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.
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 køretøjet 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.

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Del_IV_Ulykkesanalyse_vedr_knallert_30_45_lille_motorcykel.pdf
Research output: Research - peer-review › Report – Annual report year: 2019

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.

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU, Technical University of Denmark
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Publication information
Journal: Travel Behaviour and Society
Volume: 11
ISSN (Print): 2214-367X
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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http://www.trafiksikkerhedsforskning.dtu.dk/Arkiv/Nr-40/Aeldre-kan-have-glaede-af-at-bruge-GPS-til-at-finde-vej
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.

General information
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 cyklist 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.
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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Web of Science (2018): Indexed yes
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Web of Science (2016): Impact factor 2.685
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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
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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
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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
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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
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 preformed 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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Journal: Nyhedsbrevet trafiksikkerhedsforskning
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 trafikale 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 lydsprog med ekspertkommentarer vedr. bilkørsel samt en afspilning af deltageres egen træningskørsel. 30 unge bilister modtog træning og deres resultater blev sammenlignet med 30 utrænede bilister. Sammenligningen blev baseret på deres visuelle fikseringer og køreadfærd i potentielt kritiske fodgængerrelaterede situationer. Resultaterne viste, at trænede bilister reagerede på en af tre skjulte farer ved at reducere hastigheden, mens utrænede bilister ikke gjorde. Analysen af deltageres visuelle fikseringer viste, at de trænede bilister oftere fikserede på steder, hvor farer kunne være skjult. Derudover havde trænede bilister en lavere selvvurderet HPS efter træningen end før træningen. Interventionen havde en positiv effekt med hensyn til at forbedre bilisters kærehastighed 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 kæreskolebaserede køreundervisning, 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
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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 trafikanttyper

Formålet med denne undersøgelse var at opnå større viden om hvilke trafikale situationer, som udløser vrede hos forskellige trafikantgrupper. Datagrundlaget for undersøgelsen var en repræsentativ spørgeskemaundersøgelse blandt 2000 personer i Danmark. Analyserne 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 cykelstierte.

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Holgaard, R., Møller, M., Haustein, S.
Kvalitativ undersøgelse af forældres holdning til knallertkørsel med fokus på sikkerhed og mobilitet: Delnotat 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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Research output: Research - peer-review › Report – Annual report year: 2018

Kvalitativ undersøgelse af unge knallertkøreres holdning til knallertkørsel med fokus på mobilitet og sikkerhed: Delnotat VI

Formålet med denne del-undersøgelse er at opnå en mere dybdegående indsigt i unge knallertkøreres holdninger, vaner, mobilitetsbehov og risikoforstældelse. Undersøgelsen tager udgangspunkt i unges mobilitetsbehov og –vaner, og baserer sig på fire kvalitative fokusgruppeinterview fordelt på fire forskellige byer. Gennem fokusgruppeinterviewwene 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.

General information
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 klargøre 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.

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Research output: Research - peer-review › Report – Annual report year: 2019

Moped use – fact sheet: Delnotat II
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.

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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.

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1_PTSD_hos_boern_og_unge_efter_en Traffikulykke_Jh_RH_MM.pdf
URLs:
http://www.trafiksikkerhedsforskning.dtu.dk/Arkiv/Nr-42/PTSD-hos-boern-og-unge-efter-trafikulykke
Source: PublicationPreSubmission
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 bilisteres evne til at kører bil. Resultaterne fra undersøgelsen kan give anbefalinger til, hvor man ikke bør opsætte bestemte typer af reklametavler.

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Source: PublicationPreSubmission
Source-ID: 153087515
Research output: Communication › Journal article – Annual report year: 2018

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.

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Web of Science (2017): Impact factor 2.584
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 tilvejebringe 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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Research output: Research - peer-review › Report – Annual report year: 2018

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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Electronic versions:
Contribution_10620_fullpaper.pdf
URLs:
https://zenodo.org/record/1456589
Source: PublicationPreSubmission
Source-ID: 163226594
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.

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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
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:
Trafik_og_veje_final.pdf
Source: PublicationPreSubmission
Source-ID: 163226785

Research output: Research - peer-review › Journal article – Annual report year: 2018

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 (18-24) 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.
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.

General information

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Contributors: Martinussen, L. M., Møller, M., Prato, C. G.
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Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
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 hastighedsgrænserne, 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.

