

# Lyme Regis Workshop Report

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There are three sections to this report.

- 1) Report Summary - a table setting out Dorset Council's Highways Officers' (DC officers) recommendations to Lyme Regis Town Council (LRTC) following the transport workshop on the 25<sup>th</sup> of September 2025.
- 2) Workshop Report – a summarised interpretation of the workshop outputs, with Dorset Council Officer's responses to show how we arrived at the recommendations.
- 3) Workshop Outputs – what was recorded on the day, which shaped the report.

## 1. Report Summary

Recommendation 1
<p>DC Highways should produce a holistic town wide plan for Lyme Regis consisting of three phases running in parallel, in accordance with the LRTC Vision for Transport and Travel.</p> <ul style="list-style-type: none"><li>– <b>Phase 1</b> A town wide signage review to begin as soon as practicable. This should involve National Highways and Devon County Council. Signage strategy should consider use of digital and static signs. This phase should also implement taxi ranks at agreed locations. Phase 1 plans to be brought to the Town Council before implementation.</li><li>– <b>Phase 2</b> develop consultation options for traffic management measures including physical measures to improve safety and protect buildings, town centre access restrictions, repurposing of Cobb Gate Car Park as disabled only and the removal of traffic and parking from the Cart Road to test public appetite for these measures, and then use this information to develop a plan jointly with the Town Council.</li><li>– <b>Phase 3</b> Fully scoped engagement plan and materials for Phase 2 developed in partnership with Lyme Regis Town Council</li></ul>
Recommendation 2
<p>DC Highways should undertake crossing surveys on Sidmouth Road and Cobb Road at locations to be agreed with the town council. Surveys will determine if either location meets the criteria for a signalised or zebra crossing – if not consider other improvements such as a build out, raised table or pedestrian refuge as appropriate. It is suggested that crossing surveys should take place in the summer season to score most highly.</p>
Recommendation 3
<p>Dorset Council Highways Officers should work with Lyme Regis Town Council to develop a costed programme and depending on the scale of costs identify suitable funding sources where available.</p>

## **2. Workshop Report**

The following report is intended as an interpretation of the collective and sometimes conflicting views expressed by participants at the workshop, and Dorset Council's response to the points raised. Comments recorded from the discussion, and comments on post-it notes at the workshop are included in full in the third part of this document. The summary condenses and combines responses to all exercises.

### ***Theme 1. Vision***

There was a general consensus that the LRTC vision still reflected the aspirations of the town and should be considered a sound basis for developing a town wide plan.

### ***Response***

Dorset Council officers recognise the travel and transport vision as the aspiration for the town and support this vision, which is consistent with that of the local transport plan and provides a solid foundation for joint working.

### ***Theme 2. Traffic***

There was agreement that the main problem is the volume of traffic in town in the summer and at weekends. There are queues backing up through the Church Street shuttle signals and going down towards The Cobb.

In the room, opinion on 20mph was divided, but that is being progressed through a separate workstream.

People recognised that there is a tension between the need for delivery lorries to serve businesses and the desire to remove traffic from the town centre to create a safer and more pleasant environment. For example, the delivery lorry for Tesco needs access twice a day and turns by the Rock Point Inn which creates conflict with pedestrians.

Some people recognised that there is conflict between vehicles and pedestrians on Cart Road but others expressed a concern that restricting access might disproportionately affect disabled people.

Some people felt that the volume of seasonal traffic deters local people from accessing the town centre.

There is in-principle support for Dorset Council to look at options for reducing traffic in town, but concern about the potential impact on local people.

### ***Response***

Dorset Council will review the signage recommendations provided by Lyme Regis Town Council and develop a scheme for implementation.

We will also consider traffic management options for all traffic including delivery vehicles. Care will be taken to balance the practical needs of locals with the desire to improve safety and the local environment and brought back to Lyme Regis Town Council for consideration.

We will develop consultation options to engage the public to arrive at a consensus on the right balance between the needs of locals and the desire to improve safety and the local environment.

### **Theme 3 Parking general**

There was agreement that parking enforcement is a significant issue across the whole town, not just in the town centre but also on residential streets. There was agreement that an improved Park and Ride service would be beneficial.

