

2026

December 2026

Car Market Overview

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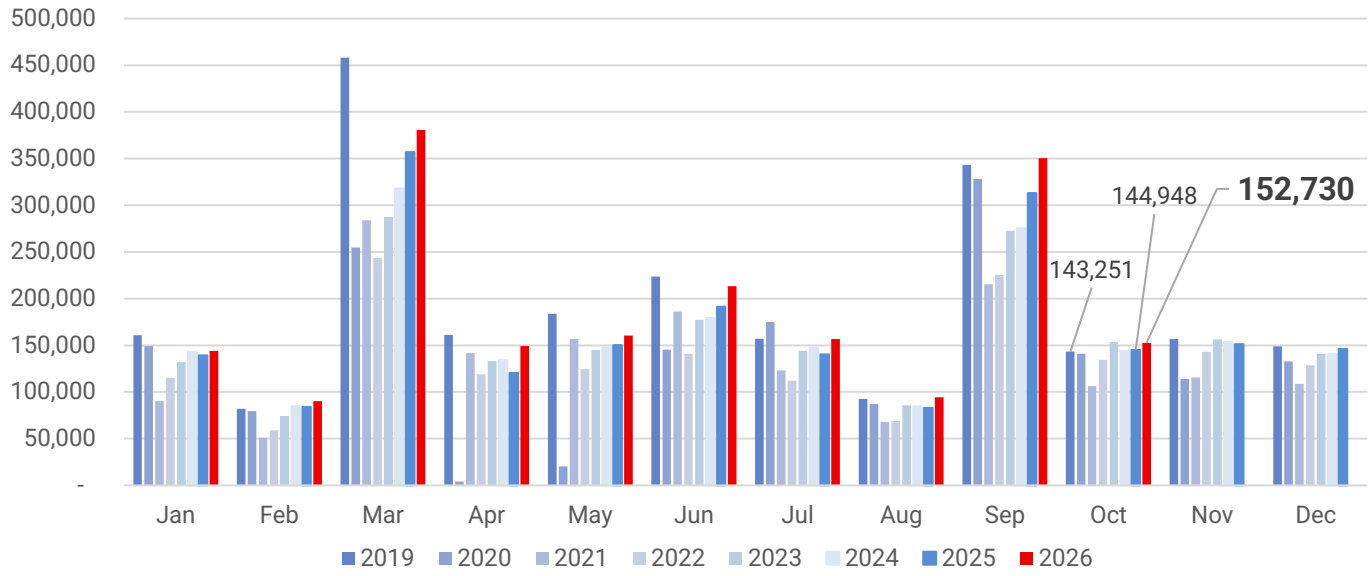
December 2026

Car market overview

Welcome to this month's overview of the UK new and used car markets. We start with the latest new car registrations to the end of October 2026, then look at used car retail performance, wholesale activity and recent movements in trade values. All figures are correct at the time of writing, 24th November 2026.

New car sales

October brought another month of growth for the UK new car market, with registrations up 5.4% to 152,730 units, according to the SMMT. It's the 11th consecutive monthly rise. However, growth has slowed to around half the rate seen over the first 10 months of the year, following a particularly strong September plate change. Compared with pre-Covid levels, October was 6.6% ahead of 2019. It finished just behind 2023, which was when registrations first started to recover from Covid and the supply chain shortages.



Source: SMMT

October's growth was spread evenly across the market, with every sales channel recording a rise. Fleet remained the largest, with registrations up 5.4% to 89,985 units and a 58.9% share of the market. Private registrations rose 4.1% to 58,229 units, a 38.1% share. Business registrations were up 24.5% to 4,516 units.

All of the market's growth came from plug-in cars. BEV registrations increased 32.7% YOY and takes a 32.0% share for October, their highest this year. As in the previous two years, manufacturers pushed more BEVs through as the year drew to a close to get closer to their annual mandate target. PHEVs also had a strong month, up 30.1% YOY and grew to a 14.1% share YTD. HEV volumes fell for the second month in a row, down 5.0% YOY.

So far this year, 1,892,000 new cars have been registered, 9.8% more than at the same point in 2025. That's the strongest year-to-date total since before the pandemic. Even so, it's still around 6% (circa 113,500 units) behind the same period in 2019.

In its latest outlook, the SMMT expects the full-year market to reach 2.219 million units, 9.8% up on 2025. To hit that forecast, around 327,000 cars would need to be registered across November and December, or roughly 163,500 a month. That's about 10% more than in the same two months last year and around 7% ahead of 2019. If this forecast is met, 2026 would be the best year since 2019, though still around 4% short of pre-pandemic levels.

