

## INTERIOR

### WHAT IS IT LIKE ON THE INSIDE?

Let's start with the i-Cockpit. Peugeot's decision to reinvent the wheel here definitely takes some getting used to, but there's no doubt that the cabin environment is as striking as anything else out there... and better to use than many. Taller drivers might struggle to drop the seat low enough in order to find a position that's comfortable while actually being able to see the instruments, but the seats themselves are superb, especially in top GT trim.

A real highlight is the 3D 'floating' instrument cluster – standard on GT trim – which projects speed just that bit more prominently than other, less useful info. It looks and works brilliantly, and the whole lot can be endlessly configured to suit driver preference.

### WHAT'S THE TOUCHSCREEN LIKE?

Impressive. The graphics are crisp if not quite in the Mercedes league, but the main functions are clearly marked below the principal display and from Allure trim up you can programme a further row of toggles for your shortcuts, with up to eight drivers able to set their own profile. It looks really smart and works superbly, too.

A permanent banner at the top displays exterior temperature, aircon settings, connectivity data and the time, while there's also voice activation, wireless screen mirroring, and two phones can be connected to the Bluetooth simultaneously. Top-of-the-range models get a 10-speaker set-up, courtesy of French specialists Focal, if that's your thing.

### WHAT'S PASSENGER SPACE LIKE?

Fine up top, but rear seat space is a little on the tight side. The 412-litre boot (361 litres in the hybrid), compares favourably with rivals, mind, with the [Audi A3](#), [BMW 1 Series](#), [VW Golf](#), [Ford Focus](#) and [Mercedes A-Class](#) all offering less back there. You also get two big cup holders, two USB-C sockets, and 34 litres of additional storage space throughout the cabin.

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