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# Title (draft):

Examining the spatio-temporal dynamics of the presence, and purpose, of movement across the region of Montréal, Canada between September – October 2017.

OR

A space-time deconstruction of the travel patterns and the purpose of travel across the region of Montréal, Canada between September – October 2017.

Classifying purpose of movement using travel patterns across the region of Montréal, Canada between September – October 2017.

OR

﻿predictability of large-scale human mobility

# Abstract (draft)

Quantifying the ways for which purpose they travelling, remains an area within broader mobility studies without an extensive investigation. Arguably, this investigation has been hindered by two factors: (1) an absence of relevant data which details how and why people travel in a city and (2) a lack of consistency in the metrics used when quantifying the space-time dynamics of mobility. In recent years, smartphones have provided researchers a platform to study movement within a city at increasingly fine temporal and spatial scales. This, in turn, has fuelled an eruption in sources of volunteered geographic information (VGI) provided by Open Data Initiatives. This study makes uses of one such source: the *2017 MTL Trajet* project in Montreal – a survey that examined travel behaviour patterns across Montreal between 18th September 2017 – 18th October 2017. Understanding results from this survey may provide insight into how to better plan essential and non-essential services within a city. This project uses [methodology] to examine the space-time profile of […]. This study concludes with […].

Key Words: Mobility, Volunteered Geographic Information, Spatio-Temporal Investigation.

# 1. Introduction (draft)

*Opener*

The way in which people move travel and the reason for their movement on a large scale, still remains an area with a distinct lack of investigation within broader mobility studies (Yazdizadeh *et al.,* 2019). This somewhat owes to a lack of data available to study this […].

In recent years, smartphones have provided researchers an opportunity to create survey apps that can record large scale geospatial movement patterns (Li et al., 2016). As smartphones exhibit the same mobility behaviour as their carriers (Jahromi *et al.*, 2016). Through mobility surveys we can gain insight into people’s movement behaviour in a city and the preferences of mode of travel they take when travelling for certain activities. Arguably, by studying these behaviours on such a scale, they can use them to inform in city-level decision-making (Attard *et al.*, 2016). For example, if we knew that people have a higher propensity to use public transport when travelling to leisure activities in certain parts of a city, transport authorities could use this information couple bus/metro routes/schedules to locations and opening hours of leisure services [may need better example].

Despite this, there is a gap in knowledge of understanding of movement in most cities, owing to the fact that no research has been initiated there. One exception is in Montreal, where a number of mobile applications have been created in recent years (since 2016) to study how people move across the city based on their smartphones. This report makes use of the most recent available data from one of these studies: The *2017 MTL Trajet* study carried out between 18th September 2017 – 18th October 2017. We use data from this study to assess the following research objectives:

1. Which modes of transports are preferred for which activities carried out throughout the city?
2. Is there a discernible space-time signal of movement and purpose in the city?
3. Can purpose of travel be used as an indicator in models which focus on quantifying movement in cities?
4. Does directional dependence exist in of travel purpose and travel modes?

## 1.1 Motivation (unfinished)

*What movement is and why studying it is important*

Movement is an interaction between an origin and destination (O/D), whereas transport is a derived demand for people to get to a given location (Golledge & Gärling, 2001; Murray *et al.*, 2012). Studying the purpose of the flow between O/D on a transport network underpins our understanding of the movement behaviour of populations in a city. Indeed, discerning the spatio-temporal profile of the different transport modes and purposes in city can brings us closer to understanding the human phenomena in cities (Kwan & Neutens, 2012). This study aims to deconstruct the spatial, temporal and spatial-temporal aspects of travel […]

*Current modelling and the state of Big Data in time-space understanding in cities*

Big data measurement and influx has extended to the extent that it is real-time, which gives us a unique opportunity to study geographical phenomena in real time (Goodchild, 2013)

Big geographic data allows for us to not only study the spatial and temporal interactions but also interactions of socio-economic factors [this is what this research aims to do] (Cheng *et al.*, 2017).

## 1.2 Approach (unfinished)

This study makes use of data from the *2017 MTL Trajet* survey originally collected by researchers at the Transportation Research for Integrated Planning (TRIP) lab, Concordia University (Patterson & Fitzsimmons, 2017). This survey was created to study travel behaviour and is currently being used to inform city and transport planning decisions in the city of Montreal (MTL Trajet, 2017).

The methodology of this project differs from previous research as it concerns itself with the modelling (through classification) of the movement of people in Montreal based on given purposes and mode. It is hoped that this modelling, in combination with an overarching spatial-temporal investigation, can be used infer something […] about movement within a city.

Although, this study primarily focusses in on Montréal and this may not be transferred to other cities.

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