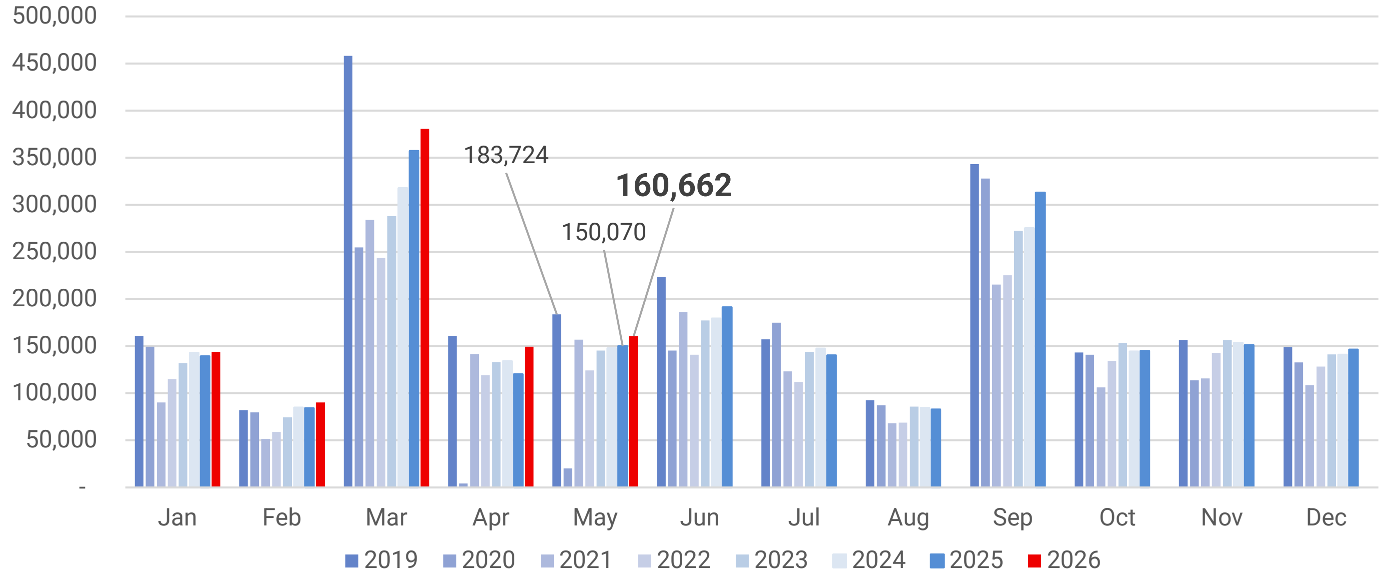
July 2026

Car market overview

This update reviews the latest position of the UK new and used car markets, combining new car registration figures up to the end of May 2026 with a snapshot of conditions in the used sector. All insights are based on the market outlook as of 25th June 2026.

New car sales

According to Society of Motor Manufacturers and Traders (SMMT) data, UK new car registrations reached 160,662 units in May, representing a 7.1% rise and the strongest performance for the month of May since 2019. However, the market has yet to fully recover, with volumes still 12.6% below pre-pandemic benchmarks.



Source: SMMT

So far this year, the market continues to build on last year's recovery, with registrations up 8.7% on 2025. That said, volumes are still below pre-pandemic levels, with a shortfall of roughly 12.5% compared to 2019.

Growth in May was primarily underpinned by stronger private demand, with registrations increasing by 17.2% taking a market share of 40.9% for the month. This comes as consumers continue to respond to a broader choice of models and increasingly competitive offers. Fleet volumes rose more modestly, up 1.8%, and still accounted for the majority of registrations at 57.1%, while the small business segment declined, albeit from a relatively low base.

Looking at the year-to-date position, the private channel remains the key driver of growth, up 12.7% on 2025, with fleet also ahead, rising 6.0%. However, compared to 2019, private demand remains notably subdued, still around 22% lower, while fleet volumes are much closer to pre-pandemic levels, down by just 2%. The uplift in private new car demand so far this year, is now feeding through into the used market, as greater volumes of part-exchange vehicles return to wholesale channels.

Electrification continues to influence the overall mix, with petrol and diesel volumes declining by 7.1% and 2.2%, when compared to May last year. Hybrid electric vehicles (HEVs) delivered modest growth of 1.8%, while plug-in hybrid electric vehicles (PHEVs) continue to gain pace, up 23.9% and now holding a 13.8% share. Battery electric vehicles (BEVs) were the fastest growing fuel type in May vs the same month last year, increasing by 34.2% to reach a share of 27.3% of the market, the highest share seen so far in 2026.

