Improving drivers' hazard perception in pedestrian-related situations based on a short simulator-based intervention

Young drivers remain over-represented in road accident statistics and hazard perception is a likely source of a skills gap between younger and older drivers. The aim of this study was to examine whether a short hazard perception training intervention in a driving simulator enhances young drivers' tactical hazard perception skills in pedestrian-related situations. The intervention combined error and instructional commentary training. Thirty young drivers were trained and compared to 30 untrained drivers based on their eye fixations and driving behaviour in potential visible and hidden hazard situations. The results showed that trained drivers responded to one of three hazards by decreasing speed, while untrained drivers did not. Additionally, trained drivers had lower self-assessed hazard perception skills after than before the training, suggesting that exposure to these critical situations and the opportunity to negotiate them increased their awareness of the limitations of their driving skills. The eye fixation analysis showed that trained drivers fixated on the hidden hazard locations more often, indicating that they had greater awareness of the situation than untrained drivers. The training intervention showed a positive effect in improving drivers' approach speed and fixations in hidden hazard situations, which requires more advanced hazard perception skills. This training intervention can be further developed into a training module as an addition to existing conventional training in the classroom and on the road.
Ratings:

BFI (2019): BFI-level 2
Web of Science (2019): Indexed yes
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): CiteScore 2.72 SJR 1.462 SNIP 1.707
Web of Science (2017): Impact factor 1.935
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 2.36 SJR 1.111 SNIP 1.453
Web of Science (2016): Impact factor 1.83
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.06 SJR 1.041 SNIP 1.414
Web of Science (2015):Impact factor 1.444
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 2.02 SJR 0.999 SNIP 1.621
Web of Science (2014): Impact factor 1.473
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 2.22 SJR 1.003 SNIP 1.842
Web of Science (2013): Impact factor 1.635
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 2.54 SJR 1.693 SNIP 2.324
Web of Science (2012): Impact factor 1.577
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 2.56 SJR 1.301 SNIP 2.196
Web of Science (2011): Impact factor 1.989
ISI indexed (2011): ISI indexed yes
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.192 SNIP 1.619
Web of Science (2010): Impact factor 1.534
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 1.418 SNIP 1.925
Web of Science (2009): Indexed yes
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 1.481 SNIP 2.041
Web of Science (2008): Indexed yes
Scopus rating (2007): SJR 0.867 SNIP 1.333
Scopus rating (2006): SJR 0.991 SNIP 1.378
Scopus rating (2005): SJR 0.704 SNIP 1.499
Scopus rating (2004): SJR 0.444 SNIP 1.276
Scopus rating (2003): SJR 0.458 SNIP 1.05
Scopus rating (2002): SJR 0.59 SNIP 0.871
Scopus rating (2001): SJR 0.328 SNIP 0.598
Scopus rating (2000): SJR 0.057 SNIP 1.286
Ulykkesanalyse vedrørende knallert 30, knallert 45 og lille motorcykel: Delnotat IV
I det følgende præsenteres resultatet af en kortlægning af ulykkesbilledet vedrørende knallert 30, knallert 45 og lille motorcykel. Formålet har dels været, at få et indblik i centrale karakteristika for de ulykker som de unge førere af de pågældende køretøjstyper er involveret i. Formålet har endvidere været at se, om ulykkesbilledet for de unge brugere af køretøjet adskiller sig fra ulykkesbilledet for de voksne brugere af køretøjet.

Adolescents' associations between travel behaviour and environmental impact: A qualitative study based on the Norm-Activation Model
The negative environmental impact of car-dependent daily transport is well known. Young people of today are the potential drivers of the future and their mode choice will influence the environment for many years. This study explores the associations drawn between daily transport and environmental impact among 15-year-old Danish adolescents. We conducted 50 in-depth interviews and analysed them using a data-driven inductive thematic approach. We interpret differences in pro-environmental awareness and engagement on the background of the Norm-Activation Model (Schwartz, 1977). Based on their personal norm and the denial of consequences and responsibility of own behaviour, we identified five sub-groups of adolescents called Environmentalists, Pragmatics, Indifferent, De-emphasisers, and Deniers. Results indicate a need for measures to increase adolescents' awareness and acceptance of daily transport as a relevant issue in relation to sustainability. Such measures should include tangible feedback in a daily context while taking different coping strategies with regard to climate change into account.
Ældre bilister bruger teknologi til at kompensere for fysiske vanskeligheder
Resultaterne fra en canadisk undersøgelse tyder på, at hjælpesystemer ikke spiller en afgørende rolle for ældres valg af bil ved bilkøb. Dog viser undersøgelsen, at de ældre efterfølgende kan blive glade for hjælpesystemerne i deres nye bil.

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Source: PublicationPreSubmission
Source-ID: 153087399
Research output: Communication › Journal article – Annual report year: 2018

Ældre har glæde af at bruge GPS til at finde vej
Et hold forskere fra Canada har undersøgt, hvad ældre bilister synes om at anvende en GPS, når de kører bil, og hvordan brugen af GPS påvirker deres bilkørsel.

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Source: PublicationPreSubmission
Source-ID: 153087355
Research output: Communication › Journal article – Annual report year: 2018

Aldersforskelle i evnen til at overtage kontrol fra en selvkørende bil
En ny undersøgelse har testet, om der er forskel på, hvilke aktiviteter henholdsvis unge og ældre foretager sig under kørsel i en selvkørende bil, og om der findes aldersforskelle i evnen til at overtage kontrollen fra den selvkørende bil.

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Contributors: Holgaard, R., Møller, M.
Publication date: 2018
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Bicycle accidents in Denmark – the contribution of cyclist behavior, the vehicle and the road

Knowledge on accidents and factors contributing to their occurrence is of key importance for the development of targeted preventive efforts. High levels of underreporting is a well-known challenge particularly for bicycle accidents. Medical records from 4205 cyclists from 2010-2015 were included in this study. The sample included all cyclists registered at the emergency room due to a bicycle accident during the study period. The purpose of the study was to improve knowledge on factors contributing to cyclist accidents based on a qualitative identification of accident factors and underlying factors. When identifying accident factors, we made a distinction between factors related to the condition and behaviour of the cyclist, the road and its surrounding, the bicycle and the other party. We identified 3124 accident factors most of which regarded the other party or the behaviour and condition of the cyclist. However, we also identified damaged roads and poor maintenance of the bicycle as important factors contributing to the occurrence of the bicycle accidents.

Bilisters og cyklisters livskvalitet efter ulykke

En ny svensk undersøgelse har fundet, at bilister i større omfang end cyklister oplever et tab af livskvalitet efter en trafikulykke. Uanset om man var bilist eller cyklist under trafikulykken, var det skader på de nedre ekstremiteter, som førte til det største tab af livskvalitet.

Bilisters og cyklisters livskvalitet efter ulykke

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Bilister tilpasser deres opmærksomhed til situationens krav
Reklamer langs landets veje kan potentielt skabe farlige situationer i trafikken, da bilister risikerer at blive distraheret af reklamerne. Ny forskning fra Australien har undersøgt, hvorvidt og hvordan reklamer langs vejene påvirker bilisters forståelse af trafiksituationen (situation awareness).

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Source-ID: 153087457
Research output: Communication › Journal article – Annual report year: 2018

Consistency between subjectively and objectively measured hazard perception skills among young male drivers
Young male drivers have lower hazard perception skills (HPS) than older and more experienced drivers and a tendency to overestimate their skills in hazardous situations. Both factors contribute to an over-representation in traffic accidents. Based on a sample of 63 drivers aged 18-24, this study compares the consistency of HPS measured by objective and subjective measures and the link between these measures is the key contribution of the study. Both visible and hidden hazards are included. Objective measures of HPS include responsiveness and eye movements while driving in a driving simulator. Subjective measures of HPS include self-reports derived based on the Hazard Perception Questionnaire (HPQ), Driving Skill Questionnaire (DSQ), and Brief Sensation Seeking Scale (BSSS). Results show that drivers who respond to the hazards on time, as compared to drivers who do not respond, have higher scores on subjective measures of HPS and higher driving skills in the visible but not in the hidden condition. Eye movement analysis confirms the difference and shows that response in time to hazards indicate higher HPS and young drivers are poor at detecting hidden hazards. Drivers with a response in time locate the hazard faster, have more fixations, but dwell less on the hazard. At the same time, those who do not respond have a later first fixation and fewer but longer fixations on the hazard. High sensation seeking drivers respond to visible hazards on time, suggesting that sensation seeking does not affect HPS negatively when the hazard is visible. To enhance the HPS among young drivers, the results of this study suggest that specific hazard perception training is relevant, especially for hazards that require more advanced HPS.

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Scopus rating (2017): CiteScore 2.94 SJR 1.462 SNIP 1.9
Web of Science (2017): Impact factor 2.584
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Original language: English
Keywords: Driving simulator, Eye movements, Hazard perception skills, Young male drivers
DOIs:
10.1016/j.aap.2018.02.022
Driver training in a simulator. Improved hazard perception.
This is an exhaustive report on the use of simulators in driver training in Denmark and a description of an effective hazard perception skill training procedure by the use of a simulator performed at the Technical University of Denmark (DTU) with financial support by TrygFonden. Improving road safety among young drivers is an efficient way to improve road safety due to the large over-representation of young drivers in road traffic accidents. Therefore, the development of new methods to improve driving skills among young drivers is highly relevant. Research shows that a lack of hazard perception skills (HPS) is a central element in the high risk among young drivers, and driving experience is a key factor for the acquisition of HPS. A driving simulator offers the possibility to train driving experience in a safe environment. This report presents studies aimed to map driving simulator use for driver training in Denmark and to develop a training to improve young drivers’ HPS in the driving simulator. Mapping the use of a driving simulator for driver training purposes shows that driving simulators are not widely used in Denmark. However, instructors and driving coaches from institutions that have experience in driver training stated many advantages for simulator use. In Denmark, driving simulators are mainly used for regular driver training and teaching basic driving skills, such as starting and manoeuvring a vehicle in different traffic situations. The use of simulator training of higher-order skills, such as HPS, is neglected.

Prior to development of the training for young drivers, a preparatory experiment was carried out. The results indicated the need for training focusing not only on the detection, but also on an adequate response to hidden pedestrian-related potential hazards that demand more advanced HPS. Based on the results, the training procedure was developed, consisting of a training drive, a video with an expert commentary and a replay of the training drive. The training aimed to improve young drivers’ hazard detection and response in pedestrian-related potential hazard situations. The results demonstrated that the training had a beneficial effect on improved tactical HPS, particularly in relation to more challenging, hidden pedestrian-related potential hazards. Improvement in advanced HPS suggests that it is relevant to consider ways to include similar training procedures in basic driver training to support the development of more advanced HPS among newly licensed drivers. This type of training program in the driving simulator, further improved, could be considered as an additional tool to improve the driver learning curriculum in addition to the traditional means of driver training.

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Enkeltstående reklametavler fanger bilisters visuelle opmærksomhed
En undersøgelse fra USA har fundet, at enkeltstående reklametavler placeret i et miljø uden andre visuelle forstyrrelser (fx andre reklamer eller trafikskilte) fanger bilisters visuelle opmærksomhed.

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En vognbanealarm kan hjælpe ældre til at køre mere sikkert

En ny undersøgelse fra USA har igennem et simulatorforsøg vist, at ældres evne til at reagere hurtigt, hvis bilen utilsigtet er ved at skifte vognbane, kan blive ligeså god som yngre bilisters, hvis de får hjælp af en vognbanealarm.

Forbedring af unges evne til at forudsige potentielle farer i trafikken vha. kørselssimulatortræning

Unge bilister forbliver overrepræsenterede i trafikulykkesstatistikker. Bilisters evne til at identificere potentielle risikosituationer samt til at reagere adækvat i disse situationer forbedres gradvist baseret på erfaring med håndtering af en bred vifte af trafikals situationer. Internationalt betegnes denne evne ofte som hazard perception skills (HPS). Formålet med denne undersøgelse er at afdække, om yngre bilisters HPS i fodgængerrelaterede situationer kan forbedres gennem et specialdesignet træningsforløb, gennemført i en kørselssimulator. Træningsforløbet omfattede en kombination af træningskørsel i en kørselssimulator, en video med et lydspor med ekspertkommentarer vedr. bilkørsel samt en afspilning af deltagerernes egen træningskørsel. 30 unge bilister modtog træning og deres resultater blev sammenlignet med 30 utrænede bilister. Resultaterne viste, at de trænede bilister oftere fikserede på steder, hvor farer kunne være skjult. Derudover havde de lavere selvvurderet HPS efter træningen end før træningen. Interventionen havde en positiv effekt med hensyn til at forbedre bilisternes køehastighed og visuelle fikseringer i potentielt kritiske fodgængerrelaterede situationer, hvilket kræver mere avancerede HPS. Resultaterne tyder på, at interventionen med fordel kan videreudvikles med henblik på at implementere et ekstra modul, som led i den kørskolebaserede kørundervisning, for at sikre nye bilister de bedst mulige HPS, når de får kørekørt.
Forringet livskvalitet efter trafikulykker
En ny litteraturundersøgelse har vist, at personer med langtidsfølger efter en trafikulykke oplever nedsat livskvalitet.

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Bibliographical note
http://www.trafiksikkerhedsforskning.dtu.dk/arkiv/nr-42/forringet-livskvalitet-efter-trafikulykker
Source: PublicationPreSubmission
Source-ID: 160135196
Research output: Communication › Journal article – Annual report year: 2018

Hvad gør trafikanter vrede? Analyse af situationer med vejvrede og forskelle mellem trafikanntyper
Formålet med denne undersøgelse var at opnå større viden om hvilke trafikale situationer, som udløser vrede hos forskellige trafikanntyper. Datagrunnlaget for undersøgelsen var en repræsentativ spørgeskemaundersøgelse blandt 2000 personer i Danmark. Analysen viste, at trafikanter særligt ofte bliver vrede over to typer af adfærd hos andre trafikanter: uopmærksomhed/manglende orientering og hensynsløshed. Analyserne viste desuden en række forskelle mellem undergrupper i befolkningen, fx bliver kvinder oftere end mænd vrede over farlig adfærd, og mænd bliver vrede over bilister, som holder i vejen. Generelt bliver individer oftest vrede over adfærd, som går ud over dem selv – fx bliver bilister vrede over andre bilister, som trækker for tæt ind foran, og cyklister bliver vrede over fodgængere på cykelstiendene.

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ISSN (Print): 1603-9696
Kvalitativ undersøgelse af forældres holdning til knallertkørsel med fokus på sikkerhed og mobilitet: Deinotat V
Formålet med denne del-undersøgelse er at afdække forældres opfattelse af deres børns daglige transport herunder deres holdning til en eventuel sænkelse af kørekortalderen for knallert 45 og lille motorcykel. I undersøgelsen er der fokus på sikkerhed og mobilitet.

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Organisations: Transport DTU, Technology and Innovation Management, Department of Management Engineering
Contributors: Møller, M., Bonde, N. S., Krogh Andersen, S. K.
Number of pages: 36
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Publisher: Technical University of Denmark
Original language: Danish
Electronic versions:

Kvalitativ undersøgelse af unge knallertkøreres holdning til knallertkørsel med fokus på mobilitet og sikkerhed: Deinotat VI
Formålet med denne del-undersøgelse er at opnå en mere dybdegående indsigt i unge knallertkøreres holdninger, vaner, mobilitetsbehov og risikoforståelse. Undersøgelsen tager udgangspunkt i unges mobilitetsbehov og –vaner, og baserer sig på fire kvalitative fokusgruppeinterview fordelt på fire forskellige byer. Gennem fokusgruppeinterviewene afdækkes de unges transportvaner, holdninger og risikoadfærd med henblik på at vurdere de mulige mobilitets- og sikkerhedsrelaterede konsekvenser en evt. aldersændring for kørekort til stor knallert og lille motorcykel ville kunne medføre.

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Litteraturundersøgelser vedrørende tohjulede motorkøretøjer: Delnotat VII

Følgende notat indeholder fire litteraturundersøgelser, der hver især redegør for forskellige aspekter med relevans for vedr. ændrede aldersgrænser for erhvervelse af kørekort til stor knallert og lille motorcykel. Litteraturundersøgelserne er sammenfatninger baseret på gennemgange af den internationale forskningslitteratur og udarbejdet med henblik på at klarlægge den eksisterende viden og de relevante erfaringer ift. ændrede aldersgrænser. Litteraturundersøgelserne omhandler hhv.:

I. Ændrede aldersgrænsers betydning for unges transportmønstre
II. Tohjulede køretøjs betydning for trafiksikkerheden
III. Overførsel af kompetencer
IV. Etablering af transportvaner på længere sigt

Lysreklamer langs landets veje distraherer bilisterne

Udviklingen af LED-teknikken har gjort det muligt at fremstille større, bedre og billigere lysreklamer, som i stigende omfang opsættes langs vejene i Danmark. En ny dansk rapport har fundet, at bilisterne distraheres af disse lysreklamer i en sådan grad, at trafiksikkerheden mindskes.

Mopeds - Risk of serious injury or death: Delnotat III

The current report presents an analysis of the risk of serious injury or death in Denmark regarding moped 30 and moped 45. The analysis regards the period 2007 - 2017.
The purpose of this fact sheet is to provide an overview of selected aspects regarding moped use and vmoped users in Denmark with regard to the period from 2013 to 2018.

It is commonly thought that mopeds are a means of transport used primarily by young people. However, based on the current analysis it appears that the usage of mopeds also applies to middleaged men who are more likely, not to hold a driver license. Additionally, the usage of mopeds is not just an urban phenomenon but also regards the countryside.

