

IPV & Incursion Working Group Report – August 2025

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IPV & Incursion Working Group Report

Guidance

This presentation / PDF contains embedded links which are underlined. By selecting these, you will be able to access the section selected. To return, select the back button. Alternatively, by selecting the next page or scrolling down, you will be able to view the full report.

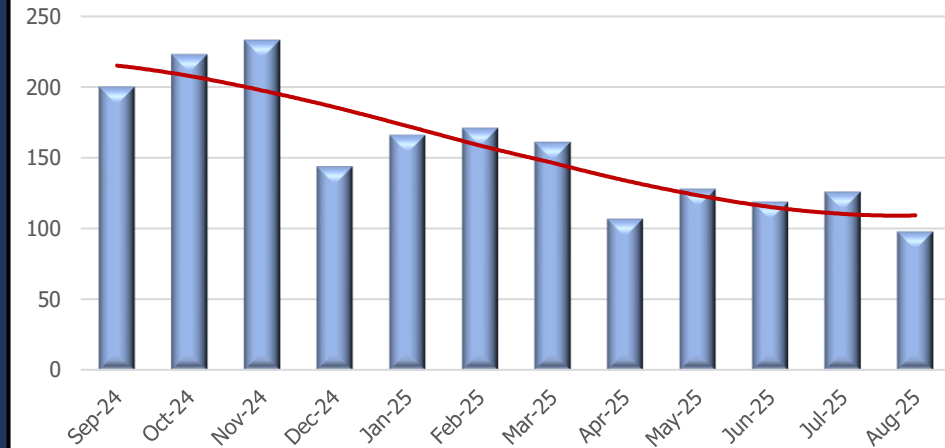
Select the following to view the [Executive Summary](#)

Select the following to view the [Incursions Report](#) and Summary

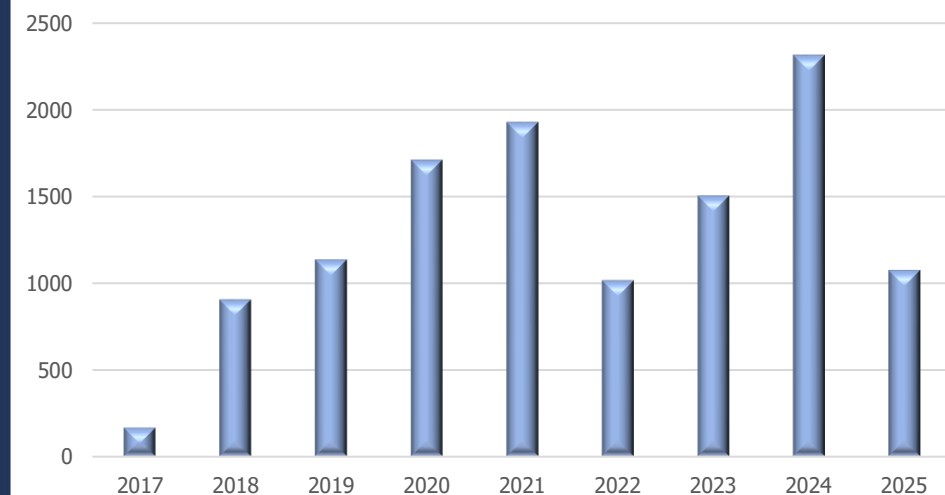
Executive Summary – Overview

- Numbers of medium and high-risk incursions associated have continued to fall.
 - Incursions recorded by Major Projects have continued to fall (due to number of MP works being undertaken) to 25.
 - Incursions recorded by Operations Directorate supply chain remains has fallen to 84 incursions reported with 8 incursions recorded by others.
 - Technology utilisation (such as Intellicone usage) is around 40% per night, an increase of 4% from the previous month.
-
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
 - Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

**High & Medium Risk Incursions Recorded
between September 2024 & August 2025**



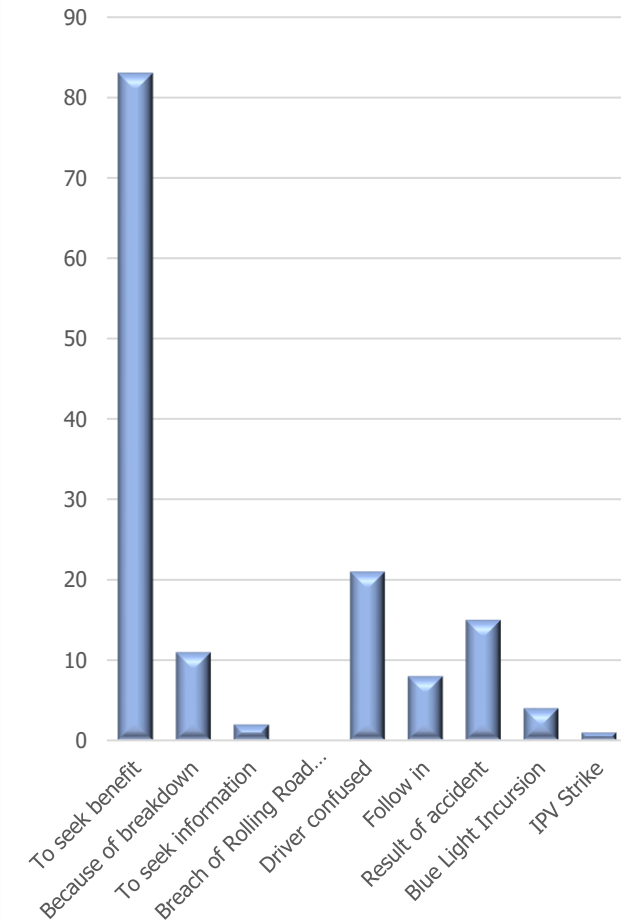
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **August 2025**, there were no recorded injuries to Customers or the Workforce from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **98** medium and high-risk incursions recorded, with **61** being 'Seeking Benefit' type incursions.
- During the month there were **3** Blue light incursions with **0** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **19** incursions were recorded. Of which, **10** were breakdowns.
- M&R Seven – Several incidents occurred during the reporting period, including vehicles breaching closures on the A52 and Lodge Lane, obstructing access, and bypassing traffic management. Notable breaches involved high-speed driving, an Amazon delivery driver ignoring closures, and a police vehicle entering without an escort. These disruptions compromised safety and operations. No breakdowns were reported. It is recommended to improve monitoring, signage, and enforcement, with stricter penalties for breaches, to ensure better compliance and traffic flow in future operations.

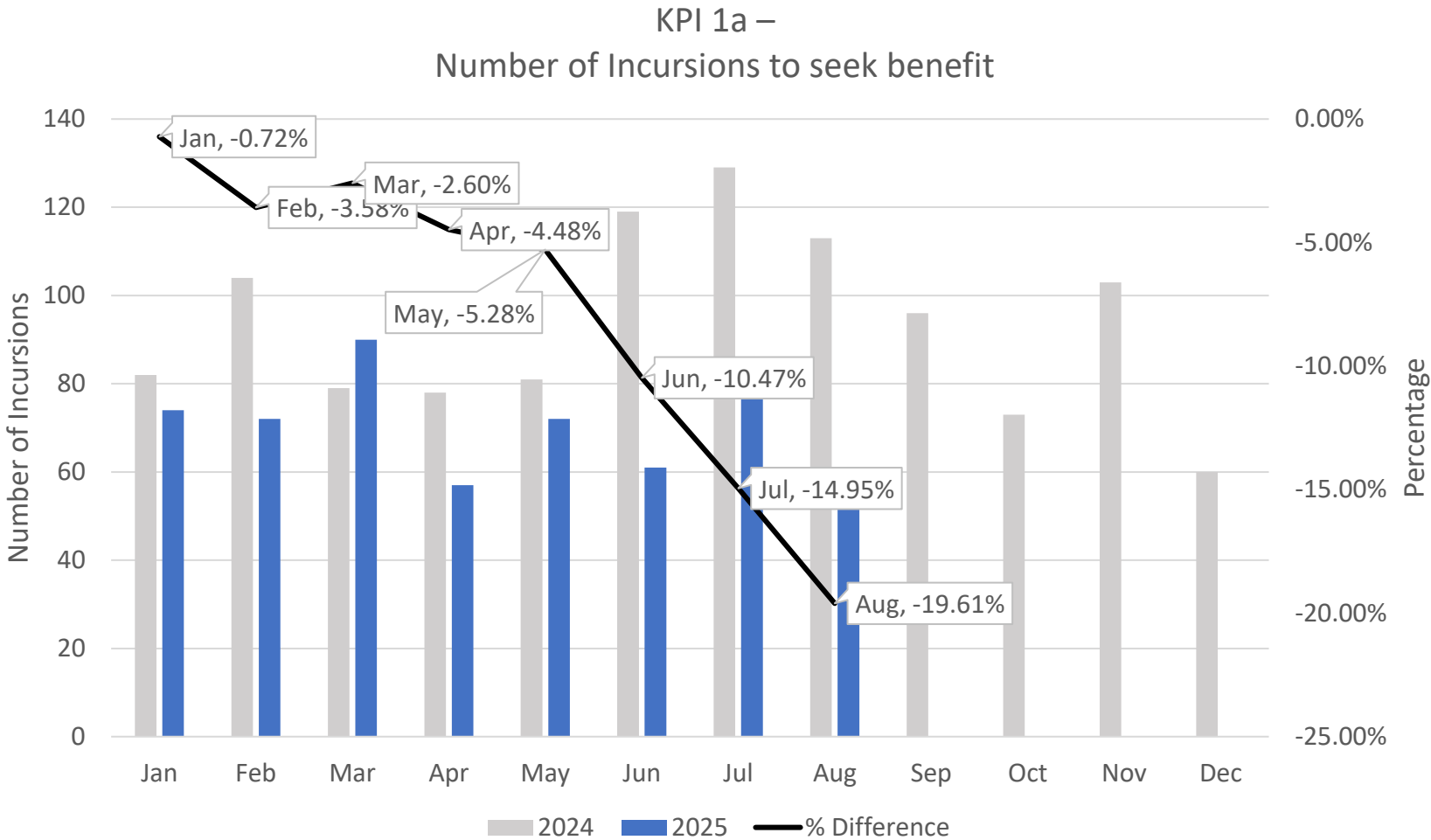
August 2025 – All Incursions



IPV & Incursion Working Group Report

‘KPI 1a: Number of Incursions to Seek Benefit’ illustrates the monthly number of incursions identified as being for the purpose of seeking benefit. It compares current figures against the same period in the previous year, with the goal of achieving a 20% reduction year-on-year.

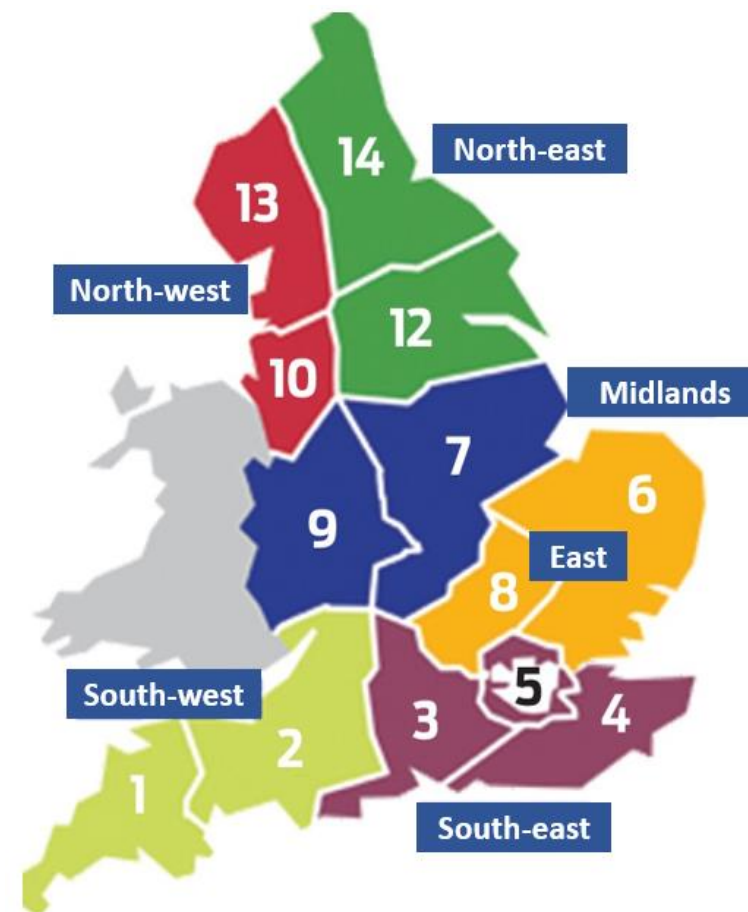
As of August 2025, the data shows a 19% decrease in such incursions compared to August 2024. Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.



Executive Summary

End of Executive Summary

[Select the following to view the [Incursions Report](#) and Summary]



Incursions Report (All) - Summary

All Incursions

Number of Incursions recorded in August 2025	117
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IPV Strike's recorded in August 2025	0
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Blue Light Incursions recorded in August 2025	3
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Heatmaps

Blue Light Incursions (in month) / (all)
--

IPV (in month) / IPV (all)
--

Incursions (in month) / (all)

Top incursions categories for August 2025:

1. **Incursion; Intentional - To seek benefit [61]; equating to 52% of all incursions**
2. **Incursion; Unintentional - Driver confused [28]; equating to 24% of all incursions**
3. **Incursion; Unintentional - Follow in [8]; equating to 7% of all incursions**
4. Incursion; Unintentional - Result of accident [6]; equating to 5% of all incursions
5. Incursions; Intentional - Blue Light Incursion [3]; equating to 3% of all incursions
6. Incursion; Intentional – To seek information [1]; equating to 1% of all incursions
7. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions
8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [10]; equating to 9% of all incursions

Incursions Report (All) - Summary (by region and directorate)

South East Region

Major Projects	4
Operations	33
Total	37

Midlands Region

Major Projects	0
Operations	13
Total	13

Yorkshire & North East Region

Major Projects	0
Operations	11
Total	11

East Region

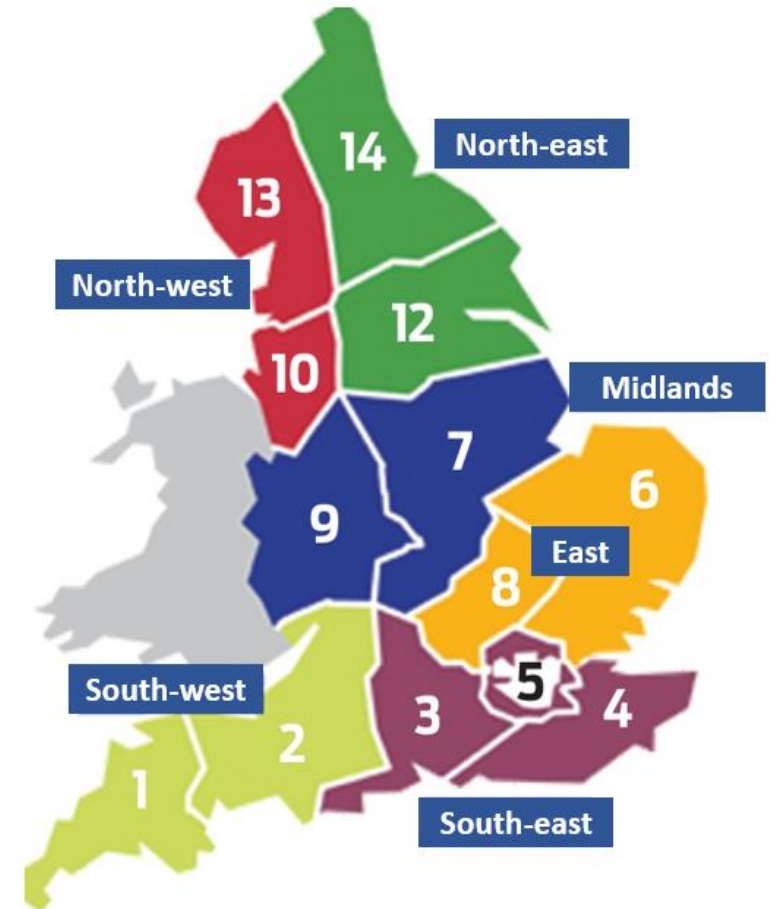
Major Projects	21
Operations	14
Total	35

North West Region

Major Projects	0
Operations	11
Total	11

South West Region

Major Projects	0
Operations	2
Total	2

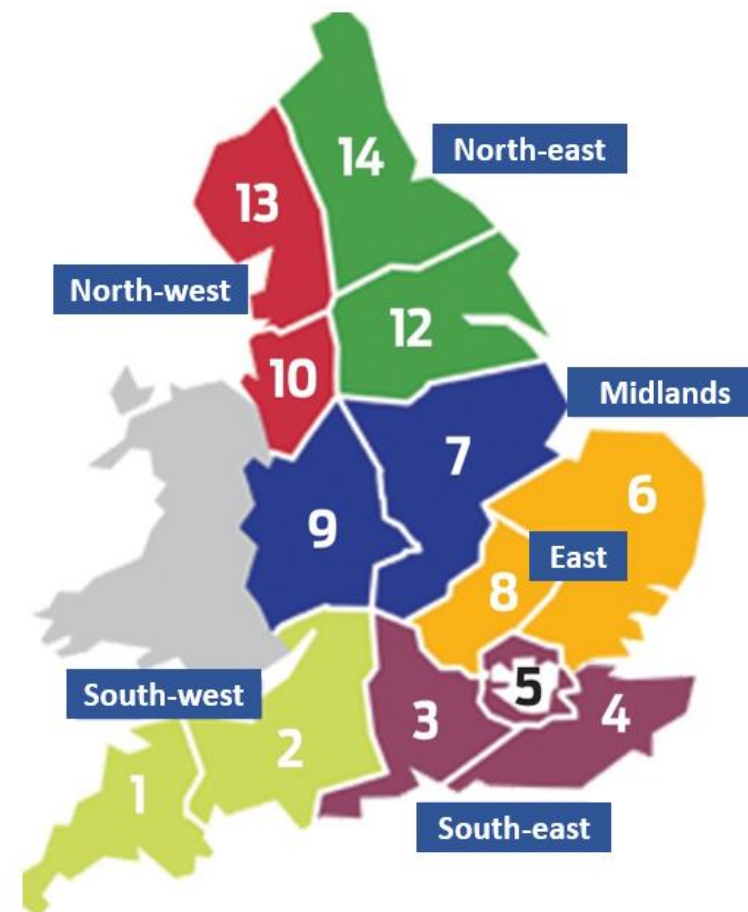


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (All) - Headline

117 Incursions were recorded for August 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	9	48	4		61
Incursion; Intentional – Because of breakdown		10			10
Incursion; Intentional – To seek information			1		1
Incursion; Intentional - Breach of Rolling Road Block (TOS)					
Incursion; Unintentional - Driver confused	14	13	1		28
Incursion; Unintentional - Follow in		7		1	8
Incursion; Unintentional - Result of accident	2	3		1	6
Incursions; Intentional - Blue Light Incursion		3			3
IPV Strike					
Grand Total	25	84	6	2	117

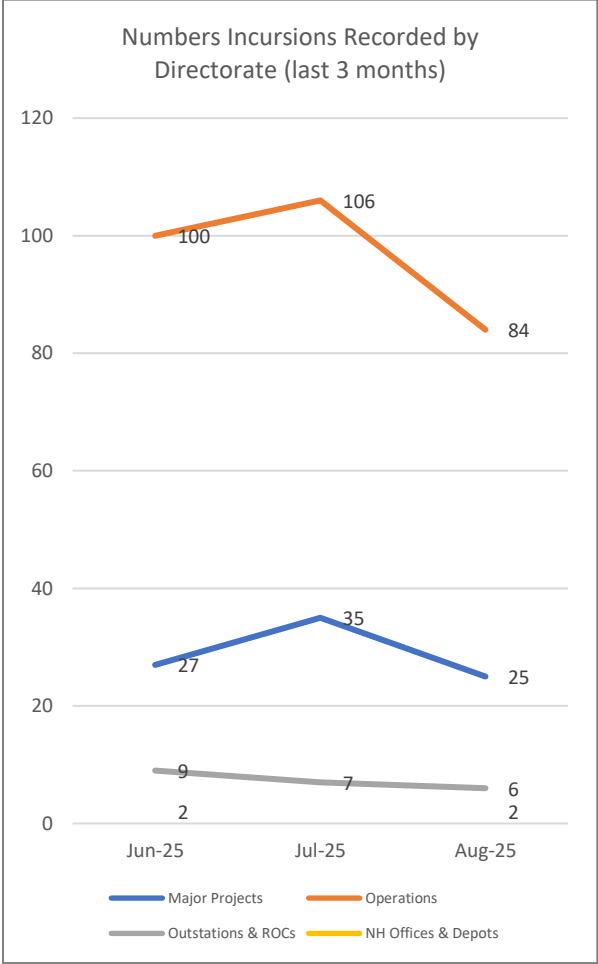
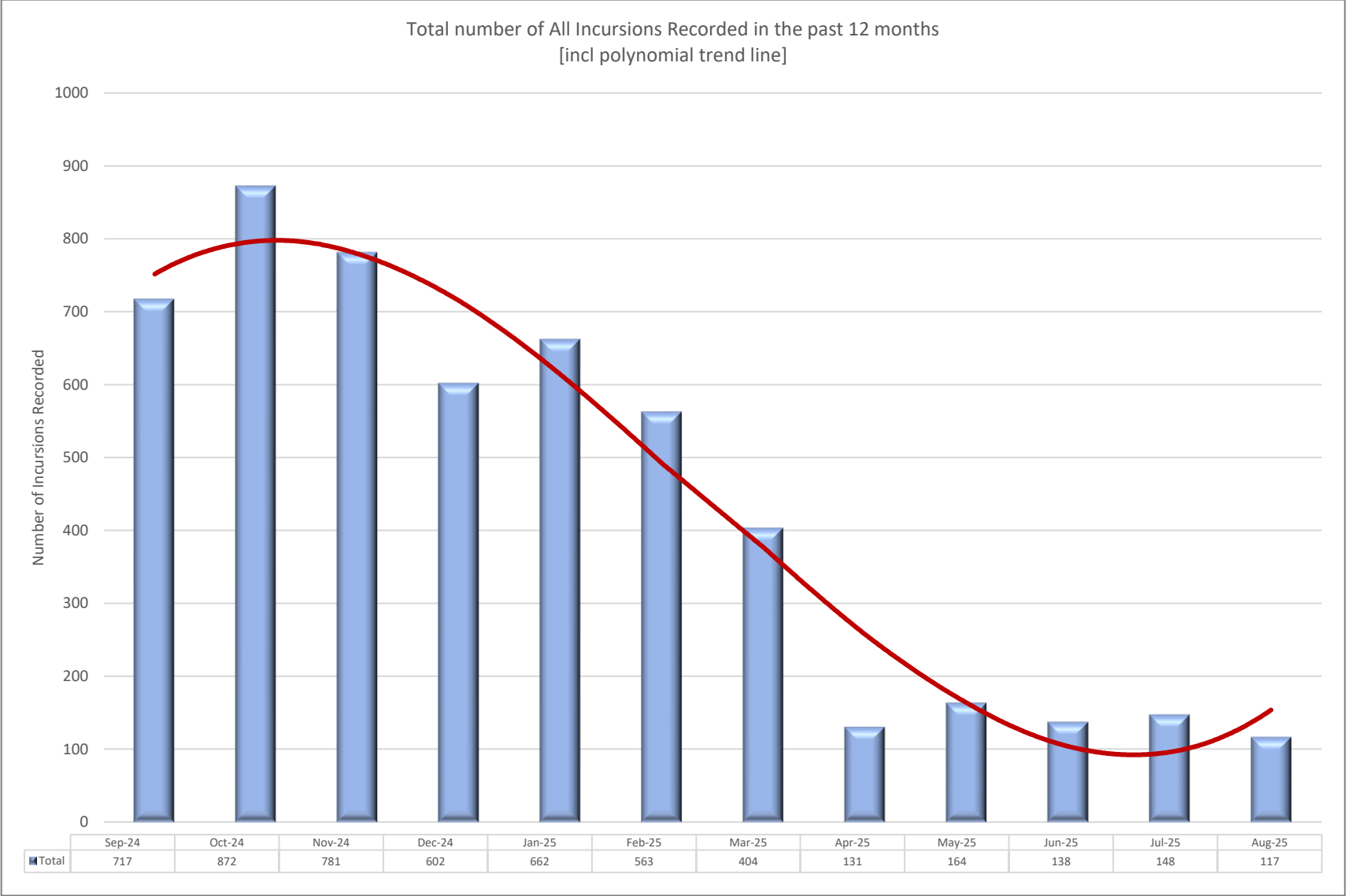
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23473**

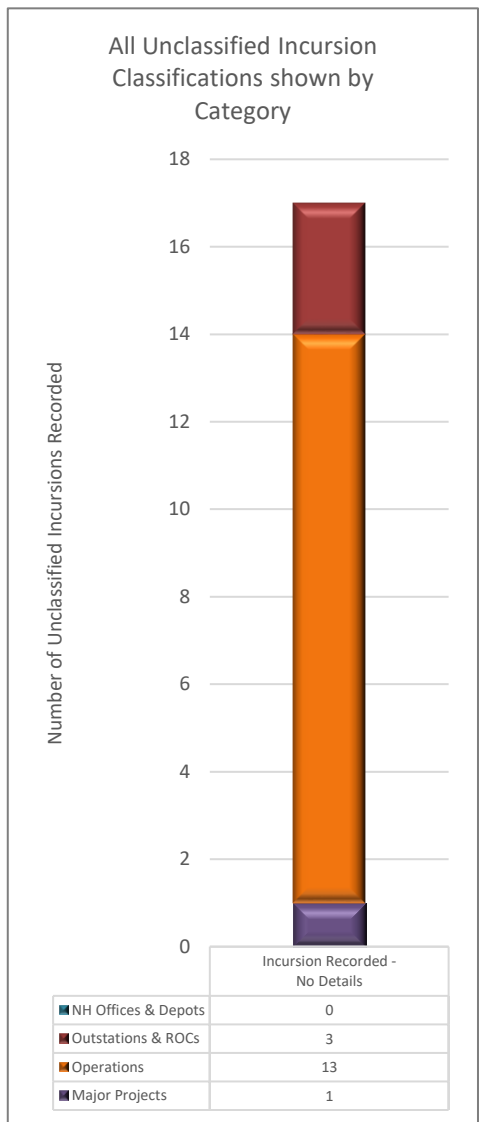
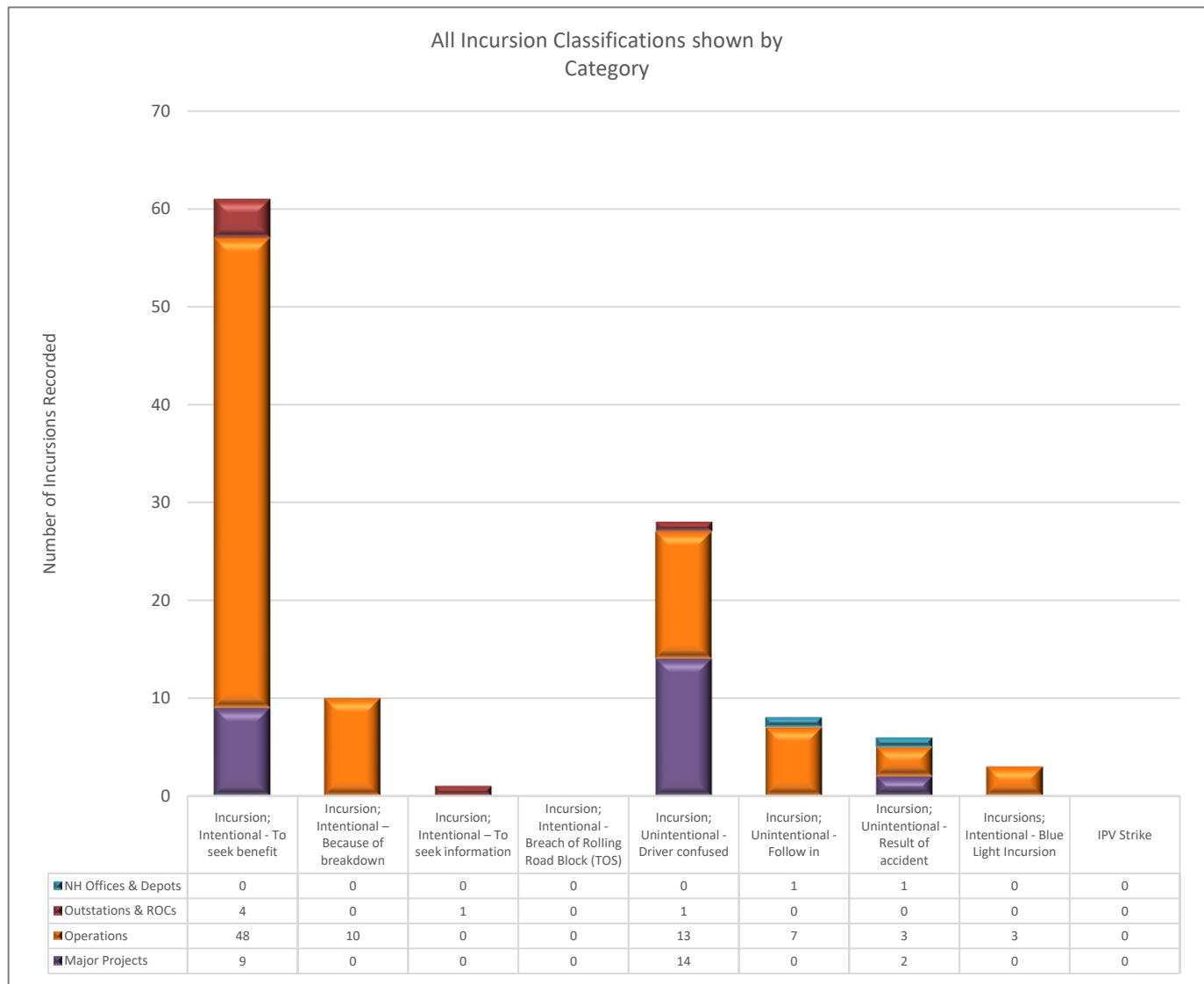
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1372	3136	690	76	5274
Incursion; Intentional – Because of breakdown	8887	627	150	3	9667
Incursion; Intentional – To seek information	101	133	33	5	272
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	26	883	8	922
Incursion; Unintentional - Driver confused	1290	1092	307	43	2732
Incursion; Unintentional - Follow in	225	351	19	5	600
Incursion; Unintentional - Result of accident	809	379	73	6	1267
Incursions; Intentional - Blue Light Incursion	104	177	4	2	287
IPV Strike	24	79	13	0	116
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13231	7514	2556	172	23473