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Contributors: Møller, M.
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http://www.trafiksikkerhedsforskning.dtu.dk/arkiv/nr-37/aeldre-hastighedsovertraedelser

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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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
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 uheldenes opståen, dels for at kunne tilrettelægge målrettede uheldfsørgende 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 trafikuheldssstatistik. Dette gælder i særlig grad eneuheld 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 politiregistrerede trafikuheldsdata. Trods en række forskellige lokale og regionale initiative 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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Research output: Research › Report – Annual report year: 2018

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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Contributors: Martinussen, L. M., Møller, M., Prato, C. G.
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Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten


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Contributors: Janstrup, K. H., Møller, M., Pilegaard, N.
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ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
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Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
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Web of Science (2011): Indexed yes
BFI (2010): BFI-level 1
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BFI (2008): BFI-level 1
Original language: English
Electronic versions:
Cyklistuheld_hvilken_betydning_har_vejen_k_retjet_og_trafikanten_Trafikdage_2017.pdf
Source: PublicationPreSubmission
Source-ID: 141910372
Research output: Research - peer-review » Conference article – Annual report year: 2017
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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Research output: Communication › Contribution to newspaper - Newspaper article – Annual report year: 2017

Har kørebanens bredde betydning for trafikanternes adfærd?
En ny undersøgelse fra Tyskland viser, at bredden af venstre kørebane på motorvejsstrækninger med vejarbejde har betydning for trafikanternes adfærd. Jo smallere kørebanen er, jo langsommere kører trafikanterne og jo længere trækker 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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Research output: Communication › Contribution to newspaper - Newspaper article – Annual report year: 2017

Harmonisering af retningslinjer vedrørende vejarbejde
Effektiv regulering af køreahastigheden 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 køreahastigheden i forbindelse med vejarbejde. Projektet er tænkt som et første skridt i retning mod harmonisering af retningslinjer for hastighedsregulering ved vejarbejde inden for Europa.

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Research output: Communication › Contribution to newspaper - Newspaper article – Annual report year: 2017
How indicative is a self-reported driving behaviour profile of police registered traffic law offences?

Although most motorised countries have experienced massive improvements in road safety over the last decades, human behaviour and differences in accident risk across sub-groups of drivers remains a key issue in the area of road safety. The identification of risk groups requires the identification of reliable predictors of safe or unsafe driving behaviour. Given this background, the aim of this study was to test whether driver sub-groups identified based on self-reported driving behaviour and skill differed in registered traffic law offences and accidents, and whether group membership was predictive of having traffic law offences. Sub-groups of drivers were identified based on the Driver Behaviour Questionnaire (DBQ) and the Driver Skill Inventory (DSI), while traffic offences and accidents were register-based (Statistics Denmark). The participants (N = 3663) were aged 18–84 years and randomly selected from the Danish Driving License Register. Results show that the driver sub-groups differed significantly in registered traffic offences but not in registered accidents. In a logistic regression analysis, the sub-group "Violating unsafe drivers" was found predictive of having a traffic offence, even when socio-demographic variables and exposure were controlled for. The most important predictive factor, however, was having a criminal record for non-traffic offences, while gender, living without a partner, and being self-employed also had a 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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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
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 faktuel information fx om den aktuelle hastighedsgrænse, er relevante.

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 fodgængereres risikobevidsthed øges, så de bliver bedre i stand til at vælge sikre tidspunkter at krydse en vej på og risikoen for påkørsel reduceres.

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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.

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Publication date: 2017
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Tilpasser ældre deres kør selve, når de har kognitive svækkelyer?
At køre bil er en krævende opgave, og kognitive svækkelyer kan derfor gøre det vanskeligt at køre trafiksikert. En ny australisk undersøgelse tyder på, at ældre i nogen grad kompenserer for aldersrelaterede kognitive svækkelyer 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.

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M.
Publication date: 2017
Peer-reviewed: Unknown
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 (2017): CiteScore 1.95 SJR 1.056 SNIP 1.127
Web of Science (2017): Impact factor 1.892
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 1.91 SJR 1.032 SNIP 1.451
Web of Science (2016): Impact factor 1.973
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 1
Scopus rating (2015): CiteScore 2.94 SJR 2.359 SNIP 2.254
BFI (2014): BFI-level 1
Scopus rating (2014): CiteScore 2.45 SJR 2.195 SNIP 1.762
Web of Science (2014): Impact factor 2.548
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 1
Scopus rating (2013): CiteScore 1.43 SJR 1.494 SNIP 1.395
Web of Science (2013): Impact factor 1.447
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 hjelmtype har potentiale til god beskyttelse mod hovedskader, men at der er behov for en omfattende forskningsindsats før der kan konkluderes endeligt vedrørende den trafiksikkerhedsmæssige effekt.