So far this year, private buyers have driven more of the market's growth. Private registrations are up 12.1% to 754,198 units, which increases their share to 39.9% from 39.1% last year. Fleet is still by far the largest channel, with 1,090,492

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registrations, but it has grown at a slower 7.8%, so its overall share has eased to 57.6% from 58.7%. Business registrations are up 23.0% to 47,310 units, with an overall share of around 2.5%.

Against pre-Covid levels, though, the two channels are in very different places. Fleet is now 3.1% ahead of 2019, while private registrations are still around 19% behind. So even with this year's recovery, private demand is a long way off where it was before the pandemic, and it's the single main reason the overall market is still short of 2019 levels.

BEV registrations have now passed half a million so far this year, reaching 503,805 units, up 30.4% on the same point last year. Manufacturers continue to invest heavily in the move to electric, spending on new technology, factories and workforces around the world, including £14.3 billion committed to EVs in the UK since 2020. As a result, buyers can now choose from more than 180 BEV models, with an average range of over 300 miles on a single charge.

BEVs now account for 26.6% of the market so far this year, up from 22.4% at the same point in 2025. PHEVs have grown the fastest, up 40.7% to a 14.1% share YTD. HEV volumes are also up 6.9%, but their share has slipped slightly to 13.7% because plug-in models are growing faster. Overall, electrified cars make up more than half of all registrations this year (54.4%), compared with 47.5% last year. Meanwhile, petrol volumes are down 4.4% to a 41.1% share, and diesel has fallen 7.8% to just 4.4%.

The SMMT still expects 603,000 BEVs to be registered over the full calendar year, equating to a 27.2% share. That would mean almost 100,000 more units will still need to be registered over November and December. Even if that's achieved, it's still well short of the 33% ZEV mandate target.

Volkswagen still has a clear lead this year with an 8.0% share, well ahead of the rest of the market. Behind it, the next three are very close. Kia has 5.4%, BMW 5.3% and Audi 5.1%, so only 0.3 percentage points separate them. Ford is next on 4.7%, with MG just behind on 4.6%. That puts a Chinese-owned brand within touching distance of one of the UK's best-known names. BYD is further down the table but now sits ahead of Hyundai and Nissan, with a 3.9% share.

This year's top three gainers are all Chinese brands. Jaecoo has added 2.2 of share, Chery 1.9 and BYD 1.6, and the top seven risers are all Chinese. Outside that group, only Citroen (+0.5), Tesla (+0.4) and Mini (+0.3) have made any meaningful gains. On the other side, Nissan, Hyundai, Peugeot, Ford and Volkswagen have each lost around a full point of share. In a market that's up almost 10%, that doesn't mean they're selling fewer cars, it means the newer brands are taking most of the growth.

The Ford Puma is the UK's best-selling car so far this year with 46,295 registrations. However, the Jaecoo 7 is only 3,410 units behind in second place, which is remarkable for a model from a brand that has only recently entered the market. The Kia Sportage and Nissan Qashqai complete the top four. The MG HS is seventh, so two of the top 10 models now come from Chinese brands.

October is usually a quiet month for the rental sector, and this year was no different. Short-cycle registrations fell 7% to around 3,700 units, 262 fewer than in October 2025. They were also 43% below October 2019, which is 2,815 fewer units. After a strong September, this drop isn't a concern. Rental companies normally take most of their cars in the spring and around the September plate change, so October activity is always naturally much lower.

Looking at the year as a whole, the sector is in a much stronger position. Ten months in, 132,380 short-cycle cars have been registered, already more than 99% of the total for 2025. Only around 1,200 more are needed to overtake last year's total. Even so, volumes are still well short of the levels seen before the pandemic, when the sector regularly registered more than 200,000 cars a year.

Used car retail activity

Used car transactions reached 2,030,619 in the third quarter, recording the strongest Q3 since 2021. So far this year, 6,056,169 used cars have changed hands, up 0.3% and the best first nine months since 2019, which fits with retailer feedback during the quarter. Many reported a good August and September, and some described it as one of their busiest periods in recent years. Profitability remained a recurring theme, however, with many choosing to protect margin rather than chase volume.

Battery electric cars have again stood out. Used BEV transactions rose 23.2% to 97,625 in Q3, with around 1 in 20 used car buyers (4.8%) opting for a BEV - up from 3.9% a year ago. Year to date, used BEV sales are up 39.6% to 295,524 units. This also supports what we've been anecdotally hearing from the wholesale & trade arenas. Retail

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consumers are now far less hesitant, and with longer ranges, ultra-low running costs and reassuring battery health certifications, these are now very appealing given the backdrop of the price of traditional fuels at the pumps. Our retail data also backs this up. BEVs are taking just 32 days to sell, and across all dealer types such as franchised, supermarkets and independents, so ever rising supply of the drivetrain is being nicely absorbed rather than building up.

