David Alan Hensher

List of Publications by Year
in descending order

393 papers	24,250 citations	13098 68 h-index	17104 122 g-index
413 all docs	413 docs citations	413 times ranked	12054 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. Transportation, 2023, 50, 1031-1071.	4.0	1
2	Australia 6 months after COVID-19 restrictions- part 1: Changes to travel activity and attitude to measures. Transport Policy, 2022, 128, 286-298.	6.6	28
3	Australia 6 months after COVID-19 restrictions part 2: The impact of working from home. Transport Policy, 2022, 128, 274-285.	6.6	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. Research in Transportation Business and Management, 2022, 43, 100731.	2.9	2
5	Forecasting automobile gasoline demand in Australia using machine learning-based regression. Energy, 2022, 239, 122312.	8.8	5
6	The impact of working from home on modal commuting choice response during COVID-19: Implications for two metropolitan areas in Australia. Transportation Research, Part A: Policy and Practice, 2022, 155, 179-201.	4.2	34
7	Electric car sharing as a service (ECSaaS) â€“ Acknowledging the role of the car in the public mobility ecosystem and what it might mean for MaaS as eMaaS?. Transport Policy, 2022, 116, 212-216.	6.6	21
8	Mobility as a service (MaaS): are effort and seamlessness the keys to MaaS uptake?. Transport Reviews, 2022, 42, 269-272.	8.8	12
9	Working from home in Australia in 2020: Positives, negatives and the potential for future benefits to transport and society. Transportation Research, Part A: Policy and Practice, 2022, 158, 271-284.	4.2	25
10	Place-based disadvantage, social exclusion and the value of mobility. Transportation Research, Part A: Policy and Practice, 2022, 160, 101-113.	4.2	2
11	Advanced modelling of commuter choice model and work from home during COVID-19 restrictions in Australia. Transportation Research, Part E: Logistics and Transportation Review, 2022, 162, 102718.	7.4	16
12	The effect of online meeting and health screening on business travel: A stated preference case study in Hong Kong. Transportation Research, Part E: Logistics and Transportation Review, 2022, 164, 102823.	7.4	11
13	Experience as a conditioning effect on choice: Does it matter whether it is exogenous or endogenous?. Transportation, 2021, 48, 2825-2855.	4.0	5
14	Delivering mobility as a service (MaaS) through a broker/aggregator business model. Transportation, 2021, 48, 1837-1863.	4.0	29
15	A commodity-based production and distribution road freight model with application to urban and regional New South Wales. Transportmetrica A: Transport Science, 2021, 17, 566-592.	2.0	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. Transport Policy, 2021, 101, 71-80.	6.6	71
17	What might the changing incidence of Working from Home (WFH) tell us about future transport and land use agendas. Transport Reviews, 2021, 41, 257-261.	8.8	28
18	Heterogeneity in individual beliefs and its implication for valuing willingness to pay. Data Science and Management, 2021, 1, 1-8.	8.1	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?. Transport Policy, 2021, 100, 172-175.	6.6	12
20	Kicking the habit is hard: A hybrid choice model investigation into the role of addiction in smoking behavior. Health Economics (United Kingdom), 2021, 30, 3-19.	1.7	4
21	Understanding business location decision making for transport planning: An investigation of the role of process rules in identifying influences on firm location. Journal of Transport Geography, 2021, 91, 102955.	5.0	10
22	Mobility as a service and private car use: Evidence from the Sydney MaaS trial. Transportation Research, Part A: Policy and Practice, 2021, 145, 17-33.	4.2	45
23	Drivers of participantâ€™s choices of monthly mobility bundles: Key behavioural findings from the Sydney Mobility as a Service (MaaS) trial. Transportation Research Part C: Emerging Technologies, 2021, 124, 102932.	7.6	37
24	Battery electric vehicles in cities: Measurement of some impacts on traffic and government revenue recovery. Journal of Transport Geography, 2021, 94, 103121.	5.0	11
25	Working from home and its implications for strategic transport modelling based on the early days of the COVID-19 pandemic. Transportation Research, Part A: Policy and Practice, 2021, 148, 64-78.	4.2	58
26	MaaS bundle design and implementation: Lessons from the Sydney MaaS trial. Transportation Research, Part A: Policy and Practice, 2021, 149, 339-376.	4.2	11
27	Corrigendum to â€œMobility as a service and private car use: Evidence from the sydney MaaS trialâ€• [Transp. Res. Part A 145 (2021) 17â€“33]. Transportation Research, Part A: Policy and Practice, 2021, 149, 226.	4.2	0