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http://www.trafiksikkerhedsforskning.dtu.dk/arkiv/nr-34/airbags-til-cyklister?utm_source=newsletter&utm_media=mail&utm_campaign=
Research output: Communication › Journal article – Annual report year: 2016

Bedre grundlag for samfundsøkonomisk prioritering af trafiksikkerhedsstiltag

General information
State: Published
Organisations: Department of Management Engineering, Technology and Innovation Management, Systems Analysis, Transport DTU
Contributors: Møller, M., Pilegaard, N.
Pages: 37-39
Publication date: 2016
Peer-reviewed: No
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 korrigere misforståelser angående omfanget af distraherende aktivitet blandt forældre og jævnaldrende kammerater, er derfor yderst relevante.

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Publication information
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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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Contributors: Møller, M., Haustein, S.
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BFI (2018): 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.

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Research output: Communication › Journal article – Annual report year: 2016

Distraktion og bilkørsel

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Contributors: Møller, M.
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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.

**General information**

State: Published
Organisations: Transport policy and behaviour, Department of Management Engineering, Technology and Innovation Management
Contributors: Haustein, S., Møller, M.
Pages: 386-394
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Volume: 3
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Ratings:
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  - Web of Science (2018): Indexed yes
  - Scopus rating (2017): CiteScore 2.44
  - Web of Science (2017): Impact factor 2.774
  - Web of Science (2017): Indexed yes
  - Scopus rating (2016): CiteScore 1.52
  - Web of Science (2016): Impact factor 1.718
  - Web of Science (2016): Indexed yes
  - Scopus rating (2015): CiteScore 1.35
  - Web of Science (2015): Impact factor 2.05
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Original language: English
Keywords: E-bike, Road safety, Perceived safety, Cycling accident, Risk factor

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**Effekt af cykeltræningskursus for forældre**

I Østrig har man udviklet et kursus, der har det formål at hjælpe forældrene 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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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.

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.
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 mær i forbindelse med et færdselsuheld.

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Research output: Communication › Journal article – Annual report year: 2016

Føreradfærd i delvist selvkørende biler
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Contributors: Møller, M., Haustein, S.
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BFI (2016): BFI-level 1
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BFI (2014): BFI-level 1
BFI (2013): 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
Hvad ved bilister egentlig om sikkerhedssteknologi i biler?
Potentialet for forbedret trafiksikkerhed gennem sikkerhedssteknologi er stort. En ny amerikansk undersøgelse viser dog, at bilisternes 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 sikkerhedssteknologi i bilparken fremover.

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Journal: Nyhedsbrevet Trafiksikkerhed
Volume: 35
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URLs:

Research output: Communication › Journal article – Annual report year: 2016

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.

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State: Published
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Contributors: Møller, M.
Publication date: 2016
Peer-reviewed: Unknown

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Journal: Nyhedsbrevet Trafiksikkerhed
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Research output: Communication › Journal article – Annual report year: 2016

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 metaaanalyse 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.

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Contributors: Møller, M.
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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 potentiale.

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Lokomotivføreres adfærd og opmærksomhed

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Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU
Contributors: Møller, M., Haustein, S.
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Bibliographical note
Notat til Trafik og Byggestyrelsen
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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.

General information
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.
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Peer-reviewed: Unknown

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Journal: Asfalt
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Nytænkning af forebyggelse for unge trafikanter

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Contributors: Møller, M.
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  - 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
ISI indexed (2009): ISI indexed no
  - BFI (2008): BFI-level 1
Original language: Danish

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
can forklares med en stigning i omfanget af cykling samt en generel stigning i tilskadekomst blandt cyklister.

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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
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.
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 aflaste 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.

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


Undersøgelsen viste, at 17 % af dem, der fik en dom for spirituskørsel i 2008, fik mindst én dom til indenfor fem år. Af disse fik 12 % deres anden dom for spirituskørsel inden for samme år. Med hensyn til uheldsrisiko havde recidivister en 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.

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Organisations: Department of Transport, Transport policy and behaviour, Traffic modelling and planning
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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
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
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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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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
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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
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Source-ID: 114124073
Research output: Research - peer-review › Journal article – Annual report year: 2015
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.

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 opstå 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
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.

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Web of Science (2017): Impact factor 2.512
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 2.65 SJR 1.348 SNIP 1.715
Web of Science (2016): Impact factor 2.269
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 2.36 SJR 1.403 SNIP 1.479
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.

