

The front rack is surprisingly useful, and we also bought a Storm Shield or, as our daughter calls it, 'her tent', which is great for keeping her dry and protected from the wind when the weather's bad.

I feel proud of the fact that for my daughter, hopping on the back of a bike is her default mode of transport. If we leave the house, she always expects that we'll be either walking or pedalling, and getting in the car is often met with complaints. Being on the bike is her happy place, and even if she's in a grump at the start of a journey, chances are she'll be calm, happy and singing to herself within moments once we get going. On the occasions when we take one of her friends with her, the happy chattering and giggling can crescendo to ear-piercing levels!

Our car now mostly sits on our driveway. With the bike and an active decision to use public transport wherever possible, we're now only doing around 3,000 miles a year in our car, mostly for holidays and weekends away. We're debating whether the car is worth keeping.

My main tip for e-cargo bike riding? There is no shame in using turbo mode! Think of the bike as a mode of transport, not as a piece of fitness equipment.

JAMES PALSER

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When we had one child, cycling with a child seat on a normal bike was possible, although not overly pleasant in a town where hills are inevitable and steep; our school run has a 20% incline.

When child number two came along, we purchased a Tern GSD S10. One of the reasons we opted for a cargo cycle, and this one specifically, is that my partner and I are a similar height, so we can both use it easily – including on sections of the NCN and canal network, which have access barriers that are negotiable on the GSD as it's not much longer than a standard cycle.

We have the Clubhouse and Storm Shield, as well as a front rack for bags and Lockstand Extensions for more stable parking. These add-ons raised our costs by over £500 on what was already an expensive bike. I am fortunate to work for an employer (full disclosure: it's Cycling UK!) with a very good cycle to work scheme, which enabled us to spread the



James has found the school run quicker and more reliable by Tern GSD than by car

“*I work for an employer with a very good cycle to work scheme, which enabled us to spread the payments*”

payments over a couple of years.

Two of the most useful extras were quite cheap, however: two fabric pouches, designed for bikepacking handlebars, which we have installed at the back of the bike. The kids use them for soft toys, bottles, a Bluetooth speaker and (on one memorable occasion) a week-old banana peel!

It's not been completely trouble free. Our Bosch motor had to be replaced after two years due to water ingress. Other users have reported similar experiences. We've now fitted a mudflap to the front mudguard to prevent this

happening again. We also broke one of the Storm Shield poles, which was replaced under warranty.

In the two years we've had the GSD we've done over 4,000 miles of local journeys to school and back. The nursery and school run distance is halved by using a bike rather than driving. The cargo bike is also more reliable in terms of timing and enables us to get right up close to where we're going. We still own a car, but generally use it only for journeys that can't be made by bike easily.

There's a good feel-good factor riding an e-cargo bike. There are around 10 people who now cycle their kids to our school on cargo bikes. The cyclists all wave at each other and the kids will wave from the back of the bike.

I found that sitting one child behind the other on our GSD sometimes led to hair-pulling and arguments. The solution has been to sit them face to face so they can chat. If they're both in a mood, which is rare but does happen, I sit them back to back so they can't reach each other! ●