PTSD hos børn og unge (1-18 år) efter trafikulykke
En ny litteraturundersøgelse har fundet, at op imod hvert femte barn eller unge får PTSD efter en trafikulykke, hvilket understreger et behov for screening og behandling.

Reklamers udformning har betydning for påvirkningen af bilister
En ny undersøgelse fra Israel har set på, om udformningen af en reklametavle placeret langs vejen har betydning for, hvor meget reklametavlen påvirker bilisternes evne til at køre bil. Resultaterne fra undersøgelsen kan give anbefalinger til, hvor man ikke bør opsætte bestemte typer af reklametavler.
Road anger expression—Changes over time and attributed reasons
Based on the results from three independent surveys conducted in Denmark in 2005, 2008 and 2016, this paper provides an overview of the development of road anger expression in general and in demographic sub-groups of road users. In addition, it investigates how people explain own and other people’s road anger expression and if attributed reasons are related to demographic factors and level of anger expression measured based on the short form of the driving anger expression inventory (DAX-short). From 2005 to 2016 the percentage of people involved in anger expression incidents increased particularly in the densely populated Capital Region of Denmark. The increase was most pronounced for “yelling” and “threatening”. Men were more often involved than women both as aggressor and as victim, but the gender difference decreased from 2008 to 2016. Generally, own anger expression was more often explained with getting frightened (non-hostile attribution), while anger expression by other road users was more often explained by not being able to control own anger or by wanting to show that one made a mistake (hostile attribution). However, people scoring high in aggressive anger expression often explained own anger expression by “not being able to control anger”, thereby indicating self-reflection and a potential for behavioural change. Behavioural reactions to being frightened are to some extend mistakenly interpreted as expressions of anger by other road users. Results indicate that cognitive and behavioural interventions, possibly as part of the driver education, are relevant to reduce aggressive anger expression in traffic.
Scenarieberegninger vedrørende sænkede aldersgrænser for knallert 45 og lille motorcykel: Delnotat I

I forbindelse med politiske overvejelser vedrørende en sænkelse af aldersgrænsen for kørekort til knallert 45 (til 16 år) og lille motorcykel (til 17 år), har Transport DTU/DTU Management Engineering gennemført et projekt med det formål at
tilvejebringer et videngrundlag til vurdering af trafiksikkerhedsmæssige og mobilitetsmæssige konsekvenser af en sådan ændring.


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Organisations: Transport DTU, Technology and Innovation Management, Department of Management Engineering, Systems Analysis
Contributors: Møller, M., Jensen, T. C., Pilegaard, N.
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The road and its influence on bicycle accidents in Denmark
The National accident database is often used as basis when designing and prioritizing safety initiatives for cyclists. Due to the very low reporting rate this is not optimal. The purpose of this study is to get a better understanding of factors influencing the occurrence of cyclist accidents with a particular focus on the influence of the condition of the road. The study is based on data on cyclist injuries reported to the hospital and merged with road data, including information on road condition and existence of bicycle lane. The data is analyzed using a Latent Class Clustering approach for pattern recognition. The analysis uncovers patterns of road maintenance and cyclists accidents and reveals 11 clusters. The results identify the road condition as a significant factor for many of the accidents, especially for accidents involving less experienced cyclists. In addition, the analysis confirms that the use of medical records together with road maintenance data leads to new insight of the occurrence of bicycle accidents, which is relevant for the prioritization of preventive efforts.

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Uheldsmodellering: Belægningsskader og risiko
Der investeres mange penge i vejvedligeholdelse i Danmark, men hvor stor en betydning har belægningsskader egentlig for uheldsrisikoen. Dette studie har tilvejebragt ny viden om dette og fundet, at især belægningsskader som lapper og sporkøring kan forøge uheldsrisikoen på de kommunale veje. Studiet viser dog også, at mangel på data giver store udfordringer, og at det derfor fremadrettet er vigtigt at sikre bedre data for veje og trafikuheld. Studiet er del af et større projekt som skal afdække infrastrukturens betydning for trafikuheld. Projektet udføres på DTU og er finansieret af Asfaltindustrien samt Sikre Veje.
Young drivers' perception of adult and child pedestrians in potential street-crossing situations
Despite overall improvements in road traffic safety, pedestrian accidents continue to be a serious public health problem. Due to lack of experience, limited cognitive and motoric skills, and smaller size, children have a higher injury risk as pedestrians than adults. To what extent drivers adjust their driving behaviour to children's higher vulnerability is largely unknown. To determine whether young male drivers' behaviour and scanning pattern differs when approaching a child and an adult pedestrian in a potential street-crossing situation, sixty-five young (15-24) male drivers' speed, lateral position and eye movements were recorded in a driving simulator. Results showed that fewer drivers responded by slowing down and that drivers had a higher driving speed when approaching a child pedestrian, although the time of the first fixation on both types of pedestrians was the same. However, drivers drove farther away from a child than an adult pedestrian. Additionally, fewer drivers who did not slow down fixated on the speedometer while approaching the child pedestrian. The results show that young drivers behave differently when approaching a child and an adult pedestrian, though not in a way that appropriately accounts for the limitations of a child pedestrian. A better understanding of how drivers respond to different types of pedestrians and why could contribute to the development of pedestrian detection and emergency braking systems.
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Accuracy of young male drivers' self-assessments of driving skill

Accurate self-assessment of skill is important because it creates an appropriate level of confidence and hence behaviour. Inaccurate self-assessment of driving ability has been linked to reckless driving and accidents. Inaccurate self-assessment of driving skills may be a contributing factor to the over-representation of young male drivers in accident statistics. Most previous research on self-assessment of driving skills did not compare self-reported skills to objectively measured driving skills, so the aims of this study were: (1) to test the accuracy of young male drivers’ self-assessments of specific driving skills by comparing them with performance in a driving simulator; (2) to test whether self-assessment accuracy varied with driving skill, driving experience and sensation-seeking propensity. We found that young male drivers’ self-assessments were inconsistent with their driving performance, and that this inconsistency varied with driving skill, driving experience and sensation-seeking propensity. Groups with particularly inaccurate self-assessments are at high risk, because of their relative lack of skill, high mileage and sensation-seeking propensity. Self-assessments of hazard prediction and detection skills were particularly inaccurate. Understanding self-assessments of driving skill is crucial, but further studies are needed to allow preventive policies and interventions to take factors affecting self-assessments into account.
Ældre kører for stærkt i kendte omgivelser

Risikoen for alvorlig tilskadekomst øges med stigende hastighed, ikke mindst blandt ældre trafikanter. I Australien har en gruppe forskere lavet en undersøgelse der viser, at når ældre overtræder hastighedsgrænsen, sker det typisk i deres eget lokalområde, dvs. på steder de kender godt. Undersøgelsen viste også, at der ikke umiddelbart var sammenhæng mellem de ældres kognitive funktionsniveau og omfanget af hastighedsovertrædelser.
Anger expression among Danish cyclists and drivers: A comparison based on mode specific anger expression inventories

Based on the short form of the driving anger expression inventory (DAX-short, 15-item), the present study developed an adapted version of the DAX for cyclists (CAX, 14 items). The data basis was an online survey of 2000 inhabitants of Denmark. A principle component analysis on the translated DAX-short confirmed the 4-factor solution of the original study differentiating between (1) personal physical aggressive expression, (2) use of a vehicle to express anger, (3) verbal aggressive expression and (4) adaptive/constructive expression. In case of cycling, the factor "use of a vehicle to express anger" only included one item and was left out. Based on the results, reliable subscales were developed. Drivers scored higher in verbal aggressive expression than cyclists, while there was no significant difference in constructive expression. The subscales for drivers and cyclists showed significant relations to age, gender, self-reported aggressive behaviours and traffic fines: Women scored for instance lower in physical expression, while older people scored higher in constructive expression. The effect of age and gender on anger expression among drivers and cyclists remained significant when controlling for exposure and other factors in linear regression analyses. These analyses also showed a relationship between a positive attitude towards driving and higher levels of anger expression among drivers, while this was not the case for cyclists.

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Bedre trafikuheldsdata: Danske erfaringer med brug af forskellige typer trafikuheldsdata

Viden om trafikuheld er en vigtig forudsætning for effektivt at kunne forbedre trafiksikkerheden, dels for at forstå de mekanismer, der ligger til grund for uhelidelserne, dels for at kunne tilrettelægge målrettede uheldsforebyggende tiltag og dels for at kunne foretage en kvalificeret prioritering mellem forskellige tiltag, når det er påkrævet. Det er velkendt, at en stor andel af de trafikuheld, der finder sted, af forskellige grunde ikke registreres i den officielle, nationale trafikuheldsstatistik. Dette gælder i særlig grad eneheld og cyklistuheld. Blandt fagpersoner med behov for faktuel viden om trafikuheld i Danmark har der derfor gennem snart mange år været et ønske om at forbedre datagrundlaget fx gennem inddragelse af andre datakilder som supplement til de politeregistrerede trafikuheldsdata. Trods en række forskellige lokale og regionale initiativer gennem årene er det imidlertid endnu ikke lykkedes at finde en national model for inddragelse af sådanne supplerende datakilder. Som led i processen mod et bedre datagrundlag for trafikuheld har Transport DTU/DTU Management Engineering, med støtte fra TrygFonden, gennemført nærværende projekt. Formålet har været at
tilvejebringe et nationalt overblik over eksisterende datakilder vedr. trafikuheld, nuværende erfaringer med supplerende datakilder samt behov og forventninger blandt udvalgte interessenter vedrørende nuværende og fremtidig anvendelse af supplerende datakilder.


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Comparison between young male drivers' self-assessed and objectively measured driving skills
Self-assessment of skills is a self-generated feedback process that contributes to confidence in one's skills. The higher one's self-assessed skills, the more likely one is to feel competent a particular domain thereby influencing the related behaviors. Drivers' self-assessed driving skills are not always accurate, which may cause serious problems such as underestimation of risk, reckless driving and accidents. Most previous research on self-assessment of driving skills did not compare self-reported skills to objectively measured driving skills, so the aim of this study was to test the accuracy of young male drivers' self-assessments of driving skills using a driving simulator, and to examine whether self-assessment accuracy varied with driving skill, experience or sensation-seeking propensity. Results showed that the drivers' self-assessments were inconsistent with their driving performance, and this inconsistency varied with driving skill, driving experience and sensation-seeking propensity in a safety-critical way.

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Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten


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Er vejvrede en uheldsfaktor
En ny undersøgelse fra Canada viser, at bilister der udviser aggression, når de kører bil, i højere grad er involveret i færdselsuheld end bilister, der ikke udviser aggression, er. Dette gælder også for bilister, der kun udviser mindre alvorlige former for aggression som fx at bande, lave fagter eller råbe ad andre trafikanter. Der mangler dog stadig viden om, hvorfor aggression i trafikken giver øget uheldsrisiko.

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Har kørebanens bredde betydning for trafikanters adfærd?
En ny undersøgelse fra Tyskland viser, at bredden af venstre kørebane på motorvejstrækninger med vejarbejde har betydning for trafikanternes adfærd. Jo smalere kørebanen er, jo langsommere rører trafikanterne og jo længere strækker de til højre. Det har dog samtidig den negative sideeffekt, at antallet af kollisioner mellem trafikanter i venstre og højre kørebane stiger.

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Harmonisering af retningslinjer vedrørende vejarbejde
Effektiv regulering af kørehastigheden er et vigtigt element for øget sikkerhed i forbindelse med vejarbejde. I et projekt med deltagelse fra flere europæiske lande har man lavet et overblik over anvendte virkemidler samt en vurdering af deres potentiale med hensyn til at kunne bidrage til at reducere kørehastigheden i forbindelse med vejarbejde. Projektet er tænkt som et første skridt i retning mod harmonisering af retningslinjer for hastighedsregulering ved vejarbejde inden for Europa.
significant effect. The study confirms the use of the DBQ and DSI as suitable instruments for predicting traffic offences while also confirming previous results on accumulation of problematic behaviours across life contexts. The finding that driver sub-groups did not differ in registered accidents supports the recent research activities in finding and modelling surrogate safety measures.

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  - BFI (2010): BFI-level 2
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  - Web of Science (2010): Impact factor 2.353
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**Hvad kan man gøre ved vejvrede?**

Det er ikke kun bilisten selv, der kan have gavn af tiltag, der reducerer forekomsten af vejvrede i trafikken. Også passagerer og andre trafikanter vil nyde godt af det, hvis forekomsten af pludselige, voldsomme og aggressive reaktioner i trafikken reduceres. I denne artikel skitseres forskellige tiltag til forebyggelse af vejvrede blandt bilister. Forskningen tyder på, at tiltag kan reducere vejvrede, men der er endnu ikke grundlag for at udpege ét tiltag som det bedste.

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**Hvilke behov for støtte har ældre bilister, når de kører bil?**

Den teknologiske udvikling har i de seneste år ført til udvikling af en række fører-støtte-systemer, der på forskellig måde kan hjælpe bilisten under kørslen. Det er muligt, at sådanne systemer også vil kunne være en hjælp for ældre bilister. En ny svensk undersøgelse viser, at systemer, der kan hjælpe ældre i situationer, hvor de er nødt til at dele deres opmærksomhed mellem forskellige trafikrelaterede ting, hjælpe dem under kørsel i tæt trafik, og som løbende kan give dem faktuelle information fx om den aktuelle hastighedsgrænse, er relevante.

**General information**
Ny undersøgelse: aggressionsniveauet er lavere blandt motorcyklister
En ny australsk undersøgelse har set på, om det har betydning for trafikanters aggressionsniveau, hvilket køretøj de benytter. Undersøgelsen viser, at køretøjet påvirker aggressionsniveauet, idet deltagerne var mindre tilbøjelige til at udvise aggression som motorcyklist end som bilist. Undersøgelsen viser endvidere, at der både er ligheder og forskelle med hensyn til, hvilke faktorer der påvirker aggressionsniveauet for de to køretøjstyper.

Risikofaktorer ved vejarbejde
Uheldsrisikoen er forøget på strækninger med vejarbejde. En analyse af dødsuheld i USA viser, at særligt trafikanters manglende tilpasning af deres adfærd er en vigtig faktor i forbindelse med disse uheld. Tiltag der kan sikre et mere jævnt trafik-flow i passende lav fart på strækninger med vejarbejde er vigtige elementer i forebyggelsen.

Simulatorbaseret fodgængertræning af ældre
At finde et sikkert tidspunkt at krydse en trafikeret vej med blandet trafik og varierende kørehastigheder kan være vanskeligt, ikke mindst for ældre. En ny undersøgelse fra Frankrig tyder på, at træning i en fodgængersimulator kan bidrage til, at ældre fodgængers risikobevidsthed øges, så de bliver bedre i stand til at vælge sikre tidspunkter at krydse en vej på og risikoen for påkørsel reduceres.
Synlig aktivitet ved vejarbejde sænker fart
I en ny norsk undersøgelse har man set på, om synlig aktivitet i forbindelse med vejarbejde har betydning for bilisters foretrukne kørehastighed. Analysen viste, at bilister foretrækker en lavere kørehastighed, når der er synlig aktivitet og når de oplever, at der er en god grund til at sænke farten. Dette er vigtigt at tænke ind i forebyggende tiltag, der skal bidrage til en sikker kørehastighed blandt bilister.

Tilpasser ældre deres kørsel, når de har kognitive svækkelselser?
At køre bil er en krævende opgave, og kognitive svækkelselser kan derfor gøre det vanskeligt at køre trafiksikkert. En ny australisk undersøgelse tyder på, at ældre i nogen grad kompenserer for aldersrelaterede kognitive svækkelselser uden selv at være opmærksom på, at de gør det. Undersøgelsen viser endvidere, at personer, der regelmæssigt kører med de ældre som passagerer, kan bidrage med vigtig information om, hvilke udfordringer de ældre bilister har, og hvordan de håndterer dem.

Age and attitude: Changes in cycling patterns of different e-bike user segments
The use and purchase of electric bicycles (e-bikes) is emerging in many countries. Existing knowledge about changes in cycling patterns and car replacement after gaining e-bike access is limited and partly contradictory. Based on an online survey among e-bike users in Denmark (N = 427), this study looked into these effects by differentiating between different segments of e-bike users. We distinguished four age groups as well as three segments based on cycling attitudes and motives for the use and purchase of e-bikes: (1) enthusiastic e-bikers who showed the most positive attitudes towards e-bikes and mainly bought an e-bike to increase cycling frequency; (2) utilitarian e-bikers who already cycled regularly before having access to an e-bike and used the e-bike particularly for practical purposes and to reduce travel time; (3)
recreational e-bikers who were very positive about e-bike use but used it less regularly and mainly for long-distance recreational trips. Enthusiastic e-bikers reported the highest increase in overall cycling. Half of the enthusiastic e-bikers agreed that they bought the e-bike to replace a car. Differences between the four age groups were less pronounced. Nevertheless, we found that e-bike access decreased age differences in self-reported cycling frequency, whereas it increased differences in self-reported distances. Measures to increase e-bike use should primarily focus on potential enthusiastic e-bikers. Possible interventions include promotional campaigns at workplaces, intended to address not only instrumental but also affective motives of e-bike use.

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Scopus rating (2015): CiteScore 2.94 SJR 2.359 SNIP 2.254
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ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 1
Scopus rating (2011): CiteScore 0.98 SJR 0.691 SNIP 0.634
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ISI indexed (2011): ISI indexed yes
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Web of Science (2010): Impact factor 1.056
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Airbags til cyklister

En cykelhjelms størrelse og tykkelse er afgørende for dens evne til at dæmpe det stød som cyklister udsættes for i forbindelse med styrt og/eller kollision. Både praktisk og æstetisk er der dog grænser for, hvor stor en hjelm cyklister vil cykle rundt med. En gruppe amerikanske forskere har testet en ny type cykelhjelm, der udvider sig i forbindelse med styrt/kollision. Forskerne konkluderer, at den nye hjelmttype har potentiale til god beskyttelse mod hovedskader, men at der er behov for omfattende forskningsindsats før der kan konkluderes endeligt vedrørende den trafiksikkerhedsmæssige effekt.

