

IPV & Incursion Working Group Report – February 2026

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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

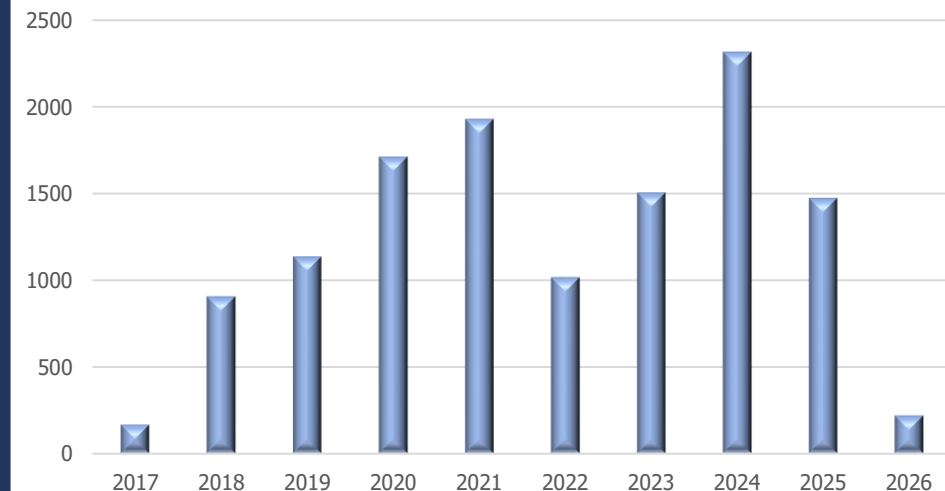
Executive Summary – Overview

- In February 2026 a total of 154 incursions were reported of which 121 were high and medium risk incursions.
- 12 Incursions were recorded by Major Projects with 131 by the Operations Directorate and 11 incursions by others.
- Technology utilisation (such as Intellicone usage) is around 52% per night, an increase of 1% from the previous month.
- Numbers of medium and high-risk incursions has increased 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 March 2025 & February 2026



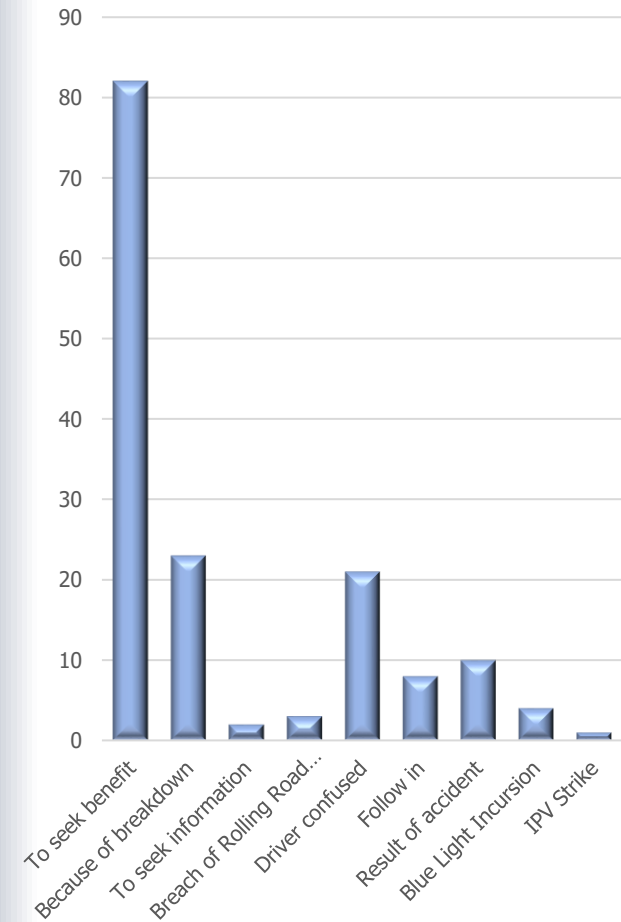
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In February 2026, there were no recorded injuries to Customers from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were 121 medium and high-risk incursions recorded, with 82 being 'Seeking Benefit' type incursions; equating to 68% of high & medium incursions reported.
- During the month there were 4 Blue light incursions with 1 IPV strikes being reported.
- Including breakdown and Low Risk incursions, 33 incursions were recorded. Of which, 23 were breakdowns.
- South East: This region represents the highest risk due to the volume and severity of incursions, including repeated wrong-way driving, high-speed entries close to the workforce, airlock breaches, convoy-following, and vehicles overtaking escorts. There were multiple uncontrolled access events, cone and cushion strikes, blue-light vehicles passing through gaps, and instances where traffic was unintentionally released into live works. Several events involved close passes to operatives and required emergency intervention, creating a sustained and foreseeable risk of serious harm to both the workforce and road users.

February 2026 – All Incursions



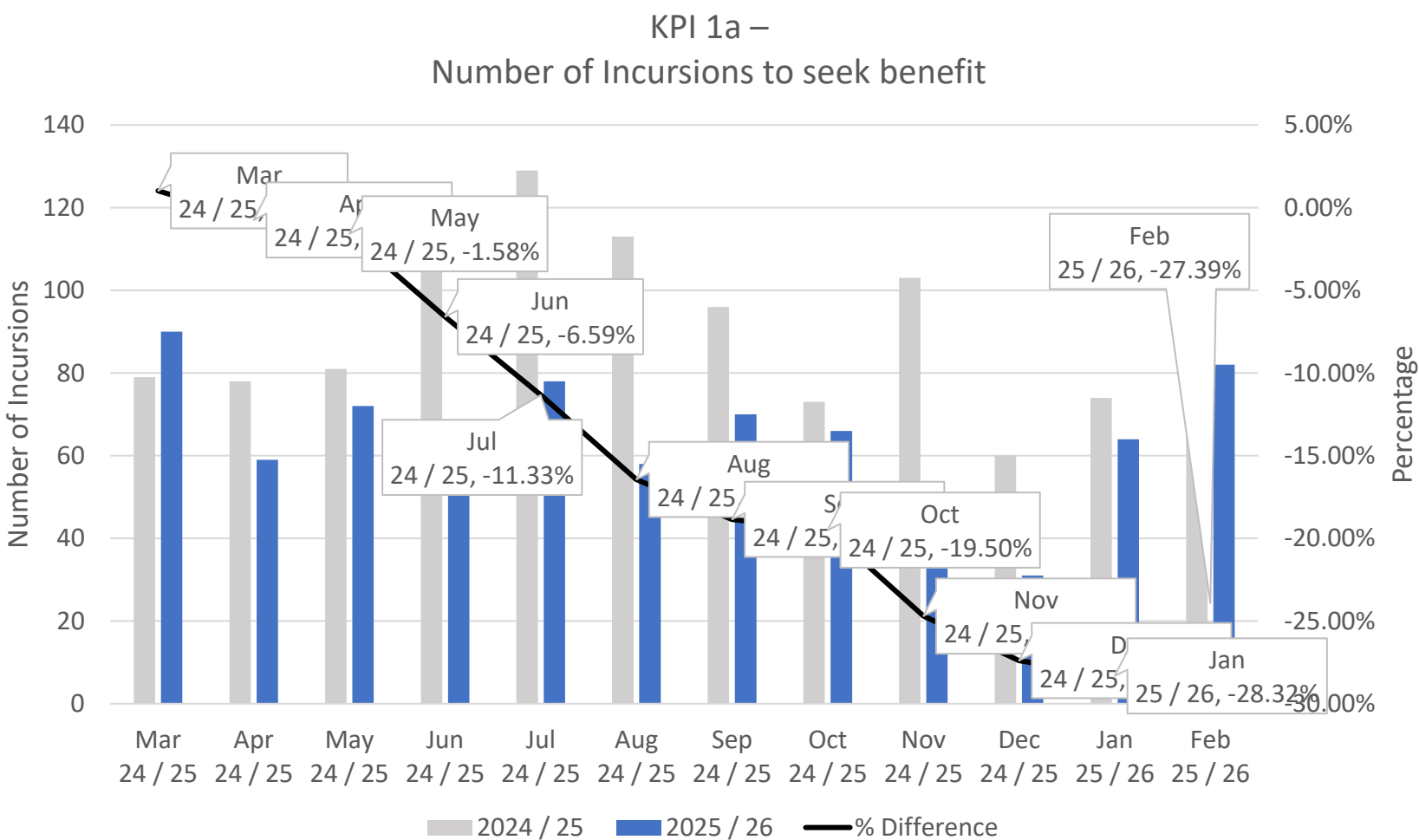
IPV & Incursion Working Group Report

‘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.