The increase reflects both improved model availability and ongoing levels of manufacturer support, particularly in the BEV market. Incentives such as the Electric Car Grant continue to support demand, alongside growing familiarity among consumers.

The recent increase in BEV volumes has not yet been enough to bring adoption in line with regulatory expectations. With a 23.9% share year to date, the market remains behind the 33% requirement for 2026. While manufacturers have some flexibility in how they meet the targets, the gap between actual demand and mandated levels is becoming more of a challenge, particularly from a cost perspective.

According to the SMMT, the recently published Seventh Carbon Budget points to EVs making up 95% of new car and van sales by 2030, a level that goes beyond the existing mandate targets of 80% for cars and 70% for vans. Achieving that level of growth would require a significant acceleration in demand, which currently does not look achievable without some additional policy and investment support.

Recent shifts in consumer behaviour also remain a factor in how the market is evolving. External influences, including geopolitical uncertainty and fuel price volatility, appear to be playing a role, and it will be worth monitoring how this changes if conditions begin to ease. There is also a growing sense that 2026 could mark a point where demand for electric power is becoming more driven by customer preference, rather than purely by regulation.

The market remains interesting at an OEM level, with year-to-date performance highlighting a clear shift in brand share. A number of newer entrants continue to gain ground, with the strongest increases coming from manufacturers such as Jaecoo, BYD and Chery, each adding over 1.5 percentage points compared to 2025. Further gains have also been recorded by Omoda and Citroën. While some established brands have seen incremental improvement, the overall trend points more towards a redistribution of share rather than a broad-based uplift.

At the other end of the market, several volume and premium manufacturers have lost share, with Volkswagen, Nissan and Peugeot among those seeing the largest declines year to date. The reductions are relatively spread, suggesting increased competition rather than a single underlying driver, although they do reflect the impact of new entrants gaining traction.

This is particularly evident when looking at the combined position of Chinese OEMs. Collectively, they account for 14.9% of the market year to date, rising to 16.3% in May alone, reinforcing the upward trajectory. MG remains the largest contributor with a 4.15% share, followed by BYD at 3.41% and Jaecoo at 3.03%, while Omoda and Chery are also establishing a growing presence.

The pace of growth across these brands reflects both expanding product ranges and competitive positioning, particularly within the electrified segment. At a group level, the Chery brands now account for over 6% of the market, highlighting how quickly share is concentrating among a smaller number of fast-growing players.

We will finish this section by looking at registrations into daily rental and short cycle channels for May, where volumes were down 14% compared to last year and remain significantly below pre-pandemic levels, at around 45% lower than 2019.

The year-to-date position, however, shows volumes are continuing to build, with over 85,000 units registered so far in 2026. This already represents more than 60% of last year’s total, and if the current rate of registrations continues, full-year volumes could move closer to 2019 levels.

While much of this volume will have been planned, it is also possible that some manufacturers are using this channel to support month-end targets, reflecting just how competitive the new car market has become over a relatively short period of time.

Used car retail activity

Used car retail activity in June has continued on a broadly similar path to May, with the used retail market remaining relatively stable overall. The general tone has again been largely seasonal, although June has not carried the same level of disruption seen in May from the two bank holidays and half-term school break.

Even so, sales activity has remained more acceptable than strong, with many retailers reporting performance broadly in line with seasonal expectations or internal plan. As seen last month, there continues to be a noticeable difference in performance by operator type, stock profile, fuel type, pricing and cost structure all influencing outcomes.

Car editorial

By Cap hpi

Feedback from retailer partners suggests that demand remains present, but the consumer is still measured and highly focused on value. Most dealers would welcome a busier market, and the level of effort required to generate enquiries and convert sales remains high.

In response, some retailers have continued to enhance their used car offers, and not always through headline price reductions, but by adding value for the consumer. This has included guaranteed or minimum part-exchange allowances, discounted finance rates, low deposit offers and service packages. These initiatives have delivered some success, although they also highlight how competitive the retail environment remains.

Dealers are continuing to work hard across sales teams, marketing activity and budgets to maintain acceptable sales success. This reinforces the view that buying decisions remain considered, particularly where price, monthly affordability or perceived value does not clearly align with expectations.

This more considered approach is also evident within our retail sold data, where average days to sell have increased slightly from 33 days in May to 34 days for June month-to-date. This difference is relatively modest, but it has been visible across all age bands and supports the view that the market remains broadly consistent rather than accelerating.

Performance continues to vary by retailer type, with clear differences in stock turn, vehicle age and average advert price. Car supermarkets remain the fastest-moving channel, averaging around 29 days to sell, with stock averaging 52 months old at an average advert price of just over £16,000. Franchised dealers sit close behind at around 31 days, with younger stock averaging around 44 months and a higher average advert price of nearly £22,000. Independent retailers continue to see a more variable trading picture, with average days to sell closer to 42 days, vehicle age rising to around 100 months, and average advert prices at around £13,000.

