



Saltash Town Council Report

June 4th 2026

Cllr Keith Johnson – Cornwall Councillor, Saltash Tamar Ward

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Report to Saltash Town Council

From Cornwall Councillor Keith Johnson

Report: Title of Motion :Road safety Through Timely Renewal of Road Markings and Improved Parking Enforcement Proposer Cllr Keith Johnson

Chair and Members,

I wish to update the Town Council regarding ongoing concerns surrounding the condition of road markings across Cornwall and the implications this is having for road safety, traffic management, and parking enforcement within our communities.

Clear and visible road markings are fundamental to maintaining safe highways. They provide essential guidance to motorists, pedestrians and cyclists, assist traffic flow, and support the lawful enforcement of parking restrictions. Where markings deteriorate or disappear entirely, there is a heightened risk of driver confusion, unsafe manoeuvres, obstruction, and collisions.

In many locations across Cornwall, including areas affecting residents in and around Saltash, faded markings are increasingly contributing to dangerous and illegal parking near junctions, on double yellow lines, adjacent to pedestrian crossing points, and in areas where visibility must remain unobstructed. Such situations can impede pedestrians, wheelchair users and emergency vehicles, while creating particular danger for children, older residents and vulnerable road users.

A number of residents have reported repeated near misses at locations where road markings have significantly deteriorated. In some cases, concerns raised with Cornwall Council have remained unresolved for extended periods despite the risks being clearly identified.

One documented example concerns casework dating from September 2025 relating to Berry Park and associated highway markings. Contradictory assessments were reportedly made between Highways and Enforcement Services regarding the condition and enforceability of markings at the site. Although remedial works were later acknowledged as necessary following escalation to senior officers and the relevant Portfolio Holder, those works remained outstanding as of May 2026 despite ongoing reports of near misses and continued safety concerns.

These issues raise wider questions regarding the adequacy of the current inspection, maintenance and renewal arrangements for road markings across Cornwall.

Under the Highways Act 1980, the Road Traffic Regulation Act 1984, and the Traffic Management Act 2004, Cornwall Council has statutory duties both to maintain the highway in a safe condition and to secure the safe and efficient movement of traffic.

Particular concern exists regarding markings associated with:

- Junction controls
- Pedestrian crossings
- School safety zones
- Cycle infrastructure
- Bus stops

Areas affected by persistent illegal or dangerous parking

It is recognised that Cornwall Council has existing maintenance programmes and budgets in place. However, concerns remain regarding the scale of the current backlog and the speed at which defects are being addressed.

Information provided indicates that the annual budget for yellow line works is expected to be approximately £225,000 per year, whilst the estimated backlog of required works is understood to be around £2 million. Concerns have also been raised regarding the condition of white line markings across the highway network.

Given the scale of the issue, there is concern that current arrangements risk managing deterioration rather than restoring acceptable standards.

In response to these concerns, proposals were advanced at Cornwall Council calling upon the authority to:

- I. Undertake a comprehensive review of the inspection, maintenance and renewal programme for road markings across Cornwall.
- II. Prioritise repainting and reinstatement works at high-risk locations where deterioration presents a significant road safety concern or undermines effective parking enforcement.
- III. Introduce targeted response times for identified defects using a transparent risk-based framework aligned with the UK Roads Liaison Group's Well-managed Highway Infrastructure Code of Practice.
- IV. Improve coordination between Highways and Parking Enforcement Services in identifying locations where faded markings are contributing to persistent illegal or dangerous parking.
- V. Ensure reports from councillors and residents are assessed within defined timescales, with outcomes communicated transparently.
- VI. Consider equality and accessibility impacts when prioritising works, particularly regarding disabled residents, visually impaired pedestrians, wheelchair users, children and older people.
- VII. Provide annual reporting regarding the condition of road markings, response performance, enforcement outcomes and progress against improvement objectives.

An amendment to the motion was subsequently proposed; however, the amendment was rejected by Council. The substantive motion was then put to a recorded vote and was defeated by 46 votes to 24.

In my opinion, political considerations and wider financial pressures were ultimately placed above both policy and public safety concerns.

Whilst budget pressures facing Cornwall Council are acknowledged, I remain concerned that delaying action on known highway safety risks carries potentially serious consequences for residents and road users.