Bedre grundlag for samfundsøkonomisk prioritering af trafiksikkerhedsstiltag

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BFI (2018): BFI-level 1
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BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
Betydningen af sociale normer for distraktion under bilkørsel
En amerikansk undersøgelse viser, at sociale normer har betydning for unges involvering i distraherende aktivitet. Interventioner, der støtter forældre i at være gode rollemodeller og bidrager til at korrigerere misforståelser angående omfanget af distraherende aktivitet blandt forældre og jævnaldrende kammerater, er derfor yderst relevante.

General information
State: Published
Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M.
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http://www.trafiksikkerhedsforskning.dtu.dk/Arkiv/Nr-33/Distraktion-og-sociale-normer
Research output: Communication › Journal article – Annual report year: 2016

Distraction er fortsat en risikofaktor

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M., Haustein, S.
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BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Distraktion er stadig en markant risikofaktor i trafikken
På foranledning af Rådet for Sikker Trafik har Transport DTU set på den nyeste forskningslitteratur vedrørende distraktion og bilkørsel. I det følgende præsenteres udvalgte resultater.

E-bike safety: Individual-level factors and incident characteristics
As electrically assisted bicycles (e-bikes) become more widespread, the number of crashes in which they are involved is also growing. We used data from a survey of 685 e-bike users in Denmark to examine the factors which contribute to perceived e-bike safety and involvement in safety critical incidents. Using regression analyses, we demonstrated that riding style and e-bike attitude played a crucial role in both perceived safety and involvement in safety critical incidents. Age and female gender were negatively associated with perceived safety. 29% of participants had experienced at least one safety critical incident that they believed would not have happened on a conventional bike. The most frequent explanation offered for these situations was that other road users had underestimated the speed of the e-bike, followed by rider problems regulating e-bike speed. Older cyclists were more likely to report problems maintaining balance due to the weight of the e-bike. Preventive measures discussed include awareness campaigns and making it easier to distinguish e-bikes from conventional bicycles to address the problem of underestimation of speed. We also identified a need to familiarise with the e-bike before using it in demanding traffic situations.
Effekt af cykeltræningskursus for forældre
I Østrig har man udviklet et kursus, der har det formål at hjælpe forældrenes til bedre at kunne træne og vejlede deres børn til at blive sikre cyklister. Kurset er blevet evalueret, og evalueringen tyder på, at kurset både bidrager til at øge forældrenes kompetencer og engagement i deres børns cykeltræning samtidig med at børnenes faktiske cykelfærdigheder forbedres. Det anbefales dog at foretage yderligere undersøgelser for at nuancere og cementere de positive resultater.

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Contributors: Møller, M.
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Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhed
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Original language: English
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http://www.trafiksikkerhedsforskning.dtu.dk/arkiv/nr-34/effekt-af-cykelkursus?utm_source=newsletter&utm_media=mail&utm_campaign=
Research output: Communication – Journal article – Annual report year: 2016

Effekten af distraktion ved manuel overtagelse af bilkørslen
En ny undersøgelse tyder på, at reaktionstid ikke er et godt mål for, i hvor høj grad bilisters kørsel bliver påvirket af distraherende aktiviteter i situationer, hvor bilisten skal overtage kørslen manuelt efter at have kørt i delvist automatiseret tilstand. Forklaringen kan være, at det at gribe efter et rat er en refleksagtig respons, der trækker på andre ressourcer end de kognitive og visuelle ressourcer, der er centrale for at køre sikkert.

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Contributors: Møller, M.
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Peer-reviewed: Unknown

Publication information
Factors contributing to young moped rider accidents in Denmark

Young road users still constitute a high-risk group with regard to road traffic accidents. The crash rate of a moped is four times greater than that of a motorcycle, and the likelihood of being injured in a road traffic accident is 10-20 times higher among moped riders compared to car drivers. Nevertheless, research on the behaviour and accident involvement of young moped riders remains sparse. Based on analysis of 128 accident protocols, the purpose of this study was to increase knowledge about moped accidents. The study was performed in Denmark involving riders aged 16 or 17. A distinction was made between accident factors related to (1) the road and its surroundings, (2) the vehicle, and (3) the reported behaviour and condition of the road user. Thirteen accident factors were identified with the majority concerning the reported behaviour and condition of the road user. The average number of accident factors assigned per accident was 2.7. Riding speed was assigned in 45% of the accidents which made it the most frequently assigned factor on the part of the moped rider followed by attention errors (42%), a tuned up moped (29%) and position on the road (14%). For the other parties involved, attention error (52%) was the most frequently assigned accident factor. The majority (78%) of the accidents involved road rule breaching on the part of the moped rider. The results indicate that preventive measures should aim to eliminate violations and increase anticipatory skills among moped riders and awareness of mopeds among other road users. Due to their young age the effect of such measures could be enhanced by infrastructural measures facilitating safe interaction between mopeds and other road users.

General information

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Organisations: Department of Transport, Transport policy and behaviour, Danish Transport Research Institute, Department of Management Engineering, Technology and Innovation Management
Contributors: Møller, M., Haustein, S.
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BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): CiteScore 2.94 SJR 1.462 SNIP 1.9
Web of Science (2017): Impact factor 2.584
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.24 SJR 1.586 SNIP 2.05
Web of Science (2016): Impact factor 2.685
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.63 SJR 1.228 SNIP 1.78
Web of Science (2015): Impact factor 2.07
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 2.79 SJR 1.221 SNIP 2.059
Web of Science (2014): Impact factor 2.07
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 3.2 SJR 1.374 SNIP 2.645
Fodgængervenlige fronter
Risikoen for personskade er stor, når en fodgænger rammes af en bil. Fodgængervenlige fronter anses for at være en måde at bidrage til mindre tilskadekomst blandt fodgængere i trafikken. Denne undersøgelses resultater tyder på, at fodgængervenlige fronter under visse betingelser kan reducere risikoen for at fodgængere får varige mén i forbindelse med et færdselsuheld.

General information
State: Published
Føreradfærd i delvist selvkørende biler

Hvad ved bilister egentlig om sikkerhedsteknologi i biler?

Potentialet for forbedret trafiksikkerhed gennem sikkerhedsteknologi er stort. En ny amerikansk undersøgelse viser dog, at bilisteres kendskab til og forståelse af hvordan sikkerhedssystemerne virker og skal benyttes er begrænset, selv for sikkerhedsudstyr der i dag har stor udbredelse som fx ABS-bremser. Der er således behov for en informationsindsats ikke mindst i lyset af forventningen om stigende udbredelse af sikkerhedsteknologi i bilparken fremover.
Hvem skal overleve?
Konflikter i trafikken er uundgåelige, også selv om de måske bliver minimeret i forbindelse med selvkørende biler. I forbindelse med udviklingen af selvkørende biler, er det derfor nødvendigt, at der udarbejdes nogle principper for, hvordan selvkørende biler skal håndtere forskellige typer af konflikter, herunder de etiske og moralske dilemmaer der kan opstå.

Ja, cykelhjelmen beskytter!
Cykelhjelmens trafiksikkerhedsmæssige effekt har været genstand for omfattende debat. Baseret på en gennemgang af videnskabeligt publicerede resultater har to australske forskere lavet en metaanalyse med det formål at skabe et videnskabeligt baseret overblik over den eksisterende viden. Samlet viser metaanalysen, at anvendelse af cykelhjelm har en markant positiv effekt på hovedskader og ansigtsskader blandt tilskadekomne cyklister.

Kan mobiltelefonen bidrage til bedre trafiksikkerhed?
Mobiltelefonen er kommet for at blive, og rigtige mange bilister benytter den, mens de kører bil. Hvis mobiltelefonens funktioner kan udnyttes til fordel for trafiksikkerheden, rummer det derfor et stort potentiale, fordi det principielt er muligt at nå ud til mange bilister med begrænsede ressourcer. Som et første skridt på vejen har et ekspertpanel evalueret forskellige apps for at afdække deres trafiksikkerhedsforbedrende potentielle.
Lokomotivføreres adfærd og opmærksomhed

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State: Published
Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M., Haustein, S.
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Publication date: 2016

Electronic versions:
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Bibliographical note
Notat til Trafik og Byggestyrelsen
Source: PublicationPreSubmission
Source-ID: 127892714
Research output: Research › Working paper – Annual report year: 2016

Mest trafiksikkerhed for pengene

Ny forskning fra DTU peger på, at det er muligt at forbedre prioriteringen af infrastrukturforbedringer på baggrund af viden om vejenes tilstand, de skønnede udbedringsomkostninger samt uheldsforekomst og alvorlighedsgrad.

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State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technology and Innovation Management, Systems Analysis
Contributors: Janstrup, K. H., Møller, M., Pilegaard, N.
Pages: 10-11
Publication date: 2016
Peer-reviewed: Unknown

Electronic versions:
asfalt201604.pdf
Research output: Communication › Journal article – Annual report year: 2016

Nytænknings af forebygelse for unge trafikanter

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M.
Pages: 30-30
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Peer-reviewed: Unknown

Electronic versions:
Research output: Communication › Journal article – Annual report year: 2016
Obligatorisk hjelmbrug giver færre alvorlige hovedskader
I Seattle (USA) har man indført lovpligtig brug af cykelhjelm for cyklister i alle aldersgrupper. En evaluering viser, at lovpligtig hjelmbrug har en positiv effekt på alvorlighedsgraden af hovedskader og dødsfald blandt tilskadekomne cyklister. Den lovpligtige hjelmbrug medførte dog ikke et generelt fald i tilskadekomst blandt cyklister. Forskerne mener dog, at dette kan forklares med en stigning i omfanget af cykling samt en generel stigning i tilskadekomst blandt cyklister.

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Contributors: Møller, M.
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http://www.trafiksikkerhedsforskning.dtu.dk/Arkiv/Nr-34/Effekt-af-cykelhjelmlov
Research output: Communication › Journal article – Annual report year: 2016

Oplevelsen af risiko i trafikken

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M.
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Peer-reviewed: Unknown

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BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
A Go/No-go approach to uncovering implicit attitudes towards safe and risky driving

Self-report measures of driving-related attitudes and beliefs miss potentially important precursors of driving behaviour, namely, automatic and implicit thought processes. The present study used an adapted Go/No-go Association Task to measure implicit thought without relying on the participants' self-reports. Implicit attitudes towards safe and risky driving were measured in 53 Danish drivers (31 female, 22 male). Further, we explored the relationship between implicit attitudes towards risky and safe driving, and self-reported driving behaviour and skills. The results suggest that implicit attitudes towards driving behaviour can be measured reliably with the Go/No-go Association Task. Also, the results suggest that implicit attitudes towards safe driving and risky driving, respectively, may be separable constructs, and might thus stem from different cognitive processes. Finally, implicit attitudes were significantly related to self-reported driving behaviour and skills for male (but not female) drivers. Pending future research with larger sample sizes, the difference between implicit attitudes towards safe versus risky driving that we observed may contribute to a greater theoretical understanding of the causes of safe and risky driving.
Web of Science (2019): Indexed yes
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): CiteScore 2.72 SJR 1.462 SNIP 1.707
Web of Science (2017): Impact factor 1.935
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 2.36 SJR 1.111 SNIP 1.453
Web of Science (2016): Impact factor 1.83
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.06 SJR 1.041 SNIP 1.414
Web of Science (2015): Impact factor 1.444
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 2.02 SJR 0.999 SNIP 1.621
Web of Science (2014): Impact factor 1.473
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 2.22 SJR 1.003 SNIP 1.842
Web of Science (2013): Impact factor 1.635
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 2.54 SJR 1.693 SNIP 2.324
Web of Science (2012): Impact factor 1.577
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 2.56 SJR 1.301 SNIP 2.196
Web of Science (2011): Impact factor 1.989
ISI indexed (2011): ISI indexed yes
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.192 SNIP 1.619
Web of Science (2010): Impact factor 1.534
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 1.418 SNIP 1.925
Web of Science (2009): Indexed yes
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 1.481 SNIP 2.041
Web of Science (2008): Indexed yes
Scopus rating (2007): SJR 0.867 SNIP 1.333
Scopus rating (2006): SJR 0.991 SNIP 1.378
Scopus rating (2005): SJR 0.704 SNIP 1.499
Scopus rating (2004): SJR 0.444 SNIP 1.276
Scopus rating (2003): SJR 0.458 SNIP 1.05
Scopus rating (2002): SJR 0.59 SNIP 0.871
Scopus rating (2001): SJR 0.328 SNIP 0.598
Scopus rating (2000): SJR 0.057 SNIP 1.286
Scopus rating (1999): SJR 0.164 SNIP 0.462

Original language: English
Automatiseret bilkørsel – en støtte til spiritusbilister?

En fransk undersøgelse viser, at bilister overvejende har en positiv holdning til fuldautomatiserede biler. Bilisterne forventer, at disse biler vil kunne aflæse og støtte dem i forskellige trafiksituationer, fx i situationer, hvor de er påvirket af alkohol. Dermed antyder undersøgelsens resultater samtidig, at automatiseret bilkørsel vil kunne skabe nye udfordringer for trafiksikkerheden, og at den menneskelige faktor fortsat vil være central i forbindelse med færdselsuheld.

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Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2015

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Media of output: DTU Transport
Year: 2015
Original language: English
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id_522.pdf
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Research output: Communication › Net publication - Internet publication – Annual report year: 2015

Har automatisering betydning for bilisters opmærksomhed og mentale belastning?

Det er mindre mentalt krævende at køre i en automatiseret bil. I nogle situationer bidrager det til, at bilisten er ekstra opmærksom, mens det i andre fører til, at bilisten er mindre opmærksom og dermed er mindre klar til at reagere i en kritisk situation. Der er dog fortsat mange uafklarede spørgsmål vedrørende den sikkerhedsmæssige effekt af automatiseret bilkørsel.

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Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
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Year: 2015
Original language: English
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id_520.pdf
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Research output: Communication › Net publication - Internet publication – Annual report year: 2015

Hvem er det, der gentagne gange kører spirituskørsel, og hvor udbredt er recidivisme i Danmark?

højere forekomst af uheld med høje promiller. Samlet tyder undersøgelsen på, at recidivisme i højere grad forekommer blandt mænd og blandt personer, der befinder sig i en mindre gunstig socioøkonomisk livssituation, hvor de bor alene, har lav indkomst, ringe uddannelse og øget involvering i lovovertrædelser. Undersøgelsen tyder endvidere på, at omstændighederne omkring spirituskørsel er forskellige for mænd og kvinder, men giver ingen indsigt i, om det at blive taget for spirituskørsel bidrager til at igangsætte en marginaliseringsproces, eller om spirituskørslen sker som led i en eksisterende marginaliseret samfundsmæssig position.

**General information**

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Organisations: Department of Transport, Transport policy and behaviour, Traffic modelling and planning
Contributors: Møller, M., Haustein, S., Prato, C. G.
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**Publication information**

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ISSN (Print): 1603-9696
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BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Electronic versions: recidivism_trafikdage_2015.pdf
Source: PublicationPreSubmission
Source-ID: 115560471
Research output: Research - peer-review › Conference article – Annual report year: 2015

**Profiling drunk driving recidivists in Denmark**

Drunk drivers are a menace to themselves and to other road users, as drunk driving significantly increases the risk of involvement in road accidents and the probability of severe or fatal injuries. Although injuries and fatalities related to road accidents have decreased in recent decades, the prevalence of drunk driving among drivers killed in road accidents has remained stable, at around 25% or more during the past 10 years. Understanding drunk driving, and in particular, recidivism, is essential for designing effective counter measures, and accordingly, the present study aims at identifying the differences between non-drunk drivers, drunk driving non-recidivists and drunk driving recidivists with respect to their demographic and socio-economic characteristics, road accident involvement and other traffic and non-traffic-related law violations. This study is based on register-data from Statistics Denmark and includes information from 2008 to 2012 for the entire population, aged 18 or older, of Denmark. The results from univariate and multivariate statistical analyses reveal a five year prevalence of 17% for drunk driving recidivism, and a significant relation between recidivism and the drunk drivers’ gender, age, income, education, receipt of an early retirement pension, household type, and residential area. Moreover, recidivists are found to have a higher involvement in alcohol-related road accidents, as well as other traffic and, in particular, non-traffic-related offences. These findings indicate that drunk driving recidivism is more likely to occur among persons who are in situations of socio-economic disadvantage and marginalisation. Thus, to increase their effectiveness, preventive measures aiming to reduce drunk driving should also address issues related to the general life situations of the drunk driving recidivists that contribute to an increased risk of drunk driving recidivism.
Sikkerhed på elcykel: Trafikantfaktorer og trafiksituationer


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State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Haustein, S., Møller, M.
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BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
Sikker overgang fra automatiseret til manuel kørsel.

En ny svensk undersøgelse viser, at jo mere automatiseret bilkørslen er, jo længere er bilisten om at opdage det, hvis de automatiserede funktioner svigter. Undersøgelsen viser endvidere, at totale systemsvigt tilsyneladende er vanskeligere at opdage end delvise svigt i de automatiserede funktioner.