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Scopus rating (2017): CiteScore 2.72 SJR 1.462 SNIP 1.707
Web of Science (2017): Impact factor 1.935
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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
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Web of Science (2014): Impact factor 1.473
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ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
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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
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.

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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

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

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-cyken giver mulighed for at opnå, primært forekommer i mindre krævende trafiksituationer som fx på lige strækninger.
Kunsten at lære sit barn 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.

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Når følelser forstyrer
En ny fransk undersøgelse viser, at bilisters følelsesmæssige tilstand påvirker deres opfattelse af trafikken. Undersøgelsen viser endvidere, at forskellige følelser påvirker opfattelsen af trafikken forskelligt.

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Når modsetninger 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

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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Ny revideret udgave af ”Trafiksikkerhed – Effekter af vejtekniske virkemidler”

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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
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.

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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.

General information
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Organisations: Department of Transport, Transport policy and behaviour
Regler og rollemøller
En amerikansk undersøgelse tyder på, at hvis man ønsker, at flere børn skal bruge cykelhjelm er det ikke nok, at forældrene er gode rollemøller 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.

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URLs: http://www.trafiksikkerhedsforskning.dk/Default.aspx?id=497
Research output: Communication - Journal article – Annual report year: 2014

Risikoadfærd blandt el-cyklister
Anvendelsen af el-cyklister er steget dramatisk i Kina i de senere år. El-cyklister 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.

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Socialt pres bag mobiltelefoni
Brug af mobiltelefon under bilkørsel øger risikoen for at blive involveret i et færdselsuheld.

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.
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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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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Research output: Communication › Journal article – Annual report year: 2014

Uheld med el-cykler
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.

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.
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.

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Web of Science (2014): Impact factor 1.937
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ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 2 SJR 1.139 SNIP 1.663
Web of Science (2012): Impact factor 1.291
ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 1.86 SJR 0.992 SNIP 1.765
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.

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BFI (2017): BFI-level 2
En gang cruiser – altid cruiser?
Cruising er relateret til risikoadfærd, 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 risikoadfærd som fx manglende selebrug og øget spirituskørsel.

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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
URLs:
http://asp.vejtid.dk/Artikler/2013/03/6585.pdf

Forebyggelse af motorcykeluheld

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Number of pages: 1
Publication date: Jan 2013
Peer-reviewed: Unknown

Publication information
Journal: Trafik & Veje
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
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 behaviors 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
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 old 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.
Number of pages: 134
Publication date: 2013

Publication information
Publisher: Technical University of Denmark, Transport
ISBN (Print): 978-87-7327-269-5
ISBN (Electronic): 978-87-7327-267-1
Original language: English
Electronic versions: PhD_2013_04.pdf
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 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: 1
Publication date: 2013
Peer-reviewed: Yes
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
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Event: Paper presented at Road Safety on Four Continents, Beijing, China.
Keywords: Road safety, Perceptual-motor skills, Safety skills, Driver style, DBQ, DSI, Attitudes
URLs:
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
State: Published
Organisations: Department of Transport, Transport policy and behaviour, Institut for Psykologi, UiT The Arctic University of Norway
Contributors: Martinussen, L. M., Sømhovd, M. J., Møller, M., Siebler, F.
Publication date: 2013
Peer-reviewed: Yes
URLs:
http://www.ecp2013.se/
Source: dtu
Source-ID: u::9670
Research output: Research - peer-review » Conference abstract for conference – Annual report year: 2013

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 vejvrede, at det har store sikkerhedsmæssige konsekvenser, hvis andre motiver end sikkerhed bliver bestemmende for trafikanternes adfærd.

General information
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Organisations: Department of Transport, Transport policy and behaviour
Contributors: Møller, M.
Publication date: 2013

Host publication information
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Place of publication: Kgs. Lyngby
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Editor: Broder Hansen, C.
ISBN (Print): 978-87-7327-249-7
URLs:
http://www.transport.dtu.dk/~media/Institutter/Transport/Uddannelse%C3%98vrig%20uddannelse/Transporthorisonter/Transporthorisonter_webudgave.ashx
Research output: Education › Book chapter – Annual report year: 2013

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.