Progress

As of February 2026, the data shows a 27% decrease in such incursions compared to January 2025

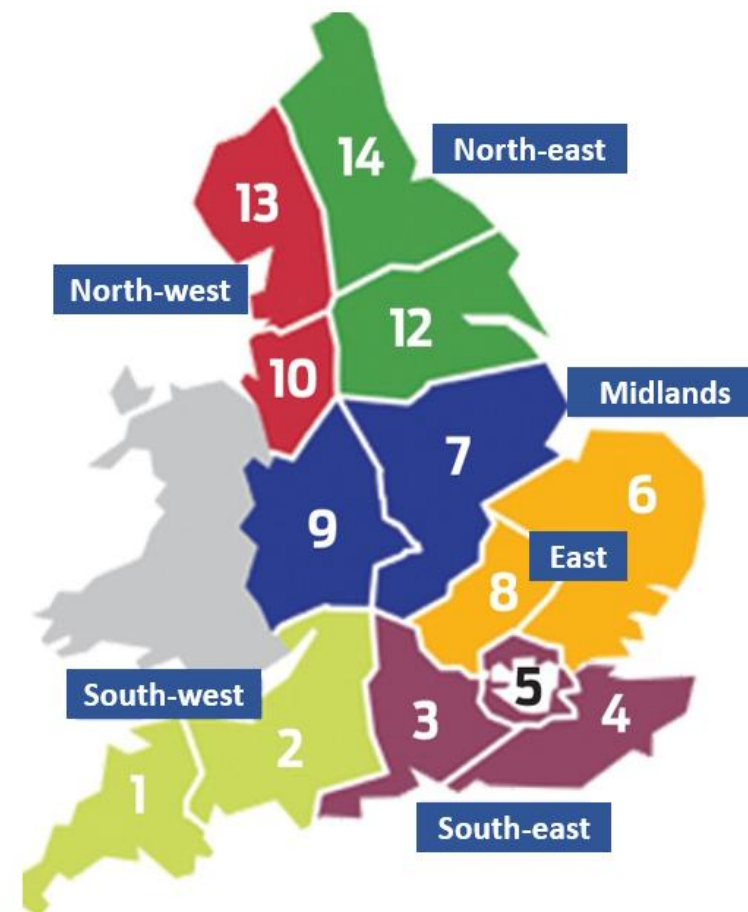
Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.



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 February 2026	154
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IPV Strike's recorded in February 2026	1
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Blue Light Incursions recorded in February 2026	4
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Heatmaps

Blue Light Incursions ([in month](#)) / ([all](#))

IPV ([in month](#)) / IPV ([all](#))

Incursions ([in month](#)) / ([all](#))

Top incursions categories for February 2026:

1. Incursion; Intentional - To seek benefit [82]; equating to 53% of all incursions
2. Incursion; Unintentional - Driver confused [21]; equating to 14% of all incursions
3. Incursion; Unintentional - Result of accident [10]; equating to 6% of all incursions
4. Incursion; Unintentional - Follow in [8]; equating to 5% of all incursions
5. Incursions; Intentional - Blue Light Incursion [4]; equating to 3% of all incursions
6. Incursion; Intentional - Breach of Rolling Road Block (TOS) [3]; equating to 2% of all incursions
7. Incursion; Intentional – To seek information [2]; equating to 1% of all incursions
8. IPV Strike [1]; equating to 1% of all incursions

Note - Incursion; Intentional – Because of breakdown [23]; equating to 15% of all incursions

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

South East Region

Major Projects	3
Operations	51
Total	54

North West Region

Major Projects	0
Operations	31
Total	31

Midlands Region

Major Projects	0
Operations	20
Total	20

East Region

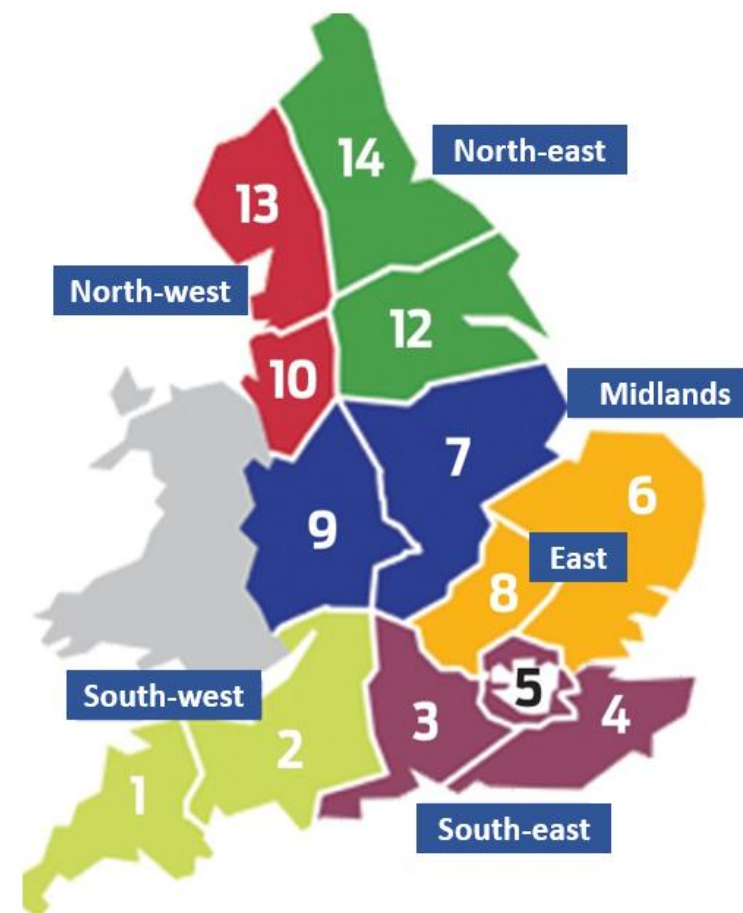
Major Projects	7
Operations	10
Total	17

Yorkshire & North East Region

Major Projects	2
Operations	10
Total	12

South West Region

Major Projects	0
Operations	9
Total	9

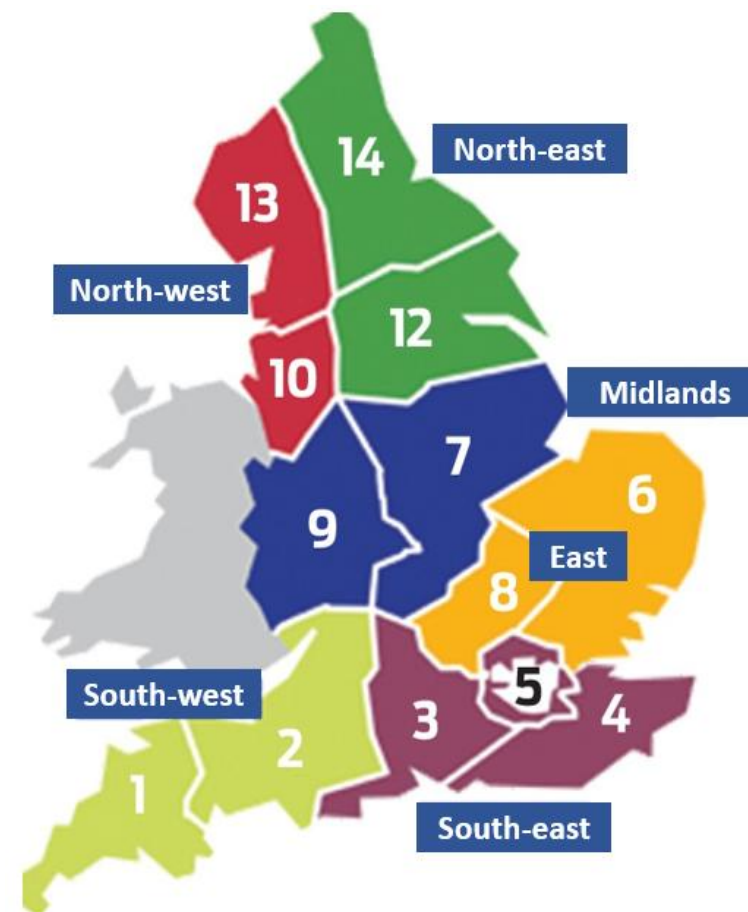


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (In Month) - Headline

154 Incursions were recorded for February 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	4	74	3	1	82
Incursion; Intentional - Because of breakdown	3	20			23
Incursion; Intentional - To seek information	1	1			2
Incursion; Intentional - Breach of Rolling Road Block (TOS)			3		3
Incursion; Unintentional - Driver confused	3	15	3		21
Incursion; Unintentional - Follow in	1	7			8
Incursion; Unintentional - Result of accident		10			10
Incursions; Intentional - Blue Light Incursion		3	1		4
IPV Strike		1			1
Grand Total	12	131	10	1	154

