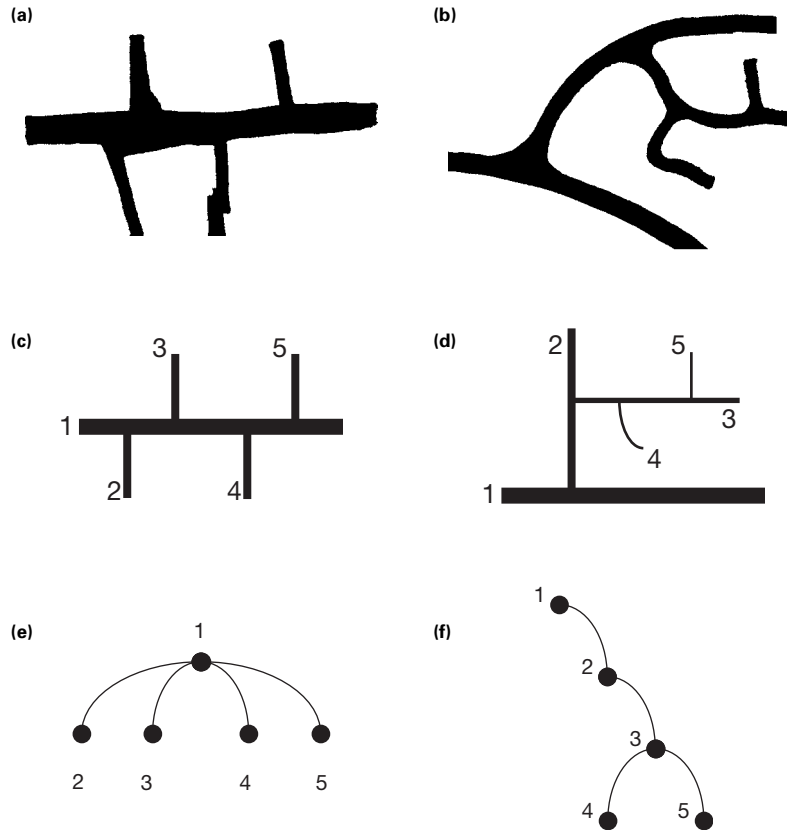


5.11 • Two street layouts differentiated by route structure analysis. (a) High street. (b) Tributary. (c) Route structure representation (5 routes, 4 joints). (d) Route structure representation (5 routes, 4 joints). (e) Graph (5 vertices, 4 edges). (f) Graph (5 vertices, 4 edges).



be useful where working (only) from a plan rather than site experience. Other possible means of determining the through route would be continuity of street name, or traffic flow patterns, where known.

Figure 5.11 demonstrates the earlier pair of layouts, this time analysed using route structure analysis. Here, the underlying graphs (i.e. (e) and (f)) are different. Whichever way round (e) and (f) might be contorted, it is clear that their configurations are not the same. It is this differentiation, arising out of the recognition of continuous routes, that allows route structure to be resolved, and hence analysed.

Effectively, the key issue is whether the set of graph configurations here (Figure 5.11(e) and (f)) provides a better representation of the arrangement of streets than the graphs obtained using conventional transport network analysis (Figure 5.3(c)) or space syntax (Figure 5.7(e) and (f)).