General information
State: Published
Organisations: Department of Transport, Transport policy and behaviour, Traffic modelling and planning, Institut for Psykologi
Contributors: Sigurardottir, S. B., Kaplan, S., Møller, M., Teasdale, T. W.
Number of pages: 1
Publication date: 2013
Peer-reviewed: No
Event: Abstract from Strategisk forskning i transport og infrastruktur, Kongens Lyngby, Denmark.
Electronic versions:
We_are_the_future_understanding_adolescents_intentions_to_commute_by_car_or_bicycle_as_adults.pdf
URLs:
http://wwwx.dtu.dk/Sites/strategisk_transportforskning2013/Program.aspx
Research output: Research › Conference abstract for conference – Annual report year: 2013

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.
Publication date: 2013
Media of output: PowerPoint

Event information
Event: 4th NORBIT Conference on Transport Behaviour
Location: Technical University of Denmark, Anker Engelunds Vej 1, Kgs. Lyngby, Denmark
Electronic versions:
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 risikobetonet samt på de unges egen oplevelse af påvirkning fra forældrene.

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: 21
Original language: Danish
URLs:
http://www.trafiksikkerhedsforskning.dk/Default.aspx?id=446
Research output: Communication › Journal article – Annual report year: 2012

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

Publication information
Journal: Nyhedsbrevet Trafiksikkerhedsforskning
Issue number: 21
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012

Forældrestøtte reducerer risikokørsel

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: 21
Original language: Danish
URLs:
Research output: Communication › Journal article – Annual report year: 2012
Holdning til trinvist kørekort og effekt på uheldsrisiko

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

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

Menneskets adfærd i trafikken

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

Publication information
Journal: Trafik & Veje
Issue number: 12
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
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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
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
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: 20
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
Dansk trafiksikkerhedshåndbog: Boganmeldelse

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

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Journal: Trafik og Veje
Volume: 88
Issue number: 3
ISSN (Print): 1903-7384
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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
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_trafiksikkerhedshandbog[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
Peer-reviewed: Unknown

Source: orbit
Source-ID: 316720
Research output: Communication › Journal article – Annual report year: 2011

Ehvervpsykologisk testning af kommende lokomotivførere

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Larsen, L., Møller, M.
Number of pages: 53
Publication date: 2011

Publication information
Publisher: Technical University of Denmark, Transport
Original language: Danish
(Rapport / DTU Transport; No. 1).
Source: orbit
Source-ID: 316671
Research output: Research - peer-review › Report – Annual report year: 2011

Evaluering af alkolåsordningen i Sverige

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Foldager, M.
Publication date: 2011
Har videospil indflydelse på unges bilkørsel?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 20
Publication date: 2011
Peer-reviewed: Unknown

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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
Keywords: Belgien
Electronic versions:
Videospil[1].pdf
URLs:

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

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Journal: Trafik og Veje
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ISSN (Print): 1903-7384
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BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
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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: 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

Næste generation af transportforskere

General information
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Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 42-43
Publication date: 2011
Peer-reviewed: Unknown

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Journal: Trafik og Veje
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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
Opfører mandlige og kvindelige fodgængere sig forskelligt?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 54
Publication date: 2011
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
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=m%E6ste+generation&stikord=&link=+AND+&indhold=&bladnr=&fornavn=&efternavn=&page=1

Bibliographical note
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.

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

Host publication information
Title of host publication: 3rd International Conference on Road Safety and Simulation
Keywords: Driving simulator, Transport safety, Road design, Driving speed, Driving behavior
Electronic versions:
The_Relationship_between_Road_Design_and_Driving_Behavior[1].pdf
Source: orbit
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
Issue number: 3
Original language: Danish
Source: orbit
Source-ID: 267414
Research output: Communication › Journal article – Annual report year: 2010

Distraction

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

Publication information
Distraction & Trafiksikkerhed

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Hels, T.
Pages: 23-25
Publication date: 2010
Peer-reviewed: Unknown

Publication information
Journal: Trafik og Veje
Issue number: 3
ISSN (Print): 1903-7384
Ratings:
BFI (2019): BFI-level 1
BFI (2018): BFI-level 1
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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
Electronic versions:
03_5724.pdf
Source: orbit
Source-ID: 272048
Research output: Communication › Journal article – Annual report year: 2010

Distraction i forbindelse med bilkørsel

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Troglauer, T., Hels, T.
Number of pages: 74
Publication date: 2010

Publication information
Place of publication: Kgs. Lyngby
Publisher: Technical University of Denmark, Transport
ISBN (Print): 978-87-7327-189-6
Original language: Danish
(DTU Transports rapportserie; No. 2010/3).
Electronic versions:
distraktorrapport_10-02-2010.pdf
Distraktion og bilkørsel - en introduktion

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: Danish
Source: orbit
Source-ID: 259490
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2010

Færdselsuheld blandt unge bilister og knallertkørere

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M., Carstensen, G., Framke, E.
Number of pages: 135
Publication date: 2010

