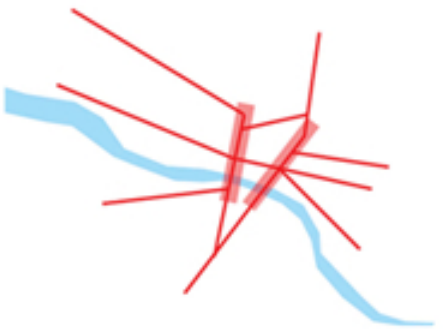
_Betweeness Centrality

Without the connections of the M8 creating paths between nodes, much of the centrality in terms of betweenness are focused on pathways along major roads in the city centre.



The centrality of city surrounding the M8 is higher in this scenario. The city centre shows more paths with high betweenness, as does the city to the west of the motorway. Perhaps the greatest improvement in centrality is to the north of the M8, where new connections fill in the gaps between the existing streets.

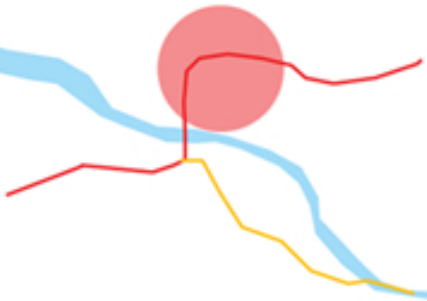
The effect of this scenario on the network is low. While the pathway of the new hypothetical motorway has moderately high centrality for most of its route, it appears to show little affect on the M8 or the network around the M8.

The map shows that the boulevard around the city center works well to connect the network in terms of betweenness. The boulevard is easily distinguished as a strong path of centrality, which provides many nodes of connectivity to the wider network.

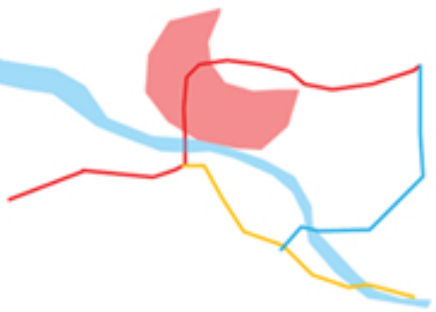
_Global Closesness Centrality

Without an abundance of dead end streets and cut off connections, the global closeness centrality of this scenario extends to a wider range of the city than any of the other scenarios.

The area with high global closeness is smaller than in the existing city. In addition, the global center is shifted toward the M8, presumably because of the new connections made there.



The impact of this scenario on the existing network is low. Besides minimal extension of centrality to the south of the Clyde, little impact is seen at this scale.



The global closeness centrality is extended to the west and slightly to the north in this map, but not as noticeably in the east or the south.