

BROUGHTY FERRY IN THE TWENTIETH CENTURY: VISIONS AND REALITIES

By Professor Hugh M Begg

Introduction

Broughty Ferry is a community of some 10,000 households with a current population of over 19,000 located within the City of Dundee on the south bank of the River Tay. Following a review of ward boundaries by the Local Government Boundary Commission in 2007, Ward 8 within the City of Dundee was identified as “The Ferry”. The current ward boundaries provide a convenient envelope within which to trace some of the essentials of its history over the past hundred years. It corresponds in all but minor detail to the area of interest of Broughty Ferry Community Council.

It is something of a paradox that rather more attention has been paid to the history of Broughty Ferry in the nineteenth and early twentieth centuries up to the annexing of the former Burgh by its neighbour, Dundee, than to events in the last hundred years or so. This paper attempts to fill a gap by tracing in the barest of outlines how the former Burgh was developed after its incorporation into the City of Dundee until the turn of the twentieth century. In that discussion it is interesting to distinguish between the various visions and plans devised with the intention of guiding the course of that development and comparing these intentions with what actually happened.

It is obvious that these notes are by no means comprehensive. They have merely drawn together some of the more relevant academic and related work with the objective of stimulating interest and encouraging others to undertake the research which can provide an authoritative history of Broughty Ferry in the past century.

Some Twentieth Century Visions of the Future

The starting point must be to simply observe that in the nineteenth century Broughty Ferry evolved from a small fishing village in rural surroundings to a prosperous suburb of the thriving industrial city of Dundee. Although there was no town planning as we have come to know it, this is not to suggest that development of land and buildings lacked direction. (Davey and Perkins 1976, Begg 1992). The Dundee Boundaries Act of 1913 was a significant milestone in the history of Broughty Ferry and its subsequent development (Davey 1991).

In the past hundred years, while functioning as a suburb of Dundee, Broughty Ferry has shared in the political, administrative, social and economic changes which have transformed the urban landscapes of the city as it has moved from an industrial past to lay the foundations of a post-industrial future. Recent research has drawn together several of the explanatory strands (e.g. Tomlinson and Whatley eds 2011). However, little of the academic and related research has focussed on the particulars of Broughty Ferry and how the physical fabric of the former Burgh was been altered as a consequence of the aspirations of developers and the moderating influence of local government particularly as exercised through successive Planning Acts.

The Town Planning Report of 1918: At the turn of the century the Broughty Ferry had not yet physically coalesced with Dundee but was firmly established as a suburb of that city. Following the promotion and enactment of the “The Dundee Boundaries Bill” in 1913, James Thomson, now recognised as amongst the foremost of the early town planners in Scotland (Subedi 1992), produced

a Town Planning Report in 1918 which looked forward some 50 years and covered all of the area within the newly defined boundaries of Dundee. He proposed that over the long term Broughty Ferry should be developed to accommodate a range of facilities including a bathing pool, baths, gymnasia, reading rooms, a club room, bowling greens, tennis courts and a playground for children. In practice some of these proposals were implemented although not in the form envisaged by Thomson.

Indeed, by the mid twentieth century Broughty Ferry would still have been readily recognisable to a person who had last visited some 50 years before: *“It consists of two main parts separated by the main through road. The original fishing villages are grouped round the harbour and the Ferry and there are some charming Georgian houses along the sea front. The main shopping centre, beach and older housing area is in this part of the town, which lies to the south of the railway and the main road. On the steeply rising ground to the north is the suburban growth which took place in the last century, consisting mainly of large mansions and villas in attractively wooded grounds. Many of the larger houses have now been turned into hotels, flats or institutional buildings, but in spite of these changes, this district still retains a pleasant and domestic character. To the east of Barnhill and on the northern fringe of the district newer housing predominates mainly consisting of bungalows and smaller villas”* (Tay Valley Plan, 1950, p9).