Publication information
Place of publication: Kgs.Lyngby
Publisher: Technical University of Denmark, Transport
ISBN (Print): 978-87-7327-207-7
Original language: Danish
Electronic versions:
faerdselsuheld_blandt_unge_rapport_5-2010.pdf
URLs:
Source: orbit
Source-ID: 267412
Research output: Research › Report – Annual report year: 2010

Holdning og motiver bag distraktion under bilkørsel

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: Danish
Source: orbit
Source-ID: 259491
Research output: Communication › Contribution to newspaper - Feature article – Annual report year: 2010

Hvad ved vi om distraktion og cyklisme

General information
State: Published
Organisations: Traffic Safety, Department of Transport, University of California at Berkeley
MP3-afspillere

Perception og distraktion i trafikken

ADHD - en risikofaktor i trafikken?

Afstanden mellem forskning og praksis kan være stor
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 Færdselssekkerhedsudvalgs 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
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
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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
Source: orbit
Source-ID: 255142
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
Samfundet har brug for forskning i transportsektoren
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
Uge 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
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 forhindrer 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
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
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
The relationship between youth life and driving behaviour among male drivers

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Publication date: 2008
Peer-reviewed: Yes
Event: Abstract from International Conference of Traffic and Transport Psychology, Washington DC
Source: orbit
Source-ID: 232573
Research output: Research - peer-review › Conference abstract for conference – Annual report year: 2008

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 Vejtidskrift
Volume: 2007/12
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
Hvordan fremmes cykeltrafikken?

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: 11
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235604
Research output: Communication › Journal article – Annual report year: 2007

Nye metoder til identificering og rangordning af fodgængerrgroner med høj risiko

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 43
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 06-07
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235608
Research output: Communication › Journal article – Annual report year: 2007

Stressfaktorer i trafikken

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 57
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 12
ISSN (Print): 0011-6548
Ratings:
Trætte bilister kører videre

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 49
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 2007/08
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source-ID: 235602
Research output: Communication › Journal article – Annual report year: 2007

Virker Skrækkampagner?

General information
State: Published
Organisations: Traffic Safety, Department of Transport
Contributors: Møller, M.
Pages: 41
Publication date: 2007
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 2007/03
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source-ID: 235609
Research output: Communication › Journal article – Annual report year: 2007

Den første dødsulykke med bil

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 30
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 1, 2006
ISSN (Print): 0011-6548
Ratings:
Er ATK den mest effektive hastighedsregulering?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 47
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: 235599
Research output: Communication › Journal article – Annual report year: 2006

Farligt at feste i bilen

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

Host publication information
Title of host publication: Udødelig : om unge og trafik

Bibliographical note
Bogen vil kunne være udgangspunkt for diskussioner om adfærd i trafikken. Til undervisningsbrug i folkeskolen og på ungdomsuddannelser.
Source: orbit
Source-ID: 235914
Research output: Education › Book chapter – Annual report year: 2006

Forudsigelse af trafikuheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 34
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 8, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235592
Hvad skal der til for at halvere antallet af trafikulykker

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 43
Publication date: 2006
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 9, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source-ID: 235591

Research output: Communication › Journal article – Annual report year: 2006

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: Forskningsinformation
Volume: nr. 1, juni 2006
Original language: Danish
Source-ID: 235367

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: Dansk Vejtidsskrift
Volume: 5, 2006
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source-ID: 235601

Research output: Communication › Journal article – Annual report year: 2006
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: 235596
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: 235593
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:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235594
Research output: Communication › Journal article – Annual report year: 2006

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**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
Source: orbit
Source-ID: 235501
Research output: Research › Report – Annual report year: 2006

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**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
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235587
Research output: Communication › Journal article – Annual report year: 2005

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**Cyklister føler sig truet ved vejindsnævringer**

**General information**
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 32
Cyklistisk sikkerhed i rundkørslerne - hvad siger tallene? 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, Fokusgruppielnterview

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/
Fører større bøder til mere lovlydighed blandt bilister?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 8-9
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 1, april 2005
Original language: Danish
Source: orbit
Source-ID: 235340
Research output: Communication › Journal article – Annual report year: 2005

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 Vejlidsskrift
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 transportplaniøgningen

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

Publication information
Journal: Dansk Vejtidsskrift
Volume: 11, 2005
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235586
Research output: Communication › Journal article – Annual report year: 2005

"Respekt for fart": En undersøgelse af deltagernes trafiksikkerhedsmæssige udbytte

