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Honda Civic Advance 2.0 Hybrid – Road Test

Published: May 11, 2026

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Online version: <https://www.wheels-alive.co.uk/honda-civic-advance-2-0-hybrid-road-test/>





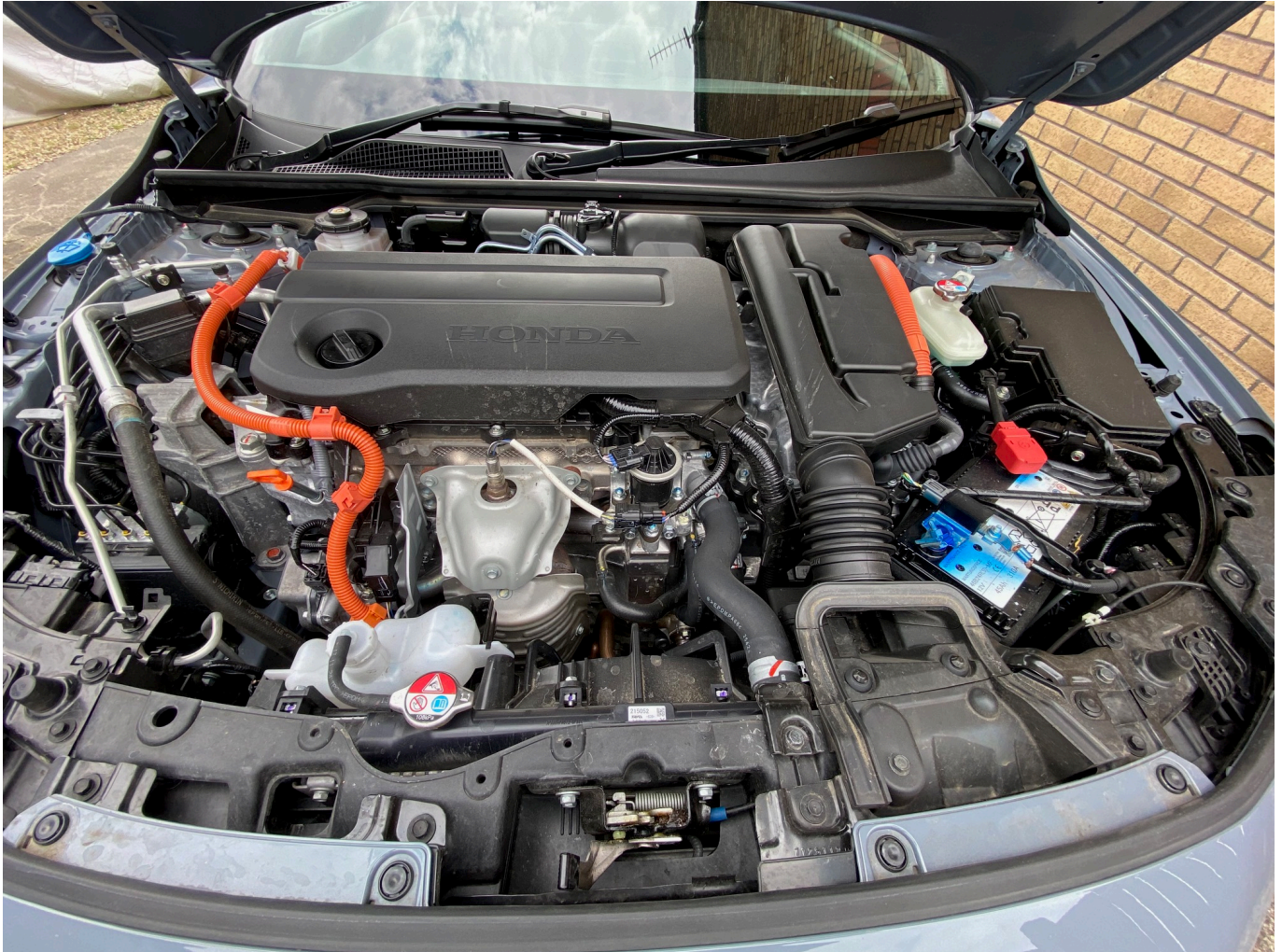
Robin Roberts (and WheelsWithinWales) writes... Honda has a lot of experience building their capable Civic, and it really shows in the latest line up of a model which can trace its ancestry over 54 years.

