

A30 Loscombe Crossroads

Monitoring Report Following Temporary Junction Closure September 2026



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Executive Summary

In October 2025 Dorset Council introduced a temporary closure at Loscombe Crossroads on the A30 at Over Compton.

The scheme was implemented following a history of serious injury collisions at the junction, including four fatalities at three separate collisions since 2015. All of the fatal collisions involved vehicles crossing the dual carriageway through the central reservation.

The purpose of the temporary closure was to remove the highest-risk manoeuvres while allowing time to monitor the effect on road safety, traffic patterns and local communities.

Approximately nine months after implementation:

- No injury collisions have been recorded at the junction.
- No injury collisions have been recorded on surrounding roads that can be linked to the scheme.
- No damage-only collisions have been reported to the Council in connection with the closure.
- Traffic on the A30 remains stable.
- Traffic monitoring indicates that some journeys have redistributed onto alternative routes, with the extent of change varying considerably between locations.
- Some local roads have experienced traffic increases, although these are generally modest in absolute terms.

Based on the evidence available to date, the temporary arrangement appears to have delivered the intended safety benefits while avoiding significant impacts on the wider highway network.



1. Introduction

Loscombe Crossroads is located on the A30 between Yeovil and Sherborne, providing access to Over Compton, Bradford Abbas and surrounding rural routes.

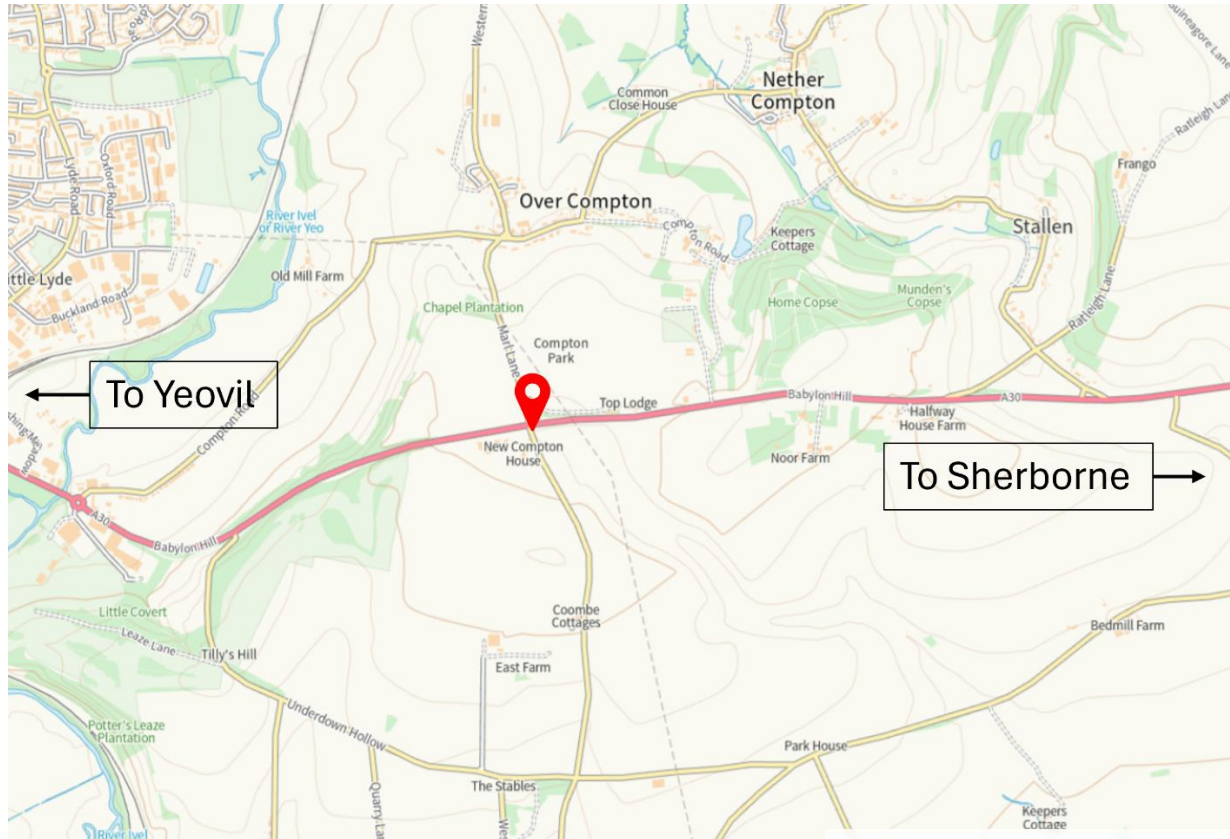


Figure 1 Loscombe Crossroads

The junction previously operated as a crossroads, allowing vehicles to:

