEV replenishment has become more frequent of late, pointing to a modest improvement in confidence where pricing was right. On the other hand, as we approached the end of the month, demand for diesel product has been reported to be easing, with engagement starting to tail off.

Looking at average days to sell by fuel type, BEVs have been the second quickest to retail at the time of writing at around 24 days, only just behind hybrids, which continue to lead the market on 23 days. Petrol and PHEVs sit at 26, while diesel remains the slowest-moving fuel type at 30 days. Average days to sell for BEVs has shown 2 days improvement compared with the previous month, reinforcing the view that demand had remained supportive but measured rather than accelerating.

As referenced in the previous section, there was also some evidence of pre-registered vehicles entering the market following the introduction of the new 26 plate in March. While this activity has not been widespread and remained largely concentrated among a small number of manufacturers, primarily established legacy brands, it has added further complexity to pricing decisions and stock selection, particularly where used vehicles sit close to new-car monthly costs.

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Overall sentiment remains cautious, although optimism has improved as the month has progressed, with Easter trading proving slightly less challenging than many had anticipated. Retailers continue to operate with discipline as the market moves into Q2, maintaining a close focus on stock levels, buying accuracy and cost control, while remaining mindful of ongoing pressures around affordability and consumer confidence. Within this, BEVs are increasingly being viewed as an area of opportunity.

Used car remarketing activity

While conversion rates have remained relatively robust for much of the year so far despite increased volumes across the market, the additional supply has placed downward pressure on performance against Cap values, with used car value movements over the past two months sitting below historical seasonal averages. Sold volumes received into Cap are around 6.5% higher in the first quarter compared with the same period last year.

This led to some concern heading into the Easter period. The shortened trading week ahead of Good Friday saw both conversion rates and price performance soften straight after we closed the book for last month. Daily movements within Cap Live reflected this, with values continuing to edge back, leaving many across the industry feeling a little nervous and cautious about what the Easter break and the remainder of April might have had in store.

The good news was that, in reality, most needn't have been overly concerned, as the market just felt typically seasonal following the Easter break and the school half term. Activity in the trade market eased as expected around the holiday period before beginning to normalise again. Encouragingly, one of the larger auction operators reported its strongest Easter trading period on record, helping to reinforce confidence in underlying market strength and buyer appetite.

Buyers nevertheless remain selective, particularly in segments where supply is more plentiful. Even so, there has been sufficient appetite to absorb the increased volume of stock coming through to market. Engagement remains firmly focused on vehicles priced realistically and aligned with prevailing demand, with little willingness to stretch on stock perceived to carry additional risk. Where vendors are prepared to meet the market, competition has held up well, supporting the view that, despite higher volumes, remarketing conditions remains orderly and broadly in line with seasonal expectations.

One of the clearest indicators of overall market health for auction and wholesale operators remains conversion rates, which in many cases for them are viewed as more important than the price ultimately achieved. During the first week of April, which included the Good Friday trading period, conversions were reported to have softened into the low-to-mid-60% range. Encouragingly, performance improved as the month progressed, with conversion rates recovering to around 70%. That said many remarketers had to put in the extra work post sale to ensure that the provisional bids turned into sold cars, another indication that market conditions have just changed a little from the first quarter.

Even so, it still represents a positive outcome, sitting ahead of the same point last year and also above pre-pandemic levels seen in 2019. In some sales, particularly within fleet and leasing channels, conversions are being reported to be in the high-80% range, while older, higher-mileage vehicles, or stock in poor condition or mechanical flags, prove to be more challenging.

Looking at auction stock metrics, average days in stock for April increased modestly from 8.4 days in March to around 9.1 days, which is not unusual given the impact of the bank holiday period. Encouragingly, the average number of sales attempts required to sell a vehicle remained unchanged from last month at 1.5 attempts, suggesting that, despite some short-term disruption, overall market absorption remained largely intact.

There has been renewed interest in BEV performance through remarketing channels, particularly as the month progressed, with many in the industry looking for early signs that demand may have been starting to improve. This has been influenced by the ongoing disruption in the Middle East and continued sensitivity around fuel prices at the pump. Supply through wholesale channels remains high, with Cap continuing to receive record levels of BEV sold data. Volumes in the first quarter were around 20% higher than at the start of last year, while last month proved to be a record period, with just over 16,000 BEV sold records received, with April tracking at a similar level. As these reflect actual transactions, they continue to suggest that buyer appetite is present and improving in the market, supported by feedback from a number of auction operators reporting increased number of buyers who are considering this fuel type.

