# Title Page:

# Abstract

* 300 words max

Movement of people across a given area still remains an area with a distinct lack of investigation and real metrics. This somewhat owes to difficulty in the handling of spatially and temporally reference data. Murray *et al.* (2012) suggests that the moment of people is spatial interaction between origin and destination. It is these two points that interrelate and, as such, the study of the purpose of the flow between these connections underpins our understanding of transport and behaviour of populations in a city. Theoretically, one can propose. The dataset forming the backbone of this report provides a look into the way that people move.

Key Words: Networks, Machine Learning, Spatio-Temporal Insight

# Declaration

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# Introduction

* demand for transport is a derived demand i.e. for people to do other things (Golledge & Gärling, 2001) -> thus important to study transport like this
* using the MTL trajet

First paragraphs:

* Movements can be similarly viewed as spatial interactions between an origin and destination.(Murray et al. 2012)
* ﻿Another reason is that goods are produced in one location, perhaps a factory or farm, then shipped to consumers at other locations. Of course, interaction could also be viewed as trade flows, as considered between towns, cites, regions, states, and countries. (Murray et al. 2012).
* ﻿Sometimes the movement patterns that result are understandable or explainable, like birds migrating south for the winter, but often times they are not obvious (Murray et al. 2012)
* Studying these geographical flows important

Movement of people across a given area still remains an area with a distinct lack of investigation and real metrics. This somewhat owes to . Murray *et al.* (2012) suggests that the moment of people is spatial interaction between origin and destination. It is these two points that interrelate and, as such, the study of the purpose of the flow between these connections underpins our understanding of transport and behaviour of populations in a city. Theoretically, one can propose that different categories of movements have differing spatio-temporal profiles. Research carried out by Zhang & Cheng (2019) discover expected difference in the profiles of people travelling within London based on their employment status. In general, finding regularity in full-time transport patterns compared with those who are un-employed. While, this information is of use to transport authorities, there is still a lack of investigation into more of the local impacts of transport as well as the veracity. Indeed, the very same principles that ‘big data’ is defined by (i.e. Volume, Velocity, Veracity, Variety), so to is our understanding of transport.

The MTL Trajet survey provides a unique insight into the

In Economic terms transport is a derived demand (Golledge & Gärling, 2001).

The dataset forming the backbone of this report provides a look into the way that people move.

## Motivation: