

# David Alan Hensher

## List of Publications by Year in descending order

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Version: 2024-02-01

393  
papers

24,250  
citations

15001

68  
h-index

19470

122  
g-index

413  
all docs

413  
docs citations

413  
times ranked

13533  
citing authors

#	ARTICLE	IF	CITATIONS
1	Development of a practical aggregate spatial road freight modal demand model system for truck and commodity movements with an application of a distance-based charging regime. <i>Transportation</i> , 2023, 50, 1031-1071.	2.1	1
2	Australia 6 months after COVID-19 restrictions- part 1: Changes to travel activity and attitude to measures. <i>Transport Policy</i> , 2022, 128, 286-298.	3.4	28
3	Australia 6 months after COVID-19 restrictions part 2: The impact of working from home. <i>Transport Policy</i> , 2022, 128, 274-285.	3.4	25
4	Major urban transport expenditure initiatives: Where are the returns likely to be strongest and how significant is social exclusion in making the case. <i>Research in Transportation Business and Management</i> , 2022, 43, 100731.	1.6	2
5	Forecasting automobile gasoline demand in Australia using machine learning-based regression. <i>Energy</i> , 2022, 239, 122312.	4.5	5
6	The impact of working from home on modal commuting choice response during COVID-19: Implications for two metropolitan areas in Australia. <i>Transportation Research, Part A: Policy and Practice</i> , 2022, 155, 179-201.	2.0	34
7	Electric car sharing as a service (ECSaaS) – Acknowledging the role of the car in the public mobility ecosystem and what it might mean for MaaS as eMaaS?. <i>Transport Policy</i> , 2022, 116, 212-216.	3.4	21
8	Mobility as a service (MaaS): are effort and seamlessness the keys to MaaS uptake?. <i>Transport Reviews</i> , 2022, 42, 269-272.	4.7	12
9	Working from home in Australia in 2020: Positives, negatives and the potential for future benefits to transport and society. <i>Transportation Research, Part A: Policy and Practice</i> , 2022, 158, 271-284.	2.0	25
10	Place-based disadvantage, social exclusion and the value of mobility. <i>Transportation Research, Part A: Policy and Practice</i> , 2022, 160, 101-113.	2.0	2
11	Advanced modelling of commuter choice model and work from home during COVID-19 restrictions in Australia. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2022, 162, 102718.	3.7	16
12	The effect of online meeting and health screening on business travel: A stated preference case study in Hong Kong. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2022, 164, 102823.	3.7	11
13	Experience as a conditioning effect on choice: Does it matter whether it is exogenous or endogenous?. <i>Transportation</i> , 2021, 48, 2825-2855.	2.1	5
14	Delivering mobility as a service (MaaS) through a broker/aggregator business model. <i>Transportation</i> , 2021, 48, 1837-1863.	2.1	29
15	A commodity-based production and distribution road freight model with application to urban and regional New South Wales. <i>Transportmetrica A: Transport Science</i> , 2021, 17, 566-592.	1.3	4
16	The impact of COVID-19 on cost outlays for car and public transport commuting - The case of the Greater Sydney Metropolitan Area after three months of restrictions. <i>Transport Policy</i> , 2021, 101, 71-80.	3.4	71
17	What might the changing incidence of Working from Home (WFH) tell us about future transport and land use agendas. <i>Transport Reviews</i> , 2021, 41, 257-261.	4.7	28
18	Heterogeneity in individual beliefs and its implication for valuing willingness to pay. <i>Data Science and Management</i> , 2021, 1, 1-8.	4.1	2