- Cross the dual carriageway.
- Turn right onto and off the A30.
- U-turn through the central reservation.

Analysis of the collision record identified a pattern of serious collisions associated with these movements.

In response, Dorset Council introduced a temporary closure designed to remove the highest-risk manoeuvres while monitoring the resulting impacts.

This report summarises the monitoring undertaken since implementation.

2. Why Was the Junction Closed?

Between 2015 and 2025:



- 11 personal injury collisions were recorded at the junction.
- 3 of those collisions were fatal and resulted in the death of 4 people.

Analysis of the collision record showed that all fatal collisions involved vehicles crossing through the central reservation.

The temporary scheme removed:

- Crossing movements.
- Right turns.
- U-turns at the junction.

Alternative access routes remain available via the surrounding road network.

The primary objective was to eliminate the manoeuvres associated with the most severe collision history.

3. What Has Been Monitored?

A comprehensive monitoring programme was undertaken covering:

Road Safety

- Personal injury collisions.
- Damage-only collision reports.
- Near-miss reports.
- Reports of road user behaviour.

Traffic Conditions

- Traffic volumes at the junction.
- Turning movements.
- Traffic redistribution.
- U-turn activity.

Speeds

- Vehicle speeds on the A30.

Local Road Network

- Marl Lane.
- Old Compton Lane.
- Underdown Hollow.
- Compton Road and Babylon Hill Roundabout.
- Other surrounding routes.



Traffic surveys were undertaken on a weekday between 07:00 and 19:00, to allow comparison of 12-hour traffic flows before and after implementation. Post-scheme surveys were undertaken in November 2025 and March 2026. A30 flow and speed monitoring was also undertaken at Site 321, east of Nether Compton. Unless otherwise stated, traffic figures within this report refer to 12-hour weekday survey flows rather than 24-hour annual average daily traffic flows.

4. Road Safety Outcomes

No Injury Collisions Recorded

Since implementation:

- No recorded injury collisions have occurred at the closed junction.
- No injury collisions have been recorded on side roads or parallel routes that have been linked to the scheme.
- No damage-only collisions have been recorded in connection with the closure.
- No rear-end shunt collisions have been recorded.

These findings are encouraging and are consistent with the intended safety objective of the closure. The monitoring period is not yet sufficiently long to establish a statistically significant change in collision frequency in the whole affected area. However, the closure has physically removed the crossing, right-turn and U-turn movements associated with the previous layout, including the crossing movements involved in all historic fatal collisions.

To be noted, personal injury collision information is based on recorded collision data available to the Council at the time of reporting. Damage-only collisions and near misses are not subject to the same comprehensive reporting arrangements and the findings therefore reflect incidents reported to, or otherwise identified by, the Council.

Near Misses and Behavioural Observations

Three reports of near misses have been received since the junction was closed.

Reports included:

- A driver entering the dual carriageway in the wrong direction.
- A U-turn close to the mainline carriageway.
- Incidents involving cyclists crossing the road network and reported to us as taking risks



These incidents indicate that some users continue to adapt to the new arrangement and highlight opportunities for improved signing and supporting measures.

Importantly, none of these incidents resulted in a recorded injury collision.

How should this be interpreted?

Near-miss reports provide valuable information about road user behaviour and are routinely monitored. However, they should not automatically be viewed as evidence that a scheme is unsafe.

In this case, the monitoring evidence indicates that while occasional unsafe behaviour has occurred, the closure has continued to prevent the movement types associated with the historic fatal collisions.

