Case Study 2

Uber Case Study

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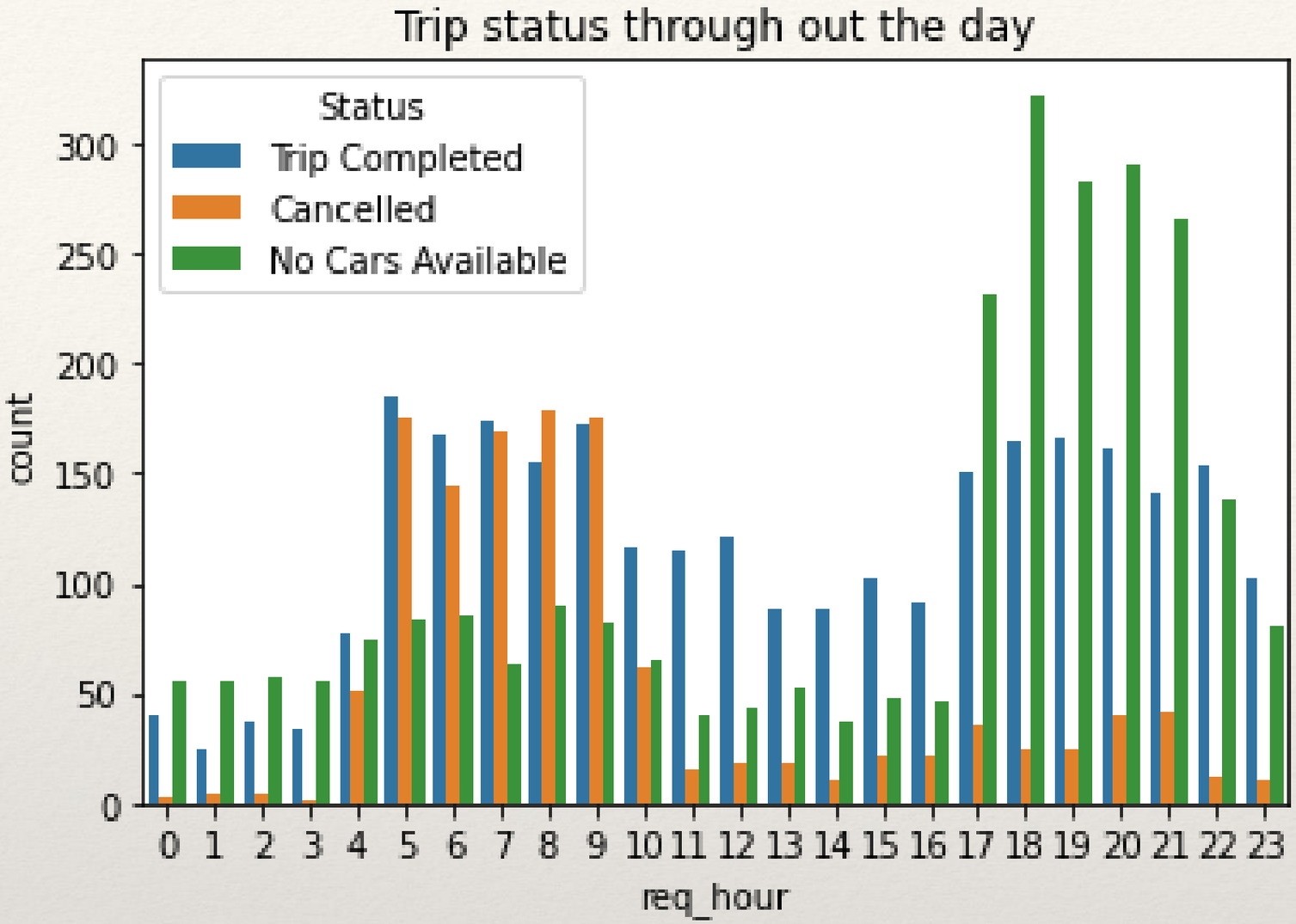


Fig. 1: Status of the requests throughout the day Considering both the locations

Observations:

- Overall unavailability of cars is higher from 5:00 PM to 11:00 PM.

- Overall cancellation is higher during 5:00 AM to 10:00 AM.

- Hourly trip status characteristics remains independent of the date.