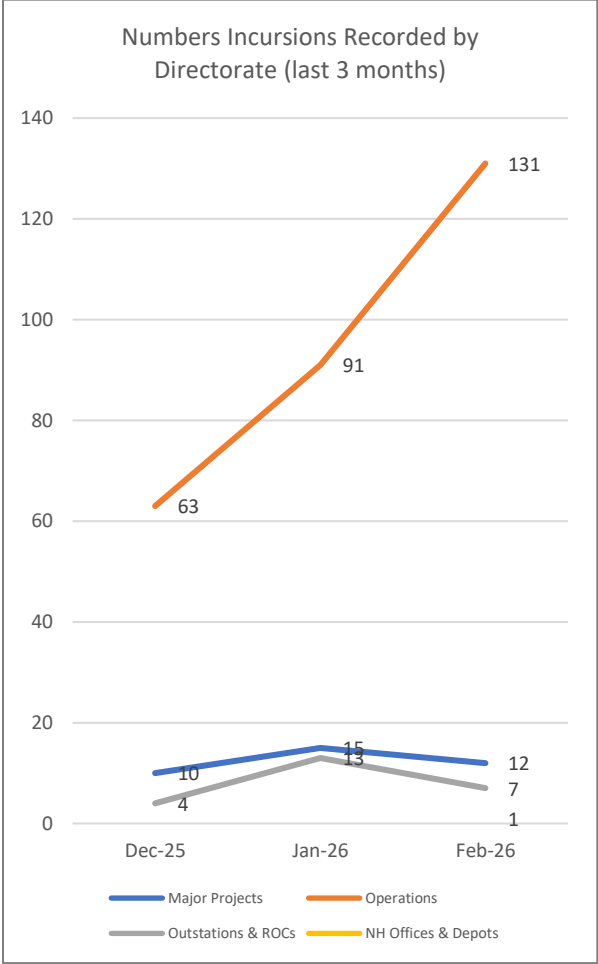
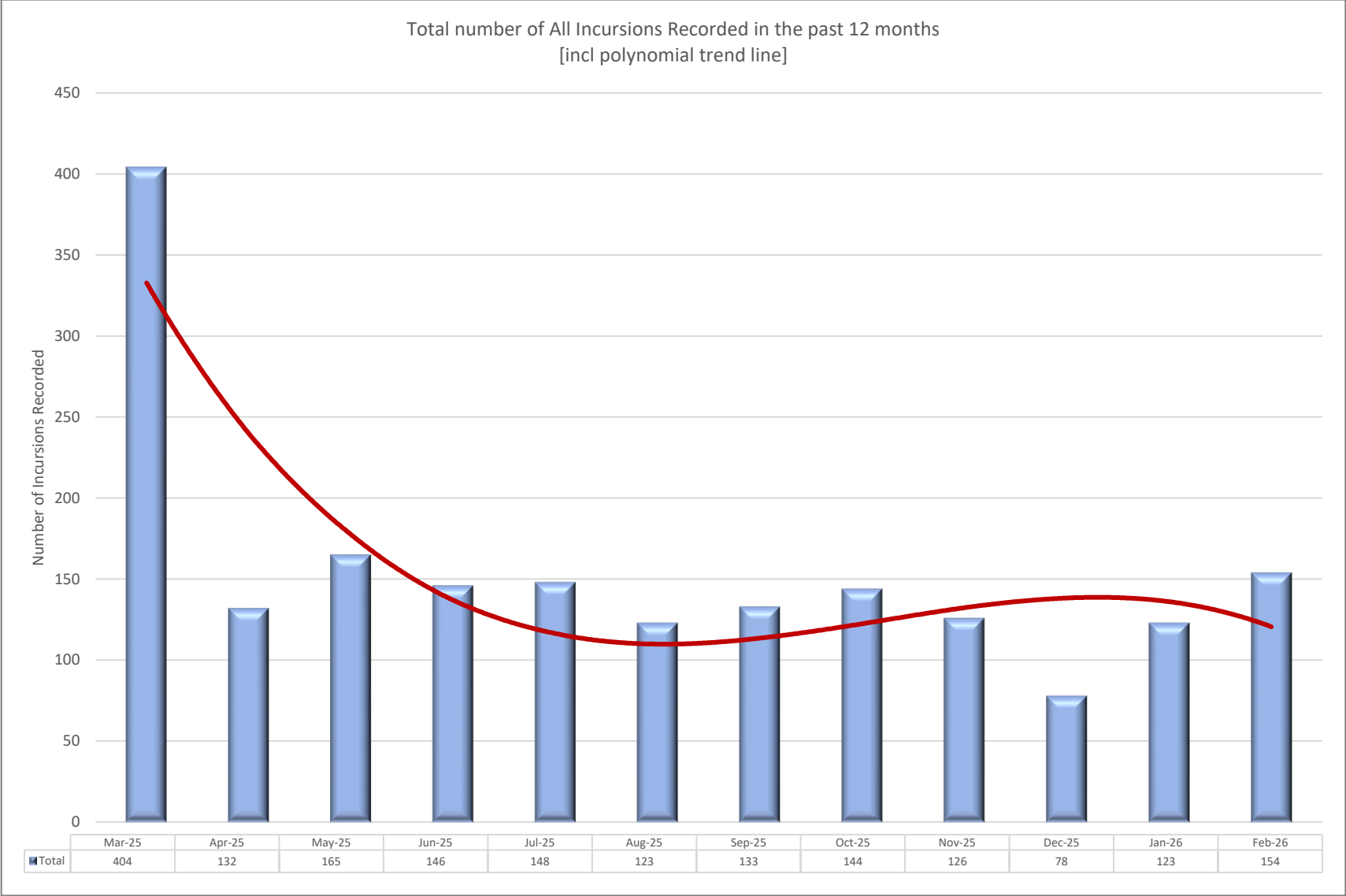
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24251**