5. Traffic Impacts

Overall Network Effects

Traffic monitoring indicates that the closure has redistributed some local journeys onto alternative routes. Before the closure, approximately 300 vehicle movements during the 12-hour survey period used movements at Loscombe Crossroads that are now prohibited. These journeys will therefore have changed route, destination or travel behaviour.

This represents a relatively small proportion of overall A30 traffic flows.

The A30 continues to carry approximately 13,000 vehicle movements during the 12-hour survey period, meaning the 300 movements affected by the closure represent around 2% of total corridor traffic.

Interpretation

The closure has altered route choice for some trips rather than significantly changing overall traffic demand within the area.

The evidence suggests that the strategic function of the A30 remains unchanged.

6. Impact on Local Roads

Marl Lane

Monitoring identified an increase in permitted left-turn movements from the A30 into Marl Lane.

Before implementation:

- 112 vehicles during the 12-hour survey period

After implementation:



- 172 vehicles during the 12-hour survey period

This represents +54% or approximately 60 additional vehicles during the 12-hour survey period.

Interpretation

Although the percentage increase appears significant, the change equates to around 60 vehicles spread throughout the day.

Traffic levels remain relatively low and continue to be monitored.

Old Compton Lane

Monitoring identified an increase in left-turn movements from the A30 into Old Compton Lane.

Before implementation:

- 39 vehicles during the 12-hour survey period

After implementation:

- 70 vehicles during the 12-hour survey period

This represents +80% or approximately 31 additional vehicles during the 12-hour survey period.

This is a large proportional increase, but from a very low baseline.

Underdown Hollow

Underdown Hollow experienced the largest increase in traffic of the routes monitored. Traffic increased from 982 to 1,375 vehicle movements during the 12-hour survey period in March, an increase of 393 vehicles (+40%). While this represents the largest proportional increase observed, no associated collision issues have been identified and the route will continue to be monitored.

Compton Road and Babylon Hill

Monitoring was also undertaken at Babylon Hill Roundabout and on Compton Road.

The available data suggests that whilst some traffic has redistributed, there is no evidence of significant operational problems on the route.

Any increases observed are modest when compared with existing traffic levels and the overall scale of the surrounding road network.

There have been reports from the public about increased traffic and problems on this route, and we will continue to monitor.



7. Speeds

Monitoring indicates that average traffic speeds on the A30 have reduced following the introduction of speed management measures.

Observed average speeds are now below 60mph with 85% speeds varying between 63 and 67mph at selected points on the route.

Lower speeds improve drivers' ability to react to hazards and generally contribute to improved safety outcomes.

8. Feasibility of Reopening the Junction

A separate feasibility assessment examined options for reopening the junction safely.

The options identified were:

Table 1 Options for reopening

Option	Estimated Cost
Permanent Closure with Enhancements	£250k-£300k
Signalised Junction	£1m-£2.5m
Roundabout	£2.5m-£5m
Staggered Crossroads	£10m-£15m

The purpose of the study was to establish whether the junction could be reopened safely and what level of investment would be required.

The assessment concluded that safe reopening options would require substantial investment compared with the permanent closure option.

9. What Does the Monitoring Tell Us?

The monitoring programme provides the following key findings:

Safety

No injury collisions have been recorded since implementation.

The crossing movements associated with all historic fatal collisions have been removed.

Traffic

Traffic continues to operate satisfactorily on the A30.



Approximately 300 vehicle movements during the 12-hour survey period have been affected by the prohibited movements, resulting in changes to route choice or travel behaviour.

Local Impacts

Some local roads have experienced increased traffic.

Increases are generally modest in absolute terms despite appearing large as percentages.

Value for Money

The most significant safety risk has already been addressed through the temporary closure.

10. Conclusions

The available evidence indicates that the temporary arrangement is performing as intended.

The closure has successfully removed the movement types associated with the historic fatal collision pattern.

To date:

- No injury collisions have been recorded at the junction.
- No traffic evidence suggests significant impacts on the strategic road network.
- Local traffic impacts remain manageable and continue to be monitored.
- There is currently no collision or traffic evidence supporting reopening the junction in its previous form.

The monitoring evidence therefore indicates that the current arrangement has removed the movements associated with the most serious historic collision risk, without evidence to date of significant adverse safety impacts elsewhere.

