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The Urban Centrality, Spatial Mobility and Sustainability Connection: Visualisation through street network analysis of Iskandar Malaysia



http://asianseasontravel.com/wp-content/uploads/2017/03/Onq7A6Q.jpg

Cities actual street network configuration (how each street segment is directly and indirectly interconnected with all other segments within the network) systematically influences every street segment's potential for to-movement (indicated by the measure of *Integration*, or closeness centrality) and through-movement (indicated by the measure of *Choice*, or betweenness centrality). Street segments with high movement potentials offer high centrality potentials and influences the longterm sustainability of centres in the city.

Low radius (400m) Integration-Choice Modelling of Taman Universiti's actual street network structure Medium radius (2500m) Integration-Choice Modelling of Taman Universiti's actual street network structure







Low radius (400m) Integration-Choice Modelling of Senai's actual street network structure Medium radius (2500m) Integration-Choice Modelling of Senai's actual street network structure

Multiple-radii Integration-Choice Modelling of Iskandar Malaysia's actual street network structure highlights street segments with high to- and through movement – thus centrality – potentials

High Integration-Choice / Centrality Potential

ow Integration-Choice / Centrality Potential



Low-radii (400m-800m) Integration-Choice cores tend to correlate well with **historically evolved**, **traditional street oriented centres**, but badly with most planned centres in housing estates and new towns

Medium-radius (2,500m) Integration-Choice cores correlated well with present-day emergent commercialshopping-service centres as well as historically evolved centres that are well embedded within the expanded Iskandar Malaysia region



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