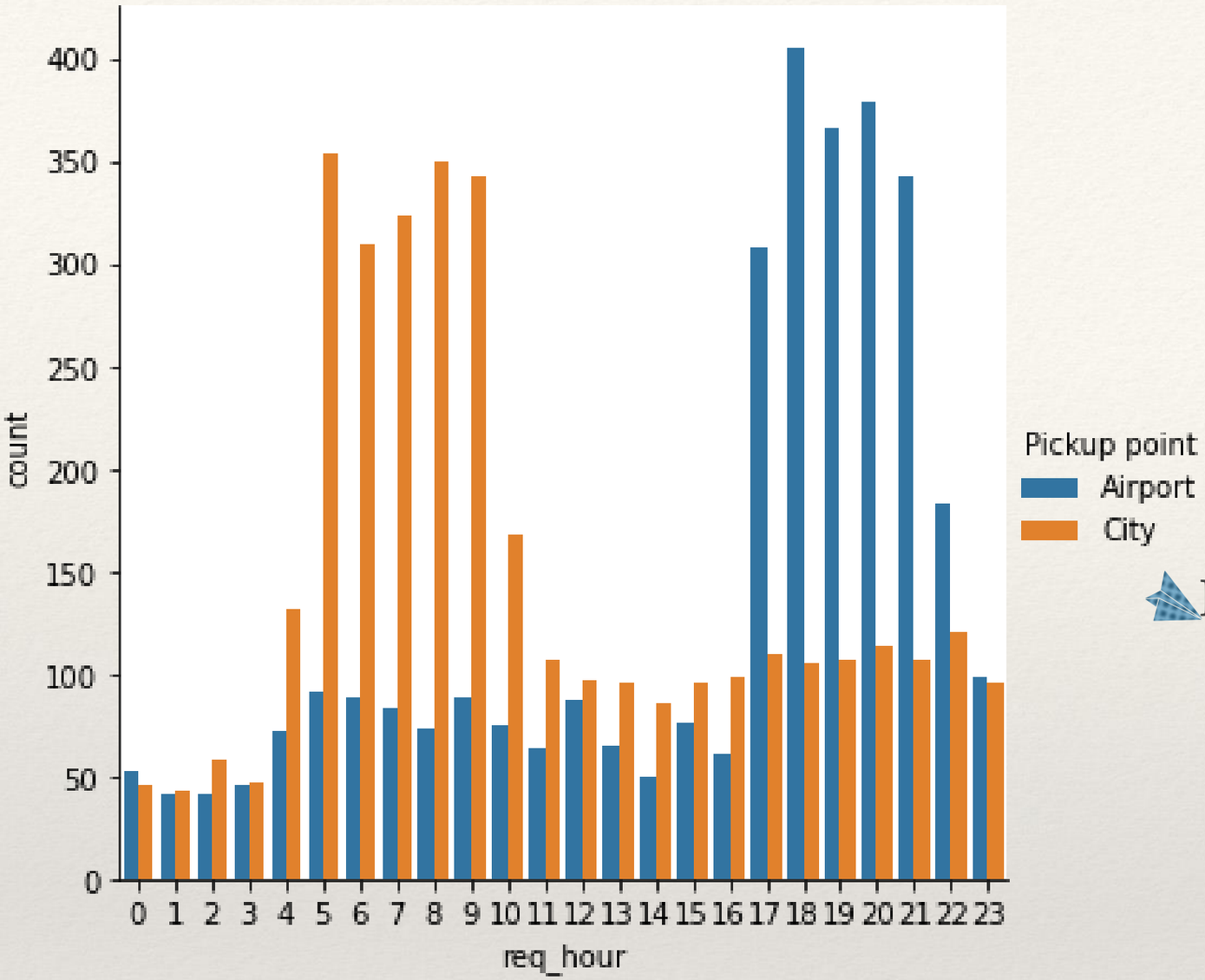


Fig.2 : Hourly number of requests made at the City and the Airport

Observations:

- During morning hours (4:00 AM to 11:00 AM) most of the requests were made at the City.
- During evening hours (5:00 PM to 11:00 PM) most of the requests were made at the Airport.