28	The landscape of econometric discrete choice modelling research. Journal of Choice Modelling, 2021, 40, 100303.	2.3	30
29	Mobility as a service (MaaS) â€“ Going somewhere or nowhere?. Transport Policy, 2021, 111, 153-156.	6.6	48
30	Valuing changes in wellbeing and its relevance for transport policy. Transport Policy, 2021, 110, 16-27.	6.6	11
31	Public transport trends in Australia during the COVID-19 pandemic: An investigation of the influence of bio-security concerns on trip behaviour. Journal of Transport Geography, 2021, 96, 103167.	5.0	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. Journal of Transport Geography, 2021, 96, 103188.	5.0	44
33	What does the quantum of working from home do to the value of commuting time used in transport appraisal?. Transportation Research, Part A: Policy and Practice, 2021, 153, 35-51.	4.2	5
34	The case for negotiated contracts under the transition to a green bus fleet. Transportation Research, Part A: Policy and Practice, 2021, 154, 255-269.	4.2	5
35	An empirical investigation of values of travel time savings from stated preference data and revealed preference data. Transportation Letters, 2020, 12, 166-171.	3.1	14
36	Do preferences for BRT and LRT change as a voter, citizen, tax payer, or self-interested resident?. Transportation, 2020, 47, 2981-3030.	4.0	2

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37	Public preferences for mobility as a service: Insights from stated preference surveys. Transportation Research, Part A: Policy and Practice, 2020, 131, 70-90.	4.2	80
38	Mobility as a service in community transport in Australia: Can it provide a sustainable future?. Transportation Research, Part A: Policy and Practice, 2020, 131, 107-122.	4.2	31
39	Mobility as a service (MaaS): Charting a future context. Transportation Research, Part A: Policy and Practice, 2020, 131, 5-19.	4.2	105
40	Special issue on developments in Mobility as a Service (MaaS) and intelligent mobility. Transportation Research, Part A: Policy and Practice, 2020, 131, 1-4.	4.2	11
41	MetroScan: A Quick Scan Appraisal Capability to Identify Value Adding Sustainable Transport Initiatives. Sustainability, 2020, 12, 7861.	3.2	4
42	Insights into the impact of COVID-19 on household travel and activities in Australia â€“ The early days of easing restrictions. Transport Policy, 2020, 99, 95-119.	6.6	241
43	Slowly coming out of COVID-19 restrictions in Australia: Implications for working from home and commuting trips by car and public transport. Journal of Transport Geography, 2020, 88, 102846.	5.0	194
44	Performance contributors of bus rapid transit systems: An ordered choice approach. Economic Analysis and Policy, 2020, 67, 154-161.	6.6	9
45	Identifying the role of stated process strategies in business location decisions. Transportation Research, Part E: Logistics and Transportation Review, 2020, 141, 102028.	7.4	2
46	Joint estimation of mode and time of day choice accounting for arrival time flexibility, travel time reliability and crowding on public transport. Journal of Transport Geography, 2020, 87, 102793.	5.0	12
47	What might Covid-19 mean for mobility as a service (MaaS)?. Transport Reviews, 2020, 40, 551-556.	8.8	91
48	MaaS bundle design. Transportation Research, Part A: Policy and Practice, 2020, 141, 485-501.	4.2	23
49	Review of bus rapid transit and branded bus service network performance in Australia. Research in Transportation Economics, 2020, 83, 100842.	4.1	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 trialsâ€"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 â€“ they may in time increase car use without effective road pricing reform and risk lifecycle carbon emission increases. Transport Reviews, 2020, 40, 265-266.	8.8	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.	4.2	27
60	Insights into the impact of COVID-19 on household travel and activities in Australia â€“ The early days under restrictions. Transport Policy, 2020, 96, 76-93.	6.6	337
61	Towards a framework for Mobility-as-a-Service policies. Transport Policy, 2020, 89, 54-65.	6.6	80
62	Editorial: Thredbo 16 conference. Research in Transportation Economics, 2020, 83, 100965.	4.1	0
63	Editorial: Road pricing reform â€“ Another attempt at getting started!. Case Studies on Transport Policy, 2019, 7, 677-678.	2.5	1
64	Commodity interaction in freight movement models for New South Wales. Journal of Transport Geography, 2019, 80, 102506.	5.0	3
65	Context dependent process heuristics and choice analysis â€“ A note on two interacting themes linked to behavioural realism. Transportation Research, Part A: Policy and Practice, 2019, 125, 119-122.	4.2	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.	5.9	16
67	Simultaneous location of firms and jobs in a transport and land use model. Journal of Transport Geography, 2019, 75, 110-121.	5.0	9
68	Firm-specific and location-specific drivers of business location and relocation decisions. Transport Reviews, 2019, 39, 569-588.	8.8	19
69	Collecting longitudinal data from freight operators: survey design and implementation ideas and challenges. Transportation Planning and Technology, 2019, 42, 152-166.	2.0	0
70	Tackling road congestion â€“ What might it look like in the future under a collaborative and connected mobility model?. Transport Policy, 2018, 66, A1-A8.	6.6	76
71	Reducing Australian motor vehicle greenhouse gas emissions. Transportation Research, Part A: Policy and Practice, 2018, 109, 76-88.	4.2	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.	4.2	9

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73	Toll roads â€“ a view after 25 years. Transport Reviews, 2018, 38, 1-5.	8.8	18
74	Public private partnerships in the provision of tolled roads: Shared value creation, trust and control. Transportation Research, Part A: Policy and Practice, 2018, 118, 341-359.	4.2	8
75	Editorial: Thredbo 15 conference. Research in Transportation Economics, 2018, 69, 3-8.	4.1	2
76	Potential uptake and willingness-to-pay for Mobility as a Service (MaaS): A stated choice study. Transportation Research, Part A: Policy and Practice, 2018, 117, 302-318.	4.2	105
77	User satisfaction with taxi and limousine services in the Melbourne metropolitan area. Journal of Transport Geography, 2018, 70, 234-245.	5.0	4
78	The Thredbo story: A journey of competition and ownership in land passenger transport. Research in Transportation Economics, 2018, 69, 9-22.	4.1	17
79	Thredbo at thirty: Review of past papers and reflections. Research in Transportation Economics, 2018, 69, 23-34.	4.1	4
80	A simplified and practical alternative way to recognise the role of household characteristics in determining an individualâ€™s preferences: the case of automobile choice. Transportation, 2017, 44, 225-240.	4.0	1
81	Is rail cleaner and greener than bus?. Transportation Research, Part D: Transport and Environment, 2017, 51, 14-28.	6.8	30
82	Modelling Sydneyâ€™s light commercial service vehicles. Transportation Research, Part A: Policy and Practice, 2017, 96, 79-89.	4.2	9
83	Application of irrelevance of state-wise dominated alternatives (ISDA) for identifying candidate processing strategies and behavioural choice rules adopted in bestâ€“worst stated preference studies. Journal of Choice Modelling, 2017, 25, 40-49.	2.3	2
84	Do familiarity and awareness influence voting intention: The case of road pricing reform?. Journal of Choice Modelling, 2017, 25, 11-27.	2.3	6
85	Future bus transport contracts under a mobility as a service (MaaS) regime in the digital age: Are they likely to change?. Transportation Research, Part A: Policy and Practice, 2017, 98, 86-96.	4.2	136
86	Risky weighting in discrete choice. Transportation Research Part B: Methodological, 2017, 102, 1-21.	5.9	2
87	Integrating attribute non-attendance and value learning with risk attitudes and perceptual conditioning. Transportation Research, Part E: Logistics and Transportation Review, 2017, 97, 172-191.	7.4	18
88	Endogenous treatment of residential location choices in transport and land use models: Introducing the MetroScan framework. Journal of Transport Geography, 2017, 64, 120-131.	5.0	14
89	Is there a systematic relationship between random parameters and process heuristics?. Transportation Research, Part E: Logistics and Transportation Review, 2017, 106, 160-177.	7.4	4
90	Why is Light Rail Starting to Dominate Bus Rapid Transit Yet Again?. Transport Reviews, 2016, 36, 289-292.	8.8	17

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91	Disruption costs in bus contract transitions. Research in Transportation Economics, 2016, 59, 75-85.	4.1	8
92	How much is too much for tolled road users: Toll saturation and the implications for car commuting value of travel time savings?. Transportation Research, Part A: Policy and Practice, 2016, 94, 604-621.	4.2	6
93	Experience conditioning in commuter modal choice modelling â€“ Does it make a difference?. Transportation Research, Part E: Logistics and Transportation Review, 2016, 95, 164-176.	7.4	20
94	Vehicle value of travel time savings: Evidence from a group-based modelling approach. Transportation Research, Part A: Policy and Practice, 2016, 88, 134-150.	4.2	5
