

CITY FLOWS 2026: MOBILITY MEASURED THROUGH THE LENS OF DISABILITY

80% of people with disabilities never use public transport, 34% of Italian families find it hard to move using public transport: the Mobility Index, a new instrument created by Nomisma for Fondazione Unipolis to measure risk, safety and accessibility in Italy was presented in
Matera

Matera, 18 September 2026

In Matera, disability has become a lens through which the quality of Italian mobility is measured. This is the common thread running through the fourth edition of **City Flows**, an international event forming part of the European Mobility Week calendar and promoted by **Fondazione Unipolis, the European Transport Safety Council and the Regional Unipol councils (CRU)**, with support from the **Ministry for Disabilities**; it took place today in Casa Cava and focused on the relationship between disability, mobility, road safety and urban planning. The conference examined the issue through three interconnected perspectives: the prevention of risk, the consequences that barriers and road events have on personal autonomy, and the access to the rights and opportunities that safe, accessible mobility can give. Accessibility is not just a question of infrastructure: it is essential in order to access work, places of education, to use services and enjoy a social life with autonomy and independence.

The working sessions were opened by **Luca Giordano**, Head of Corporate Social Responsibility, Regulatory Affairs and Intergroup Transactions of Unipol Assicurazioni and **Paola D'Antonio**, University Vice Chancellor for Inclusion, Disabilities and Learning Disabilities (DSA) at the University of Basilicata. It was followed by a presentation of the Nomisma research "Mobility that generates autonomy" by **Marisa Parmigiani**, Executive Director of Fondazione Unipolis ETS. The international keynote speakers included **Salvador Rueda**, Town Planner and Founder of the Agència d'Ecologia Urbana de Barcelona, **Antonio Avenoso**, Executive Director of the European Transport Safety Council, and **Magda Mostafa**, Architect and Professor at the American University of Cairo, one of the leading global experts on inclusive planning. Contributions were made to the Data & Evidence Session by **Maria Valeria Mininni** (University of Basilicata), **Giordana Castelli** (National Research Council - CNR), **Andréia Lopes Azevedo** (POLIS Network) and **Vito Parisi** (National Association of Italian Municipalities - ANCI). Two round table sessions in the morning tackled mobility planning and building autonomy, and included the participation of **Vincenzo Falabella**, President of FISH, **Claudio Puppo**, President of A.N.G.L.A.T., **Valentina Tomirotti**, Journalist and Accessibility Advocate and **Enrique Lorca**, President of the European Driving Schools Association. The morning working sessions ended with a presentation by **Francesca Sbianchi**, President of the Italian Forum on Disability and Representative of the European Disability Forum.

The Nomisma research for Unipolis

Original research carried out by Nomisma for Unipolis was presented for the first time to provide an updated picture of Italian mobility. The data show a country which is once again moving at pre-pandemic levels, but with different habits: in the first half of 2025, the **mobility rate amounted to 81.1%**, daily movements increased, while the **average distance covered** fell to 9.2 km. **Mobility is increasingly urban and local**, placing even greater importance on the role of local public transport.

However, research on this front indicates a lack of uniformity throughout the country: 34% of Italian families say they **find it hard to move using public transport**, with territorial differences ranging from 53% in Campania to 18% in Trentino in 2025. The **difference is more pronounced for people with disabilities**: 80% never use public transport, while 26% of those who do not regularly use it, do so sporadically due to safety issues, access difficulties or a lack of services. If there are no alternatives, dependence on private transport increases leading to a chain effect on congestion and accidents. If healthcare, insurance and administrative costs are added to the loss of human capital, **the cost of road accidents rises to about €18 billion per year in Italy**.

In order to measure these aspects on a comparable basis across the different areas of the country, Nomisma developed a **Mobility Index**, a series of composite, proprietary indicators created by integrating elementary, standardised, weighted indicators into a synthetic measure of territorial performance on risk, safety and accessibility. The three indices applied to the 119 Italian provincial capitals gave a photograph of the nation: **Exposure to the Risk of Accident**, which measures the vulnerability of the territory with respect to traffic, vehicles, connectivity and local public transportation, stood at 53.2 (value ranging from 0-100 in accordance with the increase in the exposure to risk); **Road Accident Severity**, which summarises the frequency and deadliness of accidents, amounted to 44.8 (value ranging from 0-100 in accordance with increasing severity); **Local Public Transportation Accessibility and Inclusivity**, which measures the capacity of the network to ensure widespread, accessible mobility, amounted to 59.6 (value ranging from 0-100 in accordance with the increase in accessibility and inclusivity).

For the first time, in Matera, Trento, Perugia and Siracusa, the four *City Flows* cities, these indicators were accompanied by a fourth index on **Driving Style**, designed by Nomisma on the basis of the UnipolTech telematics data from Unipol insured vehicles and based on the frequency of braking, sudden acceleration and driving speed (value ranging from 0-100 in accordance with the increased frequency in risky driving behaviour). The four cities showed very different profiles compared to the national average.

Once again, **Trento** was the city with the best overall performance: the Exposure to Risk stood at 51.2 (20th out of the 119 provincial capitals), Accident Severity stood at 38.0 (45th) and Local Public Transportation Accessibility rose to 93.2 (13th), among the highest values in Italy; Driving Style stood at 43.6, the second best of the four cities.

Siracusa got the best score in Driving Style, amounting to 31.2, but had a greater Exposure to Risk, which rose to 55.1 (56th). Accident Severity stood at 42.6 (77th) and Local Public Transportation Accessibility was 75.1 (90th).