As was the case in May, supermarkets have remained among the strongest performers, supported by scale, effective stock turn and a clear focus on price positioning. However, the naturally competitive nature of this sector can continue to put pressure on margin.

Erosion of bonnet profit remains a common theme and continues to feature regularly in conversations held with most of our retailer partners, and this pressure can become more pronounced when replenishing stock, particularly where clean, desirable or retail-ready vehicles are attracting stronger competition.

Where supply is beginning to even out, or ease in certain areas, competition for the most desired stock can still become overheated. As a result, buying discipline remains important, with retailers needing to balance speed of sale against the margin risk created by paying too strongly for replacement stock.

Franchised dealers have also remained relatively consistent within the used retail market, both in terms of sales volumes and days to sell. Stronger new car activity has continued to provide opportunities to source clean, good-quality used stock through part exchanges, often at reasonably competitive prices. That said, consumers are increasingly aware of their part-exchange values through online pricing tools, which means offering the right allowance remains critical. Paying enough to secure the retail sale, without overpaying for the part exchange, continues to be important in protecting margin or avoiding potential losses at disposal.

Independent retailers, by contrast, have faced a more challenging trading environment, with performance varying significantly depending on the size, structure and flexibility of the operation. Overall, the June market has remained stable but controlled, with success continuing to depend on accurate pricing, careful stock selection and a clear understanding of where consumer value sits.

By fuel type, BEVs again stand out as the fastest-moving drivetrain, selling in around 29 days on average, and across all ages. Supermarkets continue to lead the market, with BEVs selling in just 27 days at an average age of 42 months and an average advert price of just over £17,000. Franchised dealers are again following close behind, averaging 29 days to sell, with younger stock at around 28 months old, but with higher average advert price of around £25,000. Independents are also performing well, with BEVs selling in around 36 days at an average age of 48 months, but interestingly at a higher average advert price than the supermarket sector of just under £18,000. This again could point to the more aggressive pricing model by the Supermarkets when compared to the Franchise and Independent pricing strategies.

For comparison, all other fuel types were slower to sell on average: Hybrids (HEV) at 31 days, Plug-in Hybrids (PHEV) at 32 days, Petrol at 34 days, and Diesel, the slowest-moving fuel type, at 39 days.

BEVs continue to highlight a relatively positive position within the used retail market, with stock turn remaining competitive against the wider market. Demand appears strongest where pricing is clearly aligned to consumer expectations, particularly as a growing number of used BEVs now sit at more accessible price points. The data continues to support the view that electric vehicles are attracting engagement when the value proposition is absolutely clear. Faster-moving examples are likely being supported by a combination of improved affordability, lower running-cost appeal and greater buyer confidence around product suitability. This is particularly relevant for consumers with access to home charging, where total cost of ownership can remain compelling compared with traditional fuel types. That said, the market still requires careful management. Retailers do appear to remain selective in their approach to BEV stock, with pricing accuracy and model desirability continuing to be important factors. While the overall direction remains encouraging, the segment is still sensitive to age, specification, range and replacement cost concerns, meaning success is most likely where vehicles are bought well, priced correctly and presented with a clear value message.

Overall, the used retail market remains broadly stable but increasingly controlled, shaped by a more measured, value-focused and selective retail consumer. Stock availability remains healthy, although success is increasingly dependent on disciplined buying and accurate pricing, particularly where competition is strongest for clean, retail-ready vehicles with lower preparation requirements. Performance continues to differ by retailer type, while fuel type remains an important differentiator, with BEVs continuing to perform well in both demand and speed of sale, and diesel requiring stronger value positioning to maintain consumer engagement.

Used car remarketing activity

Although the used retail market has continued to follow a broadly seasonal pattern, June has remained relatively positive for the remarketing sector. Buyer appetite has held up reasonably well for the time of year, although performance continues to vary by vendor, stock profile and disposal route.

Stronger new car retail activity has increased the flow of part-exchange stock into remarketing channels, creating some areas of oversupply, particularly where vehicles do not closely match buyer demand by profile or condition. Older, higher-mileage and lower-grade stock remains the most challenging part of the trade market, with some vendors appearing slower to adjust. In some cases, higher part-exchange allowances may have been used to secure retail sales, leaving disposal teams focused more on stand-in values than current market expectations. Where vehicles fall short on condition or price, they are often requiring multiple sale entries before selling, or being supported by increased post-sale provisional activity from auction teams. As a result, conversion rates and sold prices for part-exchange stock continues to vary wildly.

