

individual identity and design requirements. Figure 7.16a/b is a summary of the expected environmental impact of the tram on the different sections of Line One in Nottingham: it shows, under the heading 'Visual Intrusion/Landscape', that the tram system will have moderately positive results in four of the seven sections of the line; one section where the benefits and drawbacks cancel each other out, and two sections where there are environmental disadvantages. Nevertheless, as features of a linked public realm they take on added significance, as indeed Camillo Sitte noted in his studies of medieval towns in Europe.¹⁹ A city served by an integrated transport system, where the tram, light rail, metro or bus serves the bulk of the population, is able to develop within the interstices of the transport system; a parallel network of public spaces designed for pedestrian use, which link the home to the centre and to the countryside through a series of streets, squares and green corridors. The whole area of Salford Quays, served in part by the Metro, provides an opportunity to develop a whole district of mixed land uses comprising squares, streets, prestigious buildings, all arranged around a system of inter-connected water basins: sustainable development of the highest environmental quality (Figures 7.11–7.13). It was the urbane and highly stylish French Tramway systems that influenced many similar developments in Britain in cities like Manchester, Sheffield, and Nottingham's installation of the Express Transit System (Figure 7.10). Unlike other suggestions for urban development, such as Garnier's Cite Industrielle, the Madrid project was actually built and then operated by the designer's family, until the 1930s.²² The tramways were intended to circle the whole of Madrid and were originally designed to service areas of cheap housing for the middle classes. Rail travel within cities began in the nineteenth century.