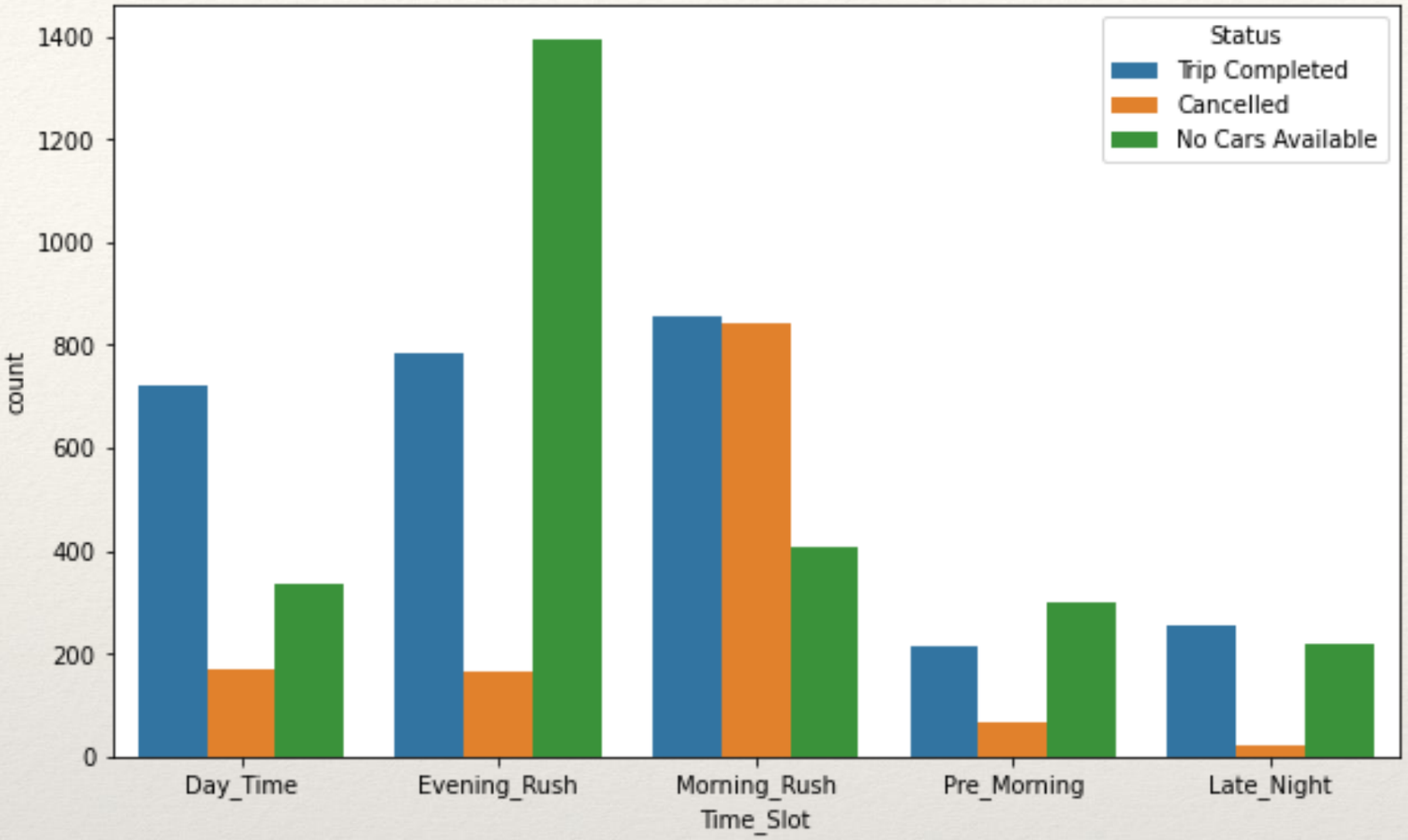
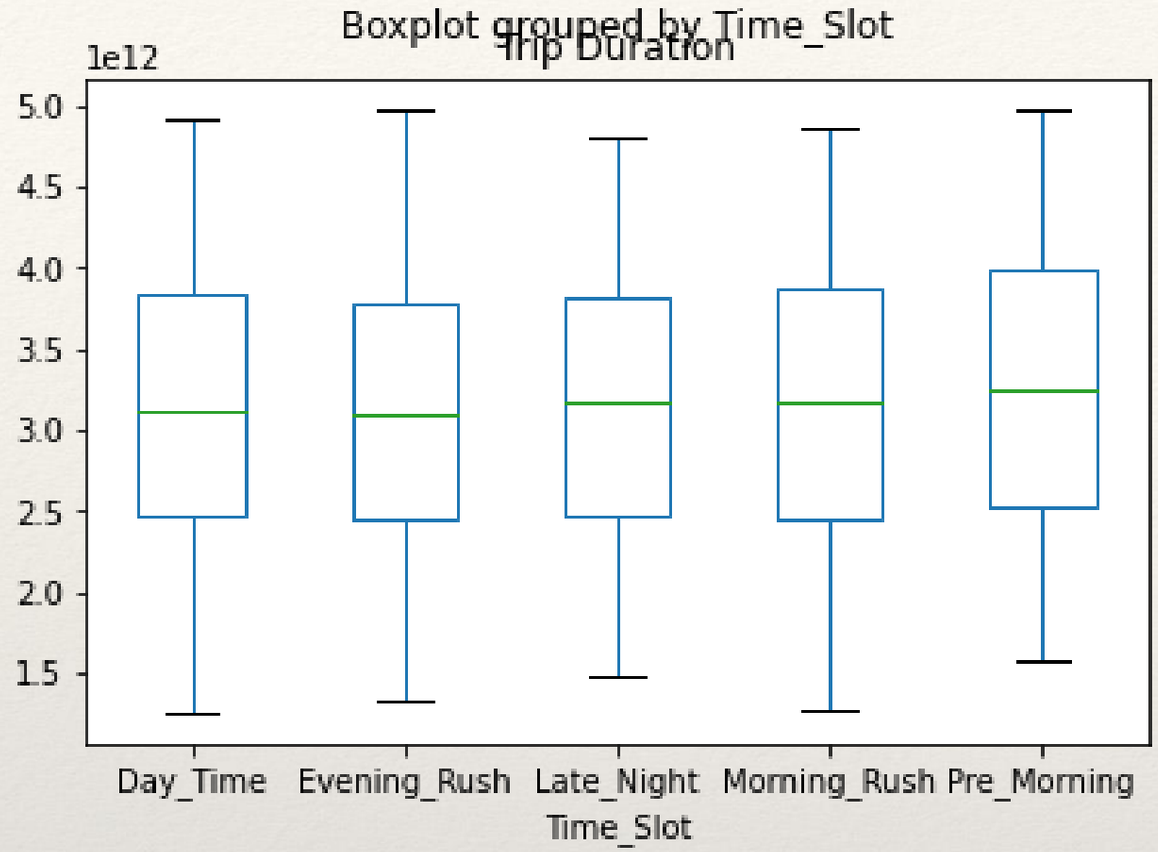