Hybrids also had a strong used quarter, with transactions up 25.9% to 135,204 and their share rising from 5.3% to 6.7%. Plug-in hybrids fell in the opposite direction, reducing by 13.3% to 20,911 units and a 1.0% share, although this is a smaller part of the market and tends to be more volatile. Petrol remains the most popular fuel type, with 1,148,576 used cars sold and a 56.6% share, just 271 units fewer than in Q3 last year. Diesel transactions fell by 5.3% to 623,354, a 30.7% share, as much fewer new diesels feed through into the used market. Diesel is also still the slowest seller at retail, averaging 46 days. Overall, non-electrified cars made up 87.5% of used car sales, down from 89.5% a year ago.

Moving into November, the mixed picture seen across the used car market in recent months has become more consistent, although unfortunately not in a positive direction. Feedback from a broad range of retail partners indicates that trading conditions became noticeably more challenging through late October and into November. While a seasonal slowdown is entirely expected at this time of year, the current reduction in consumer activity feels more pronounced than usual, with the market widely described as flat and retailers are having to work increasingly hard to convert enquiries into sales.

Franchised dealer groups appear to be experiencing some of the greatest pressure. Stock levels remain higher than desired in parts of the market, with ageing and overage vehicles becoming an increasing concern as year-end stock targets approach. This is likely to result in additional overage stock returning to the wholesale market during November and December, as businesses prioritise reducing exposure and bringing inventories back into line, even where this means accepting losses. At the same time, some retailers remain committed to purchasing volumes through specified channels to achieve manufacturer or wholesale targets and associated bonuses. Competitive new car discounts and pre-registered offers are adding another layer of pressure, providing consumers with compelling alternatives and influencing used car sales rates.

Supermarkets and independent retailers have by no means been immune to the slowdown, with many also reporting performance behind plan. In response, retail pricing remains highly dynamic, with vehicles being regularly reviewed and adjusted to maximise every potential sales opportunity in what has become an increasingly price-sensitive market.

Needs-based purchasing continues to provide an important foundation for demand, but discretionary and aspirational purchases are proving much harder to stimulate. The traditional pre-Christmas slowdown is clearly playing its part now, with some consumers potentially choosing to postpone larger purchases until the new year. However, wider affordability pressures remain a significant influence on buyer behaviour, as borrowing costs, household expenditure and the broader cost of living continue to encourage caution. Against this backdrop, price, affordability and overall value for money are becoming increasingly important factors in consumer's purchasing decisions.

Attention is therefore beginning to turn towards the new year, with cautious optimism that January will deliver a much-needed improvement in consumer activity. In the meantime, retailers are likely to remain firmly focused on stock management, competitive pricing and converting demand wherever opportunities arise.

Used car remarketing activity

The used car market has entered a more challenging phase, with values falling at a faster rate than normal seasonal patterns would typically suggest. Feedback from across the remarketing sector remains consistent, pointing towards a more pronounced period of depreciation rather than simply the usual year-end slowdown. Wholesale demand has softened, with retailers reducing or pausing purchasing as existing stock levels and preparation capacity are carefully managed. While this indicates a return of some more traditional pre-Covid seasonality, wider structural pressures are also influencing the market.

The age profile of available used vehicle sold volumes continues to highlight the changing shape of the market, with overall volumes sitting 4.5% ahead of 2025, although still 4.2% below 2019 levels. Growth compared with last year is particularly evident among younger stock, with vehicles aged three to four years increasing by 25.8%, the largest rise

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of any age band, while two-to-three-year-old vehicles are up 13.9% and those aged up to one year have increased by 13.6%. However, the legacy of reduced new car registrations and supply disruption in previous years remains clearly visible. Compared with 2019, volumes of two-to-three-year-old vehicles are 34.9% lower, while stock aged five to six years is down 33.3% and six to seven years is 28.1% lower. The picture becomes more mixed among older vehicles, with seven-to-eight-year-old stock up 6.6% year-on-year and 6.0% up versus 2019, while vehicles over ten years old have risen 7.9% compared with 2025 and up 34.0% against 2019. Overall, the data suggests that used vehicle supply is continuing to recover, but the composition of that stock remains markedly different from the pre-pandemic market, with pronounced gaps across several of the middle age bands.

The continued growth of Chinese manufacturers is also becoming increasingly significant. Competitive new-car pricing and attractive finance offers are placing additional pressure on younger used vehicles, particularly where the difference between new and used monthly payments becomes relatively small or even less. Over time, these brands will also become a more established part of the used market as greater volumes begin returning through part-exchange, fleet and remarketing channels.

