

# Cabinet

**9 December 2025**

## **Average Speed Cameras - A30 Sherborne dual carriageway For Decision**

**Cabinet Member:**

Cllr J Andrews, Place Services

**Local Councillor(s):**

Cllr R Legg

Cllr R Crabb

**Senior Leadership Team:**

J Britton, Executive Director for Place Services

**Report author and job title:**

Tony Burden, Road Safety Manager

[tony.burden@dorsetcouncil.gov.uk](mailto:tony.burden@dorsetcouncil.gov.uk)

**Report status:** Public (the exemption paragraph is N/A)

**1. Executive summary (maximum of 500 words)**

- 1.1 This report presents the rationale for installing average speed enforcement cameras along the A30 Sherborne dual carriageway, in order to meet Dorset Council's statutory duty to implement measures that enhance road safety.
- 1.2 The introduction of average speed cameras is widely regarded as an effective measure to reduce speeding and lower collision rates, particularly on high-speed roads such as dual carriageways.
- 1.3 In addition to the concerns identified by our own Road Safety Team, HM Coroner has highlighted significant safety concerns on this route and cautioned that further fatalities are likely if these risks are not mitigated.
- 1.4 Although the initial installation costs are significant, average speed camera systems eliminate the need for regular mobile police enforcement and can monitor extended sections of road continuously. This makes them a cost-effective, long-term solution, particularly when compared to the considerable societal and economic costs associated with serious road traffic collisions. The implementation of this measure is therefore considered both necessary and proportionate.

## **2. Recommendation**

- 2.1 Cabinet is recommended to approve the allocation of Department for Transport funding for the installation of an Average Speed Camera system on the A30 Sherborne dual carriageway, supporting our commitment to creating safer and stronger communities.

## **3. Reason for the recommendation**

- 3.1 Road safety is a statutory duty under Section 39 of the Road Traffic Act 1988 and a strategic priority for the Council. We are committed to the principles of the Safe System approach, which recognises the critical importance of speed management across the highway network.
- 3.2 Collision data indicates a high number of serious incidents along this stretch, with many vehicles recorded significantly exceeding the posted speed limit.
- 3.3 Evidence from multiple studies demonstrates that average speed camera systems are highly effective in reducing speeds and, consequently, collisions and casualties. Investment in such a system on the A30 is considered a proportionate and evidence-led intervention.

## **4. The report**

- 4.1 Between 1 January 2014 and 24 March 2025, there have been 43 injury collisions on this stretch of road, resulting in 63 casualties, including 6 fatalities and 15 serious injuries.
- 4.2 In October 2024, the speed limit on the A30 Sherborne dual carriageway was reduced from 70mph to 60mph to enhance safety. Post-implementation speed surveys were carried out in July 2025. The data indicates a modest reduction in average speeds; however, a proportion of vehicles continue to exceed the new limit. The first two data tables present the percentage of vehicles within each speed range, while the third table shows the percentage of vehicles exceeding 68mph commonly recognised as the threshold for police enforcement within a 60mph limit.

#### Over Compton Junction

| Speed range      | Average vehicles per day | % of total traffic |
|------------------|--------------------------|--------------------|
| Less than 50 mph | 1379                     | 10%                |
| 50 to 60 mph     | 6638                     | 46%                |
| 60 to 70 mph     | 4923                     | 34%                |
| 70 to 80 mph     | 887                      | 6%                 |
| 80 to 90 mph     | 150                      | 1%                 |
| 90 to 100 mph    | 22                       | <1%                |
| 100 to 110 mph   | 7                        | <1%                |
| Over 110 mph     | 0                        | 0%                 |