Some people felt that Cobb Gate car park should be for disabled people only, others felt that disabled people should be able to continue to park on Cart Road, and that they wouldn't be able to see over the wall in the Car Park.

#### **Response**

Dorset Council should develop options for traffic management measure for Lyme Regis town council and consult on measures to remove traffic on Cart Road including restricting Cobb Gate car park to disabled drivers only. See also responses to specific points on signage, park and ride and enforcement below.

### **Theme 4 Car Park Signage**

There was widespread agreement that signage to car parks in Lyme Regis is not adequate and does not help to address the traffic issue.

#### **Response**

Dorset Council will develop and implement a signage strategy for Lyme in partnership with the Town Council. Dorset Council will implement changes our own network and work with National Highways and Devon County Council on changes on their respective networks with a focus on the car parks, taking information previously provided by Lyme Regis Town Council to Dorset Council as a starting point.

Since the workshop, both National Highways and Devon County Council have agreed to consider signage changes on their networks to support this.

### **Theme 5 Park and Ride**

There was regret that the Sidmouth Road Park and Ride is no longer operating. There was a desire for greater use of the Charmouth Road park and ride, and better signage and traffic management measures to encourage its use by visitors.

#### **Response**

While outside of Dorset Council's control, we will engage with East Devon and Devon CC to support Lyme Regis Town Council if they decide to revisit this. To be noted, one reason for refusal was the lack of a coherent parking strategy. Signage and traffic management measures to support improved car park management will be evidence of an integrated approach. Improved signage and traffic management will encourage the greater use of the Charmouth Road park and ride.

### **Theme 6 Enforcement**

There was dissatisfaction with the level of parking enforcement within Lyme. Workshop participants feel that Dorset Council should allow Lyme Regis Town Council to enforce parking.

People saw a greater need for speed enforcement in town.

There were also calls to restrict the use of A-boards which some participants felt obstructed the footway and a trip hazard.

### **Response**

Comments on parking and A board enforcement have been fed back to parking services and community highways, but there are challenges to taking this further through this project. We propose deprioritising this to focus on the other elements, while continuing to engage with departments within Dorset Council where there are opportunities.

Speed enforcement may only be undertaken by the police however we can do speed surveys if required to evidence the extent of the problem.

### **Theme 7 Need for new crossings**

Some participants identified the need for crossings on Sidmouth Road and Cobb Road.

### **Response**

Dorset Council will carry out crossing surveys at the requested locations. If sites meet criteria, light-controlled or zebra crossings will be considered. If they do not meet criteria, options for improved uncontrolled crossings will be considered.

### **Theme 8 Public Transport**

There was a common feeling that public transport in Lyme Regis is not adequate and a desire for improved frequency and reliability and better connections to neighbouring towns.

### **Response**

This is outside the scope of the project but has been fed back to Dorset Travel.

### **Theme 9 Funding**

There was a feeling that Dorset Council is not willing to commit resources to Lyme Regis which does not get its fair share.

### **Response**

While at this stage funding cannot be guaranteed due to uncertainty around the costs, measures have a greater likelihood of being funded with an agreed plan in place. Many of the measures in the travel and transport vision are consistent with the objectives of the Local Transport Plan and are likely to score well especially with match funding from development or other third-party funding. Lyme Regis is a significant contributor to Dorset's visitor economy and as such is likely to be competitive in multiple funding streams.

### **Other**

Although this was not discussed in detail at the workshop, Dorset Council receives frequent complaints from the public and local property owners about large vehicles mounting pavements and hitting buildings on local pinch points. Workshop participants felt that the Broad Street scheme presented to the town council previously needed to be integrated into a holistic plan for the town, rather than be presented in isolation.

Post-workshop note: there has been a request to create a taxi rank near the Cobb Arms and the Rock Point Inn.

### **Response**

Dorset Council should develop a comprehensive package of traffic management options for Lyme Regis Town Centre. Physical measures to protect building and improve Road Safety should be integrated within the traffic management options.

Additionally, Dorset Council should progress taxi ranks as appropriate.

