## BVRLA

# Bi-annual leasing broker survey January to June 2020 (Hl 2020) 

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## Research \& Insight

## Jan to Jun 2020

LEASING BROKER / SMALL FLEET H1 2020

- The BVRLA broker channel fleet grew by 7\% to 362,461 compared to end of H1 2019.
- New contracts for both cars and LCVs are down compared to H1 2019 (-13\% and -12\% respectively)
- Existing trends continued including increasing percentage of consumer contracts for cars, despite fall-out from the COVID-19 pandemic including forbearance, lock-down and other increased regulatory intervention.

| Key Findings (Cars) | (Vans) |
| :---: | :---: |
| - The net additions to the car fleet for H1 2020 was just over 24,000. <br> - 3 in 5 cars on fleet are on a personal contract <br> - New contracts for PCH were double those of BCH | - Growth stalled in H1 for the first time since 2013 at 101,166 vans. <br> - The number of new contracts signed in H 12020 was $12 \%$ lower than in H1 2019. However, there was a $79 \%$ increase in new PCH contracts in H1 2020 relative to H 12019. <br> - The profile of funding has been remarkably consistent of the period 2013 to 2020 with a reduction in percentage of finance leases. |

From June 2019 results provided for 2019 figures in the Leasing Broker results are presented using a moving annual total rather than providing a total for the calendar year. This allows consistent comparisons of 12 months for all totals. This is only relevant in the first half report in each year. In all cases where a moving annual total is used rather than a calendar year, the suffix $M$ will be used. In all cases where the end of the period being reported is at the half year, the prefix H 1 will be used.

## Research \& Insight



| Vehicles <br> on fleet | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | H1 <br> $\mathbf{2 0 1 7}$ | H1 <br> $\mathbf{2 0 1 8}$ | H1 <br> $\mathbf{2 0 1 9}$ | H1 <br> $\mathbf{2 0 2 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CARS | 99,134 | 120,458 | 148,819 | 184,779 | 192,457 | 211,448 | 237,281 | 261,295 |
| LCVs | 35,840 | 43,628 | 59,187 | 76,874 | 81,284 | 90,964 | 100,830 | 101,166 |
| ALL | $\mathbf{1 3 4 , 9 7 4}$ | $\mathbf{1 6 4 , 0 8 6}$ | $\mathbf{2 0 8 , 0 0 6}$ | $\mathbf{2 6 1 , 6 5 3}$ | $\mathbf{2 7 3 , 7 4 0}$ | $\mathbf{3 0 2 , 4 1 2}$ | $\mathbf{3 3 8 , 1 1 1}$ | $\mathbf{3 6 2 , 4 6 1}$ |


| New contracts | 2013 | 2014 | 2015 | 2016 | $\begin{gathered} \mathrm{H} 1 \\ 2017^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \mathrm{H} 1 \\ 2018^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2019^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2020^{\mathrm{M}} \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CARS | 38,726 | 53,604 | 63,179 | 81,974 | 75,805 | 72,393 | 86,672 | 75,056 |
| LCVs | 11,416 | 19,588 | 23,862 | 28,839 | 28,152 | 25,999 | 29,268 | 25,699 |
| ALL | 50,142 | 73,192 | 87,041 | 110,813 | 103,957 | 98,392 | 115,940 | 100,754 |


| Net <br> additions | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | H1 <br> $\mathbf{2 0 1 7}$ | H1 <br> $\mathbf{2 0 1 8}$ | H1 <br> $\mathbf{2 0 1 9}$ | H1 <br> $\mathbf{2 0 2 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CARS | 8,427 | 21,324 | 28,361 | 35,960 | 7,678 | 18,992 | 25,833 | 24,014 |
| LCVs | 3,329 | 7,788 | 15,559 | 17,687 | 4,410 | 9,681 | 9,866 | 336 |
| ALL | $\mathbf{1 1 , 7 5 6}$ | $\mathbf{2 9 , 1 1 2}$ | $\mathbf{4 3 , 9 2 0}$ | $\mathbf{5 3 , 6 4 7}$ | $\mathbf{1 2 , 0 8 7}$ | $\mathbf{2 8 , 6 7 2}$ | $\mathbf{3 5 , 6 9 9}$ | $\mathbf{2 4 , 3 5 0}$ |

## Research \& Insight



| Cars: New contracts | 2013 | 2014 | 2015 | 2016 | $\begin{gathered} \mathrm{H} 1 \\ 2017^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \mathrm{H} 1 \\ 2018^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2019^{\mathrm{M}} \end{gathered}$ | $\begin{gathered} \mathrm{H} 1 \\ 2020^{\mathrm{M}} \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BCH | 23,403 | 30,562 | 28,706 | 31,808 | 29,619 | 26,527 | 27,811 | 24,286 |
| Finance lease | 1,162 | 1,706 | 1,585 | 1,489 | 1,344 | 1,041 | 834 | 644 |
| Business other* | 182 | 224 | 222 | 277 | 202 | 136 | 85 | 97 |
| BUSINESS ALL | 24,747 | 32,492 | 30,513 | 33,574 | 31,164 | 27,703 | 28,730 | 25,027 |
| PCH | 11,948 | 18,898 | 30,363 | 46,121 | 42,484 | 42,745 | 56,369 | 48,645 |
| Personal other* | 2,031 | 2,214 | 2,308 | 2,279 | 2,157 | 1,946 | 1,573 | 1,384 |
| PERSONAL ALL | 13,979 | 21,112 | 32,671 | 48,400 | 44,641 | 44,691 | 57,942 | 50,029 |
| ALL | 38,726 | 53,604 | 63,184 | 81,974 | 75,805 | 72,393 | 86,672 | 75,056 |