The Dobson Chapman Report of 1952: Dundee was slow to produce a Development Plan under the Town and Country Planning Act 1947. In recognition of that, an Advisory Plan was commissioned from Dobson Chapman and Partners who had an established a reputation in planning for post war reconstruction on sites which had been heavily bomb damaged. Their work for Dundee emerged in 2 Volumes in 1952 (Docherty 1992) and included ambitious plans for Broughty Ferry: indeed they envisaged the sweeping away of much of the built environment which today is deemed worthy of conservation. Their starting point was a proposal to widen Queen Street which, by then, was established as the main through route to Monifieth and beyond. Other key elements included proposals that most of the existing buildings in the area bounded by Monifieth Road and Dalhousie Road on the north, by the railway line on the south, Panmure Street to the east and Bridge Street on the west were to be cleared to create a public park and recreation ground. Castle Street and Castle Terrace were to be demolished to create a public putting green, tennis courts and a children’s play area. The existing harbour was to be converted into a large open air swimming pool.

Although the consultants acknowledged the vernacular charm of the fishing cottages facing on to the Tay, virtually everything lying south of King Street was to be removed to make way for new housing sited around landscaped courts. Wholesale clearance was also envisaged for the area lying between King Street and Brook Street to make way for new shopping and commercial development served by a large car park centred around Long Lane.

In order to overcome the barrier created by the Dundee to Aberdeen railway line running parallel with the coast two new bridges were proposed: one at the mouth of the Dighty Water and the second related to a new dual carriageway immediately to the west of Panmure Street. The latter would connect with a causeway extending some 1500 feet out into the Tay sloping down to the beach thereby allowing yachts and pleasure craft access at all stages of the tide (Searle, 2009).

Town and Country Planning Act (Scotland) 1947: Fortunately, the proposals in the City of Dundee Development Plan which was completed in accordance with the Town and Country Planning Act

(Scotland) 1947 in 1956, and issued with revisions in 1959, were much less radical in their approach than its non-statutory predecessor. Thus, for instance, in stark contrast to Dobson Chapman, the Survey Report which underpinned the Plan made only mild reference to: *"...the fine stretch of sands along the beach stretching eastwards from Broughty Ferry constitutes an economic asset capable of exploitation for pleasure purposes"* (page 1); and the Written Statement merely identified Broughty Ferry as one of the main-sub-centres where *"...it is proposed to encourage the redevelopment.."* (page 9). That cautious approach tempered by a realistic view of the resources likely to be available in a climate of post-war financial stringency was continued in the Quinquennial Review of the Plan issued in 1964.

Although varying in emphasis and detail, these plans contained proposals for the redevelopment of some areas of central Broughty Ferry. In addition to regenerating the shopping area, the most important proposals were for land lying to the south of King Street, in the vicinity of St Aidan's Church, and adjacent to Castle Street. These were taken forward with housing at Agnes Square, sheltered housing on the site of the former municipal gas works off Long Lane, and a small industrial estate in place of the old established community at "sandy hole" (Allison 2005). The widening of Queen Street persisted as a planning proposal into the 1960s but there was never any attempt to pursue the project. Although two large areas were identified for car parking only one of them -the site of the existing car park on Queen Street- was implemented.

A green belt for Dundee was mooted in the 1952 City Survey and Plan by Dobson Chapman, but it only became statutory obligation following the Secretary of State's approval of a modification to the City of Dundee Development Plan in 1966. The associated Programme Map identified a substantial area of land to the north of the existing built up area as suitable for residential use in the period up to 1969 and, thereafter, to 1984. However, expansion beyond that was to be curtailed by the newly defined green belt.

Town and Country Planning Act (Scotland) 1972, and the Town and Country Planning Act (Scotland) 1997: After local government reorganisation in May 1975, strategic planning policy became the responsibility of Tayside Regional Council. The population projections to 1986 and beyond prepared for the evolving Tayside Structure Plan (1979) indicated a need to identify further development land on the periphery of the existing built up area. With that in mind, the green belt was swept away and the way left clear for a relentless expansion of suburban housing to the A92 and beyond. (Begg 1990)

Following local government reorganisation in 1975, a two tier planning system was in operation and the City of Dundee District Council became responsible for the preparation of Local Plans which had to be prepared within the strategic context set by successive Tayside Structure Plans which were prepared by the Tayside Regional Council. For Local Plans the City was divided into discrete areas for each of which particular policies were devised tailored to specific circumstances. Plans for Broughty Ferry Central and West Ferry/ Monifieth were adopted in January 1985. Both of these were accompanied by an extensive Report of Survey each of which provides useful information on the current trends and existing land uses.