95	Integrating the meanâ€“variance and scheduling approaches to allow for schedule delay and trip time variability under uncertainty. Transportation Research, Part A: Policy and Practice, 2016, 89, 151-163.	4.2	12
96	A workplace choice model accounting for spatial competition and agglomeration effects. Journal of Transport Geography, 2016, 51, 193-203.	5.0	15
97	Efficient contracting and incentive agreements between regulators and bus operators: The influence of risk preferences of contracting agents on contract choice. Transportation Research, Part A: Policy and Practice, 2016, 87, 22-40.	4.2	17
98	Random Regret Minimization and Random Utility Maximization in the Presence of Preference Heterogeneity: An Empirical Contrast. Journal of Transportation Engineering, 2016, 142, .	0.9	19
99	Identifying a behaviourally relevant choice set from stated choice data. Transportation, 2016, 43, 197-217.	4.0	8
100	Risk-sharing in publicâ€“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. Transportation Research Procedia, 2015, 11, 154-164.	1.5	62
102	Data Challenges: More Behavioural and (Relatively) Less Statistical â€“ A Think Piece. Transportation Research Procedia, 2015, 11, 19-31.	1.5	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. Abacus, 2015, 51, 437-483.	1.9	14
105	Identifying resident preferences for bus-based and rail-based investments as a complementary buy in perspective to inform project planning prioritisation. Journal of Transport Geography, 2015, 46, 1-9.	5.0	11
106	Identifying preferences for public transport investments under a constrained budget. Transportation Research, Part A: Policy and Practice, 2015, 72, 27-46.	4.2	13
107	The role of source preference and subjective probability in valuing expected travel time savings. Travel Behaviour & Society, 2015, 2, 42-54.	5.0	12
108	Customer service quality and benchmarking in public transport contracts. International Journal of Quality Innovation, 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. Case Studies on Transport Policy, 2015, 3, 182-195.	2.5	29
110	The Role of Green Logistics and Transportation in Sustainable Supply Chains. Greening of Industry Networks Studies, 2015, , 1-12.	1.3	7
111	The Future of Green Logistics and Transportation. Greening of Industry Networks Studies, 2015, , 193-197.	1.3	1
112	Using contracted assets to undertake non-contracted services as a way to improve cost efficiency under negotiated or tendered bus contracts. Journal of Strategic Contracting and Negotiation, 2015, 1, 111-128.	0.8	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. Transportation Research, Part E: Logistics and Transportation Review, 2015, 83, 225-237.	7.4	7
114	The joint estimation of respondent-reported certainty and acceptability with choice. Transportation Research, Part A: Policy and Practice, 2015, 71, 141-152.	4.2	7
115	Modal image: candidate drivers of preference differences for BRT and LRT. Transportation, 2015, 42, 7-23.	4.0	28
116	Greening Demand Chains in Urban Passenger Transport: Emissions Saving from Complex Trip Chains. Greening of Industry Networks Studies, 2015, , 131-146.	1.3	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. Journal of Choice Modelling, 2014, 12, 21-46.	2.3	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. Transport Reviews, 2014, 34, 671-673.	8.8	5
121	Open access for railways and transaction cost economics â€“ Management perspectives of Australia's rail companies. Research in Transportation Economics, 2014, 48, 227-236.	4.1	7
122	Bus Rapid Transit versus Heavy Rail in suburban Sydney â€“ Comparing successive iterations of a proposed heavy rail line project to the pre-existing BRT network. Research in Transportation Economics, 2014, 48, 126-141.	4.1	8
123	A scoping inquiry into the potential contribution of Subjective Probability Theory, Dempsterâ€“Shafer Theory and Possibility Theory in accommodating degrees of belief in traveller behaviour research. Travel Behaviour & Society, 2014, 1, 45-56.	5.0	2
124	Willingness to pay for residential electricity supply quality and reliability. Applied Energy, 2014, 115, 280-292.	10.1	70
125	Assessing the employment agglomeration and social accessibility impacts of high speed rail in Eastern Australia. Transportation, 2014, 41, 463-493.	4.0	17
126	Complementing distance based charges with discounted registration fees in the reform of road user charges: the impact for motorists and government revenue. Transportation, 2014, 41, 697-715.	4.0	12

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127	Demand for taxi services: new elasticity evidence. Transportation, 2014, 41, 717-743.	4.0	23
