



Jackton & Thorntonhall Community Council



Meeting Minutes

Thursday March 19th 2026 at 7.30pm

Thorntonhall Tennis Club

Sederunt: Fiona Gardner (Chair), Christian Potter (Secretary), Warren Bader, Tom Shaw, Lesley Whitefield.

It was noted that a quorum of members was present and the meeting could proceed in accordance with the constitution.

1. Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies had been received from John McManus (Vice-Chair) Douglas Eunson (Treasurer) and Trevor Herrington.

Councillors Present: Councillor Equi was present.

Public Present: approx. 20 members of the local community attended the meeting. 14 signed the attendance sheet.

Apologies had been received from Trisha and Paul Harvey

2. Minutes of Previous Meeting

The March Minutes had been circulated in advance of the meeting. They were approved by Warren Bader and seconded by Tom Shaw.

Review of Action Points

A summary of the action points is attached at Appendix 1.

3. Updates:

Peel Road

Fiona provided an update summarising an e-mail which had been received earlier today from South Lanarkshire Council's roads department. The meeting was confirming the details of a meeting held with Fiona and Paul Harvey. It is attached at Appendix 2. Fiona will discuss with Paul how best to take this forward.

Busby LDES Update

Trish Harvey from the LDES Group was unable to attend but provided an update to the meeting. This was read by the Chair and is attached at Appendix 3.

Jackton Primary School

Councillor Equi provided an update on the work she and Councillor Buchanan are doing on the Primary School after school provision and ongoing fight on this with South Lanarkshire Leisure and Culture (SLLC). They are pushing for a meeting with the Chief Executive. She explained the issue has also been put forward as a motion at South Lanarkshire Council. It has been agreed at full Council that SLLC have to provide a report on the rates charged. At the moment SLLC are not moving on the 6 month discounted rate they are offering due to financial constraints, despite the fact that there is no income now as no service is being provided as the rates offered are too expensive.

Councillor Equi said she will continue to work with Councillor Buchanan on this difficult issue. Tom Shaw offered to help and work with the School Parent Council and Cllr Equi.

Jackton Landscaping.

Lack of progress by the developers with respect to the various landscaping work that was outlined in the planning applications for the development in Jackton. Councillor Archie Buchanan has agreed to raise the developers' lack of landscaping progress with the head of South Lanarkshire Planning. Archie is the long-term councillor for Ward 6 East Kilbride South and is on the SLC Planning Committee. Resident has been chasing up local planning officers on this matter and has been met by a wall of silence. There should have been a landscape "spine" established through the centre of the development in the first phase of construction work. Archie agreed to take the matter to Directorate level in the SLC Planning Department. Cllr Buchanan trying to meet with planning officials at directorate level.

Tom Shaw and John Vice Chair will continue to pursue with SLC Planning and Cllr Buchanan.

Renewable Energy Fund Grants (from Wind Farm).

Christian advised that she had become aware of Renewable Energy Fund Grants available from windfarms wishing to contribute to communities in South Lanarkshire. Grants for over £20,000 and up to £20,000 are available for projects in the community.

Councillor Equi suggested the community may be interested in grants for disability access at Thorntonhall Tennis club, purchasing CCTV for cameras to monitor fly-tipping and fruit trees.

Further information on the grants is available here – [Renewable Energy Fund Grants information](#)

4. Reports

Treasurer's report: Account balances:

Current: £ 1549
Business reserve: £ 1920

It was confirmed that applications for 2 x £500 microgrants for litter-picking in Jackton and Thorntonhall had been submitted by Claire Marr and Trisha Harvey. Warren Bader proposed and Tom Shaw seconded the grant applications. Sarah from Jackton Primary School Parent Council advised that the School are also arranging 2 litter picks with Trisha and Claire.

Councillor's report: Councillor Equi's report is attached at Appendix 4.

5. Correspondence

Nothing of note.