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Looking at how BEVs have been performing through the auction lanes, there has been some modest signs of improvement through April. The average number of sales attempts required to convert a BEV eased to around 1.4, down from 1.5 last month. This brought BEVs closer to hybrids, which continued to perform most strongly at around 1.3 attempts, while other fuel types, including diesel, typically sat closer to 1.5 attempts. While BEV pricing performance will be covered in more detail shortly, it has been encouraging to see from the data that, up to mid-April, performance against Cap has remained under pressure, but beyond that point appears to be stabilising to a degree and, in some cases, begin to improve.

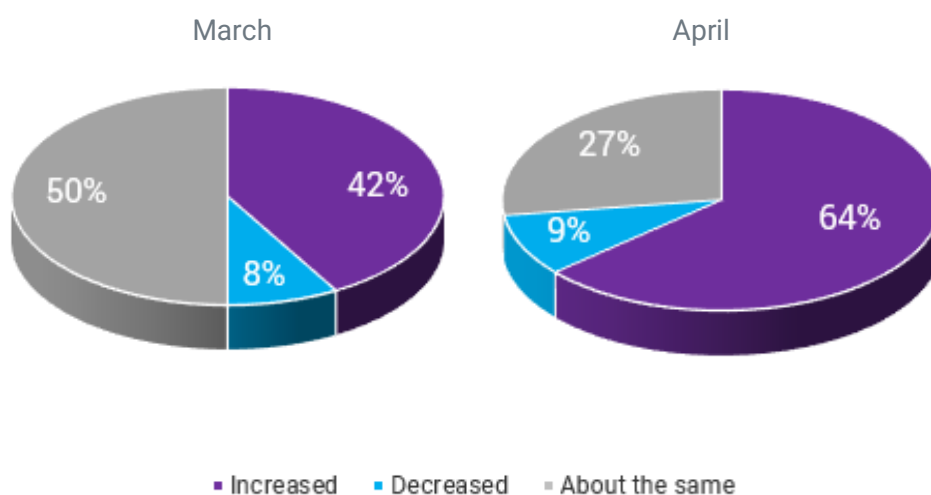
Stepping away from fuel-type performance, one theme that came through in recent conversations was the emergence of more practical frictions around logistics. With volumes continuing to build and compounds remaining relatively full, some delays are being reported in vehicle movements. There have been reports that transport capacity was, at times, being prioritised towards new car deliveries, which may have had a knock-on impact on the movement of used stock through the system. While this has not appeared to be affecting buyer appetite or conversion rates, it added an additional operational consideration, with some buyers needing to factor in whether vehicles could be moved on trade plates rather than relying on transporters. In some cases, this has also meant that the vehicle location becomes a greater consideration before bidding.

Finally, those who have been actively realigning pricing throughout the month by using Cap live data and market signals and then setting reserves that reflect both current conditions and vehicle grade, continue to achieve the strongest outcomes. In these cases, buyer engagement has remained healthy, and stock has generally sold in fewer re-entries, suggesting buyers and sellers were broadly aligned on current market dynamics. Where expectations are slower to adjust, particularly on weaker-condition stock, conversions have softened and time to sale increased.

Taken together, this underlines a market where outcomes are increasingly dependent on alignment with prevailing buyer expectations, reinforcing the disciplined and selective conditions evident across remarketing channels throughout the month.

In summary, despite some early caution ahead of Easter, the market has since reverted to more familiar seasonal patterns, with conversion rates and buyer engagement holding up well for the time of year.

How do your current stock levels compare to last month?