By contrast, clean, lower-mileage and higher-grade vehicles with green mechanical reports and strong provenance remain in demand, a trend also observed within our trade data feeds. This continues to be one of the strongest areas of the market, with well-presented vehicles that meet key buyer requirements often achieving results above Cap Clean. However, supply of this higher profile of part exchanges remains relatively limited.

A closer review of auction data by NAMA grade, sale attempts and days in stock also supports the stronger demand for cleaner vehicles across all age bands and fuel types. Average days in stock across all vehicles and conditions have increased from 9.5 in May to 10.1 so far in June, with sale attempts remaining unchanged from May at 1.7. Focusing on only Grade 1 and 2 vehicles across all ages, sale attempts reduce to 1.5, which again highlights a speedier sale for desirable stock that requires less retail preparation.

Fuel type also continues to influence overall market performance with BEVs remaining the more positive area of the remarketing sector, attracting strong buyer interest, particularly where volume models offer great value for money. Feedback suggests that a broader range of buyers, including independents, are much more willing to consider BEVs, supported by improving value perception and stronger consumer demand.

Auction data by fuel type, days to sell and condition also shows a clear performance gap between ICE and BEV stock. Petrol vehicles, across all ages and conditions, are averaging 9.4 days in stock, with sale attempts remaining unchanged from May at 1.7. Diesel, however, is again the slowest moving fuel type, averaging 1.8 sale attempts and sits around 9.8 days in stock. For BEVs, holding days are currently 13.8, while sale attempts currently sit at 1.2. However, BEV days to sell have improved each month this year, falling by around eight days since January, with sale attempts also reducing from 1.5. Within the one-to-three-year age band, graded 1 and 2, BEV sale attempts have also reduced significantly, from 1.4 in January to 1.1, with days in stock also down by around eight days over the same period.

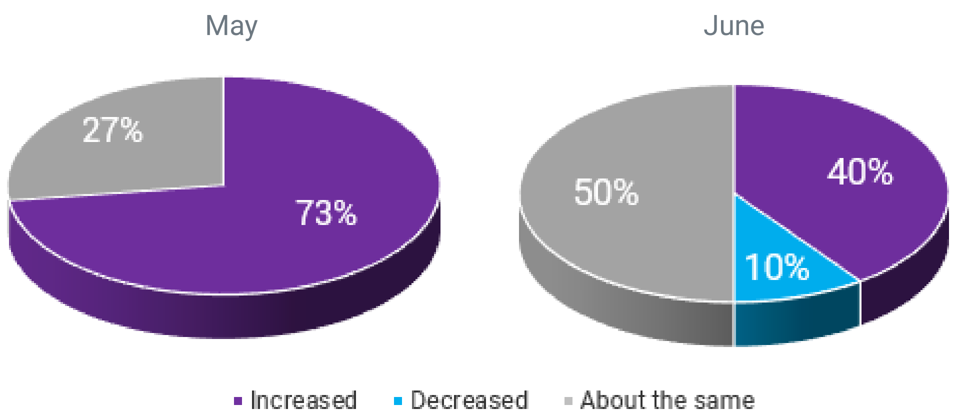
The fleet and leasing sector continues to perform well, strengthening noticeably in recent weeks, largely due to the increased disposal of price-accessible BEV models. Conversion rates remain broadly in line with May at around 70–80%, with some sales exceeding 90% where stock quality is particularly strong. Performance against Cap Clean has also been pleasing and, in some cases, strong, depending on the available stock mix. Vehicles graded 1 to 3 remain highly desirable, especially when priced below the key threshold of around £18,000. With electrified vehicles now accounting for around 60–70% of fleet sale allocations, this has become an increasingly competitive area, supported by the positive retail demand highlighted earlier. Fleet BEV conversions remain high for the time of year, while price performance continues to improve month on month and, in some cases, week by week at the three-year age point. Auction feedback reinforces this trend, with some vendors and auction providers reporting that demand is now exceeding supply and that further BEV stock would be welcomed. This marks a notable shift from earlier in the year, when the BEV market was more directly driven by supply and demand pressures.

Direct wholesale performance across a number of data providers has remained robust throughout the month. Buyer engagement has been broadly consistent with May, and in some cases slightly stronger, with continued demand for clean vehicles with strong provenance. BEVs have also performed well, and in line with wider market activity, although vehicles requiring medium levels of preparation or carrying less consistent service histories remain more price sensitive.

In summary, June has remained broadly consistent with May, with remarketing activity continuing to follow a relatively seasonal pattern. Part-exchange volumes are still flowing into auction channels, particularly from stronger new car activity, and there is little sign of this easing materially in the short term. Fleet and leasing supply may now be starting to moderate slightly, but demand remains selective, with clean, well-presented stock continuing to attract the strongest competition. BEVs remain one of the more positive areas of the market, supported by improving retail demand and stronger buyer confidence, although performance continues to depend heavily on price, provenance, condition and stock profile.