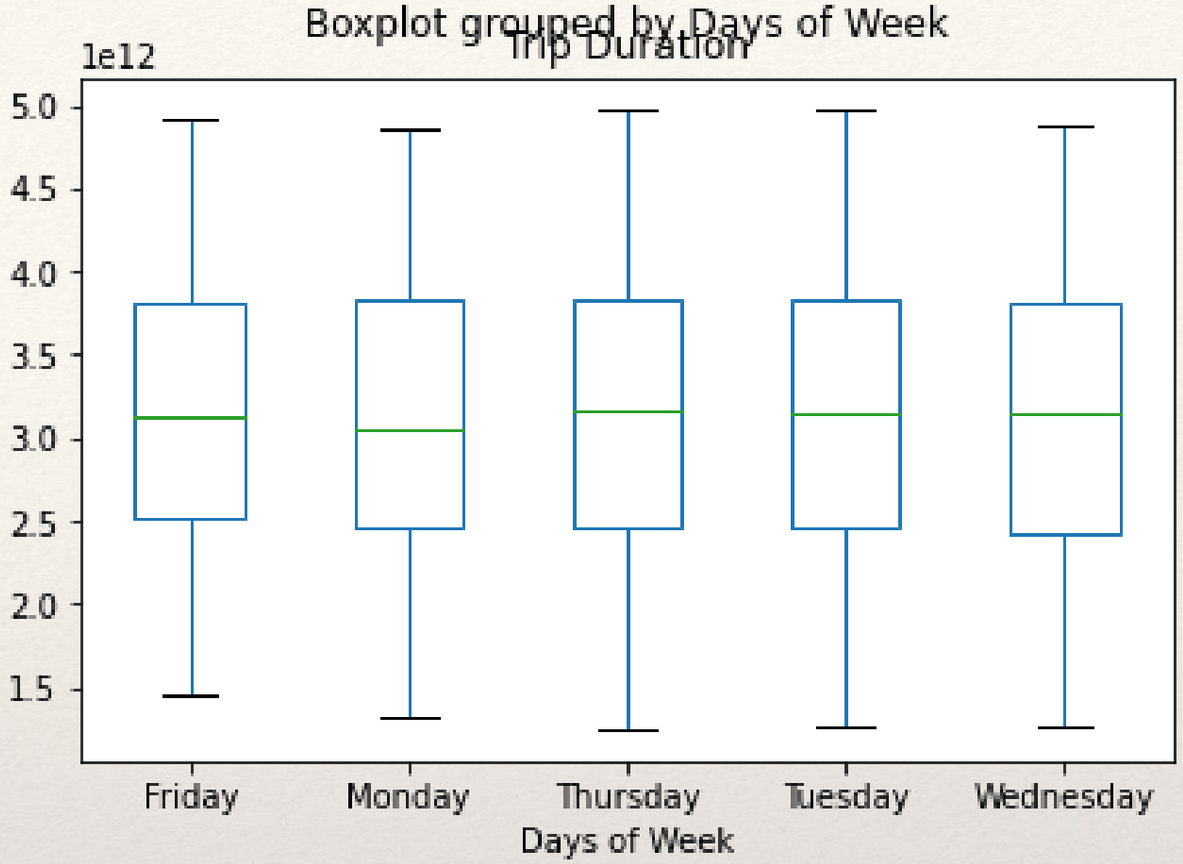
Fig.3 : Status of the requests For different time slots.

Observations:

- Overall(combining all pickup points) unavailability of cars is highest during the evening rush hour.

- Overall most cancellations occurs during the morning rush time-slot.





Observations:

- Boxplots for the duration of trips seems not much conclusive. The median trip time for the

- Trip durations are almost same for all the days of the week.