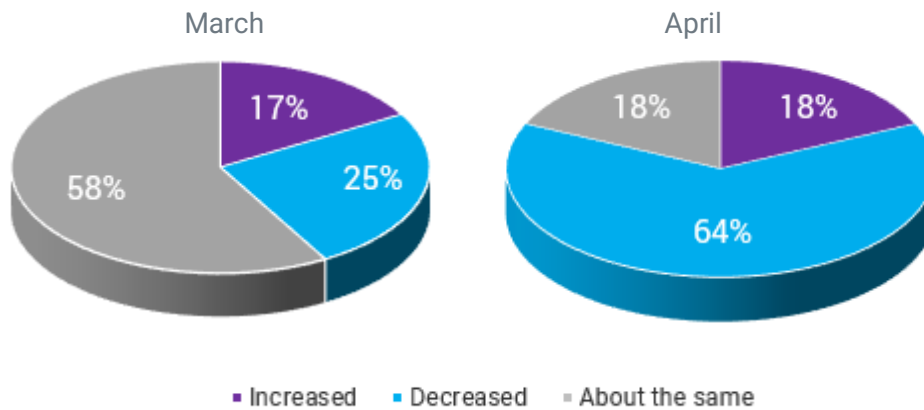


With auction inventory continuing to build, our latest auction survey points to a clear increase in reported stock levels throughout April. Almost two-thirds of respondents indicated that stock has risen month-on-month, up from 42% in March, while the proportion reporting stable levels fell. By contrast, the share reporting a reduction in stock remains low and little changed. Taken together, the results reinforced the view that supply was building through remarketing channels, albeit within a market that continued to absorb increased volumes where reserve setting was realistic.

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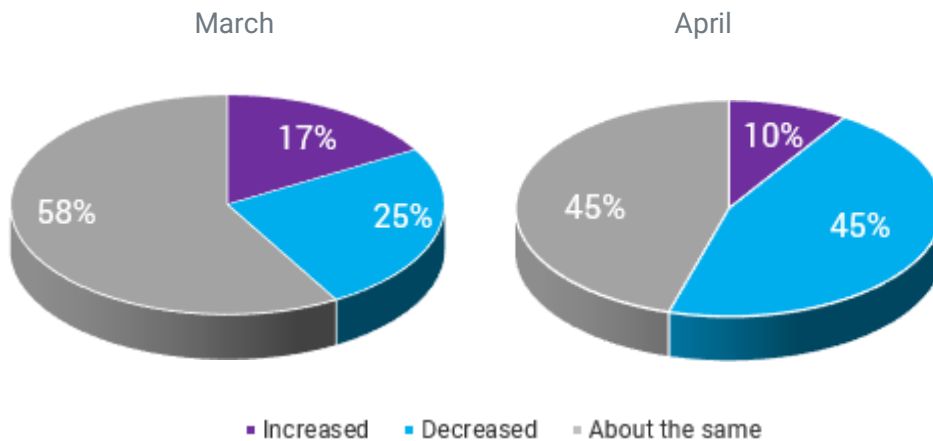
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How does your current overall demand compare to last month?



This demand metric points to a further softening in overall buyer activity throughout April. Nearly two-thirds of respondents reported demand to be lower than the previous month, compared with a quarter reporting a decline in March. The proportion seeing demand improve remained unchanged at 18%, while those reporting broadly stable conditions fell sharply month on month. These results reflect a more selective buying environment as volumes continue to build, rather than a complete withdrawal of buyer activity.

How do your conversion rates compare to last month?



April results points to a further softening in conversion rates month-on-month. The proportion reporting a decline increased to 45%, while fewer respondents saw an improvement. Those reporting broadly unchanged performance also fell, reflecting a more selective market as supply continues to build.

Used cars – trade values

As previously mentioned, used car movements over the past two months at three years and 60,000 miles have tracked below historical seasonal averages, at around -0.8% and -1.0% respectively. With initial concerns around post-Easter market performance largely failing to materialise and more seasonal patterns re-emerging, the focus now turns to what this means for used values as the market moves forward.

At the benchmark three-year, 60,000-mile point, average values have fallen by 1.2%, equivalent to around £220. Putting this into context, the average Cap Live movement as we move from April into May over the past 14 years since Cap Live was introduced has been a -1.2% decline. If we exclude the highly unusual years of 2020, impacted by COVID lockdowns, and 2021, when values rose for an extended period, the long-term average April-to-May movement is closer to -1.6%, meaning that, for the first time this year, the monthly movement has been more positive than the