Following a further reorganisation of local government in 1996 which abolished the regions, including Tayside Region, the City of Dundee abandoned the "mosaic" approach to land use planning. In 1998 a Dundee Local Plan was adopted with policies to be applied city-wide; and that

was followed by the Dundee Local Plan Review 2005. The latter delineated an irregular boundary for the Broughty Ferry District Centre and, within that, defined a restricted area identified as “core frontage”. Of particular significance, land for so called “villages” of speculative housing was identified at Balmossie, North Balmossie and Balgillo North.

Looked at in the round, for three decades the adopted local plans actively promoted development out with the established built up area encouraging an extension into agricultural land up to and beyond the A92. Moreover, they took a relaxed approach to proposals for development within the built up area of Broughty Ferry. Unfortunately, that “light touch” was extended to development control within its Conservation Areas which had been designated in consequence of their historic and architectural interest.

The Realities: the Urban Geography of Broughty Ferry

With the various visions and statutory plans for the development of Broughty Ferry in mind as the turn of the century approached, it is interesting to consider what happened in practice. In considering that it is useful to distinguish 4 broad areas of land use in the Ferry.

First, there is the central area of Broughty Ferry which is an area of mixed use and accommodates the retail, commercial and service core as well as a mix of relatively high density housing of various tenures; second, there are the areas outwith the core, now designated as Conservation Areas, whose current character was largely settled in the nineteenth century as Broughty Ferry was transformed from a cluster of cottages at the mouth of the Tay to a prosperous suburb of the city of Dundee; third, there is the elongated strip of land which stretches from the Stannergate along to the Dighty with the Castle and Castle Green at its heart and which established Broughty Ferry as a place of resort; and fourth, there is the large area of predominantly suburban private housing which was developed in the late 20th century and, more recently, has been extended into former agricultural land beyond the A92.

Each of these sub-divisions has its own distinctive character, problems and potentials and these are explained by differences in the evolution of its transport network, street patterns, and major land uses notably the provision for housing, employment, leisure and recreation, and open space.

Transport: Links to Dundee

In the nineteenth century the emerging settlement of Broughty Ferry was connected to Dundee and further afield by water, rail and, later, by tram cars. In the twentieth century each of these was replaced by a reliance on road transport notably buses and the private motor car. In the absence of adequately constructed roads the early dependence on boats to reach Dundee and Fife continued into the twentieth century. The paddle steamer PS Dolphin sailed from the harbour at Broughty Ferry to Tayport from 1893 until 1920; and it was replaced by the MV Abertay which operated on a regular basis until 1939.

The Dundee and Arbroath Railway, which had opened in October 1838 along with stations at Broughty Ferry East and West, steamed into the twentieth century in the joint ownership of the Caledonian Railway and the North British Railway. It became part of the London and North Eastern Railway as a result of the national grouping in 1923. The nationalised British Railways was formed in 1948 and it, in turn, was replaced by Network Rail in 2002. Services to Broughty Ferry were affected

by all of these changes including the substantial retrenchment consequent on the implementation of the “Beeching axe” in the sixties.

Of particular importance, the Dundee and Forfar Direct Line ran from Broughty Junction over Brook Street and thence to the south of the Dundee and Arbroath Railway before crossing over that and entering Barnhill station. Passenger trains to Forfar were withdrawn on 10 January 1955 and the line was lifted following the subsequent closure for freight on 9 October 1967. The railway bridge at the end of Brook Street was removed and the MacKinnon Centre built on the former railway sidings. Barnhill Station was demolished and housing built on the former wayleave. In that withdrawal the West Ferry station was closed on 4 September 1967.