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19	Hensher, D.A. and Mulley, C. Mobility bundling and cultural tribalism - Might passenger mobility plans through MaaS remain niche or are they truly scalable?. <i>Transport Policy</i> , 2021, 100, 172-175.	3.4	12
20	Kicking the habit is hard: A hybrid choice model investigation into the role of addiction in smoking behavior. <i>Health Economics (United Kingdom)</i> , 2021, 30, 3-19.	0.8	4
21	Understanding business location decision making for transport planning: An investigation of the role of process rules in identifying influences on firm location. <i>Journal of Transport Geography</i> , 2021, 91, 102955.	2.3	10
22	Mobility as a service and private car use: Evidence from the Sydney MaaS trial. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 145, 17-33.	2.0	45
23	Drivers of participant's choices of monthly mobility bundles: Key behavioural findings from the Sydney Mobility as a Service (MaaS) trial. <i>Transportation Research Part C: Emerging Technologies</i> , 2021, 124, 102932.	3.9	37
24	Battery electric vehicles in cities: Measurement of some impacts on traffic and government revenue recovery. <i>Journal of Transport Geography</i> , 2021, 94, 103121.	2.3	11
25	Working from home and its implications for strategic transport modelling based on the early days of the COVID-19 pandemic. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 148, 64-78.	2.0	58
26	MaaS bundle design and implementation: Lessons from the Sydney MaaS trial. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 149, 339-376.	2.0	11
27	Corrigendum to "Mobility as a service and private car use: Evidence from the Sydney MaaS trial" [Transp. Res. Part A 145 (2021) 17-33]. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 149, 226.	2.0	0
28	The landscape of econometric discrete choice modelling research. <i>Journal of Choice Modelling</i> , 2021, 40, 100303.	1.2	30
29	Mobility as a service (MaaS) "Going somewhere or nowhere?". <i>Transport Policy</i> , 2021, 111, 153-156.	3.4	48
30	Valuing changes in wellbeing and its relevance for transport policy. <i>Transport Policy</i> , 2021, 110, 16-27.	3.4	11
31	Public transport trends in Australia during the COVID-19 pandemic: An investigation of the influence of bio-security concerns on trip behaviour. <i>Journal of Transport Geography</i> , 2021, 96, 103167.	2.3	47
32	Impact of COVID-19 on the number of days working from home and commuting travel: A cross-cultural comparison between Australia, South America and South Africa. <i>Journal of Transport Geography</i> , 2021, 96, 103188.	2.3	44
33	What does the quantum of working from home do to the value of commuting time used in transport appraisal?. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 153, 35-51.	2.0	5
34	The case for negotiated contracts under the transition to a green bus fleet. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 154, 255-269.	2.0	5
35	An empirical investigation of values of travel time savings from stated preference data and revealed preference data. <i>Transportation Letters</i> , 2020, 12, 166-171.	1.8	14
36	Do preferences for BRT and LRT change as a voter, citizen, tax payer, or self-interested resident?. <i>Transportation</i> , 2020, 47, 2981-3030.	2.1	2

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37	Public preferences for mobility as a service: Insights from stated preference surveys. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 131, 70-90.	2.0	80
38	Mobility as a service in community transport in Australia: Can it provide a sustainable future?. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 131, 107-122.	2.0	31
39	Mobility as a service (MaaS): Charting a future context. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 131, 5-19.	2.0	105
40	Special issue on developments in Mobility as a Service (MaaS) and intelligent mobility. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 131, 1-4.	2.0	11
41	MetroScan: A Quick Scan Appraisal Capability to Identify Value Adding Sustainable Transport Initiatives. <i>Sustainability</i> , 2020, 12, 7861.	1.6	4
42	Insights into the impact of COVID-19 on household travel and activities in Australia – The early days of easing restrictions. <i>Transport Policy</i> , 2020, 99, 95-119.	3.4	241
43	Slowly coming out of COVID-19 restrictions in Australia: Implications for working from home and commuting trips by car and public transport. <i>Journal of Transport Geography</i> , 2020, 88, 102846.	2.3	194
44	Performance contributors of bus rapid transit systems: An ordered choice approach. <i>Economic Analysis and Policy</i> , 2020, 67, 154-161.	3.2	9
45	Identifying the role of stated process strategies in business location decisions. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2020, 141, 102028.	3.7	2
46	Joint estimation of mode and time of day choice accounting for arrival time flexibility, travel time reliability and crowding on public transport. <i>Journal of Transport Geography</i> , 2020, 87, 102793.	2.3	12
47	What might Covid-19 mean for mobility as a service (MaaS)?. <i>Transport Reviews</i> , 2020, 40, 551-556.	4.7	91
48	MaaS bundle design. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 141, 485-501.	2.0	23
49	Review of bus rapid transit and branded bus service network performance in Australia. <i>Research in Transportation Economics</i> , 2020, 83, 100842.	2.2	0
50	What is MaaS and how it fits into the transport landscape. , 2020, , 13-33.		1
51	Assessing sources of variation in public transport elasticities. , 2020, , 257-266.		1
52	MaaS trials – What have we learnt?. , 2020, , 59-75.		1
53	Institutional barriers and governance. , 2020, , 111-122.		1
54	Global debate and experience with MaaS. , 2020, , 35-58.		1