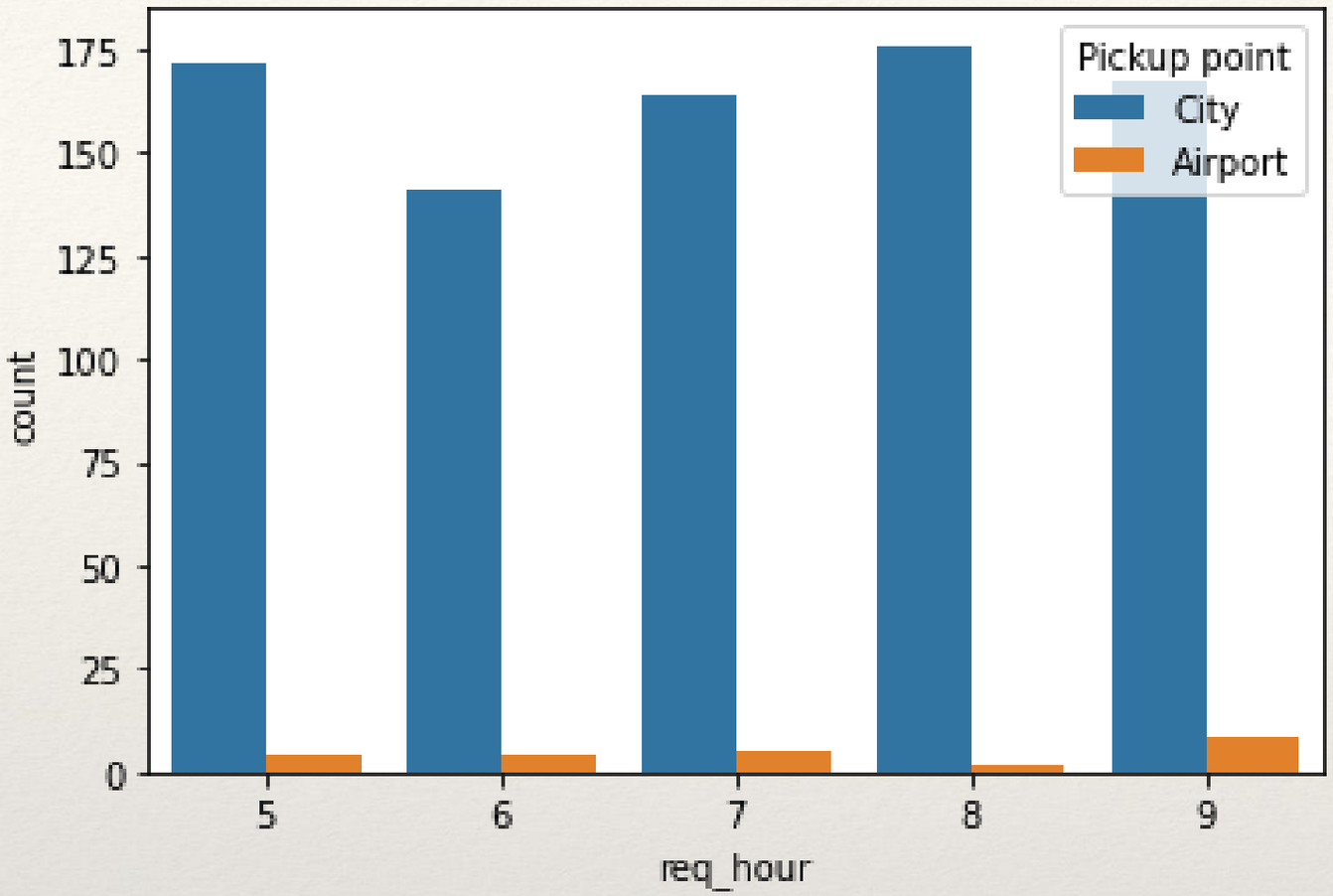


Fig.5 : Numbers of cancellations during morning rush time-slot.

Observations:

g rush hours number of cancellations from the City is much higher than the number of cancellati