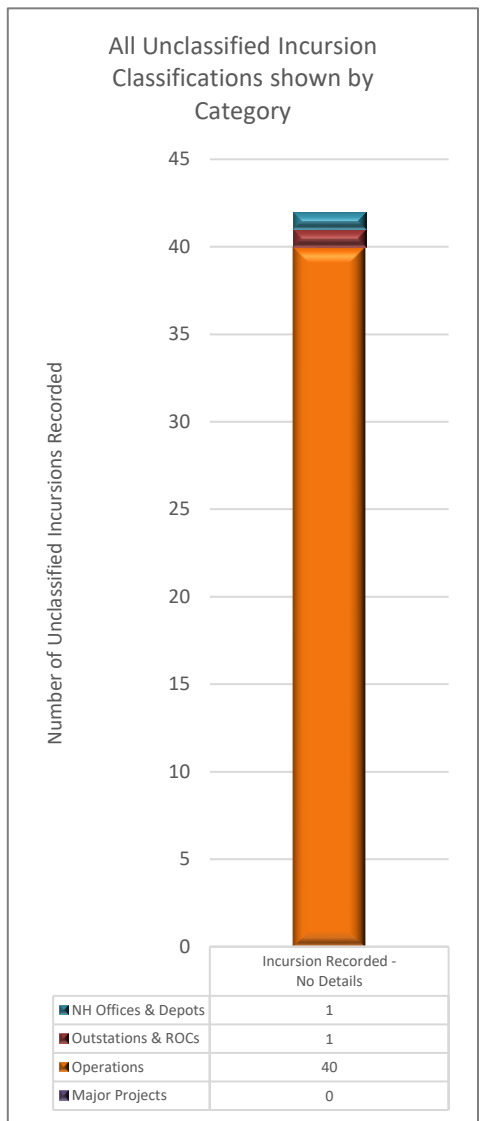
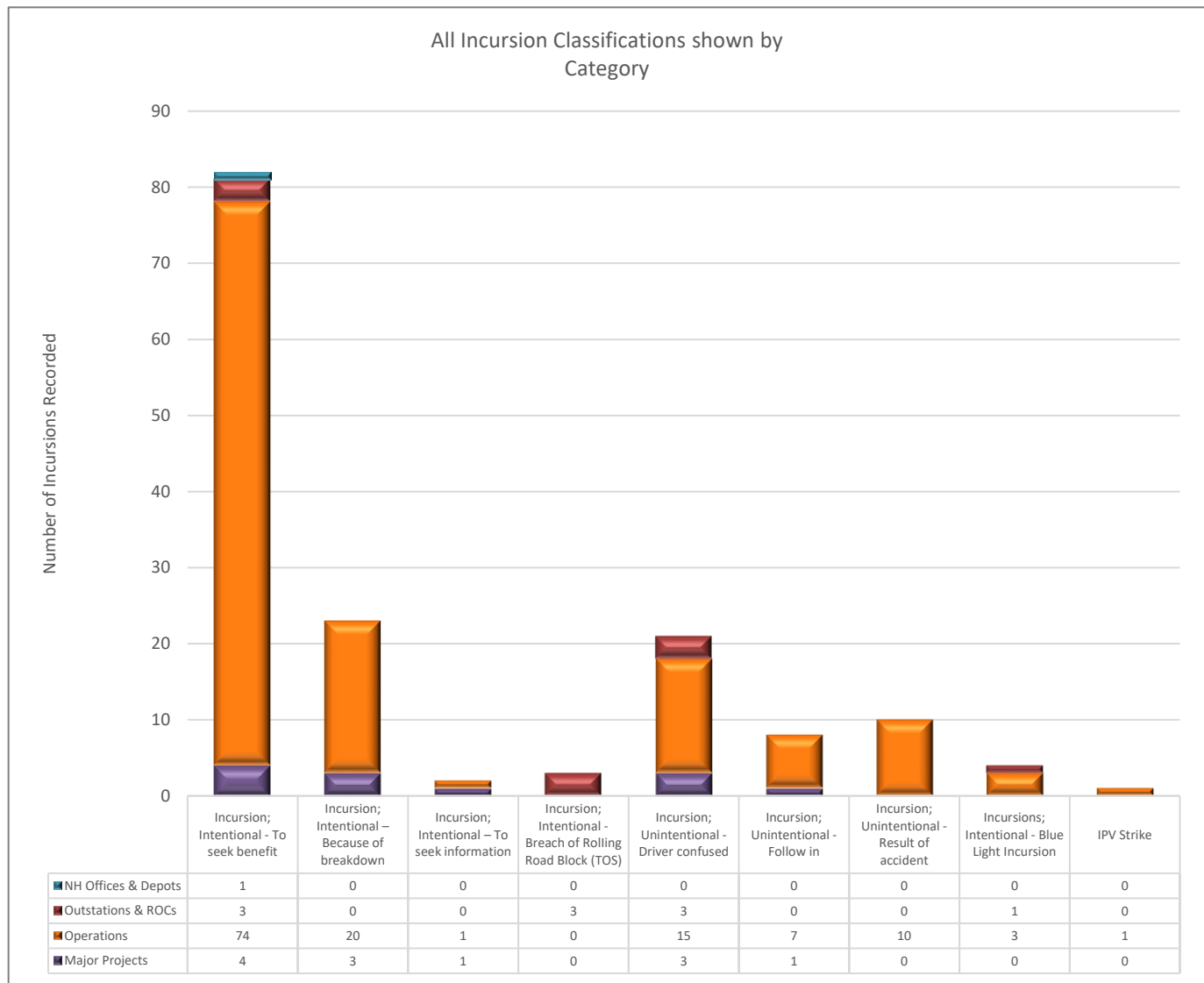
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1423	3426	712	78	5639
Incursion; Intentional – Because of breakdown	8903	703	151	3	9760
Incursion; Intentional – To seek information	110	143	33	5	291
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	898	10	940
Incursion; Unintentional - Driver confused	1322	1163	321	43	2849
Incursion; Unintentional - Follow in	229	389	20	5	643
Incursion; Unintentional - Result of accident	816	447	77	8	1348
Incursions; Intentional - Blue Light Incursion	113	193	6	2	314
IPV Strike	25	93	13	0	131
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13360	8098	2615	178	24251

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2021	2022	2023	2024	2025	2026
Number of All Incursions recorded	7030	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	2824 (-54.7%)	277 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during February 2026



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

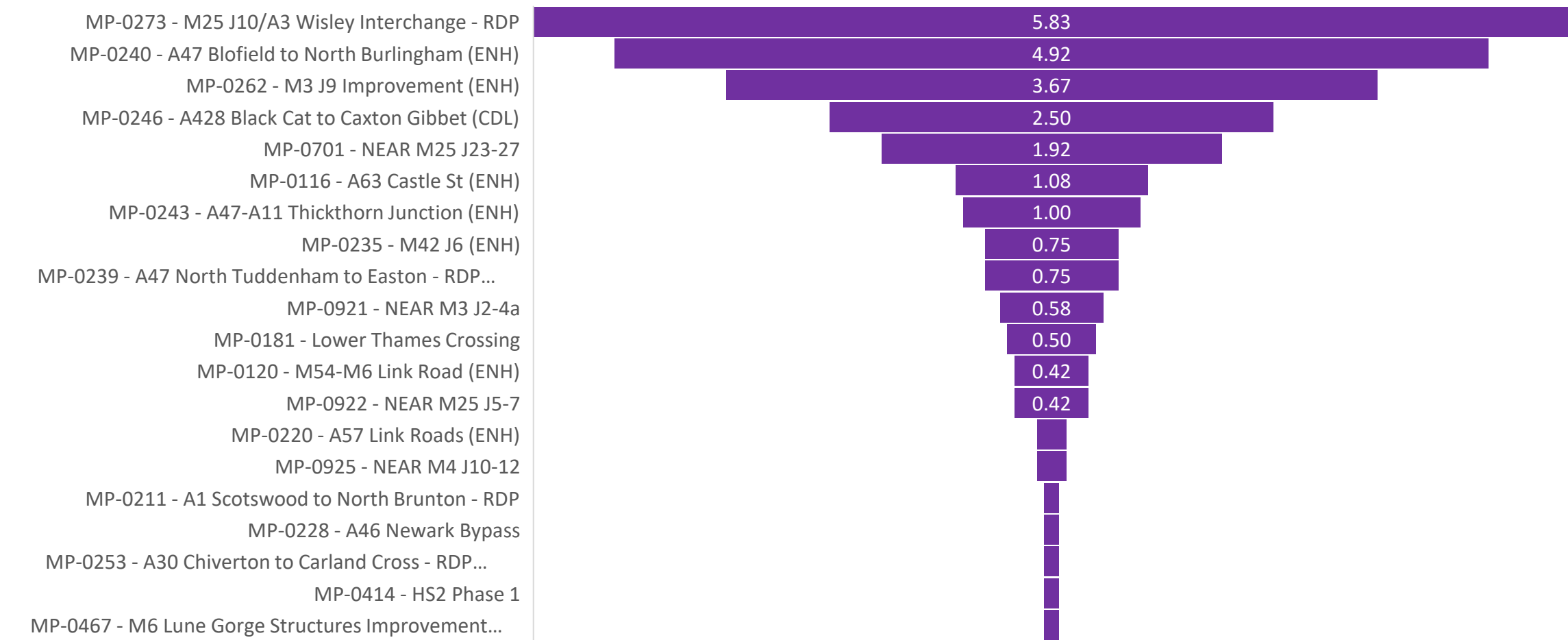
1. **Incursion; Intentional - To seek benefit [82]; equating to 53% of all incursions**
2. **Incursion; Unintentional - Driver confused [21]; equating to 14% of all incursions**
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Note - Incursion; Intentional - Because of breakdown [23]; equating to 15% of all incursions



