

arstdata

MARKET REPORT
NOVEMBER 2026

UNITED KINGDOM · PRICES IN POUNDS STERLING

UK used car market & Chinese brands, Q4 2026

How used prices are moving by fuel and segment, electric against combustion, how far Chinese brands have reached the used market, and the residual value of key models at 12, 24 and 36 months.

−0.7%

like-for-like used prices, August to November

+1.4%

electric, the only fuel whose used prices rose

11%

of used cars registered in 2026 carry a Chinese brand

Edition of 11 November 2026 · market data to 10 November 2026 · free report

Three things to know this quarter.

01 Used prices are easing, not falling.

Like for like, UK used prices are −0.7% from August to the first ten days of November, and −0.2% so far in Q4. SUVs are the weakest segment (−1.3%) and plug-in hybrids the weakest fuel (−2.1%); estates and saloons are flat.

02 Electric has turned.

Electric is the only fuel whose used prices rose: +1.4% since August and +1.3% in Q4 to date, while petrol (−1.0%) and diesel (−1.0%) eased. Electric is 8% of the used cars on the market, but 20% of those registered in 2026.

03 Chinese brands arrive through nearly-new cars.

They are 3.0% of all used cars on the market, but 7.7% of those registered in 2025 and 11.2% of those registered in 2026. MG is 62% of the Chinese-brand total; Jaecoo, Chery, Omoda and BYD are almost entirely under two years old. In our valuations, the Chinese models keep a median 42% of their new price after a further 36 months, against 42% for their reference rivals.

What it means for you

- **Leasing and salary sacrifice.** Used electric prices are firming, so electric residual values rest on firmer ground than in the summer; plug-in hybrids are where the used market is softest.
- **Insurers.** Total-loss and replacement values for SUVs and plug-in hybrids are drifting down; electric values are holding.
- **Remarketing.** A growing pool of nearly-new Chinese-brand cars competes with your own 1-2 year-old returns.

£15,799
median price of a used car on the market

5 years
median age of a used car on the market

7.9%
electric share of the used market

3.0%
Chinese-brand share of the used market

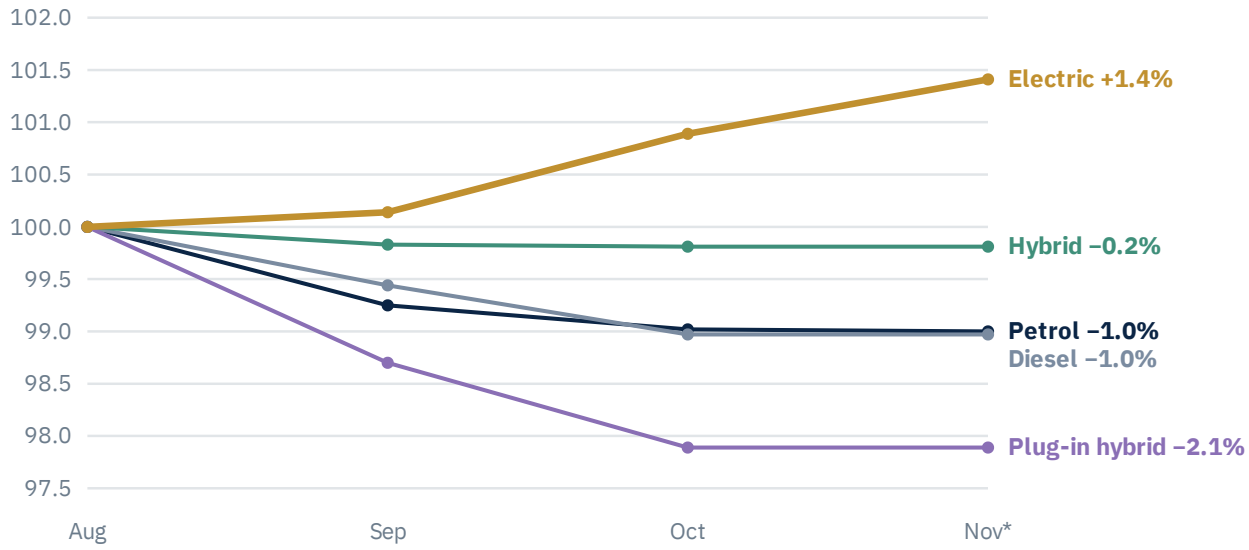
November covers 1-10 November 2026. All prices in pounds sterling.



PRICES BY FUEL

Electric up, plug-in hybrids down.

Like-for-like used price index by fuel, August = 100.