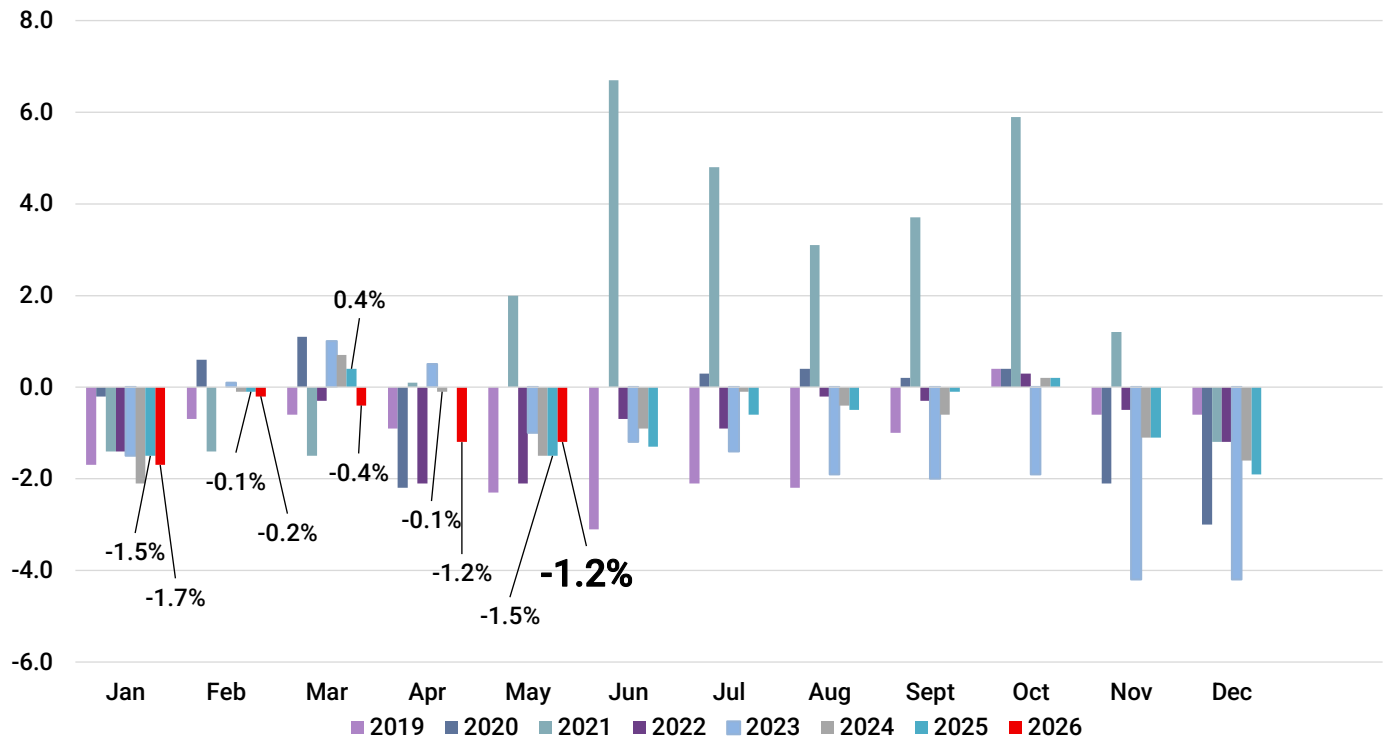
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underlying seasonal trend (excluding 2020 and 2021) and more positive than the movement recorded last year at -1.5%.

Values at the 1-year age point declined by a similar 1.3% or c.£385, but it is at the older end that values performed slightly better, dropping by 0.8% at 5-years old equivalent to c.£115 and level at the 10-year point,

Monthly percentage movements in Live valuations (3-years, 60k miles) – May 2026 figure depicts April 2026's Cap Live



Looking at sectors, with the exception of seasonally attractive Sports, Convertibles and Coupe Cabriolets, all sectors experienced an average drop in values in April's Cap Live at the 3-year age point, a full list of movements by sector and fuel type can be found at the end of this overview.

The weakest-performing sector in percentage terms was Supermini, with an average decline of 1.9% at the three-year-old point, equivalent to around £195. Looking more closely at performance by fuel type within the segment, HEVs recorded the largest falls at 2.9%, followed by diesel at 2.2%, with petrol close behind at 1.9%. By contrast, BEVs proved the most resilient, with average values down by just 0.9%.

Executive, Large Executive, MPV and SUV segments followed, with values moving back by 1.7% and 1.4% respectively. Within the SUV sector, performance varied by size, with large SUVs proving the most resilient at the three-year-old point, down by 1.0%, while small and medium SUVs recorded declines of 1.5% and 1.6% respectively. As has been the case for some time, where supply remains relatively plentiful for specific SUV models, trade buyers have remained selective. This was reflected in weaker movements across a number of mainstream models, including Land Rover Range Rover, Discovery Sport Hybrid (-5.9% /£1,260), Hyundai Bayon (-4.4%/£435), MG HS (-3.8% /£410) and Peugeot 2008 (-3.6%/£390).

Among the remaining segments, City Car values declined by 1.3%. Lower Medium and Luxury Executive performed slightly better, with movements of 1.1% in each case, while Upper Medium stood out as one of the stronger mainstream sectors, recording a relatively modest reduction of 0.5%.