Incursions Report for Major Projects

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

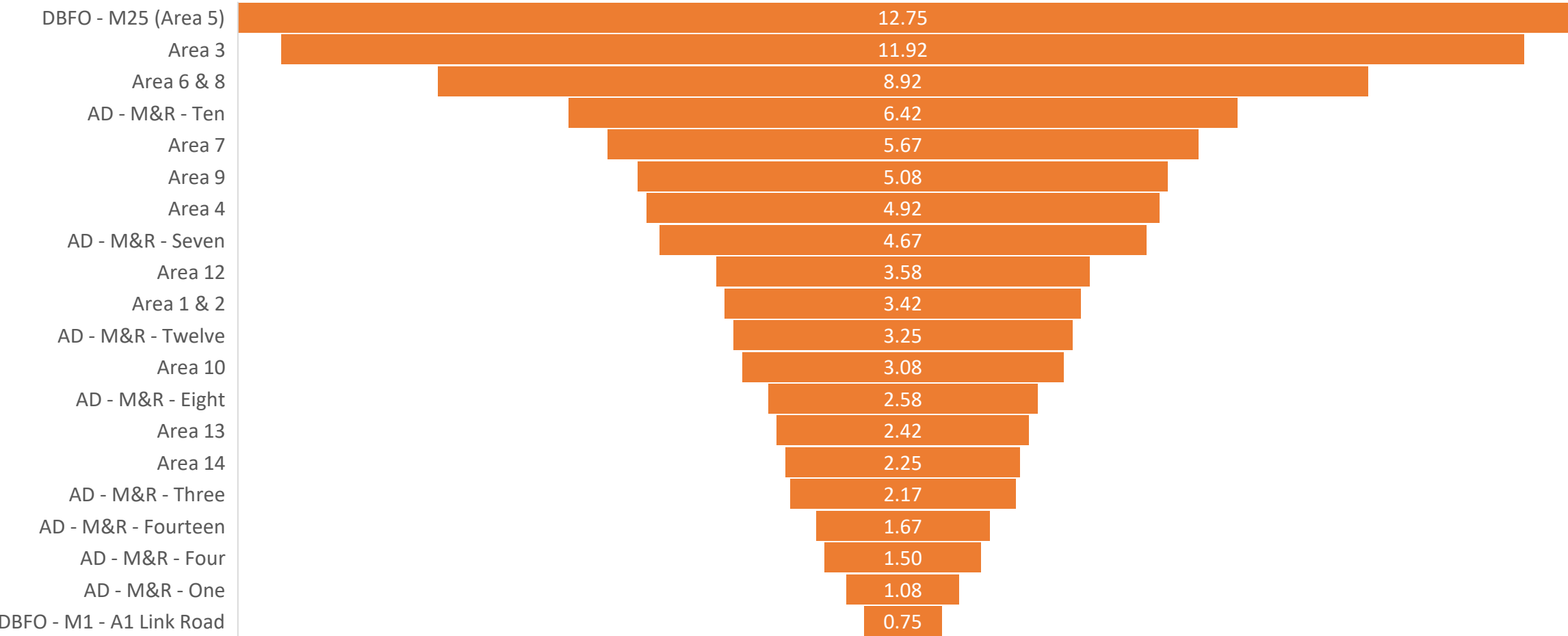


• Excluding incursions as a result of breakdown
• Duplicate scheme names are as a result of the change from Airsweb to HART



Incursions Report for Operations Directorate

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



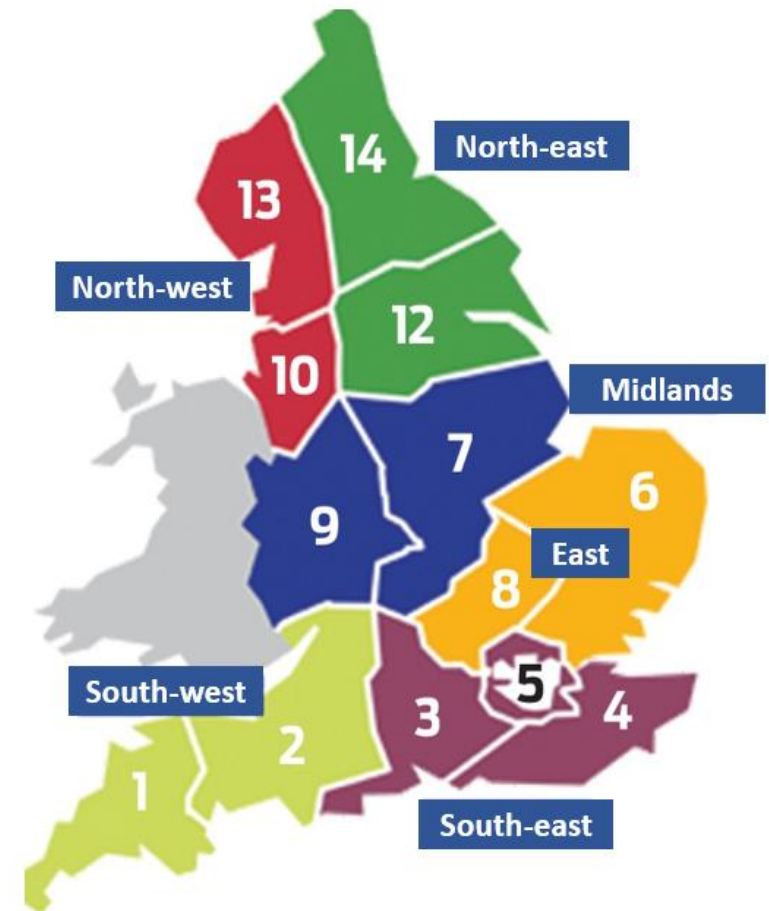
* Excluding incursions as a result of breakdown

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

314 Blue Light Incursions have been recorded since February 2022 with **4** being recorded in February 2026 (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
174989	07/02/2026	21:10:00	Outstations & ROCs	North West - Outstations & ROCs	North West - Outstations	Rob Lane Outstation	Full Closure - Mainline	Rolling Roadblock (by Police / TO)	Carriageway A	m6 25-26 319.8	Rolling road Block for infrastructure defect	While conducting an RRB for MRT to inspect barrier damage, I noticed blue lights within my block. RCC confirmed it was an ambulance travelling in Lane 4. MRT were already in Lane 1 at the time, and I informed them accordingly. I attempted to stop the ambulance to advise them to proceed with caution in Lane 4; however, they ignored my hand signals, the rear red signals and the 'Do Not Pass' VMP, and continued past.	Contacted M&R to leave line lane immediately



Blue Light Incursions Report - Headline

314 Blue Light Incursions have been recorded since February 2022 with **4** being recorded in February 2026 (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
175000	10/02/2026	00:30:00	Operations	East - Operations	East - Asset Delivery	AD - M&R - Eight	Lane Closure - Mainline	Relaxation works – Lane closure	Carriageway A	M1 J13 - J14 77/7	EMCC Installation for LBS1 & LBS2 Closure.	Whilst undertaking EMCC installation, Police carried out a sting operation, T-Pacing a vehicle between the EMCC crew and the TM install crew as they awaited completion of the second taper. Police then held traffic and released it in what appeared to be an uncontrolled manner, resulting in several vehicles passing the TM crew closely at the last moment. AM contacted the TM crew and instructed them to move to the verge until the incident had cleared, and later confirmed it was safe while the EMCC block proceeded through site.	Called TM crew told them to exit onto verge and await update. Contacted ROC Team Manager.



Blue Light Incursions Report - Headline

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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
175091	13/02/2026	21:40:00	Operations	South East	South East - Area Contracts	Area 4	Not populated	Not populated	Not populated	Not populated	back to back 3, 2 closures on the M20.	Blue Light incursion. Ambulance drove through gap in cone with Blue light on.	Site check performed.