Broughty Ferry railway station (without ticketing from 1986), its wooden signal box (redundant since 1993) and the controversial level crossing along with a proposal to permanently stop up this stretch of Gray Street (1990) has been the subject of on-going change (Knox, 2010). A refurbishment of the station for commercial use, the reinstatement of the historic signal box and upgrading of the level crossing to meet modern safety standards has been completed.

In the early years of the twentieth century the principle means of commuting to Dundee was by tram. A light rail system ran from the sheds and power station at Milton Mill at the mouth of the Dighty, and linked Broughty Ferry to a terminal at the Seagate in Dundee city centre. The route by-passed the centre of Broughty Ferry by running along Queen Street and thence northwards up Victoria Road before turning west along Strathern Road thereby avoiding the tortuous line of the Old Ferry Road. Over the years the company kept pace with the times using a variety of vehicles horse drawn, open top, and covered. However, in its later years the quality of the track deteriorated and this led to a number of spectacular derailments. Faced with mounting competition from omnibuses, and motor cars as well as the existing heavy rail links to Dundee the service was withdrawn in 1931.

A review of the listing of the early motor cars registered in Dundee with their distinctive TS and YJ registrations (Wright 2003) confirms that many were to residents of West Ferry. Early roadways had a cambered, compressed ground road surface which was suitable only for horse drawn vehicles. It was only later that the streets were paved to accommodate motor cars and at the end of the twentieth century there were still unmade footpaths in some parts of West Ferry. The coalescence of the built up areas of Dundee and Broughty Ferry and the emergence of motor vehicles as the predominant means of passenger and freight transport made it imperative that there be improvements to the road network.

Minor schemes of road widening were undertaken notably at the foot of Claypotts Road (1929) and at the foot of Victoria Road (1935) (Brotchie and Herd, 1980). However, the major works were the road and footpaths running parallel to the Aberdeen to Dundee railway line which by-passed the Old Ferry Road which still crosses the railway twice at the Stannergate. That completed the road links with Dundee and literally paved the way for the establishment of a regular and comprehensive set of bus services and commuting by private motor car.

The Central Area

The historic core of the former Burgh has evolved as an area of mixed development with private and public sector housing of various vintages sited close to a variety of commercial, and retail and other

uses. In 1913 it served a locally based clientele who visited on foot or even by horse drawn carriage. Personal service was offered by independent stores and, later, a few of the emerging multiples including Liptons trading from narrow frontages some adorned with canopies.

In the thirties Broughty Ferry shared in the changes which affected retailing throughout Scotland. Some contemporaneous detail from mid-century is provided by the Dobson Chapman Advisory Plan Report which found that: *“Apart from the shopping concentration around the crossing of Brook Street and Gray Street much of the central parts of Broughty Ferry is (sic), at present, largely taken up with housing mixed with occasional isolated shops. Over 50% of the area floor space is taken up with housing with a mixture of shopping taking up 25%. There is little or no industry of any consequence within the Central Area apart from the Gas Works which serves Broughty Ferry and its immediate environs.”*

In the post war period, growing car ownership and relatively easy access from the Kingsway enlarged the catchment area of the Central Area and encouraged multiple purpose shopping trips particularly at weekends. By the sixties Broughty Ferry was identified as a district shopping sub-centre (Pocock 1968). Later, the development of alternative shopping opportunities elsewhere in the City especially in the form of supermarkets on easily accessible sites introduced new and difficult challenges. This led inevitably to the demise of a number of long established businesses. These included Donald Graham the wine merchants (established 1888), Alex Bowman the stationers and printers (established 1874); Ruthven P Smith the ironmongers; and Joseph Grant the haulier (established 1866) at Margaret Cottage. These were replaced by high street names such as Safeway, Victoria Wine, Oddbins and assorted building societies. These in turn have been replaced by other names including Marks and Spencer, Tesco and an array of charity shops. Two long established names retained a link with the past: Goodfellows the baker, and Gillies the house furnisher to which can be added Visochi’s ice cream parlour and the Eduardo Alessandro fine art studio.