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Contributors: Møller, M.
Publication date: 2015

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id_519.pdf
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http://www.trafiksikkerhedsforskning.dk/Default.aspx?id=519

Uforudsigelighed er værst

Det tager op til 40 sekunder for en bilist, der kører i en delvist automatiseret bil, at opnå stabil manuel kontrol over bilen, hvis der opstår en situation, hvor dette er påkrævet. Hvis behovet for manuel overtagelse opstår uventet, er bilisten længere om at rette sin visuelle opmærksomhed stabilt mod kørebanen, end hvis bilisten er forberedt på at skulle overtage kørslen.

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Contributors: Møller, M.
Publication date: 2015

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id_521.pdf
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The motivation underlying adolescents’ intended time-frame for driving licensure and car ownership: A socio-ecological approach

This study focuses on the adolescents’ intended time-frame for obtaining a driving license and purchasing a car, as the delay of these decisions will likely affect the amount of travel and transport externalities. Semi-structured interviews with 50 Danish adolescents were analyzed by means of deductive-inductive thematic narrative analysis based on the socio-ecological approach. The results show three groups in line with the market-diffusion model: intended early car users, intended early license holders and later car users, and intended late license holders and car users. The first group are car enthusiasts who associate cars with high instrumental, affective, symbolic, and relational values, have car-oriented social networks, and imagine a car-oriented lifestyle. The second group are car pragmatists, who associate cars with high instrumental and relational values, perceive car expenses as a barrier, and imagine a car-oriented lifestyle only in the long-term. The third group are car skeptics, who have low interest in cars and imagine a cycling-oriented future. Policy implications concern (i) promoting shared-responsibility among individuals, public bodies, communities and policy makers towards a sustainable future, (ii) applying a policy-package comprising complementary policy measures to target the three identified groups, (iii) relying on social networks for knowledge propagation and success of policy measures and educational campaigns, and (iv) promoting a tangible future vision based on sustainable modes.
Assessing the relationship between the Driver Behavior Questionnaire and the Driver Skill Inventory: Revealing sub-groups of drivers

The Driver Behavior Questionnaire and the Driver Skill Inventory are two of the most frequently used measures of self-reported driving style and driving skill. The motivation behind the present study was to identify sub-groups of drivers that potentially act dangerously in traffic (as measured by frequency of aberrant driving behaviors and level of driving skills), as well as to test whether the sub-groups differ in characteristics such as age, gender, annual mileage and accident involvement. Furthermore, the joint analysis of the two instruments was used to test drivers’ assessment of their own self-reported driving skills and whether the reported skill level was reflected in the reported aberrant driving behaviors. 3908 drivers aged 18–84 participated in the survey. K-means cluster analysis revealed four distinct sub-groups that differed in driving skills and frequency of aberrant driving behavior. The sub-groups also differed in individual characteristics and driving related factors such as annual mileage, accident frequency and number of tickets and fines. The differences between the sub-groups suggest heterogeneity across the population, and since two of the sub-groups reported higher frequency of driving aberrations and lower skill level, they seem more unsafe than the two others. The results suggest that drivers’ assessment of their driving skills is reflected in their aberrant driving behaviors, as drivers who report low levels of driving skills, also report high frequency of aberrant driving behaviors, and vice versa. The present findings highlight the need to look into driver’s attitudes towards safety, and to devise differential interventions targeting specific problematic groups of the population in the attempt to improve road safety nationwide.
ADHD - en risikofaktor i trafikken?
Tidligere undersøgelser tyder på, at personer med ADHD har større risiko for at blive involveret i et færdselsuheld, når de kører bil, end personer, der ikke har ADHD. Tidligere undersøgelsesresultater har dog været meget forskellige, ikke mindst fordi man har benyttet forskellige metoder og inddraget forskellige aspekter. En ny metaanalyse viser, at personer med ADHD har øget uheldsrisiko, men at risikoen er mindre end hidtil antaget.

Det vigtigste er, hvad vi gør, ikke hvad vi siger
En ny canadisk undersøgelse om privat øvelseskørsel viser, at forældres instruktioner til deres børn om trafiksikker bilkørsel ikke kan opveje betydningen af forældrenes egen kørestil. Den måde forældre kører på, har således større indflydelse på deres børns kørsel, end det forældrene siger om, hvordan man bør køre. Effekten af det forældrene siger, er dog forskellig alt efter, hvilken type risikoadfærd der er tale om.
Drivers and limits for transport: Report 9
Results from research into socio-demographic factors, long distance travel, land use and urban form, determinants of capacity utilization in freight, and the policy implications of research based knowledge

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Drivers_and_limits_for_transport.pdf

Færdselstavler – bliver de set af bilisterne?
Færdselstavler er et centralt element til forbedring af trafiksikkerheden gennem regulering af trafikanters adfærd. Der mangler imidlertid viden om, i hvilken udstrækning trafikant faktisk ser de færdselstavler, der sættes op. I Italien har man derfor lavet en undersøgelse for at afdække dette.

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BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
Forældreinvolvering afspejler general opdragelsesstil

En ny amerikansk undersøgelse viser, at den måde og de principper, som forældre generelt opdrager deres børn efter, har stor betydning for, i hvilket omfang og på hvilken måde de involverer sig, når deres børn er blevet gamle nok til at få kørekort. Herunder om de sætter begrænsninger op for i hvilke situationer, de unge må køre bil, i den første tid efter at de har fået deres kørekort.

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Kører man forskelligt på en el-cykel og på en konventionel cykel?

Kører man forskelligt på en el-cykel og på en konventionel cykel?

En undersøgelse fra Holland viser, at cyklister kører hurtigere, når de kører på el-cykel, end når de kører på en konventionel cykel. Undersøgelsen viser dog også, at kørehastigheden justeres efter forholdene således, at den højere fart, som el-cyklen giver mulighed for at opnå, primært forekommer i mindre krævende trafiksituationer som fx på lige strækninger.

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Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
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Electronic versions:
Kunsten at lære sit børn at køre bil

En ny amerikansk undersøgelse tyder på, at forældres vejledning af deres børn i forbindelse med privat øvelseskørsel, primært vedrører aspekter som håndtering af køretøjet, manøvrering og kørehastighed. Undersøgelsen tyder endvidere på, at forældre kun i begrænset omfang sætter fokus på mere avancerede aspekter af bilkørsel som fx, hvordan man bedst muligt orienterer sig længere fremme, så man kan forudse, hvordan trafikbilledet vil udvikle sig.
Når følelser forstyrrer
En ny fransk undersøgelse viser, at bilisters følelsesmæssige tilstand påvirker deres opfattelse af trafikken. Undersøgelsen viser endvidere, at forskellige føelser påvirker opfattelsen af trafikken forskelligt.

Når modsætninger mødes

Når modsætninger mødes
Ny revideret udgave af "Trafiksikkerhed – Effekter af vejtekniske virkemidler"

Rambøll og Trafitec Aps har for Vejdirektoratet udarbejdet en ny udgave af håndbogen "Trafiksikkerhed – effekter af vejtekniske virkemidler". Håndbogen er tænkt som et let tilgængeligt værktøj for fagfolk, der arbejder med trafiksikkerhed fx i en kommune, i Vejdirektoratet eller som rådgiver, og som har brug for et hurtigt overblik over, hvilken vejteknisk løsning der er mest hensigtsmæssig i en given situation

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Obstruktiv søvnapnø og trafiksikkerhed

Forskning tyder på, at personer med obstruktiv søvnapnø har øget risiko for involvering i færdselsuheld, men der mangler fortsat viden på området. I en europæisk undersøgelse har en gruppe forskere derfor set på forekomsten af forskellige risikofaktorer blandt personer med obstruktiv søvnapnø. I undersøgelsen blev der endvidere set på, om der er sammenhæng mellem graden af obstruktiv søvnapnø og personens risiko for involvering i et færdselsuheld.

Peer influence on speeding behaviour among male drivers aged 18 and 28

Despite extensive research, preventive efforts and general improvements in road safety levels, the accident risk of young male drivers remains increased. Based on a standardized survey of a random sample of 2,018 male drivers at the age of 18 and 28, this study looked into attitudes and behaviours related to traffic violations of male drivers. More specifically, the role of peer influence on speeding was examined in both age groups. In regression analyses it could be shown that the descriptive subjective norm, i.e. the perception of friends' speeding, was the most important predictor of speeding in both age groups. Other significant factors were: negative attitude towards speed limits, injunctive subjective norm, and the perceived risk of having an accident when speeding. In the older age group it was more common to drive faster than allowed and their speeding was largely in line with the perceived level of their friends' speeding. In the younger age group a higher discrepancy between own and friends' speeding was found indicating that young male drivers are socialized into increased speeding behaviour based on peer pressure. By contrast for the 28-year-olds peer pressure mainly seems to maintain or justify individual speeding behaviour. It is suggested that preventive measures should take these different influences of peer pressure into account by using a peer-based approach for the 18-year-olds and a more individual approach for the 28-year-olds.
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Regler og rollemodeller

En amerikansk undersøgelse tyder på, at hvis man ønsker, at flere børn skal bruge cykelhjelm er det ikke nok, at forældrene er gode rollemodeller ved selv at bruge hjelm. Forældrene skal også stille krav om, at deres børn bruger hjelmen. Undersøgelsen tyder desuden på, at de krav forældre stiller til deres børn, både er påvirket af, hvilke krav de tror andre forældre stiller, og om de tror, at deres børns venner bruger cykelhjelm.

Risikoadfærd blandt el-cyklister

Anvendelsen af el-cykler er steget dramatisk i Kina i de senere år. El-cykler har mange fordele, men udgør samtidig en risikofaktor i trafikken. En undersøgelse fra Kina viser, at el-cyklister kører mere risikabelt end cyklister, der kører på en konventionel cykel, gør.
Socialt pres bag mobiltelefon
Brug af mobiltelefon under bilkørsel øger risikoen for at blive involveret i et færdselsuheld.

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BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Research output: Communication › Journal article – Annual report year: 2014

Trafiksikkerhedskultur blandt erhvervschauffører
En ny undersøgelse fra Tyrkiet viser, at erhvervschaufførers oplevelse af sikkerhedskulturen i den virksomhed, hvor de arbejder, har stor betydning for deres kørestil.

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Original language: Danish
Electronic versions:
Trafiksikkerhedskultur_blandt_erhvervschauff_rer.pdf
URLs:
Research output: Communication › Journal article – Annual report year: 2014
Trafiksikkerhedskultur blandt norske cyklister
En ny norsk undersøgelse viser, at cyklisters holdning til trafiksikkerhed er afgørende for deres adfærd i trafikken. Undersøgelsen viser endvidere, at cyklisters opfattelse af, hvordan deres nære venner og kolleger opfører sig i trafikken, har stor betydning for deres holdning til trafiksikkerhed og dermed også for deres adfærd.

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Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Volume: 14
Issue number: 3
Original language: Danish
Electronic versions:
Trafiksikkerhedskultur_blandt_norske.cyklister.pdf
URLs:
Research output: Communication › Journal article – Annual report year: 2014

Trafiksikkerhedskulturens mange dimensioner
En ny undersøgelse tyder på, at der er forskel på, hvordan trafikanter orienterer sig, og hvor meget vægt de tillægger forskellige former for information, når de færdes i trafikken, alt efter hvilket land de kommer fra. Der er brug for yderligere viden, men på længere sigt kan en mere nuanceret forståelse af trafikkulturen i det enkelte land være relevant at inddrage ved tilrettelæggelse af forebyggende tiltag.

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Original language: Danish
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Trafiksikkerhedskulturens_mange_dimensioner.pdf
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Research output: Communication › Journal article – Annual report year: 2014

Uheld med el-cykler

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Publication information
Ældre bilisters selvregulering af deres kørselsmønster
I to nye undersøgelser har man set på, hvad begrebet selvregulering dækker over i relation til ældre bilister. Endvidere har man set på, hvor pålidelige ældres egne oplysninger om selvregulering er, og i hvor høj grad selvregulering forekommer. Undersøgelserne viste blandt andet, at pålideligheden af ældres oplysninger om eget kørselsmønster er høj men også, at det er afgørende at kende motivationen bag ældres kørselsmønster for at kunne afgøre, om der er tale om selvregulering eller ej.

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Contributors: Bohlbro, M. S., Møller, M.
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Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
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URLs: http://www.trafiksikkerhedsforskning.dk/Default.aspx?id=482
Research output: Research › Journal article – Annual report year: 2013

Danske ældres oplevelse af ændringer i egne kørefærdigheder
To forskere fra DTU Transport har undersøgt, om ældre bilister oplever, at deres kørefærdigheder ændrer sig med alderen. Forskerne har endvidere set på, om der er forskel blandt ældre mænd og kvinder med hensyn til oplevelsen af ændringer i egne kørefærdigheder samt eventuelle konsekvenser for omfanget af bilkørsel.

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URLs: http://www.trafiksikkerhedsforskning.dk/Default.aspx?id=484
Research output: Research › Journal article – Annual report year: 2013

Understanding adolescents’ intentions to commute by car or bicycle as adults
This study focuses on the intentions of adolescents to commute by car or bicycle as adults. The behavioral model is based on intrapersonal and interpersonal constructs from the theory of planned behavior extended to include constructs from the institutional, community and policy domains. Data from a survey among Danish adolescents is analyzed. It is found that car use intentions are related to positive car passenger experience, general interest in cars, and car ownership norms, and are negatively related to willingness to accept car restrictions and perceived lack of behavioral control. Cycling intentions are related to positive cycling experience, willingness to accept car restrictions, negative attitudes towards cars, and bicycle-oriented future vision, and are negatively related to car ownership norms. Attitudinal constructs are related to individual characteristics, such as gender, residential location, current mode choice to daily activities, and parental travel patterns.
Keep on cruising: Changes in lifestyle and driving style among male drivers between the age of 18 and 23

Despite recent improvements in general road safety levels, young male drivers in most western countries continue to be overrepresented in road traffic accidents. Lifestyle related motivational factors are a key element in the young male driver problem. Based on 379 posted questionnaires completed by the same male drivers at the age of 18 and again at the age of 23, this study examined changes in the relationship between lifestyle and driving style over a 5 year period. A number of changes in car use, driving style and engagement in different leisure time activities were found. Cruising was related to an extrovert social life as well as problem behaviours such as drink driving. At the age of 18 cruising was a part of the normal social life of the majority of the participants. However, while most drivers reduced their level of cruising as well as related problem behaviour over time, a smaller group still showed a similar life style at the age of 23. The study confirmed the importance of lifestyle related motivational factors for driving behaviour among young drivers. © 2013 Elsevier Ltd. All rights reserved.
En gang cruiser – altid cruiser?
Cruising er relateret til risikoaførd, uanset om bilisten er 18 eller 23 år gammel. De bilister, der fortsætter med at cruise som 23-årige, udgør en særlig risikogruppe, idet de også udviser andre former for risikoaførd som fx manglende selebrug og øget spirituskørsel.

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Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Forebyggelse af motorcykeluheld

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ISI indexed (2013): ISI indexed no
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BFI (2008): BFI-level 1
Original language: Danish
URLs:
http://asp.vejtid.dk/Artikler/2013/03/6585.pdf
Research output: Communication › Journal article – Annual report year: 2013
Age, gender, mileage and the DBQ: The validity of the Driver Behavior Questionnaire in different driver groups

The Driver Behavior Questionnaire (DBQ) is one of the most widely used instruments for measuring self-reported driving behaviors. Despite the popularity of the DBQ, the applicability of the DBQ in different driver groups has remained mostly unexamined. The present study measured aberrant driving behavior using the original DBQ (Reason, J.T., Manstead, A., Stradling, S.G., Baxter, J., Campbell, K., 1990. Errors and violations on the road – a real distinction. Ergonomics, 33 (10/11), 1315–1332) to test the factorial validity and reliability of the instrument across different subgroups of Danish drivers. The survey was conducted among 11,004 Danish driving license holders of whom 2250 male and 2190 female drivers completed the questionnaire containing background variables and the DBQ. Exploratory and confirmatory factor analysis showed that the original three-factor solution, a four-factor solution and a two-factor solution had acceptable fit...
when using the whole sample. However, fit indices of these solutions varied across subgroups. The present study illustrates that both the original DBQ and a Danish four-factor DBQ structure is relatively stable across subgroups, indicating factorial validity and reliability of the DBQ. However, as the Danish DBQ structure has an overall better fit, the present study highlights the importance of performing an explorative analysis when applying the DBQ in order to assess the problem areas within a driving population. © 2013 Elsevier Ltd. All rights reserved.
Do drivers have a realistic view of their driving ability?
The Driver Behavior Questionnaire (DBQ) and the Driver Skill Inventory (DSI) are two of the most frequently used measures of driving style and driving skill. The motivation behind the present study was to test drivers’ insight into their own driving ability based on a combined use of the DBQ and the DSI. Moreover, the joint use of the two instruments was applied to identify sub-groups of drivers that differ in their potential danger in traffic, as well as to test for heterogeneity across the population, namely whether the sub-groups of drivers differed in characteristics such as age, gender, annual mileage and accident involvement. 3908 drivers aged 18–84 participated in the survey. The results suggested that the drivers have good insight into their own driving ability, as the driving skill level mirrored the frequency of aberrant driving behaviors. K-means cluster analysis revealed four distinct clusters that differed in the frequency of aberrant driving behavior and driving skills, as well as individual characteristics and driving related factors such as annual mileage, accident frequency and number of tickets and fines. Thus, two sub-groups were identified as more unsafe than the two others, as well as heterogeneity across the population was observed. The present findings highlight the need to look into driver’s attitudes towards safety, in order to improve the motivation to drive safely. Information from this study is useful for interventions to be able to target specific problematic groups of the population in the attempt to improve road safety nationwide.