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55	What do we know about market interest and potential uptake?. , 2020, , 77-89.		0
56	How might MaaS be best introduced to the market?. , 2020, , 91-110.		0
57	MaaS and issues impacting on broader transport and societal goals. , 2020, , 123-155.		0
58	Electric cars “ they may in time increase car use without effective road pricing reform and risk lifecycle carbon emission increases. Transport Reviews, 2020, 40, 265-266.	4.7	9
59	Impact of vehicle automation and electric propulsion on production costs for mobility services worldwide. Transportation Research, Part A: Policy and Practice, 2020, 138, 105-126.	2.0	27
60	Insights into the impact of COVID-19 on household travel and activities in Australia “ The early days under restrictions. Transport Policy, 2020, 96, 76-93.	3.4	337
61	Towards a framework for Mobility-as-a-Service policies. Transport Policy, 2020, 89, 54-65.	3.4	80
62	Editorial: Thredbo 16 conference. Research in Transportation Economics, 2020, 83, 100965.	2.2	0
63	Editorial: Road pricing reform “ Another attempt at getting started!. Case Studies on Transport Policy, 2019, 7, 677-678.	1.1	1
64	Commodity interaction in freight movement models for New South Wales. Journal of Transport Geography, 2019, 80, 102506.	2.3	3
65	Context dependent process heuristics and choice analysis “ A note on two interacting themes linked to behavioural realism. Transportation Research, Part A: Policy and Practice, 2019, 125, 119-122.	2.0	2
66	How to better represent preferences in choice models: The contributions to preference heterogeneity attributable to the presence of process heterogeneity. Transportation Research Part B: Methodological, 2019, 122, 218-248.	2.8	16
67	Simultaneous location of firms and jobs in a transport and land use model. Journal of Transport Geography, 2019, 75, 110-121.	2.3	9
68	Firm-specific and location-specific drivers of business location and relocation decisions. Transport Reviews, 2019, 39, 569-588.	4.7	19
69	Collecting longitudinal data from freight operators: survey design and implementation ideas and challenges. Transportation Planning and Technology, 2019, 42, 152-166.	0.9	0
70	Tackling road congestion “ What might it look like in the future under a collaborative and connected mobility model?. Transport Policy, 2018, 66, A1-A8.	3.4	76
71	Reducing Australian motor vehicle greenhouse gas emissions. Transportation Research, Part A: Policy and Practice, 2018, 109, 76-88.	2.0	12
72	Heterogeneity in decision processes: Embedding extremeness aversion, risk attitude and perceptual conditioning in multiple process rules choice making. Transportation Research, Part A: Policy and Practice, 2018, 111, 316-325.	2.0	9