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A common theme running through this overview has been the focus on BEV product across both the retail and trade markets. Through the first half of the month, values continued to come under pressure and, by the end of the second week, movements at the three-year point were down by around 1.5%. This left BEVs as the weakest-performing fuel type and appearing on track to end the month close to the previous decline of more than 3%.

However, from the week commencing 13th April, the rate of decline began to ease and, in some cases, stabilise, as demand across both trade and retail market improved, despite supply continuing to build through wholesale channels. By the end of that week, values had moved by just -0.2%, less than any other fuel type. Heading into the final week ahead of the monthly cut-over, BEV values continued to soften slightly, sitting at a monthly decline of around -1.9%. That said, the second half of the week saw a noticeable improvement in performance, with values for some models beginning to recover. This resulted in a cumulative movement of around -1.5% at the three-year-old point by the end of the month as the market moved into May.

For some time, we have highlighted a disconnect between trade and retail performance for BEVs, with retail values proving far less volatile than those seen through wholesale channels. As the month drew to a close, that gap appeared to narrow, with conditions across both sides of the market feeling more closely aligned than they have been for some time.

As already noted, some BEV models saw values come under pressure early in the month before recovering later on, with a handful ending the month with positive movements. The Tesla Model Y, for example, moved back by around 2% earlier in the month before finishing level, while the Cupra Born declined by around 3% before ending up 0.9%. The Volvo C40 followed a similar pattern, edging back by around 1% initially before closing the month up by 1%.

The strongest BEV performers over the period were models that had previously recorded some of the largest declines earlier in the year. The Subaru Solterra led the way, increasing by 5.3% (around £600), followed closely by the Mini Cooper, which rose by 5% (£425). Completing the top three was the MG5, which continues to look good value for money and recorded a 4% increase (£310).

That said, the improvement was not universal. A number of models continued to see values move back, including the Volkswagen ID.5, down by 5.9% (£985), the Vauxhall Mokka, which fell by 4.1% (£370), and the Kia EV6, down by around 3% (£550).

At the three-year point this represented the best April-to-May movement for BEVs for a number of years. Last year saw a decline of -2.7%, compared with -3.7% in 2024 and -4.7% in 2023. While it may be premature to talk about any clear recovery, it was encouraging to see signs that market dynamics for used BEVs had shifted over the past couple of weeks, aided in part by continued sensitivity around fuel prices at the pump.

Finally, looking beyond BEVs, diesel was the weakest-performing fuel type, with values down by 1.3% at the three-year-old, 60,000-mile benchmark. This is one area to keep an eye on, as both trade buyers and retailers appeared increasingly cautious around stocking diesel, influenced in part by the current cost of refuelling. PHEVs followed with a decline of 1.1%, while petrol and HEVs recorded similar movements of around 1.0%.

Bringing this all together, after a period where monthly movements had been less favourable to seasonal norms, April felt like a return to more familiar market conditions. While there was some nervousness heading into the Easter period around the potential impact on demand, alongside rising stock availability following the March new-car plate change, the market proved more resilient than many had anticipated. BEVs in particular showed a late improvement towards the end of the month, and while it remains too early to draw firm conclusions, there will be some hope that this momentum can carry into the months ahead. Overall, caution remains a feature of the market, not least given the uncertainty around the ongoing conflict and its potential impact on consumer and business confidence, but sentiment improved as the month progressed, leaving a more positive backdrop as we move forward.

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What next?

Last month, our prediction was:

"While performance against Cap values has been behind where we would normally expect, remarketers have, so far, remained relatively upbeat. Stock levels and, more importantly, conversion rates have held up well, helping to keep vehicles moving through the system. If conversions remain healthy, the market could yet surprise on the upside. However, most are now anticipating some softening in the weeks ahead, which would add further pressure on values and increase the need to keep stock flowing, whether through physical lanes or digital channels.

Excluding the Covid-affected years of 2020 and 2021, the average seasonal movement at the three-year age point through Cap Live in April is around -1.6%. This period often marks the start of a more challenging second quarter, as consumer focus shifts towards days out and holidays while supply levels remain relatively healthy. With values already falling by more than would normally be expected over the past two months, it remains difficult at this stage to see anything that would materially change that trend in the near term."

May is traditionally one of the more challenging months of the year, with supply levels still elevated following March and April new-car activity, alongside the impact of Bank Holidays. Looking back, average value movements since 2012, excluding the highly unusual conditions seen in 2020 and 2021, have typically averaged around -1.5%, with the years between 2012 and 2018 showing a very consistent pattern of seasonal decline. Against that backdrop, a move broadly in line with this long-term average would not come as a surprise if the market is continuing to revert to more typical seasonal norms.

