

## DISABILITY AND SUSTAINABLE MOBILITY: WHAT ITALY WILL BE LIKE IN 2060

Research by the Unipolis Foundation, in association with ANGLAT, reveals

- Our country will be less crowded (55 million inhabitants compared to the current number of 60 million, -10%) with a more elderly population (there will be a 70% increase in the over-74s)
- There is expected to be a 25% increase in the number of people with disabilities (increasing to 4 million) and the percentage of people with disabilities compared to the entire population will increase from 5.2% to 7.2%. The number of over-64s with disabilities will increase by 51% (from 2 to 3 million), and in this group, the number of over-74s with disabilities will increase from 1.5 to 2.5 million.
- With regard to mobility, over 2 million people with disabilities will regularly use means of transport, with one out of two of these driving cars.
- Interconnected, intelligent roads, self-driving cars and a public/private ecosystem could be the way forward in creating a sustainable development model that promotes the right to mobility for people with disabilities

Bologna, 21 September 2020

There will be a **25%** increase in **people with disabilities** in the older, less populated Italy of 2060. With regard to mobility, there will be **2 million** people with disabilities who will use **means of transport**, **50%** of whom will drive cars as they will not give up their right to drive. In this scenario, and regarding the issue of how local public transport systems will be able to respond to the requirements of these people, the right denied to people with disabilities to sustainable mobility will worsen in 2060 unless Italy takes decisive action to improve sustainable development.

This is what emerged from the research <sup>1</sup> **“Il paradosso della mobilità (The paradox of mobility)”** carried out by the **Unipolis Foundation** in association with **ANGLAT** (*Associazione Nazionale Guida Legislazioni Andicappati Trasporti*, National Association of Guidelines on Legislation for Transport for Disabled Persons) which compares today’s Italy with the Italy of the future in the 2020 European Mobility Week and as part of the AsviS Sustainable Development Festival.

The results from the report were presented at an event held today by **Marisa Parmigiani**, Unipolis Foundation, **Fausto Sacchelli**, Unipolis Foundation, **Roberto Romeo**, ANGLAT, **Sara Fulco**, Angolazioni Rotonde, and **Marco Monesi**, Città Metropolitana di Bologna.

**ANGLAT President, Roberto Romeo** said *“Publication of “The paradox of mobility” will tackle the issue of one of the most basic rights for people with disabilities: personal mobility. Article 20 of the UN Convention on the Rights of Persons with Disabilities, ratified by Italy with Law no. 18/2009, defines the criteria and measures that the States Parties have to take. Since there will be real mobility requirements in the future, also due to the aging dynamics of the population and therefore not just in relation to motor impairment, we have to be aware of the need to create policies to encourage investments for structural action to be taken that places mobility and accessibility for disabled people at centre stage, and across sectors, on a countrywide basis, and with the contribution of all public and private players. We hope these projects can be added to those that will soon be presented to Europe”.*

**Marisa Parmigiani, Director of the Unipolis Foundation** stated *“Research shows that dealing with sustainability problems in urban areas is an essential part of the action that needs to be taken on a development model that is no longer viable. One of the main features making these areas sustainable is the level of accessibility that they can offer to both their citizens and also to all those that the city has to reach. Accessibility for the most vulnerable means better accessibility for everyone at all stages of their lives, with a general and overall improved quality of life, a reduction in stress and conditions in which resources / expertise and talents can be put to their best use. If a city is non-accessible, it means that it is not capitalising on all the opportunities available, making it less attractive and therefore less competitive”.*

According to research, in 40 years Italy will be less crowded (a little over **55 million** inhabitants compared to the current number of **60 million**, -10%), with a more elderly population (there will be a 70% increase in over-74s) and an increase in the number of people with disabilities (+25%, amounting to almost 4 million). More specifically, the number of over-64s with disabilities will increase by **51% (from 2 to 3 million)**, and among these, the over-74s will increase from **1.5 to 2.5**

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<sup>1</sup> Estimates made from 2017 Istat and Eurostat figures by the Unipolis Foundation.

**million.** In 2060, the over-74s will account for 64.1% of the population with disabilities compared to the current figure of 47.6%.

With regard to mobility, **over 2 million** people with disabilities will regularly use means of transport and of these, one out of two will be a car driver. With respect to 2060, as noted above, there will be an increase in the over-64s and this trend will also regard the figure relating to car use: people with disabilities, even if they are over 64 and especially if they are over 74, will not want to give up driving. Out of **1 million** people that projections indicate will be driving cars, **50.1%** will be over 64 and among these, **29.2%** will be over 74. More specifically, it is estimated that there will be an increase of **115,000** in the over-74s driving cars.

Among the over-64s, with respect to choosing car transport, use of urban local public transportation and trains will fall by **45.3%** and **67.1%** respectively and the use of non-urban local public transportation will fall by **78.6%**. If we focus on the over-74s with respect to using cars, the use of urban local public transportation and trains will fall by **32.8%** and **69%** respectively and the use of non-urban local public transportation will fall by **77.9%**. Basically, advancing age will not stop people from driving cars compared to choosing to use public transport.

In this scenario, we should reflect on how public transport will have to respond to the requirements of these age groups, evolve, and become a constituent element of future sustainable communities. Interconnected, intelligent roads, self-driving cars and a public/private ecosystem, with research taking a lead role, represent the way to address the development of mobility towards a sustainable model that will have to consider communities as a whole.

The full version of the research may be requested at the following email address: [segreteria@fondazioneunipolis.org](mailto:segreteria@fondazioneunipolis.org).

### Unipolis Foundation

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