6. Planning Applications

Nothing of note other than South Lanarkshire Council have recently refused planning approval for the installation and operation of a 40MW BESS in on a greenfield site in Cambuslang. This proposal is significantly smaller than the Thorntonhall BESS and Busby LDES. Furthermore, the nearest dwellings are approximately 400 metres away from the proposed site. The summary explanation for the refusal is available on line.

[Planning application page](#)

7. Road Closures & Works

None

8. Other Business

Fiona discussed an e-mail from another Scottish Community Council that is keen to pursue the idea of giving Scotland's community council's the same wide choice of discretionary powers (with matching budgets) as England's Parish councils. We will put a survey round JTCC residents to see if there is an appetite for this approach in the community.

Councillor Equi's report included the problem with the Eaglesham Road flooding and there was a discussion around this. She has been trying to meet with Scottish Water for some time as this is a long term problem for about 15 years that seems to go between SEPA and Scottish Water. She will update us on this in due course. JTCC Vice-Chair (John McManus) has also written to SEPA on this issue.

A Jackton resident also mentioned that he has been trying to talk to Scottish Water about the area further down Eaglesham Road – about the SUDS there that he believes Scottish Water should put a fence around. Councillor Equi asked for further information on this and said she would help try to resolve this.

The resident also mentioned the land at Ocean Drive in Jackton that he is liaising with Cala about as are JTCC on his behalf. Cllr Equi is aware of who the owner of the land is and can follow-up on this. JTCC to follow-up with Cala also.

9. Next Meeting

16th April at 7.30pm, Thorntonhall Tennis Club.

Meeting closed 8.30 pm

Micro grant applications:

The Community Council can award grants of up to £500 to support local constituted and non-constituted groups and where appropriate individuals who need small amounts to pursue their objectives. Applications can be requested via the CC Webpage or by emailing jackthornncc@gmail.com

For local road and lighting faults, potholes, broken slabs, damaged footpaths, signs, broken bollards, guardrails, flooding, blocked gullies please use the following link.

https://www.southlanarkshire.gov.uk/info/200232/roads_lighting_and_pavements/337/road_and_lighting_faults

For fly-tipping and rubbish dumped:

<https://www.southlanarkshire.gov.uk/info/200193/pollution/344/fly-tipping>

Appendix 1 – Action Points

1	<p>Land 50M North of 1 North Hill View, Waterfoot Road, Thorntonhall- ENA-380-2033: dpea.scotland.gov</p> <p>Retrospective planning permission refused; applicant appeals; appeal refused; applicant appealed – allocated to Reporter.</p>	Christian Potter	The case has been allocated to a Reporter to determine. Reporter visit took place 7 th October 25; Feb 26 - Reporter has asked appellant and Council for more information both have commented on this – deadline was 14 th March
2	Drain beside Thorntonhall station	Christian	Christian wrote to Scotrail 6.1.26 to report drain beside station and leaking roof at the station. Scotrail responded to say in hand. Chased 4.3.26 (PR contact).
3	Invite MPs seeking re-election to come to the next JTCC meeting so that their thinking on LDES could be questioned.	Christian	MPs seeking election to be announced 2 nd April; write then to invite to JTCC meeting.
4	<p>Write to MPs, Councillors and the Chief Exec of SLLC regarding the Jackton After School care issue.</p> <p>Liaise with Cllr Equi and Jackton School Parents' council (Sarah) to pursue the issue.</p>	Christian / Tom / Cllr Equi	Wrote on 12 th March. Limited replies.
5	Attend CPP meeting 18 th May. Provide summary in advance of key issues in JTCC area.	Christian	
6	<p>Peel Road – ongoing work with SLC Roads.</p> <p>Follow-up on 25th Feb meeting (e-mail of 19th March, appendix 2).</p>	Fiona / Paul	
7	<p>Eaglesham Road Flooding</p> <p>John noted on the SEPA website that Eaglesham Road is on a “purple zone” which is a flood zone. There is a lot of concern about the significant flooding on this road (beside the police college).</p>	John / Cllr Equi	John contacted SEPA; completed SEPA survey on noted residents' concerns; Cllr Equi dealing with this (see her report) Long term Scottish water issue.
8	<p>A Jackton resident raised the issue of cars skidding on mud outside the school gate. There are no speed bumps and the mud is due to the all the development on this road, particularly the roundabout at the school is badly affected. This is impacting safety at the school.</p> <p>The developers are Taylor, Wimpy and Cala. John said he could pick this up with Cllr Buchanan</p>	John / Tom	Cala have replied to say thanks for letting them know of the issue and when they are working on site they will arrange for extra cleaning at the roundabout.
9	SUDS / Eaglesham Road	Christian to follow-up with Alan (resident) and Councillor Equi.	