Buyers certainly haven't disappeared, but they are considerably more selective and price-sensitive. With values moving quickly, there is less appetite for vehicles likely to remain in stock for a period of time. Condition, mileage, mechanical quality and service history have therefore become increasingly important differentiators.

Well-presented, correctly priced vehicles with comprehensive service histories continue to attract good demand and achieve healthy first-time conversion. Main dealer part-exchange stock can also perform strongly, but again, only when presented well with accompanying documentation. Conversely, older, higher-mileage and mechanically compromised vehicles are proving considerably much more challenging. NAMA graded 3 and above vehicles without service history can, in some cases, see conversions around the 30% mark.

The gap between buyer bids and vendor expectations has consequently widened on poorer stock. Where reserves remain aligned to previous market levels, vehicles risk becoming repeated reruns while values continue to move. In the current environment, relatively small adjustments to reserve prices can make the difference between achieving a sale and carrying stock into another auction cycle.

Performance also continues to vary by fuel type. Battery electric vehicles remain one of the brighter areas of the market, while diesel is facing greater pressure from weaker demand and ongoing fuel costs.

Seasonal stocking patterns are adding another dimension. Traditionally, some retailers begin building inventory during November ahead of stronger January retail activity. This year, however, a number appear to have completed more of their purchasing earlier, allowing stock to progress through preparation ahead of Christmas. With some preparation facilities already operating at, or close to capacity, wholesale buying activity has subsequently eased.

There is also caution around assuming January will automatically deliver the traditional New Year bounce. An improvement remains entirely possible, but holding vehicles in anticipation of stronger values carries obvious risks if depreciation continues.

For auctions, clear communication will be essential in resetting vendor expectations, and for retailers, disciplined buying and accurate pricing should continue to present opportunities. Those businesses that recognise the current headwinds, remain active and adapt quickly will be best positioned not only to navigate the present adjustment, but also to benefit when market conditions begin to strengthen.

The overall message is therefore one of realism rather than pessimism. There remains good demand for the right vehicles at the right price, but businesses need to remain responsive to changing conditions. Trying to identify the precise bottom of the market is extremely difficult. Buying and selling at today's values, maintaining stock turn and reacting quickly to market evidence are increasingly important.

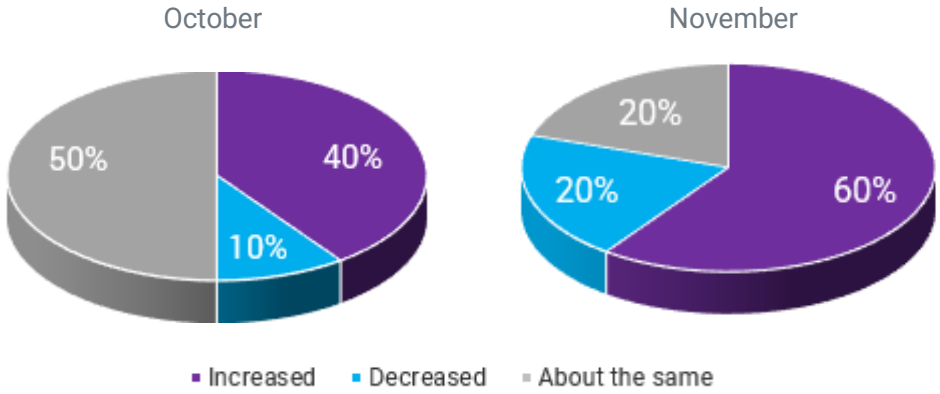
Below are the results from November’s auction survey:

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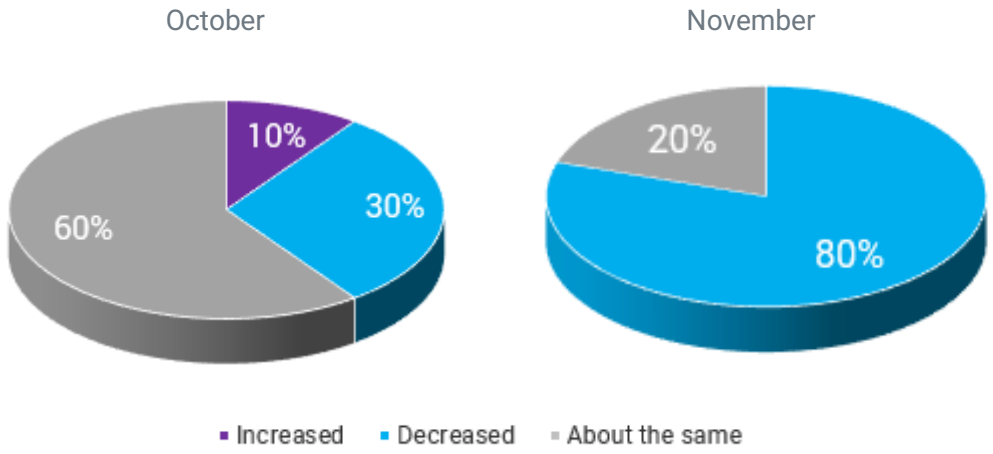
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How do your current stock levels compare to last month?



