Figure 9: Close-up of a 'fast' and 'quiet' route in the PCT under the Government Target scenario in Manchester. This provides an indication of the local 'quietness diversion factor'.

lines. The 'Satellite' basemap option is illustrated in Figure 10, which shows a section of Trinity Way (as it crosses the River Irwell). This shows there are 4 lanes of traffic, a central paved area and wide pavements on both sides of the road, suggesting there may be space for a cycle path, especially if road space were re-allocated away from motorised traffic.

[1] FALSE

Another feature of the user interface worth highlighting is addition of a dropdown menu to enable the 'top n' routes to be selected not only based on the level of cycling, but also based on estimated health and carbon impacts, under each scenario. The reason for this addition was the finding that health benefits do not always rise in simply in proportion to the number of people cycling: longer trips lead to a greater health benefit than short ones do, and this is now represented by shifting distribution of lines when the "HEAT Value" option is selected from the "Order lines/flows by" dropdown menu (this menu only appears when lines are shown *and* a scenario other than the Census 2011 is selected).