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2020	2021	2022	2023	2024	2025
Number of All Incursions recorded	4717	2313 (+12.6%)	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	2327 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during August 2025



Top incursions categories for this month (across all directorates):

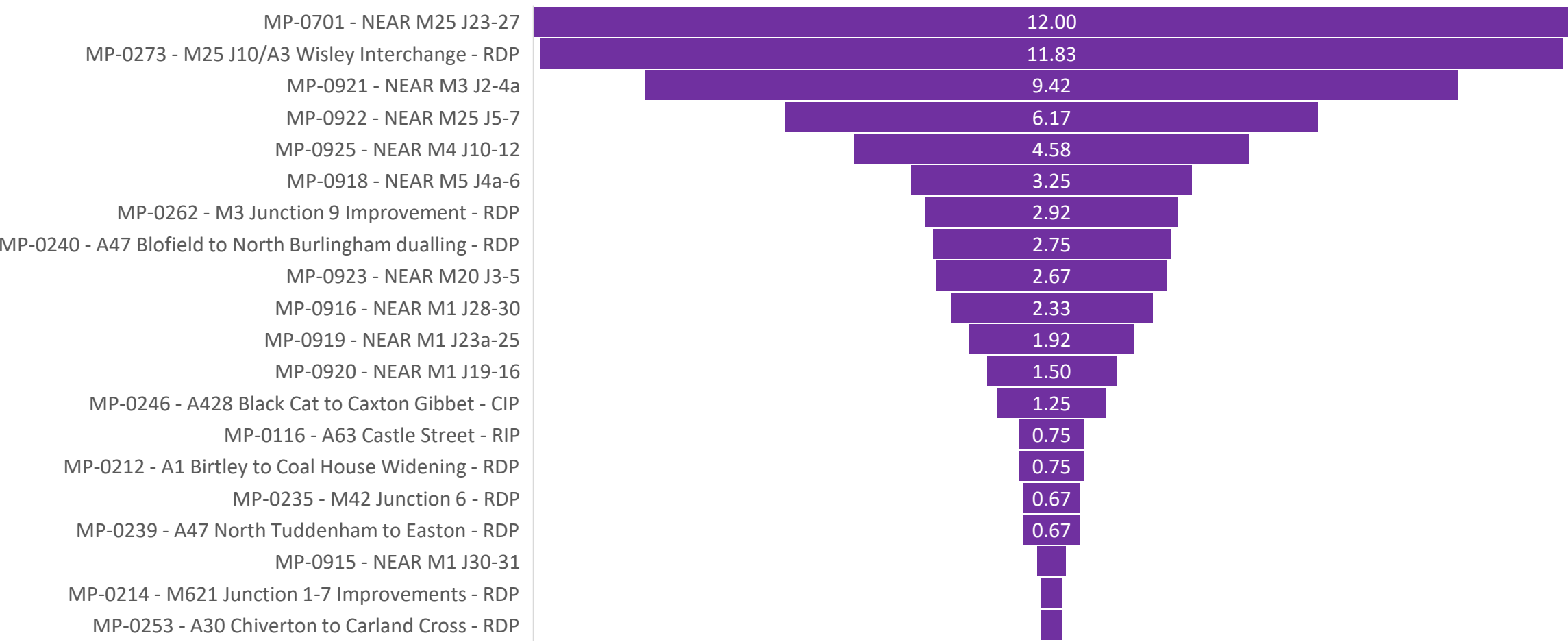
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8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional - Because of breakdown [10]; equating to 9% of all incursions



Incursions Report for Major Projects

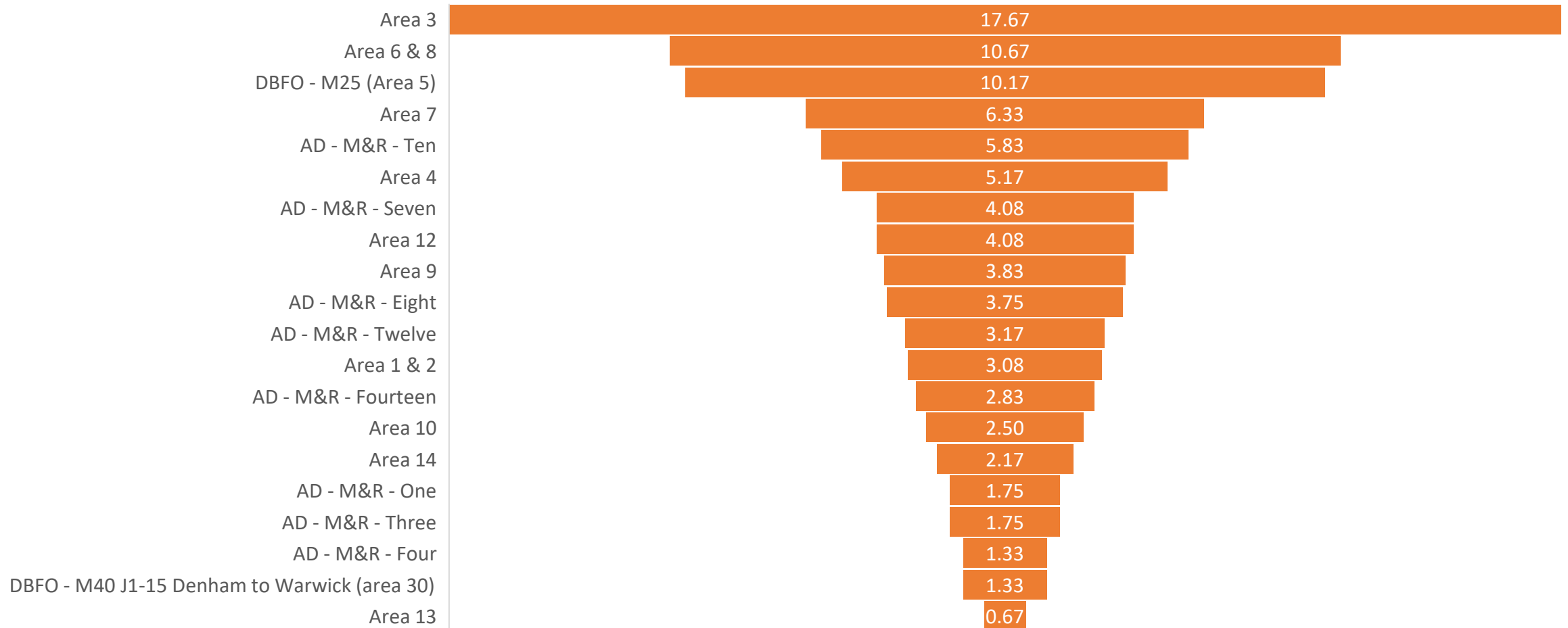
12 month rolling average of the number of all 'Incursions per Month'*



• Excluding incursions as a result of breakdown
• Duplicate scheme names are as a result of the change from Airsweb to HART

Incursions Report for Operations Directorate

12 month rolling average of the number of all 'Incursions per Month'*



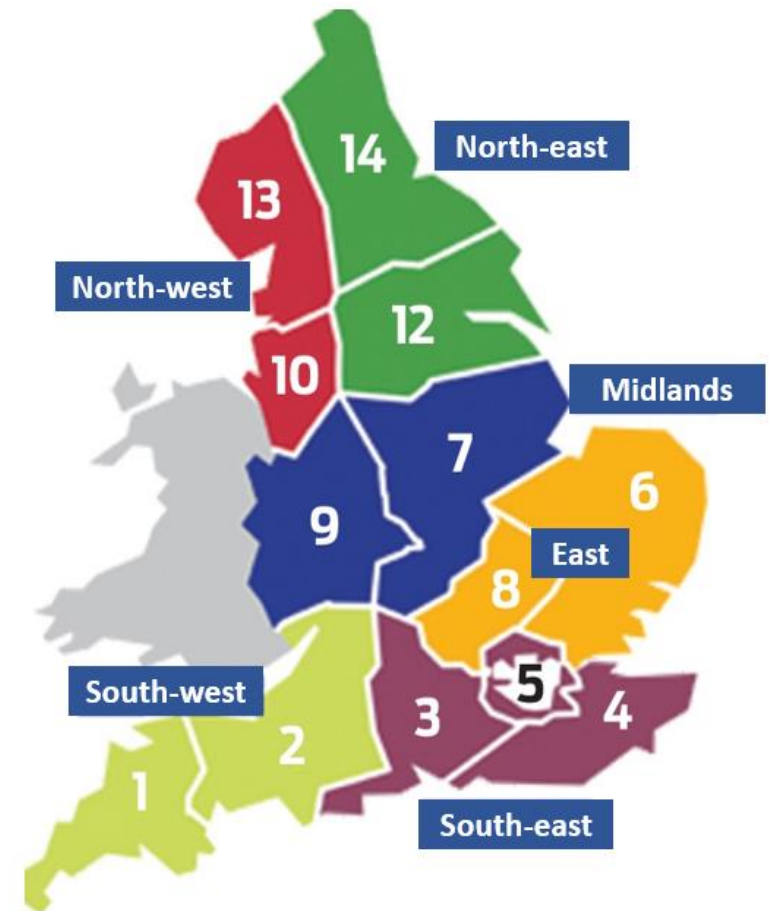
* Excluding incursions as a result of breakdown

Incursions Report

End of Headline & Charts

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Select next page for Blue Light Incursions Report and Heat Maps



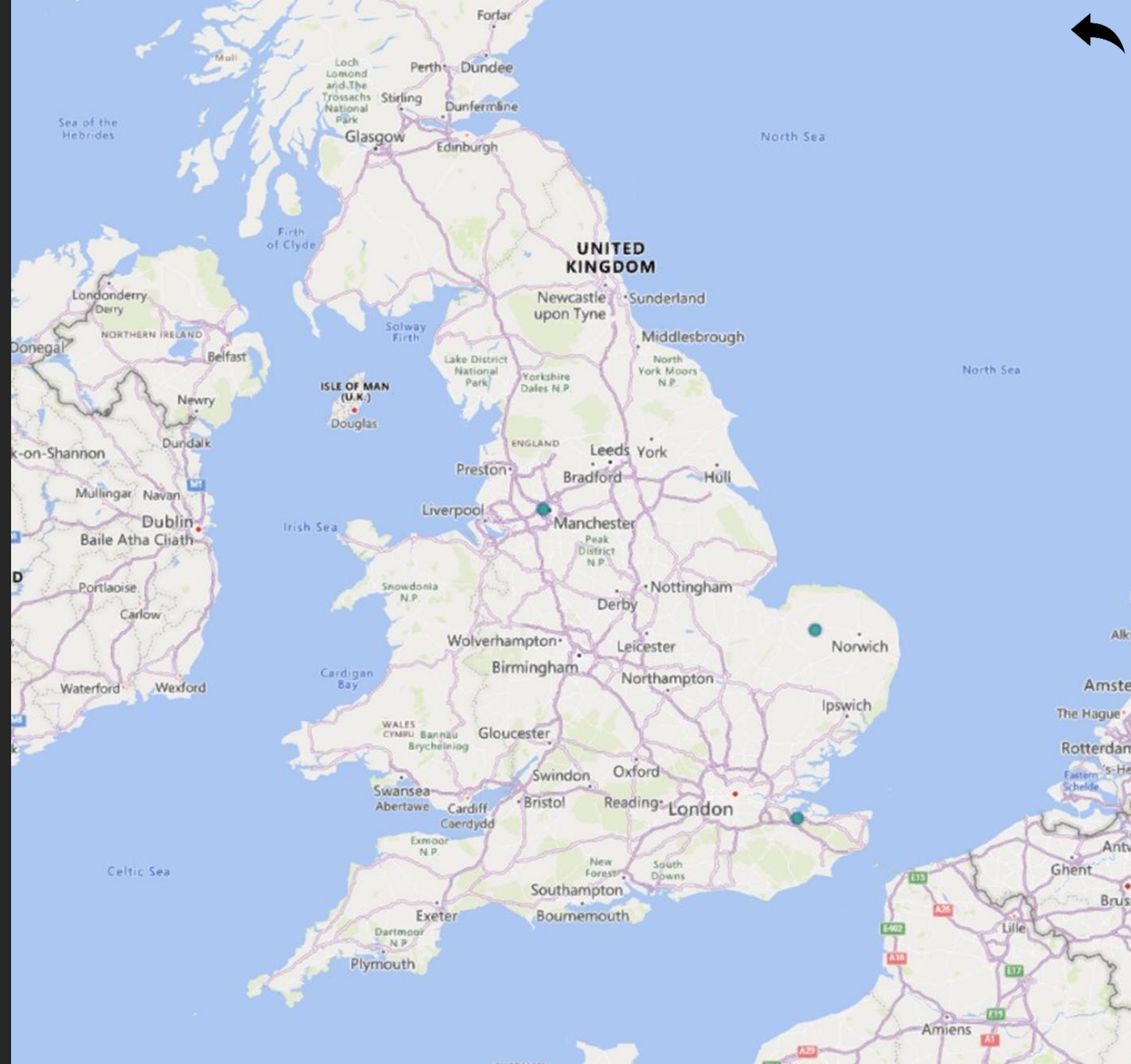


Blue Light Incursions Report - Headline

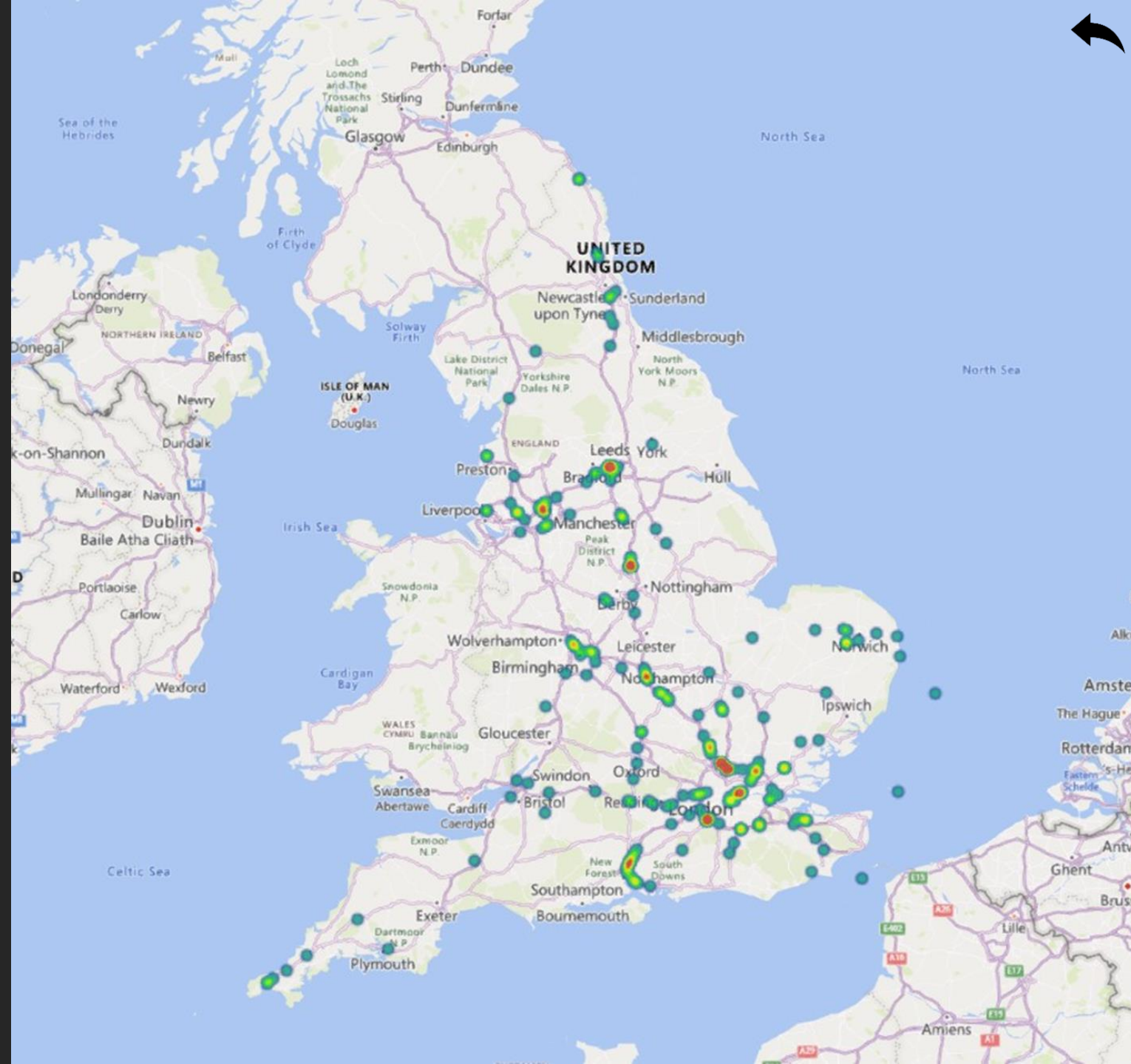
287 Blue Light Incursions have been recorded since February 2022 with **3** being recorded in August 2025 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
169852	06/08/2025	21:15:00	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	Not populated	A47	Police car entered site at A1065 Junction by driving the wrong way up a live exit slip road towards on coming traffic narrowly avoiding causing a collision. Police car then drove in between cone and stopped to ask if anyone walking around. He then left via A1065 slip road through cones.	Incident reported log 07082025-08
169945	10/08/2025	01:30:00	Operations	North West - Operations	North West - Asset Delivery	AD - M&R - Ten	Lane Closure - Mainline	Standard works – Full main carriageway closure weekend	Carriageway A	M6 SB 271/2	Traffic count	TMF was recording his traffic counts, when numerous police vehicle shot past. It was later discovered they were setting up a stinger operation for a stolen vehicle	Reported and recorded
170311	28/08/2025	01:15:00	Operations	South East - Operations	South East - Area Contracts	Area 4	Not populated	Not populated	Not populated	Not populated	Lane 1 closure	A police car pulled into the lane 1 closure in order to undertake a HGV.	Police car drove off. Site safety check completed.

Heatmap of Blue Light Incursions (BLI) recorded during August 2025



Heatmap of all Blue Light Incursions (BLI) recorded

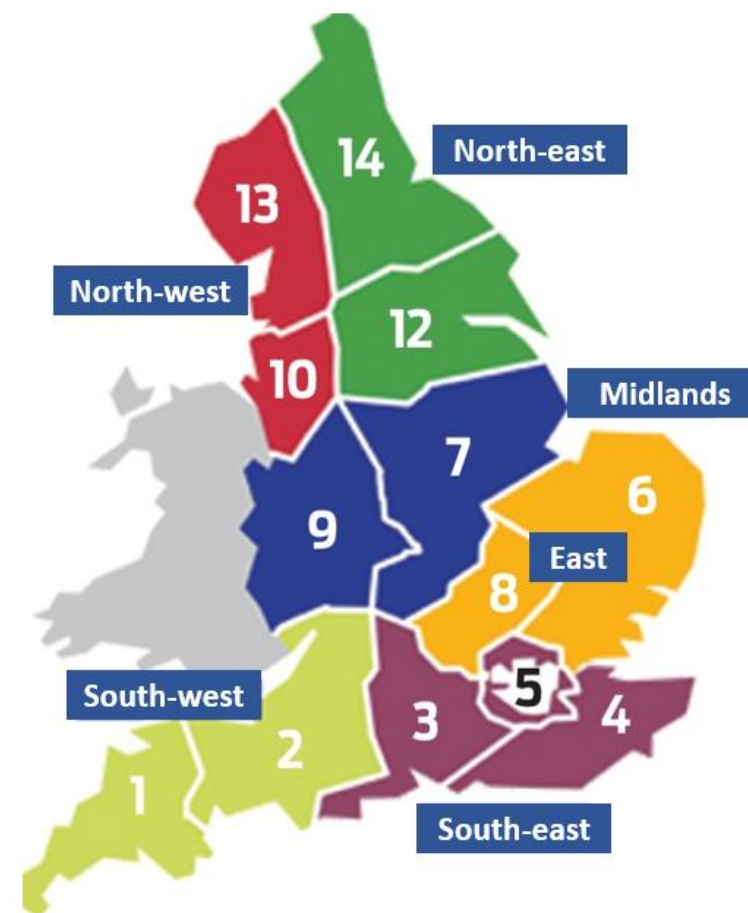


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps



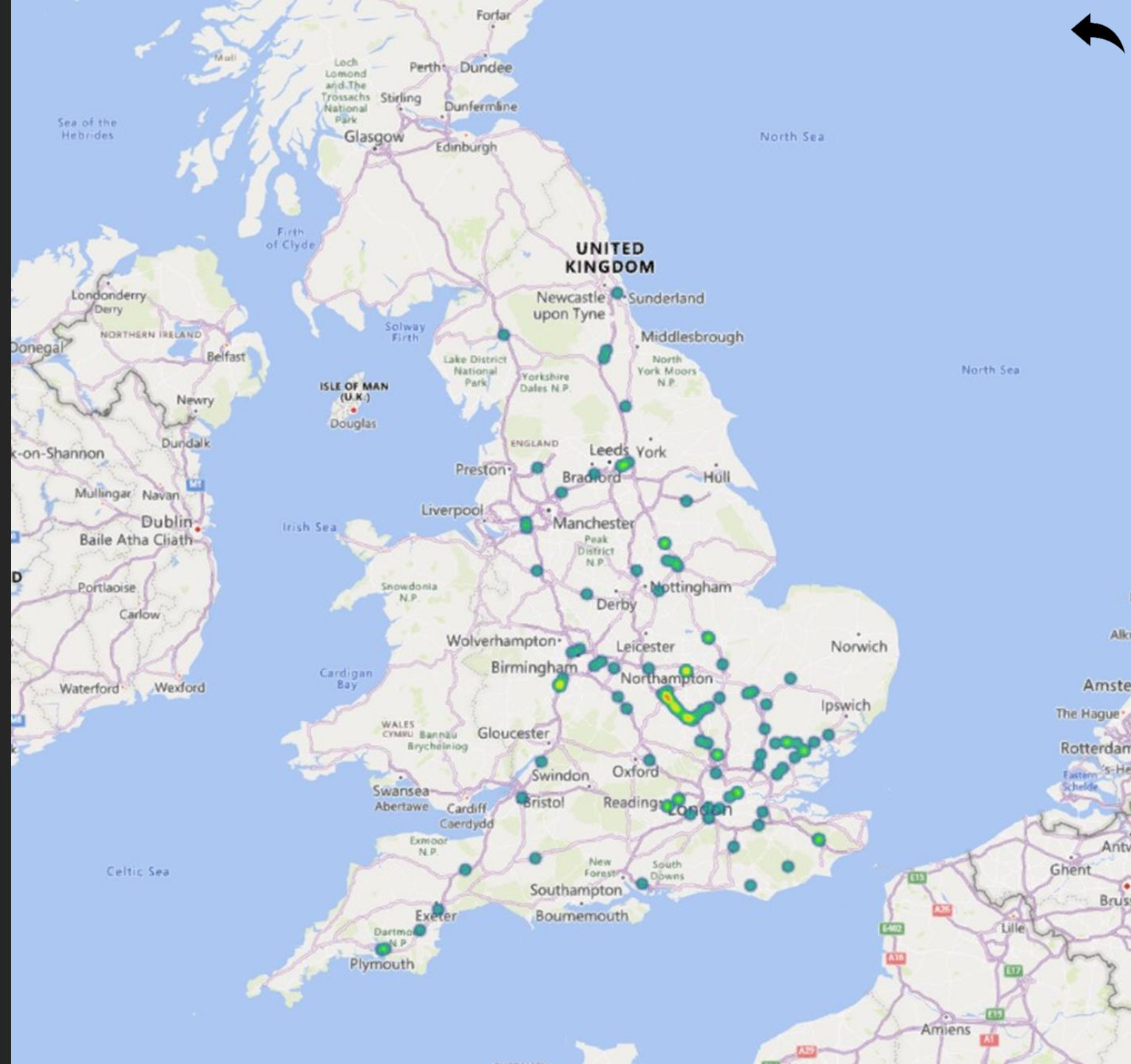
116 IPV strikes have been recorded since December 2019 with **0** being recorded in August 2025 (Edited Record)

[illegible]

Heatmap of IPV Strikes recorded during August 2025



Heatmap of all IPV Strikes recorded

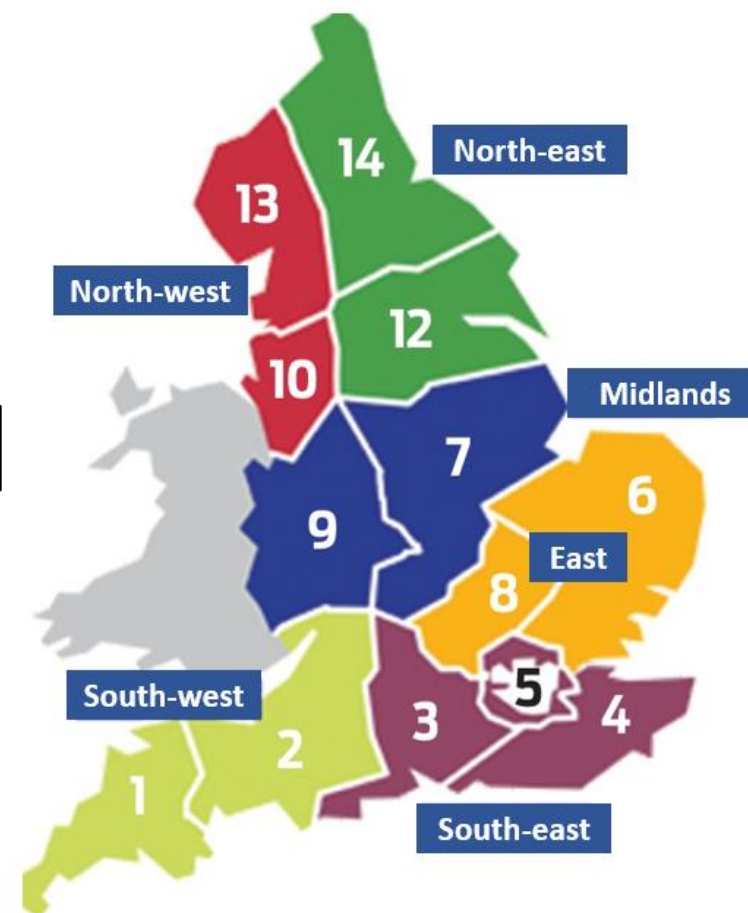


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



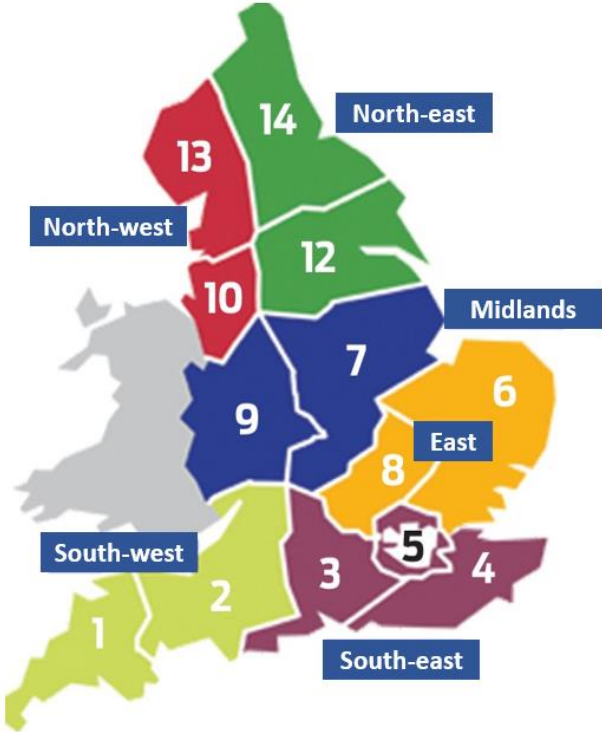
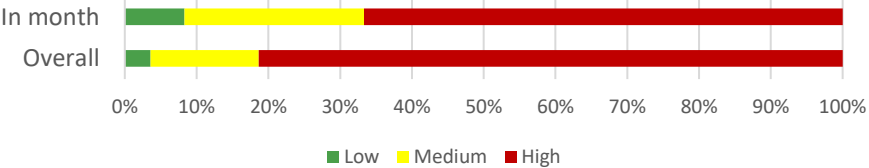
Incursions Report - North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.89%]	417 [45.87%]		3 [27.27%]
Incursion; Intentional – Because of breakdown	1181 [66.42%]	103 [11.33%]		2 [18.18%]
Incursion; Intentional – To seek information	42 [2.36%]	20 [2.20%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.55%]		
Incursion; Unintentional - Driver confused	178 [10.01%]	218 [23.98%]		3 [27.27%]
Incursion; Unintentional - Follow in	52 [2.92%]	73 [8.03%]		2 [18.18%]
Incursion; Unintentional - Result of accident	70 [3.94%]	45 [4.95%]		
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	22 [2.42%]		1 [9.09%]
IPV Strike	1 [0.06%]	6 [0.66%]		
Grand Total	1778 [100.00%]	909 [100.00%]		11 [100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 10	644	45	7%	639	19	3%	633	19	3%
Area 13	31	1	3%	32	0	0%	33	0	0%

North West (MP & Ops) Incursion Risk Rating



Incursions Report - North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Neutral*]

There were four reported vehicle incursions where unauthorised vehicles entered work zones but exited promptly, with no injuries recorded.

Traffic Incidents [*Sentiment: Neutral*]

No collisions or major traffic-related incidents occurred during this reporting period, despite a few close calls.

Broken Down Vehicles [*Sentiment: Neutral*]

One vehicle suffered a tyre blowout and was attended by the AA within the closure; no hazards arose during the incident.

