Mark: 72

Your points for Networks are 34  
Feedback: Centrality measures are explained in the context of the underground system, including equations, definitions and references. Good justification for both measures including definitions and normalisation to allow comparison after node removal. The analysis is effectively carried out and the results are well presented. The consideration of passenger flow in the adjusted impact measures, needs clarification.The limitations of average shortest path, clustering coefficient and the impact on passengers should be discussed. Although the discussions could be enhanced and networks weighted part improved, overall it is a good piece of work.  
  
Your points for SIM are 38  
Feedback: The models are all explained with the parameters as given in the practicals with their equations. Good justification of model, clear calibration, clear method and performance. Clear understanding, clear explanation, model is well applied and flows are conserved. Good choice for the new parameters, and flows are conserved, but justification could be improved. The graphs used to show the changes in flows for the 3 scenarios are clear. There is a clear discussion supported by the results and a nice analysis using the Gini coefficient of different scenarios, however the analysis could have been more specific to the London case study (where are the flows redirected? Can you formulate hypotheses regarding why?) and include more spatial elements (e.g. maps). Extra marks included for presentation