FUEL	SHARE OF USED STOCK	MEDIAN PRICE	MEDIAN AGE	AUG–NOV	Q4 TO DATE
Petrol	50.5%	£14,342	5 yrs	−1.0%	−0.2%
Diesel	27.4%	£13,338	7 yrs	−1.0%	−0.5%
Hybrid	8.3%	£19,928	3 yrs	−0.2%	0.0%
Plug-in hybrid	4.7%	£24,153	3 yrs	−2.1%	−0.8%
Electric	7.9%	£22,700	3 yrs	+1.4%	+1.3%

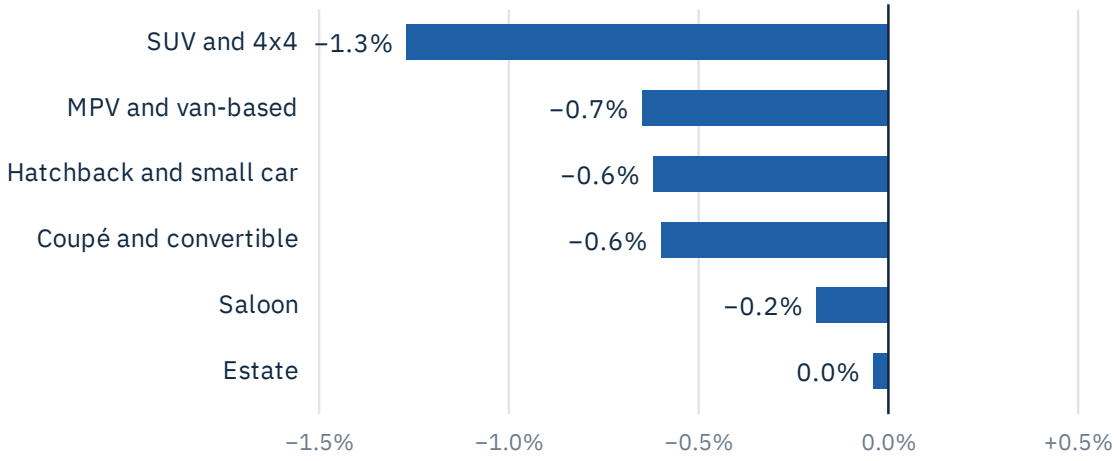
Share, median price and median age: used stock on 1-10 November 2026. Q4 to date: September to November. *November = 1-10 November. Hybrid includes full and mild hybrids.

Reading. The gap between fuels is wider than the market move itself: plug-in hybrids −2.1%, electric +1.4%. Full and mild hybrids are the most stable combustion-based option (−0.2%).

PRICES BY SEGMENT

SUVs give the most ground; estates hold.

Like-for-like change in used prices by body type, August to November 2026.



SEGMENT	SHARE OF USED STOCK	MEDIAN PRICE	AUG–NOV	Q4 TO DATE
SUV and 4x4	38.7%	£18,499	−1.3%	−0.4%
MPV and van-based	5.2%	£12,995	−0.7%	−0.6%
Hatchback and small car	31.3%	£11,990	−0.6%	−0.1%
Coupé and convertible	5.4%	£22,499	−0.6%	−0.5%
Saloon	6.5%	£17,994	−0.2%	−0.1%
Estate	9.3%	£15,995	0.0%	0.0%

Segment from each model's body type. MPV and van-based includes car-derived vans; coupé and convertible includes roadsters. Share and median price: 1-10 November 2026.

−0.7%

whole market, like for like, August to November

£15,799

median price of a used car on the market in November (median age 5 years)

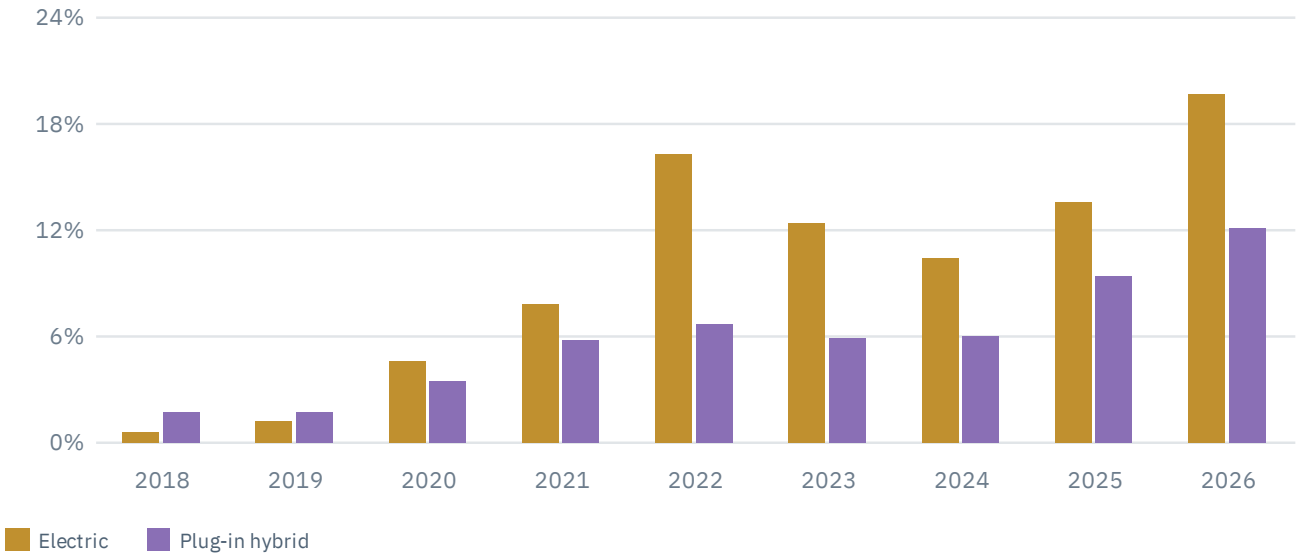
Reading. SUVs are 39% of the used cars on the market and the segment where prices give most (−1.3%). Estates (0.0%) and saloons (−0.2%) barely moved.