### **Next Steps and Timeline**

If Lyme Regis town council accepts the recommendations, work can begin on developing the plan in early 2026. The consultation timeline will be agreed with Lyme Regis Town Council.

To be noted: Dorset Council sign shop is under resourced. This means that there may be a delay between agreement of a signage plan and implementation, but we will try to give you clear and realistic timescales once the plan has been agreed.

### 3. Workshop outputs

**Lyme Regis Town Council workshop Thursday 25 September 2025**

**6.30pm, Lyme Regis Town Council Offices**

**Present:**

Rachel Thistlewood, Strategic Engagement Officer, DC – Lead

Laura Russ, Implementation Team Manager, Place, DC

1. Mark
2. John Wright – Town Clerk
3. Philip – Deputy Town Clerk
4. Michaela
5. Caroline
6. Cheryl
7. Adrian
8. Gail
9. Stuart
10. Gill

**Exercise 1** (Items moved to ‘priority triangle’ if covered there):

*What is the problem we are trying to solve? Desired outcomes?*

**Traffic**

- Summer traffic chaos from tourists / Seasonal traffic problems
- Build up of traffic in main town especially in summer and weekends
- Traffic flow around traffic lights – The Cobb
- 20mph – support 20mph - how is this enforced – emergency services need access – good outside schools – this should not go ahead as there is not enough enforcement – consultation important and needs to be as inclusive as possible
- Reduce traffic throughout town
- Delivery lorries challenges e.g. Tesco needs access 2 x day
- Tesco lorry needs to turn at bottom of town
- Improve traffic management system
- Concerned about potential accidents on Cart Rd.

**Parking**

- Enforcement – management of antisocial parking throughout the town including residential streets not just the centre
- Preferably free with transport in

- Cobb Gate car park disabled only
- Stop non-disabled drivers using Cart Road
- Better signage of parking areas – integrated signage -
- Delivery lorry parking and turning space
- Park and Road – Sidmouth Road
- Residents do not shop in Lyme. Only on occasions between 7-8am and after 7.30 pm due to parking

#### Other

- Enforcement powers for parking and speed – first major focus of the session
- Crossings – improve crossings - crossing on Sidmouth Road and Cobb Road
- Traffic lights
- Don't need piecemeal plans, we need a whole town traffic and transport plan
- Stop use of A boards by traders on the pavement. TC do speak to them about it
- We need to understand a wider strategy and how any schemes fit in with it

#### **Exercise 2:** *Check of LRTC vision*

- General consensus that the group agree with the TC values 😊
- Same strategic aim

General support amongst the attendees

Doesn't reflect what people think in the town

(Exercise 3 omitted)

#### **Exercise 4:** PRIORITIES – not able to achieve prioritisation in this session

P1

- Enforcement powers for parking and speed – first major focus of the session
- Strategic signage A35
- More use of Park & Ride
- Better signage for every car park in town – digital signs so people heading to car parks are routed to park and rides,
- Budgets from DC

P2

- Some discussion about one-way. Feels unfeasible. Aim: Safety. Challenge: Speeds increase.

**Call outs:**

- Watch out for unforeseen consequences
- Consultation needs to be not all online - aged population – don't have access
- Some feeling that it was good to come, but no faith we will have the budget to do anything
- Concern about raising expectations
- Not seeing material investment and funding from DC – how important is Lyme Regis to DC?
- Whatever we do has to work for locals not (just) visitors

**Public consultation recommendations:**

- Interested in the holistic picture, how we properly engage and the management of how we get feedback
- A leaflet drop is the only way to reach every resident if possible
- Consultation is needed not only with the public but with the businesses as well
- General feeling that the public need to be consulted

**Subjects we have little influence over:**

- Poor public transport links – connectivity
- LRTD unhappy that bus services have been reduced

**Questions raised:**

- Was this just meant for the working group for transport etc? Already!

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**Achieved:**

A reset in our communications

Use this as a basis to move forward

Better understanding of the group's thoughts on key issues - mixed

**Next:**

Who was missing? Who do we need to pull into the conversation?

How we feed back

Any quick wins? Some longer term projects, and agreement to have a wider public conversation about more radical measures