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73	Toll roads – a view after 25 years. <i>Transport Reviews</i> , 2018, 38, 1-5.	4.7	18
74	Public private partnerships in the provision of tolled roads: Shared value creation, trust and control. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 118, 341-359.	2.0	8
75	Editorial: Thredbo 15 conference. <i>Research in Transportation Economics</i> , 2018, 69, 3-8.	2.2	2
76	Potential uptake and willingness-to-pay for Mobility as a Service (MaaS): A stated choice study. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 117, 302-318.	2.0	105
77	User satisfaction with taxi and limousine services in the Melbourne metropolitan area. <i>Journal of Transport Geography</i> , 2018, 70, 234-245.	2.3	4
78	The Thredbo story: A journey of competition and ownership in land passenger transport. <i>Research in Transportation Economics</i> , 2018, 69, 9-22.	2.2	17
79	Thredbo at thirty: Review of past papers and reflections. <i>Research in Transportation Economics</i> , 2018, 69, 23-34.	2.2	4
80	A simplified and practical alternative way to recognise the role of household characteristics in determining an individual's preferences: the case of automobile choice. <i>Transportation</i> , 2017, 44, 225-240.	2.1	1
81	Is rail cleaner and greener than bus?. <i>Transportation Research, Part D: Transport and Environment</i> , 2017, 51, 14-28.	3.2	30
82	Modelling Sydney's light commercial service vehicles. <i>Transportation Research, Part A: Policy and Practice</i> , 2017, 96, 79-89.	2.0	9
83	Application of irrelevance of state-wise dominated alternatives (ISDA) for identifying candidate processing strategies and behavioural choice rules adopted in best-worst stated preference studies. <i>Journal of Choice Modelling</i> , 2017, 25, 40-49.	1.2	2
84	Do familiarity and awareness influence voting intention: The case of road pricing reform?. <i>Journal of Choice Modelling</i> , 2017, 25, 11-27.	1.2	6
85	Future bus transport contracts under a mobility as a service (MaaS) regime in the digital age: Are they likely to change?. <i>Transportation Research, Part A: Policy and Practice</i> , 2017, 98, 86-96.	2.0	136
86	Risky weighting in discrete choice. <i>Transportation Research Part B: Methodological</i> , 2017, 102, 1-21.	2.8	2
87	Integrating attribute non-attendance and value learning with risk attitudes and perceptual conditioning. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2017, 97, 172-191.	3.7	18
88	Endogenous treatment of residential location choices in transport and land use models: Introducing the MetroScan framework. <i>Journal of Transport Geography</i> , 2017, 64, 120-131.	2.3	14
89	Is there a systematic relationship between random parameters and process heuristics?. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2017, 106, 160-177.	3.7	4
90	Why is Light Rail Starting to Dominate Bus Rapid Transit Yet Again?. <i>Transport Reviews</i> , 2016, 36, 289-292.	4.7	17