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Contributors: Martinussen, L. M., Møller, M., Prato, C. G.
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Event: Abstract from Strategisk forskning i transport og infrastruktur, Kongens Lyngby, Denmark.
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http://www.dtu.dk/Sites/strategisk_transportforskning2013/Program.aspx
Research output: Research › Conference abstract for conference – Annual report year: 2013
Drivers of sustainable future mobility: Understanding young people's travel trends and the mediating factors of individual mobility intentions

This PhD thesis presents three complementary studies that aimed to enhance knowledge of young people's longitudinal mobility trends and the factors influencing adolescents' future mobility intentions. First study was an analysis of Danish national travel survey data (TU) from 1995 to 2012. The sample consisted of young people divided into four age groups: 15-19 year old, 20-24 year old, 25-29 year old and 30-34 year old. The analysis explores the development of gender gaps for rural and urban living location. The mobility indicators analysed were; driving licence status, travel mode, distance travelled, number of trips, duration travelled and purpose of trips. The findings show that driving licence holding has increased, in particular for females in urban areas and car accessibility has increased sharply in rural areas. The development licensure rate is somewhat unique as it is in contrast to mainstream trends for many countries. However, since females bear the majority of this increase, it can be seen as sign of increased gender equity as the gender gap is near closed for the groups in question. The gender gaps have narrowed or closed in many cases over the time period explored, but where there is a gender related gap in transport behaviour, the gap progresses across age groups and is different for rural and urban areas. The convergence trends are in line with mainstream trends but there is still a pattern of gendered mobilities observable for the older groups. The findings highlight that gender is still an important subject in transportation research and future development for young people should be monitored closely. The second study was an internet based survey with the aim to explore a range of mediating factors influencing 15 year old adolescents' intentions to commute by means of car or bicycle in the future. This study employed structural equation modelling (SEM) in order to statistically test the proposed theoretical behavioural framework, which was inspired by the Theory of planned behaviour (TPB) (Ajzen, 1991), the Social cognitive theory (SCT) (Bandura, 1986) and a socioecological model (McLeroy et al., 1988). Intentions to commute by car were positively related to car passenger experience, general interest in cars, and car ownership norms, but are negatively related to willingness to accept car restrictions and perceived lack of behavioural control. Intentions to commute by bicycle were related to positive cycling experience, willingness to accept car restrictions, negative attitudes towards cars, and bicycle-oriented future vision, but are negatively related to car ownership norms. Attitudinal constructs are related to individual characteristics, such as gender, residential location, current mode choice to daily activities, and parental travel patterns. The findings reveal that environmental concern has no impact on intentions but mediates willingness to reduce car use in future. The behavioural framework proposed highlights the influences behind the adolescents' intentions from a broad aspect and identifies several distinct targets in domains outside the intra- and interpersonal domains. This distinction gives potential to guide behavioural interventions as it provides both a distinction between levels of intervention and the targets of intervention. The third study was a qualitative interview study where 50 in-depth interviews were carried out in order to explore the motivation behind 15 year olds adolescents' intention to obtain a driving licence and to own a car in the future. The interviews were analysed using thematic-analysis to identify the underlying factors shaping the semantic content of the data, to create a data driven conceptual model. Three segments of pre-drivers were identified: car enthusiasts, who would like to be early car users, car pragmatists, who would like to have the license at an early stage and a car at a later stage, and car sceptics, who are late license holders and car users. Among the three groups, the car pragmatists have the highest potential to be affected by policy measures for delaying the driving license and owning a car.

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour, University of Copenhagen
Contributors: Sigurdardottir, S. B., Møller, M., Teasdale, T. W.
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Electronic versions:
PhD_2013_04.pdf
Research output: Research › Ph.D. thesis – Annual report year: 2014

Driver style and driver skill – Clustering sub-groups of drivers differing in their potential danger in traffic

The Driver Behavior Questionnaire (DBQ) and the Driver Skill Inventory (DSI) are two of the most frequently used measures of self-reported driving style and driving skill. The motivation behind the present study was to test drivers' consistency or judgment of their own self-reported driving ability based on a combined use of the DBQ and the DSI. Moreover, the joint use of the two instruments was applied to identify sub-groups of drivers that differ in their potential danger in traffic (as measured by frequency of aberrant driving behaviors and level of driving skills), as well as to test whether the sub-groups of drivers differed in characteristics such as age, gender, annual mileage and accident involvement. 3908 drivers aged 18–84 participated in the survey. The results suggested that the drivers are consistent in their reporting of driving ability, as the self-reported driving skill level mirrored the self-reported frequency of aberrant driving behaviors. K-means cluster analysis revealed four distinct clusters that differed in the frequency of aberrant driving behavior and driving skills, as well as individual characteristics and driving related factors such as annual mileage, accident frequency and number of tickets and fines. These differences between the clusters suggest that two of the sub-
groups are less safe than the two others. The present findings highlight the need to look into drivers' attitudes towards safety, in order to improve the motivation to drive safely. Information from this study is useful for interventions to be able to target specific problematic groups of the population in the attempt to improve road safety nationwide.

**General information**

**State:** Published

**Organisations:** Department of Transport, Transport policy and behaviour, Traffic modelling and planning

**Contributors:** Martinussen, L. M., Møller, M., Prato, C. G.

**Number of pages:** 1

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**Peer-reviewed:** Yes

**Event:** Abstract from 4th NORBIT Conference on Transport Behaviour, Kgs. Lyngby, Denmark.

**URLs:**

Source: dtu

Source-ID: u::9673

Research output: Research - peer-review › Conference abstract for conference – Annual report year: 2013

**Driver style and driver skills – clustering drivers differing in their potential danger in traffic**

The Driver Behavior Questionnaire (DBQ) and the Driver Skill Inventory (DSI) are two of the most frequently used measures of driving style and driving skill. The motivation behind the present study was to test drivers' insight into their own driving ability based on a combined use of the DBQ and the DSI. Moreover, the joint use of the two instruments was applied to identify sub-groups of drivers that differ in their potential danger in traffic, as well as to test for heterogeneity across the population, namely whether the sub-groups of drivers differed in characteristics such as age, gender, annual mileage and accident involvement. 3908 drivers aged 18–84 participated in the survey. The results suggested that the drivers have good insight into their own driving ability, as the driving skill level mirrored the frequency of aberrant driving behaviors. K-means cluster analysis revealed four distinct clusters that differed in the frequency of aberrant driving behavior and driving skills, as well as individual characteristics and driving related factors such as annual mileage, accident frequency and number of tickets and fines. Thus, two sub-groups were identified as more unsafe than the two others, as well as heterogeneity across the population was observed. The present findings highlight the need to look into driver's attitudes towards safety, in order to improve the motivation to drive safely. Information from this study is useful for interventions to be able to target specific problematic groups of the population in the attempt to improve road safety nationwide.

**General information**

**State:** Published

**Organisations:** Department of Transport, Transport policy and behaviour, Traffic modelling and planning

**Contributors:** Martinussen, L. M., Møller, M., Prato, C. G.

**Number of pages:** 11

**Publication date:** 2013

**Peer-reviewed:** Yes

**Event:** Paper presented at Road Safety on Four Continents, Beijing, China.

**Keywords:** Road safety, Perceptual-motor skills, Safety skills, Driver style, DBQ, DSI, Attitudes

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http://www.vti.se/RS4C

Source: dtu

Source-ID: u::9669

Research output: Research - peer-review › Paper – Annual report year: 2013

**Implicit attitudes towards risky and safe driving**

Implicit social cognitions are thought processes that are not accessible to conscious introspection. These automatic processes can be measured with simple computer tasks that do not rely on participants' self-reports. Across a broad range of research areas (e.g., stereotyping; prejudice; consumer choice; health behavior), measures of implicit cognition have been shown to predict behavior particularly well if the behavior is associated with social desirability concerns and/or if a decision must be made spontaneously.

Driving behavior is characterized by frequent decisions under time pressure; further, self-reports of the intention to drive safely (or not) are socially sensitive. Therefore, we examined automatic preferences towards safe and risky driving with a Go/No-go Association Task (GNAT). The results suggest that (1) implicit attitudes towards driving behavior can be measured reliably with the GNAT; (2) implicit attitudes towards safe driving versus towards risky driving may be separable constructs.

We propose that research on driving behavior may benefit from routinely including measures of implicit cognition. A practical advantage is a lesser susceptibility to social desirability biases, compared to self-report methods. Pending replication in future research, the apparent dissociation between implicit attitudes towards safe versus risky driving that we observed may contribute to a greater theoretical understanding of the causes of unsafe and risky driving behavior.

**General information**
Risiko i trafikken og den menneskelige faktor
I ca. 85 % af alle vejtrafikuheld er trafikantens adfærd en afgørende faktor ved uheldet. Hvis man kan påvirke trafikanternes handlinger i en mere hensigtsmæssig retning, kan mange færdselsuheld derfor undgås. Inden man når dertil, er det dog nødvendigt først at forstå, hvorfor trafikanter i nogle tilfælde opfører sig uhensigtsmæssigt eller ligefrem livsfarligt. Trafikpsykologi er en anvendt disciplin, der benyttes til netop dette. Hovedparten af den trafikpsykologiske forskning er baseret på undersøgelser af bilister, men de grundlæggende psykologiske mekanismer er alment gældende for alle mennesker, der færdes i trafikken. I dette kapitel gives en kort introduktion til den menneskelige faktors betydning for trafiksikkerheden. Endvidere tydeliggøres det vha. fænomenerne distraktion og vejfremsat, at det har store sikkerhedsmæssige konsekvenser, hvis andre motiver end sikkerhed bliver bestemmende for trafikanternes adfærd.

Short and user-friendly: the development and validation of the Mini-DBQ
The Driver Behavior Questionnaire (DBQ) is used to measure aberrant driver behavior by asking drivers how often they engage in various aberrant driver behaviors. Since the development of the original DBQ, several modified versions have been developed. The difference between the various versions is that new items are added or existing items modified or excluded. However, despite the differences, all versions are relatively long and therefore time-consuming and tiring to answer, which might limit the usability of the instrument. The main purpose of the present study was to develop a mini DBQ version by reducing the 27-item original DBQ to the shortest possible DBQ version. A second aim was to explore the feasibility of a second-order structure within the data, which means that violations, errors and lapses factors load on a higher-order aberrant driver behavior factor. The presence of a second-order structure further indicates the validity of the DBQ and its theoretical structure. Confirmatory factor analysis (CFA) was used to test the fit (i.e., how well the models explain the data) of the original DBQ versus the fit of the shortest possible DBQ, as well as the presence of a second-order structure for the DBQ. The results identified a nine-item Mini-DBQ. In addition, a second-order structure was established in the data. These findings indicate that the Mini-DBQ is a valid and useful short measure of aberrant driver behavior.
Short and user-friendly: The development and validation of the Mini-DBQ

The Driver Behavior Questionnaire (DBQ) is used to measure aberrant driver behavior by asking drivers how often they engage in various aberrant driver behaviors. Since the development of the original DBQ, several modified versions have been developed. The difference between the various versions is that new items are added or existing items modified or excluded. However, despite the differences, all versions are relatively long and therefore time-consuming and tiring to answer, which might limit the usability of the instrument. The main purpose of the present study was to develop a mini DBQ version by reducing the 27-item original DBQ to the shortest possible DBQ version. A second aim was to explore the feasibility of a second-order structure within the data, which means that violations, errors and lapses factors load on a higher-order aberrant driver behavior factor. The presence of a second-order structure further indicates the validity of the DBQ and its theoretical structure. Confirmatory factor analysis (CFA) was used to test the fit (i.e., how well the models explain the data) of the original DBQ versus the fit of the shortest possible DBQ, as well as the presence of a second-order structure for the DBQ. The results indicated a nine-item Mini-DBQ. In addition, a second-order structure was established in the data. These findings indicate that the Mini-DBQ is a valid and useful short measure of aberrant driver behavior.
We are the future': understanding adolescents' intentions to commute by car or bicycle as adults

This study focuses on the intentions of adolescents to commute by car or bicycle as adults, as key elements towards promoting societal transition towards sustainable modes. The behavioral model is based on the theory of planned behavior combined with positive current travel experience, willingness to accept car restrictions, transport-related future vision, environmental concern and social influence. Data are retrieved from a survey among 15-years old Danish adolescents, and are analyzed with structural equation models. Results show: (i) car use intentions are positively related to positive car passenger experience, general interest in cars, and car-ownership norms, and are negatively related to willingness to accept car restrictions and perceived lack of behavioral control; (ii) cycling intentions are positively related to positive cycling experience, willingness to accept car restrictions, negative attitudes towards cars, and bicycle-oriented future vision, and are negatively related to car-ownership norms; (iii) attitudinal constructs are related to individual characteristics, such as gender, residential location, current mode choice to daily activities, and parental travel patterns.
Who keeps on cruising? Changes in lifestyle and driving style over a 5-year period among young male drivers

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Haustein, S., Møller, M.
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Media of output: PowerPoint

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Event: 4th NORBIT Conference on Transport Behaviour
Location: Technical University of Denmark, Anker Engelunds Vej 1, Kgs. Lyngby, Denmark
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Who_keeps_on_cruising_Changes_in_lifestyle_and_driving_style_over_a_5_year_period_among_young_male_drivers.pdf
URLs:
http://indico.conferences.dtu.dk/conferenceDisplay.py?confId=140
Source: dtu
Source-ID: u::10448
Research output: Research › Sound/Visual production (digital) – Annual report year: 2014

Er indholdet af privat og professionel øvelseskørsel forskellig?

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Abele, L., Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 20
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012

Forældres reaktion er vigtig
Tidligere undersøgelser har dokumenteret, at forældre er vigtige rollemodeller for unge bilister. I Australien har man set på, hvordan forældre rent faktisk reagerer, når deres søn/datter kører risikobetonef samt på de unges egen oplevelse af påvirkning fra forældrene.

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Forældrestøtte justeres efter situationen
En af de måder, som forældre kan påvirke små børns trafikadfærd på, er ved at holde opsyn med dem og give dem gode råd, når de færdes i trafikken. I den undersøgelse, der refereres her, blev der set på, hvilken betydning trafiksituationen, barnets alder og forældrenes risikoopfattelse har på, i hvilket omfang og på hvilken måde forældre hjælper deres børn over vejen.

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Forældrestøtte reducerer risikokørsel

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Holdning til trinvis kørekort og effekt på uheldsrisiko

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2012
Menneskets adfærd i trafikken

General information
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Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Pages: 48-50
Publication date: 2012
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 20
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012

Omfanget af privat øvelseskørsel
I USA er privat øvelseskørsel en obligatorisk del af det at tage kørekort. Men der mangler viden om, hvor mange timer privat øvelseskørsel teenagere bør have, og hvor mange timers øvelseskørsel de faktisk får. Formålet med den artikel, der refereres her, var, at kvantificere, hvor mange timer forældre bruger på privat øvelseskørsel med deres teenagere i forskellige stater i USA. Undersøgelsen fokuserer på kvantiteten og ikke kvaliteten af den private øvelseskørsel.

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Abele, L., Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 20
Original language: Danish
Risikoadfærd blandt børn som fodgængere

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 22
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012

Risikoadfærd på tværs af transportmidler

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2012
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 22
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012

Anbefalinger til et godt alkolåsprogram

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2011
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 16
Original language: Danish
URLs:
Source: orbit
Source-ID: 316730
Research output: Communication › Journal article – Annual report year: 2011
Dansk trafiksikkerhedshåndbog: Boganmeldelse

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 32
Publication date: 2011
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Volume: 88
Issue number: 3
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Electronic versions:
Dansk_trafiksikkerhedshåndbog[1].pdf

Bibliographical note
Source: orbit
Source-ID: 316725
Research output: Communication › Journal article – Annual report year: 2011

Effekt af "Din Fart" skilte

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 65
Publication date: 2011
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Publication information
Journal: Trafik og Veje
Volume: 88
Issue number: 11
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Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
Har videospil indflydelse på unges bilmøgel?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
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BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Keywords: Belgien
Electronic versions:
Videospil[1].pdf
URLs:
age=1

Bibliographical note
Source: orbit
Source-ID: 316724
Research output: Communication › Journal article – Annual report year: 2011

Hvad er det der sker, når unge forulykker på en knallert 30?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 21-23
Publication date: 2011
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Næste generation af transportforskere

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
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Journal: Trafik og Veje
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BFI (2019): BFI-level 1
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BFI (2014): BFI-level 1
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ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
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BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Keywords: Knallertuheld
Electronic versions:
03_5986.pdf
URLs:
http://www.trafikogveje.dk/site/index.php?option=com_content&task=view&id=198&Itemid=166
Source: orbit
Source-ID: 276929
Research output: Communication › Journal article – Annual report year: 2011
Opfører mandlige og kvindelige fodgængere sig forskelligt?

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Contributors: Møller, M.
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BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Electronic versions:
Mandlige_fodgaengere_overtraeder_flere_regler_en_kvindelige[1].pdf
URLs:
http://asp.vejtid.dk/artikel.asp?super=&navn=opf%F8rer+mandlige+stikord=&link=AND+&indhold=&bladnr=&fornavn=&efternavn=&page=1

Bibliographical note
Source: orbit
Source-ID: 316714
Research output: Communication › Journal article – Annual report year: 2011

The Relationship between Road Design and Driving Behavior
Speed is a substantial factor contributing to road safety. Currently, speed reduction is mainly achieved through law enforcement and the implementation of traffic calming measures. An alternative speed reducing approach is to encourage drivers to voluntarily choose an appropriate driving speed. Improving road infrastructure safety can be achieved by making roads forgiving and self-explaining. This could be done by clarifying the road design characteristics for each road category.
The effect on driver behavior by varying road-shoulders and presence of roadside trees was tested by means of a fixed-driving simulator experiment. Speed and lateral position were used as performance indicators. The results indicated that shoulders might not be applied to decrease the speed on the experimental road stretch, but their presence cause drivers to drive closer to the road edge, hence eliminating the probability of head-on collisions. Roadside trees did not cause drivers to adjust their driving speed; possibly due to trees not being perceived as a threat to safety by the drivers. Due to a relatively small sample size the findings of this study should be considered provisional and as pilot results for further simulator experiments using larger sample sizes to visualize the impact of different road designs on the driving behavior prior to costly deployment. However, the results are highly relevant for the understanding of the influence of road design features on driver behavior as well as for the understanding of the use of the simulator in this field of road safety research.