10	Ocein Drive Jackton	Christian to follow-up with Alan (resident) and Councillor Equi.	
11	Jackton Landscaping – ongoing	John and Tom pursuing with Cllr Buchanan and SLC planning.	
12	Scottish Community Councils’ survey to be distributed round residents	Christian	

Appendix 2 – email from South Lanarkshire Council Roads Department regarding Peel Road.

Dear Mrs Potter,

We refer to a commitment made to write to you regarding actions from our meeting with representatives of Jackton & Thorntonhall Community Council on 25 February 2026. We would comment in relation to each point as follows.

Hedgerows

We wrote to several residents/landowners regarding shrubs obstructing the public road/footways. The majority have since taken appropriate action to address this; however, we intend to serve a Notice to those few residents/landowners which have taken no action and also write to those who have not trimmed back their shrubs far enough. Given the ongoing sensitivities and potential for action being taken against land owners, it would not be appropriate for the Council to further details at this time.

Vehicular Speeds

With reference to our FOI response of 4 March 2026 this contains a full breakdown of vehicular speeds.

HGV Usage

Data extracted from the survey reveals that there is a weekday daily average of 392 vehicles travelling northbound and 422 vehicles travelling southbound. During the morning peak there is a daily average of 21 vehicles travelling northbound and 22 vehicles travelling southbound, during the evening peak there is a daily average of 39 vehicles travelling northbound and 34 vehicles travelling southbound. For a standard single carriageway road with frontage access and side road, with a width similar to that of Peel Road, we would estimate an operational capacity of 750 vehicles per hour in each direction. Taking all the above into consideration, we are satisfied that Peel Road is not experiencing an inappropriate increase in usage associated with development traffic associated with the Community Growth Area. It is operating with sufficient theoretical capacity and will continue to operate within its operational capacity for some time to come.

In terms of vehicle classification, data extracted from the survey reveals that there is a weekday daily average of 12% of Heavy Goods Vehicles (HGV's) travelling northbound and 8% travelling southbound. At the time of the survey, we understand that the following factors will have been associated with a slight increase in HGV usage:

- Development associated with the construction of 3 properties on Beechwood Lea where access was taken via Baron Court/Baroness Drive via Peel Road.
- Ongoing developments along Waterfoot Road, and a small holding development along Cartside Highway / West Holehouse Road.
- Development which took access from Hayhill Road where some vehicles may have instead utilised Peel Road.

Request for restrictions on use of road

The Council, as a Roads Authority is not empowered under the Roads (Scotland) Act 1984 to prohibit specific classes of vehicles. The Act provides local authorities with duties limited to the management and maintenance of public road and does not confer statutory powers to restrict particular vehicle types on ordinary roads. Such restrictions are only permissible on special roads, designated through a formal legal process, which this road is not. While the Act allows temporary traffic measures for safety or works, it does not allow permanent bans on vehicle classes. Consequently, the Council has no statutory basis to restrict HGV movements on an unclassified public road.

Peel Road Classification

We can advise that Peel Road is an unclassified road. As an unclassified road, it is intended primarily for local access to residential properties, farms and community facilities rather than for the movement of strategic through traffic. Given the survey volumes noted in this response, it seems that Peel Road is not attracting any significant volumes of traffic from surrounding areas and is not being used as a through route.

Freedom of Information enquiry of 10 February 2026

A response to your FOI of 10 February 2026 was issued on 4 March 2026.