ELECTRIC AGAINST COMBUSTION

The electric discount is closing.

Share of electric and plug-in hybrid cars among used cars on the market, by registration year (November 2026).



REGISTERED	ELECTRIC	PETROL / DIESEL	GAP
2020	£14,195	£13,980	+1.5%
2021	£15,990	£15,500	+3.2%
2022	£19,836	£16,999	+16.7%
2023	£21,040	£16,890	+24.6%
2024	£24,499	£20,250	+21.0%
2025	£28,998	£24,250	+19.6%

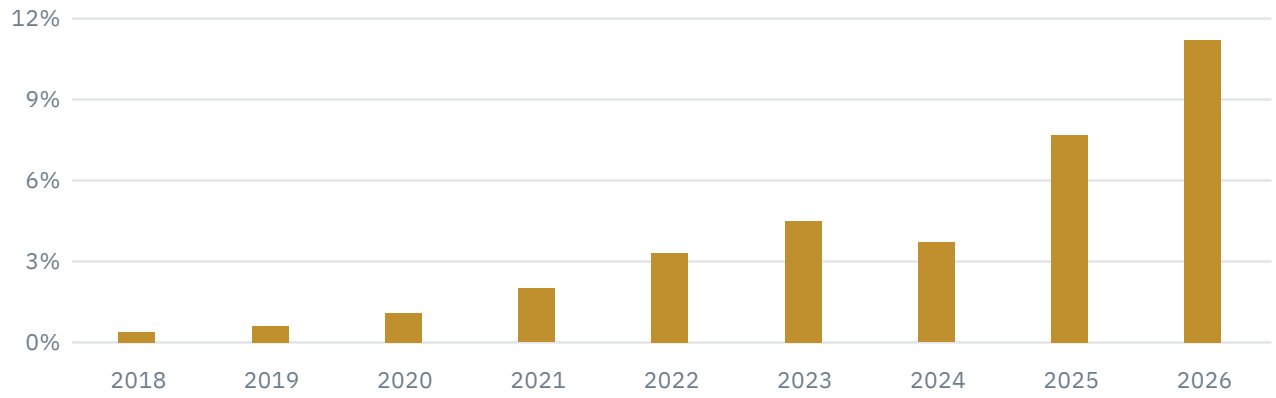
Median price of the used stock, 1-10 November 2026. Different models and list prices: the gap is a level, not a like-for-like comparison.

Reading. Like for like, used electric prices rose +1.4% since August while petrol and diesel eased about 1%. Electric cars are a fifth of the used cars registered in 2026: the nearly-new electric supply is the one to watch for 2027 residual values.

CHINESE BRANDS

From 1% of 2020 cars to 11% of 2026 ones.

Chinese-brand share of the used cars on the market, by registration year (November 2026).



BRAND	SHARE OF CHINESE TOTAL	MEDIAN PRICE	UNDER 2 YEARS	ELECTRIC / PLUG-IN	MAIN MODELS
MG	62%	£13,850	39%	23% / 5%	HS, ZS
BYD	11%	£24,390	99%	48% / 48%	Seal U, Seal, Sealion 7
Polestar	10%	£21,999	34%	100% / 0%	2, 4, 3
Jaecoo	6%	£25,695	100%	8% / 40%	7, 5, 8
Omoda	5%	£21,998	100%	29% / 14%	5, 9, 7
Chery	4%	£24,995	100%	10% / 57%	Tiggo 8, Tiggo 7, Tiggo 9
Maxus	1%	£14,995	26%	24% / 0%	Deliver 9, T90EV, T60 MAX
Geely	1%	£24,499	100%	43% / 46%	Starray, EX5, EX2

Chinese-owned brands. For Smart, only its current models (#1, #3 and #5). Smaller brands are included in the shares but not shown separately.

