



Left: Hannah cycled seven hilly miles with these plants. The Benno Boost E has also carried: children; a heavy roll of carpet and a weekly grocery shop at the same time; and a mountain bike, en route to a local bike park
Left: "It makes every errand easy," Hannah says. As a result, the e-bike has clocked up 6,600km in three and a half years



We decided to buy the Tern because it is essentially a standard-sized bike with a motor and space for children. It can be stored easily and behaves like a normal bike. We use the bike for the nursery commute, then going on to work, and also for local journeys. Most of our trips under five or six miles are done on the GSD, including the shopping. We love the Clubhouse and the Storm Shield, which offers protection from the elements, and like using fairy lights to jazz up the bike and make it feel safe.

The e-cargo bike makes otherwise boring trips an experience. We see and feel things in a way you can't in a car – we're aware of dogs, overhead planes and the weather. We notice the changing seasons as we lose our layers going into the spring. We play music and sing along. We're able to say hello to friends we pass on the way home.

I can't in all honesty think about a disadvantage to the Tern, other than the high cost that prevents many from trying an e-cargo bike as a mode of transport. That said, we save money on fuel and the use of a car, and easily manage with one car alongside the bike.

I would advise anyone wanting to get into using an e-cargo bike as a mode of transport to give it a go. It gives the whole family a sense of freedom and independence, and it enhances bonds that can't be built when driving a car!

HANNAH DOBSON

Managing editor of Singletrack World, Calder Valley

I got the opportunity to test the Benno Boost E in a spell between the death of one car and the purchase of another (which would also, inevitably, die). It made it possible for me to take a child or teenager to school and after-school activities, and do the supermarket shop in my semi-rural and maxi-hilly area.

My husband can't drive in the UK (yet, he says!), and the cargo bike gave him the ability to travel beyond the limits of the train line, and help out with child ferrying. He pushed the range to its limits – once running out after 42 laden miles, with five left to go – and even used it to shuttle his mountain bike to the local bike park. In one summer we put 700 miles on it, along with a few additions.

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It was too useful to say goodbye to so we bought it.

Key things we added were a dropper post for easy saddle height adjustment between users, some BMX pegs as foot rests (cheaper than the official ones), and a derailleur guard. It came with a rear and front rack and panniers. I have become a collector of straps and bungees in my quest to carry as many improbable loads as possible. A recent roadside find of two rolls of lead flashing defeated me. After lashing 55kg to the rear of the bike and another 20kg to the front, I pushed it off the kickstand – and toppled it over into the road. That's the only time I've tipped the bike, despite an array of precarious cargo.

My husband competes with me in cargo carrying, with more bike park trips (including up the rough access track!), and even, once, a supermarket shop and a roll of carpet from the town five-plus miles away. Does that beat the giant potted rose and wisteria I carried nearly seven miles? Does length trump height? ▶