The purpose of these proposals was not merely administrative. They were intended to improve transparency, strengthen accountability, and ensure that high-risk defects are addressed before serious incidents occur.

Road safety is a shared responsibility. Residents rightly expect clear markings, safe junctions, enforceable restrictions and timely action where hazards are identified. Continued investment and stronger oversight will therefore remain essential if public confidence in the safety and maintenance of Cornwall's highway network is to be restored.

I will continue to monitor these matters closely and advocate for improved responsiveness where legitimate road safety concerns are raised by residents within Saltash and the surrounding area.

Conclusion

This motion was an advisory motion it simply asks the executive to consider the contents of the motion when making future policy decisions, or it could be the decision of the executive to place the motion before scrutiny, however the motion was voted down by the Liberal Democrat / Independent coalition for most likely in my opinion political reasons.

Recommendations

It is recommended that Saltash Town Council:

- (1) Notes the contents of this report and the concerns raised regarding deteriorating road markings and associated road safety risks across Cornwall.
- (2) Supports continued engagement with Cornwall Council Highways regarding locations within Saltash where faded or deteriorated markings may present a risk to public safety or hinder effective parking enforcement.
- (3) Encourages residents to continue reporting highway safety concerns and faded road markings through the appropriate Cornwall Council reporting channels.
- (4) Requests that Cornwall Council prioritise high-risk locations within Saltash, particularly near schools, pedestrian crossings, junctions, bus stops, and areas affected by persistent dangerous parking.
- (5) Supports improved coordination between Highways and Parking Enforcement Services where deteriorated markings are undermining enforcement activity.
- (6) Requests periodic updates regarding outstanding highway marking concerns affecting the Saltash area.
- (7) Writes to the relevant Cornwall Council Portfolio Holder expressing concern regarding the scale of the current maintenance backlog and the potential implications for road safety and accessibility.

My Motion speech

Chair, members, officers,

I thank the portfolio holder for his response, and I welcome his acknowledgement that there is a problem.

But recognition is not resolution.

If the current programme was working, we would not be seeing zebra crossings fading, junction markings disappearing, and residents reporting repeated near misses.

We would not see faults taking months — sometimes years — to be addressed.

That is the reality on the ground.

We have heard about investment, programmes, and codes of practice.

But residents do not experience strategies, they experience unsafe roads.

And let us look honestly at the figures.

We are told the yellow line budget will be £225,000 a year.

Yet officers estimate a backlog of around two million pounds

And the white lines are even worse!

At that rate, we are not catching up — we are managing decline.

This is a legal responsibility.

Under the Highways Act 1980, this Council has a duty to maintain the highway.

Under the Road Traffic Regulation Act 1984, we have a duty to ensure the safe movement of traffic, including pedestrians.

So why are known high-risk locations, reported by residents, flagged by Members, and known to officers, still waiting for action?

And why are we being asked to accept that pace as sufficient?

This motion is about transparency.

Its about timely repairs based on risk.

And it is about accountability.

I have heard it said: "Withdraw the motion."

But how can I?

How can I withdraw this motion when we are facing a growing road safety crisis across Cornwall?

Because if even one person is seriously injured because action came too late, because markings had faded, or because warnings were ignored, then part of that responsibility rests with all of us.

So I will not withdraw this motion.

Instead, I leave that responsibility with every member in this chamber when they cast their vote.

If you believe £225,000 a year is enough to tackle a £2 million backlog while meeting our legal duties vote against.

But if you believe the scale of the problem demands greater urgency and stronger oversight — support this motion.

And when you vote, think about families crossing the road.

Think about children walking to school.

Think about elderly and vulnerable residents relying on clear markings to stay safe.

And ask yourself:

If someone is hurt because action came too late — have we truly fulfilled our duty, not just in law, but as community leaders?

Chair, I commend this motion to Council.

Keith Johnson

Report to Saltash Town Council

One Ticket, One Seat – College Transport Safety Motion

Report by Councillor Keith Johnson

Purpose of Report

The purpose of this report is to inform Saltash Town Council of concerns regarding the safety of young people travelling on public transport services to and from college and to explain the reasons behind the "One Ticket, One Seat" motion recently brought before Cornwall Council.

Background

Many students across Cornwall rely on bus services to travel to college each day. These journeys are often lengthy, particularly in rural areas where transport options are limited.