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Organisations: Traffic Safety, Department of Transport
Contributors: Abele, L., Møller, M.
Publication date: 2011

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Electronic versions:
The_Relationship_between_Road_Design_and_Driving_Behavior[1].pdf
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Source-ID: 316806
Research output: Research - peer-review › Article in proceedings – Annual report year: 2011

15 minutter er nok

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: EFSA Publication
Pages: 1
Publication date: 2010
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
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Research output: Communication › Journal article – Annual report year: 2010

Distraction

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Organisations: Traffic Safety, Department of Transport
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Original language: Danish
Source: orbit
Source-ID: 272055
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Distraction & Trafiksikkerhed

General information
State: Published
Distraktion i forbindelse med bilkørsel

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Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Troglauer, T., Hels, T.
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Original language: Danish
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Source-ID: 272046
Research output: Research › Report – Annual report year: 2010

Distraktion og bilkørsel – en introduktion

General information
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Contributors: Møller, M.
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Færdselsuheld blandt unge bilister og knallertkørere

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Contributors: Møller, M., Carstensen, G., Framke, E.
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faerdelsuheld_blandt_unge_rapport_5-2010.pdf
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Holdning og motiver bag distraktion under bilkørsel

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Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2010

Hvad ved vi om distraktion og cyklisme

General information
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Organisations: Traffic Safety, Department of Transport, University of California at Berkeley
Contributors: Ehlers, E., Møller, M.
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Source: orbit
Source-ID: 259492
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2010
MP3-afspillere

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2010
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Original language: English
Source: orbit
Source-ID: 259493
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2010

Perception og distraktion i trafikken

General information
State: Published
Organisations: Department of Transport
Contributors: Møller, M.
Publication date: 2010

Event information
Event: Danske bilinspektørers kvartalsmøde
Location: Rigspolitiet, København
Source: orbit
Source-ID: 259200
Research output: Education › Sound/Visual production (digital) – Annual report year: 2010

ADHD - en risikofaktor i trafikken?

General information
State: Published
Organisations: Department of Transport
Contributors: Møller, M.
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Volume: 3
Issue number: 1
Original language: Danish
Source: orbit
Source-ID: 255137
Research output: Communication › Journal article – Annual report year: 2009

Afstanden mellem forskning og praksis kan være stor

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 4
Bedre adfærd. Hvad skal der til?

**General information**
State: Published
Organisations: Department of Transport, Traffic Safety
Contributors: Møller, M.
Publication date: 2009
Peer-reviewed: Unknown
Event: Abstract from Hovedstadens Færdselssikkerhedsudvalgs Årsmøde, .
Source: orbit
Source-ID: 255145
Research output: Communication › Conference abstract for conference – Annual report year: 2009

Effekten af mental og motorisk distraktion på simuleret bilkørsel

**General information**
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Hels, T., Troglauer, T.
Publication date: 2009
Peer-reviewed: Yes
Source: orbit
Source-ID: 255146
Research output: Research - peer-review › Conference abstract for conference – Annual report year: 2009

Et internationalt trafiksikkerhedsindeks

**General information**
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

**Publication information**
Journal: Trafik og Veje
Fundamentet for risikoadfærd grundlægges tidligt

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 8
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 255144
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2009
Hvad er den bedste kampagne strategi - frygt eller humor?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 1
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 255139
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2009

Hvilke unge accepterer at køre med en beruset bilist?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 11
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
Hvor udbredt er vejvrede i Danmark?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Volume: 3
Issue number: 1
Original language: Danish
Source: orbit
Source-ID: 255136
Research output: Communication › Journal article – Annual report year: 2009

Road user model and persuasion technique: Final version

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Publication date: 2009

Publication information
Volume: CAST project, Deliverable D 1.4
Original language: English
(Uden navn; No. D 1.4).
Electronic versions:
CAST.pdf
URLs:
http://www.cast-eu.org/docs/CAST_WP1_Deliverable%201.4.pdf
Source: orbit
Source-ID: 254043
Research output: Research - peer-review › Report – Annual report year: 2009

Samfundet har brug for forskning i transportsektoren

General information
State: Published
Organisations: Transport Economics, Department of Transport, Traffic Safety, Decision Modelling, Traffic Modelling
Contributors: Pilegaard, N., Møller, M., Salling, K. B., Nielsen, O. A.
Pages: 46-48
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Sikkerhedskonsekvenser af reduceret vejbelysning

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 1
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 2
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 251099

Research output: Communication › Journal article – Annual report year: 2009
The relationship between leisure time and driving style in two groups of male drivers

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Sigurdardottir, S. B.
Pages: 462-469
Publication date: 2009
Peer-reviewed: Yes

Publication information
Journal: Transportation Research. Part F: Traffic Psychology and Behaviour
Volume: 12
Issue number: 6
ISSN (Print): 1369-8478
Ratings:
BFI (2019): BFI-level 2
Web of Science (2019): Indexed yes
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): CiteScore 2.72 SJR 1.462 SNIP 1.707
Web of Science (2017): Impact factor 1.935
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 2.36 SJR 1.111 SNIP 1.453
Web of Science (2016): Impact factor 1.83
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.06 SJR 1.041 SNIP 1.414
Web of Science (2015): Impact factor 1.444
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 2.02 SJR 0.999 SNIP 1.621
Web of Science (2014): Impact factor 1.473
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 2.22 SJR 1.003 SNIP 1.842
Web of Science (2013): Impact factor 1.635
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 2.54 SJR 1.693 SNIP 2.324
Web of Science (2012): Impact factor 1.577
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 2.56 SJR 1.301 SNIP 2.196
Web of Science (2011): Impact factor 1.989
ISI indexed (2011): ISI indexed yes
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.192 SNIP 1.619
Web of Science (2010): Impact factor 1.534
BFI (2009): BFI-level 2
Unges transportforskere mødtes i Torino

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 56-57
Publication date: 2009
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 8
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
BFI (2009): BFI-level 1
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 248689
Research output: Communication › Journal article – Annual report year: 2009
Vejvrede - vold, fjendtlighed eller egoisme.

**General information**
- State: Published
- Organisations: Traffic Safety, Department of Transport
- Contributors: Møller, M.
- Publication date: 2009
- Peer-reviewed: Unknown

**Publication information**
- Journal: Nyhedsbrevet Trafiksikkerhedsforskning
- Volume: 3
- Issue number: 1
- Original language: Danish
- Source: orbit
- Source-ID: 255135
- Research output: Communication › Journal article – Annual report year: 2009

Vrede forhinder bilister i at køre sikkert

**General information**
- State: Published
- Organisations: Traffic Safety, Department of Transport
- Contributors: Møller, M.
- Publication date: 2009
- Peer-reviewed: Unknown

**Publication information**
- Journal: Nyhedsbrevet Trafiksikkerhedsforskning
- Volume: 3
- Issue number: 1
- Original language: Danish
- Source: orbit
- Source-ID: 255138
- Research output: Communication › Journal article – Annual report year: 2009

Cyclists' perception of Risk in Roundabouts

**General information**
- State: Published
- Organisations: Traffic Safety, Department of Transport
- Contributors: Møller, M., Hels, T.
- Pages: 1055-1062
- Publication date: 2008
- Peer-reviewed: Yes

**Publication information**
- Journal: Accident Analysis & Prevention
- Volume: 40
- Issue number: 3
- ISSN (Print): 0001-4575
- Ratings:
  - BFI (2019): BFI-level 2
  - Web of Science (2019): Indexed yes
  - BFI (2018): BFI-level 2
  - Web of Science (2018): Indexed yes
  - BFI (2017): BFI-level 2
  - Scopus rating (2017): CiteScore 2.94 SJR 1.462 SNIP 1.9
  - Web of Science (2017): Impact factor 2.584
  - Web of Science (2017): Indexed yes
  - BFI (2016): BFI-level 2
  - Scopus rating (2016): CiteScore 3.24 SJR 1.586 SNIP 2.05
Psychosocial function of driving as predictor of risk-taking behaviour
This study examined the relation between risk-taking behaviour while driving, the psychosocial function of driving, leisure
time activities, car oriented peer group interaction and educational attainment. Two thousand four hundred seventeen
drivers aged 18-25, randomly selected from the Danish Driving Licence Register, participated in the study. Data was
collected through a mail survey. The response rate was 60.4%. A positive significant effect on risk-taking behaviour based
on the score on the psychosocial function of driving was found (p

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Gregersen, N. P.
Pages: 209-215
Publication date: 2008
Peer-reviewed: Yes

Publication information
Journal: Accident Analysis & Prevention
Volume: 40
Issue number: 1
ISSN (Print): 0001-4575
Ratings:
BFI (2019): BFI-level 2
Web of Science (2019): Indexed yes
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): CiteScore 2.94 SJR 1.462 SNIP 1.9
Web of Science (2017): Impact factor 2.584
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.24 SJR 1.586 SNIP 2.05
Web of Science (2016): Impact factor 2.685
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.63 SJR 1.228 SNIP 1.78
Web of Science (2015): Impact factor 2.07
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 2.79 SJR 1.221 SNIP 2.059
Web of Science (2014): Impact factor 2.07
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 3.2 SJR 1.374 SNIP 2.645
Web of Science (2013): Impact factor 2.571
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 2.56 SJR 1.326 SNIP 2.246
Web of Science (2012): Impact factor 1.964
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 2.61 SJR 0.944 SNIP 1.942
Web of Science (2011): Impact factor 1.867
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.17 SNIP 2.285
Web of Science (2010): Impact factor 2.353
Web of Science (2010): Indexed yes
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 1.239 SNIP 1.803
Web of Science (2009): Indexed yes
BFI (2008): BFI-level 1
Scopus rating (2008): SJR 1.315 SNIP 2.22
Web of Science (2008): Indexed yes
Scopus rating (2007): SJR 1.131 SNIP 2.106
Web of Science (2007): Indexed yes
Scopus rating (2006): SJR 1.525 SNIP 2.245
Web of Science (2006): Indexed yes
Scopus rating (2005): SJR 1.021 SNIP 2.344
Web of Science (2005): Indexed yes
Scopus rating (2004): SJR 0.891 SNIP 1.958
Web of Science (2004): Indexed yes
Scopus rating (2003): SJR 0.787 SNIP 1.916
Web of Science (2003): Indexed yes
Scopus rating (2002): SJR 0.584 SNIP 1.466
Web of Science (2002): Indexed yes
Scopus rating (2001): SJR 0.62 SNIP 1.339
Scopus rating (2000): SJR 0.635 SNIP 1.204
Scopus rating (1999): SJR 0.579 SNIP 1.235
Original language: English
DOIs: 10.1016/j.aap.2007.05.007
Source: orbit
Source-ID: 232359
Research output: Research - peer-review › Journal article – Annual report year: 2008

Sidste nyt fra den internationale trafikspsykologi

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 60-62
Publication date: 2008
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 85
Issue number: 10
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 232412
Research output: Communication › Journal article – Annual report year: 2008

The relationship between youth life and driving behaviour among male drivers

General information
State: Published
Uheldsstatistik

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2008
Peer-reviewed: Unknown

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Volume: 2
Issue number: 4
Original language: Danish
Source: orbit
Source-ID: 248690
Research output: Communication › Journal article – Annual report year: 2008

Why do people loose their minds in traffic?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2008

Event information
Event: Novo Nordisk
Source: orbit
Source-ID: 255147
Research output: Communication › Sound/Visual production (digital) – Annual report year: 2008

Brug af cykelhjelm blandt unge cyklister

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 54
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 2007/12
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235603
Research output: Communication › Journal article – Annual report year: 2007
Cyklistsikkerhed i rundkørsler

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Hels, T., Møller, M.
Number of pages: 70
Publication date: 2007

Publication information
Publisher: Danmarks TransportForskning
Original language: Danish
(DTF Rapportserie; No. Rapport 4 2007).
Source: orbit
Source-ID: 234253
Research output: Research › Report – Annual report year: 2007

Gør sikkerhedsudstyr børn mere trafiksikre?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 64
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 2007/11
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235605
Research output: Communication › Journal article – Annual report year: 2007

Hvad ved vi om vejvrede?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 41-43
Publication date: 2007
Peer-reviewed: No

Publication information
Journal: Dansk Vejtidsskrift
Volume: 1
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
URLs:
http://asp.vejtid.dk/Artikler/2007/01%5C4864.pdf
Source: orbit
Source-ID: 235295
Research output: Research › Journal article – Annual report year: 2007

Hvordan fremmes cykeltrafikken?

General information
Nye metoder til identificering og rangordning af fodgængerzoner med høj risiko

Stressfaktorer i trafikken

Trætte bilister kører videre
Virker Skrækkampagner?

Den første dødsulykke med bil

Er ATK den mest effektive hastighedsregulering?
Farligt at feste i bilen

Forudsigelse af trafikuheld

Hvad skal der til for at halvere antallet af trafikulykker
Hvordan ser en effektiv færdselstavle ud?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 11-12
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejltidsskrift
Volume: 9, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235591
Research output: Communication › Journal article – Annual report year: 2006

Indsats mod gentagen spritkørsel

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 45
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: nr. 1, juni 2006
Original language: Danish
Source: orbit
Source-ID: 235367
Research output: Communication › Journal article – Annual report year: 2006

Oplevet risiko i rundkørsler

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 22-25
Publication date: 2006
Peer-reviewed: No
Sammenhængen mellem hastighed og uheldsrisiko

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 31
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 6/7, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235598
Research output: Communication › Journal article – Annual report year: 2006

Sammenhæng mellem hastighed og uheldsrisiko - en oversigt

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 9-10
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 1, juni 2006
Original language: Danish
Source: orbit
Source-ID: 235366
Research output: Communication › Journal article – Annual report year: 2006

Sikkerhedseffekt af frivillige farttilpasningssystemer

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 51
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 12, 2006
ISSN (Print): 0011-6548
Ratings:
**Sikker krydsning af veje**

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 31
Publication date: 2006
Peer-reviewed: Unknown

**Publication information**
Journal: Dansk Vejtidsskrift
Volume: 1, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235595
Research output: Communication › Journal article – Annual report year: 2006

**Trafikuheld blandt bilister med alkoholproblemer**

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 58
Publication date: 2006
Peer-reviewed: Unknown

**Publication information**
Journal: Dansk Vejtidsskrift
Volume: 11, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235596
Research output: Communication › Journal article – Annual report year: 2006

**Virker advarselstavler?**

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 71
Publication date: 2006
Peer-reviewed: Unknown

**Publication information**
Journal: Dansk Vejtidsskrift
Volume: 11, 2006
ISSN (Print): 0011-6548
Ratings:
Young Drivers

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2006

Publication information
Publisher: Organisation for Economic Cooporation and Development, OECD
Original language: English
(OECD Rapport).

Bibliographical note
The Road to Safety, Annex A, Contribution to chapter 2 and 3

Automatisk hastighedskontrol

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 52
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 8, 2005
ISSN (Print): 0011-6548

Cyklister føler sig truet ved vejindsnævringer

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 32
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 6/7, 2005
ISSN (Print): 0011-6548
Cyklistsikkerhed i rundkørslerne - hvad siger talene? Hvad siger cyklisterne?

General information
State: Published
Organisations: Department of Transport, Traffic modelling and planning, Transport policy and behaviour
Contributors: Hels, T., Møller, M.
Publication date: 2005

Host publication information
Title of host publication: Aalborg Trafikdage
URLs:
http://www.trafikdage.dk
Source: orbit
Source-ID: 234245
Research output: Research › Article in proceedings – Annual report year: 2005

Evaluering af Respekt for Fart, Fokusgruppeinterview

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2005

Publication information
Publisher: Vejle Amt
Original language: Danish
URLs:
http://regionsyddanmark.dk/

Bibliographical note
Rapport nr. 1
Source: orbit
Source-ID: 235496
Research output: Research › Report – Annual report year: 2005

Evaluering af Respekt for Fart, Spørgeskemaundersøgelse

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2005

Publication information
Publisher: Vejle Amt
Original language: Danish
URLs:
http://regionsyddanmark.dk/

Bibliographical note
Rapport nr. 2
Source: orbit
Source-ID: 235495
Research output: Research › Report – Annual report year: 2005

Færer større bøder til mere lovlydighed blandt bilister?