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## Research \& Insight

| LCVs on fleet | 2013 | 2014 | 2015 | 2016 | $\begin{gathered} \text { H1 } \\ 2017 \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2018 \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2019 \end{gathered}$ | $\begin{gathered} \text { H1 } \\ 2020 \end{gathered}$ | Market share: LCVs on fleet by finance type |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BCH | 22,269 | 26,219 | 36,030 | 45,653 | 48,942 | 55,576 | 64,620 | 65,126 |  |  |  |  | ance le |  |  |  |
| Finance lease | 12,593 | 15,981 | 20,367 | 26,643 | 27,274 | 29,277 | 29,694 | 29,484 | 62\% | 60\% | 61\% | 59\% | 60\% | 61\% | 64\% | 64\% |
| Business other* | 809 | 1,099 | 1,908 | 2,609 | 2,721 | 2,863 | 2,654 | 2,624 |  |  |  |  |  |  |  |  |
| BUSINESS ALL | 35,671 | 43,299 | 58,305 | 74,905 | 78,937 | 87,716 | 96,968 | 97,234 | 35\% | 37\% | 34\% | 35\% | 34\% | 32\% | 29\% |  |
| PCH | 124 | 303 | 864 | 1,953 | 2,334 | 3,245 | 3,852 | 3,928 |  |  |  |  |  |  |  |  |
| Personal other* | 45 | 26 | 18 | 16 | 14 | 3 | 10 | 4 |  | 3\% | 5\% | 6\% | 6\% | 7\% | 6\% | 6\% |
| PERSONAL ALL | 169 | 329 | 882 | 1,969 | 2,347 | 3,248 | 3,862 | 3,932 | 3\% | 3\% |  |  |  |  |  |  |
| ALL | 35,840 | 43,628 | 59,187 | 76,874 | 81,284 | 90,964 | 100,830 | 101,166 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |


| LCVs: New contracts | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{H 1}$ <br> $\mathbf{2 0 1 7}^{\mathrm{M}}$ | $\mathbf{H 1}$ <br> $\mathbf{2 0 1 8}^{\mathrm{M}}$ | $\mathbf{H 1}$ <br> $\mathbf{2 0 1 9}$ | $\mathbf{H 1}$ <br> $\mathbf{2 0 2 0}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BCH | 7,102 | 11,992 | 14,366 | 18,131 | 18,378 | 17,929 | 20,635 | 16,717 |
| Finance lease | 3,929 | 6,827 | 7,817 | 8,383 | 7,652 | 6,264 | 6,640 | 5,903 |
| Business other |  |  |  |  |  |  |  |  |
| BUSINESS ALL | 288 | 554 | 1,042 | 995 | 839 | 668 | 596 | 586 |
| PCH | 83 | 201 | 608 | 1,327 | 1,282 | 1,138 | 1,393 | 2,491 |
| Personal other* | 14 | 14 | 29 | 3 | 2 | 1 | 4 | 2 |
| PERSONAL ALL | 97 | 215 | 637 | 1,330 | $\mathbf{1 , 2 8 4}$ | $\mathbf{1 , 1 3 9}$ | 1,397 | $\mathbf{2 , 4 9 3}$ |
| ALL | $\mathbf{1 1 , 4 1 6}$ | $\mathbf{1 9 , 5 8 8}$ | $\mathbf{2 3 , 8 6 2}$ | $\mathbf{2 8 , 8 3 9}$ | $\mathbf{2 8 , 1 5 2}$ | $\mathbf{2 5 , 9 9 9}$ | $\mathbf{2 9 , 2 6 8}$ | $\mathbf{2 5 , 6 9 9}$ |



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[^0]:    The purpose of this survey is to provide a general market overview only. Although every effort is made to ensure that the content is accurate, the BVRLA cannot accept any liability whatsoever for any inaccuracy contained within it, nor for any damage or loss, direct or indirect, which may be suffered as a result of any reliance placed upon the contents provided, whether arising in contract, tort or in any other way. Advice should always be obtained from your own professional advisers before committing to a specific action.

[^1]:    * Business other refers to contract purchase, credit hire and lease purchase. Personal other refers to HP and PCP.

[^2]:    Prepared by Research and Insight Manager, Phil Garthside

[^3]:    * Business other refers to contract purchase, credit hire and lease purchase. Personal other refers to HP and PCP.