Concerns have been raised by students, parents and elected members regarding overcrowding on some services used by college students. Reports have included young people being required to stand for significant periods, occupy stairwells, or travel on buses operating at or beyond comfortable capacity.

The issue is not simply one of convenience. It is fundamentally a question of passenger safety and whether the standards we expect for ourselves are being applied equally to young people travelling to access further education.

Reason for the Motion

The "One Ticket, One Seat" motion was brought forward to establish a simple principle:

If a passenger has purchased a ticket, they should be entitled to a seat.

The motion was prompted by concerns that some students are routinely travelling on overcrowded buses where seating is unavailable despite having paid for transport.

Adults travelling by car benefit from designated seating, seatbelts and a range of safety features designed to protect occupants. Yet some college students are expected to travel standing on busy routes, often for considerable distances and at normal road speeds.

The motion seeks to ensure that transport providers and public authorities recognise that access to education should not require young people to accept a lower standard of safety.

Key Concerns

- The motion highlighted several concerns:
- Overcrowding on bus services used by college students.
- Passengers standing for lengthy journeys.
- Increased risk of injury during sudden braking or emergency manoeuvres.
- The potential consequences of collisions involving overcrowded vehicles.
- The lack of a guaranteed seat despite payment for transport.
- The impact on student wellbeing and confidence in public transport.

Implications for Saltash and South East Cornwall

Many students from Saltash and surrounding communities travel significant distances to attend colleges across Cornwall and Plymouth.

Reliable and safe transport is essential to educational access, attendance and achievement. Where students are regularly unable to obtain a seat despite paying for travel, confidence in the transport network can be undermined.

The issue also raises wider questions about transport planning, capacity management and the responsibilities of operators providing services on which students depend.

Recommendations

It is recommended that Saltash Town Council:

- I. Notes the concerns regarding overcrowding on bus services used by college students.
- II. Supports the principle of "One Ticket, One Seat" for passengers travelling on services regularly used by students.
- III. Calls upon Cornwall Council and transport operators to review capacity on routes where overcrowding has been identified.
- IV. Requests that transport providers monitor passenger numbers and increase capacity where demand consistently exceeds available seating.
- V. Encourages students, parents and educational institutions to report recurring capacity and safety concerns.
- VI. Supports ongoing engagement between Cornwall Council, transport operators, colleges and local communities to improve transport provision.

Conclusion

The "One Ticket, One Seat" motion was brought forward because access to further education should not come at the expense of passenger safety.

When a young person purchases a ticket, they should reasonably expect to have a seat for their journey. This is not an unreasonable expectation; it is a matter of fairness, dignity and safety.

By supporting the principle of "One Ticket, One Seat", Saltash Town Council can send a clear message that the welfare of students and all fare-paying passengers must remain a priority in the planning and delivery of public transport services

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Councillor Keith Johnson

Cornwall Councillor

Seconder Speech

"Chair, members, officers

I rise to second this motion because I simply cannot understand how this situation has been allowed to continue.

Members, when you leave Lys Kernow later today and get into your car, I want you to take a moment.

Sit in that nice comfortable seat, surrounded by airbags and modern safety features.

Fasten your seatbelt.

Then, just before you turn the key in the ignition, pause and think.

Think about the children in our communities making their journey home from school tonight.

Children who, unlike you, may not even have the safety of a seat.

Some sitting on the floor of a bus.

Some in the stairwell.

No seatbelt.

No protection.

And we must ask ourselves:

how can this possibly be acceptable in modern Cornwall?

We rightly enforce strict safety standards for every motorist on our roads.

We educate people about road safety from a young age.

Yet somehow, we are prepared to tolerate children travelling on overcrowded buses without even the most basic protections.

This is not about supporting the profits of bus companies.

This is about the safety of Cornish children.

Because when a company chooses to overload services rather than provide enough capacity, somebody must stand up and say: enough is enough.

A child's safety should never come second to a balance sheet.

And let us be honest about the consequences.

What happens if that bus travelling at speed has to brake suddenly? What happens if it is involved in a collision?

We all know the answer, and it should concern every member in this chamber.

are we willing to accept standards for our children that we would never accept for ourselves or our own families.

If we fail to act today, then we will have knowingly ignored a danger staring us directly in the face.

So let us do the right thing.

Support this motion and put the safety of Cornish children first."