Vehicle Activated Signing

Please be advised that a site visit has been undertaken to assess the operation of the 4 Vehicle Activated Signs (VAS) on Peel Road on 12 March 2026. Observations from our site visit conclude that 3 of 4 VAS on Peel Road are operational. The VAS sign at the priority junction of Peel Road/Braehead Road is non operational and we are currently working with our contractor with a view to rectifying this fault as soon as possible.

Cycle Friendly Signing

A package of signing which includes gateway entrance signing incorporating a 30mph sign, 'Thorntonhall' supplementary plate and South Lanarkshire logo has been issued to our contractor to install following our site walkover in May 2025. This signing will complement the resurfacing works and associated new road markings which form part of the gateway entrance signing including red textureflex surfacing, 30mph roundels, and dragon's teeth which create a visual narrowing effect to encourage drivers to slow down. It is anticipated that these works will be complete early in the new financial year. Taking the above into consideration, we are satisfied that this package of signing and road markings is consistent with settlement treatment across South Lanarkshire. We are therefore not minded introducing any additional signing at this time.

Request for Traffic Signals

South Lanarkshire Council has a responsibility to allocate available resources in a manner that contributes to a reduction in the number of deaths and injuries resulting from road accidents across the entirety of the council area. This is achieved through partnership working with other organisations, including Police Scotland and the Scottish Government, and with other council services to deliver a combination of education, enforcement and engineering measures.

To ensure the highest rate of return on any engineering measures, the council produces a list of priority sites or routes for potential treatment on an annual basis. These are the locations where the introduction of engineering measures is anticipated to have the greatest impact on casualty reduction.

The primary criterion by which a site or route is included in this list is its recent accident history. Experience has shown that the most likely locations for an accident to occur are those in which a number of accidents with similar contributory factors have occurred in the recent past. Currently, a significant number of locations across South Lanarkshire have been identified for potential treatment using this method. Given current resource levels we anticipate that we will be able to apply engineering measures to approximately 5% of these, should any such measures be identified as an appropriate solution.

An analysis of all recorded injury accidents that occurred on the Council's road network over the three years period to the end of September 2025 is currently being undertaken. The results of this exercise will determine those sites or routes for further investigation in the 2026-27 financial year. We can advise, however, that Peel Road will not be included in next year's list of sites for potential treatment. Consequently, this road does not have priority for engineering measures in the form of traffic signals at this time.

The narrowed section of carriageway at Peel Bridge, along with the delineated on-carriageway footway, is a long-established feature designed to manage vehicle speeds naturally and to provide walking space in a constrained environment. Based on current assessments, the layout continues to operate safely and within expected parameters for an unclassified, low-volume rural road.

Investment in telematics re future traffic surveys

The council has recently invested in enhanced telematics and mobility-data capabilities. This will significantly strengthen our ability to plan, monitor and understand traffic behaviour across the local network.

National 20mph strategy

South Lanarkshire Council has developed proposals to deliver the National Strategy for 20 mph on appropriate roads across the authority area. The approach applies Transport Scotland's assessment criteria, focusing on residential areas, town and neighbourhood centres, and streets with high pedestrian and cyclist activity, while generally retaining 30 mph on A and B class roads unless specific justification exists.

Proposals have been GIS-mapped and the principles of implementation endorsed by the Council's Road Safety Forum and Community and Enterprise Resources Committee. Implementation is planned

on a phased, town-by-town basis, subject to further consultation, available resources, and external funding from Transport Scotland.

Progression to the next stage is contingent on securing appropriate funding. Once funding arrangements and the phased delivery approach are confirmed, we will develop detailed implementation plans, prepare draft Traffic Regulation Orders, and undertake the required public consultation.

The Council has completed the assessment stage, prepared draft proposals and GIS mapping. Formal roll-out has not yet commenced, as Committee approval has only recently been granted on 16 December 2025. A programme of phased implementation is now required to be drafted as well as the completion of the statutory Traffic Regulation Order (TRO) process for each phase.