#### West of Nether Compton Junction

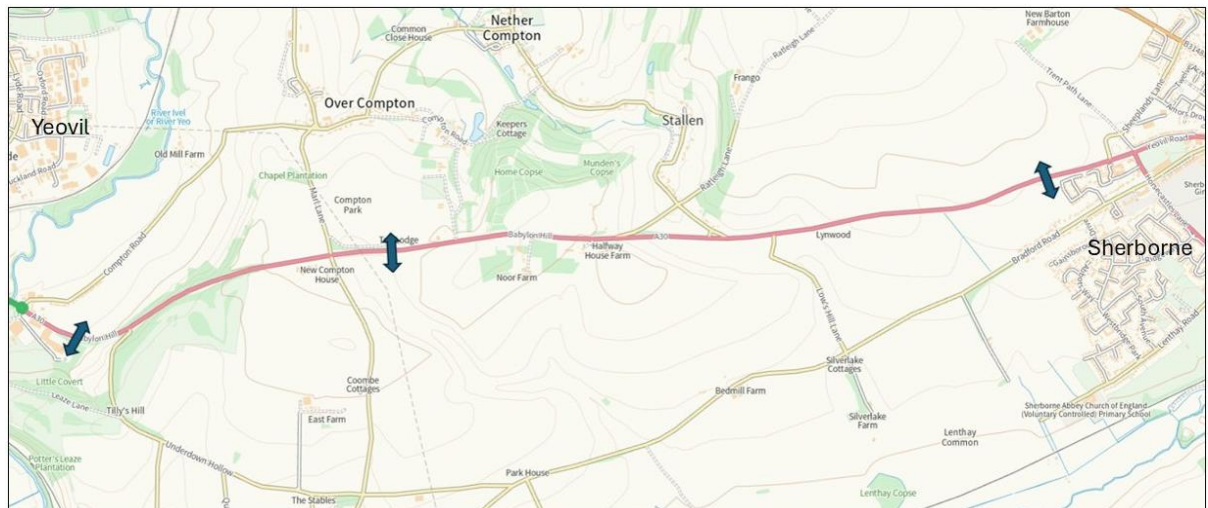
| Speed range      | Average vehicles per day | % of total traffic |
|------------------|--------------------------|--------------------|
| Less than 50 mph | 1509                     | 11%                |
| 50 to 60 mph     | 5380                     | 39%                |
| 60 to 70 mph     | 5079                     | 37%                |
| 70 to 80 mph     | 1293                     | 9%                 |
| 80 to 90 mph     | 294                      | 2%                 |
| 90 to 100 mph    | 60                       | <1%                |
| 100 to 110 mph   | 15                       | <1%                |
| Over 110 mph     | 2                        | <1%                |

| Site | Description                                                 | NUMBER OF VEHICLES ABOVE ENFORCEMENT THRESHOLD (≥68MPH) |                   |                     |                    |                  |                    |                  | Average Daily<br>% ≥68mph |
|------|-------------------------------------------------------------|---------------------------------------------------------|-------------------|---------------------|--------------------|------------------|--------------------|------------------|---------------------------|
|      |                                                             | Monday<br>14-Jul                                        | Tuesday<br>15-Jul | Wednesday<br>16-Jul | Thursday<br>17-Jul | Friday<br>18-Jul | Saturday<br>19-Jul | Sunday<br>20-Jul |                           |
|      | <b>Nether Compton</b>                                       |                                                         |                   |                     |                    |                  |                    |                  |                           |
| 3783 | <a href="#">A30 W OF NETHER COMPTON JCT (EASTBOUND)</a>     | 546                                                     | 658               | 690                 | 627                | 669              | 532                | 485              | 9.2%                      |
| 3784 | <a href="#">A30 W OF NETHER COMPTON JCT (WESTBOUND)</a>     | 1559                                                    | 1653              | 1689                | 1717               | 1732             | 1570               | 1651             | 22.8%                     |
|      | <b>Over Compton</b>                                         |                                                         |                   |                     |                    |                  |                    |                  |                           |
| 3755 | <a href="#">A30 E OF OVER COMPTON JCT (WESTBOUND)</a>       | 694                                                     | 839               | 926                 | 854                | 911              | 802                | 637              | 11.4%                     |
| 3754 | <a href="#">A30 W OF OVER COMPTON JCT (EASTBOUND)</a>       | 806                                                     | 796               | 723                 | 580                | 682              | 612                | 552              | 9.3%                      |
|      | <b>Babylon Hill</b>                                         |                                                         |                   |                     |                    |                  |                    |                  |                           |
| 3779 | <a href="#">BABYLON HILL, WEST OF MARL LANE (EASTBOUND)</a> | 187                                                     | 216               | 215                 | 160                | 211              | 195                | 179              | 2.7%                      |
| 3780 | <a href="#">BABYLON HILL, WEST OF MARL LANE (WESTBOUND)</a> | 592                                                     | 736               | 857                 | 785                | 865              | 705                | 504              | 10.2%                     |
|      |                                                             |                                                         |                   |                     |                    |                  |                    |                  |                           |
| 321  | <a href="#">A30 WEST OF SHERBORNE (EASTBOUND)</a>           | 777                                                     | 1046              | 1150                | 989                | 1113             | 922                | 975              | 12.8%                     |
| 321  | <a href="#">A30 WEST OF SHERBORNE (WESTBOUND)</a>           | 837                                                     | 985               | 1106                | 1142               | 1181             | 979                | 865              | 13.1%                     |