Perugia had the lowest Exposure to Risk among the four cities, standing at 50.3 (13th), with Local Public Transportation Accessibility at 81.7 (57th), above the national average; however, its Accident Severity was the highest, at 48.6 (95th), and along with Matera, a high level of Driving Style weakness at 63.2.

Matera had an Exposure to Risk score of 54.4 (46th), an Accident Severity of 43.7 (81st), both close to the national average, while Local Public Transportation Accessibility stood at 69.0 (108th), the lowest of the four cities. Driving Style at 62.3 was still one of the most salient points, in line with Perugia.

Thanks to the UnipolTech numbers, the research made it possible to draw up **two original maps of the Matera territory** which will help identify potential priorities for action to be taken. The first cross-checks coverage of the local public transport lines with the geolocation of the road accidents, showing how the areas with the lowest levels of local public transportation correspond to the areas with the highest concentration of accidents. The second cross-checks the accidents with “harsh” events, i.e. sudden braking and acceleration recorded by the telematics devices, which are heavily concentrated in the semi-central junctions and arterial roads subject to high levels of traffic.

Antonio Avenoso, Executive Director of the European Transport Safety Council reported on the issue of road safety in a pan-European context. **19,492 people died in road accidents in the European Union in 2025**, while serious injuries, according to the MAIS3+ classification adopted at EU level, amounted to about 100,000 in 2023. Avenoso noted that the consequences of road accidents can extend well beyond the moment of impact, generating permanent disabilities, loss of autonomy, financial and legal expenses, the need to adapt homes and vehicles and a long-term impact on the lives of people and their families. The European Transport Safety Council’s recommendations, aimed at public sector decision-makers, include **reducing speed limits to 30 km/hour in residential areas and urban centres and developing safer infrastructures**, with special attention to vulnerable road users.

Marisa Parmigiani, Executive Director of Fondazione Unipolis ETS said *“in Matera, along with the numerous partners who accepted our challenge, we examined an aspect that underlies our vision of roads as a common benefit: accessibility. We did it by joining up data, knowledge and experience, and we hope to have triggered a process of reflection that will lead to mobility policies that reward safety for everyone, starting from a complex town like this one”*.

Luca Giordano, Head of Corporate Social Responsibility, Regulatory Affairs and Intergroup Transactions of Unipol Assicurazioni said *“truly accessible mobility requires knowledge of the risks that could limit it and for everyone to take the actions necessary, according to their roles, to prevent risk and reduce the consequences. Unipol can make its insurance and technological skills, data and services available in this area.*

Changes in mobility mean protection needs are expanding, and increasingly concern both the vehicles as well as people and the different ways they move. The company records generated by our work can also contribute, in association with public institutions, universities, and operators, towards improving our understanding of the risks and help us direct action towards achieving safer, more inclusive, accessible mobility”.

Antonio Nicoletti, Mayor of Matera said *“the right to mobility is too often limited to the physical conditions and other factors of the urban environments. Matera has finally equipped itself with an essential tool - the PEBA - which examines technical and design solutions, along with cultural and methodological solutions, starting from the municipal offices directly involved in transformation of the town. Opportunities to interact like this can help enrich a city with new insights and ideas, well aware of how much there is still to do, but happy to be finally taking the right direction”*.

Antonio Avenoso, Executive Director of the European Transport Safety Council said *“every year, thousands of people who survive road accidents join the community of people who live with permanent disability, and thereby find themselves having to deal with a mobility system that was often not planned for them. When public transport is lacking or inaccessible, dependence on private cars increases, along with the attendant risks. If we take the goal of obtaining a safer, more inclusive mobility seriously, we have to start with the roads themselves: reduce speed in built-up areas and our towns and design infrastructures taking account of all the most vulnerable users first, not last”*.

The afternoon continued with two parallel working sessions in Casa Cava. The City Lab, organised by the University of Basilicata, gathered together public institutions, technicians and territorial associations to identify the main barriers to mobility in Matera and create an initial local agenda to increase autonomy when moving around. On the other hand, the Action Lab, organised by Fondazione Mobilità in Città (town mobility foundation), worked with local administrators and governance experts - from different Italian towns thanks to the collaboration with ANCI (National Association of Italian Municipalities) - on regulatory and administrative tools and the use of data to make Italian towns more accessible on a structural basis, drawing up an initial set of recommendations aimed at public sector decision-makers.

City Flows is an event created by:

Fondazione Unipolis ETS - European Transport Safety Council - Unipol Regional Councils

In partnership with:

University of Basilicata - Fondazione Mobilità in Città ETS - FISH - ANGLAT - UNASCABILE

With the support of:

Ministry for Disabilities - POLIS - ANCI - ACI - Basilicata Region - Municipality of Matera - Italian Forum on Disability

In association with:

PPC Order of Architects - Panel of Surveyors and Surveyors with Degrees - Order of Engineers of the Province of Matera

And with:

Caruso Servizi Assicurativi and Capolupo Assicurazioni

Fondazione Unipolis ETS

Fondazione Unipolis ETS is the corporate foundation of the Unipol Group which plays a significant role in the development of CSR projects in the context of the overall sustainability strategy. In line with this long-term vision, the Foundation pursues - on a non-profit basis - goals involving the cultural, social and civic growth of people and the community, focusing primarily on the development of awareness and training.

Fondazione Unipolis ETS – francesco.moledda@fondazioneunipolis.org
www.fondazioneunipolis.org

Unipol Group

Media Relations
Fernando Vacarini
pressoffice@unipol.it

Investor Relations
investor_relations@unipol.it

Barabino & Partners

Giovanni Scognamiglio	Maira Rodella
T. +39 340 3161942	T. +39 345 3480548
g.scognamiglio@barabino.it	m.rodella@barabino.it