

## HOW TO CHARACTERIZE ROAD RISK REGULATION REGIMES ABOUT SPEED IN FRANCE AND GREAT-BRITAIN?

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### ABSTRACT

The aim of this research is to produce new knowledge for road safety action by means of the international comparison between the French and British speed road risk regulation regimes (SR4). By regulation we mean the control process of deviances from a target (in that case to reduce the deviation from a goal of reduction of the number of fatalities). The research has been guided by the application of the theory of deep complexity which aims to conciliate a global thinking with an integrative modelling that provides an alternative to the purely analytical approach.

First, two contrasted SR4s are characterized, a distributed British SR4 and a French SR4 mainly under a central government and administrative influence. Second, a group of three factors appears especially significant. They are the professionalization of the actors, and the integration, and the evaluation of road safety action. They are interdependent and behave as a global factor, the “PIE factor”. We suggest to define the British regime as a distributed governance and the French regime a governance dominated by central government and administration.

From the international comparison, three factors appear especially discriminating: professionalization (P), integration (I) and evaluation (E). They are interdependent and form a configuration which is identified as the PIE factor. A coherence could be low and sustainable or high and interactive. The level of PIE is self-sustained in a circular mutual dependence, entertained largely either by lack of impulse in low coherence or by stimulated requirements coming from evaluation in high coherence. This description is of course a simplification, but able to capture the main difference between France and Great-Britain, kept up to now hidden under its systemic form. The gathered information helps to compare effectively both French and British PIEFs.