128	Tollroads are only part of the overall trip: the error of our ways in past willingness to pay studies. Transportation, 2014, 41, 819-837.	4.0	12
129	Multimodal pricing and optimal design of urban public transport: The interplay between traffic congestion and bus crowding. Transportation Research Part B: Methodological, 2014, 61, 33-54.	5.9	142
130	Housing prices and price endogeneity in tenure and dwelling type choice models. Case Studies on Transport Policy, 2014, 2, 107-115.	2.5	4
131	Drivers of bus rapid transit systems â€“ Influences on patronage and service frequency. Research in Transportation Economics, 2014, 48, 159-165.	4.1	23
132	Relative advantage maximisation as a model of context dependence for binary choice data. Journal of Choice Modelling, 2014, 11, 30-42.	2.3	11
133	Accounting for travel time variability in the optimal pricing of cars and buses. Transportation, 2014, 41, 947-971.	4.0	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. Transportation Research, Part A: Policy and Practice, 2014, 61, 227-237.	4.2	11
135	Process heuristics in choice analysis: An editorial. Journal of Choice Modelling, 2014, 11, 1-3.	2.3	9
136	Bounding WTP distributions to reflect the â€˜actualâ€™ consideration set. Journal of Choice Modelling, 2014, 11, 4-15.	2.3	28
137	Do preferences for BRT and LRT vary across geographical jurisdictions? A comparative assessment of six Australian capital cities. Case Studies on Transport Policy, 2014, 2, 1-9.	2.5	17
138	The Relationship Between Bus Contract Costs, User Perceived Service Quality and Performance Assessment. International Journal of Sustainable Transportation, 2014, 8, 5-27.	4.1	39
139	Exploring the relationship between perceived acceptability and referendum voting support for alternative road pricing schemes. Transportation, 2013, 40, 935-959.	4.0	17
140	Behavioural implications of preferences, risk attitudes and beliefs in modelling risky travel choice with travel time variability. Transportation, 2013, 40, 505-523.	4.0	17
141	Making use of respondent reported processing information to understand attribute importance: a latent variable scaling approach. Transportation, 2013, 40, 397-412.	4.0	55
142	Choosing Public Transportâ€"Incorporating Richer Behavioural Elements in Modal Choice Models. Transport Reviews, 2013, 33, 92-106.	8.8	18
143	Environmental attitudes and emissions charging: An example of policy implications for vehicle choice. Transportation Research, Part A: Policy and Practice, 2013, 50, 171-182.	4.2	42
144	Revealing additional dimensions of preference heterogeneity in a latent class mixed multinomial logit model. Applied Economics, 2013, 45, 1897-1902.	2.2	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. Transportation Research, Part E: Logistics and Transportation Review, 2013, 56, 1-21.	7.4	9
146	Consistently inconsistent: The role of certainty, acceptability and scale in choice. Transportation Research, Part E: Logistics and Transportation Review, 2013, 56, 81-93.	7.4	39
147	Regulation, trust and contractual incentives around transport contracts â€“ Is there anything bus operators can learn from public air service contracts?. Research in Transportation Economics, 2013, 39, 67-78.	4.1	18
148	Towards a simplified performance-linked value for money model as a reference point for bus contract payments. Research in Transportation Economics, 2013, 39, 232-238.	4.1	17
149	Five years of Londonâ€™s low emission zone: Effects on vehicle fleet composition and air quality. Transportation Research, Part D: Transport and Environment, 2013, 23, 25-33.	6.8	146
150	Crowding in public transport systems: Effects on users, operation and implications for the estimation of demand. Transportation Research, Part A: Policy and Practice, 2013, 53, 36-52.	4.2	166
151	Accommodating perceptual conditioning in the valuation of expected travel time savings for cars and public transport. Research in Transportation Economics, 2013, 39, 270-276.	4.1	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. Transportation, 2013, 40, 1003-1020.	4.0	46
153	Random regret minimization or random utility maximization: an exploratory analysis in the context of automobile fuel choice. Journal of Advanced Transportation, 2013, 47, 667-678.	1.7	70
154	Referendum voting in road pricing reform: A review of the evidence. Transport Policy, 2013, 25, 186-197.	6.6	62
155	Specification issues in a generalised random parameters attribute nonattendance model. Transportation Research Part B: Methodological, 2013, 56, 234-253.	5.9	34
156	Regret Minimization or Utility Maximization: It Depends on the Attribute. Environment and Planning B: Planning and Design, 2013, 40, 154-169.	1.7	61