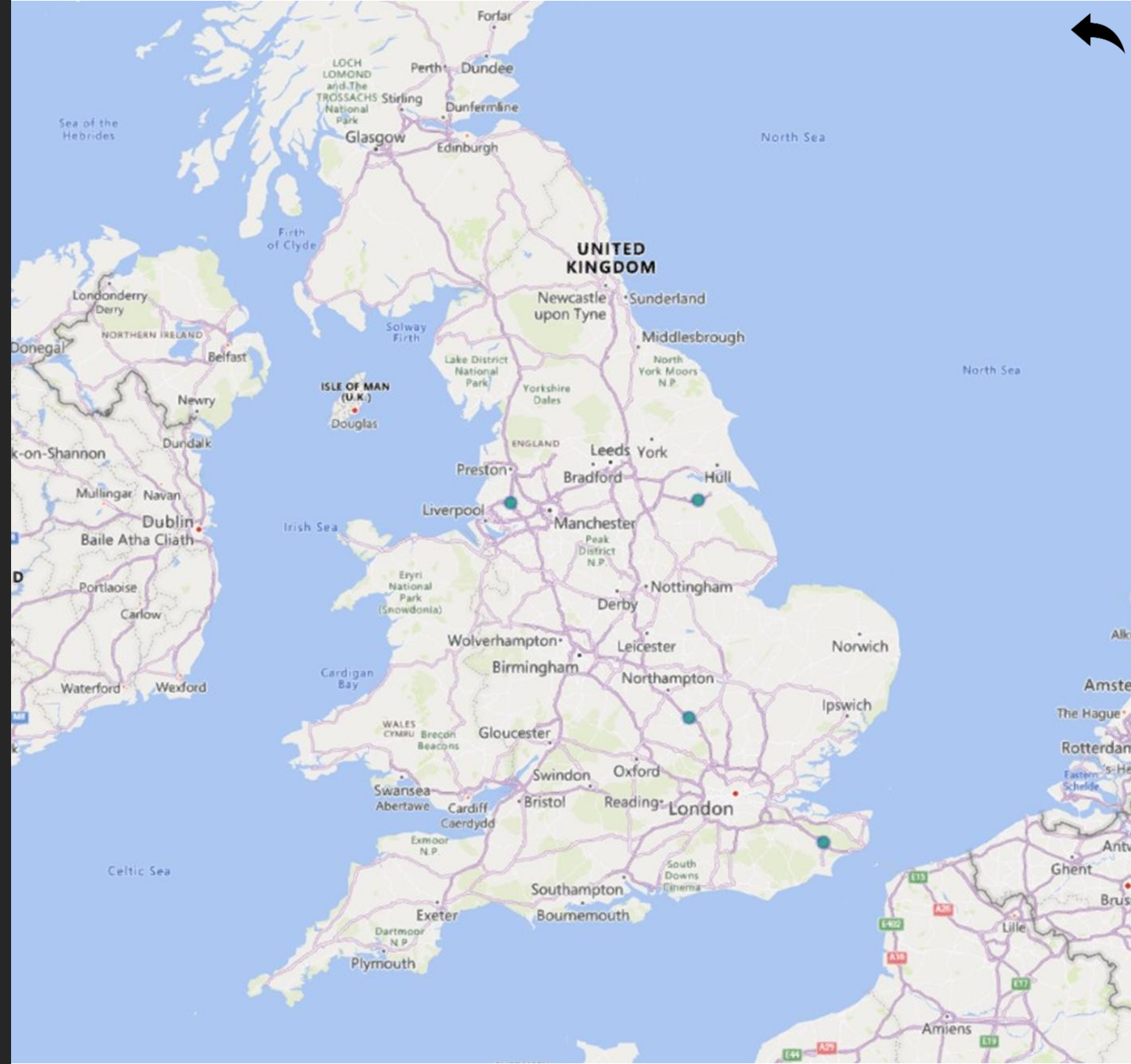


Blue Light Incursions Report - Headline

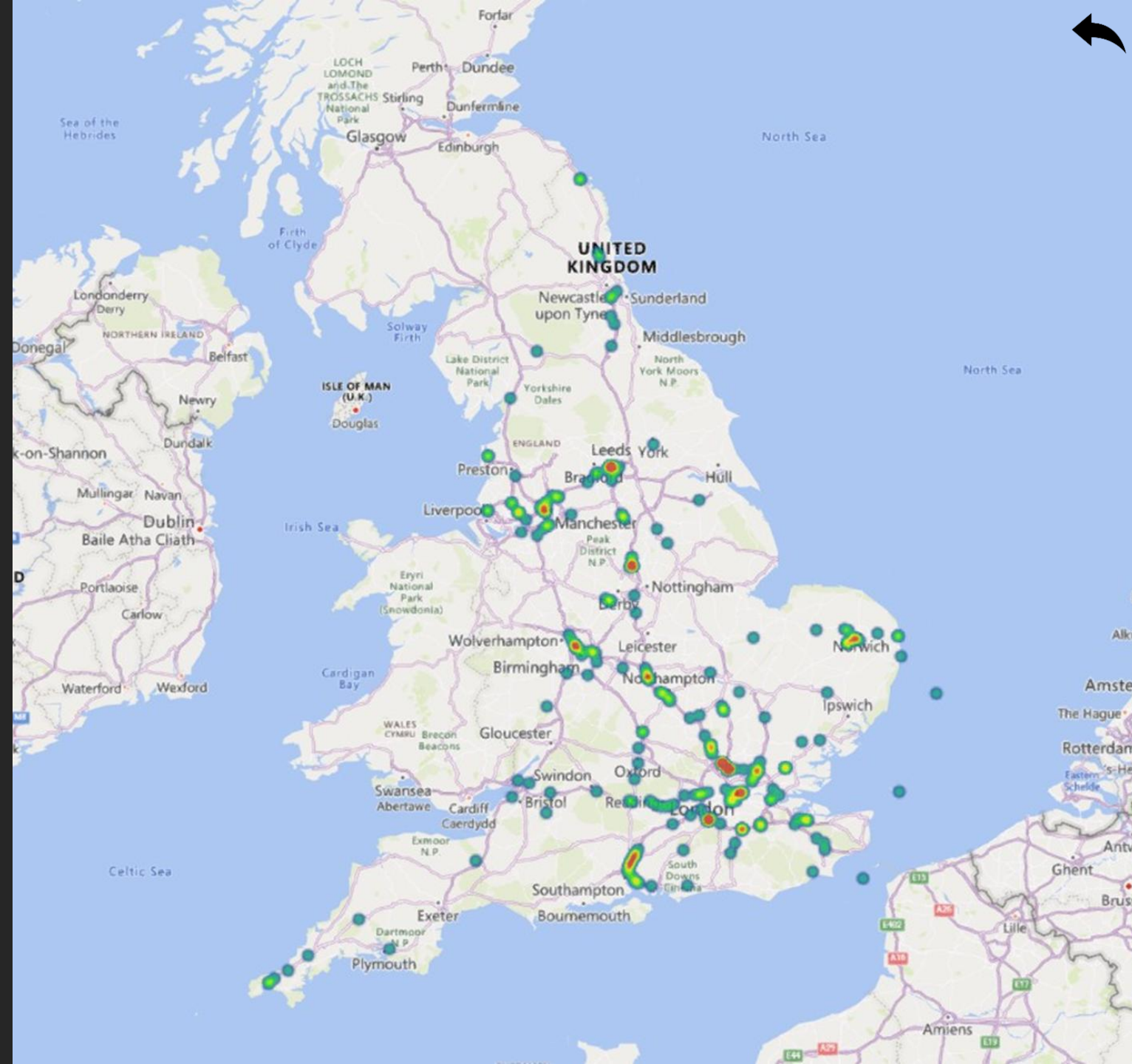
314 Blue Light Incursions have been recorded since February 2022 with **4** being recorded in February 2026 (Edited Record)

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
175170	19/02/2026	13:44:00	Operations	Yorkshire & North East	Yorkshire & North East - Asset Delivery	AD - M&R - Twelve	Not populated	Not populated	Carriageway A	M180 1 to 2 10.7	Temporary pot hole repairs	During multiple pothole repairs on the M180 eastbound between J1 and J2 under a rolling road block (RRB), radio communication was lost between the operatives and the control vehicles. The control team attempted to re-establish contact regarding an emergency vehicle passing via the hard shoulder, which fortunately proceeded at low speed, maintaining safety. On completion of the works, the operatives were unable to confirm the block could be lifted due to continued loss of communication. They waited on the hard shoulder until the control vehicles were visible and used hand signals to indicate the block could be removed.	Relocated to the hardshoulder and notified the supervisor. Investigation to follow