General information
State: Published
Har informationskampagner effekt?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 32
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 8, 2005
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235577
Research output: Communication › Journal article – Annual report year: 2005

Hvilken effekt har informationskampagner på trafikulykker?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 13-14
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 2, oktober 2005
Original language: Danish
Source: orbit
Source-ID: 235347
Research output: Communication › Journal article – Annual report year: 2005

Kreativitet i transportplanlægningen

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 73
Publication date: 2005
Peer-reviewed: Unknown

Publication information
An explorative study of the relationship between lifestyle and driving behaviour among young drivers

The high accident risk among young drivers is a well-known and well-documented fact in most countries, including Denmark. Lifestyle has proven to be related to driving behaviour as well as accident risk among young drivers. However, the underlying process through which the relationship between the lifestyle and the driving behaviour is established is not yet fully understood. Using focus group interviews divided by sex and education this study explores the psychosocial function of driving as well as the process through which a relationship between lifestyle and driving behaviour is established. Twenty-nine young drivers living in the Copenhagen area participated in the study. Data were analysed using a modified version of the Editing Analysis Style. (C) 2004 Elsevier Ltd. All rights reserved.
Busulykker i byområder

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 19
Publication date: 2004
Peer-reviewed: No

Publication information
Journal: Dansk Vejlidsskrift
Volume: 4, 2004
ISSN (Print): 0011-6548
Forældre skal være bedre vejledere for deres børn i trafikken

Kørestil og kammerater

Psykiske følger af færdselsuheld
Social påvirkning fra bagsædet

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 8-9
Publication date: 2004
Peer-reviewed: Unknown

**Publication information**
Journal: Forskningsinformation
Volume: 1, juni 2004
Original language: Danish
Source: orbit
Source-ID: 235573
Research output: Communication › Journal article – Annual report year: 2004

Spritkørsel blandt universitetsstuderende: En international undersøgelse i 23 lande

**General information**
State: Published
Organisations: Unknown
Contributors: Møller, M.
Pages: 13-14
Publication date: 2004
Peer-reviewed: Unknown

**Publication information**
Journal: Forskningsinformation
Volume: 3, december 2004
Original language: Danish
Source: orbit
Source-ID: 235331
Research output: Communication › Journal article – Annual report year: 2004

Trafiksikkerhedsmæssig effekt af nye hovedveje

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 58
Publication date: 2004
Peer-reviewed: Unknown

**Publication information**
Journal: Dansk Vejtidsskrift
Volume: 8, 2004
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235575
Research output: Communication › Journal article – Annual report year: 2004
Uændret risikoadfærd efter uheld med motorcykel

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 8-9
Publication date: 2004
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 2, september 2004
Original language: Danish
Source: orbit
Source-ID: 235329
Research output: Communication › Journal article – Annual report year: 2004

Udformning af vejsystemet

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 13
Publication date: 2004
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 3, 2004
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235576
Research output: Communication › Journal article – Annual report year: 2004

Uheldig udvikling i unges holdning til trafiksikkerhed

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 61
Publication date: 2004
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 8, 2004
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235572
Research output: Communication › Journal article – Annual report year: 2004

Ældre kvindelige bilister har flere uheld end ældre mandlige bilister
Bilisters brug af mobiltelefon

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 31
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 3, 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235567
Research output: Communication › Journal article – Annual report year: 2003

Hastighedens paradoks

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 19
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 8, 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235571
Research output: Communication › Journal article – Annual report year: 2003

Irritabilitet under bilkørsel øger uheidsrisikoen

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Passagerer beskytter mod flerepartsuheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 12-14
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 1, 2003
Original language: Danish
Source: orbit
Source-ID: 235321
Research output: Communication › Journal article – Annual report year: 2003

Psykisk reaktion på færdselsuheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 5-6
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 5, 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235566
Research output: Communication › Journal article – Annual report year: 2003
Reduceret rødkørsel

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 14
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 6/7 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235568
Research output: Communication › Journal article – Annual report year: 2003

Road rage

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 24
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 1, 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235569
Research output: Communication › Journal article – Annual report year: 2003

Rødlyskameraer reducerer rødkørsel

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 13-14
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 2, 2003
Original language: Danish
Udformning af vejsystemet

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 10-12
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 4, 2003
Original language: Danish
Source: orbit
Source-ID: 235320
Research output: Communication › Journal article – Annual report year: 2003

Udvikling i uheld blandt kvindelige bilister

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 23
Publication date: 2003
Peer-reviewed: No

Publication information
Journal: Dansk Vejtidsskrift
Volume: 9, 2003
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235318
Research output: Research › Journal article – Annual report year: 2003

Ungdom og bilkørsel. Hvilke sammenhænge er der mellem unges livsstil og kørestil?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.

Host publication information
Title of host publication: Trafikdage på Aalborg Universitet
URLS:
Source: orbit
Source-ID: 235485
Research output: Research › Article in proceedings – Annual report year: 2003

Ung i uheld

General information
State: Published
Youth life and traffic behaviour

Across all transportation modes, young people are becoming more active and engaged in transport decision making processes. Furthermore, young people are increasingly choosing active modes of transport. The purpose of this paper is to describe young people's active transport behaviour and to identify factors that influence their choice of transport mode. The study is based on a survey of Danish young people aged 15-24 years. The survey was conducted in 2002, and the results were published in a report by the Danish Transport Research Institute in 2003. The study found that young people's active transport behaviour is influenced by a range of factors, including their age, gender, and frequency of use of active transport. The study also found that young people's active transport behaviour is influenced by their perceived safety and convenience of active transport, as well as their socio-economic status and availability of active transport facilities. The results of the study suggest that active transport policies should be targeted at young people, and that policies should be designed to increase the availability and attractiveness of active transport options.
Fakta om unge motorføreres involvering i færdselsuheld i perioden 1996-2000

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Number of pages: 39
Publication date: 2002

Publication information
Publisher: Amterne i Danmark
Edition: Internet udgave
Original language: Danish
(Kampagner for unge trafikanter).
Source: orbit
Source-ID: 235491
Research output: Research › Report – Annual report year: 2002

Klog af skade

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2002
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 9, 2002
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235564
Research output: Communication › Journal article – Annual report year: 2002

Livsstil og trafikale handlinger: en fokusgruppeinterviewundersøgelse med unge bilister

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Number of pages: 107
Publication date: 2002

Publication information
Publisher: Danmarks TransportForskning
Original language: Danish
(DTF Rapportserie; No. Rapport 2 2002).
Source: orbit
Source-ID: 235488
Research output: Research › Report – Annual report year: 2002

Persontransport og bæredygtighed

General information
State: Published
Organisations: University of Copenhagen, Danish Transport Research Institute
Contributors: Møller, M., Oldrup, H. H.
Number of pages: 90
Respekt for fart

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 153-164
Publication date: 2002

Host publication information
Title of host publication: Trafikdage på Aalborg Universitet
Volume: Vol. 283
Publisher: Transportrådet, Trafikforskningsgruppen på Aalborg Universitet
Editors: Lahrmann, H., Nielsen, J.
Source: orbit
Source-ID: 235483
Research output: Research › Article in proceedings – Annual report year: 2002

Uenge bilister i uheld - analyse af 115 uheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Number of pages: 46
Publication date: 2002

Publication information
Publisher: Amterne i Danmark
Edition: Internet udgave
Original language: Danish
(Kampagner for unge trafikanter).
Source: orbit
Source-ID: 235489
Research output: Research › Report – Annual report year: 2002

Uenge modtager trafiksikkerhedskampagner forskelligt

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 15-16
Publication date: 2002
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: nr. 1, september 2002
Original language: Danish
Source: orbit
Source-ID: 235305
Unges livsstil og trafikale handlinger

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 13-14
Publication date: 2002
Peer-reviewed: Unknown

Publication information
Journal: Transportrådets nyhedsbrev
Volume: 1, 2002
Original language: Danish
Source: orbit
Source-ID: 235304
Research output: Communication › Journal article – Annual report year: 2002

Vrede og aggression blandt bilister

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 11-12
Publication date: 2002
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 2, november 2002
Original language: Danish
Source: orbit
Source-ID: 235308
Research output: Communication › Journal article – Annual report year: 2002

Alder ved alkohol-debut, spirituskørsel og spiritusrelaterede færdselsuheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 8-11
Publication date: 2001
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 4
Original language: Danish
Source: orbit
Source-ID: 235301
Research output: Communication › Journal article – Annual report year: 2001

Lifestyle and traffic behaviour among young car drivers

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2001
Sammenhæng mellem forældres og børns involvering i færdselsuheld samt registrede færdselsforseelser

General information
State: Published
Organizations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 7-9
Publication date: 2001
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 3, 2001
Original language: Danish
Source: orbit
Source-ID: 235481
Research output: Research › Article in proceedings – Annual report year: 2001

Unges brug af sikkerhedssele under bilkørsel

General information
State: Published
Organizations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 2-4
Publication date: 2001
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 2, 2001
Original language: Danish
Source: orbit
Source-ID: 235298
Research output: Communication › Journal article – Annual report year: 2001

Projects:

Cyclist accident modelling and the long-term societal costs of cyclist accidents
Myhrmann, M. S., PhD Student, Department of Management Engineering
Mabit, S. E., Main Supervisor, Department of Management Engineering
Janstrup, K. H., Supervisor, Department of Management Engineering
Møller, M., Supervisor, Department of Management Engineering
01/12/2018 → 30/11/2021
Project: PhD

Exploring bicyclists’ risk-taking behaviour: individual, social and contextual factors and their interaction
Brandt, R. K., PhD Student, Department of Management Engineering
Møller, M., Main Supervisor, Department of Management Engineering
Haustein, S., Supervisor, Department of Management Engineering
Institut stipendie (DTU)
01/09/2018 → 31/08/2021
Award relations: Exploring bicyclists’ risk-taking behaviour: individual, social and contextual factors and their interaction
Project: PhD
Bedre Uheldsdata
Janstrup, K. H., Project Participant, Department of Management Engineering, Transport DTU, Transport Modelling
Møller, M., Project Manager, Department of Management Engineering, Technology and Innovation Management, Transport DTU
Clemmensen, M. B., Project Participant, Department of Management Engineering, Technology and Innovation Management, Transport DTU
01/01/2016 → 01/11/2017
Documents:
Bedre trafikuheldsdata
Project: Research

Model til vurdering af infrastrukturerfekter på trafikuheld
Janstrup, K. H., Project Participant, Department of Management Engineering, Transport DTU, Transport Modelling
Møller, M., Project Manager, Department of Management Engineering, Technology and Innovation Management, Transport DTU
Pilegaard, N., Project Participant, Department of Management Engineering, Systems Analysis, Transport DTU
01/01/2016 → 31/12/2018
Project: Research

Betydningen af holdning, adfærd og socio-demografiske faktorer for bilisters uheldsrisiko
Martinussen, L. M., PhD Student, Department of Transport
Møller, M., Main Supervisor, Department of Transport
Prato, C. G., Supervisor, Department of Transport
Siren, A. K., Examiner, Danish Transport Research Institute
Taubman - Ben-Ari, O., Examiner
Stradling, S. G., Examiner
Institut stipendie (DTU) Samf.
01/08/2010 → 22/11/2013
Award relations: Betydningen af holdning, adfærd og socio-demografiske faktorer for bilisters uheldsrisiko
Project: PhD

Drivkraefter og barrierer bag unges transportbehov
Sigurdardottir, S. B., PhD Student, Department of Transport
Møller, M., Main Supervisor, Department of Transport
Teasdale, T. W., Supervisor
Nielsen, T. A. S., Examiner, Department of Transport
Anable, J., Examiner
Hjorthol, R. J., Examiner
Teasdale, T. W., Supervisor
Anable, J., Examiner
Hjorthol, R. J., Examiner
Forskningsraadssfinansiering
01/05/2009 → 28/04/2014
Award relations: Drivkraefter og barrierer bag unges transportbehov
Project: PhD

Activity-based modeling of transport demand
Thorhauge, M., PhD Student, Department of Transport
Rich, J., Main Supervisor, Department of Transport
Cherchi, E., Supervisor, Department of Transport
Møller, M., Examiner, Department of Transport
Börjesson, M., Examiner
Ortúzar, J. D. D., Examiner
Institut stipendie (DTU) Samf.
01/04/2011 → 24/09/2015
Award relations: Activity-based modeling of transport demand
Project: PhD

Statistisk modellering af trafikuhelds hyppighed og alvorlighedsgrad
Janstrup, K. H., PhD Student, Department of Transport
Kaplan, S., Main Supervisor, Department of Transport
Prato, C. G., Supervisor, Department of Transport
Møller, M., Examiner, Department of Transport
Lajunen, T. J., Examiner
Varhelyi, A., Examiner
Lajunen, T. J., Examiner
Varhelyi, A., Examiner

Institut stipendie (DTU) Samf.
01/12/2010 → 28/04/2016
Award relations: Statistisk modellering af trafikuhelds hyppighed og alvorlighedsgrad
Project: PhD

SOBER: Slow On the Bottle - Enjoy the Road (SOBER)
Looking at the relationship between explicit attitudes towards drunk driving, implicit attitudes towards drunk driving and intention of drunk driving behavior.
Martinussen, L. M., Project Manager, Department of Transport, Transport policy and behaviour
Møller, M., Project Participant, Department of Transport, Transport policy and behaviour
Samhovd, M. J., Project Participant, Tyrilistiftelsen
Siebler, F., Project Participant, University of Tromsø
Tryg Fonden
01/02/2015 → 30/12/2017
Collaborators: Tyrilistiftelsen, University of Tromsø
Award relations: Slow On the Bottle - Enjoy the Road (SOBER)
Project: Research

DandL: Drivers and limits for transport - possible contributions to climate change
Kristensen, N. B., Project Coordinator, Department of Transport
Nielsen, T. A. S., Project Participant, Department of Transport, Transport policy and behaviour
Christensen, L., Project Participant, Department of Transport, Transport policy and behaviour
Siren, A. K., Project Participant, Department of Transport, Transport policy and behaviour
Haustein, S., Project Participant, Transport policy and behaviour
Møller, M., Project Participant, Department of Transport, Transport policy and behaviour
Meza, M. J. F., Project Participant, Department of Transport, Transport policy and behaviour
Gudmundsson, H., Project Participant, Department of Transport, Transport policy and behaviour
Mulalic, I., Project Participant, Department of Transport, Transport policy and behaviour
Madsen, E., Project Participant, Department of Transport, Transport policy and behaviour
Knudsen, M. A., Project Participant, Traffic modelling and planning
Abate, M. A., Project Participant, Department of Transport, Transport policy and behaviour
Sigurdardottir, S. B., Project Participant, Transport policy and behaviour
Pilegaard, N., Project Participant, Department of Transport, Transport policy and behaviour
Kaplan, S., Project Participant, Department of Transport, Traffic modelling and planning
01/01/2009 → 31/12/2013
Collaborators: University of Leeds, University of Copenhagen, Vrije Universiteit Amsterdam, Anvendt Kommunalforskning, University of Arizona, University of Oxford
Project: Research

IMPROSA: Improving Road Safety: Developing a Basis for Socio-economic Prioritising of Road Safety Measures
The aim of this project is to develop an improved basis for efficient socio-economic prioritising of road safety measures. Road fatalities and injuries are together with congestion the largest externalities connected to transport. The traditional way of predicting road accidents – and thus assessing road safety measures – has been to model accidents as a function of road type and traffic volume only. However, these variables cannot alone explain the trend in accidents over time and moreover, in traditional models the severity and accidents are completely decoupled. This project will overcome these shortcomings and combine the modelling approach with in-depth insight into road user behaviour. This project will use the aggregate and disaggregate parts of the so-called DRAG modelling approach to establish quantitative relations between accidents of various degrees of severity and road user (risk) behaviour, vehicle ownership, infrastructure and economic activity. Moreover, the project will estimate preference-based economic values of road safety measures. As a novelty, accident modelling will include both police recorded accidents and emergency room recorded accidents. In addition, modelling will include individual socio-economic and demographic data from the entire Danish population. Finally, a more qualified inclusion of human behaviour factors, i.e. road user sub group behaviour, in the models will be possible. Methods range from in-depth interviews to statistical modelling. The project is organised in five work packages (WPs), each with defined tasks and scope. Thus, data for WP3 will be documented and provided by WP1 and 2; modelling will take place in WP3, qualification of the models in WP2, development of a scientifically founded valuation method of accidents in WP4, and eventually transforming results into recommendations in WP5.
Hakamies-Blomqvist, L., Project Manager, Department of Transport, Traffic Safety
Activities:

**Effekt af ændrede aldersgrænser for knallert 45 og lille motorcykel**
Period: 25 Jan 2019
Mette Møller (Guest lecturer)
Department of Management Engineering
Transport DTU
Technology and Innovation Management
Degree of recognition: National
Related external organisation
Færdselssikkerhedskommissionen
Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

**Tryghed og sikkerhed i trafikken**
Period: 23 Jan 2019
Mette Møller (Guest lecturer)
Department of Management Engineering
Transport DTU
Technology and Innovation Management
Description
Oplæg vedr. tryghed og sikkerhed i trafikken for Esbjerg lokalråd
Degree of recognition: Local
Related external organisation
Esbjerg kommune
Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

**Folkemøde 2018**
Period: 15 Jun 2018
Mette Møller (Guest lecturer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Paneldebatt om Selvkørende biler
Degree of recognition: National

Related event
Folkemøde 2018: Paneldebatt om selvkørende biler
15/06/2018 → 15/06/2018
Allinge - Bornholm, Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

The road and its influence on bicycle accidents in Denmark
Period: 31 May 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Transport DTU
Transport Modelling
Department of Management Engineering
Technology and Innovation Management
Systems Analysis

Description
Poster presentation
Degree of recognition: International

Related event
Transport Summit DTU 2018: Rethinking Transportation
31/05/2018 → 31/08/2018
Kgs. Lyngby, Denmark
Activity: Talks and presentations › Conference presentations

Bicycle accidents in Denmark – the contribution of cyclist behavior, the vehicle and the road
Period: 17 Apr 2018
Mette Møller (Speaker)
Kira Hyldekær Janstrup (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis
Degree of recognition: International

Related event
Transport Research Arena 2018
16/04/2018 → 19/04/2018
Vienna, Austria
Activity: Talks and presentations › Conference presentations