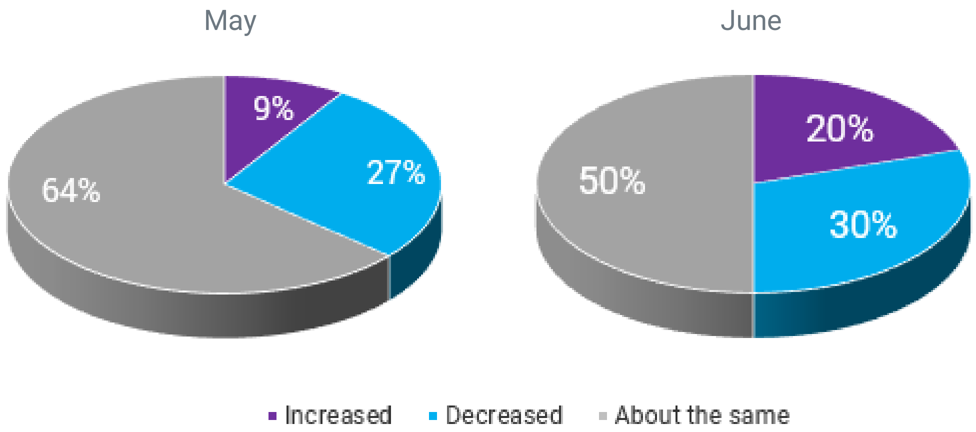
Below are the results from June's auction survey:

<u>How do your current stock levels compare to last month?</u>



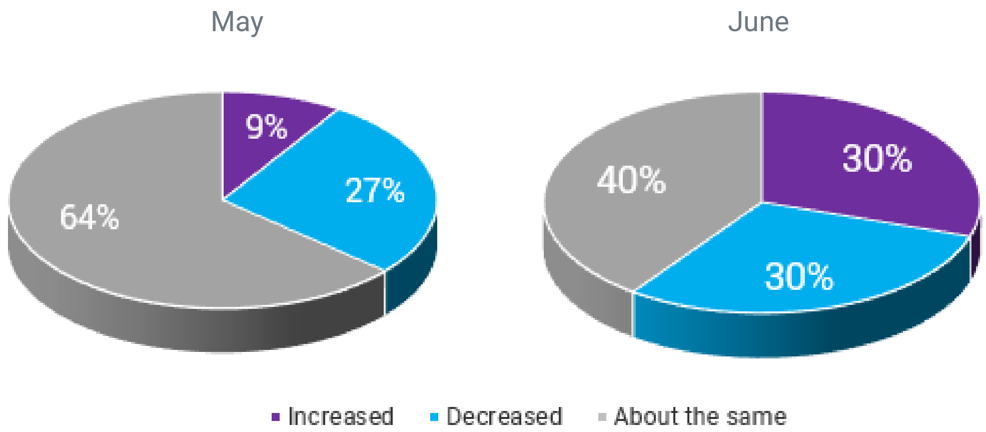
The latest survey feedback suggests that stock levels have eased slightly compared with May, although they remain relatively elevated overall. The move away from stronger increases points to a more balanced position throughout June, with fewer respondents indicating further growth in available stock. This aligns with the wider market picture, where supply remains healthy but is becoming more mixed.

How does your current overall demand compare to last month?



Overall demand appears to have remained broadly stable between May and June, with the latest feedback suggesting little material change in buyer appetite. Rather than showing a clear improvement or deterioration, the responses point to a market that is still active but selective, with demand continuing to depend heavily on stock profile, condition and price position.

How do your conversion rates compare to last month?



The conversion-rate feedback points to a broadly steady position between May and June, with no clear evidence of a material shift in auction performance. While some variability remains by vendor and stock type, the latest responses suggest that conversion levels have largely held up, supported by continued buyer engagement for well-presented and accurately priced vehicles. This reinforces the wider theme that the market remains active, but selective, with stronger results still most likely where condition, price and buyer demand are closely aligned.

Used cars – trade values

As outlined throughout this editorial, both the trade and retail arenas remain multi-layered, with several factors continuing to influence market conditions. Overall sentiment remains broadly seasonal, with few surprises as the second quarter and first half of the year comes to a close.

