



Intelligent speed adaptation (ISA)

Number 32, 2012

1 **Advisory intelligent speed adaptation for government fleets**

Doecke, SD, Anderson, RWG and Woolley, JE
Centre for Automotive Safety Research, Adelaide, 2011, CASR099

Online [accessed 26 April 2012] Click [here](#) to view

This report determines the reduction in crash costs for the government if the government fleet were fitted with advisory intelligent speed adaptation (ISA). The cost benefit is calculated for different fitment scenarios.

2 **Attitudes and opinions towards intelligent speed adaptation**

Cuenca, V, Wall J, Boland, P, Prendergast, M, Creef, K, Johnson, B and Barnes, B
Australasian Road Safety Research, Policing and Education Conference, Canberra, ACT, 31 August- 3 September, 2010, 13 pp.

This paper summarises the attitudinal and behavioural aspects of a trial of advisory intelligent speed adaptation (ISA) conducted in New South Wales. The project examined driver motivators for using ISA, the perceived benefits for using the device and its usability.

3 **Can enforced behaviour change attitudes?: exploring the influence of intelligent speed adaptation**

Chorlton, K and Conner, M
Accident Analysis and Prevention, 2010
Available online 7 August 2010

Online [accessed 26 April 2012] Click [here](#) to view

Article reports on a study that sought to determine whether long-term use of intelligent speed adaptation (ISA) changed driver behaviour in relation to speed.

- 4 **Cost benefit analysis of intelligent speed adaptation**
Doecke, SD and Woolley, JE
Centre for Automotive Safety Research, Adelaide, 2011
CASR093

Online [accessed 26 April 2012] Click [here](#) to view

This report explains a cost benefit analysis of intelligent speed adaptation (ISA) in the Australian vehicle fleet. Cost benefit ratios are calculated for the three types of ISA; advisory, supporting and limiting. The CBA includes injury crashes and cost of these crashes.
- 5 **Deal or no deal: can incentives encourage widespread adoption of intelligent speed adaptation devices**
Chorlton, K, Hess, S, Jamson, S and Wardman, M
Accident Analysis and Prevention, 2011
Online 9th April

Online [accessed 26 April 2012] Click [here](#) to view

Discusses whether financial or non-fiscal incentives would encourage drivers to purchase ISA devices. Methodology, participant group and findings are discussed.
- 6 **Final analysis of the TAC ISA heavy vehicle trial: Effects of ISA and fuel efficiency training on speed choice**
Fitzharris, M, Stephan, K, Newstead, S, Truong, J, Healy, D, Collins, S and Rowe, G
Australasian Road Safety Research, Policing and Education Conference, Perth, Western Australia, 6-9 November, 2011, 20 pp.

Describes a trial of ISA technology in a small group of heavy vehicles in Victoria. The project sought to determine levels of driver acceptability of ISA as well as the impact of the device on speed choice and fuel consumption.
- 7 **How much benefit does intelligent speed adaptation deliver?: an analysis of its potential contribution to safety and environment**
Lai, F, Carsten, O and Tate, F
Accident Analysis and Prevention 2011
InPress, Corrected Proof

Online [accessed 26 April 2012] Click [here](#) to view

This article summarises the results of the UK intelligent speed adaptation (ISA) field trial. The article predicts the impacts of different forms of ISA on accident reduction, fuel saving and carbon emissions.
- 8 **Intelligent speed adaptation: effects and acceptance by young inexperienced drivers**
Young, KL, Regan, MA, Triggs, TJ, Jontof-Hutter, K and Newstead, S
Accident Analysis and Prevention, 2010
Volume 42, no. 3, pages 935-43.

Online [accessed 26 April 2012] Click [here](#) to view

This article describes the effects of ISA on drivers in a simulated driving environment. The authors compare the effects of two types of ISA, advisory and informative, on young, inexperienced drivers compared to experienced drivers.

9 **Intelligent speed assist in Western Australia: where have we been and where are we going?**

Crackel, L

2009

Intelligent Speed Adaptation Conference, Sydney, NSW, 10 November, 2009

2 pp.

Online [accessed 26 April 2012] Click [here](#) to view

This paper describes a trial of advisory intelligent speed adaptation (ISA) in Western Australia. It considers the issues that need to be resolved before ISA can be successfully implemented such as up to date speed limit data for WA roads.

10 **Moving from research to reality: rolling out ISA technology across New South Wales**

Wall, JP, Boland, P, Vecovski, V, Prednergast, M, Stow, J, Creef, K and Beck, J

Australasian Road Safety Research, Policing and Education Conference, Perth,

WA, 6-9 November, 2011, 10 pp.

Details the projects that are being implemented as a result of the NSW Intelligent Speed Adaptation (ISA) trial. Projects underway include installation of ISA devices in a vehicle fleet, improvement of speed zone and mapping systems, the development of a smart phone application and consideration of privacy and staff issues.

11 **The repeat speeders trial: Victorian trial of intelligent speed assist technology & the speed behaviour program**

Duck, N and Cavallo, A

Australasian Road Safety Research, Policing and Education Conference, Perth,

WA, 6-9 November, 2011, 10 pp.

Paper outlines the scope and design of the Intelligent Speed Assist (ISA) Sub-Trial and Behavioural Intervention (BI) Sub-Trial, implemented in Victoria. The interventions aim to target drivers with a history of speed offences. Final results are available in 2012.

12 **Towards ISA deployment in Europe: State of the art, main obstacles and initiatives to go forward**

Ehrlich, J

Intelligent Speed Adaptation Conference, Sydney, NSW, 10 November, 2009, 13 pp.

Online [accessed 26 April 2012] Click [here](#) to view

Summarises a selection of completed ISA trials in Europe and discusses in depth the problem of providing appropriate levels of mapping for ISA to function appropriately.

13 **What are the obstacles to wide-scale and effective deployment of intelligent speed adaptation?**

Carsten, O

Intelligent Speed Adaptation Conference, Sydney, NSW, 10 November, 2009, 2 pp.

Online [accessed 26 April 2012] Click [here](#) to view

Considers the reasons why the take up of ISA is not as high as it could be. Reasons include driver behaviour, driver acceptance and community attitudes to ISA, the quality and effectiveness of the technology and finally the cost benefit implications of installing ISA systems.

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