**Propensity to Cycle**

|  |
| --- |
| One of the critical building blocks of ‘Decarbonising Transport’ is to have a transportation system that encourages active travel at scale. Sadly, in New Zealand, despite the scientific consensus, aspiration in policy and the significant health, environmental and climate benefits cycling offer - our cycling environments are hostile, disconnected and unsafe with limited hope of that changing soon.  One of the key challenges of retrofitting a car-oriented city is understanding which areas spatially and corridors has the highest propensity to cycle.  So, transport planners and policy makers can prioritise investments and interventions to promote cycling where it has the highest potential use. The challenge is asking a question of 'where does cycling have the greatest potential to grow?' is complex in a car-oriented city with limited active mode data available.To help answer this question this paper explores and analyse the use of the latest [2018 Census Journey to work and education](https://vimeo.com/433089046/67ac063df6) to provide different visions of the future are represented through various scenarios of change. The scenarios include a ‘go dutch’, ‘e-bike uptake’ and ‘decarbonised’ version of the future and identifying where does cycling have the greatest potential to grow spatially in the entire New Zealand. |