Traffic Management Responses [*Sentiment: Positive*]

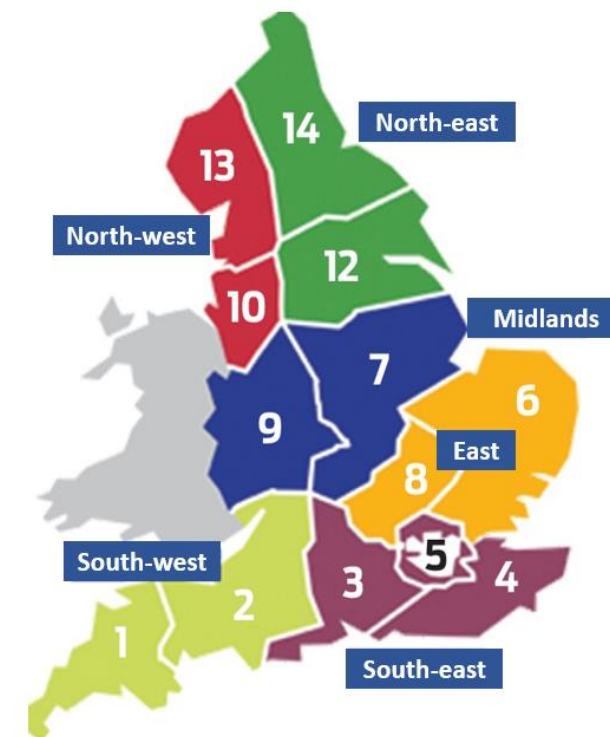
Traffic Management responded effectively, replacing damaged cones and escorting confused drivers safely from site when required.

Overall [*Sentiment: Neutral*]

Operations were managed well under challenging circumstances; no harm was caused despite several unauthorised vehicle entries.

Recommendations

Consider enhancing signage at access points, deploying spotters during high-risk periods, and improving briefings for plant drivers to avoid tailgating by public vehicles.



Incursions Report

Directorate: Operations
Region: North West
Project: AD - M&R - Ten

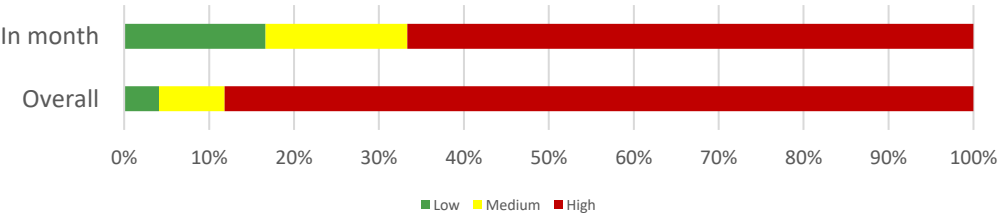
A total of 5 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an 200% increase in 'Follow in' no change from the previous month in Blue Light' incursions, with a 75% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

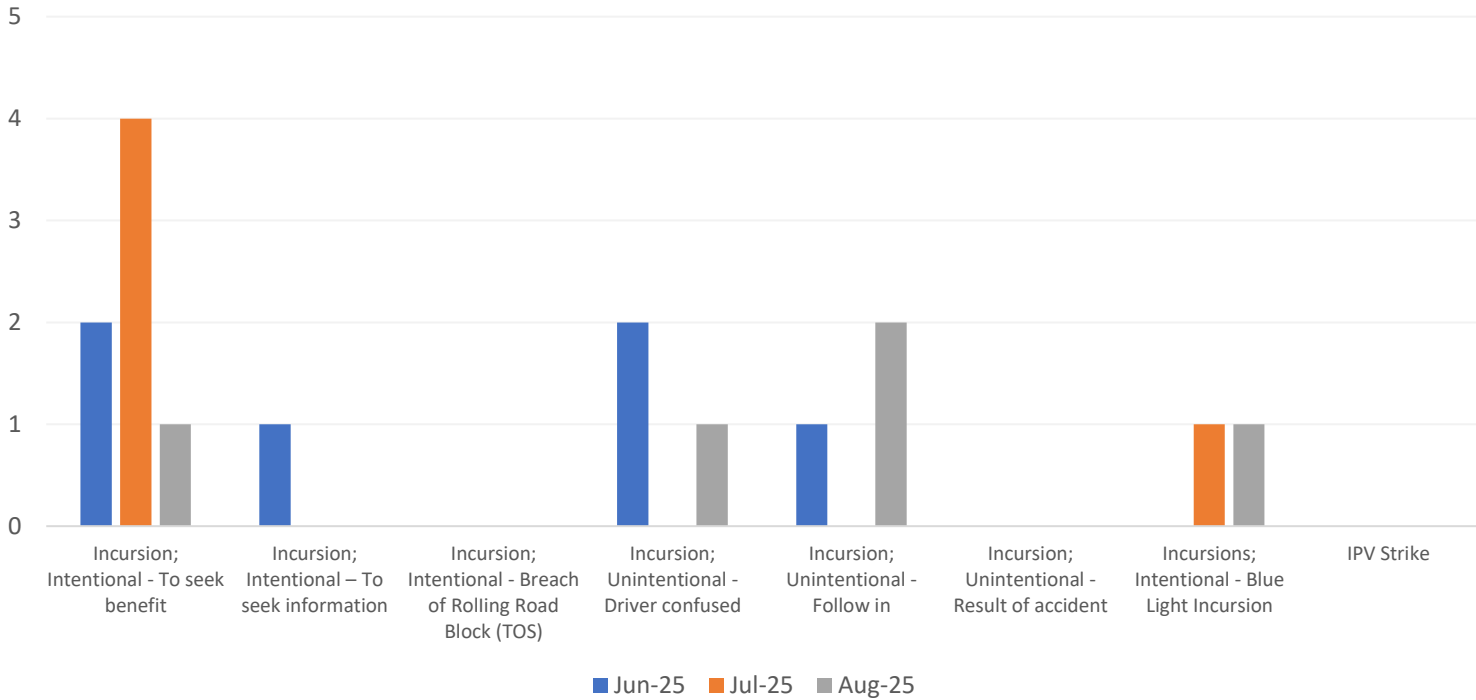
Project Risk Rating



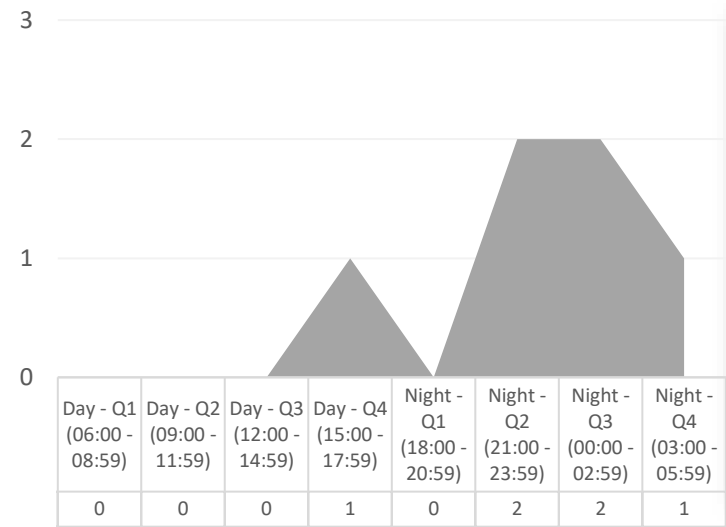
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

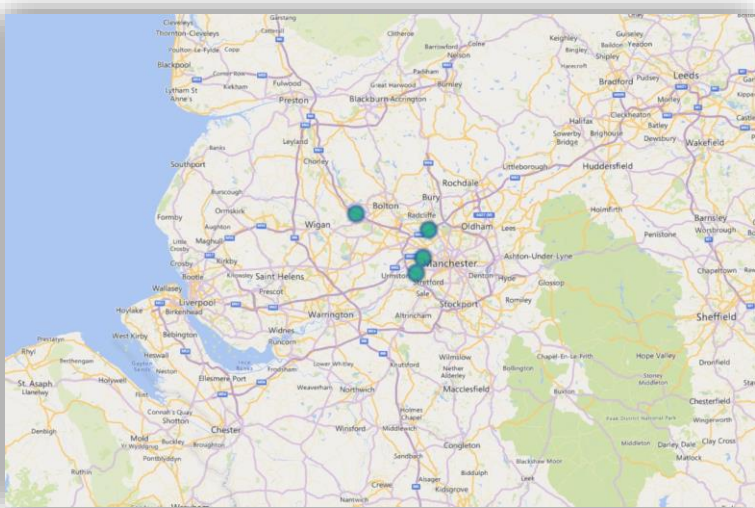
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Several vehicles inadvertently entered closures, including a white VW Passat stopped by police and two cars following a site vehicle. In all cases, drivers exited promptly without posing significant risk.

Traffic Incidents *[Sentiment: Neutral]*

No collisions occurred, but one incident involved two vehicles nearly causing an RTC after following a site vehicle into the works. All situations were managed without injury or further escalation.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle broke down at the splitter detail after engine failure. The situation was stable and did not result in any further disruption or safety issues for road users or personnel.

Traffic Management Responses *[Sentiment: Neutral]*

TMF personnel were actively engaged, and police intervened in one closure breach. A stinger operation also took place nearby, unrelated to the works, causing minor disruption.

Overall *[Sentiment: Neutral]*

The works area experienced minor breaches and one vehicle breakdown, but no injuries or damage occurred. All incidents were handled effectively without escalation or disruption to ongoing works.

Recommendations

Improved signage at access points may prevent confusion. Consider briefing all site drivers on convoy procedures and installing clearer visual barriers to prevent unauthorised vehicle entry during closures.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

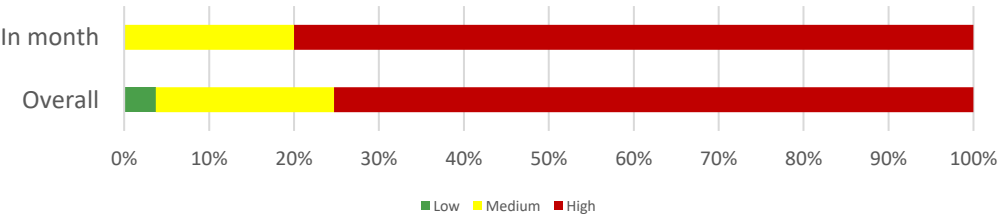
A total of 3 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

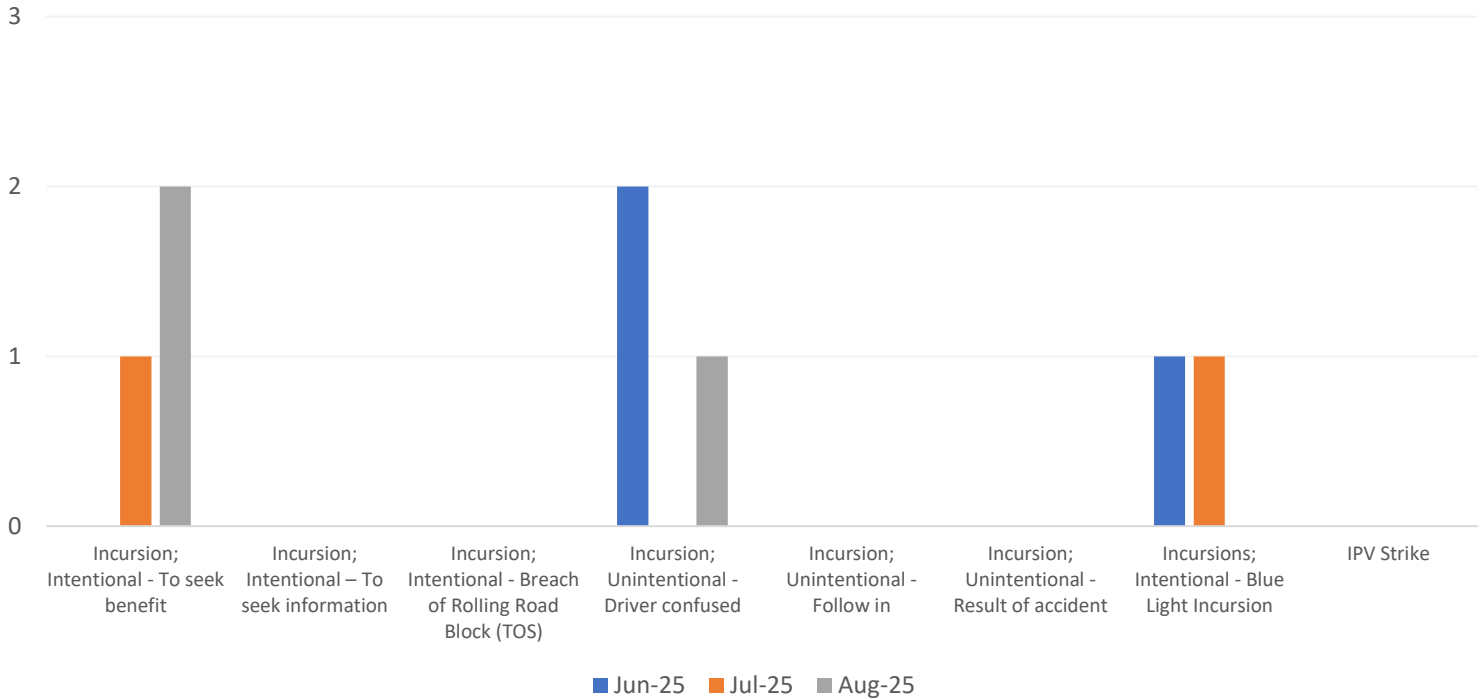
Project Risk Rating



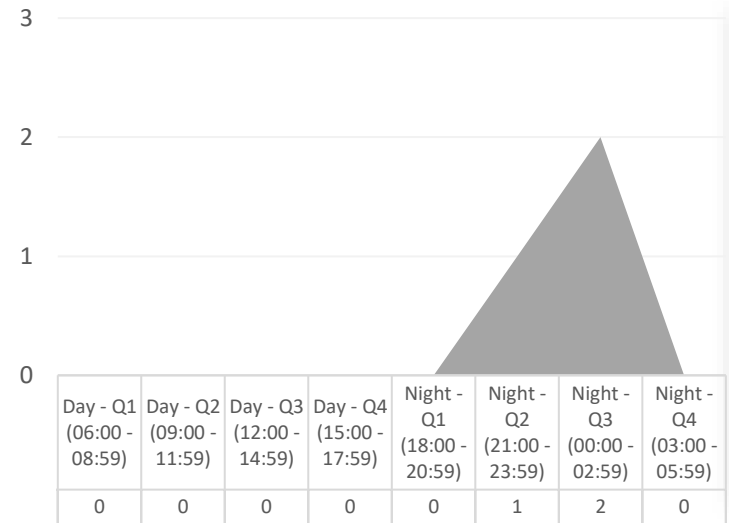
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

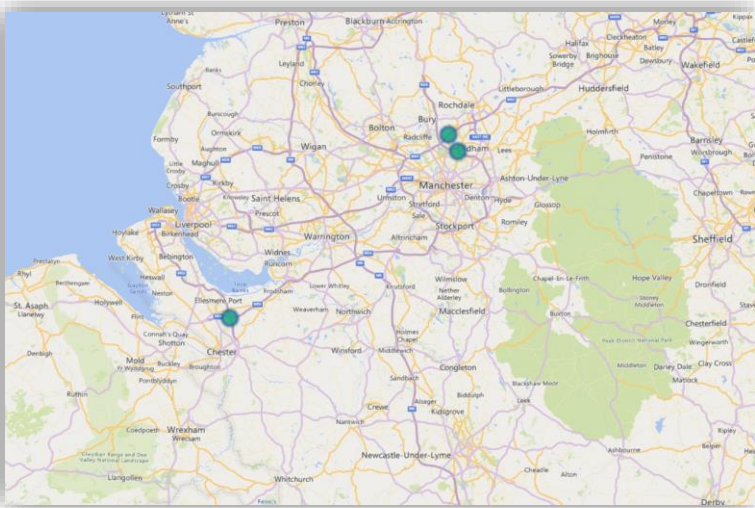
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Four vehicle incursions were reported, including a car briefly entering and exiting the works area, a PSV entering for a break, and two other unauthorised access incidents.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Cones were struck during a hard shoulder push, with eight cones damaged and replaced. Escort and intervention protocols were successfully followed in managing unauthorised vehicle access.

Overall *[Sentiment: Neutral]*

Vehicle incursions remain a concern, though swift responses limited further risk. Other areas reported no disruptions, maintaining overall site stability. Continued vigilance is advised.

Recommendations

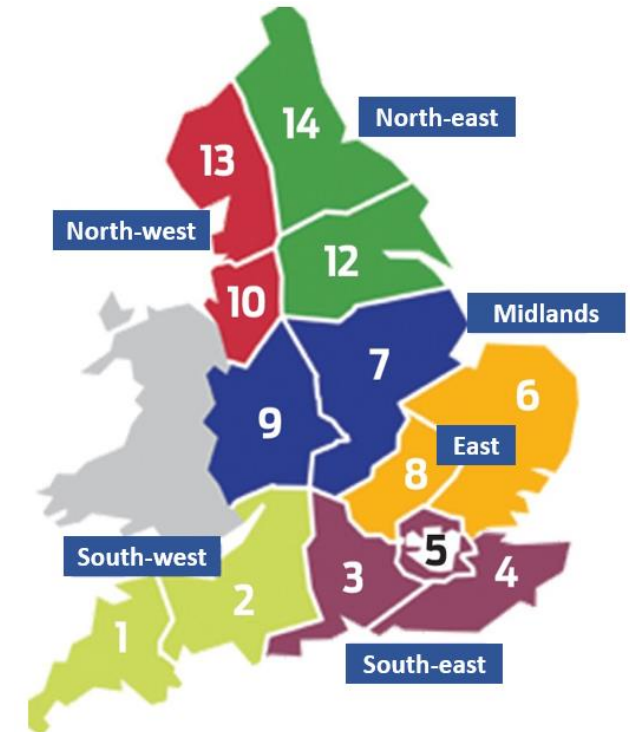
Enhance signage and physical deterrents at entry points to deter unauthorised access. Consider deploying temporary barriers and increase patrol frequency near high-risk access zones to prevent future incursions.

Incursions Report - North West Region

End of regional report

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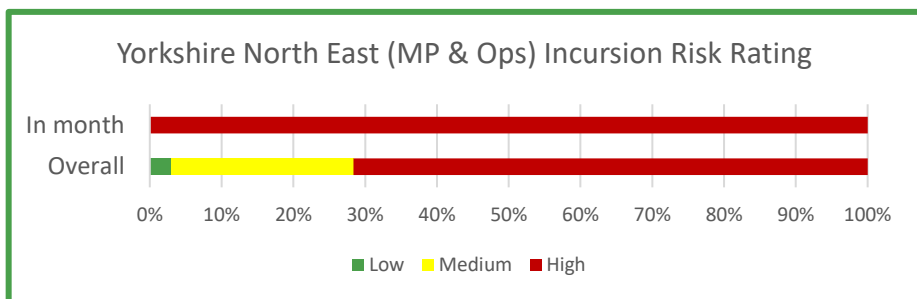
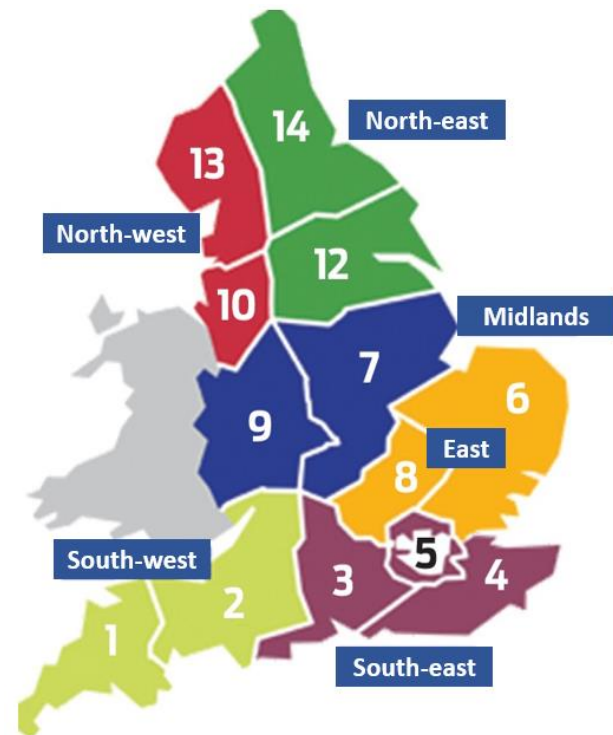
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	201	[16.41%]	224	[49.45%]	
Incursion; Intentional – Because of breakdown	457	[37.31%]	25	[5.52%]	
Incursion; Intentional – To seek information	18	[1.47%]	9	[1.99%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.88%]	
Incursion; Unintentional - Driver confused	396	[32.33%]	88	[19.43%]	
Incursion; Unintentional - Follow in	56	[4.57%]	29	[6.40%]	
Incursion; Unintentional - Result of accident	81	[6.61%]	44	[9.71%]	1 [9.09%]
Incursions; Intentional - Blue Light Incursion	16	[1.31%]	23	[5.08%]	
IPV Strike			7	[1.55%]	
Grand Total	1225	[100.00%]	453	[100.00%]	11 [100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 12	533	27	5%	537	48	9%	429	60	14%
Area 14	42	17	40%	94	46	49%	133	112	84%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple incursions occurred, including vehicles entering closures at speed, a moped on the hard shoulder, and unauthorised entries by suspicious individuals.

Traffic Incidents [*Sentiment: Negative*]

Red light running persisted for over an hour, with several near misses. Drivers ignored closures and operated vehicles dangerously near workers.

Broken Down Vehicles [*Sentiment: Neutral*]

An HGV suffered a tyre blowout and entered a hard shoulder closure. Another incident involved a car claiming clutch failure.

Traffic Management Responses [*Sentiment: Neutral*]

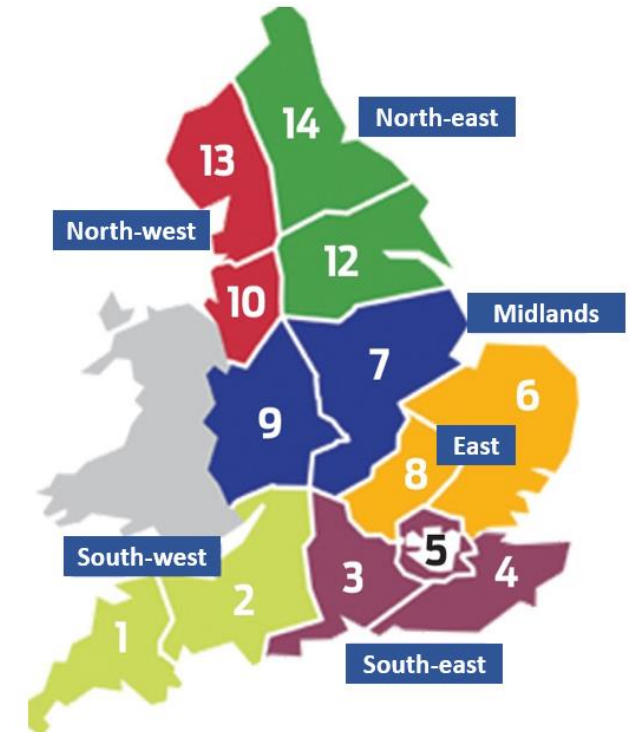
All traffic management was correctly installed and monitored. Premier supervisor confirmed signage/lights were working. All operatives and equipment have now been removed.

Overall [*Sentiment: Negative*]

The period was marked by multiple safety risks due to public non-compliance with traffic measures, requiring ongoing vigilance.

Recommendations

Consider increased police presence or CCTV enforcement. Additional physical barriers and clearer advance signage may deter further dangerous incursions.



Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: AD - M&R - Twelve

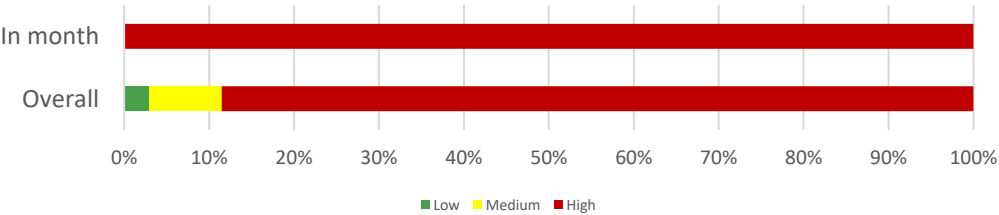
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

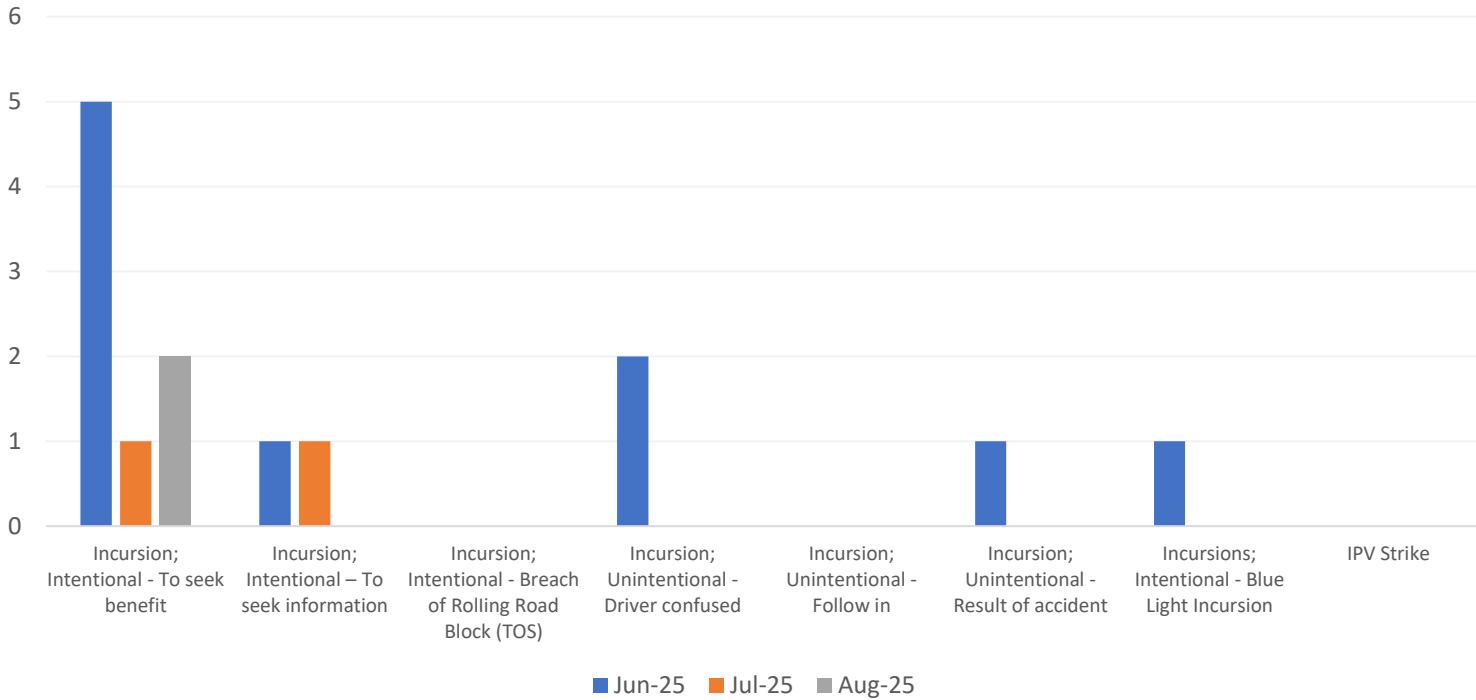
Project Risk Rating



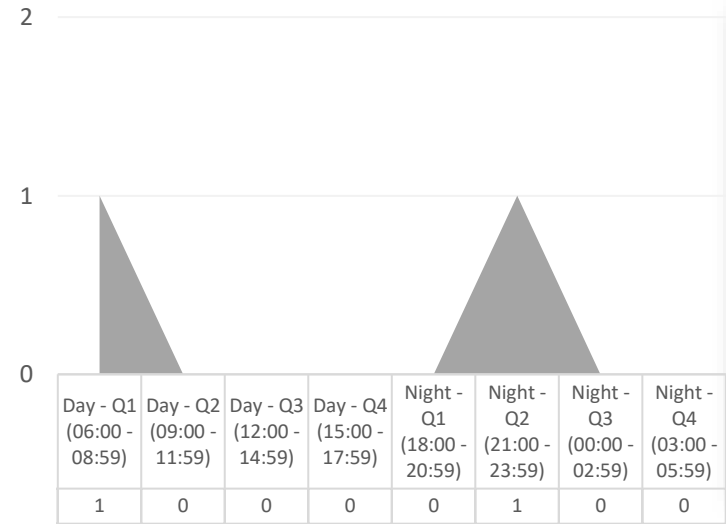
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

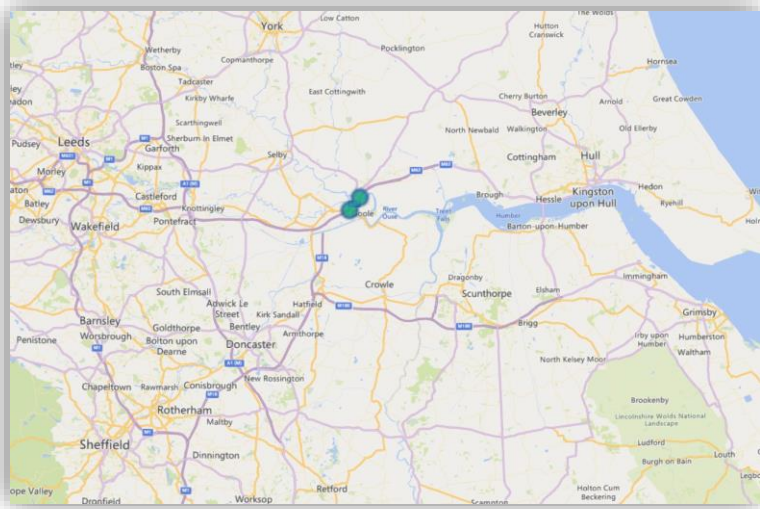
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A HGV entered the hard shoulder closure following a tyre blowout, requiring movement of traffic management equipment. Additionally, a wide load HGV entered the access of a cyclic closure.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or injuries occurred during this period, although unauthorised vehicle access did result in minor disruption to maintenance works.

