SICURI PER SCELTA

Muoversi. Con intelligenza

CON LA SICUREZZA

NE FARÒ DI STRADA

WITH SECURITY I WILL GO A LONG WAY

11/12 YEARS

progetto promosso da

FONDAZIONE CRC

FONDAZIONE CASSA DI RISPARMIO DI FOSSANO

PROVINCIA di CUNEO
Medaglia d'oro al Valore Civile

FONDAZIONE CASSA DI RISPARMIO DI SALUZZO

FONDAZIONE CRS
CASSA DI RISPARMIO DI SAVIGLIANO
SEME DEL TERRITORIO

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Ufficio VI - Ambito Territoriale di Cuneo

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S.I.P.Si.Vi.

WITH SECURITY I WILL GO A LONG WAY - 11/12 YEARS

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THE PROJECT

From big cities to small towns, everyone's daily routine is punctuated by movement, whether it is through urban or extra-urban space to get to school, work or back home. A routine made up of unavoidable rules for moving around safely, but also of habits and small carelessness that can make us forget the importance of prudence and rules.
This is why the project **"Sicuri per Scelta. Muoversi. Con intelligenza", "Safe by Choice. Move. With intelligence"**, an initiative dedicated to r**oad safety education and sustainable mobility** that aims to make all road users aware of the rules and to promote a correct perception of risk.
The purpose of the mini-book is in fact to activate reasoning, dialogue and discussion by sharing some important information.
As girls and boys grow up, the need for autonomy in urban and long-distance travel increases. New interests and new questions enable understanding of road behaviour and orientation towards conscious choices.
On the road, people tend to overestimate their ability to control situations by underestimating the typical risks of road traffic; habit and overconfidence become fertile ground for mistakes.
Reasoning, comparison with friends and reference adults offer stimuli and opportunities to measure one's own expectations and overcome false beliefs, stereotypes and distorted information.
The need to experiment with new forms of mobility together with the group of friends becomes an opportunity to apply appropriate self-protection behaviour.

For girls and boys aged 11/12, it is important to engage in a dialogue with family members: excerpts from the mini-book are offered below.

THE TRANSPORT SYSTEM. SUSTAINABLE MOBILITY (p. 5 of the mini-book)

Today's society and economy necessitate the very frequent movement of goods and people, most of whom travel daily by road in their private cars
Studies show that, in Europe, transport as a whole (passengers and goods, by land, air, water) is the second most polluting factor for the atmosphere.

A modern transport system is efficient when it meets these requirements:
- **the speed** with which goods and people reach their destination
- **the cost** of these journeys
- **environmental sustainability** often measured in terms of pollution and consumption of environmental resources.

PROBLEMATIC FACTORS	SOLUTIONS	PEOPLE
noise pollution air pollution greenhouse gas emissions traffic congestion accidents	technological innovation people's behaviour	conscious choices in travel

Sustainable mobility is a mobility system organised in such a way that goods and people can move from one place to another, both in their everyday life and on long-distance journeys, without placing an excessive burden on other social systems, in particular the environment, the health of living beings, and the economy.

SOME SIGNIFICANT DATA FOR THE AREA

Source: I Quaderni della Fondazione CRC, Q47 Direzione Futuro. Soluzioni territoriali di mobilità sostenibile, Settembre 2024 https://fondazionecrc.it/documenti/quaderno-47/
The province of Cuneo covers an area of over 6,900 square kilometres, making it the fourth largest in Italy and the first in Piedmont. In terms of number of inhabitants, it is the second largest province in Piedmont, with a density of 84 inhabitants per square kilometre (the Italian average is 195 inhabitants per square kilometre).

The territory is 51% mountain, 27% hill and 23% plain.

Over 50% of the population is concentrated in the Stura river valley, between Borgo San Dalmazzo, Cuneo, Bra and Alba.

The Cuneo area is criss-crossed by a dense network of roads, very different from each other, for a total length of about **11,000 km**, the largest in Piedmont.

How far do people travel? In the province of Cuneo, on a weekday, around 450,000 people make at least one trip by road: our area is an important mobility hub, ranking second among Piedmont provinces with almost one million trips per day.

How do they travel? Daily commuting is related to family needs (48%), study and work (33%), and leisure (19%). 70% of journeys take place within their municipality.
For the outward and return journey, people living in the province of Cuneo mainly choose these modes: 63% of the total trips made by residents in the province of Cuneo are made by private car, while 2% are made by motorbike; 33% are made by active mode, of which 30% on foot and 3% by bicycle; 2% of total trips are covered by local public transport.