157	Accommodating risk in the valuation of expected travel time savings. Journal of Advanced Transportation, 2013, 47, 206-224.	1.7	20
158	Hospitalisation costs and duration of elderly motorcyclistsâ€™ non-fatality crashes in Taiwan. International Journal of Injury Control and Safety Promotion, 2013, 20, 158-168.	2.0	3
159	The Importance of Completeness and Clarity in Air Transport Contracts in Remote Regions in Europe and Australia. Transportation Journal, 2013, 52, 365-390.	0.7	11
160	Infrastructure Asset Reporting Options: A Stated Preference Experiment. Accounting Horizons, 2012, 26, 465-491.	2.1	6
161	Understanding mode choice decisions: A study of Australian freight shippers. Maritime Economics and Logistics, 2012, 14, 274-299.	4.0	57
162	Embedding Decision Heuristics in Discrete Choice Models: A Review. Transport Reviews, 2012, 32, 313-331.	8.8	51

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163	Multimodal Transport Pricing: First Best, Second Best and Extensions to Non-motorized Transport. Transport Reviews, 2012, 32, 181-202.	8.8	36
164	Ridership drivers of bus rapid transit systems. Transportation, 2012, 39, 1209-1221.	4.0	25
165	Freight transport distance and weight as utility conditioning effects on a stated choice experiment. Journal of Choice Modelling, 2012, 5, 64-76.	2.3	18
166	Embedding multiple heuristics into choice models: An exploratory analysis. Journal of Choice Modelling, 2012, 5, 131-144.	2.3	27
167	Are there specific design elements of choice experiments and types of people that influence choice response certainty?. Journal of Choice Modelling, 2012, 5, 77-97.	2.3	28
168	Assessing the wider economy impacts of transport infrastructure investment with an illustrative application to the North-West Rail Link project in Sydney, Australia. Journal of Transport Geography, 2012, 24, 292-305.	5.0	59
169	Cost thresholds, cut-offs and sensitivities in stated choice analysis: Identification and implications. Resources and Energy Economics, 2012, 34, 396-411.	2.5	39
170	The accuracy of proxy responses in a stated choice setting: A re-examination and some controversial conclusions. Transportation Research, Part A: Policy and Practice, 2012, 46, 226-239.	4.2	3
171	Accounting for scale heterogeneity within and between pooled data sources. Transportation Research, Part A: Policy and Practice, 2012, 46, 480-486.	4.2	16
172	Not bored yet â€“ Revisiting respondent fatigue in stated choice experiments. Transportation Research, Part A: Policy and Practice, 2012, 46, 626-644.	4.2	71
173	Congestion charging and car use: A review of stated preference and opinion studies and market monitoring evidence. Transport Policy, 2012, 20, 47-61.	6.6	54
174	Embedding Risk Attitudes in a Scheduling Model: Application to the Study of Commuting Departure Time. Transportation Science, 2012, 46, 170-188.	4.4	32
175	Attribute exclusion strategies in airline choice: accounting for exogenous information on decision maker processing strategies in models of discrete choice. Transportmetrica, 2012, 8, 344-360.	1.8	20
176	Preferences for tap water attributes within couples: An exploration of alternative mixed logit parameterizations. Water Resources Research, 2012, 48, .	4.2	31
177	Estimating values of travel time savings for toll roads: Avoiding a common error. Transport Policy, 2012, 24, 60-66.	6.6	15
178	Linking discrete choice to continuous demand within the framework of a computable general equilibrium model. Transportation Research Part B: Methodological, 2012, 46, 1177-1201.	5.9	16
179	Modelling Heterogeneity in Response Behaviour Towards a Sequence of Discrete Choice Questions: A Probabilistic Decision Process Model. Environmental and Resource Economics, 2012, 51, 599-616.	3.2	21
180	Does the choice model method and/or the data matter?. Transportation, 2012, 39, 351-385.	4.0	15

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181	Inferring attribute non-attendance from stated choice data: implications for willingness to pay estimates and a warning for stated choice experiment design. Transportation, 2012, 39, 235-245.	4.0	121
182	Estimating the Value of Risk Reduction for Pedestrians in the Road Environment: An Exploratory Analysis. Journal of Choice Modelling, 2011, 4, 70-94.	2.3	17
183	Interrogation of Responses to Stated Choice Experiments: Is there sense in what respondents tell us?. Journal of Choice Modelling, 2011, 4, 62-89.	2.3	28
184	R-Tresis: developing a transport model system for regional New South Wales. Journal of Transport Geography, 2011, 19, 615-622.	5.0	3
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