Broken Down Vehicles *[Sentiment: Neutral]*

A HGV suffered a tyre blowout, resulting in an unplanned stop within the worksite area. This breakdown contributed to a traffic management breach.

Traffic Management Responses *[Sentiment: Neutral]*

Contractors responded promptly by reporting both incidents. However, the need to move cones to accommodate the HGV highlights a vulnerability in current closure controls.

Overall *[Sentiment: Neutral]*

The incidents were contained without escalation, but the unauthorised access indicates a need for stronger perimeter control and clearer driver communication.

Recommendations

Review and reinforce access point security, especially at hard shoulder closures. Consider additional signage or barriers to deter unauthorised entry and ensure rapid response protocols are well communicated to all contractors.

Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: Area 12

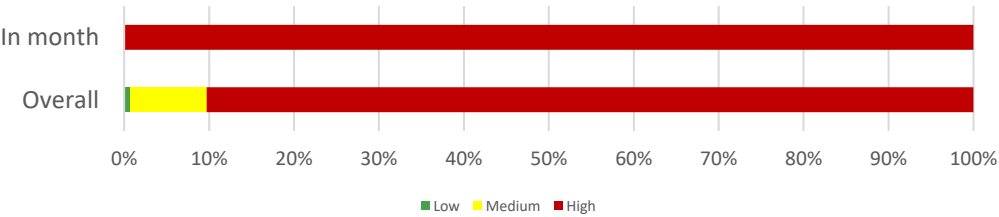
A total of 3 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions together with an no change from the previous month in Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

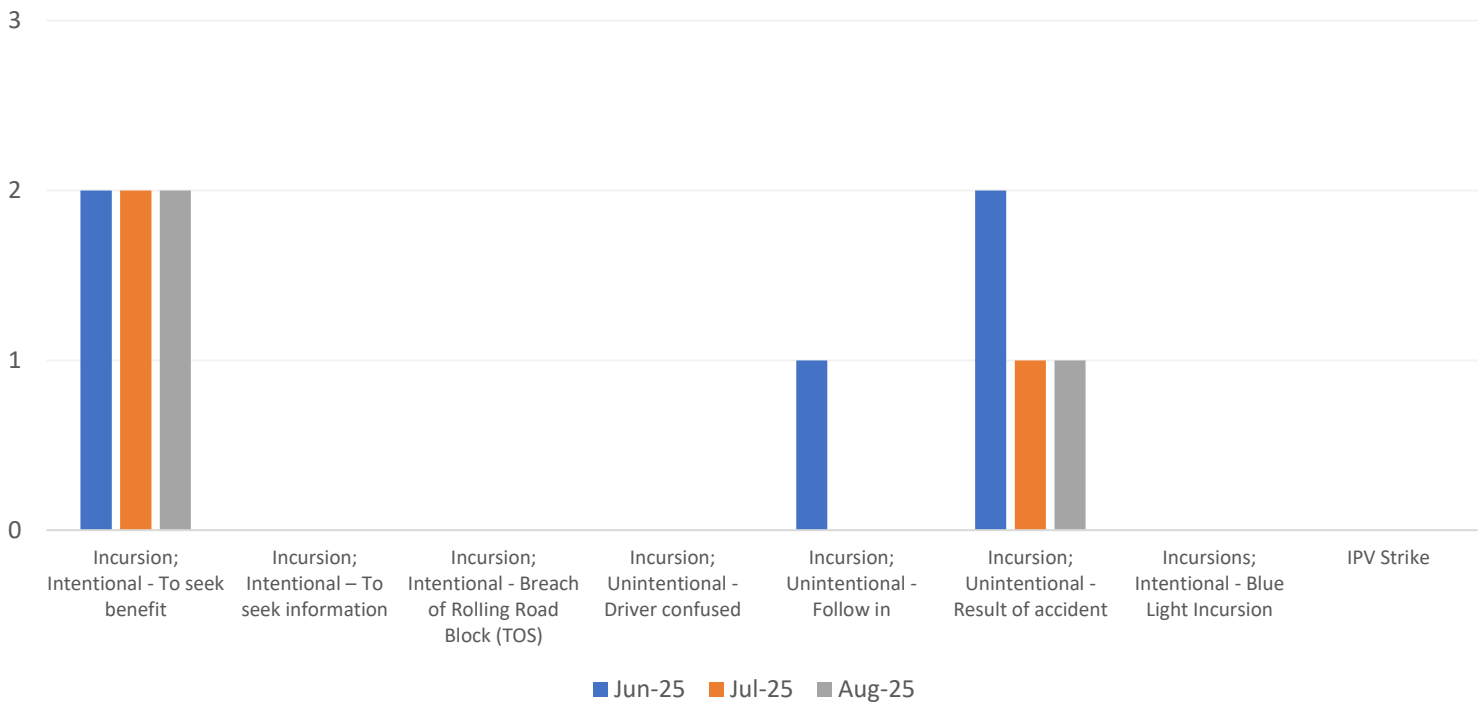
Project Risk Rating



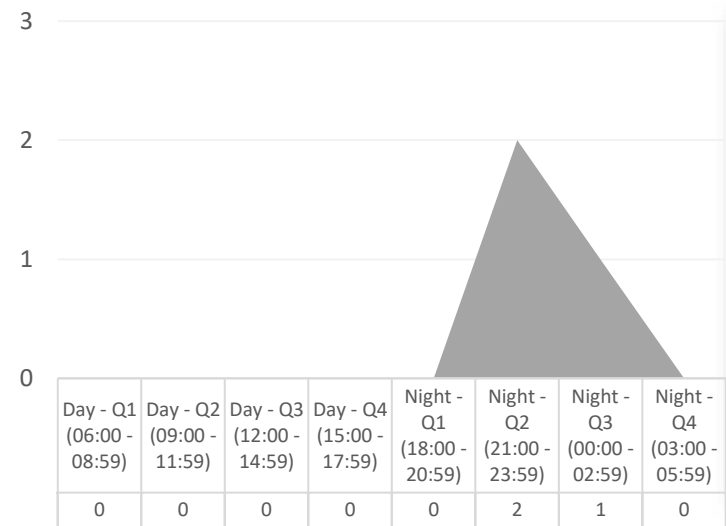
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

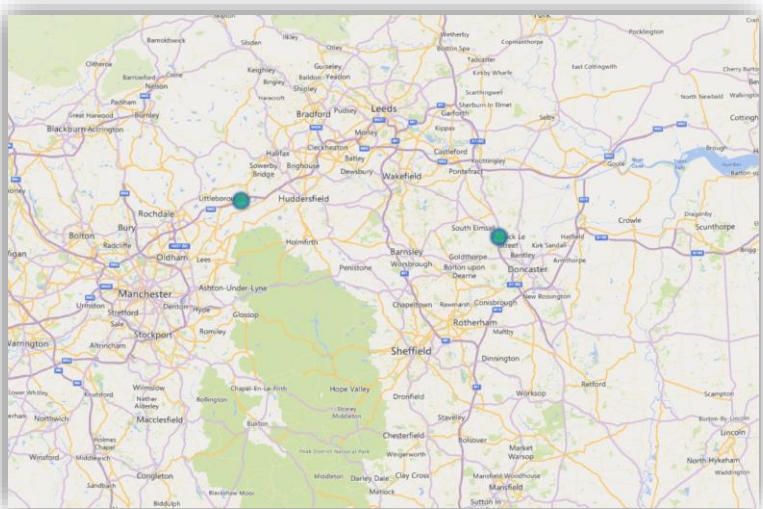
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A black Toyota Corolla entered a westbound mainline closure point without authorisation. The vehicle lingered near drill rigs, with the driver and passenger exhibiting suspicious behaviour before departing abruptly.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management successfully identified and observed the unauthorised incursion. Suspicious behaviour was noted and acted upon, with damage sustained to three cones and three synchronised signals.

Overall *[Sentiment: Neutral]*

A single unauthorised vehicle incursion was recorded, with no accidents or injuries. The event raised concerns due to the suspicious conduct of the individuals involved and minor equipment damage.

Recommendations

The project team should consider enhanced monitoring at closure points, possibly with CCTV or additional personnel. Prompt reporting protocols and coordination with local police could deter future unauthorised entries.

Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: Area 14

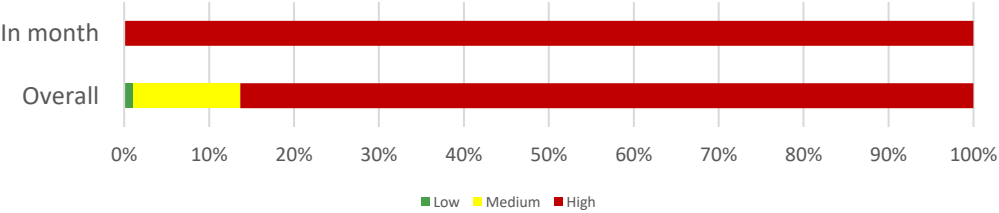
A total of 4 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

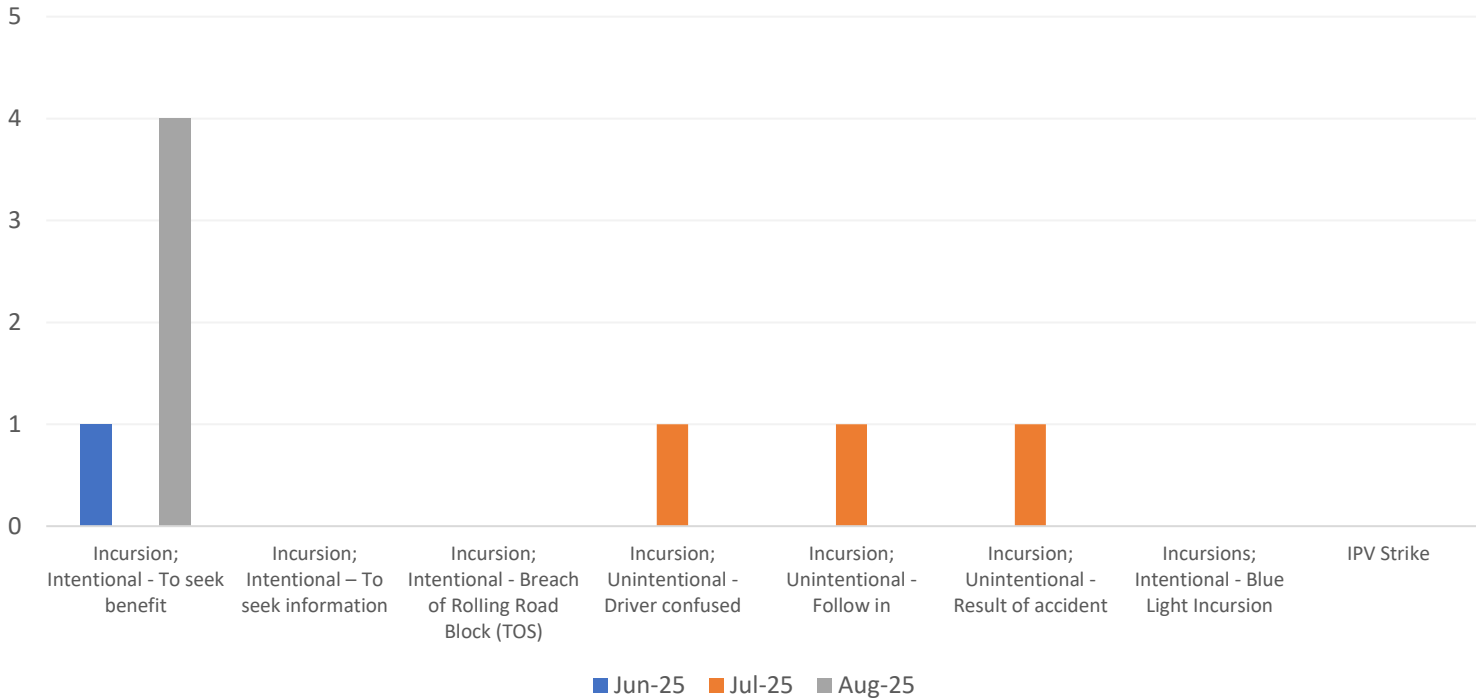
Project Risk Rating



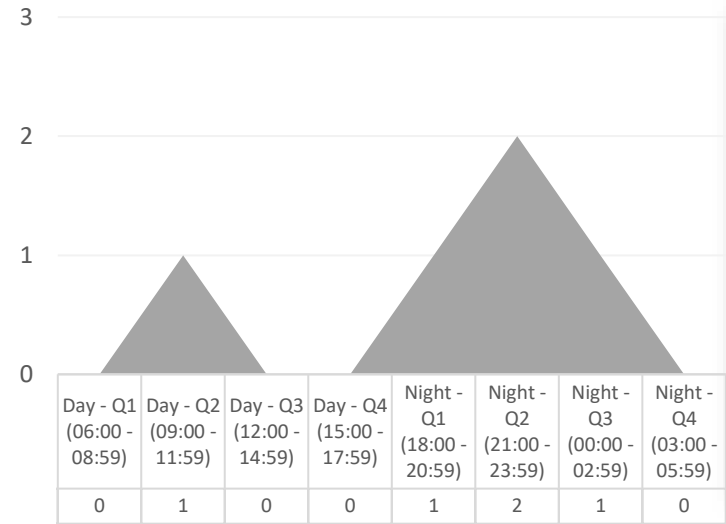
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

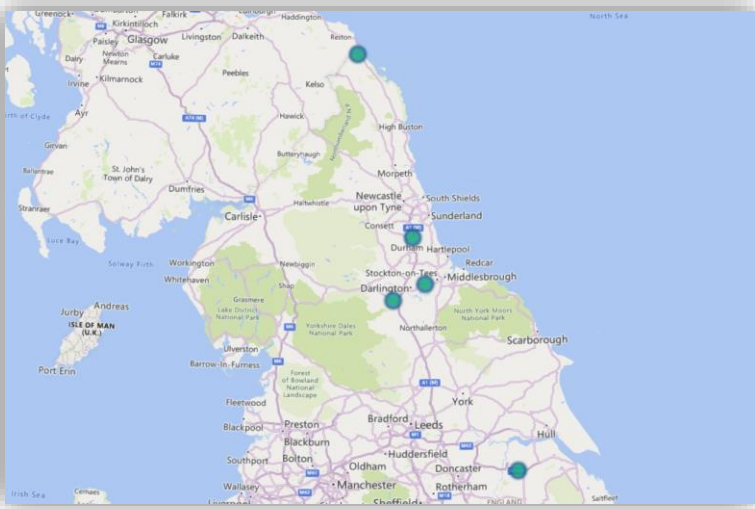
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A moped entered the hard shoulder and approached a works vehicle. After being informed mopeds aren't allowed on motorways, the rider exited safely.

Traffic Incidents *[Sentiment: Negative]*

Two vehicles drove at speed through the traffic management (TM) setup, narrowly missing workers. Their actions showed a blatant disregard for safety.

Broken Down Vehicles *[Sentiment: Negative]*

A black BMW experienced a clutch failure, leading to a significant incursion through the site and onto the westbound carriageway before rejoining the eastbound route.

Traffic Management Responses *[Sentiment: Positive]*

TM staff responded appropriately in all situations. Despite high-risk behaviour from road users, no injuries occurred due to staff vigilance and quick reactions.

Overall *[Sentiment: Negative]*

While incidents were managed without injury, frequent incursions and unsafe driving highlight persistent risks and the need for improved deterrents and public awareness.

Recommendations

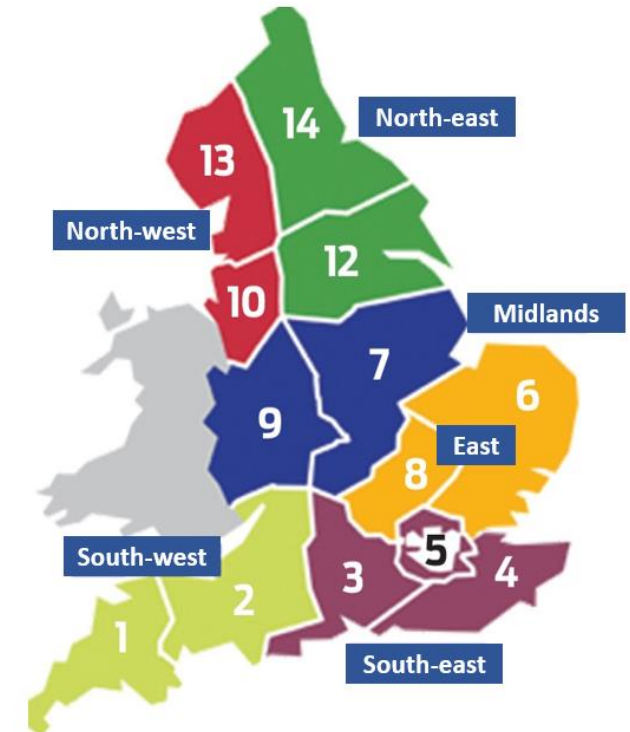
The project team should consider reinforcing closure points with clearer signage, physical barriers, and liaising with authorities to increase patrol presence and driver compliance in high-risk zones.

Incursions Report - North East Region

End of regional report

[Back to [Summary](#) page]

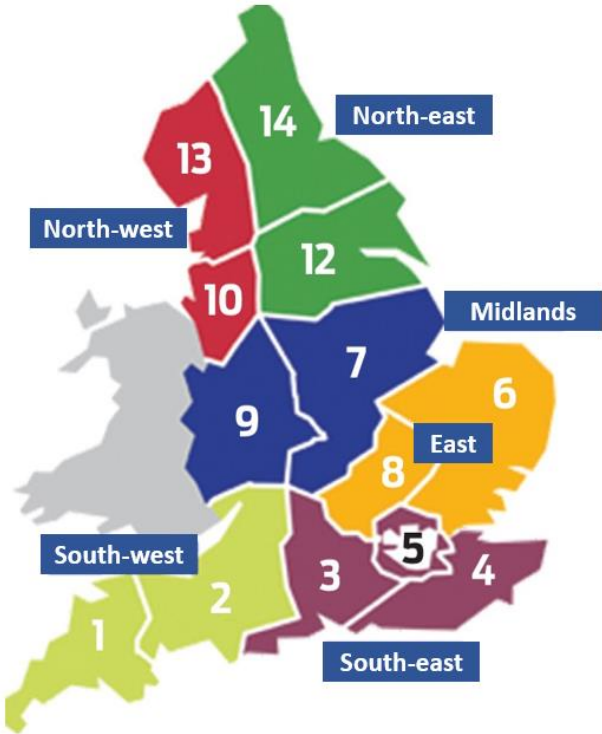
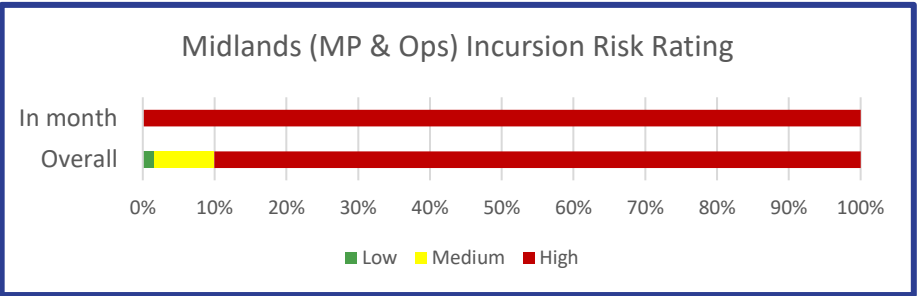
Select next page for Midlands Region and Project Reports



Incursions Report - Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	131	[4.40%]	641	[60.87%]	11 [84.62%]
Incursion; Intentional – Because of breakdown	2502	[84.07%]	56	[5.32%]	2 [15.38%]
Incursion; Intentional – To seek information	12	[0.40%]	42	[3.99%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.76%]	
Incursion; Unintentional - Driver confused	121	[4.07%]	178	[16.90%]	
Incursion; Unintentional - Follow in	25	[0.84%]	35	[3.32%]	
Incursion; Unintentional - Result of accident	163	[5.48%]	58	[5.51%]	
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	20	[1.90%]	
IPV Strike	4	[0.13%]	15	[1.42%]	
Grand Total	2976	[100.00%]	1053	[100.00%]	13 [100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area7	320	64	20%	325	107	33%	265	72	27%
Area 9	373	131	35%	355	128	36%	382	160	42%



Incursions Report - Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised entries occurred, including MOPs, police, and delivery drivers entering closures without escort or breaching barriers.

Traffic Incidents *[Sentiment: Negative]*

Multiple vehicles breached closures at speed. One MOP collided with an IPV; emergency services attended. No injuries reported.

Broken Down Vehicles *[Sentiment: Neutral]*

One van entered the works due to running out of fuel. No impact on production was reported during the period.

Traffic Management Responses *[Sentiment: Neutral]*

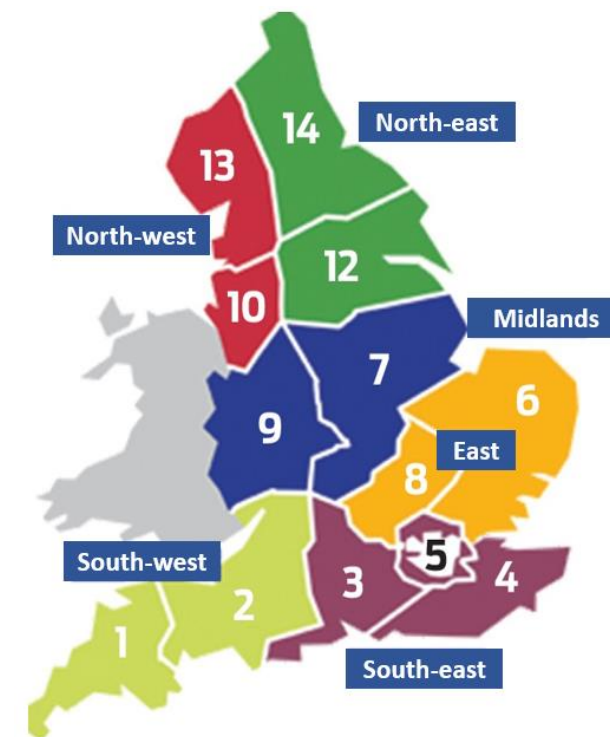
TM teams responded swiftly to all incidents, coordinated with emergency services, and maintained site safety throughout all breaches.

Overall *[Sentiment: Negative]*

Frequent incursions and a major incident highlight increased risk. TM maintained composure, but breach rate is concerning.

Recommendations

Increase physical barrier strength, improve signage clarity, and enhance lighting to minimise driver confusion and unauthorised entry risks.



Incursions Report

Directorate: Operations
Region: Midlands
Project: AD - M&R - Seven

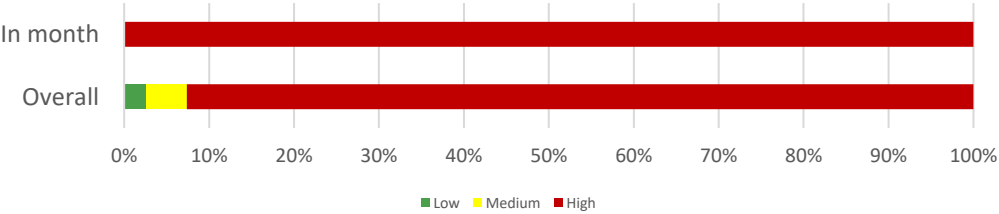
A total of 7 incursions have been recorded; with a 133% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

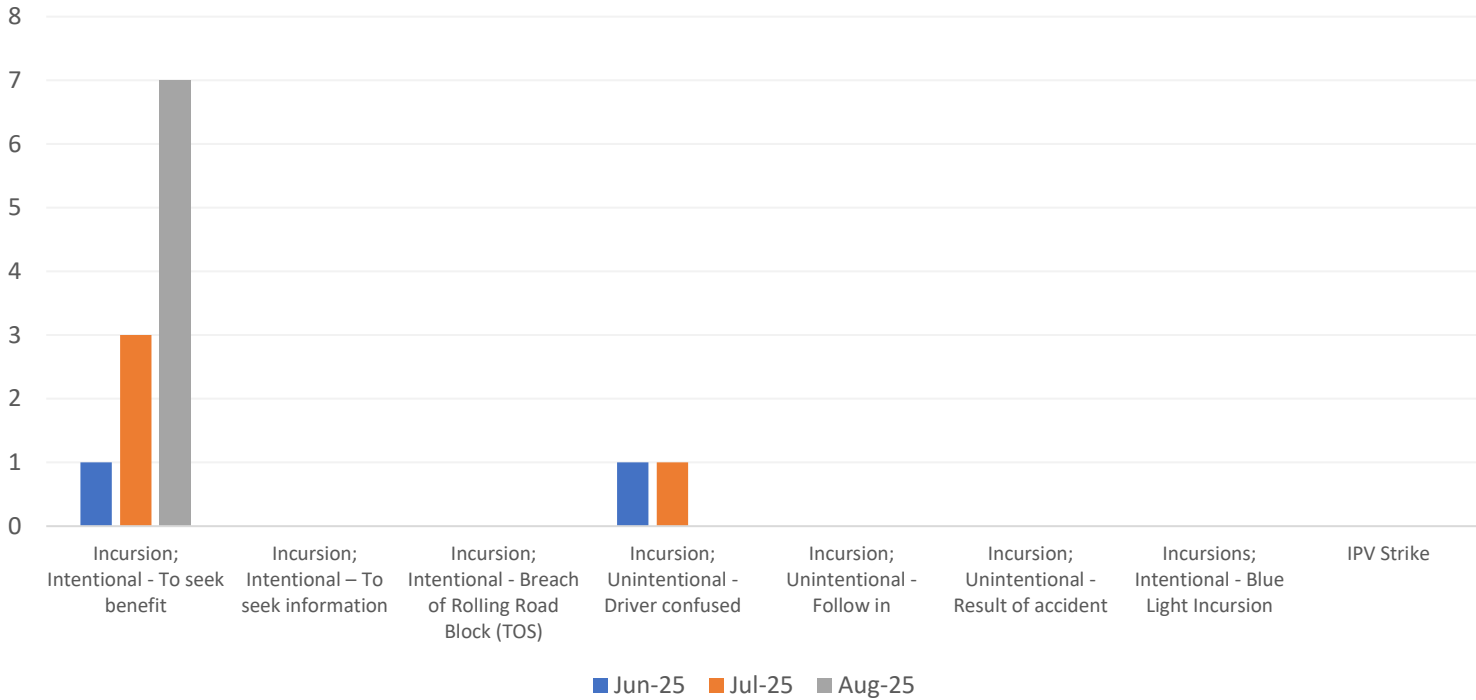
Project Risk Rating



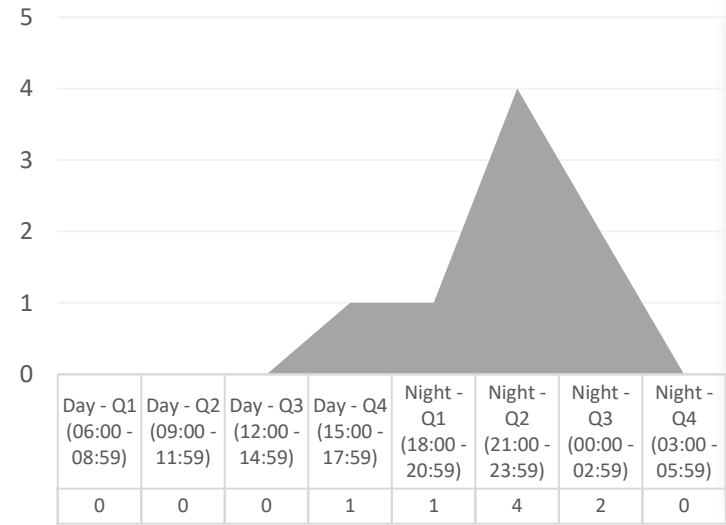
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

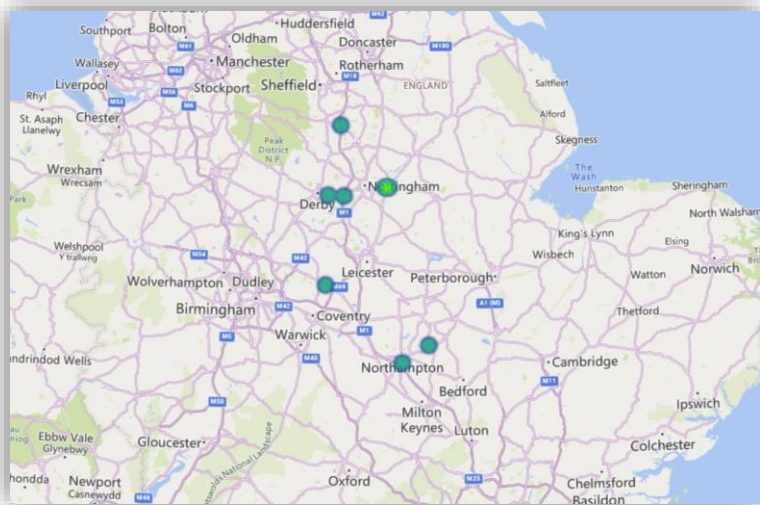
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred, including a member of the public entering the closure and changing drivers. Another vehicle bypassed closures at Bingham Road and Saxondale at high speed, causing a hazard.

Traffic Incidents *[Sentiment: Negative]*

A BMW breached two closures, knocking over a barrier and speeding through the closure area at 80-100mph, posing a significant safety risk. The police vehicle also entered the closure without proper escort.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

During operations, there were multiple breaches, including a vehicle entering through cones and obstructing access to outstanding assets. Traffic management vehicles were repositioned to address these issues.

Overall *[Sentiment: Negative]*

Several traffic breaches and vehicle incursions occurred, including unsafe driving and unauthorised vehicles entering closures, indicating a need for stricter control and monitoring.