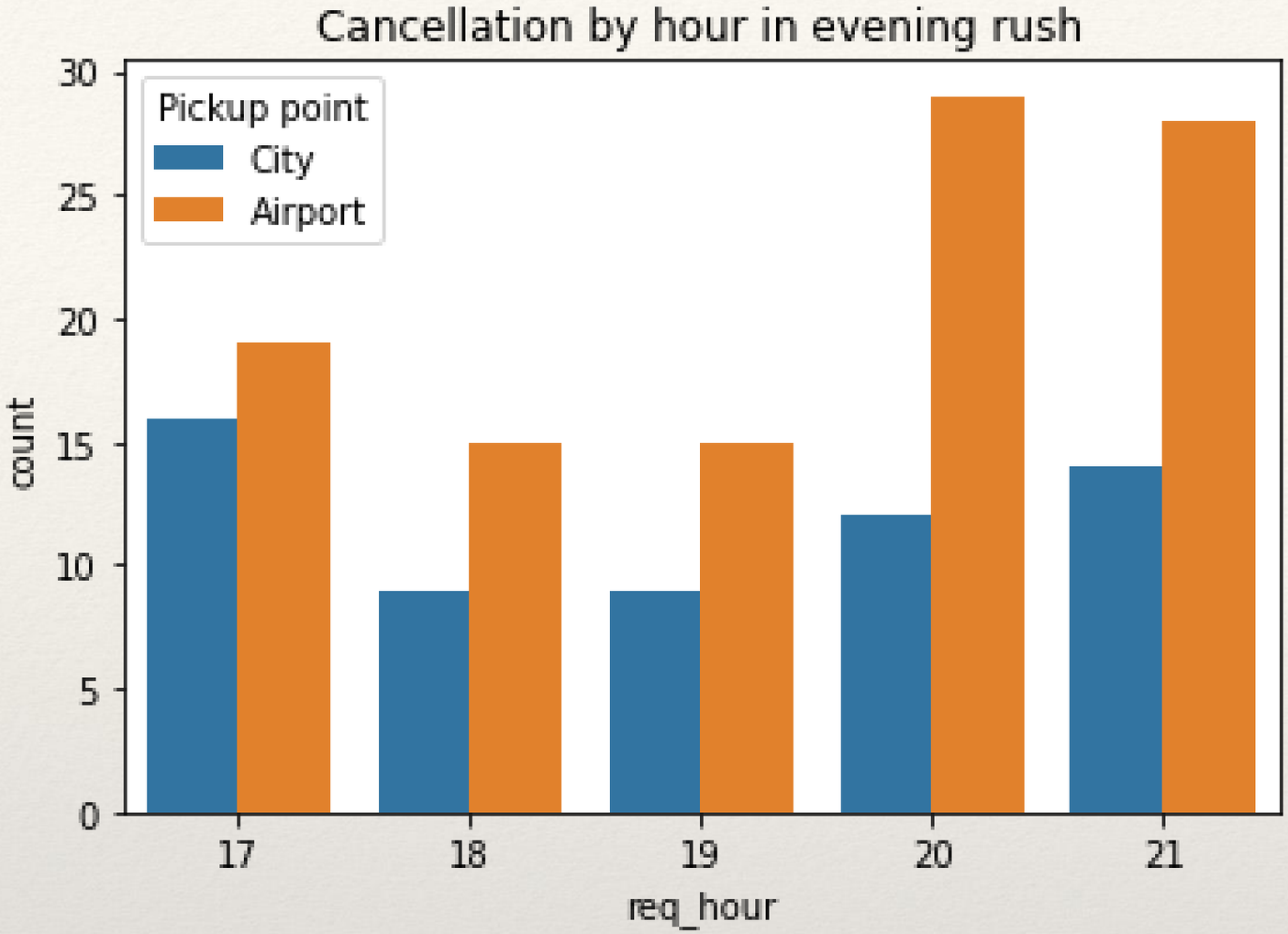
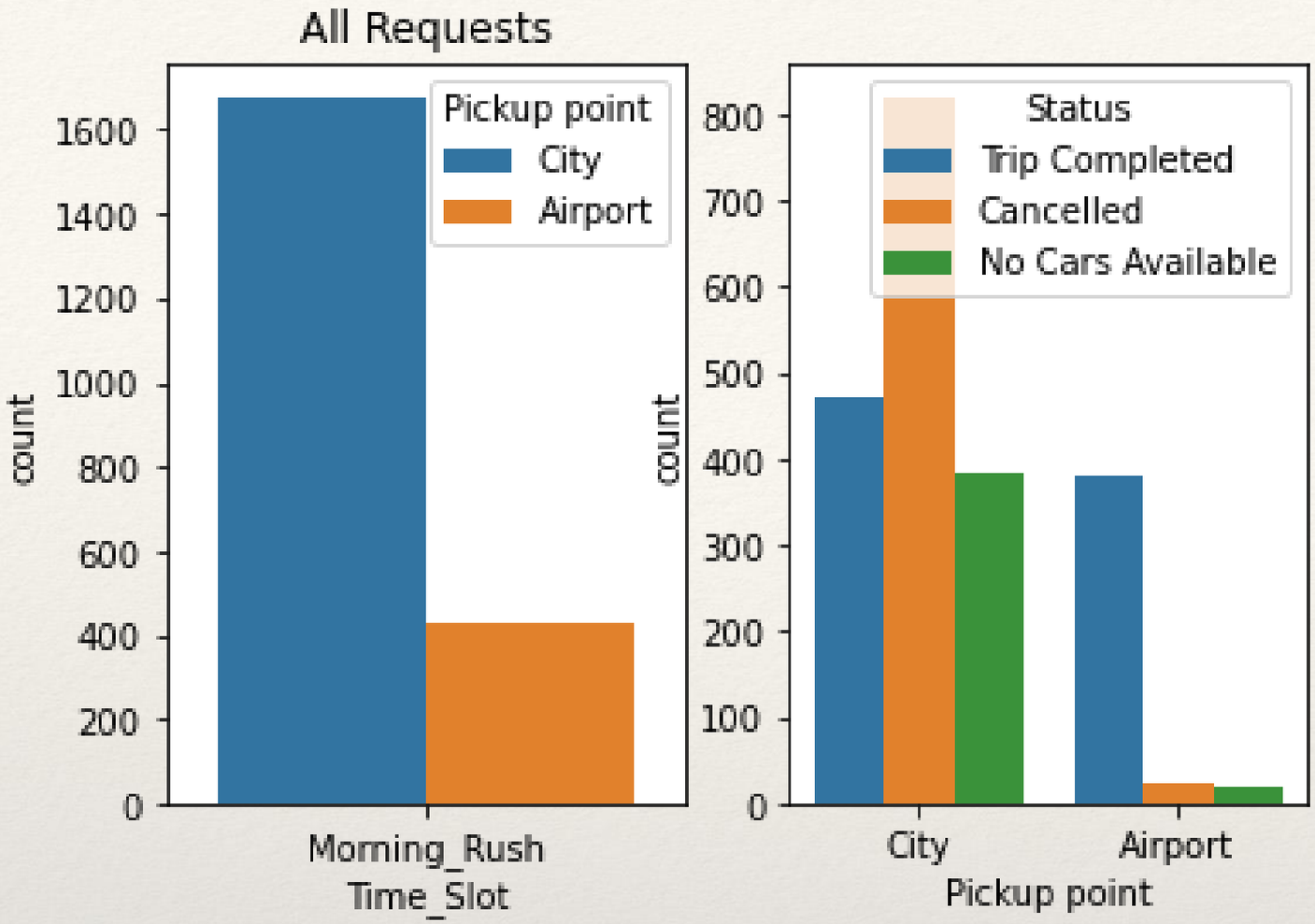