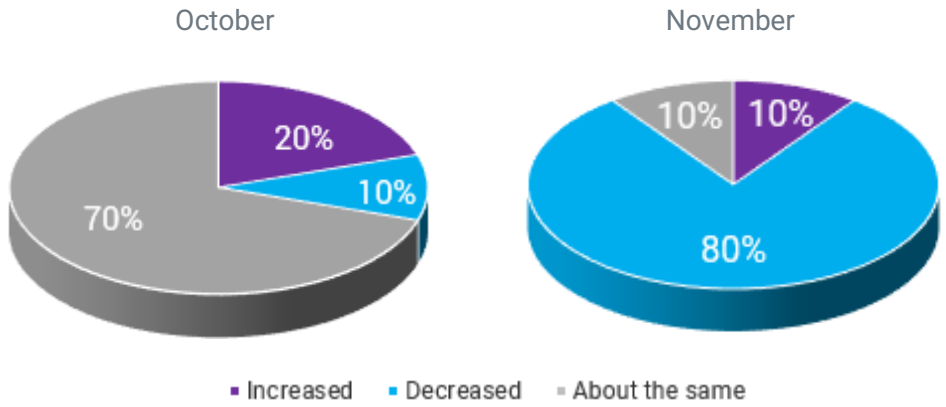
November's auction survey indicates a clear increase in stock availability compared with October. 60% of respondents reported higher stock levels, up from 40% last month, while the proportion reporting stock levels as unchanged fell sharply from 50% to 20%. Meanwhile, 20% reported a decrease in stock, up from 10% in October.

How does your current overall demand compare to last month?



Overall demand weakened considerably in November, with 80% of respondents reporting a month-on-month decrease, compared with 30% in October. Meanwhile, 20% described demand as unchanged and none reported an increase, highlighting a clear softening in market activity.

How do your conversion rates compare to last month?



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Conversion rates deteriorated notably in November, with 80% of respondents reporting a large decrease, compared with just 10% in October. The proportion reporting conversion rates as broadly unchanged fell sharply from 70% to 10%, while 10% saw an improvement, down from 20% the previous month. Overall, the results point to a significant softening in conversions during November, which is consistent with a much more challenging market.