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91	Disruption costs in bus contract transitions. <i>Research in Transportation Economics</i> , 2016, 59, 75-85.	2.2	8
92	How much is too much for tolled road users: Toll saturation and the implications for car commuting value of travel time savings?. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 94, 604-621.	2.0	6
93	Experience conditioning in commuter modal choice modelling – Does it make a difference?. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2016, 95, 164-176.	3.7	20
94	Vehicle value of travel time savings: Evidence from a group-based modelling approach. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 88, 134-150.	2.0	5
95	Integrating the mean–variance and scheduling approaches to allow for schedule delay and trip time variability under uncertainty. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 89, 151-163.	2.0	12
96	A workplace choice model accounting for spatial competition and agglomeration effects. <i>Journal of Transport Geography</i> , 2016, 51, 193-203.	2.3	15
97	Efficient contracting and incentive agreements between regulators and bus operators: The influence of risk preferences of contracting agents on contract choice. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 87, 22-40.	2.0	17
98	Random Regret Minimization and Random Utility Maximization in the Presence of Preference Heterogeneity: An Empirical Contrast. <i>Journal of Transportation Engineering</i> , 2016, 142, .	0.9	19
99	Identifying a behaviourally relevant choice set from stated choice data. <i>Transportation</i> , 2016, 43, 197-217.	2.1	8
100	Risk-sharing in public–private partnerships: a contractual economics perspective. , 2016, , .		2
101	Workshop Synthesis: Stated Preference Surveys and Experimental Design, an Audit of the Journey so far and Future Research Perspectives. <i>Transportation Research Procedia</i> , 2015, 11, 154-164.	0.8	62
102	Data Challenges: More Behavioural and (Relatively) Less Statistical – A Think Piece. <i>Transportation Research Procedia</i> , 2015, 11, 19-31.	0.8	4
103	The Influence of Varying Information Load on Inferred Attribute Non-Attendance. , 2015, , 73-94.		6
104	Modelling Risk Perceptions of Stakeholders in Public-Private Partnership Toll Road Contracts. <i>Abacus</i> , 2015, 51, 437-483.	0.9	14
105	Identifying resident preferences for bus-based and rail-based investments as a complementary buy in perspective to inform project planning prioritisation. <i>Journal of Transport Geography</i> , 2015, 46, 1-9.	2.3	11
106	Identifying preferences for public transport investments under a constrained budget. <i>Transportation Research, Part A: Policy and Practice</i> , 2015, 72, 27-46.	2.0	13
107	The role of source preference and subjective probability in valuing expected travel time savings. <i>Travel Behaviour &amp; Society</i> , 2015, 2, 42-54.	2.4	12
108	Customer service quality and benchmarking in public transport contracts. <i>International Journal of Quality Innovation</i> , 2015, 1, .	1.9	11

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109	Estimating the wider economic benefits of transport investments: The case of the Sydney North West Rail Link project. <i>Case Studies on Transport Policy</i> , 2015, 3, 182-195.	1.1	29
110	The Role of Green Logistics and Transportation in Sustainable Supply Chains. <i>Greening of Industry Networks Studies</i> , 2015, , 1-12.	0.7	7
111	The Future of Green Logistics and Transportation. <i>Greening of Industry Networks Studies</i> , 2015, , 193-197.	0.7	1
112	Using contracted assets to undertake non-contracted services as a way to improve cost efficiency under negotiated or tendered bus contracts. <i>Journal of Strategic Contracting and Negotiation</i> , 2015, 1, 111-128.	0.1	5
113	The role of perceived acceptability of alternatives in identifying and assessing choice set processing strategies in stated choice settings: The case of road pricing reform. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2015, 83, 225-237.	3.7	7
114	The joint estimation of respondent-reported certainty and acceptability with choice. <i>Transportation Research, Part A: Policy and Practice</i> , 2015, 71, 141-152.	2.0	7
115	Modal image: candidate drivers of preference differences for BRT and LRT. <i>Transportation</i> , 2015, 42, 7-23.	2.1	28
116	Greening Demand Chains in Urban Passenger Transport: Emissions Saving from Complex Trip Chains. <i>Greening of Industry Networks Studies</i> , 2015, , 131-146.	0.7	0
117	Urban freight: freight strategy, transport movements and the urban spatial economy. , 2015, , .		0
118	Linking discrete choice to continuous demand in a spatial computable general equilibrium model. <i>Journal of Choice Modelling</i> , 2014, 12, 21-46.	1.2	4
119	High Quality Public Transport: Gaining Acceptance of Bus Rapid Transit Systems. , 2014, , 257-276.		2
120	Keeping the Debate Informed on Reforms in Land Passenger Transport: The Influence of the Thredbo Series. <i>Transport Reviews</i> , 2014, 34, 671-673.	4.7	5
121	Open access for railways and transaction cost economics â€œ Management perspectives of Australia's rail companies. <i>Research in Transportation Economics</i> , 2014, 48, 227-236.	2.2	7
122	Bus Rapid Transit versus Heavy Rail in suburban Sydney â€œ Comparing successive iterations of a proposed heavy rail line project to the pre-existing BRT network. <i>Research in Transportation Economics</i> , 2014, 48, 126-141.	2.2	8
123	A scoping inquiry into the potential contribution of Subjective Probability Theory, Dempsterâ€™s Theory and Possibility Theory in accommodating degrees of belief in traveller behaviour research. <i>Travel Behaviour &amp; Society</i> , 2014, 1, 45-56.	2.4	2
124	Willingness to pay for residential electricity supply quality and reliability. <i>Applied Energy</i> , 2014, 115, 280-292.	5.1	70
125	Assessing the employment agglomeration and social accessibility impacts of high speed rail in Eastern Australia. <i>Transportation</i> , 2014, 41, 463-493.	2.1	17
126	Complementing distance based charges with discounted registration fees in the reform of road user charges: the impact for motorists and government revenue. <i>Transportation</i> , 2014, 41, 697-715.	2.1	12



