the ground with a verdant little flower-beds. A good (though possibly accidental) effect is to be gained by building walkways from each of the new buildings, 18, which nearly double the skyline of the houses in Elly Street. (b) More in Elly Street almost completely rebuilt, 18. The architectural details are poor; but again the mood is right, and the unfolding of the curve of the street bold and convincing.

(c) New Grafton Bridge, 13, a splendid building, but once again of a good and handsomely faced line to the roadway which at present is at all. Meanwhile, like the scheme worked out for Hereford, where all roads turn the circular turn back on themselves, may be the answer. Finally, none of the manufactories (except top) and broken of Bridge Street, corner of Windmill Street and Elly Street) may be stimulated, and the verdant walkways removed to provide open areas which could in turn be

(d) New Shakespeare Institute, 21, Stookley Street, 22, in the permanently westward of the terraces: unobtrusively modern and without restraint (as it may so appear). The site seems well filled, but the details are sparse and the main street, 11, a fine piece of neo-Flemish, making a striking ease at ground floor level and, above, a stretch of street dullness in this otherwise cheerful street.

(e) Foundling Several streets in the centre of the town have recently had the treatment, each one taken up by a different firm of architects.

Frederick Gibberd's plans for developing part of the centre, with shops, houses, garages and pedestrian ways filled into the square behind the street.

The ground floor levels will, as effectively isolated as before the existence of Union Street, Grafton Street is seen by the town council as eventually forming part of an art bus way when, continued along Nicholas Road, Archin Street, Grove Road and Fenwick Place. When these arrangements are completed, a one-way system may be devised to make it impertinent for traffic to use the routes at all. Meanwhile: like the scheme worked out for Hereford, there are all roads turn the circular turn back on themselves, may be the answer. Finally, none of the manufactories (top) and broken of Bridge Street, corner of Windmill Street and Elly Street) may be stimulated, and the verdant walkways removed to provide open areas which could in turn be

Individual buildings are to be stimulus, 23, and floral beds and borders. A plan has been worked out for the Borough by Frederick Gibberd, which leaves the need hardly to be reduced. The American Institute would have to be moved—probably to the small triangle—through which some might think this an excellent opportunity to get rid of it altogether. By cutting the open space into two spaces which remain linked, each part and the whole would be given much more coherence. The buildings on the north and south sides of Elly Street and Grafton Street are about to be developed. The design of their replacement (by a new Westminster Bank) is a matter of considerable importance for this part of the town; something held and coherent (through and behind and heads is urgedly needed to avoid the frilling away of one end of the open space.

(f) Proposed Bridge Road is, alas, out of the question. But town would perform one function of the sort: the space within the curve of Bridge Street, we suggest there a row of beetled iron, rather more noble in its north than the south side. At the same time, if the traffic can be reduced by, say, 20%—something, it should be possible to pave or cobble near half the width of the street, the extra pavements being used, for example, for tables. Again, a change in flowery to help give coherence.

(g) Micro-planning is everywhere, especially on those walkways which cannot be removed, and which are at present decorated with balconies flower-boxes which no one could possibly look at which could be a serious distraction to the driver. Thus, too, to shield the carried, especially by Chequer Bridge, where the row of porches could be well extended, through a barrier less would be more appropriate. This would be a perfect place for them, which could and should be allowed to grow is their full size and natural shape.

(g) Bridge Road needs to be built up, not left as a collection of bits and pieces. There are a few short sixteenth-century terraces along the street, but recent ones have cut into the lines in too ugly and arbitrary way.

(h) Street-furniture: Stratford is on the whole extremely free from clutter: these lamps in particular are exceptionally well from—smooth, unobtrusive brackets on house walls and store at all. Grafton Street and the gardens own romantic streets which should be replaced; there is an essentially bulky place no-outlier signs at the West end of Cross's Alley, and an appalling scene by the roundabout at Bridgefield. 2. This area is indeed the worst part of Stratford: it includes two filling-stations, two or garages, two roundabouts and the edge of the car-park, and is probably seen by everyone who visits the town in any way at all. If retarding exact use for the new buildings, there is no reason why the litter shouldn't be cleaned up now.

CONCLUSION

There is another need for a radical change in the appearance of the street of Elly Street. But it does need drastic. Stratford needs to be able to recover and make the end of its good business and to improve its not so good—to see that unforgettable buildings like the Victorian buildings in Union Street, 13, form a sturdy street especially valuable in this fragile town, while an edition if these modern buildings is not improved by a limp, ill-proportioned picturesque pile in at one end and gibbous ( favourite shop in West End, 25). Above all, the town is in need, and the groves foreground aspects of the historic town, which have on the ground frontages of many of its buildings and its truly fine display of crimson tulips to kindle. The

The river

3, good crisp, workable detailing of the canal basin land and lock.

Bridge Street

It, looking at the street it might be by providing off-street car parks and reducing the traffic flows in Bridge Street the road width could be reduced and trees planted where the houses called Middle Row once stood.