It is anticipated that funding associated with the National 20mph Strategy will be met by the Scottish Government/Transport Scotland. Discussions remain ongoing regarding funding streams and phased delivery, and we can advise that Peel Road over the section which is subject to 30mph has been included for consideration.

Redwood Drive

In terms of rush hour queuing, congestion and delay, please be advised that traffic surveys were undertaken over a 2-week period in September 2025 to assess traffic flows and queuing.

Analysis of the survey data concludes that the maximum queue on Eaglesham Road south typically does not exceed approximately 100 metres back from the stop line during the busiest periods typically in the morning and evening.

In terms of traffic volumes, please be advised that the surveys undertaken in September 2025 have shown that there has been a 20% increase in traffic using the signalised junction of Eaglesham Road/Redwood Drive/Greenhills Road.

In terms of what road safety measures in the form of traffic calming could be considered, please be advised that we have undertaken an assessment of accident records maintained by Police Scotland for Peel Road over its extents. This has revealed that there have been no reported injury accidents within the most recent three-year period up to the end of February 2026. Consequently, as noted above, Peel Road does not currently feature on this year's priority list of sites for intervention and cannot be considered for road safety improvements in the form of traffic calming this time.

Please be advised that we are currently liaising with Police Scotland regarding enforcement action across a number of streets within South Lanarkshire and will request that they give this location extra attention commensurate with their other commitments.

Sporadic Police Presence

We shall liaise with Police Scotland regarding the issues which you have raised.

Crumbling Road Surface

Works to address the edge of carriageway deterioration on Peel Road have been programmed for the first week in April 2026.

Thorntonhall Station Junction

With reference to the traffic volume data provided as part of the separate FOI, the data collected from the September 2025 survey indicates that, contrary to the perception of an increase in traffic, volumes during the peak hours have seen a significant drop compared to previous August 2022 survey data.

The current layout of the road is considered satisfactory, and it is not unreasonable to consider that the recorded traffic volumes are not of a level that would be conducive to presenting a road safety issue. Peel Road continues to operate well within its intended capacity for an unclassified built-up environment.

We trust that the above is of information and assistance.

Yours sincerely,

On behalf of Jonathan Plant, Traffic and Transportation Team Leader

Appendix 3 – Notes from LDES group provided for the meeting.

If we ever needed any evidence of how volatile lithium-ion batteries are then we must look to Glasgow. How awful was the fire next to Central Station that started in a Vape shop full of products containing Li-ion batteries.

- 250 Fire fighters
- 18 fire engines special resources including a high-volume pump drawing water from the River Clyde.
- So many toxins released, and the fire whilst cooled was left to burn itself out.
- Hotel occupants kept in their rooms with the windows and door shut to reduce their exposure to contaminants
- Polluted debris bulldozed away and disposed of off site

We have been in contact with a local estate agent, and they have said the threat of the BESS and LDES is impacting on house sales.

We have new posters designed that will be ready within the next couple of weeks, so if anyone would like any banners, posters please let me know.

Also, if you are free to help placing them, please me know. Many hands make light work.

Trish

Jackton Primary school After School Care

Joint update from Cllrs Buchannon and Equi

Reclassification of After School Care

The primary barrier is the Commercial Rate currently applied by South Lanarkshire Leisure and Culture (SLLC). We believe that after school care is an essential educational and social support, rather than a for-profit business. Our goal is to move after school providers from Commercial to Community or Not for Profit rate categories. These services allow parents to work and support the local economy; they should be treated as a partnership with the school rather than a standard hall hire.

Implementation of a Tapered Subsidy Model

While SLLC has offered a six-month discount for a new provider, the documents we've seen so far from council officers and information we have been provided by parents, the Jackton Primary School Parent Council and business research show that the jump back to full price often makes the business fail. Our Goal would be to create a longer transition period (e.g., 24 months). We want to propose a sliding scale where the rent increases slowly as the school roll grows. This protects the provider while the number of children is still low in a new-build area like Jackton.