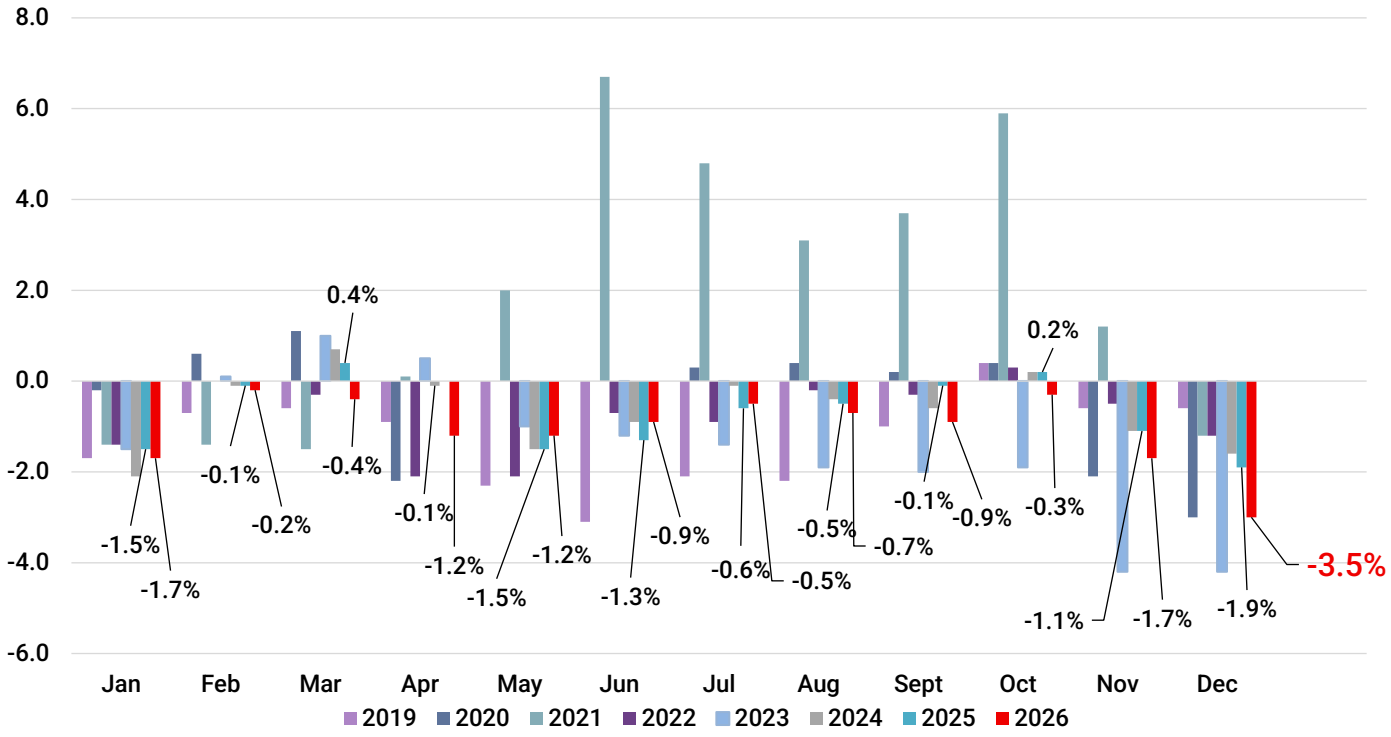
Used cars – trade values

With tough conditions being reported across both the trade and retail markets, and supply still building as we head towards the end of the year, it's no surprise the used market is going into December on the back foot. November is usually one of the softer months for used values, and December has a habit of following suit. Since Cap Live launched in 2012, values at 3 years and 60,000 miles have dropped in every single December, 14 out of 14. Even in 2021, when the market couldn't seem to stop climbing, December still brought values down by 1.2%. On average, December records an average movement -2%, and that barely changes if you remove the COVID years of 2020 and 2021. Take out the heavy correction of 2023 as well, and it eases slightly to about -1.8%.

The size of the December movement has varied quite a bit over the years. 2019 was the mildest, with values reducing by just 0.6%, while 2021 and 2022 were both relatively modest at -1.2%. At the other end, 2023 was the weakest by some distance, with values down 4.2% as the market continued to correct after a long run of high prices. 2014 (-3.1%) and 2020 (-3.0%) weren't far behind. More recently, the last two Decembers have both landed close to the long-term average, at -1.6% in 2024 and -1.9% in 2025.

Every month of 2026 has recorded a fall in values so far, and December is no exception. November's 1.7% reduction is followed by a sharper 3.5% fall this month for the average three-year-old, 60,000-mile car, the equivalent of around £730.

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



The differences become clearer when looking across the age and mileage profiles. Values at 1 year and 10,000 miles have fallen by 2.6%, or c.£890. Percentage falls then grow to 3.5% (c.£730) at 3 years and 60,000 miles, 4.6% (c.£590) at 5 years and 80,000 miles and 5.0% (c.£240) at 10 years and 100,000 miles. Pound falls get smaller with age, but that reflects lower starting values. In percentage terms, the pressure clearly builds over a vehicle's life. Younger stock has held up comparatively well, helped by steady demand for retail-ready vehicles. Pressure increases noticeably

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from the three-year point and is greatest among older, higher-mileage cars, where preparation costs and tighter retail margins are making stock harder to place.

As ever, the devil is in the detail. At 1 year, Lower Medium (3.8%, £820) and Upper Medium (3.4%, £970) have seen the biggest percentage falls, as more mainstream younger stock reaches the market and buyers gain more choice. Convertible and Supermini are both down 2.8%, at £1,270 and £460 respectively. Prestige and specialist sectors have held up better in percentage terms. Coupe Cabriolet is down just 1.2% (£275) and Luxury Executive 1.3%, although Luxury Executive's higher values mean that small fall still amounts to £1,900, the largest monetry reduction at this age point. Supercars are the exception, rising by 0.5%, or £1,350. That reflects the limited supply and specialist demand that tend to support this sector.

At the benchmark of 3 years and 60,000 miles, the gap widens. Coupe Cabriolet has fallen by 4.2% (£650), Convertible by 4.1% (£1,090), Upper Medium by 4.1% (£715), Executive by 4.0% (£875) and Lower Medium by 3.9% (£540). The open-top sectors are facing their usual seasonal headwinds as winter approaches. SUVs are down 3.7%, or £800. That's no great surprise given how dominant they now are in the used market, with so many similar vehicles competing for the same buyers. Luxury Executive (1.6%, £1,560), Sports (2.0%, £800), MPV (2.1%, £430) and Large Executive (2.5%, £1,000) have seen much smaller percentage falls. Supercars have bucked the trend again, up 0.6%, or £1,060.