At the close of the twentieth century the number of retail outlets in Broughty Ferry continued to decline and they were, by then, concentrated in Brook Street and Gray Street as the economics of retailing nationwide dictated fewer, larger, readily accessible outlets. Despite a programme of refurbishment, and improvements to traffic circulation, the retail offer in Broughty Ferry remained under threat. The independent stores were well aware of the problems and possibilities thrown up over the years by the rapidly changing business context. Following in the tradition of the Merchant Society who in 1910 had inaugurated a gala at the height of the tourist season, in 1959 the Broughty Ferry Traders helped promote a “Brighter Broughty Ferry” movement. That in turn morphed into a well organised and highly successful Gala Week, the provision of decorative lights over the Festive Season, and a promotional web site.

In addition to retailing, the central area accommodated other uses some of which were echoes of its former status as a Burgh. These included the YMCA built in 1825 and then used as a school room; and the former Municipal Buildings with their wrought iron arch and clock. To the north of Queen Street, the Broughty Ferry Library which had opened in 1932 was the subject of some refurbishment. The central area continued to provide a mixture of housing of various forms and tenures. Small developments within and near the Central Area have included “sheltered housing” for the elderly for example at Victoria Road, Sheil Street and the former hauliers yard on the corner of Brook Street

and St Vincent Street. Council building took place in Queen Street in tenemental form to a high standard and reflecting continental influences.

Research conducted on a Dundee wide basis on cinemas, churches and public houses has included interesting references to Broughty Ferry. Each of these has formed an integral part of the built environment. As might be expected, the cinemas have been transitory land uses (Naulty 2004) (Searle and Muir 2012). On the other hand many of the public houses in the Ferry are long established and although most have had their interiors changed beyond all recognition in recent years each has its own distinctive history (Alexander 1992). Churches and burial Grounds have an intermediate place on the spectrum with the proliferation of the nineteenth century followed by periods of consolidation in the twentieth (McCraw 2000).

Open Space: Leisure and Recreation

The strip of land from the Stannergate in the west to the mouth of the Dighty Burn in the east on the littoral of the Tay Estuary has provided a range of opportunities for leisure and recreation. In 1957 the Royal Tay Yacht Club acquired Fort William House and this became the focus for existing rowing, sailing and related activities centred on Grassy Beach.

Broughty Ferry was well provided with open spaces for recreation. In 1887 James Guthrie Orchar, then Provost of the Burgh of Broughty Ferry donated Reres Hill as a public park, entered by the Jubilee Archway, and that was followed by his financing of the enclosure of Orchar Park. To that existing parkland at was added in 1916 the land to the east of Rugby Terrace as a result of a donation to the City of Dundee by the landowner, David Scott Cowans. A bequest in 1940, by William Dawson of Broughty Ferry "*for the purpose of providing playing fields, sports grounds or other recreational facilities...*" enabled the purchase of land from the Douglas and Angus Estate in 1949, and Dawson Park was opened in the mid 1950's.

The development of Broughty Ferry as a place of resort can be traced back to the fashion for medicinal sea bathing which continued well into the mid-nineteenth century (Durie 2003). By Edwardian times, Broughty Ferry was marketing itself, rather ambitiously, as the "Brighton of the North" and at Beach Crescent the area onto which boats were drawn for off loading directly onto horse and carts had been replaced by a sea wall and a promenade complete with seating. Sea bathing from the sands to the east of the Castle was encouraged by the availability of licensed huts which enabled the bathers to change in private before the huts were dragged into the sea by horses.

In the following decades families from further afield, notably Perth and also the west of Scotland, visited during their Trades holidays, typically staying in rented accommodation and enjoying the array of entertainments that Broughty Ferry had to offer. There were steamer trips to St Andrews, Arbroath, Montrose, and the Bell Rock lighthouse. Golf for ladies and beginners was available at Barnhill Links to the north of The Esplanade and there was lawn bowling at Orchar Park. In time, the package included not only the sandy beaches, sea bathing, donkey rides and rowing boats but also, from 1924, the Orchar Art Gallery on Beach Crescent. Cronshaw has drawn together a sequence of photographs showing how fashions and beach facilities changed in the period up to 1939 (1998, pages 32-36).