Fig.6 : Numbers of cancellations during evening rush time-slot.

Observations:

- During evening rush hours number of cancellations from the Airport is higher than the number of cancellation from City.

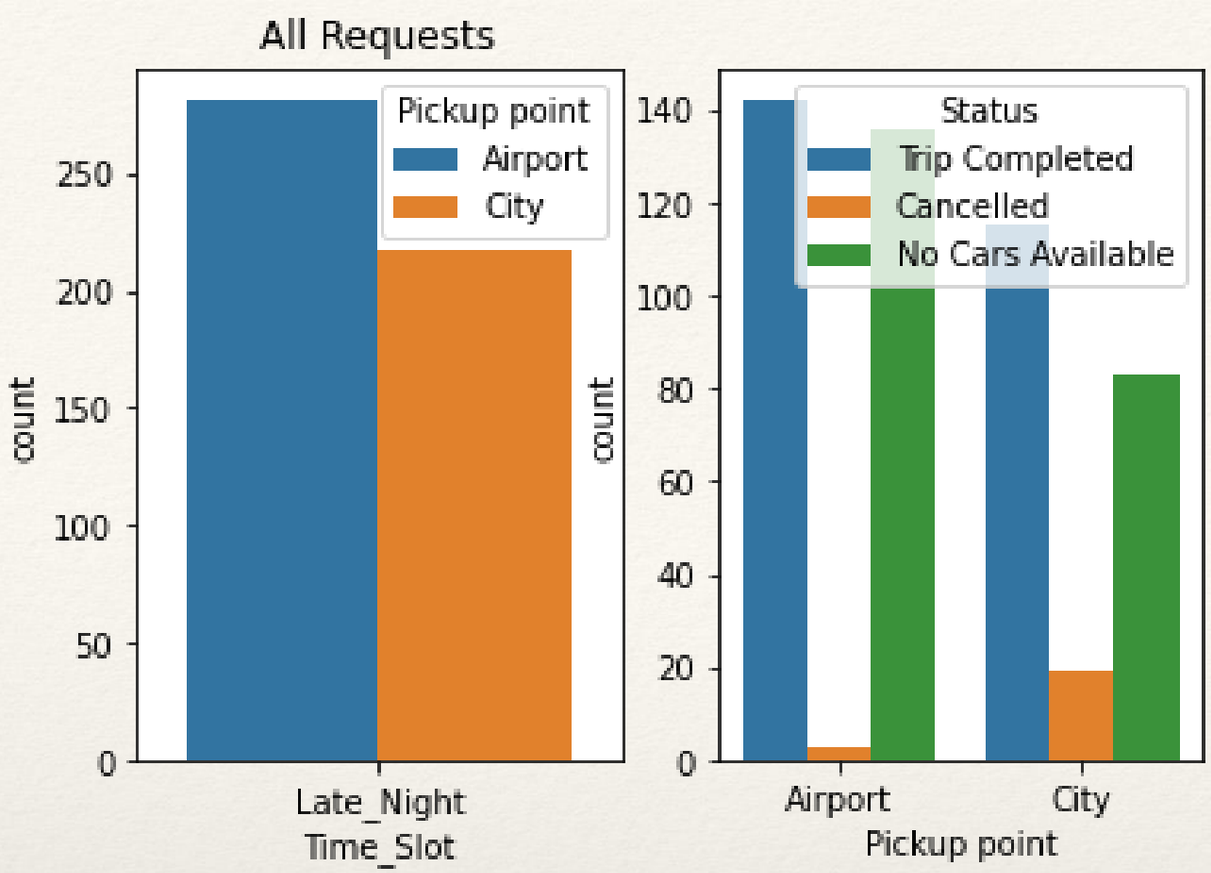
- Most cancellations from the Airport happened during 8:00 PM and 9:00 PM.