Over the past 10 years, there has been an 11% increase in the number of cars and a 27% increase in the number of motorised two-wheelers in our province.
This figure underlines an increase in vehicle traffic and also highlights the land consumption required for around 80

per cent of the vehicle's lifetime, i.e. the time during which it is parked.
Even though one in two journeys throughout the territory are made for distances of less than five kilometres, only 3% of daily journeys are made by bicycle, 30% on foot.

In terms of accidents, during 2022 in the province of Cuneo there were 1,136 road accidents with injuries to people, 43 deaths and 1590 injuries, therefore an average of three road accidents per day, with a total of four people injured daily. It is worth remembering that a road accident in which people are injured or die, in addition to the moral damage and the great suffering caused, also represents a social damage for those who are not directly involved: in 2022 the total cost for road accidents in the province of Cuneo was about 164 million euros, about 280 euros for each inhabitant.

WHAT DO YOU THINK? - COMPARE PERSONAL OPINIONS (p. 11 of the mini-book)

3a) In your opinion, how *dangerous* are the following situations			
a) riding a motorbike without a helmet	1	2	3
b) cycling without a helmet	1	2	3
c) travelling in a car without wearing a seat belt	1	2	3
d) walking on the pavement using a smartphone	1	2	3
e) crossing the road, walking on zebra stripes, using a smartphone	1	2	3
f) crossing the road, walking on unmarked zebra stripes, using a smartphone	1	2	3
g) riding a bicycle at night without any visible aids	1	2	3

HOW MUCH DO YOU KNOW? - THE WORDS OF SECURITY (p. 11/12 of the mini-book)

To become fully aware of safety and environmental sustainability, it is important to be clear about the precise meaning of the words: have you ever wondered what the word “safety” means?

Definition of security

It comes from the Latin “sine cura”, which means “without worries”. According to the Treccani encyclopedia it is the condition that makes you and let you feel free from risks, and that gives you the possibility to prevent, eliminate or reduce any damage, risk, difficulty, unpleasant eventuality and similar.

To define concepts relating to safety, the terms used internationally are safety, security and emergency.

What if the “security” doesn't work? We have to deal with the consequences...

SAFETY	SECURITY	EMERGENCY
is particularly concerned with health and safety in living environments, to protect people from random dangers caused by natural forces or human error, which can cause physical, moral, spiritual and even indirect damage (caused by a situation that might not seem dangerous)	deals with prevention through infrastructural, educational and informative measures aimed at risk awareness and avoiding danger caused by ill-intentioned third parties	concerns the protection and containment of danger in the event that safety and security have not been adequate when exceptionally serious situations arise
risk is identified, measured, predicted by experts who define rules and training proposals	takes into account subjective and social conceptions of risk and safety, protecting against local and external influences and conditioning	emergency situations are dealt with and managed by police, fire brigade, first aid, civil protection

Exercise 7 - Causes of an accident, in my opinion
In your opinion, having an accident depends on ...?

3a) In your opinion, how *dangerous* are the following situations			
a) misfortune/destiny	1	2	3
(b) distraction/haste	1	2	3
c) poor respect for rules in general	1	2	3
d) too much traffic	1	2	3
e) willingness to risks for fun	1	2	3
f) speed	1	2	3
g) other (specify)	1	2	3
h) other (specify)	1	2	3

Information

Underestimating the difficulties and risks on the road, overestimating one's ability to control (thinking "it won't happen to me anyway") together with haste and distraction are the main behavioural causes of road accidents.
Statistics show that in Europe about half the people killed in road accidents are pedestrians, cyclists, motorcyclists; accidents involving these vulnerable users are numerically less important but have serious consequences especially for pedestrians who are less protected. Children, young people under 15 and the elderly over 65 are considered to be at greatest risk.
Although a road accident is never predictable, statistics show that 40 per cent of fatal accidents occur on short distances of less than 3 km, especially in built-up areas: and it is precisely on short distances that the vulnerability of children and young people increases, due to adults underestimation of the road danger: «...go "from here to there", it's so close...»

With the pre-adolescent child it is important to reflect both on the fact that an accident is always determined by a series of concomitant causes and to promote the concept of "what I can do for my own safety and that of other road users", with a view to solidarity and shared responsibility.

Need to know - It is rather difficult to define "distraction". To simplify, one can say that a person is "distracted" when they focus their attention on too many simultaneous stimuli. When travelling on the road, the misuse of a mobile phone is one of the main distractions.
For example, studies show that using phones (even hands-free devices) leads to visual, auditory and cognitive distractions and, in a vehicle, endangers the driver more than talking to passengers or listening to the radio. According to experts, using a mobile phone while driving increases the likelihood of an accident by four times compared to not using it, because it takes more seconds to:

perceive the danger → reac to avoid it → stop the vehicle
reaction time / reaction space / braking distance

It is no coincidence that Article 173 of the Highway Code prohibits the driver from using smartphones, laptops, notebooks, tablets. He may use a hands-free system (e.g. Bluetooth with voice commands), or a headset on one ear only.