Use of the beach for leisure continued during the Second World War. Amusingly, it was noted in the People's Journal of 28 June 1941 that Chief Constable Neilson had proposed that Broughty Ferry beach should be closed to the public as a prohibited area. Apparently during a recent air raid warning about 5000 people were lying in the sand sunbathing. Hardly any had paid attention to a siren warning of a potential air raid.

For 25 years or so after the war, Broughty Ferry retained its role as a popular visitor attraction and holiday resort. However, by 1970 the advent of cheap air travel and holiday packages in locations further afield had led to a substantial reduction in this traditional source of income and employment. There remained only a few small hotels and guest houses catering for business and leisure tourists. The leisure and recreation facilities contracted in terms of quantity and quality and were used predominantly by residents and day visitors from elsewhere in Dundee.

Conservation Areas: West Ferry, Broughty Ferry, Forthill and Reres

The mansions of the wealthy to the north and west of the central area which were developed from the mid to late nineteenth century lie at the heart of the Conservation Areas which have been designated as worthy of conservation because of their particular historic and architectural interest the character and appearance of which are deemed worthy of special protection.

Eugenie Fraser has delightfully described the life-style of an affluent family in the early years of the century (Fraser 1984 especially chapter3). That was in stark contrast to the conditions and prospects enjoyed by the majority who lived in the central area. However, the economic underpinning of that lifestyle was to erode, and infilling of the larger gardens of Victorian properties in the West Ferry and the Hillside areas to the north of the central area had begun by the fifties. That trend continued together with the subdivision of large properties for residences, offices and other purposes. Castle Roy and Carbet Castle dominated the skyline of Central Broughty Ferry for much of the twentieth century. In 1946 Castle Roy was offered to Dundee Corporation for possible use as a hospital but it was found to have dry rot irreparable at reasonable cost and, consequently, it was demolished in 1956. Carbet Castle suffered the same fate for similar reasons and, with the exception of the gatehouse, was taken down in 1984 to be replaced by 15 apartments. The remarkable ceiling by Frechou was salvaged and awaits a home.

McKean and Walker have provided a description of West Ferry at the end of the twentieth century: *"This mid-to-late Victorian suburb, embracing some older desultory seaside villas along the coast road, is entirely different in character from the ancient fishing village of Broughty Ferry further east.*

West Ferry remains private on its plateau high above the shore: few main roads, minor ones framed by stone walls and mature trees. The glimpse of a Tuscan turret above a high rounded coping will have to suffice for many West Ferry houses. They may be stylistically various but, basking restlessly as they do beyond their tall walls, they share most essentials. They are fundamentally long and horizontal, rather than vertical; similar in plan-often entered through the gable (usually porticoed into a sumptuous north-facing stair-hall frequently with a large fireplace, seating, and lit by large stain glass windows behind the staircase. Many have projecting billiard rooms or conservatories (or both). Points of fundamental similarity are greater than points of visual difference." (McKean and Walker 1993 pages 138/9).

No less evocative is the description of the Broughty Ferry Conservation Area provided by Dundee District Council: *“The character of Broughty Ferry is defined by a strong urban grid-iron street pattern and also has a maritime quality due to its location on the Tay Estuary. The western end of the Conservation Area contains large Victorian villas whilst moving eastwards the rugged cottages of the old fishing villages are encountered. Further east, past the pilot pier and the lifeboat station, the buildings become larger again and are dominated by the harbour and the Castle. Here the atmosphere is that of a seaside resort with landscapes open space bounded by pleasant two-storey terraces.”* (Dundee District Council)

Suburban Housing

In the twentieth century the built up area of Broughty Ferry was extended northwards from the central core and the area characterised by mansions and stone built villas out towards the A92 and beyond. The coalescence of the former Burgh of Broughty Ferry with its neighbours-Dundee and Monifieth- was completed.

In the inter-wars period, the public sector housing estate at Craigie to the east was developed as far as the boundary of the former Burgh to a pattern planned by James Thomson. It was deliberately modelled on Ebenezer Howard’s proposals in his “Garden Cities of Tomorrow” and although the detailed land use that finally emerged was rather different from the original concept the influence of Howard and Thomson is clearly evident.