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

Host publication information
Title of host publication: Trafikdage på Aalborg Universitet
Publisher: Trafikforskningsgruppen på Aalborg Universitet
URLs:
Source: orbit
Source-ID: 235487
Research output: Research › Article in proceedings – Annual report year: 2005

Respekt for fart: En undersøgelse af deltagernes trafiksikkerhedsmæssige udbytte

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2005
Peer-reviewed: Yes
Event: Abstract from Trafikdage, Aalborg, Denmark.
Source: orbit
Source-ID: 235531
Research output: Research - peer-review › Conference abstract for conference – Annual report year: 2005

Road rage

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

Publication information
Journal: Dansk Vejtidsskrift
Volume: 11, 2005
Sammenhæng mellem bødestørrelser og lovlydighed

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 31
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 5, 2005
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235578
Research output: Communication › Journal article – Annual report year: 2005

Transportsystemets forandringsproces

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 47
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Dansk Vejtidsskrift
Volume: 5, 2005
ISSN (Print): 0011-6548
Ratings:
BFI (2008): BFI-level 1
Original language: Danish
Source: orbit
Source-ID: 235589
Research output: Communication › Journal article – Annual report year: 2005

Vejvrede - et fænomen i stigning?

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 12-13
Publication date: 2005
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 3, december 2005
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.
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
Keywords: Young drivers, Lifestyle, Focus group interviews
DOIs:
10.1016/j.aap.2004.03.003
Source: orbit
Source-ID: 235296
Research output: Research - peer-review › Journal article – Annual report year: 2004

**Busulykker i byområder**

**General information**
State: Published
Organisations: Danish Transport Research Institute
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: 235333
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
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:
Ældre kvindelige bilister har flere uheld end ældre mandlige bilister

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 24-25
Publication date: 2003
Peer-reviewed: Unknown

Publication information
Journal: Forskningsinformation
Volume: 3, 2003
Original language: Danish
Source: orbit
Source-ID: 235319
Research output: Communication › Journal article – Annual report year: 2003

Bilisters brug af mobitелефon

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
Irritabilitet under bilkørsel øger uheidsrisikoen

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 46
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: 235570
Research output: Communication › Journal article – Annual report year: 2003

Passagerer beskytter mod flerpartsuheld

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

Passagerer beskytter mod flerpartsuheld

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Pages: 27
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
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: Forskningsinformation
Volume: 4, 2003
Original language: Danish
Source: orbit
Source-ID: 235312
Research output: Communication › Journal article – Annual report year: 2003

Reduceret rødørings

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 rødørings
Udformning af vejsystemet

Udvikling i uheld blandt kvindelige bilister

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

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Number of pages: 114
Publication date: 2003

Publication information
Publisher: Amterne i Danmark
Edition: Delrapport 1 + delrapport 2
Original language: Danish
Source: orbit
Source-ID: 235493
Research output: Research › Report – Annual report year: 2003

Youth life and traffic behaviour

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2003

Host publication information
Title of host publication: Nordic Youth Research Symposium No. 8, Youth - voice and noise
Publisher: Center for ungdomsforskning på RUC
URLs:
http://www.cefu.dk/
Source: orbit
Source-ID: 235486
Research output: Research › Article in proceedings – Annual report year: 2003

Youth life and traffic behaviour

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2003
Peer-reviewed: Yes
Event: Abstract from Nordic Youth Research Symposium No. 8, Youth - voice and noise, .
Source: orbit
Source-ID: 235533
Research output: Research - peer-review › Conference abstract for conference – Annual report year: 2003

Effektkatalog

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

Publication information
Publisher: Danmarks TransportForskning
Original language: Danish
(DTF Notatserie; No. Notat 3 2002)
URLs:
http://www.trm.dk/graphics/Synkron-Library/DTF/PDF/Notater/not0302.pdf
Source: orbit
Source-ID: 235492
Research output: Research › Report – Annual report year: 2002

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, Trafikkforskningens gruppen på Aalborg Universitet
Editors: Lahrmann, H., Nielsen, J.
Source: orbit
Source-ID: 235483
Research output: Research › Article in proceedings – Annual report year: 2002

Unge 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

Unge modtager trafiksikkerhedskampagner forskelligt

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
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
Lifestyle and traffic behaviour among young car drivers

General information
State: Published
Organisations: Danish Transport Research Institute
Contributors: Møller, M.
Publication date: 2001

