

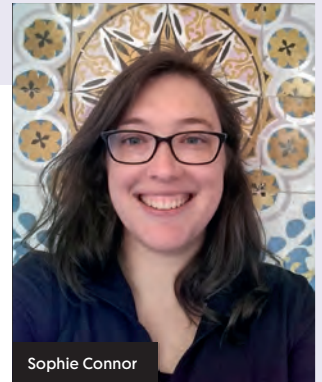
# CYCLOPEDIA

# Bike finder

Which bike should I buy?  
Ask us at [cyclinguk.org/bikefinder](https://cyclinguk.org/bikefinder)

## LIGHTWEIGHT FOLDING E-BIKE

• **For:** Sophie Connor, aged 42, from Cardiff. • **Bike needs:** A folding e-bike for my commute to work, which is currently: uphill walk, train, flat walk. The walking portions take 40 minutes each way. I love my Gazelle Chamonix C7 but it's too heavy to carry down the stairs at one of the train stops, and I find it too hard for hills as I have anaemia. • **Must have:** Electric assist for the uphill parts. Folding, so I can always take it on the train and can store it in my small house. Upright riding position and step-through frame. As light as possible, ideally less than 15kg. • **Must not have:** Drop handlebar. • **Budget:** Around £2,000, but can include some Cycle to Work scheme discount.



Sophie Connor



### RICHARD PEACE

The obvious choice is a **Brompton Electric**. Bromptons are without rival as a quick-folding 'train and ride' commuting tool. Brompton's own **Electric C Line Urban (£2,900, [brompton.com](https://brompton.com))** features the latest 4-speed derailleur

gearing, a punchy front hub motor and a 300Wh battery that removes easily at the click of a button. It weighs 16.6kg but when you remove the 2.8kg battery (which has a shoulder strap for easy carrying) you have a reasonably portable 13.8kg folded package, measuring around 60×60×30cm. With Cycle to Work savings that may come within your price range.

If that looks too heavy, there is the part-titanium **Electric P Line Urban** (15.6kg or 12.8kg without the battery) but it costs **£3,695**. You would have to be a higher-rate taxpayer to bring this anywhere near your price range.

There's also a plethora of conversion kits. These void Brompton's warranty but I've heard of no problems caused by quality kits. The best option is the superbly made **Cytronex ([cytronex.com](https://cytronex.com))**, which adds around 3.2kg – including a 1.5kg, 198Wh removable battery. Ready fitted, it's **£1,330**. Added to a secondhand Superlight XL Brompton (2005-17), it produces a superb, lightweight e-folder (potentially sub-12kg with the battery removed). Alternatively, a new entry-level **Brompton A Line** costs **£950** and weighs 11.5kg (not including the Cytronex), so that's still pretty close to your budget.



### DAN JOYCE

The Cycle to Work scheme should save you 21% on the price of an e-bike if you're a basic rate taxpayer. That's because you won't pay income tax (20%) or national insurance (8%) on the cost of the bike; it's deducted from your gross salary. The reason you won't save 28% is that you'll pay an 'ownership fee' as well, which will be 7% of the bike's price – assuming that it cost more than £500 (it will have done), and that your Cycle to Work provider has an 'own it later' option (it probably will). You can run the numbers on any e-bike with an online savings calculator. Cyclescheme's is [cyclescheme.co.uk/calculator](https://cyclescheme.co.uk/calculator). See also [cyclinguk.org/cycle-work-scheme](https://cyclinguk.org/cycle-work-scheme).

Without Cycle to Work savings, there are few folding e-bikes that are cheap enough, light enough and good enough to meet your needs. One that ticks most of your boxes is the **Eovolt Morning 16in Origins (£1,799, [eovolt.co.uk](https://eovolt.co.uk))**. At 16.5kg, it's just over your weight limit but it folds to a train-friendly 58×75×42cm and is well under budget.

With Cycle to Work savings, however, I think the same as Richard: your best option is to stretch your budget and get a **Brompton Electric C Line Urban – 4 Speed**. You can't beat Bromptons for daily train use. Assuming you save 21% via Cycle to Work, that will cost **£2,291** rather than **£2,900** – which is a bit cheaper than adding a **£1,330 Cytronex** to a **Brompton C Line Urban – 2 Speed (£1,295 or £1,023 via Cycle to Work)**.



**BROMPTON  
ELECTRIC C LINE  
URBAN – 4 SPEED  
£2,900 (£2,291)**