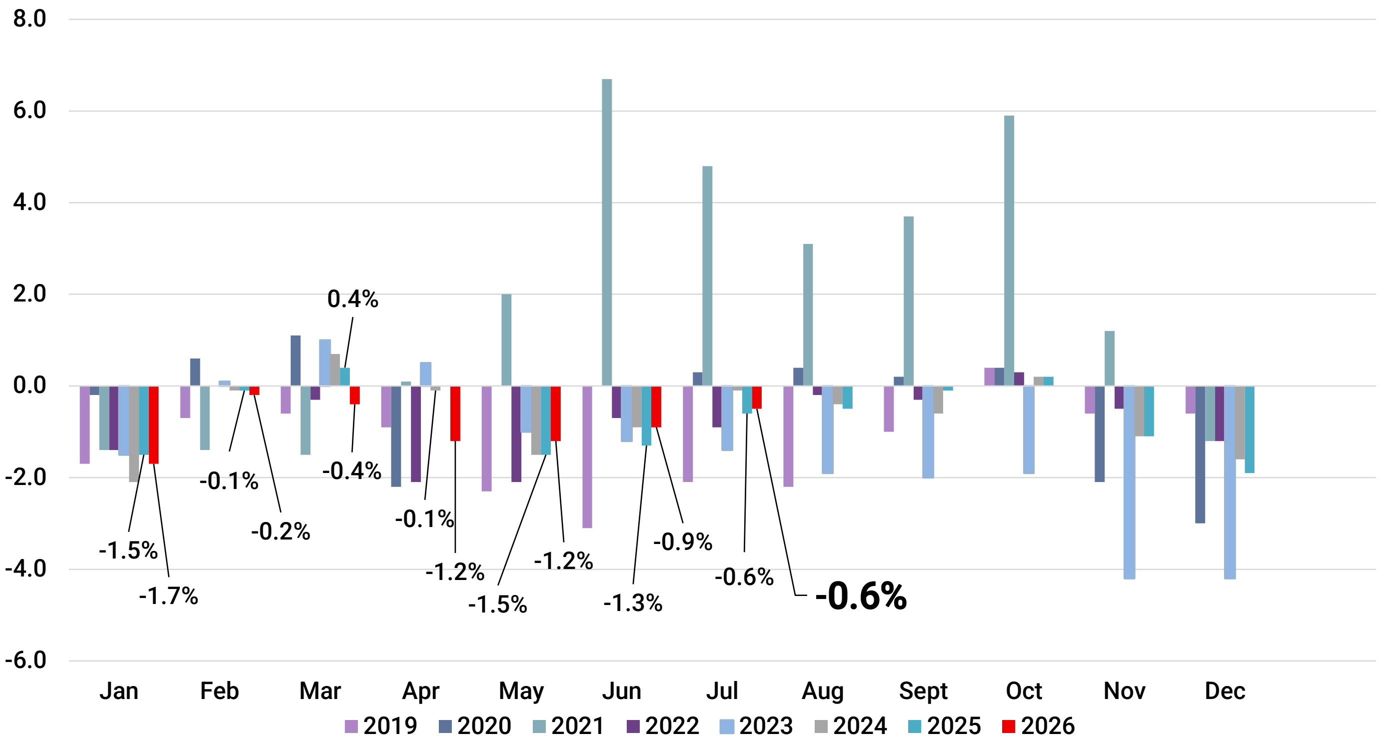
So what has that meant for Cap Live values throughout June? The headline Cap Live movement at 3 years/60,000 miles is a fall of just 0.6% or around £130.

For context, the average Cap Live movement for June is a decline of around 1.1%, excluding the COVID-affected years of 2020 and 2021. This therefore represents another strong month for the used car market and matches last year and

2018 as the joint second-strongest June into July movement. The strongest remains 2024, although that followed a challenging last quarter of 2023, when values underwent some significant realignment.

This marks a third consecutive month in which average movements have been more positive than the seasonal norm, following two earlier months of the year where values declined more than the seasonal averages.

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



At one year old, values fell by 0.4%, or around £160, while five-year-old values declined by 1.1%, or around £140. The greatest pressure remains at the older end of the market, with ten-year-old values down 1.9%, or around £80. This reflects the continued return of higher-mileage, poorer-condition stock, much of which requires further preparation before it can meet retail-ready standards and buyer demands.

Positive sentiment towards used BEVs continued across both retail and wholesale channels in June, so it is unsurprising that Cap Live values rose again by 0.8%, or around £90, at the three-year age point. This was only the second positive monthly movement for BEVs at this age since September last year and again reflects the recent shift in market dynamics. For much of late last year and early 2026, wholesale BEV values remained volatile while retail advertised prices were comparatively stable and demand broadly held up. That disconnect has now almost dissipated, and some retailers may need to increase advertised BEV prices after paying more in the trade market to secure stock.