Recommendations

To prevent further breaches, enhanced security measures such as more visible barriers, stricter enforcement of closures, and better coordination with local authorities (including police) should be considered. Monitoring and quick response times will also be critical in maintaining safety.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

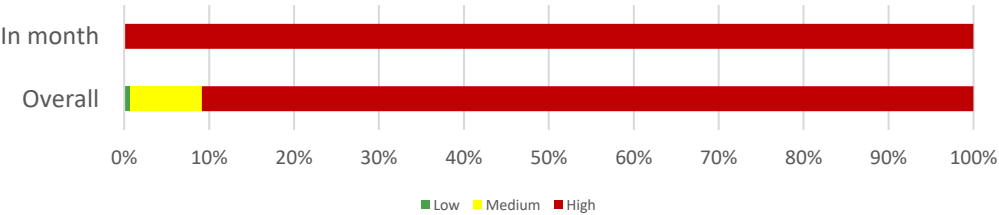
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

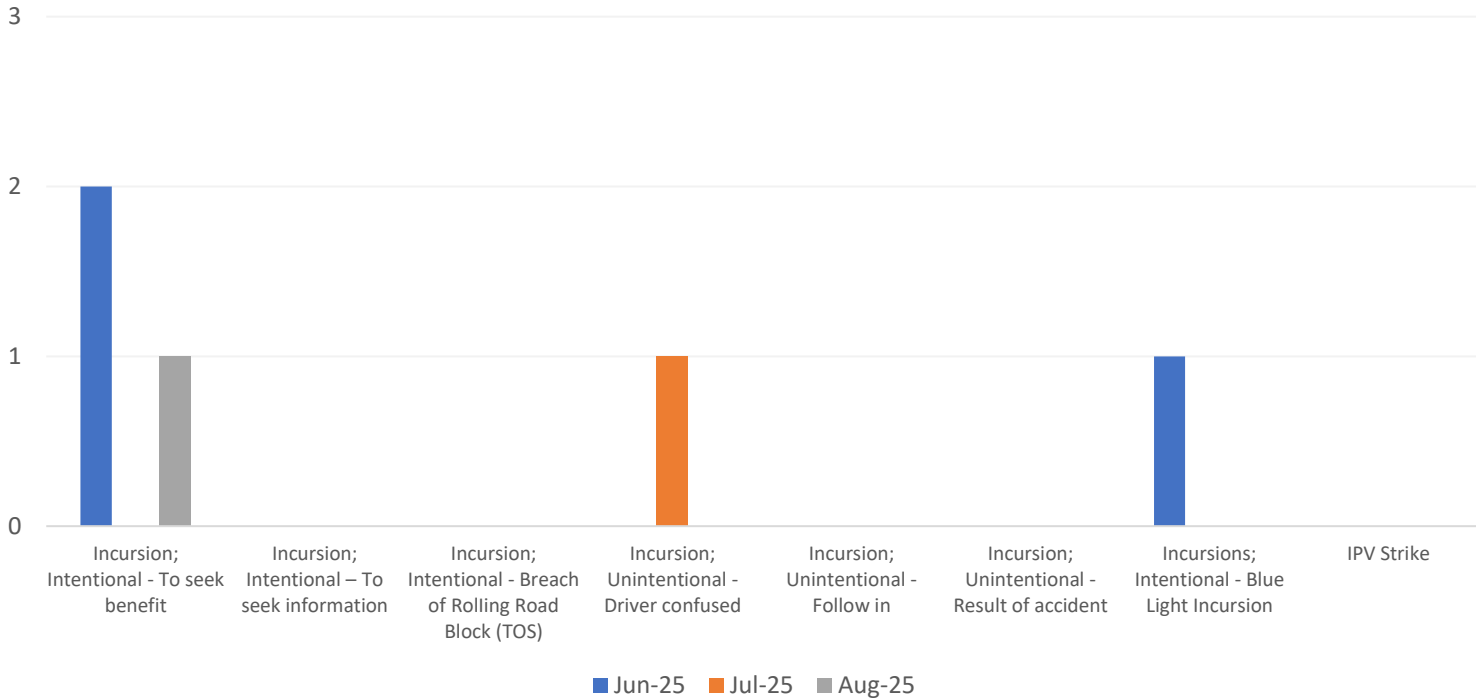
Project Risk Rating



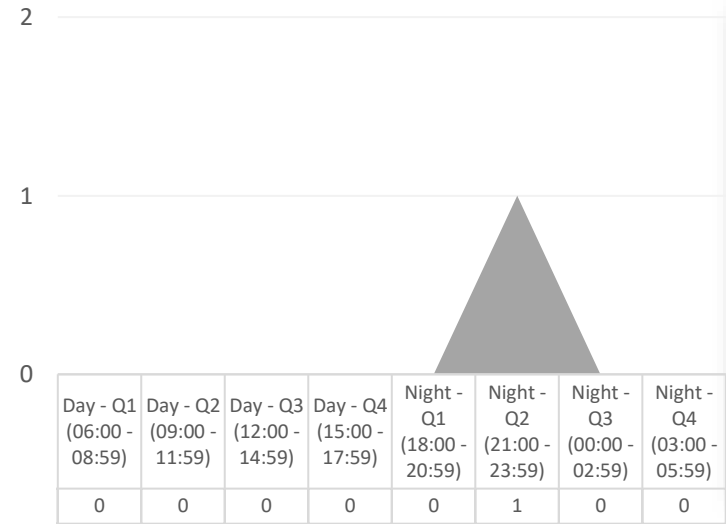
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

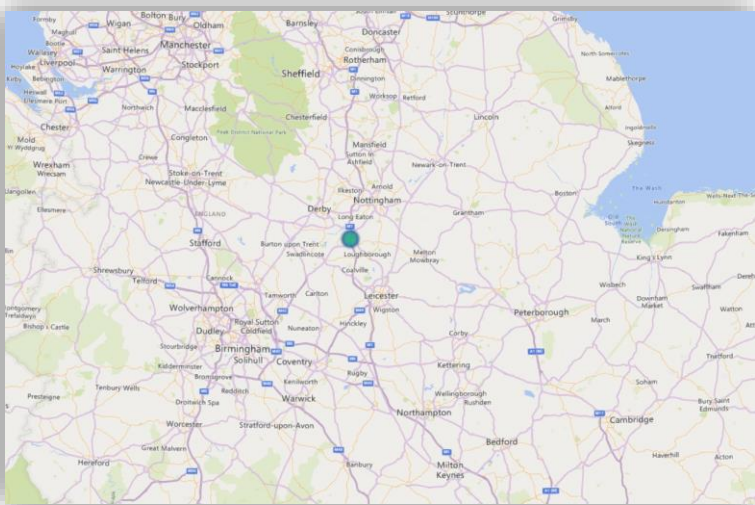
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A combine harvester's wheel detached and entered the closure, damaging the A frames and the TM airlock barrier. The wheel stopped 3 metres from a subcontractor. A 15m rut in the tarmac was found where the combine had stopped.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The team responded promptly to secure the site after the incident, assessing the damage and ensuring safety measures were in place for ongoing work.

Overall *[Sentiment: Neutral]*

The incident was managed effectively despite the significant disruption caused by the combine harvester's wheel. The team responded well to ensure safety and mitigate further risks.

Recommendations

To prevent similar incidents, consider reinforcing traffic management barriers and improving monitoring systems for vehicles in the area. Enhancing communication with subcontractors could also aid in quicker responses to unforeseen events.

Incursions Report

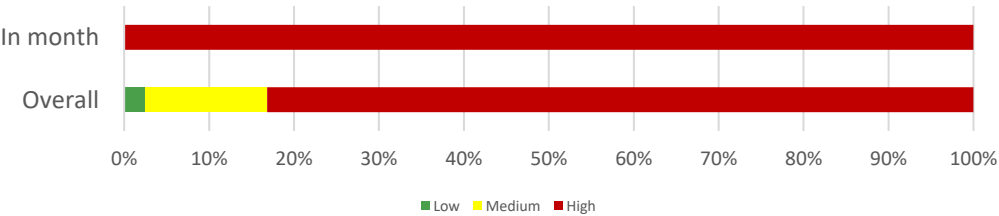
Directorate: Operations
Region: Midlands
Project: Area 9

A total of 3 incursions have been recorded; with a type incursions
[1 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing ‘In-month’ rating and ‘Overall’ rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for ‘all’ incursion types
- Bottom right – localised heatmap of ‘all’ incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

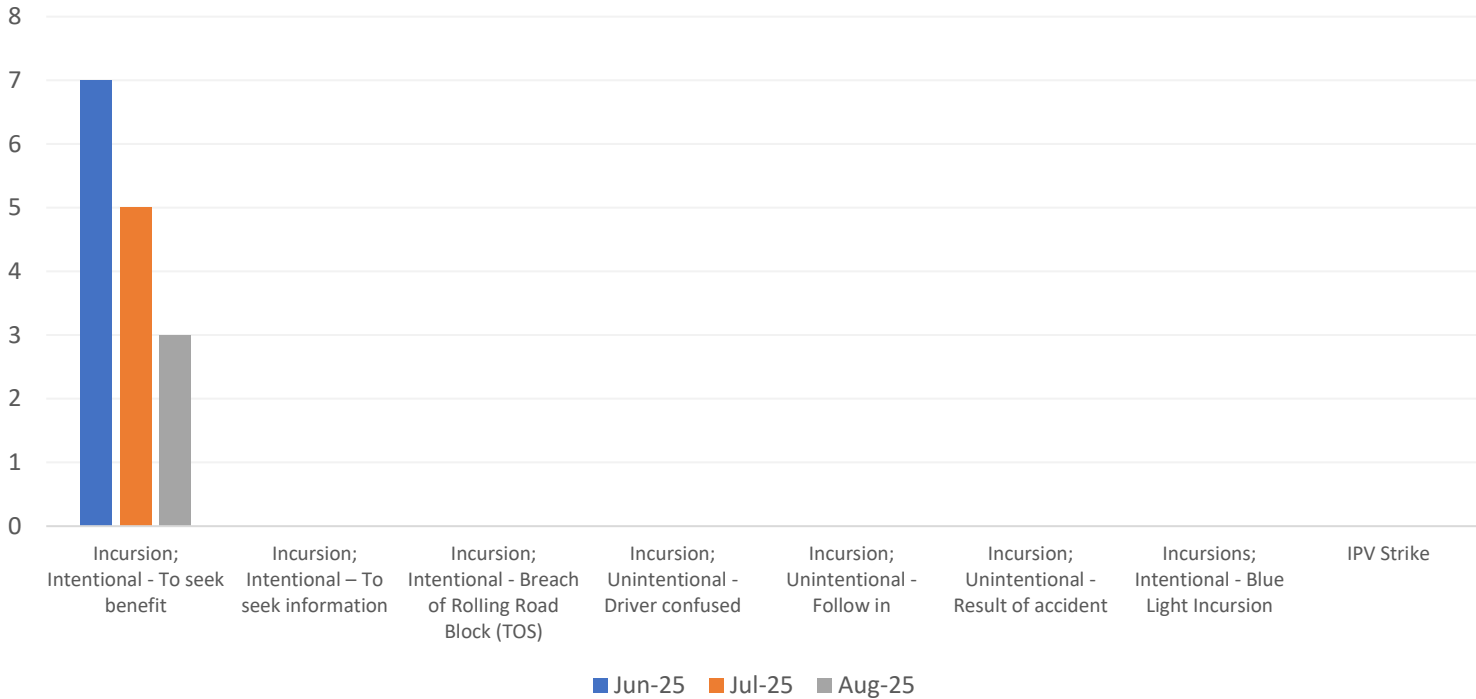
Project Risk Rating



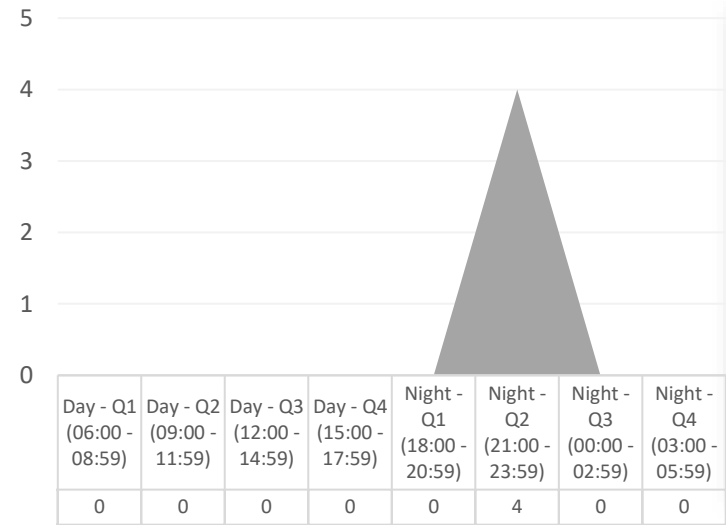
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

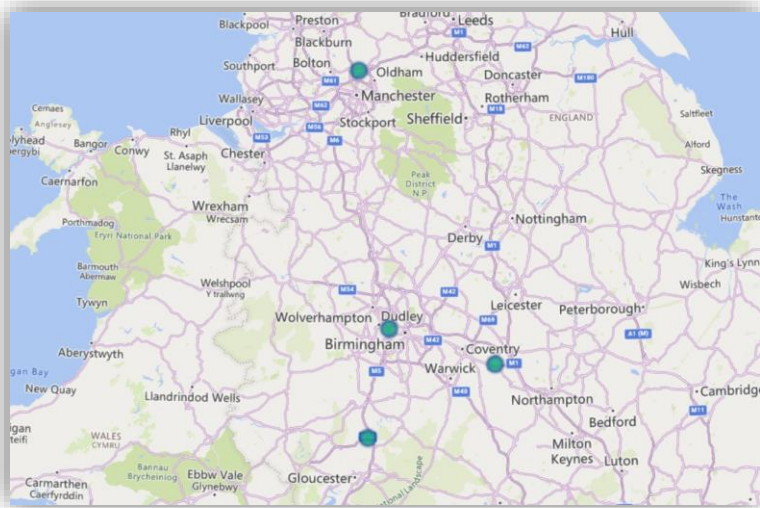
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A MOP was pulled into the closure due to confusion with the TTM set up. Additionally, a red Peugeot entered the closure and sped past the workforce, causing a red lamp to fall.

Traffic Incidents *[Sentiment: Negative]*

A white Ford Transit tipper drove through the NB taper on the mainline and into the closure. It collided with an IPV, causing airbags to deploy. Emergency services attended, but no injuries occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

A van ran out of fuel near the works access point around 22:30. It was unable to reach a petrol station but did not cause delays or affect production.

Traffic Management Responses *[Sentiment: Neutral]*

The closure saw a delayed installation, partially due to the incident involving the Ford Transit. Emergency services attended promptly, and the installation resumed once the MOP's vehicle was cleared.

Overall *[Sentiment: Negative]*

Incidents involved a vehicle collision, a vehicle entering the closure, and a van running out of fuel. Emergency services responded appropriately, and work continued after resolving the issues.

Recommendations

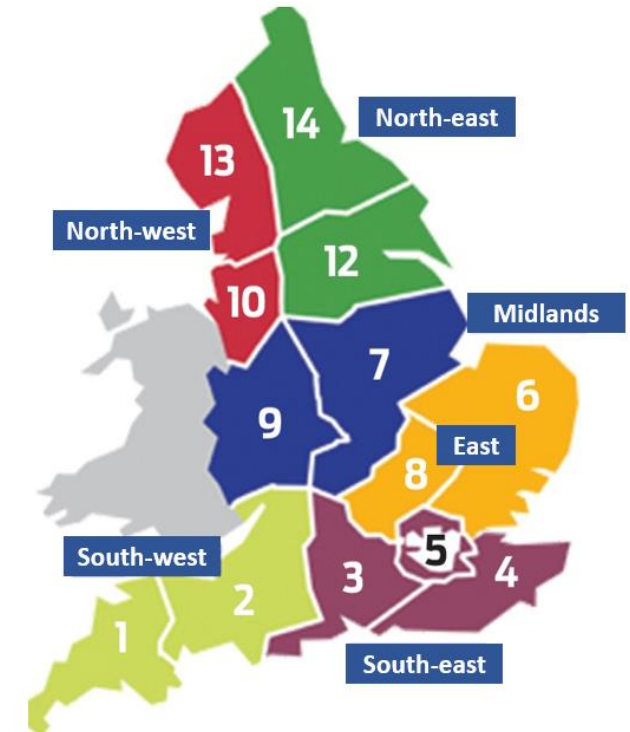
The project team should review and enhance TTM set-ups to reduce confusion and improve clarity for MOPs. Additionally, ensuring better barrier control and reinforcing safety measures around closures could minimise similar incidents.

Incursions Report - Midlands Region

End of regional report

[Back to [Summary](#) page]

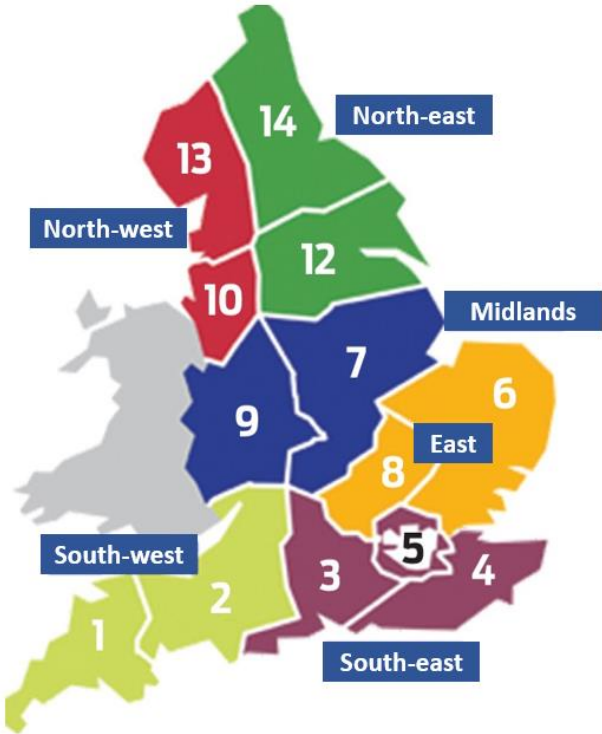
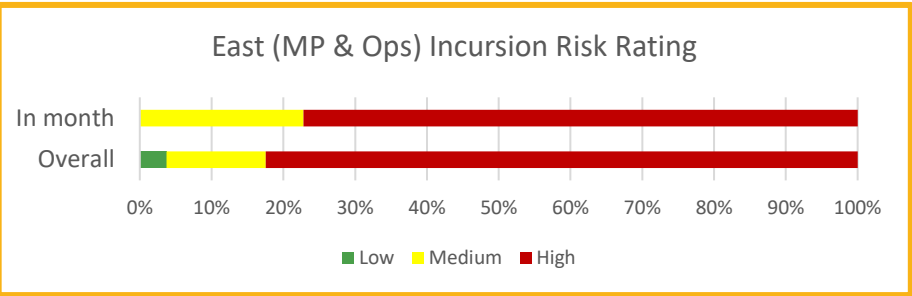
Select next page for East Region and
Project Reports



Incursions Report - East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	219	[14.23%]	434	[46.47%]	8	[38.10%]
Incursion; Intentional – Because of breakdown	945	[61.40%]	79	[8.46%]		
Incursion; Intentional – To seek information	73	[4.74%]	11	[1.18%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.19%]	1	[0.11%]		
Incursion; Unintentional - Driver confused	135	[8.77%]	231	[24.73%]	12	[57.14%]
Incursion; Unintentional - Follow in	61	[3.96%]	51	[5.46%]		
Incursion; Unintentional - Result of accident	68	[4.42%]	69	[7.39%]	1	[4.76%]
Incursions; Intentional - Blue Light Incursion	20	[1.30%]	29	[3.10%]		
IPV Strike	15	[0.97%]	29	[3.10%]		
Grand Total	1539	[100.00%]	934	[100.00%]	21	[100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 6	200	112	56%	225	171	76%	247	161	65%
Area 8	180	50	28%	165	69	42%	205	90	44%



Incursions Report - East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised entries into closures by vehicles and pedestrians, including aggressive behaviour and repeated violations of TM protocols.

Traffic Incidents *[Sentiment: Negative]*

Vehicles entered closures the wrong way, blocked live lanes, or accessed site unsafely; police and public vehicles created near-miss situations.

Broken Down Vehicles *[Sentiment: Neutral]*

One vehicle initially thought broken down was actually taking a TACO break. Another trailer detached, causing damage but no injuries.

Traffic Management Responses *[Sentiment: Neutral]*

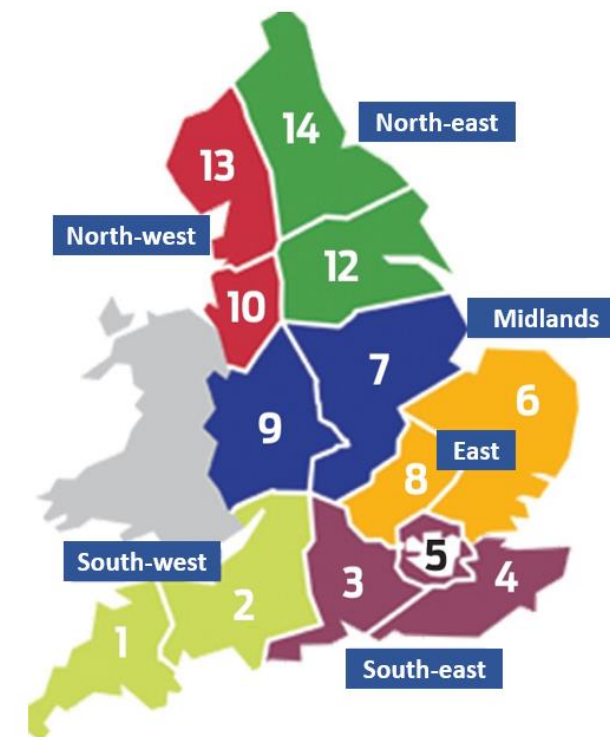
TM teams responded promptly to all incidents, ensuring safety, stopping unauthorised access, and escalating to police when necessary.

Overall *[Sentiment: Negative]*

High volume of incursions and risky behaviour indicate poor public compliance despite proactive TM presence and pre-closure consultation efforts.

Recommendations

Improve signage clarity, enhance CCTV coverage, and increase TM enforcement at key closure points. Consider public education campaigns on closure safety.



Incursions Report

Directorate: Major Projects
Region: East
Project: MP-0240 – A47 Blofield to North
Burlington Dualling

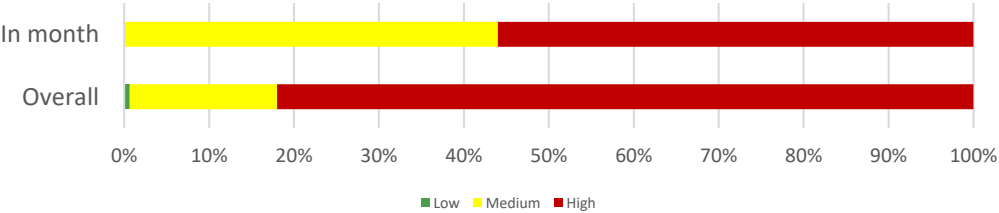
A total of 18 incursions have been recorded; with a 1100% increase in 'Driver confused' type incursions together with an 500% increase in 'Seeking Benefit' 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

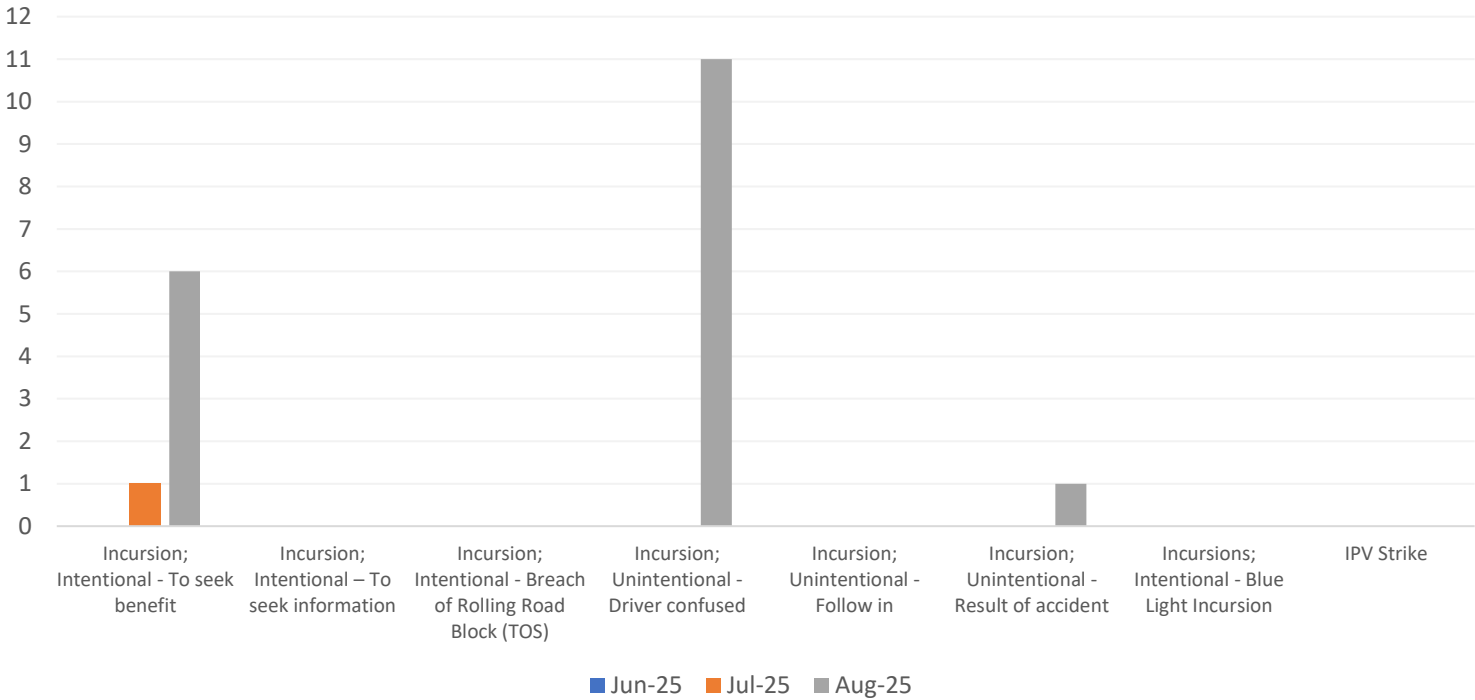
Project Risk Rating



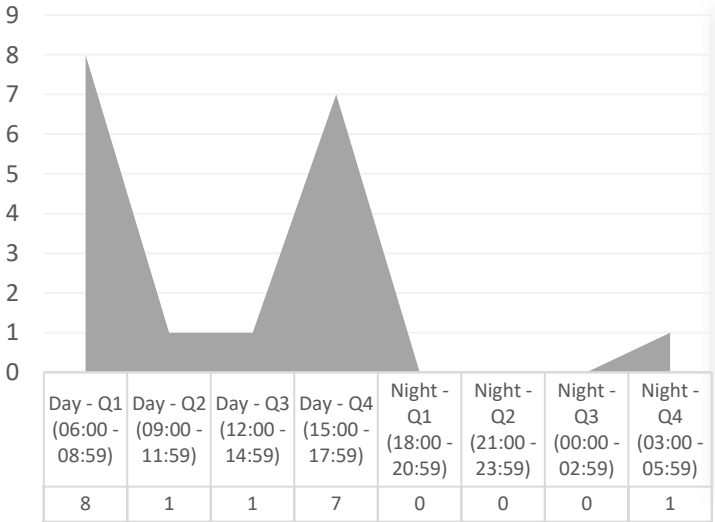
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

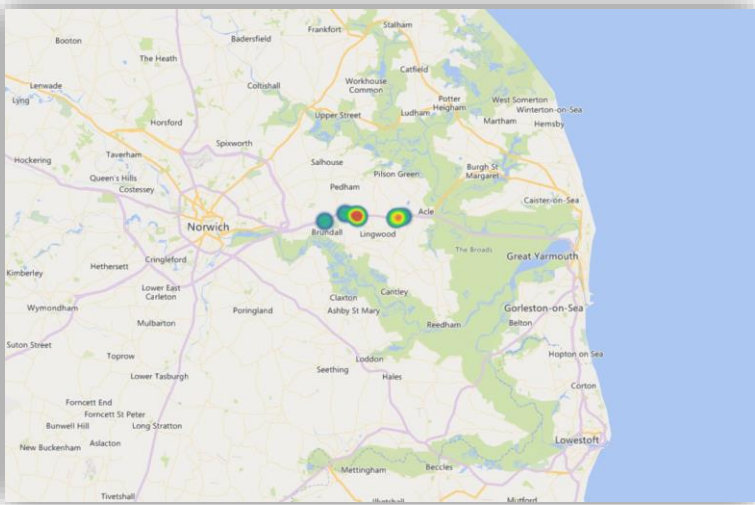
MP-0240 – A47 Blofield to North Burlington Dualling



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0240 – A47 Blofield to North
Burlington Dualling



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicles entered the works area: one following a tipper truck, the other performing a U-turn or wrong-way entry. One driver was arrested.

Traffic Incidents *[Sentiment: Neutral]*

A detached box trailer collided with infrastructure, damaging a speed sign and central reserve barrier. No injuries were reported, and recovery was managed efficiently.

Broken Down Vehicles *[Sentiment: Neutral]*

No vehicles broke down during this period. A HGV parked in the closure area was mistakenly assumed to have broken down but was actually stopping for a TACO break.

Traffic Management Responses *[Sentiment: Positive]*

Traffic Management (TM) teams responded promptly to all incidents, including unauthorised entries and vehicle obstructions. The airlock was enforced, cones reset, and site access clarified where necessary.

Overall *[Sentiment: Neutral]*

Despite multiple incursions and one infrastructure incident, all events were managed professionally with no injuries reported. TM and site staff responded appropriately to all challenges.

Recommendations

Enhanced enforcement of site access rules is recommended, including clearer signage and pre-entry instructions for subcontractors. Regular communication and refresher briefings could reduce confusion and improve compliance.