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127	Demand for taxi services: new elasticity evidence. <i>Transportation</i> , 2014, 41, 717-743.	2.1	23
128	Tollroads are only part of the overall trip: the error of our ways in past willingness to pay studies. <i>Transportation</i> , 2014, 41, 819-837.	2.1	12
129	Multimodal pricing and optimal design of urban public transport: The interplay between traffic congestion and bus crowding. <i>Transportation Research Part B: Methodological</i> , 2014, 61, 33-54.	2.8	142
130	Housing prices and price endogeneity in tenure and dwelling type choice models. <i>Case Studies on Transport Policy</i> , 2014, 2, 107-115.	1.1	4
131	Drivers of bus rapid transit systems – Influences on patronage and service frequency. <i>Research in Transportation Economics</i> , 2014, 48, 159-165.	2.2	23
132	Relative advantage maximisation as a model of context dependence for binary choice data. <i>Journal of Choice Modelling</i> , 2014, 11, 30-42.	1.2	11
133	Accounting for travel time variability in the optimal pricing of cars and buses. <i>Transportation</i> , 2014, 41, 947-971.	2.1	20
134	What type of road pricing scheme might appeal to politicians? Viewpoints on the challenge in gaining the citizen and public servant vote by staging reform. <i>Transportation Research, Part A: Policy and Practice</i> , 2014, 61, 227-237.	2.0	11
135	Process heuristics in choice analysis: An editorial. <i>Journal of Choice Modelling</i> , 2014, 11, 1-3.	1.2	9
136	Bounding WTP distributions to reflect the “actual” consideration set. <i>Journal of Choice Modelling</i> , 2014, 11, 4-15.	1.2	28
137	Do preferences for BRT and LRT vary across geographical jurisdictions? A comparative assessment of six Australian capital cities. <i>Case Studies on Transport Policy</i> , 2014, 2, 1-9.	1.1	17
138	The Relationship Between Bus Contract Costs, User Perceived Service Quality and Performance Assessment. <i>International Journal of Sustainable Transportation</i> , 2014, 8, 5-27.	2.1	39
139	Exploring the relationship between perceived acceptability and referendum voting support for alternative road pricing schemes. <i>Transportation</i> , 2013, 40, 935-959.	2.1	17
140	Behavioural implications of preferences, risk attitudes and beliefs in modelling risky travel choice with travel time variability. <i>Transportation</i> , 2013, 40, 505-523.	2.1	17
141	Making use of respondent reported processing information to understand attribute importance: a latent variable scaling approach. <i>Transportation</i> , 2013, 40, 397-412.	2.1	55
142	Choosing Public Transport – Incorporating Richer Behavioural Elements in Modal Choice Models. <i>Transport Reviews</i> , 2013, 33, 92-106.	4.7	18
143	Environmental attitudes and emissions charging: An example of policy implications for vehicle choice. <i>Transportation Research, Part A: Policy and Practice</i> , 2013, 50, 171-182.	2.0	42
144	Revealing additional dimensions of preference heterogeneity in a latent class mixed multinomial logit model. <i>Applied Economics</i> , 2013, 45, 1897-1902.	1.2	153

