FIGURE 28.5
Axial map of Greater London within the North and South Circular Roads.

of moving people. Because the line intensities are really rough indices of precise numerical values, this proposition can of course be tested by selecting areas and correlating movement rates against integration values. However, because movement along a particular line is influenced in the main by its position in the larger-scale urban grid, we must take care to include enough of the whole urban grid in our analysis to ensure that each line in the area we are studying is embedded in all the urban structure that may influence its movement. We cannot then do better than to begin with the whole of an urban system, or at least a very large part of it in order to ensure that our study area is sufficiently well embedded.

In order to analyse an area in inner London, then, we begin with an axial representation of the very large part of London shown in Fig. 28.5, which covers the area approximately within the North and South Circular Roads. Figure 28.4c–e is then a series of analyses of integration at different radii. Figure 28.4c is the radius-n analysis, and as such shows the most global structure of London, with a strong edge-to-centre pattern centred on Oxford Street, which is the most integrated line. Figure 28.4d is the radius-3 analysis, which highlights a much more localized structure, including most local shopping streets, but also picks out Oxford Street as the dominant integrator. This implies that Oxford Street is not only the strongest global integrator in London as a whole, but also the strongest local integrator of its surrounding area. Figure 28.4e is a radius-10 (or radius-radius) analysis, meaning that the integration analysis is set at the mean depth of the whole system from the main integrator, which in this case is 10. The effect of setting the radius of analysis at that of the main integrator is that each line is analysed at the same