The real pressure comes in the older profiles. At 5 years and 80,000 miles, values are down 4.6%, or £590, overall. Coupe Cabriolets have recorded the steepest fall at 7.1% (£1,080), followed by Convertibles at 6.2% (£935) and Superminis at 5.7% (£470), with SUVs down 5.0% (£675). These vehicles are more likely to need preparation work before they reach the forecourt, and buyers are only bidding where they can see a clear retail margin. Luxury Executive (1.5%, £1,085), Sports (1.9%, £535) and Large Executive (2.9%, £815) continue to outperform, while Supercars are up 0.7%, or £1,095.

The contrast is starkest at 10 years and 100,000 miles. Against an overall fall of 5.0%, or £240, SUVs have recorded the largest percentage reduction at 6.4% (£330). Convertible (6.1%, £400), Coupe Cabriolet (6.1%, £435), City Car (6.0%, £185), Supermini (5.4%, £170) and MPV (5.1%, £200) are also behind the market. Many of these are traditionally affordable, volume-driven sectors, where a low purchase price alone is no longer enough to guarantee demand once reconditioning costs are factored in. Sports (2.3%, £400) and Large Executive (3.2%, £410) have held up considerably better. Luxury Executive values have risen by 0.6% (£245) and Supercars by 1.2% (£1,360). That's a clear reminder that age and mileage alone don't decide how values perform. Supply and demand within each sector continue to shape both the direction and the size of the movements.

Fuel type tells a similar story. Petrol and diesel come under increasing pressure with age, and diesel records the largest percentage fall at every age point. Diesel values are down 3.8% (£1,365) at 1 year, 4.6% (£1,000) at 3 years, 5.2% (£690) at 5 years and 5.5% (£250) at 10 years. Petrol follows a similar path, falling 3.6% (£1,060) at 1 year, 4.3% (£790) at 3 years and 5.0% at both 5 years (£600) and 10 years (£235). For both, the falls become more pronounced from the three-year point, in line with the wider pressure on older mainstream stock. Diesel continues to face the greatest challenge. High pump prices and growing interest in electrified alternatives are weighing on demand, although desirable examples bought at the right money are still finding buyers.

PHEVs are holding up better than petrol and diesel, particularly in the older profiles, although reductions still grow with age. They're down 2.8% (£1,225) at 1 year, 3.4% (£900) at 3 years, 3.9% (£675) at 5 years and 4.0% (£325) at 10 years. HEVs are more resilient again. They stay comparatively stable through the younger and middle age points, down 2.5% (£630) at 1 year, 2.8% (£460) at 3 years and 2.7% (£360) at 5 years, before falling a relatively modest 1.3% (£120) at 10 years. That reflects continued demand for hybrid technology among buyers who want lower running costs without moving fully to electric.

BEVs provide the clearest contrast. Reductions stay below 1.0% up to 3 years, at 0.8% (£330) at 1 year and 0.9% (£265) at 3 years. They then ease to 0.4% (£140) at 5 years and turn into a 1.1% increase (£95) at 10 years. Against an overall fall of 5.0% at the same point, that's a significant difference. Older BEVs in particular are benefitting from being more affordable than petrol equivalents, together with growing consumer confidence in battery health and running costs.

Overall, the pressure on values is far from uniform. Depreciation increases with age at headline level, but there's considerable variation underneath the surface. Older mainstream petrol and diesel vehicles are under the most

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pressure, while parts of the prestige, specialist, hybrid and electric markets remain much more resilient. Age alone isn't the deciding factor. Vehicle type, powertrain, supply and desirability are all combining to create an increasingly varied picture. For retailers and vendors alike, understanding these differences, and pricing each vehicle on its own merits, matters more than relying on the headline average alone.

What next?

Last month, our prediction was:

"Last year, values moved by -1.9%. With more stock coming into the market, we expect movements to stay a little weaker than typical seasonal patterns for the rest of the year. The bigger falls are likely to remain with older, higher-mileage vehicles.

Supply is the main factor to watch. Registrations began to recover three years ago, and those cars are now coming back to market, alongside defleet stock and part exchanges from a strong September. Retailers will be keeping a close eye on stock levels, particularly those working towards year-end holding targets. Some may step back from the wholesale lanes, while others will want the right stock in place, or at least on its way, to start the new year well."

Values for three-year-old vehicles typically ease by around 1.5% between December and January. This year, though, the market is heading into the final month of 2026 in a weaker position than usual. Every month so far the year has recorded a fall, and supply continues to build, so we would expect December's movement to be less favourable than the seasonal norm. For context, the largest December to January fall since Cap Live launched was 2.2% back in 2015, closely followed by 2.1% in 2024, while last year's movement was 1.8%.