orning rush hours from Airport and City. We can think that figure on the left as a visualization of total demands. Th

Observations:

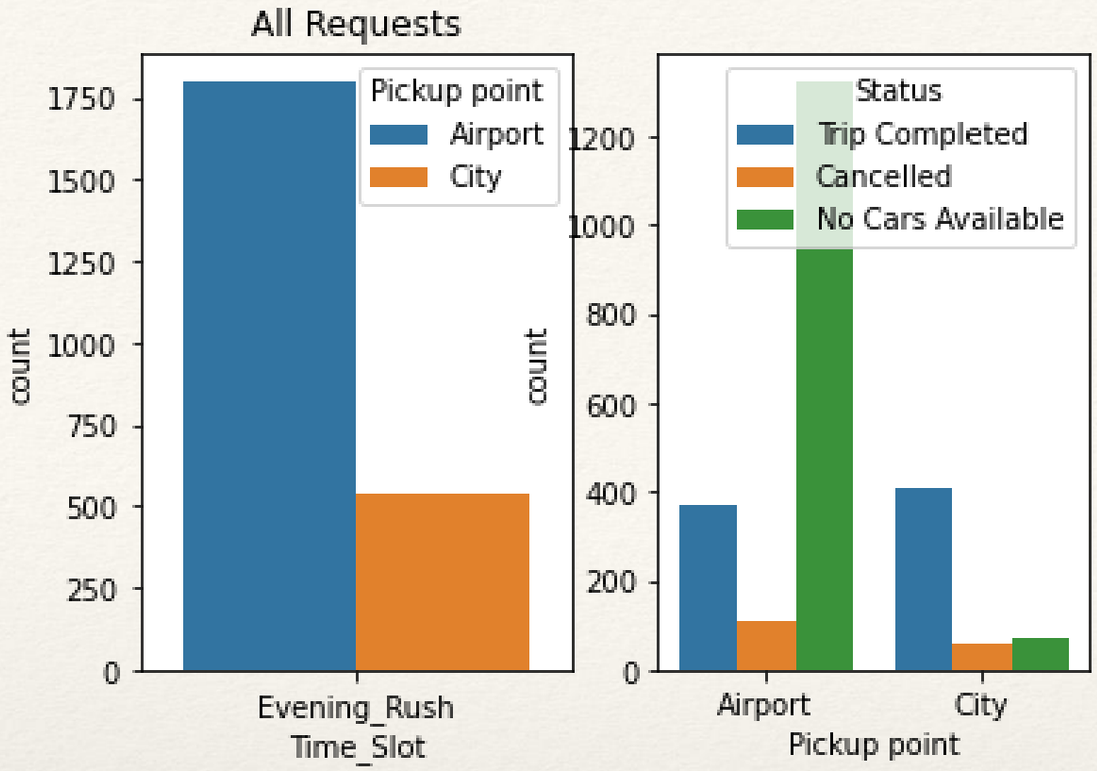
- During the morning rush time-slot number of requests made from the City is much higher tha
- Cancellations and unavailability of cars is also much higher in the City during the morning ru
- More cars need to be alloted to the City during morning rush time-slot.



late night hours from Airport and City. We can think that figure on the left as a visualization of total demands. The

Observations:

- Higher numbers of unavailability of cars is noticable from the Airport during the late night tim
- Number of requests is higher from the Airport than the requests from the City during the late



vening rush hours from Airport and City. We can think that figure on the left as a visualization of total demands. Th

Observations:

-Number of requests is much higher from the Airport than from the City during the evening rus
- Unavailability of cars is very severe at the Airport during the evening rush time-slot. Most o

Conclusions:

* Unavailability of Cars is most severe during evening rush hours. Irrespec

* More cars need to be alloted for Thursday and Friday.

* During morning rush time-slot more cars need to be alloted to the City.

* During evening rush time-slot more cars need to be alloted to the Airpor

* During late night time-slot more cars need to be alloted to the Airport.