- 4.3 A recent 'Prevention of Future Deaths' report, issued by HM Coroner, raised ongoing concerns about the road layout at the Loscombe Cross junction. Although the speed limit has been reduced, the coroner highlighted the number of collisions in the area and warned that further fatalities could occur if safety issues are not addressed.
- 4.4 In response to the coroner's concerns, we have implemented physical changes at Loscombe Cross to restrict specific turning movements identified as high-risk. However, we do not believe these measures alone will sufficiently address the

broader collision risks along this stretch of road. Speeding on the A30 between Yeovil and Sherborne has regularly been highlighted as a significant issue by local representatives. Therefore, we are proposing the installation of average speed cameras to reduce speeding and enhance safety across the full length of the dual carriageway.

- 4.5 There will be three separate locations on both sides of the road for the cameras which are highlighted below:



## 5. Legal considerations

- 5.1 Under Section 39 of the Road Traffic Act 1988, local authorities have a legal duty to take measures to improve road safety. Installing average speed cameras is a practical way to meet this obligation, especially in areas with persistent speeding issues.
- 5.2 The Government have recently confirmed that local authorities have full discretion to install speed cameras proactively. The Transport Minister clarified that councils are empowered to set their own criteria for installation and encouraged a preventative, evidence-led approach to road safety, particularly where local data and community support justify intervention.
- 5.3 A Traffic Regulation Order has been enacted to establish the 60mph speed limit, providing the necessary legal authority for Dorset Police to enforce using average speed camera technology.
- 5.4 In accordance with the Road Traffic Offenders Act 1988 and the Road Traffic Act 1988, all speed enforcement devices must be type-approved by the Home Secretary before their evidence can be used in legal proceedings. The equipment selected for this project has received the required approval.

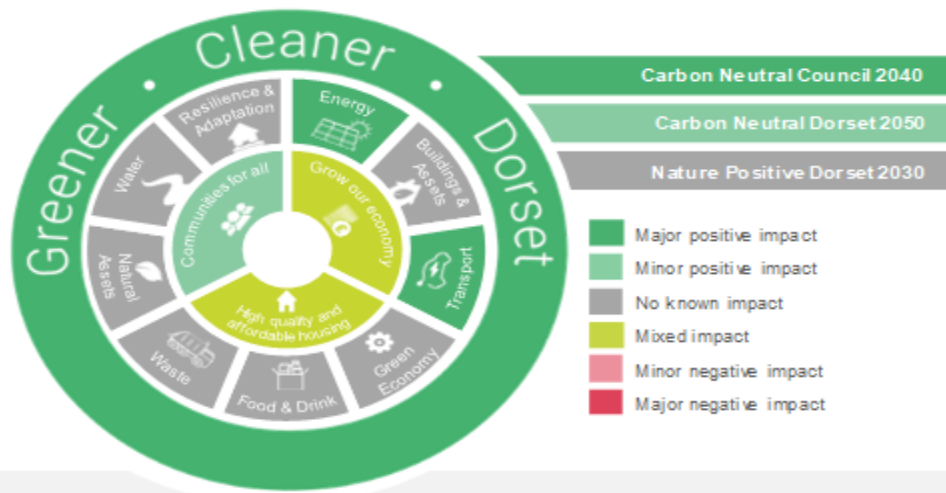
- 5.5 Dorset Council will retain ownership of the average speed camera equipment, while Dorset Police will receive data from the cameras and will be responsible for the required enforcement.