Anecdotal auction feedback from around mid to late June suggests BEV demand is now perhaps beginning to outpace supply in some areas. Where retailers are seeing more consumers actively enquire and purchase used BEVs, they are gaining greater confidence in returning to the trade market and replenish stock. This is supported by reports of trade buyers approaching vendors after sales to ask about additional availability, as well as a growing willingness to consider a wider range of vehicles, including those in varying condition and even examples without a battery health certificate.

Across the BEV models valued at the three-year age point, 54% recorded an increase this month, while a further 16% remained unchanged. This means 70% of BEVs either rose or held steady, with 30% seeing values decline.

Notable BEV increases at 3 years old this month included the Cupra Born (+7.2%, or £1,000), MG5 (+5.2%, or £450), MINI Cooper (+5.2%, or £500), BMW iX3 (+5.0%, or £1,100), and Kia EV6 (+3.3%, or £600). The strong performance of several of these models is unsurprising, given their attractive price points and clear value-for-money proposition for retailers.

As highlighted in last month's editorial, BEV movements are having an increasing impact on overall market averages. Excluding BEVs from the calculation remains a useful way to show how much this drivetrain now influences the nominal three-year average figure. So, by removing BEVs from the three-year calculation changes the average movement from -0.6% to -0.9%. This shows that, without the recent improvement in BEV performance, the wider market would be moving much closer to historical norms, although still marginally stronger. It also underlines how difficult it is becoming to rely solely on historic comparisons, given the changing market dynamics and the growing influence of BEVs within the overall mix.

Looking at the other fuel types at the three-year age point, hybrids were the next strongest performer after BEVs, falling by just 0.3%, or around £60. PHEV values declined by 0.9% or £260 and Petrol fell by 0.8% or £130. Diesel was again the weakest performer, down 1.4%, or around £275, and continues on a sharper decline than other drivetrains, although this was less severe than last month's fall of 1.9%, or £420.

Looking at vehicle sector performance at three years old, Convertible was the strongest performer this month, rising by 0.6%, or around £165. While some seasonal uplift was expected, the rate of increase has moderated compared with previous months, as values typically peak around this point in the year. Warmer weather and declining volumes have also supported some model-specific increases later in the month. Even where supply remains relatively available, prices have improved, with examples including the Audi TT Roadster 18-24, up 2%, or £471, and the BMW 4 Series Convertible 20-, up 2%, or £529. The sector was likely to continue outperforming the wider market into June, although most of the seasonal value gains now perhaps appear to have taken place.

Supercar and Sports also performed well at the three-year age point, with movements of 0.3% and 0.0% respectively. As with Convertibles, warmer and sunnier weather is likely to have supported these seasonally influenced sectors.

Among the more mainstream sectors, again at three years old, City Car performed well, edging up by 0.1% or around £10. Supermini values declined by 0.8%, or around £95, while Lower Medium, or C-segment, values fell by 0.7%, or around £90. Given their popularity with retailers, it is unsurprising that these price sectors outperformed the average seasonal decline.

The SUV segment also declined this month, although by a relatively modest 0.7%, or around £165 overall, with only limited variation across the different size categories. The more notable point is the split by fuel type. Diesel & PHEVs were the weakest performers, both down 1.5%, petrol fell by -1.2% and hybrid down at -0.9%. Given the positive BEV performance highlighted throughout this overview, it is unsurprising that BEVs were the standout performer within the SUV sector, increasing by 1.3%.

In summary, June's trade value movements remained relatively measured, with the headline position still stronger than longer-term seasonal norms. Pressure was more evident at the older end of the market, where higher-mileage and poorer-condition stock continued to weigh down on values. BEVs were again the standout area, supported by stronger retail and wholesale sentiment, improving conversion activity and growing evidence that demand is beginning to outpace supply in some areas. Their performance also continues to influence the overall market average, masking a slightly weaker underlying position across other fuel types. By sector, seasonal categories such as Convertibles, Supercars and Sports models performed well, while mainstream retail-friendly segments remained comparatively resilient. SUVs saw modest overall declines, although BEVs continued to outperform within the sector.

What next?

Last month, our prediction was:

"Historically, the average Cap Live movement for June has been a decline of around 1.1%, excluding the COVID-affected years of 2020 and 2021. Based on this, movements this year are expected to track broadly in line with those longer-term trends.

However, as highlighted, the market is expected to remain multi-layered. Within our latest auction survey, 55% of respondents indicated that stock levels are likely to remain broadly in line with May, while 36% expect them to increase, with only 9% anticipating any reduction.

This suggests that, at the very least, stock will remain at its current elevated levels for many auction providers. As a result, buyers are likely to remain highly selective, particularly given the expectation that it will be the less desirable stock that continues to build. In contrast, clean vehicles are likely to become even more limited in their availability."