3.0%

of all used cars on the market; MG alone is 62% of the Chinese-brand total

8%

of Chinese-brand used cars on the market have delivery mileage (under 1,000 km), against 2% for the reference brands

−1.0%

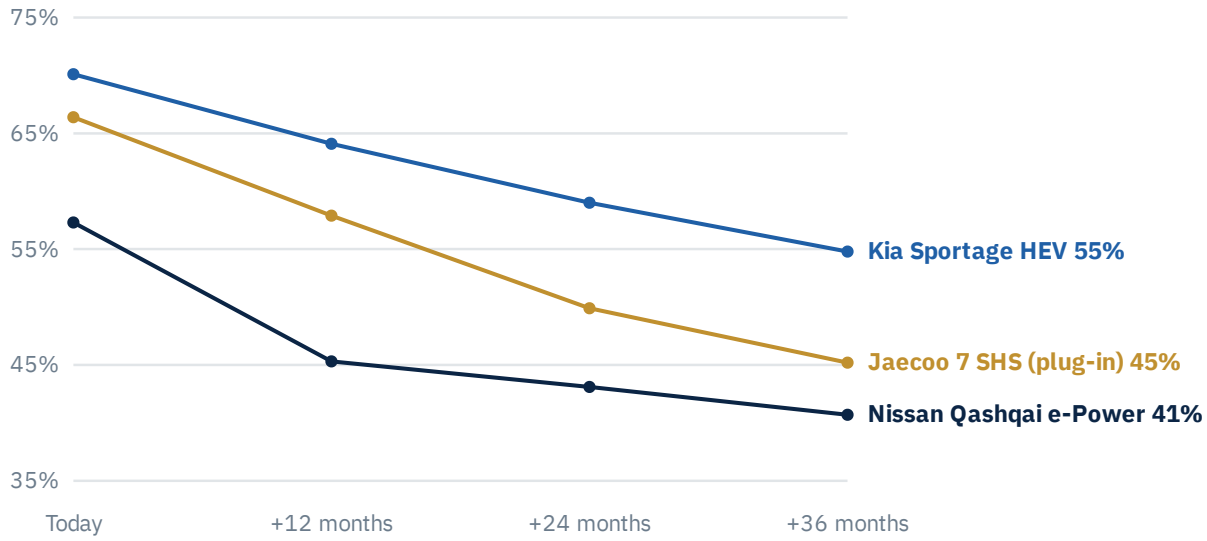
like-for-like prices of Chinese brands since August (−0.7% for the reference brands); flat in Q4 to date

Reference brands: Kia, Hyundai, Nissan, Volkswagen, Ford, Skoda, Toyota, Vauxhall, Peugeot and Renault.

RESIDUAL VALUE

Residual value at 12, 24 and 36 months.

Value of a car registered in 2025, driven about 10,000 miles a year, today and in 12, 24 and 36 months, as a share of its new price. ARST Data valuations of 11 November 2026, in pounds sterling.



MODEL	NEW PRICE	TODAY	+12 MONTHS	+24 MONTHS	+36 MONTHS
BYD Dolphin CN	£29,814	£16,100 54%	£14,300 48%	£12,800 43%	£11,700 39%
Polestar 2 CN	£48,480	£25,100 52%	£22,400 46%	£18,800 39%	£16,700 34%
Kia EV6	£47,937	£26,000 54%	£22,200 46%	£19,000 40%	£16,800 35%
Nissan Qashqai e-Power	£36,624	£21,000 57%	£16,600 45%	£15,800 43%	£14,900 41%
Kia Sportage HEV	£35,247	£24,700 70%	£22,600 64%	£20,800 59%	£19,300 55%
Omoda 5 CN	£25,959	£17,600 68%	£16,400 63%	£14,600 56%	£13,200 51%
Ford Puma	£28,602	£16,600 58%	£14,800 52%	£13,200 46%	£12,100 42%
Nissan Juke	£24,743	£14,000 57%	£12,800 52%	£11,600 47%	£10,700 43%
Jaecoo 7 SHS (plug-in) CN	£33,871	£22,500 66%	£19,600 58%	£16,900 50%	£15,300 45%

Most common version of each model and fuel, without performance versions. New price: reference new price of that version. CN = Chinese brand. Statistical estimates, not expert appraisals.



ABOUT THIS REPORT

ARST Data's own market data for the United Kingdom, aggregated and validated, in pounds sterling, to 10 November 2026. Residual values are ARST Data valuations of 11 November 2026. A description of the market, not a forecast or a valuation of a specific car. Indicative market prices.

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