Host publication information
Title of host publication: FERSI Young Researchers' Seminar
Publisher: Danmarks TransportForskning
Editors: Shibuya, H., Petersen, K.
Source: orbit
Source-ID: 235481
Research output: Research › Article in proceedings – Annual report year: 2001

Sammenhæng mellem forældres og børns involvering i færdselsuheld samt registrede færdselsforseelser

General information
State: Published
Organisations: 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: 235298
Research output: Communication › Journal article – Annual report year: 2001

Unges brug af sikkerhedssele under bilkørsel

General information
State: Published
Organisations: 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: 235300
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
Janstrup, K. H., Supervisor
Møller, M., Supervisor
01/12/2018 → 30/11/2021
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
Haustein, S., Supervisor
Technical University of Denmark
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 infrastruktureffekter 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
Prato, C. G., Supervisor
Siren, A. K., Examiner
Taubman - Ben-Ari, O., Examiner
Stradling, S. G., Examiner
Technical University of Denmark
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
Nielsen, T. A. S., Examiner
Teasdale, T. W., Supervisor
Anable, J., Examiner
Hjorthol, R. J., Examiner
Forskningsraadsfinansiering
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
Cherchi, E., Supervisor
Møller, M., Examiner
Börjesson, M., Examiner
Ortúzar, J. D. D., Examiner
**Statistik modellering af trafikuhelds hyppighed og alvorlighedsgrad**

Janstrup, K. H., PhD Student, Department of Transport  
Kaplan, S., Main Supervisor  
Prato, C. G., Supervisor  
Møller, M., Examiner  
Varhelyi, A., Examiner  
Lajunen, T. J., Examiner  

Technical University of Denmark  
01/12/2010 → 28/04/2016  
Award relations: Statistik 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  
Sømhovd, 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  
Sire, 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
Hels, T., Project Manager, Department of Transport, Traffic Safety
Møller, M., Project Manager, Department of Transport, Traffic Safety
Rich, J., Project Manager, Department of Transport, Traffic Safety
Kveiborg, O., Project Manager, Department of Transport, Traffic Safety
Bernhoft, I. M., Project Participant, Department of Transport, Traffic Safety
Mørkøv, L. M., Project Participant, Department of Transport, Traffic Safety
Jansstrup, K. H., Project Participant, Department of Transport, Traffic Safety
Lyckegaard, A., Project Participant, Department of Transport, Traffic Safety
Abele, L., Project Participant, Department of Transport, Traffic Safety
Østergaard, M. H., Contact Person, Department of Transport, Traffic Safety

Project ID: 35254
Forskningsprojekter - Andre ministerier og styrelser: DKK8,513,428.00
01/03/2010 → 28/02/2014
Award relations: Improving Road Safety : Developing a Basis for Socio-economic Prioritising of Road Safety Measures
Project: Research

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

Description
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 Hyldekaer 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 Hyldekaer 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
16/04/2019 → 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 extra 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
Technology and Innovation Management
Transport DTU
Degree of recognition: International

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 Bag 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
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
Factors contributing to Bicycle accidents in Denmark - a study based on medical records
Period: 10 Jan 2018
Mette Møller (Speaker)
Kira Hyldekaer 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/Færdselsikkerhedskommissionen (Event)
Period: 2018 → …
Mette Møller (Member)
Department of Management Engineering
Technology and Innovation Management
Transport DTU

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

Related event
Danish Road Safety Commission/Færdselsikkerhedskommissionen
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 Hyldekaer Janstrup (Other)
Mette Møller (Speaker)
Mikkel Bøg Clemmensen (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management

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

Retningslinjer 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 committees, 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
Local database
Activity: Research › Peer review of manuscripts

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
ISI indexed (2013): ISI indexed yes
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 committee 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 commitees, commissions, boards, councils, associations, organisations, or similar
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**
Arbejdsgruppe 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

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

**Description**
Færdsselssikkerhedskommissionens arbejdsgruppe

**Related external organisation**
Færdselssikkerhedskommissionen
Denmark

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

Færdselssikkerhedskommissionens opfølgningsgruppe (External organisation)
**Period:** 2013 → …
Mette Møller (Participant)
Department of Transport
Transport policy and behaviour

**Related external organisation**
Færdselssikkerhedskommissionens opfølgningsgruppe
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)
Department of Transport
Transport policy and behaviour

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 bilmødet: Landsmøde for færdselssikkerhedsaktører 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

Hovedstadens Færdselssikkerhedsudvalgs 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
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

Uge 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 commitees, 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

Distraktorer 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

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

Related external organisation

Færdsels sikkerhedskommissionen
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

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

Related external organisation

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

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