The average movement from July into August typically sits at a 1.0% decline from Cap Live values at the three-year-old point, excluding the disruption seen in 2020 and 2021. Based on that, we expect overall performance to broadly follow this seasonal trend and potentially come in slightly stronger, given continued demand for vehicles within the key retail age bracket of three to five years old.

As noted last month, the market is likely to remain multi-layered. At the time of writing, consumer demand is unlikely to improve and may soften further as we move into the summer holiday period, with spending shifting towards leisure activities and holidays. Those still active in the market are likely to remain focused on value, which has been a consistent theme throughout the year.

Auction volumes may ease back slightly from the elevated levels seen recently, largely reflecting a slowdown in fleet and leasing defleet activity. However, the flow of poorer-conditioned and higher-mileage vehicles is likely to remain, supported by a still relatively positive private new car market.

As we move towards the end of the second quarter and the first half of the year, some vendors may look to reduce stock levels to meet holding targets. At the same time, on the new car side, OEMs either chasing share or finding it harder to compete may turn to more tactical activity to ensure targets are met.

Performance within the BEV segment is likely to remain mixed, with a continued split between stronger and weaker performers across individual models. While volatility is still a feature of this part of the market, the overall direction of sentiment and performance is expected to remain broadly positive.

Cap Live remains a key reference point in a market where individual models can move in different directions and at varying rates. Both buyers and vendors should continue to monitor daily movements closely.

Current used valuations July 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(0.1%)	0.1%	(0.3%)	(0.6%)
Supermini	(0.5%)	(0.8%)	(1.3%)	(1.3%)
Lower Medium	(0.1%)	(0.7%)	(1.6%)	(2.5%)
Upper Medium	(0.1%)	(0.2%)	(0.7%)	(2.1%)
Executive	(0.4%)	(0.8%)	(1.3%)	(1.9%)
Large Executive	(0.9%)	(1.0%)	(1.0%)	(0.7%)
MPV	(0.8%)	(1.1%)	(1.6%)	(2.4%)
SUV	(0.5%)	(0.7%)	(1.4%)	(2.8%)
Convertible	1.2%	0.6%	1.1%	0.9%
Coupe Cabriolet	(0.8%)	(0.2%)	(0.0%)	0.6%
Sports	(0.2%)	(0.0%)	(0.1%)	0.3%
Luxury Executive	(0.2%)	(0.0%)	(0.0%)	(0.6%)
Supercar	1.3%	0.3%	0.5%	1.3%
Overall Avg Book Movement	**(0.4%)**	**(0.6%)**	**(1.1%)**	**(1.9%)**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small			(2.8%)	(2.5%)
MPV Medium	(0.4%)	(0.7%)	(1.6%)	(2.7%)
MPV Large	(1.1%)	(1.4%)	(1.7%)	(1.3%)
SUV Small	(0.5%)	(1.1%)	(2.0%)	(3.3%)
SUV Medium	(0.3%)	(0.6%)	(1.4%)	(3.1%)
SUV Large	(0.8%)	(0.7%)	(0.7%)	(1.1%)

( ) Denotes negative percentages

Car editorial

By Cap hpi

Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
LAND ROVER DISCOVERY (16-) DIESEL	(1,500)	(700)	(1,040)
LAND ROVER RANGE ROVER VELAR (17-) DIESEL	(1,800)	(1,400)	(1,618)
MAZDA CX-5 (17-)	(750)	(500)	(650)
PEUGEOT 3008 (16-25)	(650)	(500)	(557)
POLESTAR 2 (19-) Electric	600	850	735
PORSCHE BOXSTER (16-)	700	1,200	912
TESLA MODEL Y (21-25) Electric	700	900	810
VOLKSWAGEN TOURAN (15-26)	(550)	(500)	(531)
VOLKSWAGEN T-ROC (17-25) Diesel	(900)	(700)	(833)
VOLVO S90/V90 (16-25) DIESEL	(2,900)	(2,600)	(2,766)

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
FORD MUSTANG (15-24)	900	1,100	961
LAND ROVER RANGE ROVER EVOQUE (18-) DIESEL	(1,000)	(300)	(576)
MERCEDES-BENZ E CLASS (16-24) DIESEL	(700)	(450)	(538)
MERCEDES-BENZ E CLASS (16-24) Petrol Hybrid	(450)	(450)	(450)
MINI COUNTRYMAN (17-24)	(650)	(400)	(516)
PEUGEOT 2008 (19-) Electric	325	400	368
PORSCHE PANAMERA (16-24)	(1,200)	(600)	(847)
SKODA KODIAQ (16-24) DIESEL	(450)	(200)	(295)
SUZUKI SWIFT (17-24)	150	200	182
VOLKSWAGEN ID.3 (20-24) Electric	275	400	332

( ) Denotes negative value