Danish "Traffic Conflict" Definition, by N O Jørgensen, Danish Council of Road Safety Research.

(Abstract of a Master Thesis from the Technical University of Denmark)

Only rural roads studied. Heavy and fast traffic

Conflicts defined through the simultaneous occurrence of:

1) Narrow gap acceptance from secondary road
2) High speed on main road
3) Braking on main road

Headways on main road studied but turned out to be insignificant.

It was impossible to establish accident/conflict correlation with only two of the three parameters mentioned above.

The following parameter values produced the best possible correlation to accidents:

1) Accepted gap < 4 sec
2) Speed > 80 km/h
3) Braking (g > 0)