Incursions Report

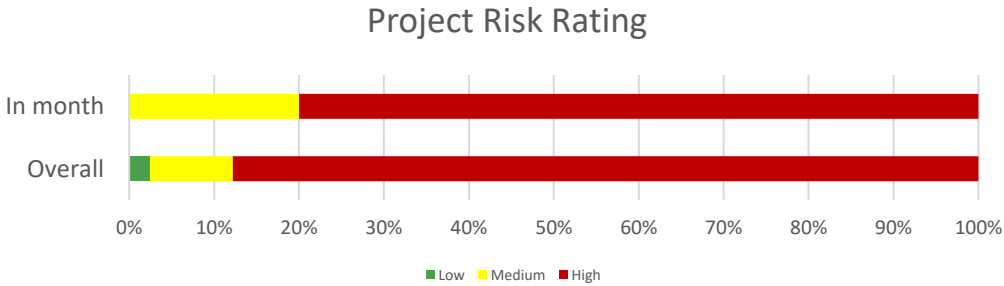
Directorate: Major Projects
Region: East
Project: MP-0246 – A428 Black Cat to Caxton Gibbet – CIP

A total of 3 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

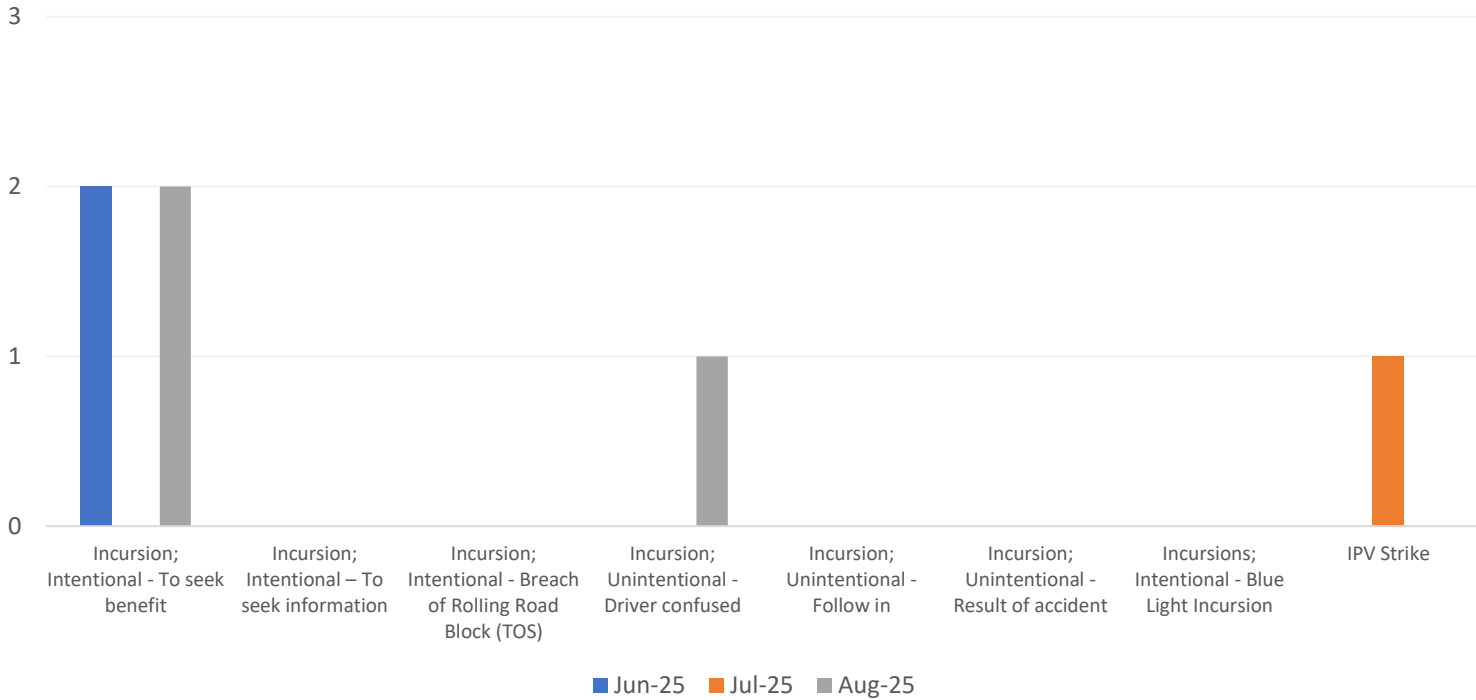
[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

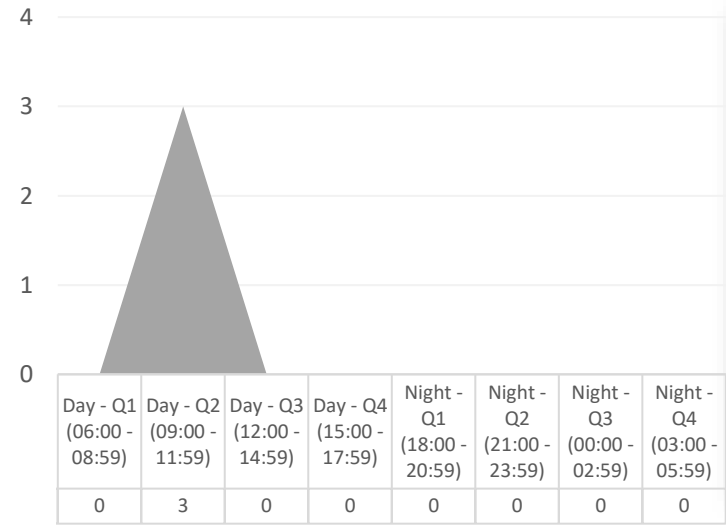
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)



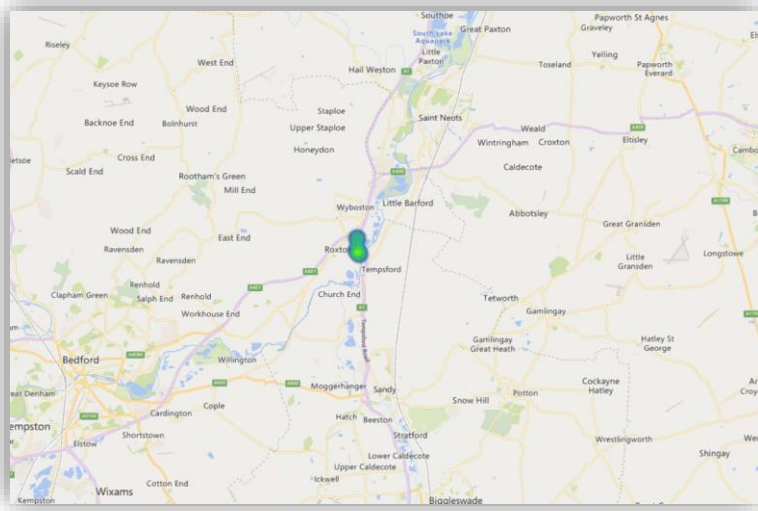
Incursion rate per length of TM (Unknown)
Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0246 – A428 Black Cat to
Caxton Gibbet – CIP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A grey van was observed stopping at a road closure, removing cones, and entering the site before leaving shortly after. Another vehicle accessed the Kelpie West works area.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

Temporary traffic management was breached by unauthorised vehicle access, indicating possible weaknesses in physical deterrents and site surveillance.

Overall *[Sentiment: Neutral]*

Incidents suggest a need for improved security and deterrents to prevent unauthorised vehicle incursions, though no breakdowns or traffic-related accidents occurred.

Recommendations

Increase site security through reinforced barriers, improved signage, and surveillance monitoring. Staff presence or regular patrols at entry points could deter unauthorised access and improve site safety.

Incursions Report

Directorate: Operations
Region: East
Project: Area 6 & 8

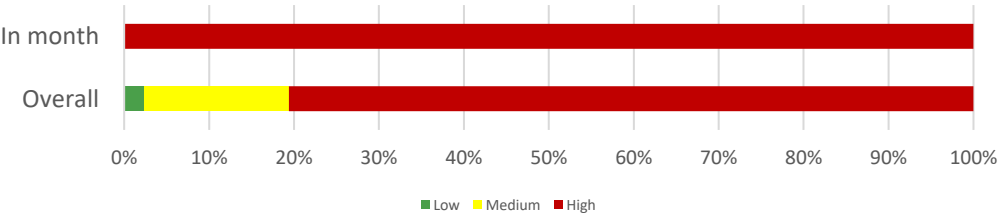
A total of 8 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions together with an 13% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

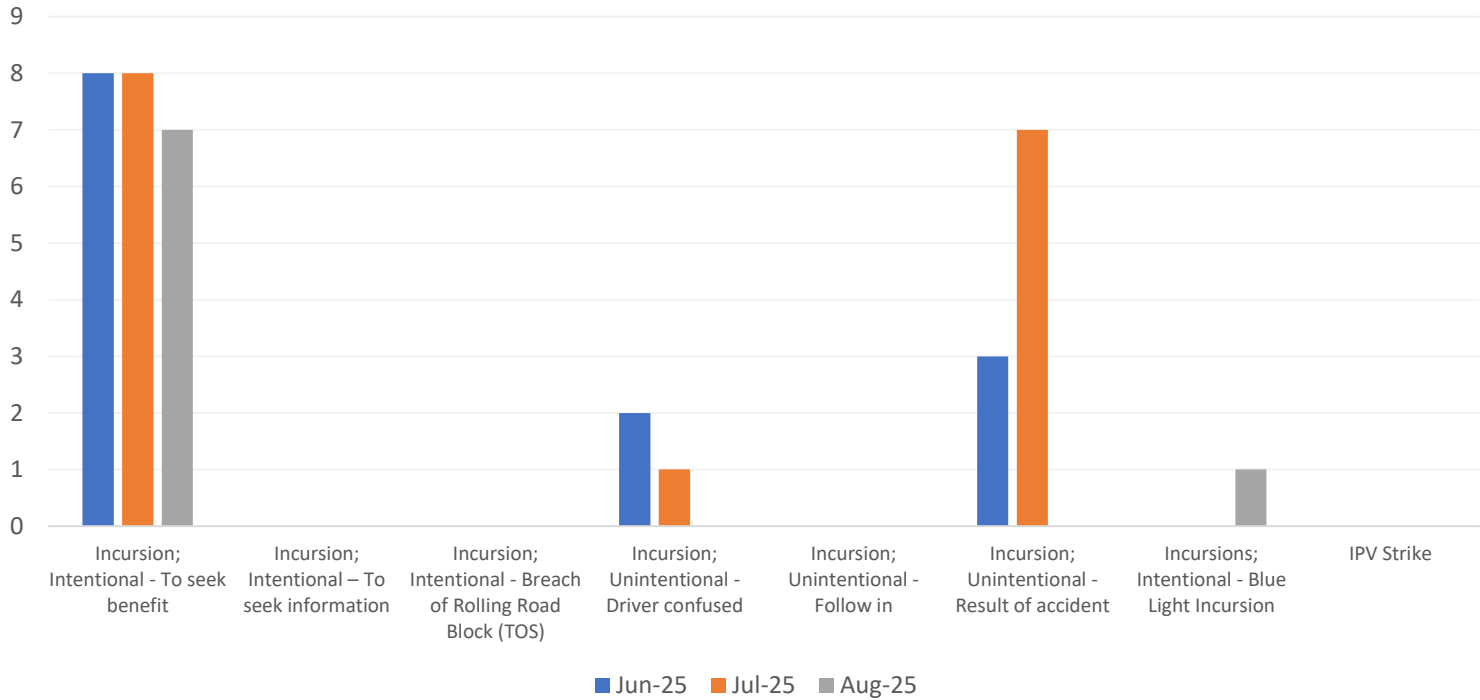
Project Risk Rating



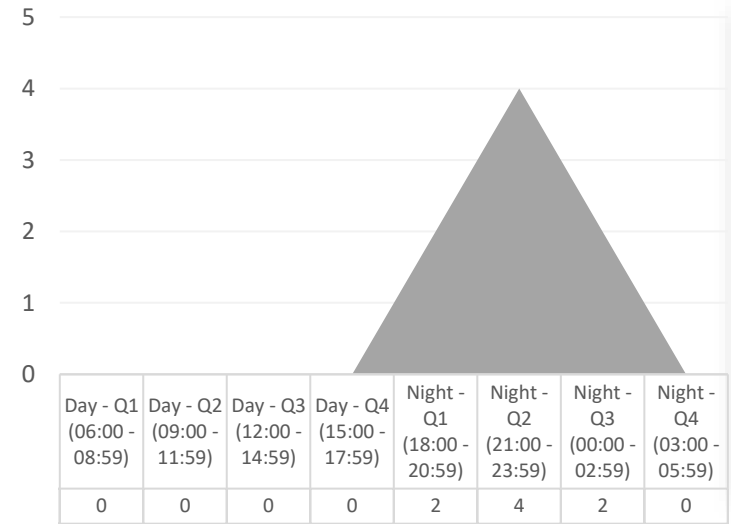
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

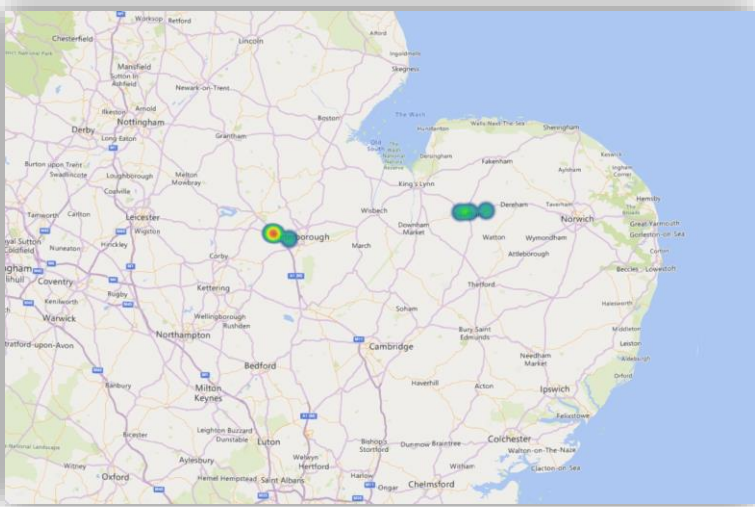
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Several incidents of vehicles driving in the wrong direction on live roads occurred, including Amazon Van, a police car, a suction excavation van, and a tarmac lorry. All vehicles were stopped before any accidents.

Traffic Incidents *[Sentiment: Neutral]*

There were no significant traffic incidents during this period, although there were a few near-miss situations, notably involving the police car and a tarmac lorry.

Broken Down Vehicles *[Sentiment: Neutral]*

No reports of broken down vehicles during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The traffic management (TM) team responded appropriately by standing back when facing aggression from the individuals in the grey transit mini bus and travellers at the gates.

Overall *[Sentiment: Negative]*

The overall situation involved multiple instances of vehicles entering and driving in the wrong direction, but no accidents or injuries were reported. TM responses were measured and cautious.

Recommendations

The project team should consider reinforcing signage, especially at key junctions, to prevent drivers from entering in the wrong direction. Additionally, increased monitoring and response plans for aggressive individuals should be implemented to improve safety and maintain control.

Incursions Report

Directorate: Operations
Region: East
Project: AD – M&R - Eight

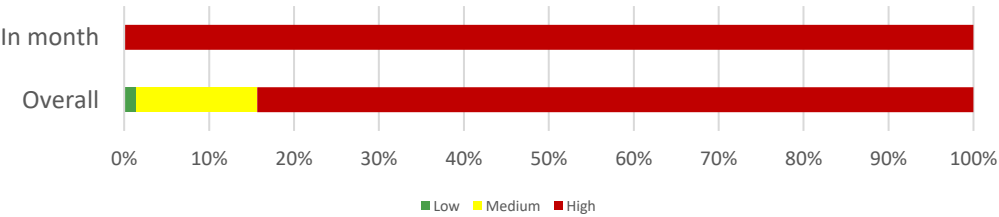
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

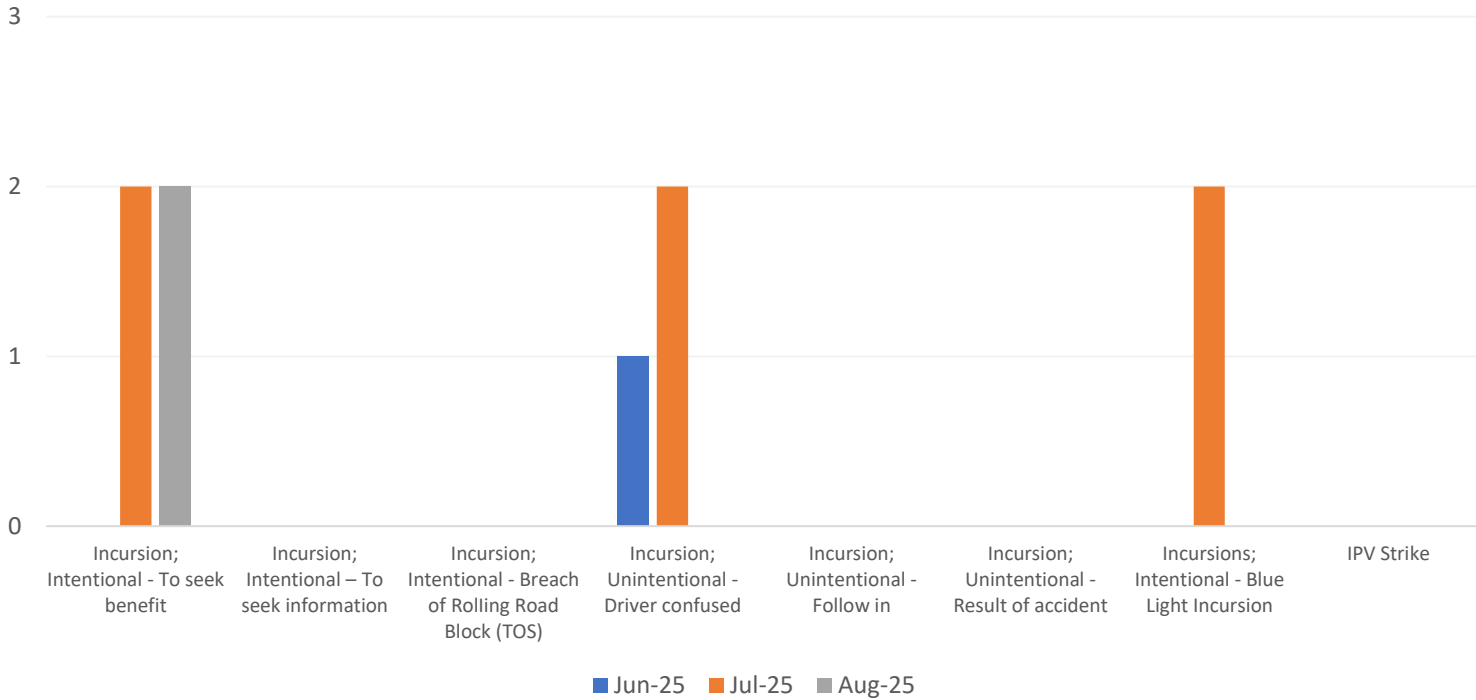
Project Risk Rating



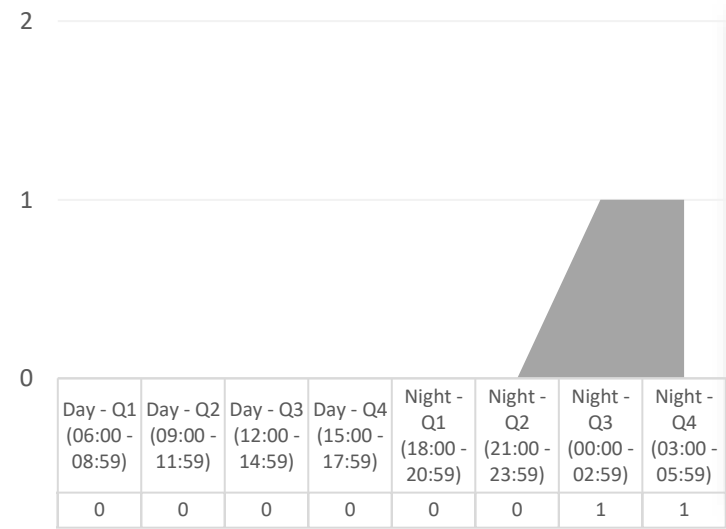
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

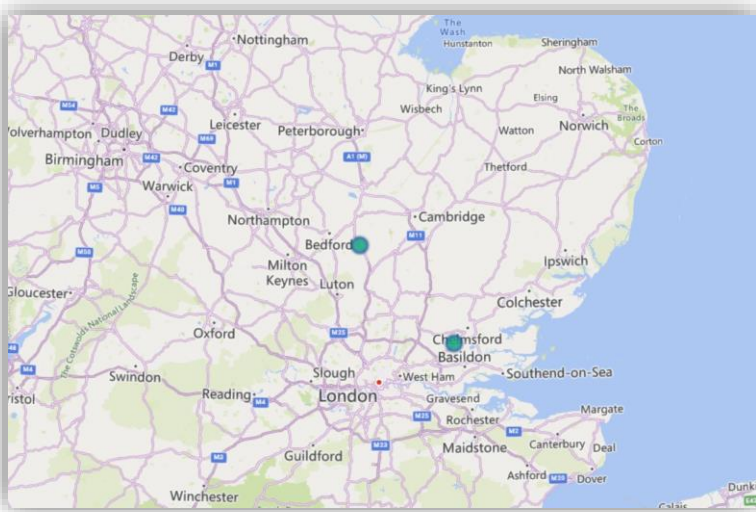
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

During this period, a vehicle struck the rear offside display board of the MLC vehicle after driving erratically through the closure. The member of the public did not stop at the scene.

Traffic Incidents *[Sentiment: Neutral]*

No other traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

The gate operative followed procedures by calling for an escort, but the member of the public disregarded the instructions, becoming verbally abusive and bypassing the closure.

Overall *[Sentiment: Negative]*

The incident highlights issues with non-compliance by the public, which disrupted the traffic management operation. The failure to identify the responsible party complicates incident resolution.

Recommendations

Improved public communication and clearer signage should be considered to prevent individuals from bypassing closures. Additionally, more effective monitoring of closures could help identify incidents and reduce disruptive behaviours like those observed.

Incursions Report

Directorate: Operations
Region: East
Project: DBFO – M40 J1 to 15 Denham to Warwick (Area 30)

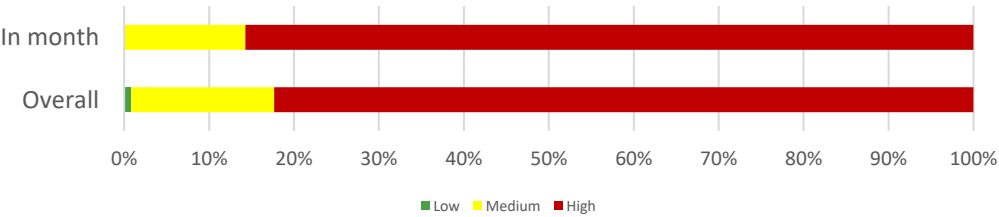
A total of 4 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions together with an no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

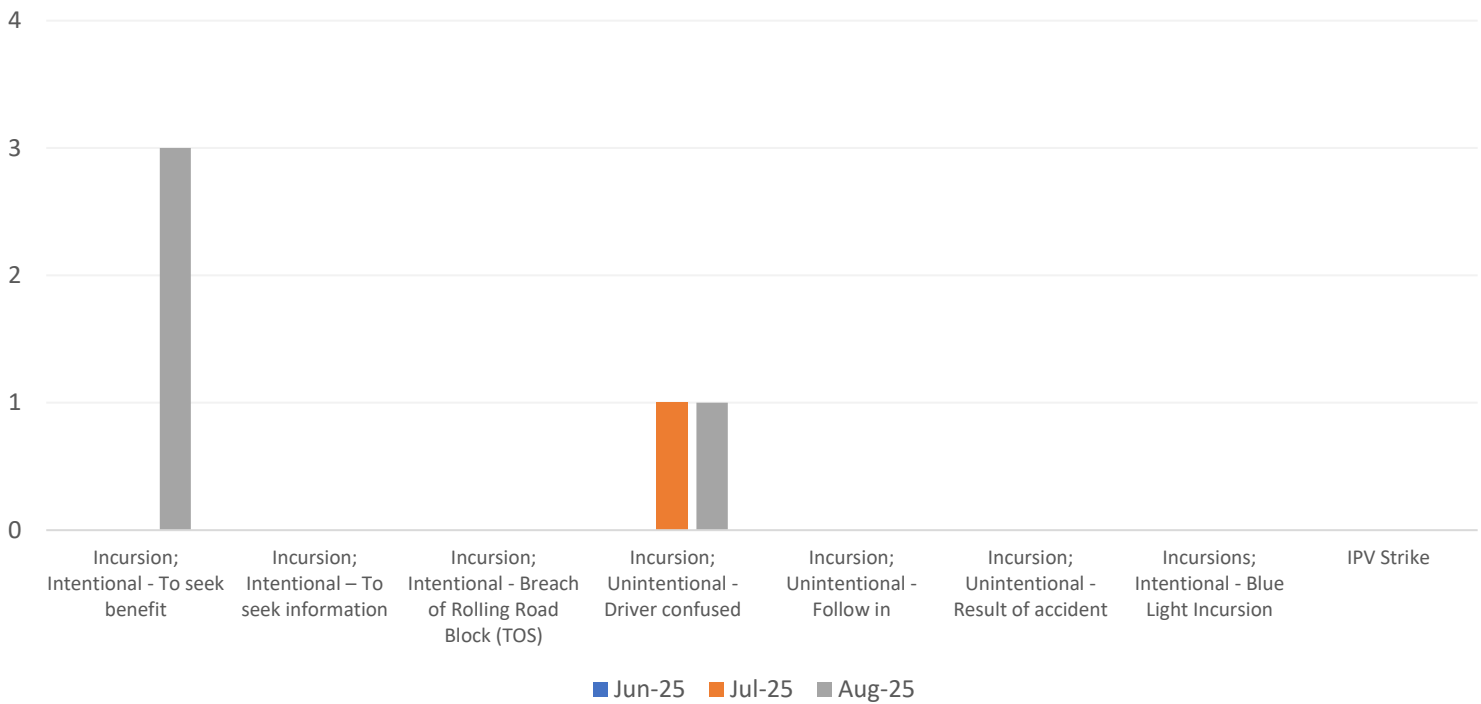
Project Risk Rating



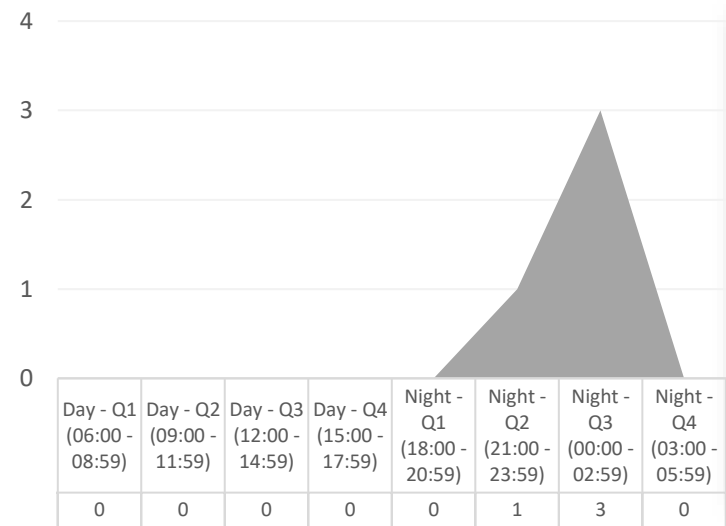
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

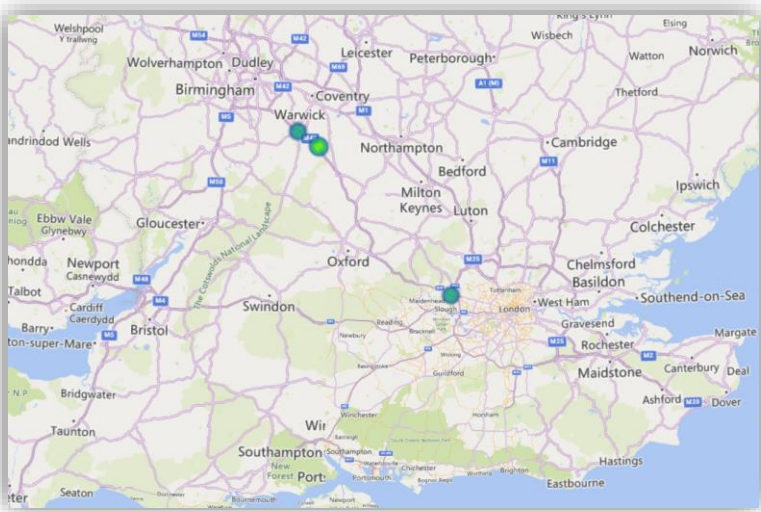
DBFO – M40 J1 to 15 Denham to Warwick (Area 30)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: DBFO – M40 J1 to 15 Denham to
Warwick (Area 30)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered a closure through the cones in an attempt to exit at junction 15. They were found parked inside the cyclic closure and escorted out by the traffic management team.

Traffic Incidents *[Sentiment: Neutral]*

Two operatives witnessed a vehicle, with flashing beacons, travelling at around 50 mph, passing them and continuing 150m before stopping at a broken-down vehicle.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was located at the end of the closure, which required the attention of the speeding vehicle previously mentioned.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management team successfully escorted the member of the public out of the closure and addressed the unsafe driving behaviour, ensuring safety protocols were followed.

Overall *[Sentiment: Neutral]*

There were multiple incidents involving public entry into the closure and unsafe driving behaviour observed. However, the traffic management team responded promptly and effectively.

