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In the project Autonomous developments, the Fietsberaad (Bicycle Consultancy) explored the consequences of a number of more or less autonomous developments in bicycle use and how local authorities should or could respond. The increase in the number of (non-Western) immigrants is one of these autonomous developments. This publication is the first result of this project. It concerns supplementary analyses on Anders Onderweg (A different kind of mobility), the research conducted by the Sociaal en Cultureel Planbureau (Social and Cultural Planning Office) into mobility behaviour of immigrants. This summary contains the main conclusions of this research.

Immigrants in the Netherlands tend to cycle considerably less than the native Dutch population. Moroccans and Turkish people cycle even less than Antilleans and Surinamers. There are no indications that immigrants would cycle more if their social situation improved. Improvement in their social situation would probably mainly lead to fewer journeys on foot and higher car use. When immigrants leave the big cities (G4), a rise in their bicycle use could be expected.

Relevance stimulation bicycle use
Stimulating bicycle use among immigrants could contribute in the short term to their social development and health. This mainly applies to the Turkish and Moroccan communities. Higher bicycle use among immigrants will have little effect on the quality of life and accessibility of the towns in the short term because car use among this group is relatively low. However, car use among immigrants is expected to rise in future if their social position improves.
Stimulating bicycle use now could prevent many short car distances with the associated external effects (congestion, emissions of polluting substances, etc.). This particularly applies to the Turkish population.

In order to find starting points for the policy, Chapters 4 and 5 explore the relationship between the bicycle use of immigrants and a number of characteristics such as age, ethnic background, degree of integration and traffic policy.

Age

- In general, young adults (both immigrant and Dutch) are an interesting target group for bicycle policy because bicycle use declines strongly over the age of 18. This particularly applies to young Turkish and Moroccan adults because their already low bicycle use declines further at this age.
- Turkish and Moroccan men under the age of 50 cycle even less than their female counterparts. Above the age of 50, the picture is reversed. Older Moroccan and Turkish women barely cycle at all.
- Among the Surinam and Antillean population, bicycle use declines as they get older. Besides the effect of age, there may be a generation effect. Second generation Surinamers and Antilleans seem to cycle more than the first generation. There are no differences between men and women.

Socio-cultural integration

- There is a strong positive link between the degree of integration of an immigrant group and bicycle use. Antilleans and Surinamers tend to be better integrated than Moroccan and Turkish people. They cycle proportionately more. Within the group of Antilleans and Surinamers, however, there does not seem to be a link between bicycle use and integration. Poorly integrated Antilleans and Surinamers do not cycle less.
- In the case of poorly integrate Turkish and Moroccan immigrants, bicycle use is much lower. They deserve extra attention in the policy. Stimulation of bicycle use may even promote integration. However, even Turks and Moroccans who are well integrated tend to cycle less. This may be because they tend to have a car.

Traffic policy

- Similarly to the native Dutch population, improvement of the bicycle infrastructure is also an effective means of stimulating bicycle use among immigrants. Immigrants from municipalities with a good bicycle infrastructure cycle almost twice as much as those with a poor bicycle infrastructure. However, even in towns with a relatively good bicycle infrastructure, immigrants cycle considerably less than the native Dutch population.
- Push measures to make car use less attractive, such as parking policy and improvement of the bicycle-car travel time, are less effective for stimulating bicycle use among immigrants. This can be partially explained by the fact that immigrants (still) drive less. If the group of immigrant motorists grows in the future, push measures may have more effect.
- Quality improvement in public transport will tend to reduce bicycle use among immigrants sooner than among the native Dutch population.
- A strong cycling culture is infectious. In municipalities with high bicycle use, immigrants also use the bicycle 50% more.

In the continuation of the project Autonomous Developments, the Fietsberaad wants to study how the conclusions from these analyses can be translated into concrete measures.