## **6. Financial implications**

- 6.1 A cost of approximately £1.1 million has been estimated for the scheme with the bulk of the costs associated with the supply and installation of the camera system together with the trenching for the electrical connections. This cost includes significant optimism bias and is expected to reduce as the design process moves into later phases.
- 6.2 The Local Transport Plan (LTP) capital budget provided by the Department for Transport will be used for this scheme.
- 6.3 The Department for Transport publishes an average 'value of prevention' per reported road collision, representing the estimated monetary benefit of avoiding a single collision, regardless of the number of casualties involved. This figure encompasses all associated costs, including casualties, property damage, emergency response, police and insurance administration, and related expenses.
- For example, the current estimated value for preventing a fatal road traffic collision is £2,834,336, £324,895 for a serious injury collision and £32,502 for a slight injury collision. These values are integral to cost-benefit analyses for road safety interventions. If the cost of a proposed measure - such as the installation of average speed cameras - is lower than the anticipated savings from preventing collisions and casualties, the intervention is deemed economically justified.
  - Based on this assessment, the collisions referenced in Section 4.1 are valued at the current Department for Transport rate, totalling approximately £18.33 million.
- 6.4 Fines issued through Fixed Penalty Notices are paid directly to HM Treasury and are not retained by Dorset Police. Similarly, fines imposed by the Magistrates' Courts are managed and collected centrally by His Majesty's Courts and Tribunals Service and are not received by the police.
- 6.5 Dorset Police may offer driver awareness courses as an alternative to a Fixed Penalty Notice or prosecution for eligible drivers. The fees collected for these courses are used to cover the operational costs of delivering the courses and contribute to local roads policing. Dorset Council and the Road Safety Partnership are currently assessing whether there is scope for these fees to also contribute towards Dorset Council's Road Safety programme.

## **7. Natural environment, climate & ecology implications**

## Average Speed Cameras – A30 Sherborne dual



| Quantitative Impact on CEE targets (if known) |                          |                       |
|-----------------------------------------------|--------------------------|-----------------------|
|                                               | Unit                     | Number of units (+/-) |
| 2030 - Natural asset extent & condition       | Ha                       | 0                     |
| 2040 - Operational Emissions                  | CO <sub>2</sub> (tonnes) |                       |

7.1 This scheme is considered to have a neutral impact on the natural environment, climate, and ecology. The Climate Wheel assessment did not identify any specific recommendations.

## 8. Well-being and health implications

8.1 This scheme is designed to reduce road traffic collision casualties on this route, thereby indirectly alleviating pressure on the NHS and wider healthcare services.

## 9. Other implications

9.1 Beyond easing pressure on the NHS and wider healthcare services, reducing road traffic collisions also supports economic productivity, lowers insurance and legal costs, and enhances social and community wellbeing.

## 10. Risk implications

10.1 **HAVING CONSIDERED:** the risks associated with this decision; the level of risk has been identified as:

- Current Risk: High
- Residual Risk: Medium

10.2 Choosing not to proceed with the installation of average speed cameras would limit our ability to achieve the desired road safety improvements along this corridor.

## **11. Equalities**

11.1 None.

## **12. Appendices**

12.1 None.

## **13. Background papers**

13.1 None.

## **14. Report sign-off**

14.1 This report has been through the internal report clearance process and has been signed off by the Director of Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (section 151 Officer) and the Portfolio Holder.