Review of the SLLC Management Fee

SLLC has mentioned in documentation that their pricing is dictated by the funding (management fee) they receive from the Council. We want to ensure the Council's contract with SLLC specifically protects childcare space. We will be asking for the appropriate officers to investigate the Service Level Agreement (SLA) between South Lanarkshire Council and SLLC as we would propose that a portion of the council funding be ring-fenced to offset the cost of school lets for registered childcare providers.

Cross Service Collaboration

Childcare issues often fall between Education and Leisure. We intend to break down the barriers between departments. We originally intended requesting a joint report from the Executive Director of Education and the Chief Executive of SLLC. To look at how the lack of childcare impacts school attendance and parental employment in new housing developments. This has moved on slightly as we still have not managed to tie the CEO of SLLC down to a meeting even although we have been asking since 12th February. We will continue to chase this. The last email correspondence about this was the 18th of March.

Utilising Developer Contributions

Jackton is a high growth area with many new homes. We will enquire about the money from housing developers (Section 75 agreements) to support community services. We need to finish investigated whether any remaining developer funds for Jackton can be used to subsidise the initial running costs or rental fees for the afterschool service until the school reaches full capacity.

Formal Council Motion or Committee Inquiry

To get a definitive answer, the matter has been brought to the floor of the Council. Cllr Buchanan and I intended forcing a formal review of the Legacy Pricing mentioned in the previous correspondence by proposing a motion to standardise rental costs for childcare across all South Lanarkshire schools, ensuring no single community was priced out of essential care, if we couldn't get an agreement from the officers at the meeting.

The leader of the Council at the last full council committee put a motion forward that aligned well with the current issues. The motion addressed our key points.

- Education Resources and Community and Enterprise Resources committees were noted as being present and responsible for school related and community level services.
- The council will now be currently reviewing various fees and savings, including a Council Charges review and an addition to devolved school budget.
- The motion shows that the council is considering how afterschool care on the Council estate (which includes schools) can support families and communities.
- Proposes to standardise rental costs to ensure no community is priced out fits the council's stated values of fairness and local community support.

At the meeting when the date is confirmed we will bring up the Local Action Fund, which is designed to focus on community plans and priorities across all wards.

Concerns regarding the Energy Consents process

Update on Energy Consents Unit (ECU) Public Participation Concerns

To update the Community Council on formal complaints received from residents regarding changes to the Scottish Government's Energy Consents process and the actions taken to address these concerns at a national level.

Background

Over the past week, multiple households within Thorntonhall and the wider East Kilbride area have raised serious concerns regarding the removal of email as a method for the public to submit objections to major energy projects.

Residents have highlighted a two-tier system where:

1. The Public - Must now use a specific online portal, which many find less accessible.
2. Developers and Statutory Bodies - Have retained their ability to submit via email.

There is a strong belief among constituents that this change was not driven by public demand, but rather by pressure from developers looking to manage the volume of public opposition.

Action Taken

As the Energy Consents Unit is a branch of the Scottish Government, this matter falls under the remit of the Scottish Parliament. However, as your local representative, I have taken the following steps:

- Reviewed evidence from a significant number of concerned constituents.
- Formally briefed both regional and constituency MSPs on the strength of local feeling.
- Requested an investigation into the timeline of developer complaints versus the removal of public email access.

Progress at Scottish Parliament

I am pleased to report that Monica Lennon MSP has taken immediate action. She submitted several written questions to the Scottish Government. These questions formally demand a clear reason why email was removed for the public but kept for developers and ask for the publication of the evidence used to claim that "public concerns" drove this change.

The Scottish Government provide answers which are published on the Parliament's website which you can access here - <https://www.parliament.scot/chamber-and-committees/questions-and-answers>

Constituency Representation

It is important to note that, despite sending multiple emails to highlight these concerns, the sitting constituency MSP, Collette Stevenson, has not acknowledged any correspondence on this matter. It is regrettable that a pressing issue for the Jackton and Thorntonhall community has not yet received a response from the local MSP.

