**Unlocking the latent cycling potential**

Commuting by bike has surged in popularity across New Zealand. However, despite its implications for policy and climate change, only 2.2% (as per 2018 Census data) of commuter’s cycle to work. A significant untapped opportunity lies in the fact that a substantial portion of short-distance car trips (61% less than 5 km) could potentially be replaced by cycling.

From a transport modelling perspective, our policy tools have historically prioritized private motorized vehicles, with lesser attention to public transport and even less to walking and cycling. This has contributed to a lack of investment in walking and cycling in the past few decades.

New Zealand cities are now taking a systematic approach to equip planners and policymakers with a powerful tool: the 'Propensity to Cycle Tool.' This tool facilitates targeted interventions and infrastructure planning for cycling, where they can have the most significant impact. Providing With scenarios tailored to specific cycling projections, the ‘Propensity to Cycle Tool’ is a comprehensive tool for future-proofing our cities. This paper outlines the potential for cycling growth in Hamilton using a trialled and tested evidence-based tool ('Propensity to Cycle') developed and applied in the UK.

The Propensity to Cycle Tool opens doors to a unique understanding of diverse cycling scenarios, enabling the transition towards a low-emission and climate-resilient future. Some of the key considerations of the study involve retaining the existing trip patterns, expanding them over an enhanced cycling environment, investigating the cycling barriers and the impacts of longer trips made by electric bikes. Its usefulness extends throughout the lifecycle of cycling network planning and investment, providing strategic insights and guidance on where to prioritise the development of high-quality cycling infrastructure.