Keith Johnson

Report to Saltash Town Council

Burraton Recreational Ground / Playing Field

Burraton Recreational Ground / Playing Field, Saltash cannot be accepted for inclusion in the Council's list of assets of community value. This is because there is no guarantee of community use going forward but if further evidence can be provided to demonstrate future community use, we will review.

We will record details of this decision on the List of unsuccessful nominations for inclusion in the list of assets of community value on the Cornwall Council website.

My reply

Thank you for your email confirming that Burraton Recreational Ground / Playing Field has been refused inclusion on Cornwall Council's list of Assets of Community Value.

I must state plainly that I find both the reasoning and conclusion of this decision deeply concerning and wholly unconvincing.

The justification provided, namely that there is "no guarantee of community use going forward", appears fundamentally irrational when applied to the purpose and spirit of the Asset of Community Value legislation.

No community asset anywhere can ever be accompanied by an absolute guarantee of future use.

If that is now the benchmark being applied by Cornwall Council, then the inevitable conclusion is that almost any community asset could be excluded from protection regardless of its current importance or established public use.

That interpretation risks rendering the legislation effectively meaningless.

Burraton Park is a well-used and valued public green space that contributes directly to the social wellbeing, recreation, health, and community life of local residents. The site is used daily by families, children, walkers, and residents across Saltash. To dismiss its community value on the basis of speculative assumptions about the future appears detached from the clear reality on the ground.

I am therefore formally challenging this decision and requesting full disclosure of the basis upon which it was reached.

Please provide:

The full officer assessment and decision record.

The statutory criteria and guidance relied upon.

Copies of all evidence, reports, consultation responses, and internal correspondence considered as part of the determination.

Any legal advice relied upon in reaching this conclusion.

The evidential basis for determining that future community use could not realistically continue; and

Details of previous ACV decisions where the same interpretation and threshold test has been applied.

Given the high-profile and sensitive nature of this site in recent months, it is imperative that this decision is capable of withstanding proper public scrutiny. At present, the explanation provided is vague, unsupported, and raises serious questions as to whether the legislation has been interpreted correctly or whether an unnecessarily restrictive threshold has been applied in order to justify refusal.

Frankly, there is a growing perception within the community that the outcome of this process was predetermined long before residents were invited to engage with it. Your decision, as currently presented, does little to dispel that concern.

The consequence of this refusal is significant. By declining ACV status, the Council is effectively removing an important layer of community protection from a valued public green space and leaving residents understandably concerned about the long-term future of the site.

I therefore request that this matter be reviewed urgently and that all relevant documentation be disclosed without delay in the interests of transparency, accountability, and public confidence.

Kind regards,

Cllr Keith Johnson

Recommendations to Saltash Town Council

In light of the concerns raised regarding the refusal of Asset of Community Value (ACV) status and the resulting loss of community protection for a valued public green space, it is recommended that Saltash Town Council:

1. Formally notes the concerns expressed by local residents regarding the transparency and decision-making process surrounding the ACV application.
2. Requests a full explanation from Cornwall Council outlining the reasons for refusing the ACV nomination, including the specific criteria applied and evidence relied upon in reaching the decision.
3. Seeks disclosure of all relevant documentation, reports, assessments, correspondence and officer recommendations associated with the determination of the application, subject to any legal exemptions.
4. Supports an independent review of the decision-making process where appropriate, to ensure public confidence in the integrity and fairness of the outcome.
5. Explores alternative mechanisms for protecting the site, including planning policy designations, local green space designation, conservation protections or other measures available within the planning framework.
6. Engages directly with residents and community groups to understand their concerns and aspirations for the future use and protection of the site.

7. Requests assurances regarding the future of the land, including whether any development proposals, disposal plans or changes in use are currently being considered.
8. Supports the principle of openness and transparency in all decisions affecting community assets and publicly accessible green spaces.
9. Writes to Cornwall Council's relevant portfolio holder and senior officers seeking clarification on the process and requesting that community concerns be fully addressed.
10. Receives a further report at a future meeting setting out the Council's findings, responses received and any additional actions that may be necessary to protect community interests.

Conclusion

The refusal of ACV status has generated significant public concern and risks undermining confidence in the decision-making process. Saltash Town Council should seek full transparency regarding the reasons for the decision while exploring all available options to safeguard the long-term future of the site for the benefit of local residents and future generations.

Ends

Councillor Keith Johnson

Cornwall Councillor