In Broughty Ferry itself, there was some infilling and redevelopment. Thus, for instance, some public sector housing typical of the excellent space standards of the time was built adjacent to Forthill and the Forfarshire cricket grounds with private gardens to the front and communal space to the rear. In the thirties there was also development of speculatively built private housing notably the bungalow housing typical of the period on the road east to Monifieth. Sunningdale on Ralston Road on West Ferry, built to a streamlined design by Donald Ross of the Thoms Wilkie Partnership, is the jewel of that period. Interestingly, immediately after the Second World War, 114 temporary prefabs were constructed in Barnhill south of the Balgay cemetery in an area bounded by Strathmore Street, Hamilton Street, Abertay Street and Montague Street. These were later demolished to be replaced by houses of modern design.

Greenfield development continued in the post war period. The pace quickened after 1971 with a series of developments the most significant of which were at Balgillo and Barnhill and extended as far as the newly established Green Belt. For a time that ensured that suburban expansion did not spill out into the open countryside beyond (Scottish Government 2004). However, its removal led to the incremental extension of the built up area to the north and west and the jumping of the barrier of the A 92 to penetrate the agricultural land to the north. The developments to the east completed the coalescence with the built up area of Broughty Ferry with the neighbouring settlement of Monifieth.

Concluding Remarks

This paper has no pretensions to be a comprehensive history of Broughty Ferry in the twentieth century. Rather it brings together in summary form some of the results of previous work with a

particular focus on urban geography. There are other areas of considerable biographical, social, economic and political interest which remain for others to research.

Some particular matters have already been the subject of authoritative work. These include: the description of Claypotts Castle and its place in medieval Scottish history and present condition (Apted 1980); and the definitive history of Broughty Castle, the defence of the Tay and more recent development (Mudie et al, 2010). The history of the Life Boat including the tragic loss of the Mona in 1959 has been authoritatively recorded (Jeffrey 1996). To these contributions can be added a series of booklets issued to celebrate the founding of a number of Broughty Ferry's oldest established firms. These include the family history of Goodfellow and Stephen the bakers (Goodfellow 1997), the story of Gillies the auctioneers and house furnishers (Jeffrey 1995) and notes on Robert Samson Ltd the funeral directors (Broughty Spotlight 2013). The interesting histories of Broughty Ferry's oldest surviving family business D & W Coullie the joiners (1886) along with the relative newcomers road hauliers Harry Lawson (1948), Visocchis famous for its award winning icecream (1954) and Eduardo Alessandro Studios renowned for its contemporary art (1978) all remain to be written.

Then again, there is the array of personalities who were either born or made a home in Broughty Ferry. In that respect there are the autobiographical works of Eugenie Fraser (Fraser 1984, 1989, 1996), and Zoe Polanski-Palmer the Yalta victim (1986). To these may be added in due course: Anita Lizana Ellis (ranked world number one in ladies tennis in 1937); Tom Winsor (Chief Inspector of Constabulary for England and Wales); Colin Campbell, Lord Malcolm (Scottish judge); Lorraine Kelly (the TV presenter); Neil Forsyth (the author) and his fictitious Bob Servant.

Then again, the Edwardian era is of special interest as a period of social, economic and political transition; and there has been only preliminary study of the consequences of the Great War which brought disproportionate losses to Broughty Ferry families amongst the officers and men killed and wounded at the Battle of Loos on the 25 September 1915 (Pandrich, 1990). In World War 2 the Castle and Castle Green had an important role to play in the defence of the River Tay (Jeffrey 1991); and that conflict had particular consequences for the home life of Broughty residents (Broughty Ferry Local History Group 2011) as well as Alistair Urquhart, the Forgotten Highlander (2010).

These are only a few of the subjects in which local historians may become interested in the future. There are many others. This paper has depended largely on secondary sources. However, primary sources abound including the Dundee Directories and copies of local newspapers written as "the first draft of history". The oral histories of older residents have yet to be mined for the loads of information they can provide.

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