APPENDIX - Formal Written Questions Submitted by Monica Lennon MSP

The following questions were submitted to the Scottish Government on 21 March 2026:

1. To ask the Scottish Government what discussions have taken place to consider re-instating email as a valid method for public objection submission since the Scottish Government's Energy Consents Unit (ECU) introduced the Energy Consents Unit portal on 16 January 2026.
2. To ask the Scottish Government what evidence it has published clarifying why public email objections were removed from the Scottish Government's Energy Consents Unit (ECU) process, including why developers have retained email access.

3. To ask the Scottish Government what evidence it has published that the Scottish Government's Energy Consents Unit (ECU) new representations portal system was driven by public complaints about the email process.
4. To ask the Scottish Government whether complaints from developers like SSEN about the number of public objections being filed was considered when discussing removing email as a public submission route during changes to the Energy Consents process.

Update on Calderglen Country Park Accessibility Improvements

Joint Update from Cllr Buchannon, Cllr Scott and Cllr Equi

The Background

For some time, there has been a gap between the inclusive design of our local parks and the lived reality of families with disabled children. While Calderglen is a wonderful asset, several barriers, both physical and financial, made it difficult or even dangerous for some children to use. These issues often arise because accessibility is treated as an add on, rather than being built into the initial plans. By the time we intervened, the Council was relying on natural play policies that, while well meaning, did not account for the safety and dignity of all users.

The Importance of Supporting Parents and Children in our wards

Supporting these families is not just about being kind; it is about fairness and local duty. For a child with an elopement risk i.e. a tendency to run toward danger, a lack of fencing isn't just an inconvenience, it means they cannot use the park at all. For a family on a low income, an accessible track is useless if they cannot afford the specialist equipment needed to use it. Our goal has been to ensure that Calderglen is a place where every child in our community can play safely and with dignity.

What we have achieved so far

Working together, we have successfully secured several firm commitments and wins from South Lanarkshire Council -

1. New Inclusive Equipment - The Council has officially committed to installing a Mirage high-back seat (for postural support) and an inclusive basket swing. These are now on order.
2. Infrastructure Progress - We have secured a site survey for a wheelchair-accessible roundabout, which must be finished by the end of March 2026 to find the best level ground.
3. Better Access - We have ensured that the new £300,000 pump track will include a properly built connecting path so that it is physically reachable for everyone.
4. Changing Places Progress - We have successfully pushed the Council to secure design funding for a modular Changing Places toilet unit, acknowledging that current facilities are not fit for purpose.

What we are still chasing

While we have made progress, we are now tightening up on four key areas where the Council has been non-committal -

1. Fixed Dates - We are demanding a specific installation date for the new swings and a clear date for when the roundabout will be bought and fitted.
2. Financial Security - We are challenging the funding gap for the new toilet block. We want to know exactly what the backup plan is if the Council's upcoming grant application is not successful.
3. Affordability - We are pushing for a free or subsidised equipment loan scheme for the pump track, so the facility doesn't exclude families who cannot afford expensive bikes or helmets.
4. Safety and Fencing - The Council currently refuses to install more fencing, citing their "natural play" policy. We are formally challenging this by demanding a safety risk assessment regarding "bolting" risks for neurodivergent children.

The Big Picture

By framing these issues as a legal duty under the Equality Act 2010. The Council can no longer simply say they prefer not to have fences for look or style; they must now prove that their preferences do not unfairly discriminate against disabled children. We will continue to

hold them to account until the park is safe and welcoming for every family in Jackton and Thorntonhall and the wider East Kilbride area.

Summary of Ward 9 Local Action Fund Proposals

In May 2025, I submitted a proposal to allocate the £50,000 Local Action Fund (LAF) across four distinct areas. This multipronged approach was designed to ensure that various parts of the ward benefited from the funding, rather than concentrating the entire budget on a single site.