Difference between danger and risk: these two terms are sometimes used as synonyms, but they are not. The Safety Consolidation Act (Legislative Decree No. 81/2008) defines them as follows:

pericolo (danger)	intrinsic **property** or quality of a given factor having the potential to cause harm
Rischio risk/hazard	**likelihood** of reaching the potential level of harm under the conditions of use or exposure to a certain factor or agent, or their combination

"FEELING SAFE" (p. 15 of the mini-book)

ACTIVE SAFETY DEVICES	**PASSIVE SAFETY DEVICES**
are devices that help *prevent or avoid* an accident from happening.	are devices that *help to limit damage after an accident.*
For example: ABS (Anti-Lock Braking System) ESP (Vehicle Stability Control System) ADAS (Advanced Driver Assistance System).	For example seat belts air bag

Information

The number and quality of passive safety devices may induce the feeling of "feeling safer" but they do not affect the likelihood of an accident. Overconfidence in the vehicle's safety devices or in the skill of the driver cannot replace the passenger's attention to his or her own behaviour.

Curiosities

In Formula 1 single-seater cars, each seat is tailored to the driver's body.
Every detail is taken care of, as if the seat were a second outfit after the racing suit.
In our cars, too, constant technological innovations make it possible to improve both the comfort of the seats and the restraint systems that protect us: in the event of a rear-end collision or a collision, the latter have the task of absorbing our body's kinetic energy to prevent it from colliding (or colliding in a mitigated manner) with the car's internal structures. We are all different, even passive safety systems should be "customised" to our corporeity as much as possible!

Need to know

As of 1 September 2024, restraint systems for child passengers transported in a vehicle in the European Union are governed by the new ECE R129 and i-Size type approval regulations, which are based on more technological and comprehensive safety tests.

Child seats are now classified according to height and not age

The backrest is mandatory up to a height of 125 cm for better protection in the event of a side impact

In heights between 125 cm and 150 cm, a seat without a backrest, commonly called a "booster" or "riser", is mandatory.

When you reach a **height of 150 cm**, you travel safely by sitting directly on the seat and buckling up. ALWAYS, in any driving situation.

The safety of the transported passenger

Not all two- and four-wheeled means of transport allow the safe transport of a child.
Girls and boys of your age may be transported on four-wheeled vehicles according to specific requirements that depend on the type of vehicle, its structural characteristics, the type of safety devices fitted and the use for which the vehicle is intended (e.g. private car or work vehicle). You cannot be transported on: scooters, mopeds, work vehicles, agricultural vehicles. On the school bus you must wear seat belts, if the vehicle is equipped with them.

Remember!

Collective school transport (school buses, buses) reduces the number of private cars on the road, with positive effects on environmental pollution and road safety.

What about cyclist safety devices?

Protections for cyclists are not mandatory, but the use of a helmet to protect against falls and possibly knee and/or elbow and wrist guards is highly recommended. For one's own safety, it is important to be able to get noticed in traffic, through high-visibility elements applied to clothing, in addition to the mandatory lights for the bicycle, i.e. yellow front and red rear reflectors, reflectors placed on the pedals and on the sides of the wheels.

Moving with intelligence (p. 17 of the mini-book)

The physical activity of walking daily on the home-school-home route has positive repercussions on physical health, increases autonomy, aids concentration, allows one to observe one's surroundings while learning important concepts for one's own self-protection and actively participating in the safe and sustainable mobility of one's own territory. At the end of a school day, walking allows the brain to rest after so many hours of cognitive activity.

Walking and cycling to school contributes to making the city less polluted and more liveable.

To reflect

- What difficulties do you encounter on your way to school? What could facilitate your daily commute?
- Do you walk in groups? Try to describe how you feel during/after walking compared to before walking.
- When travelling as a passenger in a car, do you always fasten your seat belt?

Whether you are sitting in the front or back seat? Even for short journeys? Even when you are transported by your friend's parent, for example to school or to a training session?

CONSCIOUS CHOICES (p. 19 of the mini-book)

The social costs of air pollution and road accidents are a burden on the community. With the support of new technologies and people's willingness to change habits, a "smart" or intelligent mobility model is starting to spread, with the intention of making personal travel greener, more comfortable, more convenient. Indeed, concepts such as "soft mobility", "intermodal mobility" and "sustainable mobility" are becoming increasingly popular. If you were to organise a nice trip, to visit a place you have always dream it of, what type of transport would you take? And on the basis of which criteria would you choose it? Let's think about it together!

Exercise no. 15 - Reality task: How much does it cost to travel?

You have to go with your family on a trip; choose a destination far from your home (over 500 km), then evaluate your choice based on several factors.