

Continual Learning Sub-group

Update 23rd July 2026

Focus areas / agenda

5 focus areas

- 1) Common Incursion Reporting Template
- 2) Guidance how to report an incursion on Operation Snap
- 3) Sharing the learnings from significant incursions
- 4) Increasing awareness of successful prosecutions
- 5) Creating an incursion repository

Incursion feedback/learning for designers – task/finish group update (June 2026) [next meeting – 7th Sept]

Focus area	Owner
Ongoing refresh of NH Traffic Management Template will require TM Designers to analyse historic incursion data for location of their project. Major projects Q2 2026 and to follow (TBC) for operations. <i>On track for Q2 – currently in acceptance review</i>	Nick Nandhra
Wider access will be provided to NH Incursion Mapping system to allow analysis of network locations for historic incursions for future works by type etc <i>On track – GIS based system</i>	Nick Nandhra
Propose establishing a TTM Design community as a sub-set of the National Highways TTM Forum – for sharing best practice, raising standards etc <i>SW to discuss with Greg/TMCA</i>	Simon White
Opportunity to improve detail/quality of design drawings to minimise incursions – adding required detail as standard to make less subjective for operatives <i>Christopher (with support from Nick Nandhra) will lead development of a short best practice document for further review/RtB27</i>	Christopher Puttrell
Sharing the planned Incursion Bulletins across the TM design community <i>Bulletin proposal circulated by Heidi/ Comms Subgroup</i>	Working with comms sub group
Opportunity to enhance ongoing designer learning through annual CPD that is required/planned as part of EngTech post-nominals under RtB39 <i>IHE are launching TTME CPD each Nov starting this year</i>	Simon White / Keith Smith
Publication of the Determined Vehicle Mitigation document to TM designers <i>Agenda item for July Incursion Group Meeting</i>	Simon to discuss with Greg/ TMCA
Analysis of low/no incursion projects to establish if positive design root causes <i>Inclusion of incursions incidents/data in post scheme reviews planned</i>	Nick Nandhra
Establish whether developments planned in the industry of lane closure incursion warning system – i.e. along the longitudinal run of cones <i>Focus for July Incursion Group meeting</i>	Simon White/all

1. Common Incursion Reporting template

- a) Introduction of draft reporting form imminently for trial – task/finish team led by Shaun Moseley - Kenneth Reid, Nick Nandhra, Jim Ditchburn and Christopher Puttrell
- b) First meeting held and now pulling together the items to start the template, thanks to those who attended. Works ongoing.

2. Guidance how to report an incursion on Operation Snap

- a) Process map and training package due to be released imminently – volunteers received (Jim & Laura). Monthly meeting set up
- b) First meeting held, record a report - now completed which can be shared, plus process chart, evidence statements and list of Police forces with links to reporting page.

3. Sharing the learnings

Subject: 🚧 Incursions Working Group Bulletin – June 2026

Colleagues,
Please find below the **monthly Incursion Bulletin** from the **National Highways Incursions Working Group**, highlighting key activity, risks, and actions across the network.

◆ **Headline Summary**

- **127 incursions recorded this month ▲ 33 (+35%) vs last month**
- Increase driven primarily by **seeking benefit – med/high risk incursions**
- Continued focus required on the **strategy to mitigate seeking benefit incursions; physical barriers, signage and incursion warning**

⚠️ **Key Risks Identified**

- Inconsistent **temporary traffic management (TTM) implementation**
- Workforce exposure within **live carriageway environments**
- Increased **public / vehicle interaction near works and driver non-compliance**
- Gaps in **site access control and supervision – particularly entry/exit locations**

📊 **Trends**

- **Slight downward trend** over the last 3 months
- 3% of all closures experienced an incursion
- Higher frequency in **SE Region**
- Recurring causes linked to **driver behaviour: seeking benefit**

🚨 **Incident Learning (Key Message)**

Recent incidents highlight that:

- **Wednesdays recorded the highest number of incursions, Sundays recorded the lowest number.**
- Common factors include:
 - Multiple vehicle incursions were reported, primarily involving members of the public following workforce or traffic management vehicles into closures and works access points.
 - Inadequate or poorly maintained TM layouts
 - Insufficient pre-task briefings

✅ **Required Actions**

All teams are asked to:

Strengthen measures at **works access points** and **closure entry** locations – to include the detection of unauthorised pedestrian access
Include additional **signage** (inc. AWS), **physical or operational controls**, and **workforce briefings** focused on **vehicle-following behaviour**
Consider targeted engagement and **communication** with **local stakeholders and emergency services**
Reinforce and strengthen **site access procedures and workforce awareness** – to include approved delivery routes and site access requirements with **suppliers and subcontractors**
Ensure **TTM is correctly installed, maintained, and checked regularly**
Conduct **dynamic risk assessments before and during works**
Reinforce **workforce reporting** of near misses, abuse and all incursions within **24 hours** via the appropriate system enabling ongoing learning

👍 **Good Practice**

Examples this month include:

Improved use of **digital technology**
Strong **on-site leadership challenging unsafe behaviours**
Ongoing analysis of incursions via regional working groups

🗣️ **Safety Message**

“Your safety is non-negotiable. Treat every road closure as if a driver is actively trying to breach it.”