Several factors are likely to keep pressure on values in the run up to Christmas. There's still plenty of stock around, with more late-plated and pre-registered vehicles finding their way into the market alongside increased volumes from remarketers, so buyers can afford to stay selective. Consumer demand in the used market is also likely to remain a challenge, as many households will be prioritising their spending on the festive period rather than a change of car. Some retailers will also be keeping a close eye on stock levels as they work towards year end targets, which could limit their appetite to restock before the new year. Trade demand may pick up a little as dealers prepare for January, but that's unlikely to happen in big enough numbers to make much of a dent in the volumes already in the wholesale market.

The new car market adds to the challenge. It remains very competitive, and the sub vented finance deals currently available can often make monthly payments on a new car more attractive than on a used one, which has the potential to draw some buyers away from used altogether.

A question we're often asked at this time of year is whether January will bring an increase in values. Consumer demand usually improves after the festive period, but with stock levels where they are, any improvement is more likely to show up as smaller falls than the market has seen in recent months rather than values rising early in 2027.

As we've seen throughout this year, different areas of the market are likely to perform in very different ways, depending on sector, fuel type and model.

Whatever the market brings, Cap Live will continue to track and reflect sold prices in real time as we move through the final month of 2026.

Finally, we'd like to take this opportunity to wish everyone a happy and safe festive season. Thank you for your continued support and feedback throughout what has been a demanding year. It's genuinely appreciated.

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Car Market Overview

By cap hpi

Current used valuations December 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(2.4%)	(3.0%)	(3.7%)	(6.0%)
Supermini	(2.8%)	(3.8%)	(5.7%)	(5.4%)
Lower Medium	(3.8%)	(3.9%)	(4.1%)	(4.3%)
Upper Medium	(3.4%)	(4.1%)	(4.2%)	(4.4%)
Executive	(2.2%)	(4.0%)	(4.3%)	(4.8%)
Large Executive	(2.3%)	(2.5%)	(2.9%)	(3.2%)
MPV	(2.6%)	(2.1%)	(4.0%)	(5.1%)
SUV	(2.4%)	(3.7%)	(5.0%)	(6.4%)
Convertible	(2.8%)	(4.1%)	(6.2%)	(6.1%)
Coupe Cabriolet	(1.2%)	(4.2%)	(7.1%)	(6.1%)
Sports	(2.3%)	(2.0%)	(1.9%)	(2.3%)
Luxury Executive	(1.3%)	(1.6%)	(1.5%)	0.6%
Supercar	0.5%	0.6%	0.7%	1.2%
Overall Avg Book Movement	**(2.6%)**	**(3.5%)**	**(4.6%)**	**(5.0%)**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small			(4.3%)	(5.8%)
MPV Medium	(3.6%)	(3.3%)	(5.0%)	(5.5%)
MPV Large	(1.7%)	(1.3%)	(2.2%)	(3.6%)
SUV Small	(2.6%)	(3.4%)	(5.3%)	(6.6%)
SUV Medium	(2.1%)	(3.9%)	(5.3%)	(6.9%)
SUV Large	(2.9%)	(3.6%)	(3.7%)	(3.2%)

( ) Denotes negative percentages

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Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
ALFA ROMEO GIULIA (16-)	(1,500)	(1,400)	(1,475)
FIAT 500C (09-25)	(450)	(450)	(450)
KIA PICANTO (17-)	(900)	(575)	(742)
KIA STONIC (17-)	(1,250)	(750)	(1,000)
LAND ROVER DISCOVERY (16-) DIESEL	(2,300)	(2,000)	(2,214)
MAZDA CX-5 (17-) DIESEL	(1,450)	(1,200)	(1,325)
PORSCHE BOXSTER (16-)	(1,800)	(1,100)	(1,350)
VAUXHALL CORSA (19-) ELECTRIC	450	600	509
VAUXHALL MOKKA (20-) Electric	350	500	414
VOLVO XC90 (14-25) DIESEL	(1,400)	(1,400)	(1,400)

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
ABARTH 500/595/695 (09-26)	(600)	(250)	(453)
HYUNDAI KONA (18-24) Electric	175	250	218
JAGUAR XF (15-24) DIESEL	(800)	(550)	(671)
KIA RIO (16-24)	(750)	(475)	(653)
PEUGEOT 3008 (16-25) DIESEL	(1,150)	(925)	(1,045)
SEAT ATECA (16-26)	(1,150)	(750)	(996)
VAUXHALL CROSSLAND X (17-26)	(975)	(650)	(835)
VOLKSWAGEN TIGUAN (16-24)	(1,000)	(500)	(685)
VOLKSWAGEN UP (13-25) ELECTRIC	425	425	425
VOLVO S90/V90 (16-25) DIESEL	(650)	(550)	(600)

( ) Denotes negative value

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