

More Bikes: Experiments in Univariate Regression

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1 Task description

The task is to predict the number of available bikes at 75 rental stations in three hours' time for a period of three months, beginning in November 2014. It is divided into three sub-tasks, which differ in the information that is available:

- **Sub-task 1.** The number of available bikes at each of the 75 stations for the month of October 2014. This sub-task may be approached by building a separate model for each station or a single model for all 75 stations.
- **Sub-task 2.** A set of linear models that were trained on the number of available bikes at each of a separate set of 200 stations for a year. For the first ten stations, this data is available for analysis but not training.
- **Sub-task 3.** Both of the above.

The predictions are evaluated by the mean absolute error (MAE) between the predicted and true numbers of available bikes over the period of three months. The evaluation data is not available to participants but the score achieved on a held-out test set is reported on the leaderboard.

In each case, the task is a supervised univariate regression or time-series forecasting problem. Sub-tasks 2 and, optionally, 3 require the use of ensemble methods. This report begins with a preliminary analysis of the data and then describes the approach taken to each sub-task and the cross-validation results obtained.

2 Preliminary analysis

The data is recorded at hourly intervals; a summary of its features is given in fig. 1. The 'station' features are constant for all instances at a given station and the meteorological features are constant for all instances at a given timestamp. The 'profile' features, i.e., the numbers of available bikes at preceding times and derivations thereof, are not defined for the first week of instances at each station. Preliminary analysis showed that the precipitation feature was zero for all instances; hence, it was discarded in the following analysis. Naturally, the number of bikes available at a given station is bounded by zero and the number of docks at that station.

The following analysis is based on the combination of the available data for sub-task 1 and the first ten stations in sub-task 2. It is assumed that the distributions of the feature values are representative of those in the evaluation data.

2.1 Temporal features

1: Describe the distributions of the fraction of available bikes in terms of temporal features and the possible derived features.

Category	Feature	Data type
Station	station	int
	latitude	float
	longitude	float
	docks	int
Temporal	timestamp	int
	year	int
	month	int
	day	int
	hour	int
	weekday	str
	weekhour	int
	is_holiday	bool
Meteorological	wind_speed_max	float
	wind_speed_avg	float
	wind_direction	float
	temperature	float
	humidity	float
	pressure	float
	precipitation	float
Available bikes	bikes_3h	int
	bikes_3h_diff_avg_full	float
	bikes_avg_full	float
	bikes_3h_diff_avg_short	float
	bikes_avg_short	float
	bikes	int

Figure 1: A summary of the features of the data.

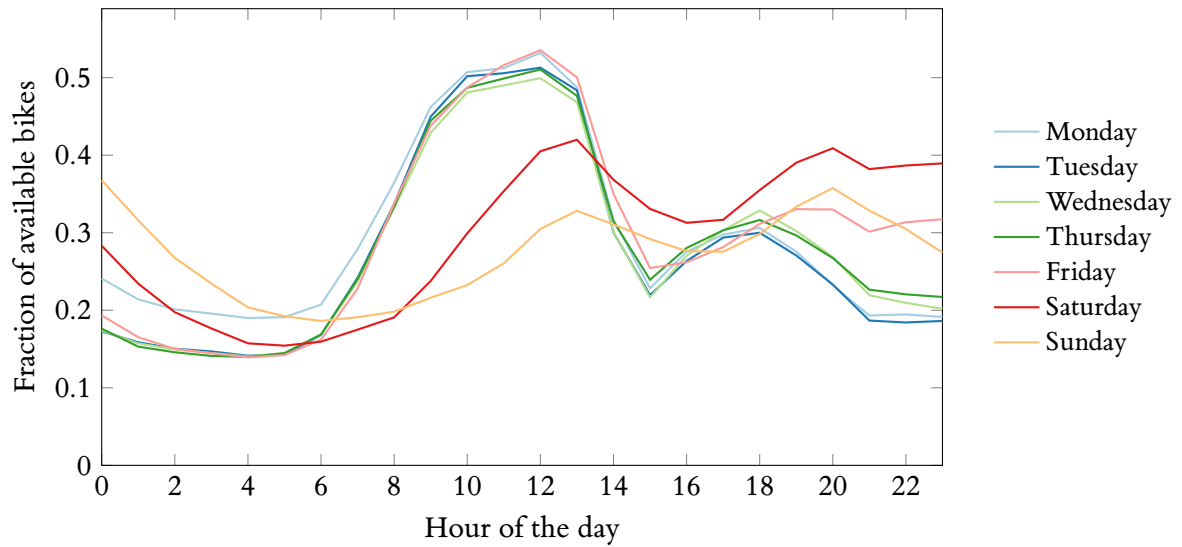


Figure 2: The average hourly fraction of available bikes on each day of the week. The distributions are generally bimodal, with peaks in the middle of the day and in the evening. A distinction between weekdays and weekends is also evident, with the exception of Friday evenings, where the distribution is more similar to that of a weekend day.

3 Sub-task 1

4 Sub-task 2

5 Sub-task 3