Collection of
CONCEPTUAL MODELS

Collated by Katja Leyendecker

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Clark et al (2015)


Fig. 1 Conceptual model for explaining turning points in travel behaviour
**Willis et al (2014) - list of theories and models**


Random utilisation maximisation // Hybrid choice model
Theory of planned behaviour by Ajzen (TPB)
  >> van Acker (2010) Theory of repeated behaviour by Ronis (TRB)
Socio-ecological model

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**Willis et al (2014) Figure 1. Representation of conceptual model**

*Fig. 1.* Representation of the different conceptual models regarding correlates of cycling for transportation.
Ma et al (2014) - list of theories and models


Adapted by Katja Leyendecker from Ma et al 2014:

Fig. 6 Results of the full conceptual model. All coefficients are standardized, n = 830
Ghekiere et al (2014)


![Diagram of Environmental Factors for Cycling]

Figure 1. Environmental (sub-)categories identified by parents and children as potentially influencing children’s cycling for transport.

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**Figure 1.** A behavioural model of school transportation.

*Notes:* Independent trip: a child/youth travels alone or with peers (i.e. siblings or friends), and is not accompanied by adults. Escort trip: an adult caregiver facilitates the trip. The built and social environments of a neighbourhood influence independent mobility and active travel through five conceptual domains of relationship (i.e. mediators)—(1) proximity or the generalized travel cost, (2) traffic and personal safety, (3) connectivity, (4) comfort and attractiveness and (5) opportunity to produce and maintain social capital. A mediator is an intervening causal factor between an explanatory variable and travel outcome (McMillan, 2005). A child’s physical and cognitive development moderates the relationship between various levels of influences and school travel outcome.
Ogilvie et al (2011) – Figure 4. Specific iConnect Intervention model


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**FIGURE 4—Specific iConnect Intervention model: the iConnect study, United Kingdom.**

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Acker et al (2010)


Fig.0. Katja Leyendecker, June 2015, adapted from Acker (2010)

Figure 1. A conceptual model of travel behaviour (p 221)