The road and its influence on bicycle accidents in Denmark
Period: 17 Apr 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis
Degree of recognition: International

Related event

Transport Research Arena 2018
16/04/2018 → 19/04/2018
Vienna, Austria
Activity: Talks and presentations › Conference presentations

Workshop om lysreklamer
Period: 14 Mar 2018
Mette Møller (Speaker)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Adfærd og forskning i forhold til lysreklamer

Related organisation

Workshop om lysreklamer
Møller, M. (Speaker)
14 Mar 2018
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Influence of different crash characteristics on level of injury among cyclists
Period: 8 Mar 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Degree of recognition: International

Related event

XI ICTCT Workshop "Improving the safety of vulnerable road users"
08/03/2018 → 09/03/2018
Vancouver, Canada
Activity: Talks and presentations › Conference presentations

XI ICTCT Workshop "Improving the safety of vulnerable road users"
Period: 8 Mar 2018 → 9 Mar 2018
Mette Møller (Panel member)
Department of Management Engineering
Related organisation

**XI ICTCT Workshop "Improving the safety of vulnerable road users"**
Møller, M. (Panel member)
8 Mar 2018 → 9 Mar 2018
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Erfaringer med supplerende uheldsdata i Danmark
Period: 31 Jan 2018
Mette Møller (Speaker)
Kira Hyldekær Janstrup (Other)
Mikkel Bøg Clemmensen (Other)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Transport Modelling
Degree of recognition: National

Related event

**Er grundlaget for prioritering af vejvedligeholdelse i orden?**
31/01/2018 → …
Nyborg, Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Workshop - Resultater fra spørgeskema
Period: 31 Jan 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis
Degree of recognition: National

Related event

**Factors contributing to Bicycle accidents in Denmark - a study based on medical records**
Period: 10 Jan 2018
Mette Møller (Speaker)
Kira Hyldekær Janstrup (Other)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Transport Modelling

Description
Presentation at IRTAD/NHTSA Session at TRB conference in Washington DC

Related event
TRB 97th Annual Meeting: Analysis of International Road Safety Data
07/01/2018 → 11/01/2018
United States
Activity: Talks and presentations › Conference presentations

Danish Road Safety Commission/Færdselssikkerhedskommissionen (Event)
Period: 2018 → …
Mette Møller (Member)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Danish Road Safety Commission/Færdselssikkerhedskommissionen
Degree of recognition: National
Links:
http://www.faerdselssikkerhedskommissionen.dk/

Related event
Danish Road Safety Commission/Færdselssikkerhedskommissionen
15/01/2018 → 14/01/2022
Activity: Membership › Board duties in companies, associations, or public organisations

Bedre uheldsdata
Period: 6 Dec 2017 → 7 Dec 2017
Kira Hyldekær Janstrup (Other)
Mette Møller (Speaker)
Mikkel Bøg Clemmensen (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Documents:
Bedre trafikuheldsdata

Related event
Vejforum 2005
01/01/2005 → …
Nyborg Strand, Danmark
Activity: Talks and presentations › Conference presentations

Vejens skadespoint og trafiksikkerhed - Er der behov for et nyt skadespoint, som kan benyttes som trafiksikkerhedsindikator?
Period: 6 Dec 2017 → 7 Dec 2017
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis

Related event

Vejforum 2005
01/01/2005 → …
Nyborg Strand, Danmark
Activity: Talks and presentations › Conference presentations

Retsningslinjer for lysreklamer langs veje i 5 lande
Period: 8 Nov 2017 → 31 Dec 2017
Ragnhild Holgaard (Consultant)
Mette Møller (Consultant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related external organisation

Danish Road Directorate
Denmark
Activity: Public and private sector consultancy › Consultancy

Teknisk beskrivelse af praksis og regler for opsætning af lysreklamer i 5 lande
Period: 8 Nov 2017 → 31 Dec 2017
Ragnhild Holgaard (Consultant)
Mette Møller (Consultant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related external organisation

Danish Road Directorate
Denmark
Activity: Public and private sector consultancy › Consultancy

Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten
Period: 28 Aug 2017 → 29 Aug 2017
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management

Systems Analysis

Related event

**Trafikdage**
23/08/2010 → 24/08/2010
Aalborg, Denmark
Activity: Talks and presentations › Conference presentations

**Selvkørende biler trafikantadfærd**
Period: 22 Aug 2016
Mette Møller (Speaker)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Selvkørende biler

Related event

**Selvkørende biler trafikantadfærd**
22/08/2016 → 22/08/2016
Activity: Talks and presentations › Conference presentations

**Aalborg University (External organisation)**
Period: 2016 → 2018
Mette Møller (Participant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Program committee Trafikdage

Related external organisation

**Aalborg University**
A.C. Meyers Vænge 15, 2450 Copenhagen SV, Aalborg, Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

**Behavioral Science (Journal)**
Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal

**Behavioral Science**
Local database
Activity: Research › Peer review of manuscripts
Cyklistsikkerhed
Period: 2016
Mette Møller (Organizer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Sessionsleder

Related event
Cyklistsikkerhed
23/08/2016 → 23/08/2016
Activity: Attending an event › Participating in or organising workshops, courses, seminars etc.

Department of Management Engineering (Organisational unit)
Period: 2016
Mette Møller (Chairman)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Description
Assessment committee PhD student Kira Janstrup

Related organisation
Department of Management Engineering (Organisational unit)
Møller, M. (Chairman)
2016
Activity: Membership › Membership of commitees, commissions, boards, councils, associations, organisations, or similar

European *Journal of Transport and Infrastructure Research (Journal)
Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal
European *Journal of Transport and Infrastructure Research

International Journal of Drug Policy (Journal)
Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal
**International Journal of Drug Policy**
Local database
Activity: Research › Peer review of manuscripts

**International Journal of Sustainable Transportation (Journal)**
Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

**Related journal**

**International Journal of Sustainable Transportation**
1556-8318
Central database
Activity: Research › Peer review of manuscripts

**Passageradfærd og sikkerhed på jernbanen**
Period: 2016
Mette Møller (Speaker)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

**Related event**

**Passageradfærd og sikkerhed på jernbanen**
03/11/2016 → 03/11/2016
Activity: Talks and presentations › Conference presentations

**Road Safety and Simulation International Conference 2017 (Event)**
Period: 2016 → 2017
Mette Møller (Participant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

**Description**
Program committe RSS17 Road Safety & Simulation international conference

**Related event**

**Road Safety and Simulation International Conference 2017**
17/10/2017 → 19/10/2017
Hague, Netherlands
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

**RSS17 Roads Safety & Simulation international conference (Journal)**
Period: 2016 → 2017
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal

RSS17 Roads Safety & Simulation international conference
Local database
Activity: Research › Peer review of manuscripts

Safety (Journal)
Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal

Safety
Local database
Activity: Research › Peer review of manuscripts

Period: 2016 → …
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal

Local database
Activity: Research › Peer review of manuscripts

TrygFondens Unge-forskningsnetværk (External organisation)
Period: 2016 → 2018
Mette Møller (Participant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related external organisation

TrygFondens Unge-forskningsnetværk
Denmark
Activity: Membership › Membership of research networks or expert groups

Young Researchers Seminar 2017 (Event)
Period: 2016 → 2017
Mette Møller (Member)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Degree of recognition: International

Related event

Young Researchers Seminar 2017
16/05/2017 → 18/05/2017
Berlin, Germany
Activity: Membership › Membership in review committee

NAVAL - Nordic seminar 2015
Period: May 2015
Mette Møller (Speaker)
Department of Transport
Transport policy and behaviour

Related event

NAVAL - Nordic seminar 2015
28/05/2015 → 29/05/2015
Copenhagen, Denmark
Activity: Talks and presentations › Conference presentations

I E T Intelligent Transport Systems (Journal)
Period: 2015 → ...
Mette Møller (Reviewer)
Department of Transport
Transport policy and behaviour

Related journal

I E T Intelligent Transport Systems
1751-956X
Central database
Activity: Research › Peer review of manuscripts

Transportation Research Part D (Journal)
Period: 2015 → ...
Mette Møller (Reviewer)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

Related journal

Transportation Research Part D
Local database
Activity: Research › Peer review of manuscripts

Transport DTU (Organisational unit)
Period: 2015
Mette Møller (Chairman)
Department of Transport
Transport policy and behaviour

Related organisation

Transport DTU (Organisational unit)
Møller, M. (Chairman)
2015
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Arbejdsgruppe for udarbejdelse af undervisningsplan for Alkohol, Narkotika og Trafik kursus (ANT) (External organisation)
Period: 2014
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Description
Arbejdsgruppe for udarbejdelse af undervisningsplan for Alkohol, Narkotika og Trafik kursus (ANT)

Related external organisation

Regionernes ANT-Kursus
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

El-cykel netværket (External organisation)
Period: 2014 → …
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Related external organisation

El-cykel Netværket
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Nordisk Vej Forum (NVF) (External organisation)
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour
Degree of recognition: International

Related external organisation

Nordisk Vejforum
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Traffic Injury Prevention (Journal)
Period: 2014 → …
Mette Møller (Reviewer)
Department of Transport
Transport policy and behaviour

Related journal
Traffic Injury Prevention
1538-9588
Central database
Activity: Research › Peer review of manuscripts

Havarikommissionen for Vejtrafikulykker (HVU) (External organisation)
Period: 1 Aug 2013 → ...
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Related external organisation

Havarikommissionen for Vejtrafikulykker
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Danish road traffic Accident Investigation Board (AIB) (External organisation)
Period: 2013 → ...
Mette Møller (Participant)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Links:
http://www.hvu.dk/EN/about/Pages/default.aspx

Related external organisation

Danish Road Traffic Accident Investigation Board (AIB)
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Department of Transport (Organisational unit)
Period: 2013 → 2014
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Description
Arbejdsguppe til ændring af kørelæreruddannelsen

Related organisation

Department of Transport (Organisational unit)
Møller, M. (Participant)
2013 → 2014
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Færdselssekkerhedskommissionen (External organisation)
Period: 2013 → ...
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour
Description
Færdsselssikkerhedskommissionens arbejdsgruppe

Related external organisation

Færdsselssikkerhedskommissionen
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Færdsselssikkerhedskommissionens opfølgingsgruppe (External organisation)
Period: 2013 → …
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Related external organisation

Færdsselssikkerhedskommissionens opfølgingsgruppe
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Artikler fra Trafikdage på Aalborg Universitet* (Journal)
Period: 2012 → …
Mette Møller (Reviewer)
Department of Transport
Transport policy and behaviour

Related journal

Artikler fra Trafikdage på Aalborg Universitet
Local database
Activity: Research › Peer review of manuscripts

Department of Transport (Organisational unit)
Period: 2012 → …
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Description
Rigspolitiets styregruppe til revision af undervisningsplaner for køreuddannelsen

Related organisation

Department of Transport (Organisational unit)
Møller, M. (Participant)
2012 → …
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

European Commission (External organisation)
Period: 2012 → 2017
Mette Møller (Member)
Department of Transport
Transport policy and behaviour
Description
Member of Transport Research Arena committee
Degree of recognition: International

Related external organisation

European Commission
Belgium
Activity: Membership › Membership in review committee

Transport Research Arena – Europe 2012 (Event)
Period: 2012
Mette Møller (Member)
Department of Transport
Transport policy and behaviour

Description
Student Competition
Degree of recognition: International

Related event

Transport Research Arena – Europe 2012
23/04/2012 → 26/04/2012
Athens, Greece
Activity: Membership › Membership in review committee

Young Researchers Seminar 2011
Period: 1 Jan 2011
Mette Møller (Organizer)
Department of Transport
Traffic Safety

Related event

Young Researchers Seminar 2011
08/06/2011 → 10/06/2011
Copenhagen, Denmark
Activity: Attending an event › Participating in or organising workshops, courses, seminars etc.

Department of Transport (Organisational unit)
Period: 2011 → …
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

Description
Kriteriegruppen til godkendelse af nye teoriprøvespørgsmål

Related organisation

Department of Transport (Organisational unit)
Møller, M. (Participant)
2011 → …
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Journal of Applied Ergonomics (Journal)
Period: 2011 → …
Mette Møller (Reviewer)
Related journal

Journal of Applied Ergonomics
Local database
Activity: Research › Peer review of manuscripts

Young Researchers Seminar 2011
Period: 2011 → …
Mette Møller (Organizer)
Department of Transport
Transport policy and behaviour

Description
Chairwoman of the Organizing Committee

Related event

Young Researchers Seminar 2011
08/06/2011 → 10/06/2011
Copenhagen, Denmark
Activity: Attending an event › Participating in or organising a conference

Distraction i forbindelse med bilmøl: Landsmøde for færdsels sikkerhedsfælles i DK
Period: 26 May 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Description
Place: Odense kongrescenter

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Hovedstadsens Færdsels sikkerhedsudvalgs årsmøde
Period: 4 Feb 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Description
Place: Copenhagen

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Færdselsuheld blandt unge
Period: 1 Jan 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Færdselsuheld blandt unge bilister
Period: 1 Jan 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Færdselsuheld blandt unge knallertkørere
Period: 1 Jan 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Færdselsuheld blandt unge knallertkørere og bilister
Period: 1 Jan 2010
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Related external organisation

Unknown external organisation
Activity: Talks and presentations › Conference presentations

Forum of European Road Safety Institutes, FERSI (External organisation)
Period: 1 Jan 2010
Mette Møller (Participant)
Department of Transport
Traffic Safety

Related external organisation

Forum of European Road Safety Institutes
Netherlands
Activity: Membership › Membership of commitees, commissions, boards, councils, associations, organisations, or similar

Perception og distraktion in trafikken
Period: 1 Jan 2010
Mette Møller (Speaker)  
Department of Transport  
Traffic Safety  

**Related external organisation**  
**Unknown external organisation**  
Activity: Talks and presentations › Conference presentations

**Unge trafikanter**  
Period: 1 Jan 2010  
Mette Møller (Speaker)  
Department of Transport  
Traffic Safety  

**Related external organisation**  
**Unknown external organisation**  
Activity: Talks and presentations › Conference presentations

**Accident Analysis & Prevention (Journal)**  
Period: 2010 → …  
Mette Møller (Reviewer)  
Department of Transport  
Transport policy and behaviour  

**Related journal**  
**Accident Analysis & Prevention**  
0001-4575  
Central database  
Activity: Research › Peer review of manuscripts

**Danskernes Trafikpolitiske Holdninger (External organisation)**  
Period: 2010 → 2011  
Mette Møller (Participant)  
Department of Transport  
Traffic Safety  

**Related external organisation**  
**Danskernes Trafikpolitiske Holdninger Arbejdsgruppe**  
Denmark  
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

**Transportation Research Part F (Journal)**  
Period: 2010 → …  
Mette Møller (Reviewer)  
Department of Transport  
Transport policy and behaviour  

**Related journal**  
**Transportation Research Part F**
Local database
Activity: Research › Peer review of manuscripts

Distraktorers indflydelse på bilkørsel
Mette Møller (Speaker)
Department of Transport
Traffic Safety

Description
Place: Aalborg

Related external organisation
Unknown external organisation
Activity: Talks and presentations › Conference presentations

Færdselssikkerhedskommissionen (External organisation)
Period: 1 Jan 2009 → …
Mette Møller (Member)
Department of Transport
Traffic Safety

Related external organisation
Færdselssikkerhedskommissionen
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Forum of European Road Safety Institutes (External organisation)
Period: 1 Jan 2009 → 1 Jun 2013
Mette Møller (Member)
Department of Transport
Traffic Safety
Degree of recognition: International

Related external organisation
Forum of European Road Safety Institutes
Netherlands
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Trafik og veje
Period: 1 Jan 2009 → …
Mette Møller (Organizer)
Department of Transport
Traffic Safety

Related event
Trafik og veje
01/08/2009 → …
Denmark
Activity: Attending an event › Participating in or organising workshops, courses, seminars etc.
Department of Management Engineering (Organisational unit)
Period: 2009 → 2011
Mette Møller (Member)
Department of Transport
Transport policy and behaviour

Description
Reviewer

Related organisation

Department of Management Engineering (Organisational unit)
Møller, M. (Member)
2009 → 2011
Activity: Membership › Membership in review committee

Færdselssikkerhedskommissionen (External organisation)
Period: 1 Jan 2008 → 31 Dec 2010
Mette Møller (Member)
Department of Transport
Traffic Safety

Related external organisation

Færdselssikkerhedskommissionen
Denmark
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

Gender mainstreaming, European Transport Research and Policies, Transgen (External organisation)
Period: 2006 → 2007
Mette Møller (Member)
Department of Transport
Transport policy and behaviour

Description
Gender mainstreaming, European Transport Research and Policies, Transgen
Degree of recognition: International

Related external organisation

Community Research and Development Information Service
Luxembourg
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

The Just Transition Research Collaborative (External organisation)
Period: 2004 → 2006
Mette Møller (Member)
Department of Transport
Transport policy and behaviour

Description
OECD Young Driver Risk and Effective Countermeasures
Degree of recognition: International

Related external organisation

The Just Transition Research Collaborative
United Kingdom
Prizes:

3M Travelscholarship
Mette Møller (Recipient)
Department of Transport, Transport policy and behaviour

Details
Awarded date: 2012
Prize: Prizes, scholarships, distinctions

Press clippings:

Kejser på P1: Vejvrede
Mette Møller
25/01/2017
Department of Management Engineering, Technology and Innovation Management, Transport DTU

Media contribution (1)

Kejser på P1: Vejvrede
25/01/2017
DR, Radio
Mette Møller
Department of Management Engineering, Transport DTU, Technology and Innovation Management
Press/Media: Press / Media