📅 **Looking Ahead**

Consider targeted reviews of locations experiencing repeated incursions
Upcoming **compliance reviews and safety campaigns**
Continued emphasis on **sharing and learning across all regions**

👤 **Get Involved**

Report incidents and near misses promptly
Share learning and good practice with the Working Group
Contact: Heidi.logie@highwayresource.com

4. Increasing Awareness of Successful Prosecutions

Subject: 🚧 NATIONAL HIGHWAYS: MONTHLY INCURSION PROSECUTION UPDATE

Date of Issue: July 2026

Directive

All Project Managers and TM Designers must review this monthly brief to update site risk assessments, upgrade physical closure designs, and ensure site-wide compliance with National Highways evidentiary reporting standards.

The Crown Prosecution Service (CPS) and regional police forces are maintaining a zero-tolerance approach to Strategic Road Network (SRN) incursions. Courts are consistently delivering maximum penalties to motorists who deliberately breach traffic management perimeters.

June/July 2026 Prosecution Tracker

1. M6 Active Work Zone Incursion
 - **The Offence:** A motorist bypassed a full overnight closure on the M6 at speed, driving through a coned taper into an active resurfacing zone
 - **The Evidence:** 360-degree vehicle dashcam footage paired with sequential Intellicone strike-sensor logs proving deliberate entry
 - **Judicial Outcome:** 14-month immediate custodial sentence, a 2-year driving disqualification, and a mandatory extended re-test
2. A1(M) Red 'X' and Taper Breach
 - **The Offence:** A HGV driver intentionally ignored three consecutive overhead Red 'X' gantries and struck an advance warning arrow vehicle to bypass queuing traffic
 - **The Evidence:** National Highways HADECS camera data and stationary vehicle rear-facing CCTV
 - **Judicial Outcome:** £2,500 fine, 6 penalty points, and full cost recovery ordered for the damaged traffic management asset
3. M4 Slip Road Gatekeeper Abuse
 - **The Offence:** A driver verbally threatened and attempted to intimidate a site gatekeeper who refused to allow access through a closed slip road
 - **The Evidence:** High-definition audio and video captured via the operative's mandatory body-worn camera (BWC)
 - **Judicial Outcome:** 120 hours of community service, a permanent criminal record under the Public Order Act, and a £500 victim compensation order

⚠️ Action Plan for Project Managers

- **Mandate Digital Reporting:** Ensure all site supervisors know how to log incursions on the National Highways Reporting System within 24 hours of an event
- **Audit Evidence Chains:** Verify at daily briefings that gatekeeper body-worn/incident capture cameras are fully charged, functional, and that data download protocols are operational for police handover
- **Review Welfare Support:** Ensure immediate psychological and operational support is deployed for any operative subjected to a near-miss or verbal hostility

🚧 Engineering Mandates for TM Designers

- **Replace Cones with Hard Barriers:** Eradicate reliance on standard cones at high-risk slip roads and terminal points. Mandate crash-tested, water-filled barriers or locking steel gates
- **Design In Electronic Warnings:** Integrate active electronic strike-sensors (e.g., Intellicone) into all primary tapers to provide operatives with visual and audible advance warning of a breach
- **Optimise Taper Geometry:** Maximise the visibility of splits using high-intensity LED variable message signs (VMS) and sequential flashing warning lights to eliminate accidental driver confusion

✅ Site Supervisor Checklist

1. Immediate Safety & Scene Control (0–15 Mins)

- **Check Welfare:** Ensure all operatives are safe, uninjured, and out of live lanes
- **Secure Area:** Check if the closure infrastructure (cones, barriers, gates) requires immediate reset or repair
- **Freeze Footage:** Instruct all operatives to stop/tag recordings on body-worn cameras (BWC) and vehicle dashcams to prevent overwriting

📄 2. Vehicle & Suspect Detail Capture (15–30 Mins)

- **Registration:** Record the Vehicle Registration Mark (VRM): _____
- **Description:** Note the vehicle make, model, colour, and any unique logos or damage
- **Driver Details:** Note the driver/passenger descriptions (gender, approximate age, clothing) if seen
- **Direction:** Log the direction of entry, path through site, and exit point

💾 3. Digital Evidence Isolation (30 Mins–2 Hours)

- **BWC Footage:** Isolate and download the native video file from the gatekeeper/operative camera
- **Dashcam/CCTV:** Extract 360-degree footage from works vehicles and overhead site plant
- **Time Check:** Check the camera timestamp against actual UK time. Note any variance: _____ mins +/-
- **Buffer Zone:** Ensure exported clips contain 2 minutes *before* and 2 minutes *after* the event

📋 4. Site Context & Asset Records (2–4 Hours)

- **TM Plan:** Mark the exact vehicle entry point and path on a copy of the approved Traffic Management design drawing
- **Signage Check:** Verify and document that all advance warning signs, VMS, and Red 'X' gantries were fully operational
- **Witnesses:** List the names, contact numbers, and company roles of all operatives who witnessed the incident

🚀 5. Police Submission & Corporate Logging (Within 24 Hours)

- **Digital Upload:** Submit all native video files and the incident report to the regional police via **Operation Snap** or their online portal.
- **Get CRN:** Record the Crime Reference Number / Police Log Number: _____
- **HART Entry:** Upload the complete evidence pack and police reference number to the National Highways **HART** portal: <https://ehsuk.ecoonline.net/nationalhighways>

5. Creating an incursion repository

Detail shared with National Highways to update SharePoint site and additional discussions needed surrounding the storage of incursion footage.

Meeting requested with NH to cover incursion library (post prosecution).

Once agreement made on learning and sharing documents, these will also be uploaded.