My Proposals included

- Fruit Tree Planting - Establishing community orchards throughout the ward.
- Accessibility Improvements at Thorntonhall Tennis Club - Installing a new path to allow wheelchair users to access the facility.
- CCTV for Fly-Tipping - Investing in mobile cameras to tackle illegal dumping at known hotspots.
- Inclusive Play Equipment - Supporting the installation of accessible equipment at Heritage Loch.

Alignment with Council Policy and Constituent Needs

Each element of my proposal was evidence based and matched the strategic goals of South Lanarkshire Council -

- Food Growing and Sustainability - The fruit tree initiative directly supports the [South Lanarkshire Food Growing Strategy](#) and the [Good Food Strategy](#), which aim to improve local food security and biodiversity.
- Disability Access - The path at Thorntonhall was a direct response to a constituent who is a wheelchair user and found the current entrance unusable. This aligns with the council's [Inclusive Design Policy](#) and the [Equality Strategy](#), ensuring public-facing facilities are open to all.
- Public Safety - Requests for CCTV at fly-tipping sites meet the objectives of the [Litter Strategy 2022-2027](#), focusing on prevention and enforcement.
- Inclusive Play - Supporting accessible equipment at Heritage Loch aligns with the [Play Sufficiency Assessment](#) and ensures the council meets its duty to provide play areas for children of all abilities.

The Path to Consensus

My initial proposal sought to balance several community priorities, the other two ward councillors favoured a different approach. They preferred a single-project focus, either on toddler play equipment at Heritage Loch or a junior cycle track at Mossneuk. The council rules require a unanimous agreement between all ward members for LAF spending to move forward, a deadlock would have prevented any of this funding from reaching the community.

In the interest of ward wide cooperation and maintaining administrative stability, I chose to seek a compromise. To ensure that the funding was not delayed further or lost to the ward, I agreed to support the consensus reached by my colleagues. This decision was made to ensure that the council could speak with one voice and that the primary goal, delivering local investment, was achieved without further delay.

By prioritising a unified ward position, I ensured that the administration could move forward with the delivery of play equipment improvements, while continuing to advocate for your other policy led initiatives through alternative channels.

Ongoing Infrastructure and Environmental Crisis - Eaglesham Road, Jackton

I wanted to provide an update on the drainage and sewage failures at Eaglesham Road, specifically the section between Jackton Bridge and the Police College. What was long dismissed as a simple road drainage problem has, through recent investigative efforts, been revealed as a major infrastructure failure. This situation is now causing severe financial damage to local industry, draining public funds, and creating an avoidable public health hazard.

The turning point in understanding this crisis came from the direct intervention and coordination of local stakeholders who refused to let the issue rest. By pushing for on-site meetings and a joined-up approach, these efforts forced Scottish Water and South Lanarkshire Council to move beyond email exchanges and look at the physical evidence together. These site visits and the resulting excavations finally proved that the Scottish Water foul sewer is surcharging during rain, forcing raw effluent and toilet paper out of a chamber near 325A Eaglesham Road.

The consequences of this failure are particularly visible on the adjacent construction site. The development company, which should be a source of local employment and growth, has seen its land repeatedly inundated with human waste. This has led to a forced halt in construction, resulting in direct job losses and preventing the planned investment from reaching the local economy. It is a clear case of a private business being severely disadvantaged by a failure in the national water infrastructure.

South Lanarkshire Council has also been placed in a nearly impossible position. Their road gullies, meant for rainwater, are being filled with sewage solids. This prevents the road from draining and creates dangerous ponding for drivers. Furthermore, council workers are being asked to clear these blockages at great personal risk. Exposure to raw sewage is a significant health and safety concern, and the ongoing cost of these emergency repairs is a burden that should not fall on the local taxpayer.

The evidence gathered through recent surveys and photographs, many of which were only taken because of a persistent demand for accountability, shows that this has been an ongoing issue for over eleven years. While the council has worked hard to identify the faults, the lack of a permanent solution from Scottish Water remains the primary obstacle. It is only through the continued pressure and documentation provided by those advocating for the community that the full scale of this environmental and economic damage has finally come to light.