That said, there remains an underlying sense of caution. Concerns persist around the potential for further stock returning to the market over the coming weeks, influenced by a combination of logistical constraints, pre-registration activity impacting stock-holding positions, and the continued uncertainty surrounding consumer confidence. With pressures on household incomes increasing, demand remains delicately balanced, and small changes in sentiment could have a more pronounced impact.

Within this environment, conversion rates remain a critical barometer of market health. While values have softened seasonally, the fact that conversion rates have continued to hold up has helped underpin resilience across the wholesale market. Experience suggests that it is when conversion rates begin to deteriorate more materially that re-entries increase and stock levels start to build, often marking a more meaningful turning point in market conditions. For now, the relative stability in conversions has helped support orderly remarketing, even amid higher volumes.

Battery Electric Vehicles are likely to continue to see mixed value movements. However, the ongoing conflict in the Middle East and continued volatility in fuel prices may still support further interest in used BEVs, particularly where models present clear value for money. Demand remains greatest for those vehicles positioned at accessible price points, reinforcing the importance of realistic pricing.

In this context, Cap Live remains an essential tool, particularly in a market where different models can be moving by varying amounts and in different directions. Close monitoring of daily movements is strongly recommended for both vendors and buyers, ensuring reserve setting and purchasing behaviour remain aligned with current market conditions.

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Current used valuations May 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(1.9%)	(1.3%)	(0.9%)	0.7%
Supermini	(1.7%)	(1.9%)	(1.1%)	(0.2%)
Lower Medium	(1.1%)	(1.1%)	(0.5%)	(0.3%)
Upper Medium	(0.7%)	(0.5%)	(0.3%)	(0.0%)
Executive	(3.0%)	(1.7%)	(0.9%)	0.5%
Large Executive	(1.5%)	(1.4%)	(1.3%)	(1.0%)
MPV	(1.5%)	(1.4%)	(1.3%)	(0.8%)
SUV	(1.3%)	(1.4%)	(1.4%)	(0.3%)
Convertible	1.0%	1.5%	2.0%	2.8%
Coupe Cabriolet	0.8%	1.9%	2.5%	4.5%
Sports	(0.5%)	0.0%	0.4%	1.0%
Luxury Executive	(0.3%)	(1.1%)	(0.7%)	0.0%
Supercar	(0.4%)	0.5%	0.5%	0.4%
Overall Avg Book Movement	(1.3%)	(1.2%)	(0.8%)	0.0%

() Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small			0.0%	(2.6%)
MPV Medium	(1.7%)	(1.5%)	(0.9%)	(0.4%)
MPV Large	(1.4%)	(1.4%)	(1.9%)	(1.4%)
SUV Small	(1.7%)	(1.5%)	(1.0%)	(0.3%)
SUV Medium	(1.4%)	(1.6%)	(1.6%)	(0.2%)
SUV Large	(0.9%)	(1.0%)	(1.1%)	(0.9%)

() Denotes negative percentages

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Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
ALFA ROMEO GIULIA (16-)	(700)	(600)	(633)
KIA PICANTO (17-)	(450)	(250)	(347)
LAND ROVER DISCOVERY (16-) DIESEL	(1,100)	(800)	(970)
MAZDA MX-5 RF (16-)	400	450	437
PEUGEOT 2008 (19-) Electric	(450)	(350)	(415)
POLESTAR 2 (19-) Electric	200	800	394
PORSCHE BOXSTER (16-)	700	1,100	875
PORSCHE CAYMAN (16-)	(1,100)	(700)	(862)
SEAT ATECA (16-)	(750)	(300)	(578)
SEAT IBIZA (17-)	(850)	(750)	(823)

() Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
AUDI Q5 (16-25) DIESEL	(650)	(550)	(600)
FIAT TIPO (16-26)	(500)	(325)	(429)
JAGUAR XF (15-24)	(400)	(350)	(370)
MAZDA CX-5 (17-) DIESEL	(300)	(250)	(277)
MAZDA MX-5 (15-)	450	600	525
PEUGEOT 108 (14-23)	325	375	350
TESLA MODEL 3 (19-24) Electric	550	700	616
VAUXHALL MOKKA (20-) Electric	(500)	(300)	(383)
VOLKSWAGEN TIGUAN (16-24)	(1,100)	(450)	(811)
VOLVO XC90 (14-25) DIESEL	(600)	(550)	(583)

() Denotes negative value