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145	Direct and cross elasticities for freight distribution access charges: Empirical evidence by vehicle class, vehicle kilometres and tonne vehicle kilometres. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2013, 56, 1-21.	3.7	9
146	Consistently inconsistent: The role of certainty, acceptability and scale in choice. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2013, 56, 81-93.	3.7	39
147	Regulation, trust and contractual incentives around transport contracts – Is there anything bus operators can learn from public air service contracts?. <i>Research in Transportation Economics</i> , 2013, 39, 67-78.	2.2	18
148	Towards a simplified performance-linked value for money model as a reference point for bus contract payments. <i>Research in Transportation Economics</i> , 2013, 39, 232-238.	2.2	17
149	Five years of London’s low emission zone: Effects on vehicle fleet composition and air quality. <i>Transportation Research, Part D: Transport and Environment</i> , 2013, 23, 25-33.	3.2	146
150	Crowding in public transport systems: Effects on users, operation and implications for the estimation of demand. <i>Transportation Research, Part A: Policy and Practice</i> , 2013, 53, 36-52.	2.0	166
151	Accommodating perceptual conditioning in the valuation of expected travel time savings for cars and public transport. <i>Research in Transportation Economics</i> , 2013, 39, 270-276.	2.2	8
152	Accounting for attribute non-attendance and common-metric aggregation in a probabilistic decision process mixed multinomial logit model: a warning on potential confounding. <i>Transportation</i> , 2013, 40, 1003-1020.	2.1	46
153	Random regret minimization or random utility maximization: an exploratory analysis in the context of automobile fuel choice. <i>Journal of Advanced Transportation</i> , 2013, 47, 667-678.	0.9	70
154	Referendum voting in road pricing reform: A review of the evidence. <i>Transport Policy</i> , 2013, 25, 186-197.	3.4	62
155	Specification issues in a generalised random parameters attribute nonattendance model. <i>Transportation Research Part B: Methodological</i> , 2013, 56, 234-253.	2.8	34
156	Regret Minimization or Utility Maximization: It Depends on the Attribute. <i>Environment and Planning B: Planning and Design</i> , 2013, 40, 154-169.	1.7	61
157	Accommodating risk in the valuation of expected travel time savings. <i>Journal of Advanced Transportation</i> , 2013, 47, 206-224.	0.9	20
158	Hospitalisation costs and duration of elderly motorcyclists’ non-fatality crashes in Taiwan. <i>International Journal of Injury Control and Safety Promotion</i> , 2013, 20, 158-168.	1.0	3
159	The Importance of Completeness and Clarity in Air Transport Contracts in Remote Regions in Europe and Australia. <i>Transportation Journal</i> , 2013, 52, 365-390.	0.3	11
160	Infrastructure Asset Reporting Options: A Stated Preference Experiment. <i>Accounting Horizons</i> , 2012, 26, 465-491.	1.1	6
161	Understanding mode choice decisions: A study of Australian freight shippers. <i>Maritime Economics and Logistics</i> , 2012, 14, 274-299.	2.0	57
162	Embedding Decision Heuristics in Discrete Choice Models: A Review. <i>Transport Reviews</i> , 2012, 32, 313-331.	4.7	51

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163	Multimodal Transport Pricing: First Best, Second Best and Extensions to Non-motorized Transport. <i>Transport Reviews</i> , 2012, 32, 181-202.	4.7	36
164	Ridership drivers of bus rapid transit systems. <i>Transportation</i> , 2012, 39, 1209-1221.	2.1	25
165	Freight transport distance and weight as utility conditioning effects on a stated choice experiment. <i>Journal of Choice Modelling</i> , 2012, 5, 64-76.	1.2	18
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