Recommendations

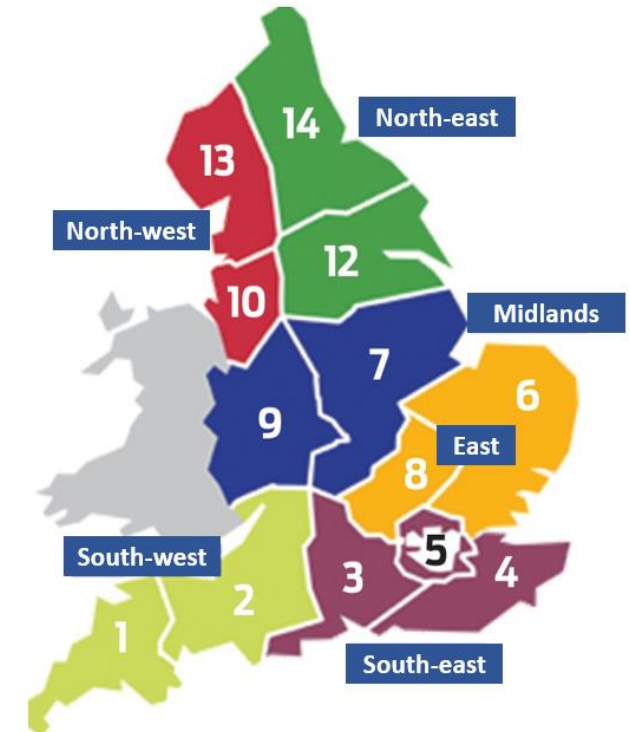
To improve safety and reduce such incidents, additional signage or barriers may be needed to prevent unauthorised access into closures. Consider further training for operatives on dealing with aggressive drivers and better enforcement of speed limits.

Incursions Report - East Region

End of regional report

[Back to [Summary](#) page]

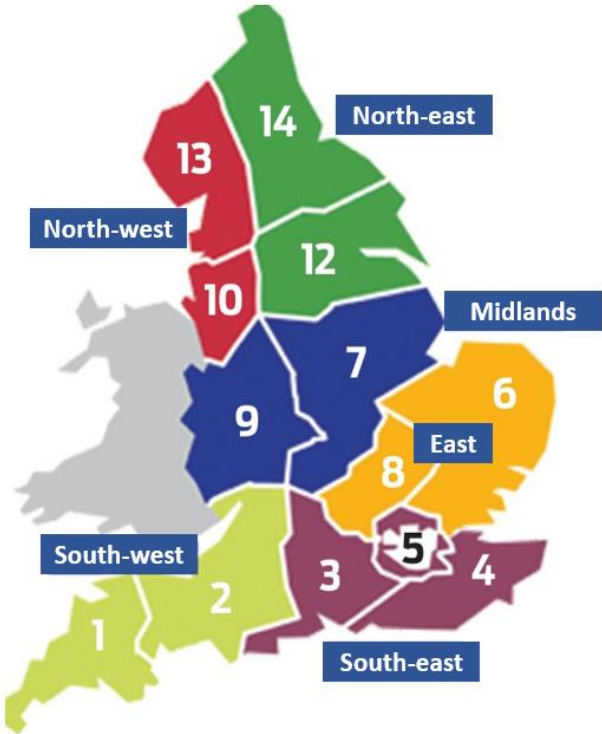
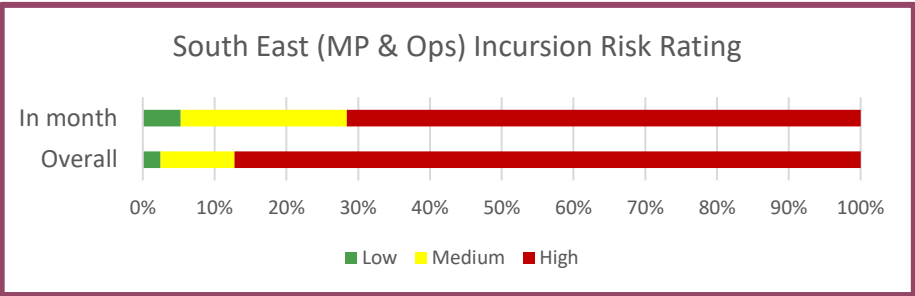
Select next page for South East Region and Project Reports



Incursions Report - South East Region

Kind of Event	South East Region					
	Overall			In Month		
	Major Projects		Operations	Major Projects		Operations
Incursion; Intentional - To seek benefit	589	[11.40%]	1304 [59.57%]	1	[25.00%]	12 [36.36%]
Incursion; Intentional – Because of breakdown	3525	[68.25%]	213 [9.73%]			4 [12.12%]
Incursion; Intentional – To seek information	51	[0.99%]	66 [3.02%]			
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1 [0.05%]			
Incursion; Unintentional - Driver confused	465	[9.00%]	303 [13.84%]	2	[50.00%]	9 [27.27%]
Incursion; Unintentional - Follow in	98	[1.90%]	156 [7.13%]			5 [15.15%]
Incursion; Unintentional - Result of accident	392	[7.59%]	66 [3.02%]	1	[25.00%]	2 [6.06%]
Incursions; Intentional - Blue Light Incursion	43	[0.83%]	69 [3.15%]			1 [3.03%]
IPV Strike	2	[0.04%]	11 [0.50%]			
Grand Total	5165	[100.00%]	2189 [100.00%]	4	[100.00%]	33 [100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 3	270	116	43%	322	174	54%	259	176	68%
Area 4	335	90	27%	318	114	36%	225	137	61%
Area 5	368	177	48%	356	263	74%	278	214	77%



Incursions Report - South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous vehicle and pedestrian incursions occurred, including members of the public bypassing closures, driving through work zones, and aggressive behaviours reported.

Traffic Incidents *[Sentiment: Negative]*

A police chase led to a collision near the closure; other incidents included barrier strikes, taper damage, and multiple aggressive motorists.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles broke down within closures, including a green Corsa and blue Kia. All incidents were resolved with recovery attendance.

Traffic Management Responses *[Sentiment: Positive]*

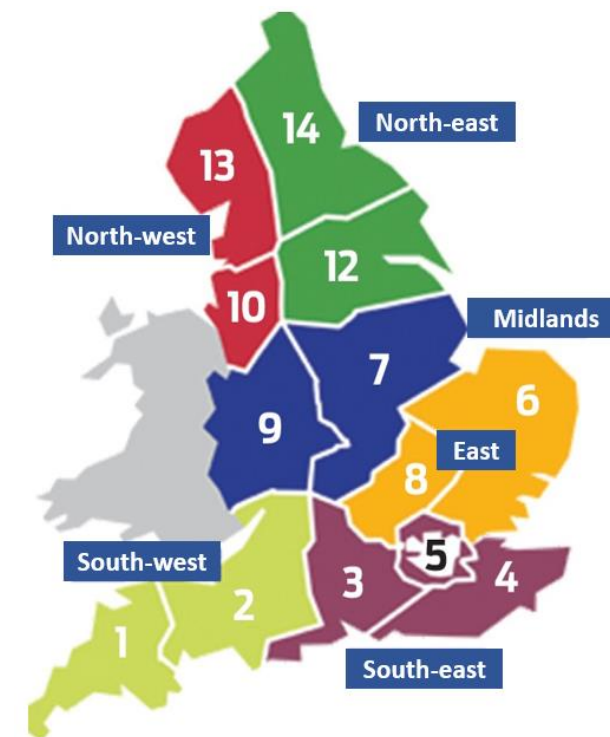
Traffic management responded swiftly, activating alerts, redirecting vehicles, and reinforcing closures. Quick thinking prevented multiple incursions from escalating further.

Overall *[Sentiment: Neutral]*

While frequent incursions and breakdowns occurred, proactive traffic management and safety protocols successfully mitigated serious harm or disruption.

Recommendations

Install additional signage, reinforce airlock protocols, and improve spotter presence at vulnerable points to prevent unauthorised entry and enhance site safety.



Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0262 – M3 Jct 9 Improvement - RDP

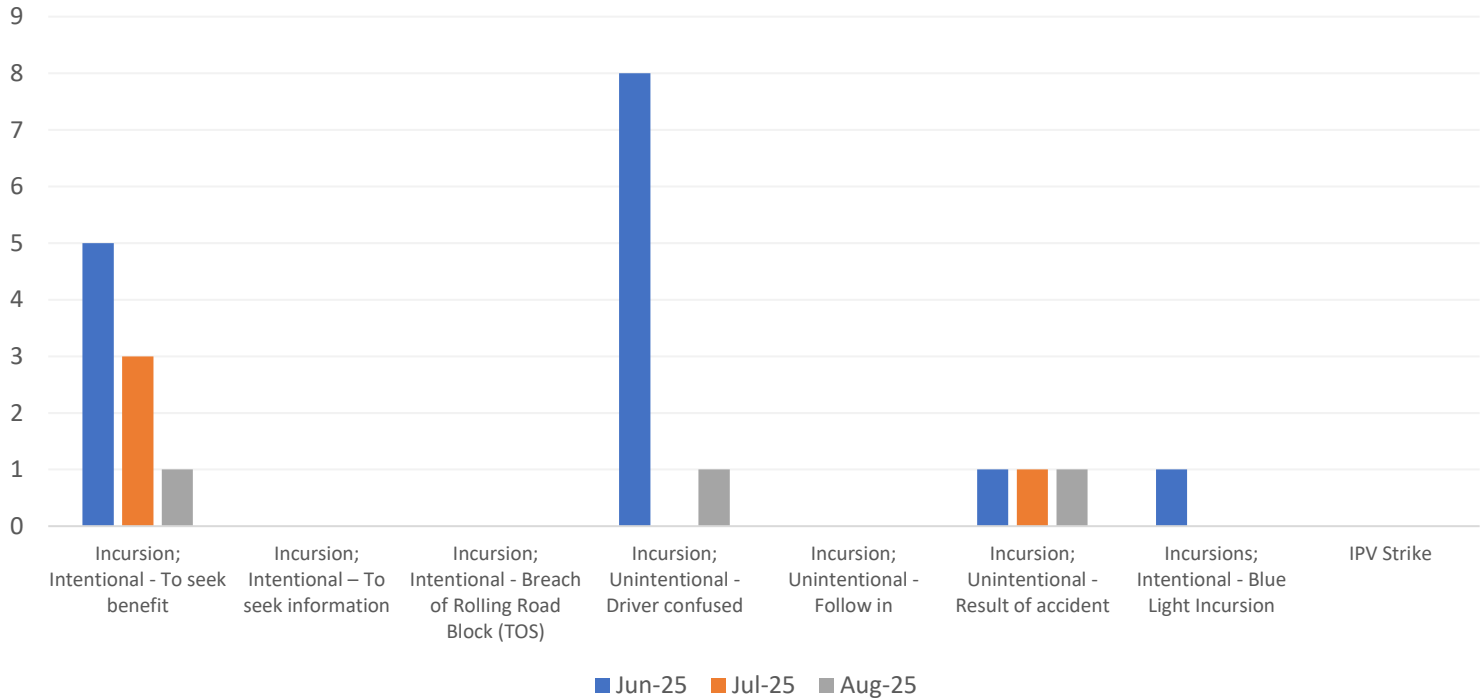
A total of 3 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an no change from the previous month in Result of accident' incursions, with a 67% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

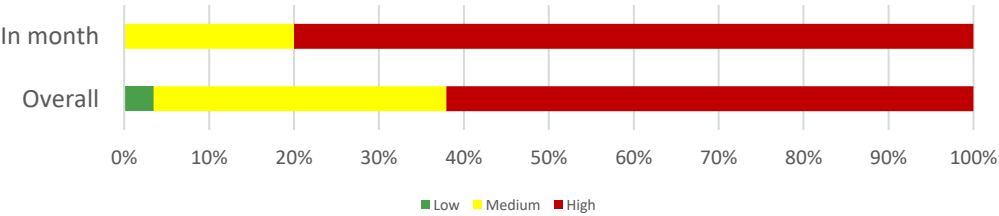
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0262 – M3 Jct 9 Improvement - RDP



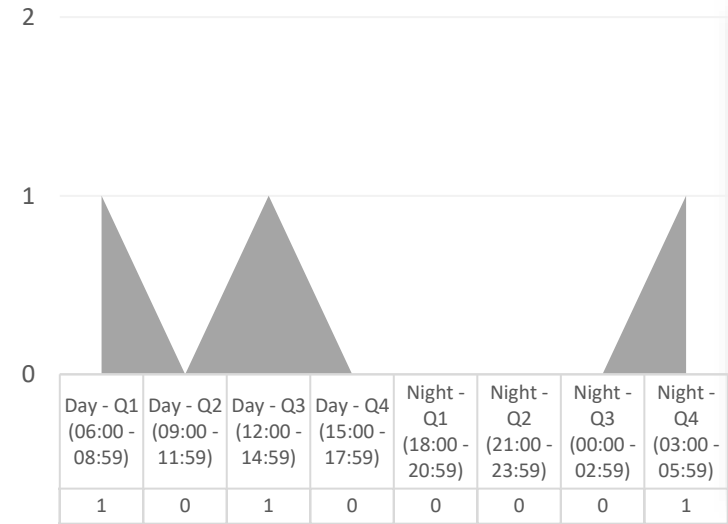
Project Risk Rating



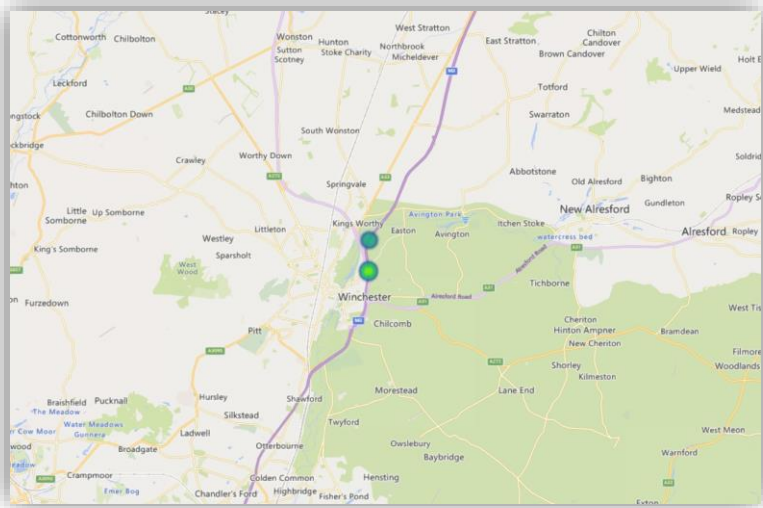
Incursion rate per length of TM (Unknown)

Project Incursion Rate: TM Length required
Breakdown Rate: TM Length required

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0262 – M3 Jct 9 Improvement
- RDP



Vehicle / Pedestrian Incursions *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A heavy goods vehicle made contact with the TVRS, causing the tractor and trailer to mount the barrier and become stranded.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The TVRS crash cushion was struck twice - once by a member of the public resulting in minor displacement and damage requiring attention.

Overall *[Sentiment: Neutral]*

Multiple strikes on the TVRS system were recorded, indicating potential risk exposure; however, no injuries were reported, and damage appears localised.

Recommendations

Consider additional signage or advance warning systems to improve visibility and reduce risk of contact with TVRS. Review barrier positioning and reinforce driver awareness messaging to prevent further incidents.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

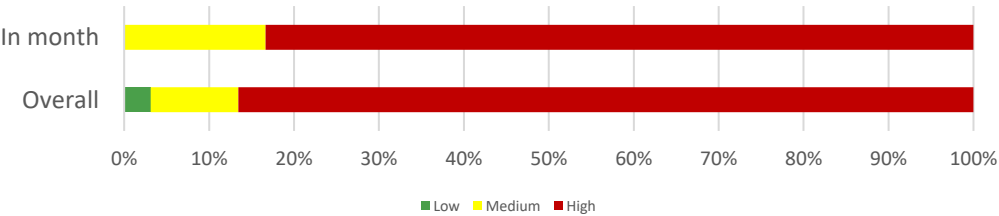
A total of 7 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Blue Light' 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

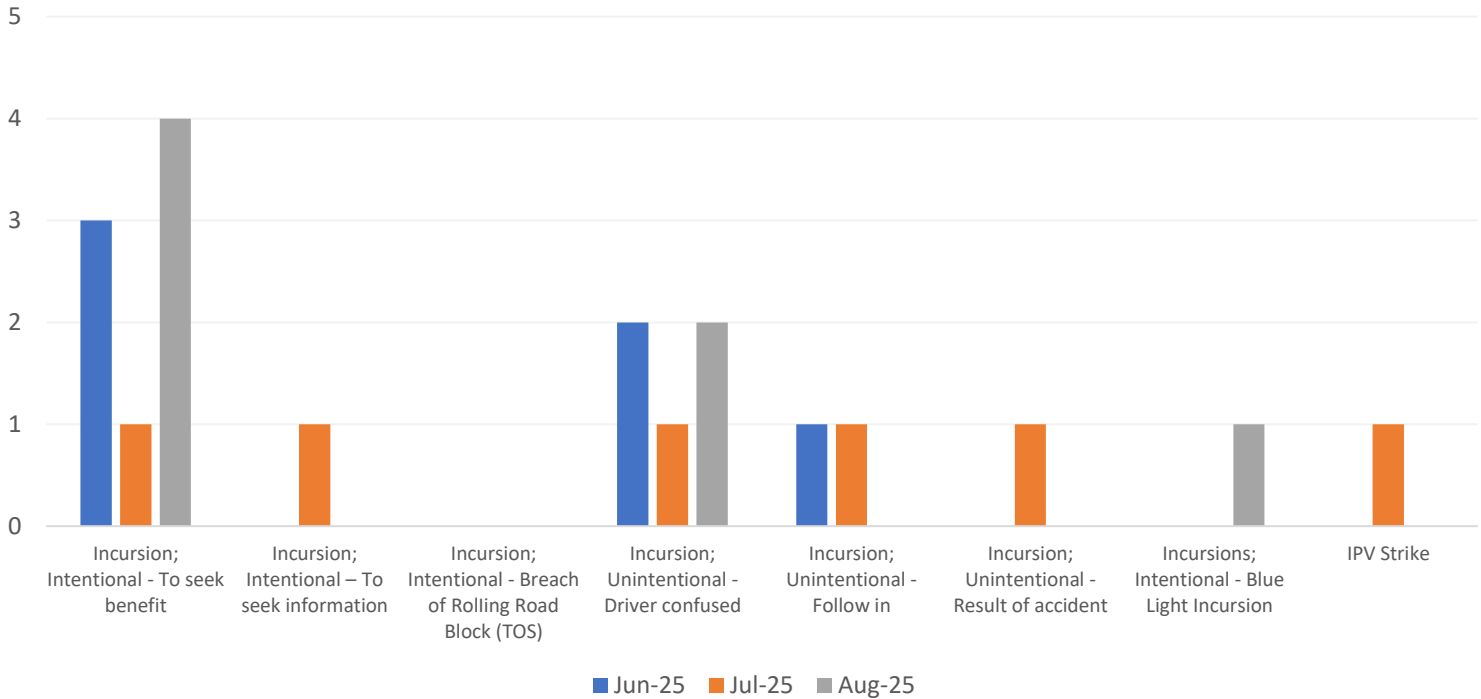
Project Risk Rating



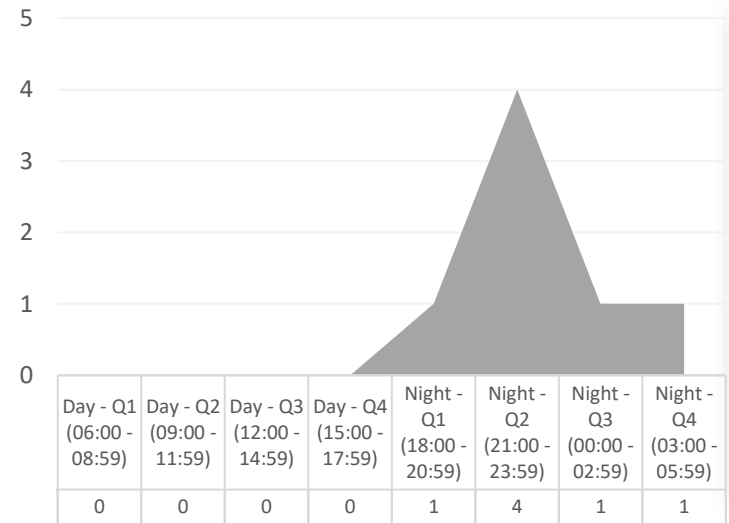
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

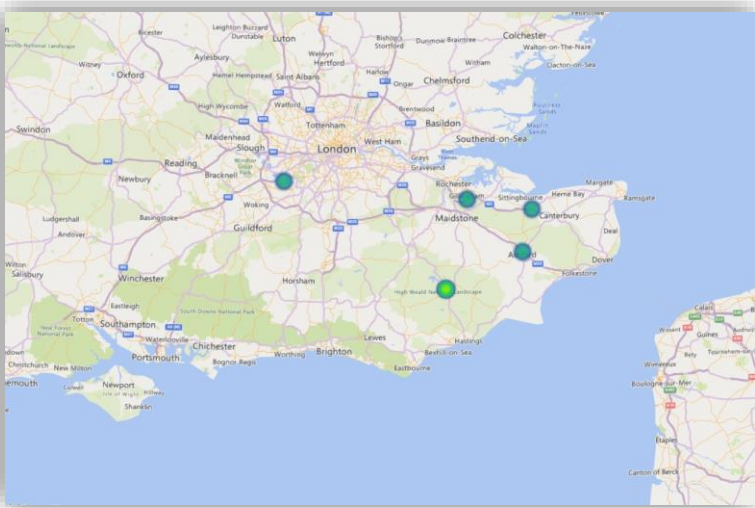
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised incursions occurred, including a vehicle driving down the wrong carriageway, foreign HGVs following site traffic, aggressive cyclists and motorcyclists breaching closures, and pedestrians entering active work areas.

Traffic Incidents [*Sentiment: Neutral*]

Aside from incursions, no major traffic collisions or road traffic accidents were reported. The presence of confused or confrontational drivers remains a concern for road safety.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management teams responded swiftly activating HRS systems, stopping unauthorised vehicles, deploying block vehicles, and communicating with unauthorised users, displaying effective reactive measures under pressure.

Overall [*Sentiment: Negative*]

The reporting period highlighted persistent challenges in access control and driver behaviour. While managed well by the crew, repeated incursions suggest the need for stronger preventative measures.

Recommendations

The project team should review access control procedures, consider increased staffing at high-risk gates, reinforce airlock protocols, improve signage, and explore the use of automated barriers or ANPR technology to deter breaches.

Incursions Report

Directorate: Operations
Region: South East
Project: DBFO - M25 (Area 5)

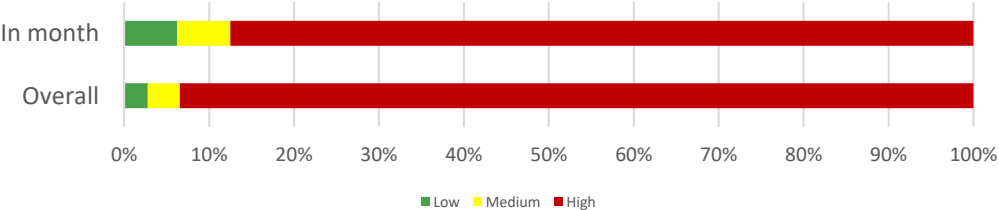
A total of 10 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Follow in' no change from the previous month in Seeking Benefit' no change from the previous month in Driver confused' type incursions

[2 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

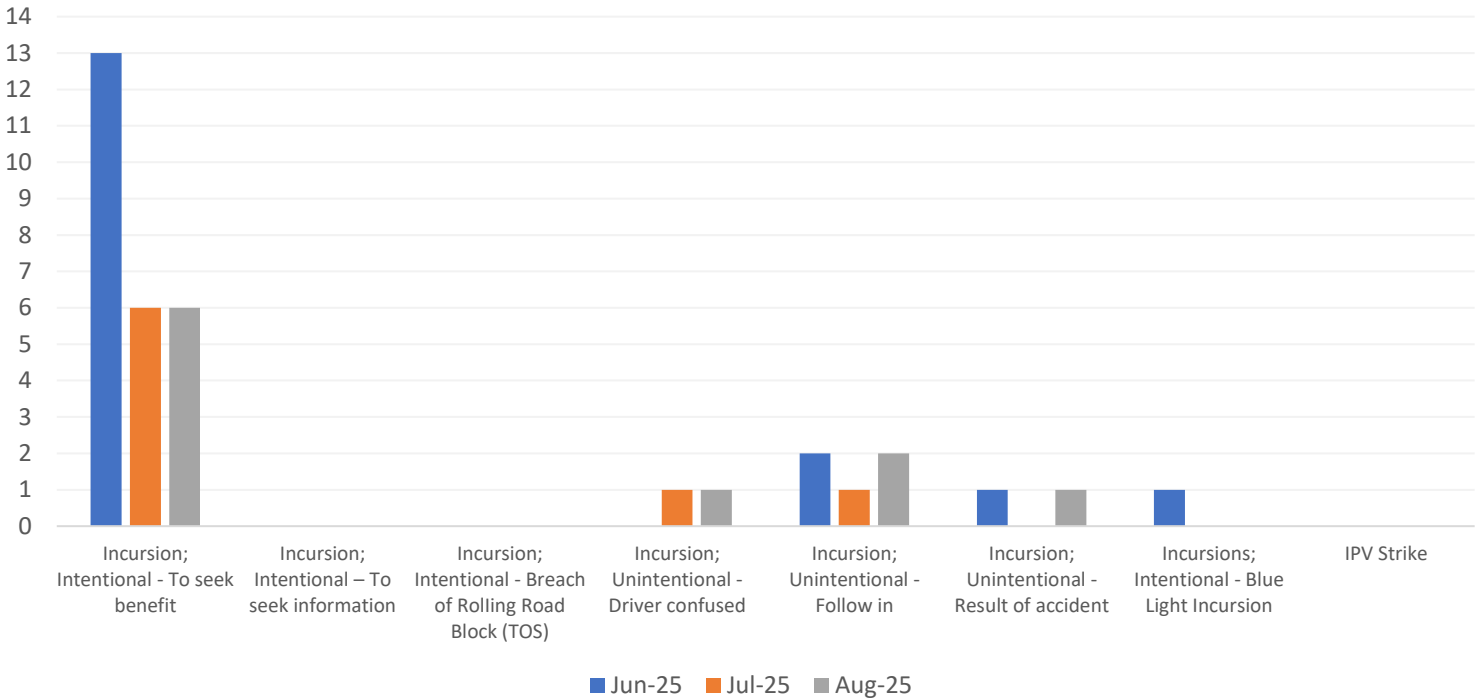
Project Risk Rating



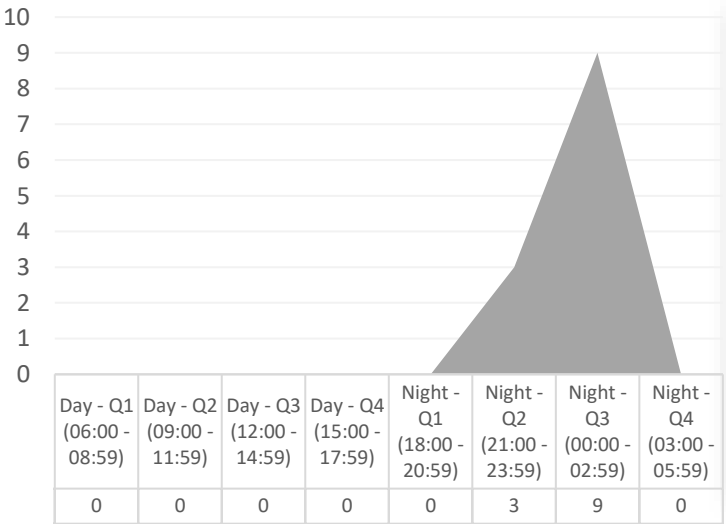
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

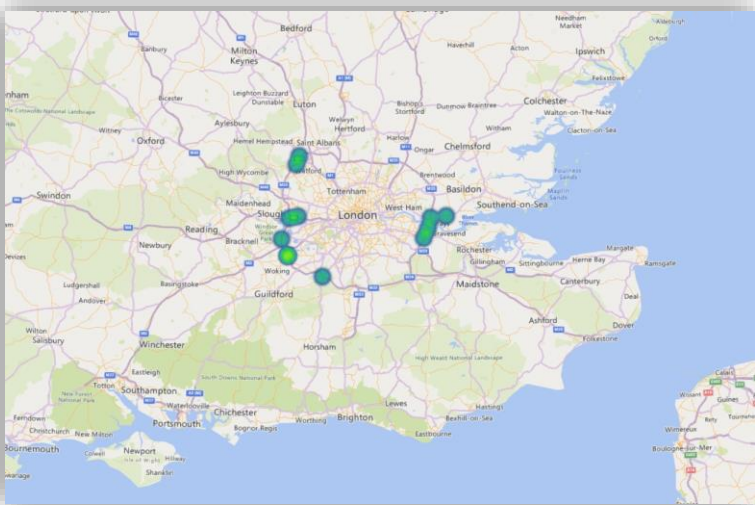
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised entries occurred, including a motorcyclist bypassing barriers, a pedestrian pair within a closure without PPE, and multiple vehicles, including police and a pickup, driving through live work areas.

Traffic Incidents *[Sentiment: Neutral]*

One police chase resulted in a collision near the closure. Minimal damage was reported to traffic management assets. No injuries or further disruption were noted from this event.

Broken Down Vehicles *[Sentiment: Negative]*

Three separate vehicle breakdowns occurred within or near closures, causing potential safety risks. Drivers were observed outside vehicles and within the worksite without proper protective equipment.

Traffic Management Responses *[Sentiment: Neutral]*

TM teams implemented closures correctly, responded quickly to incursions, and maintained barrier integrity. Despite unexpected breaches, the overall TM setup was reported as compliant.

Overall *[Sentiment: Negative]*

The period showed a high frequency of incursions and non-compliance by third parties. TM performance was generally appropriate, but unauthorised access remains a consistent safety concern.