Today, the Honda Civic hybrid comes in Elegance trim from £34,325, Sport beginning at £35,945 and our Advance version from £39,295.

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The entry model includes many driving safety systems and heated front seats while the mid-range car also has a heated steering wheel, wireless charging and privacy glass with the top version also gaining a big glass sunroof, leather upholstery, premium Bose sound and adaptive driving beam.

The powertrain is identical and highly refined, self-charging, with its 1.05 kWh battery to be used when the car decides it's most appropriate for urban work or added acceleration.



Our Advance model's powertrain did not have the kick in back by which some Honda models are best remembered in the older Civic line-up, but rather there was a good, steady push from standstill and up to motorway speed. It was all delivered without driver intervention except through the Mode button behind the drive selector to determine how you wanted to use it.

Acceleration was good, quiet and consistent and the lack of mechanical noise meant the Civic's road rumbles and suspension knocks were noticed the



cabin.

Nevertheless, mixing the driving modes over 300 miles of testing we saw fuel consumption climb to just under 54 mpg.

The steering was nicely weighted for feedback and no vibration could be felt but we thought a tighter turning circle would have been an advantage when parking.

The Civic's brakes really were strong and very smooth when coming down from speed, with modest pedal pressure. The hold setting worked every time as well.

Secondary controls, mostly grouped on the wheelspokes or column stalks, were tightly placed and also hid the start & stop button.

The driver safety system worked very well to alert about hazards when parking or on the road, while the speed adjustment or cruise control had a sensitivity setting for distance and also seemed effective.

The car had a few blindspots and really needed the sensors to cover them, particularly reversing and the thick C-pillars were obstructive.

Very good intelligent headlights were great at night and not too dazzling, the wash and wipers both ends cleared the windows and the demisting system was particularly quick working. I liked the fact the demisting settings were all switches below the infotainment system and not hidden deep within a touch-



screen menu.

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The Honda Civic had a lot of oddments space throughout for a family five-seater, a good amount of leg and headroom and quickly adjusting powered seats in front. However, the steep sloping A-pillar meant users had to consciously duck heads to avoid meeting the door surround.

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Access to the rear seats was easier and getting things into or out of the boot was straightforward so long as you realise the back window steeply sloped over the luggage space and tall items were impossible to slide in. Offset folding back seats were useful.

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A lot of thought and careful design has been applied to the Honda Civic and it looks very high quality inside, while its dynamic qualities gave it a sporty feel.

Handling was quick and taut, roadholding good and a series of sweeping curves were negotiated without drama and with a lot of smiles.

Going slowly, the firmness of the suspension, big tyres and suspension set up produced a lot of noise and rumbles because the car was otherwise quiet.



VERDICT

Apart from the noises, the Honda Civic Advance was a highly enjoyable and refined car, capable of many roles and repaid with effortless economy and useful performance to cover many miles in one stretch.

For: Economical, reasonable performance, roomy, refined powertrain, good seats & sophisticated interior

Against: Intrusive road noise, firm ride, poor rear visibility, fussy secondary controls & small infotainment screen.

FAST FACTS

Model: Honda Civic Advance 2.0

Price: £39,295

Mechanical: 143 PS, 4 cyl 1.9 litre, eCVT

Max Speed: 112 mph

0 - 62 mph: 8.1secs

Combined MPG: 53.2

Insurance Group: 28E

C02 emissions: 114 g/km



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Bik rating: 27%, £455FY, £200SR

Warranty: 5 years/ 90,000 miles

Size: L 4.56 m (14.96 ft), W 1.81 m (5.94 ft), H 1.41 m (4.63 ft)

Bootspace: 404 to 1,187 litres (14.27 to 41.92 cu.ft)

Kerbweight: 1,503 kg (3,314 lb)

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