# Notes:

* 2000 words
* A form of spatial analysis which needs a lot more attention, and more surveys to be carried out.

# Limitations:

## Data Limitations:

* 1 month
* Only ~3,000 respondents
* Bias (types of bias and uncertainty)

## Methodological Limitations:

* Direction is 16
* MAUP -> consisting of the scale and zonation problem (﻿The scale problem is defined as the variation of results when the same areal data are aggregated into larger areal units for analysis.) (From Chen, 2019) (The zonation or aggregation problem Is when the analysis varies based on how the area is divided up even if using the same units)
* Problem with assigning rush hour and not (i.e. what about overlap) -> same problem with directional LISA as one trip may pass into rush hour

Uncertainty -> see Bruce’s lectures and notes

﻿Furthermore, in order to be able to predict transport demand or traffic, not only are real-time data required but also historic data. (Li *et al.*, 2016 -> find another ref, but basically trying to say that historical is needed as well).

## Key Points:

* Visualisation and Interactivity:
  + Can we make big geospatial data analysis and visualisation available to an end-user through interactivity? (maybe Li *et al.*, 2016) -> currently not
  + Videos of change over time may be needed for space-time investigation
* Fractal emergence of travel
  + (fractal) emergence in patterns of travel (Li *et al.*, 2016)
  + Self-similarity
  + See Batty refs

# Discussion

Although, it must not be forgotten that this study primarily focusses in on Montréal and this may not be transferred to other cities (Ergodoic and Ecological Fallacy). Indeed, it is erroneous to assume that what is examined in across this covered region Montreal at the time of the study period can at all be scaled up to Montreal at a different point in time (i.e. to Winter or 5 years in the future or past), let alone to another city. It is easier to assume instead that is useful information for studying a network of interconnected movement.

*On Neighbourhood effect ->* People often traverse neighbourhoods and boundaries throughout one day (Kwan, 2018)