Recommendations

The project team should consider additional deterrents such as improved signage, increased presence at airlocks, and stronger barrier measures to discourage incursions. Enhanced driver awareness campaigns may also help.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

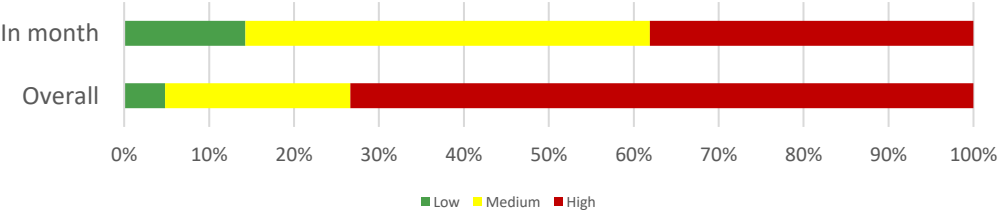
A total of 10 incursions have been recorded; with a type incursions together with an no change from the previous month in Driver confused' 40% decrease in 'Follow in' 67% decrease in 'Seeking Benefit' type incursions

[2 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

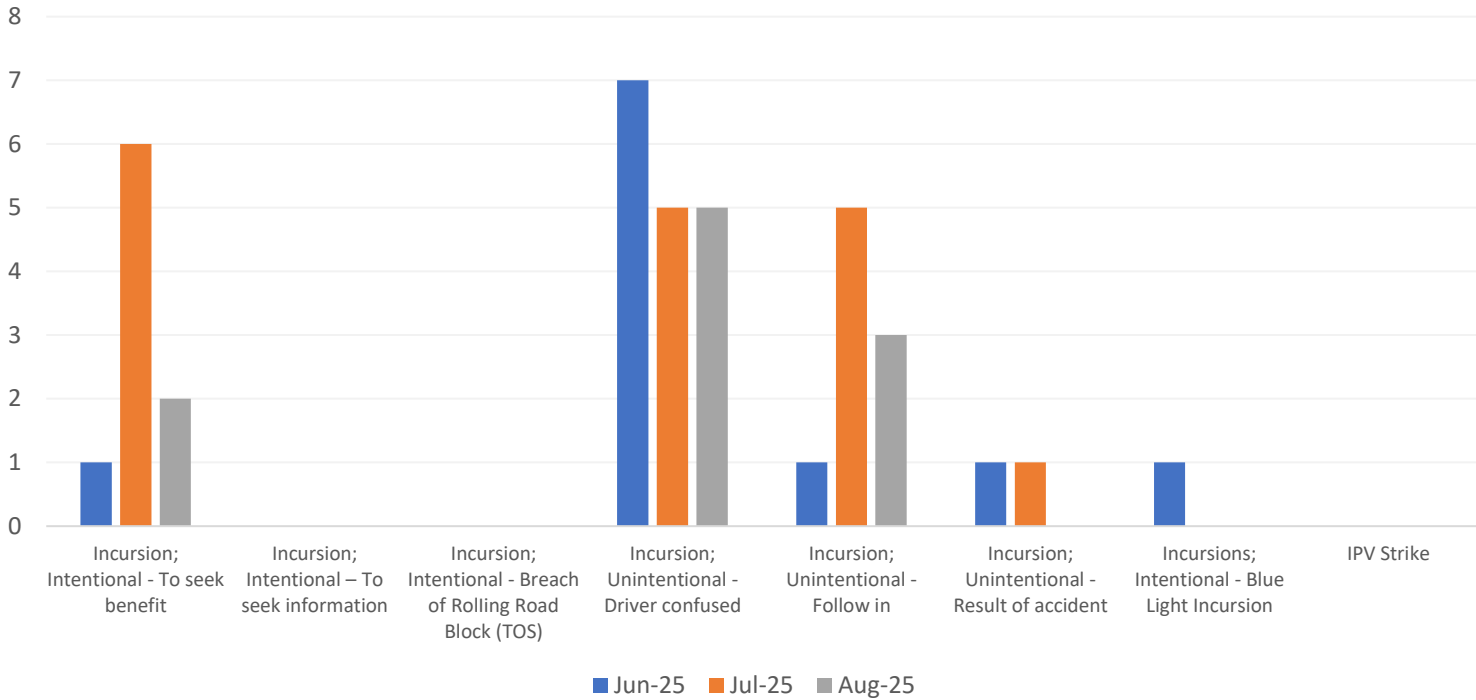
Project Risk Rating



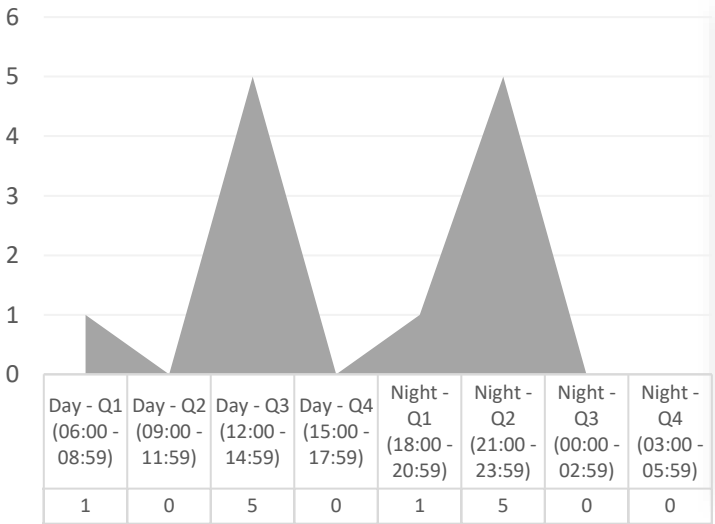
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

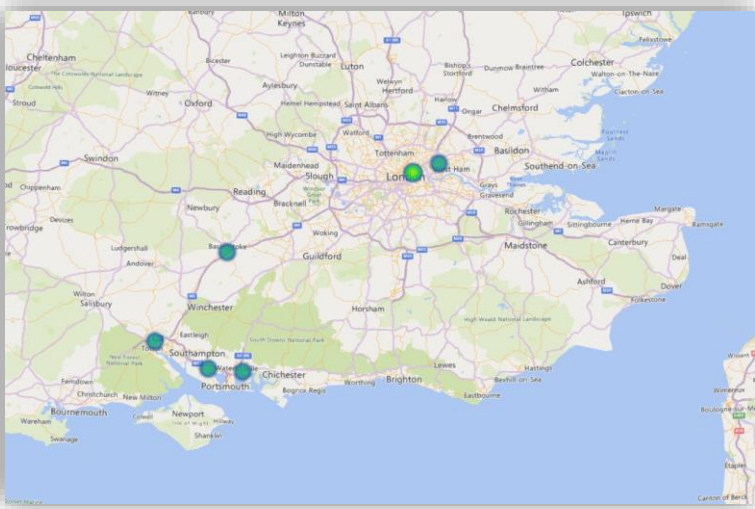
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Multiple unauthorised vehicle entries into works areas occurred, primarily due to driver confusion or sat nav errors. TM crews responded swiftly, ensuring safe removals and preventing escalation.

Traffic Incidents *[Sentiment: Positive]*

No significant traffic collisions or incidents involving injury or damage were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

Two breakdowns occurred within coned areas, both promptly reported by CCTV. Recovery was efficiently coordinated and completed without affecting workforce safety or traffic flow.

Traffic Management Responses *[Sentiment: Positive]*

TM crews demonstrated effective and timely interventions, especially in incursion scenarios. Proactive actions, such as erecting additional cone lines and safely escorting vehicles, maintained site safety throughout.

Overall *[Sentiment: Positive]*

Site safety was maintained despite several incursions and breakdowns. Prompt communication and effective TM responses ensured minimal disruption and no harm to personnel or public.

Recommendations

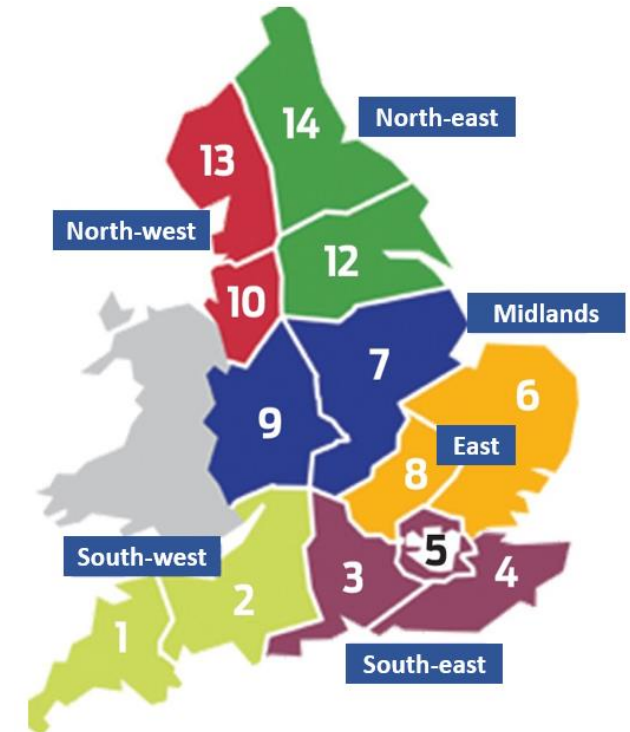
Increase signage clarity and advance warning near access points to reduce sat nav-led errors. Consider deploying additional TM presence or barriers during high-risk phases to prevent unauthorised entry.

Incursions Report - South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



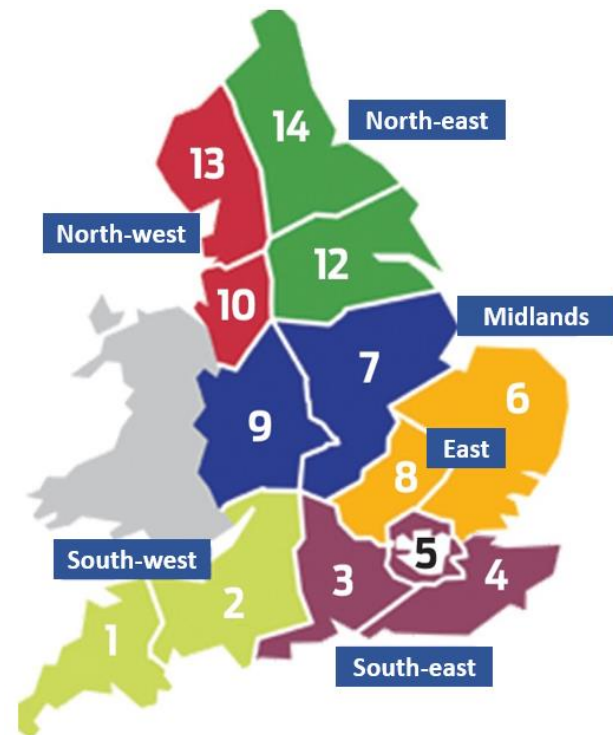
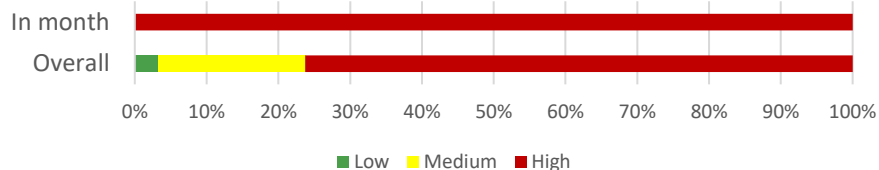
Incursions Report - South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	105 [41.18%]		1 [50.00%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	22 [8.63%]		1 [50.00%]
Incursion; Intentional – To seek information		4 [1.57%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	67 [26.27%]		
Incursion; Unintentional - Follow in	7 [16.28%]	16 [6.27%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [7.45%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [5.49%]		
IPV Strike		8 [3.14%]		
Grand Total	43 [100.00%]	255 [100.00%]		2 [100.00%]

Technology Utilisation	June 25			July 25			Aug 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 1	115	62	54%	127	102	80%	96	81	84%
Area 2	203	37	18%	157	72	46%	132	51	39%

South West (MP & Ops) Incursion Risk Rating



Incursions Report - South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Neutral]*

Two vehicles entered the works area, travelled approximately 150 metres, and exited safely through cones without incident.

Traffic Incidents *[Sentiment: Neutral]*

A single vehicle experienced mechanical issues and safely entered the lane closure under observation by a senior inspector.

Broken Down Vehicles *[Sentiment: Neutral]*

The broken-down vehicle stopped 500 metres from the work site and was supported by traffic officers shortly after.

Traffic Management Responses *[Sentiment: Positive]*

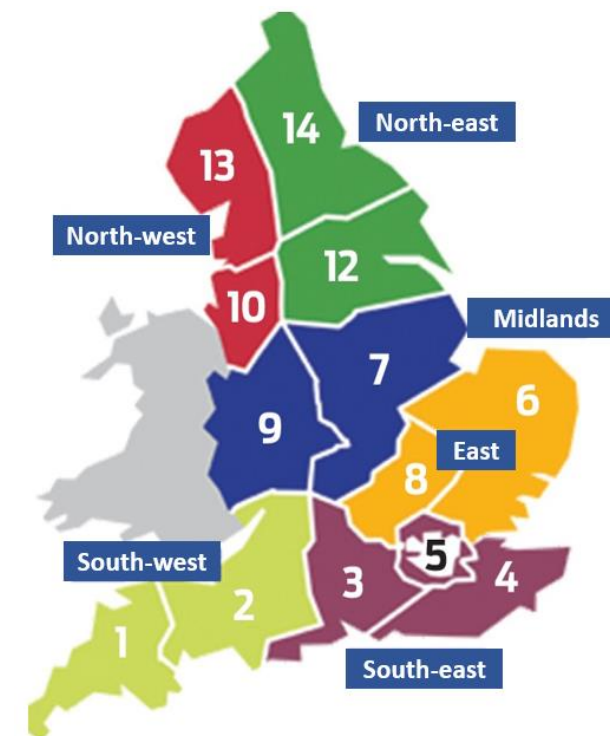
Traffic officers responded promptly and NH Assurance Manager was informed requesting incident to be logged.

Overall *[Sentiment: Positive]*

All incidents were managed efficiently with minimal impact on operations or safety. No injuries or significant disruptions occurred.

Recommendations

Consider enhanced signage and additional cone barriers to deter future vehicle incursions and reinforce work zone boundaries clearly.



Incursions Report

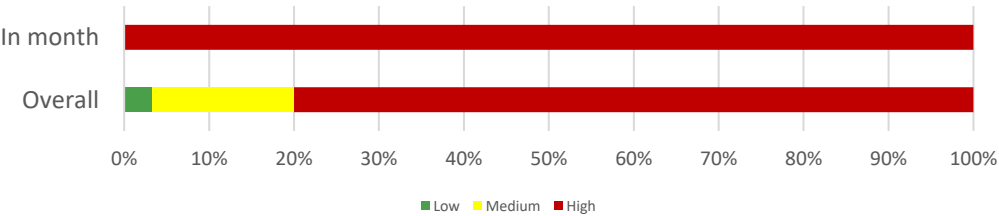
Directorate: Operations
Region: South West
Project: Area 1 & 2

A total of 1 incursions have been recorded; with a type incursions [0 - Incursions resulting from breakdowns were recorded]

- Bottom left – Project Risk Rating with showing ‘In-month’ rating and ‘Overall’ rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for ‘all’ incursion types
- Bottom right – localised heatmap of ‘all’ incursion types

Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

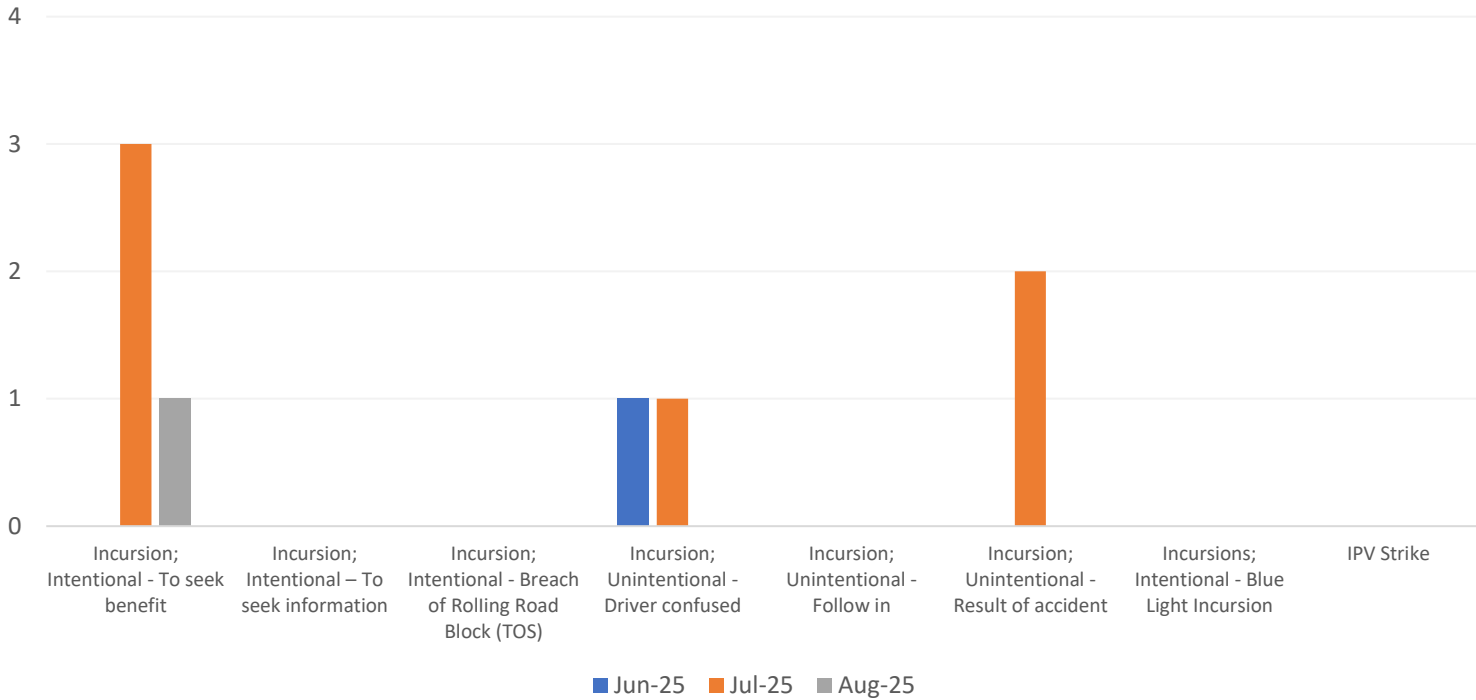
Project Risk Rating



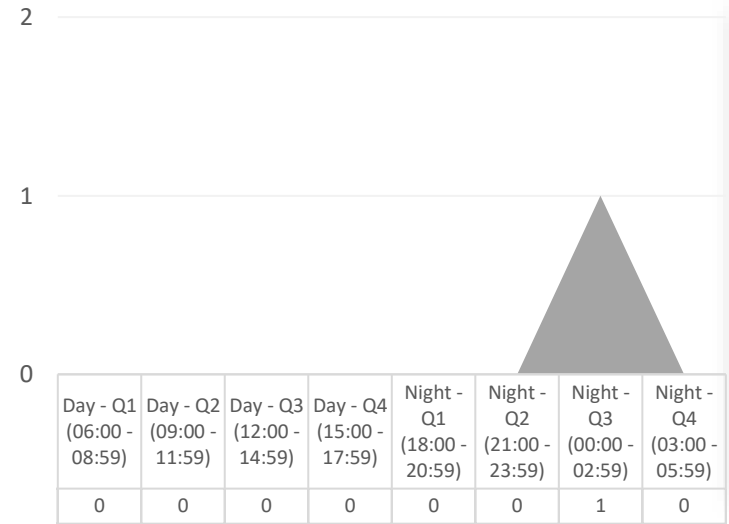
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

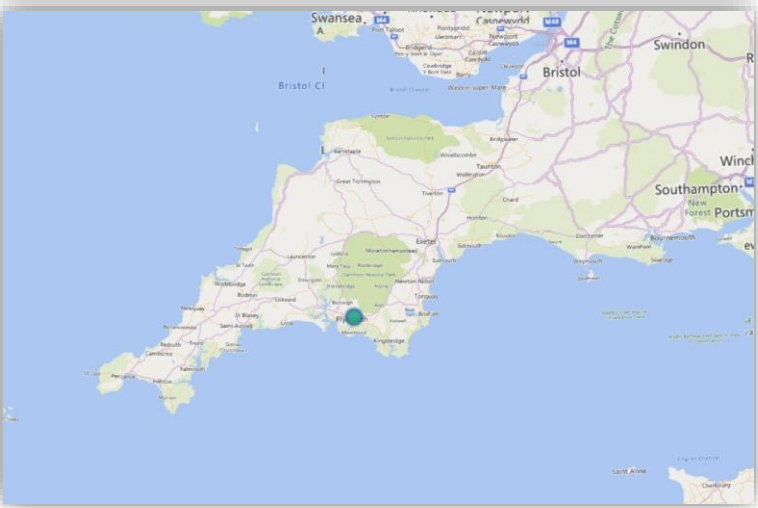
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South West
Project: Area 1 & 2



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicles entered the works area, travelled approximately 150 metres, and exited through the cones without incident. No pedestrian incursions were observed during this period.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management reacted swiftly following the unauthorised vehicle incursion, ensuring no further breaches occurred and reinstating site integrity promptly.

Overall *[Sentiment: Negative]*

The period was generally uneventful aside from the incursion, which highlights a potential vulnerability in the traffic management setup.

Recommendations

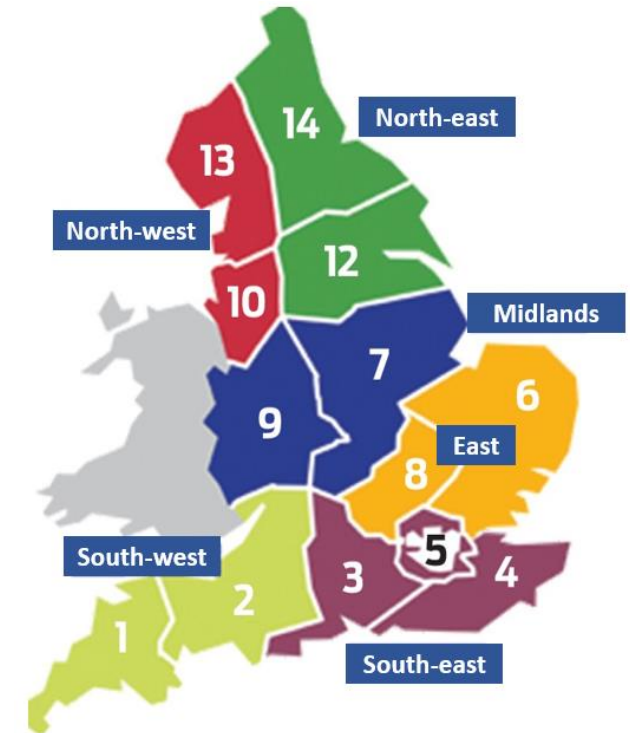
Strengthen cone lines and consider additional physical barriers or signage at entry points to prevent vehicle incursions. Brief all operatives on site security protocols to ensure greater vigilance.

Incursions Report - South West Region

End of regional report

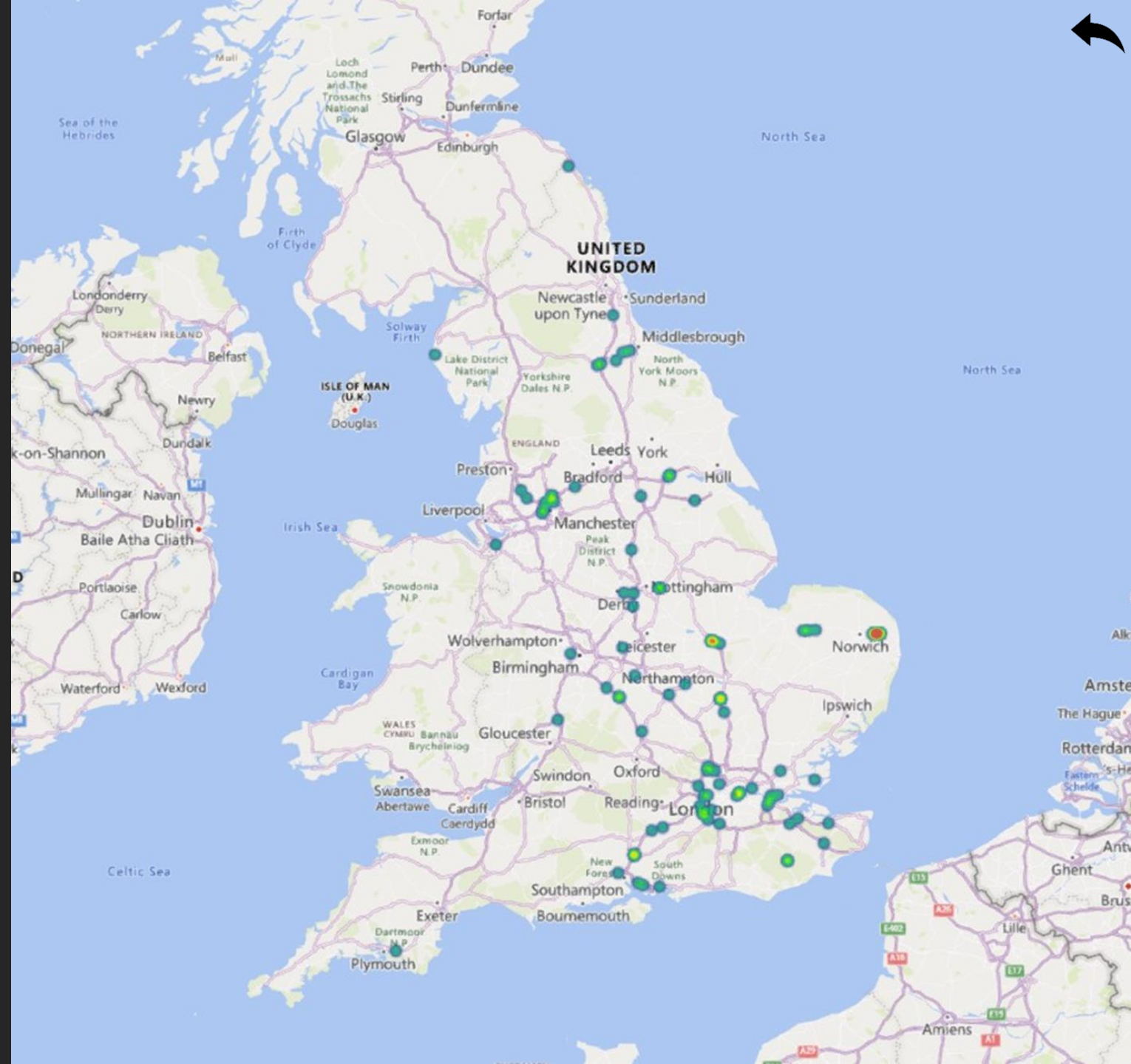
[Back to [Summary](#) page]

Select next page for Heatmaps

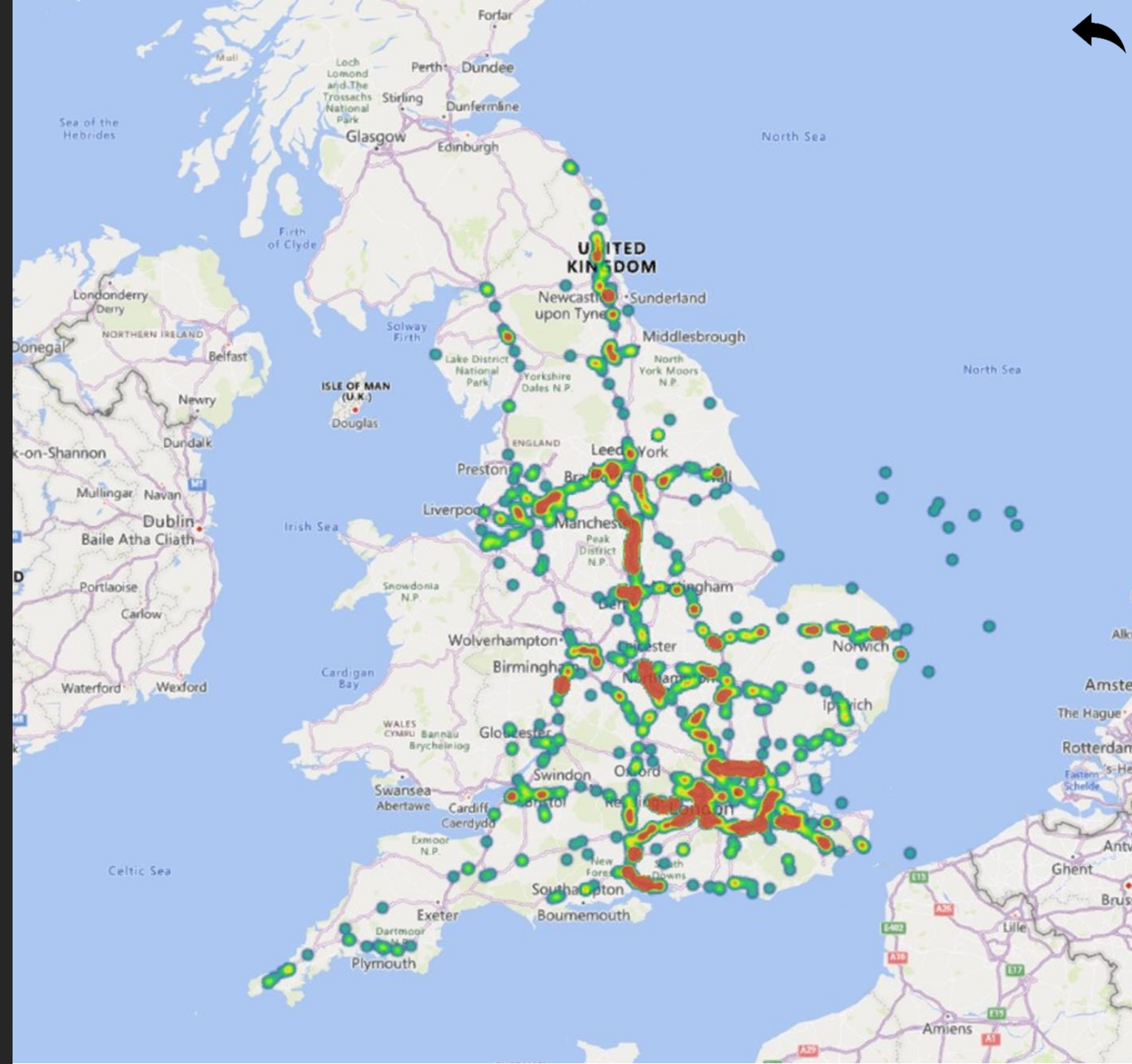


Heatmap of Incursions recorded in August 2025

“97% of all incursions were recorded with coordinates”



Heatmap of all Incursions recorded (for the past 12 months)



Incursions Report

End of Incursions Report