Heatmap of Blue Light Incursions (BLI) recorded during February 2026



Heatmap of all Blue Light Incursions (BLI) recorded

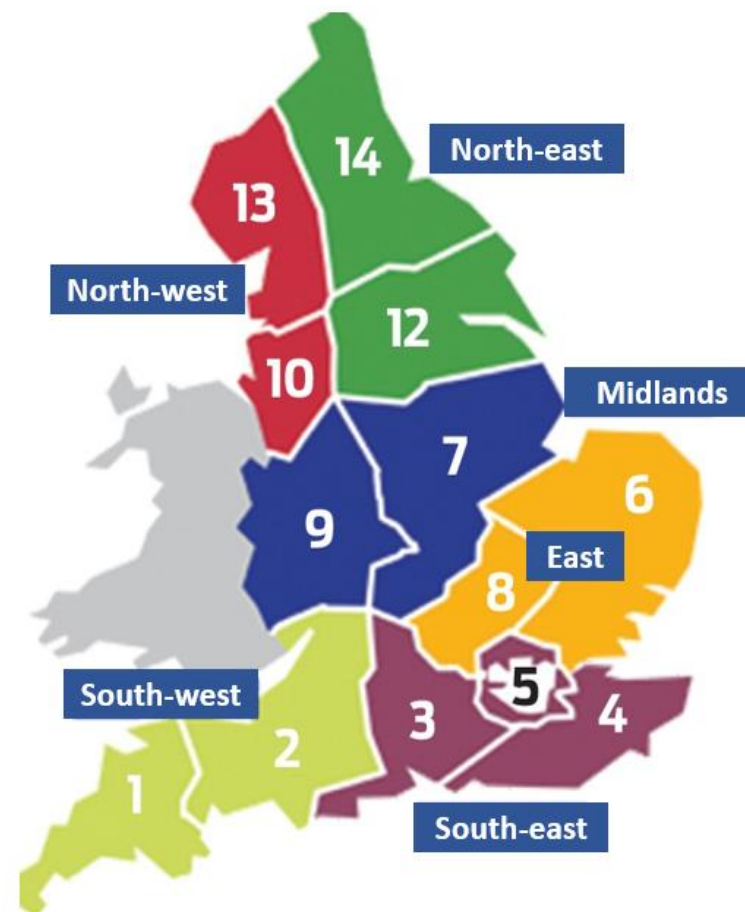


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps



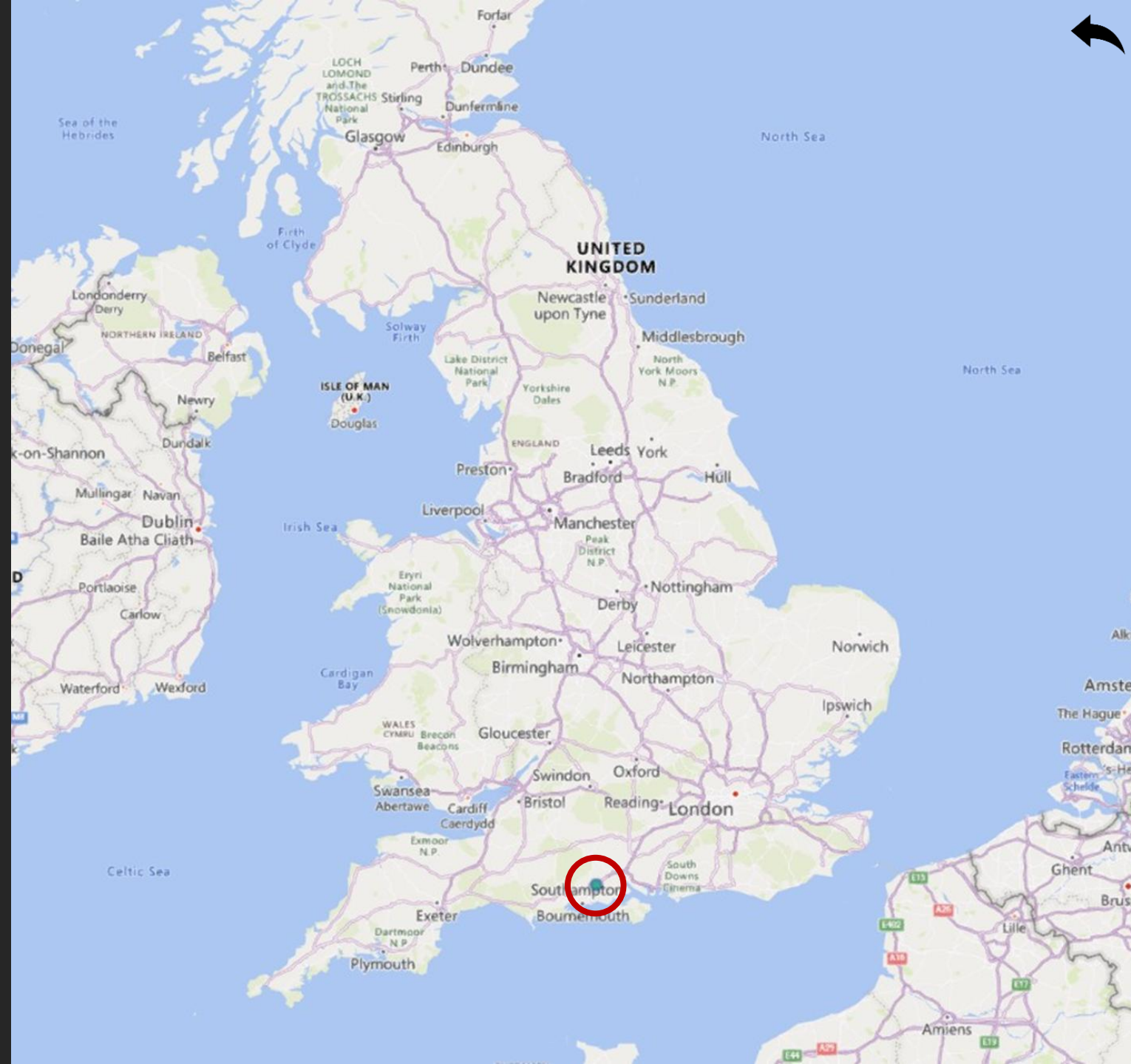


IPV Strike Report - Headline

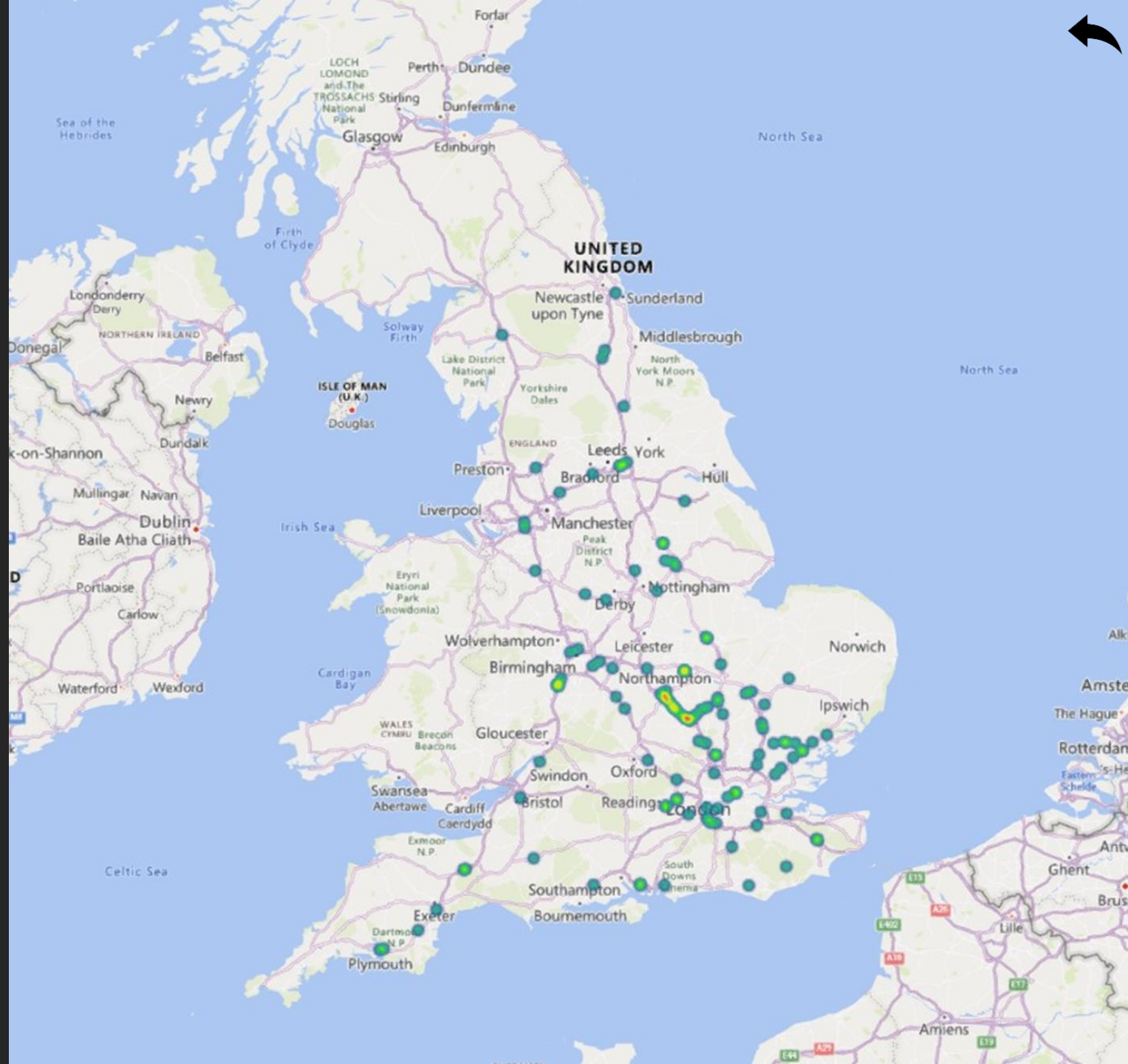
131 IPV strikes have been recorded since December 2019 with **1** being recorded in February 2026 (Edited Record)

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
175310	24/02/2026	02:25:00	Operations	South East	South East - Asset Delivery	AD - M&R - Three	Not populated	Relaxation works – Lane closure	Carriageway A	A31 Burley 9/4	Removal of Traffic Management Advance signage	On the Removal of TM a Member of the public has come into contact with the IPV cushion.	IPV driver attending hospital as a precaution

Heatmap of IPV Strikes recorded during February 2026



Heatmap of all IPV Strikes recorded

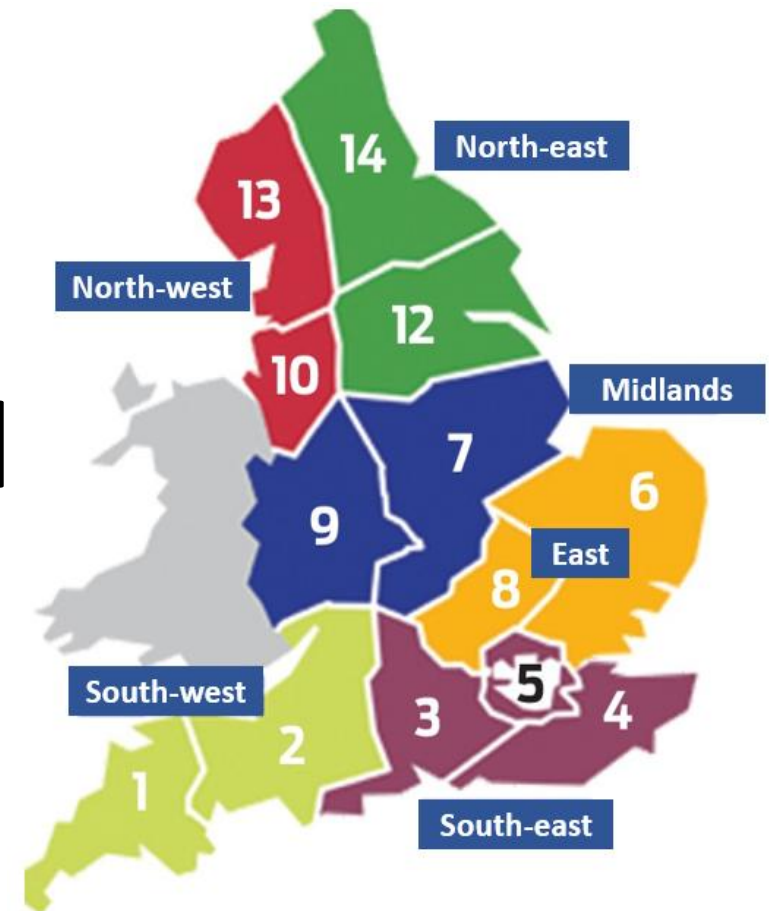


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



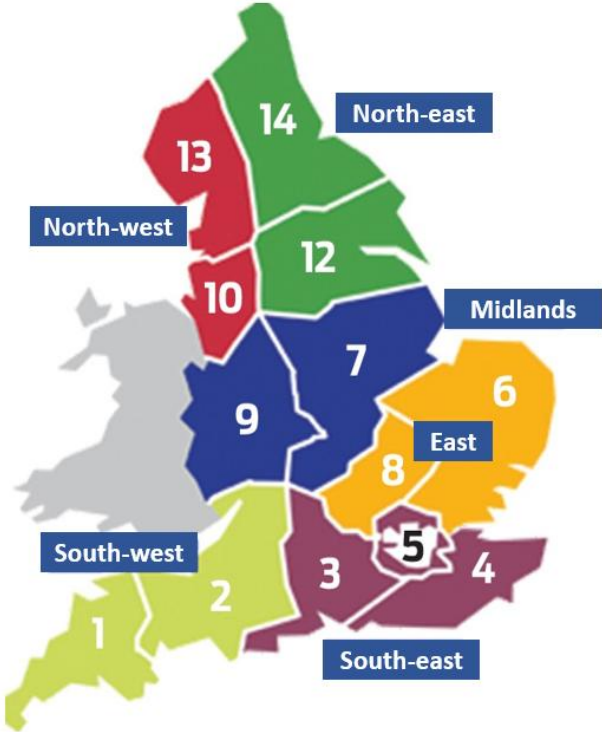
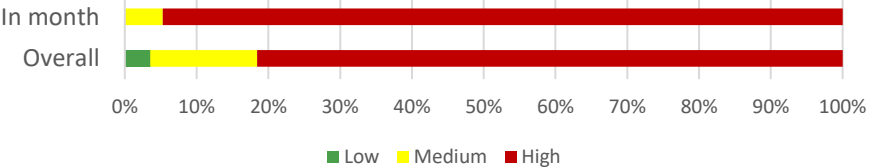
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	455 [46.05%]		25 [80.65%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	107 [10.83%]		1 [3.23%]
Incursion; Intentional – To seek information	42 [2.36%]	22 [2.23%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.51%]		
Incursion; Unintentional - Driver confused	179 [10.06%]	230 [23.28%]		3 [9.68%]
Incursion; Unintentional - Follow in	52 [2.92%]	77 [7.79%]		
Incursion; Unintentional - Result of accident	70 [3.93%]	62 [6.28%]		2 [6.45%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	24 [2.43%]		
IPV Strike	1 [0.06%]	6 [0.61%]		
Grand Total	1779 [100.00%]	988 [100.00%]		31 [100.00%]

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	326	23	7%	539	32	6%	538	59	11%
Area 13	30	8	27%	57	0	0%	83	15	18%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions occurred through closures and slip roads, with some vehicles turning around independently. One pedestrian entered the works and refused escort, requiring works to stop to manage risk safely.

Traffic Incidents [*Sentiment: Negative*]

Several cone strikes and taper impacts were reported, including damage to cones and ancillary equipment. One vehicle breached a lane closure and struck permanent safety barriers. No workforce or public injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

A small number of vehicles entered the works due to breakdowns or defects and were managed within the closure. One member of the public reported feeling unwell. No injuries were reported.

Traffic Management Responses [*Sentiment: Neutral*]

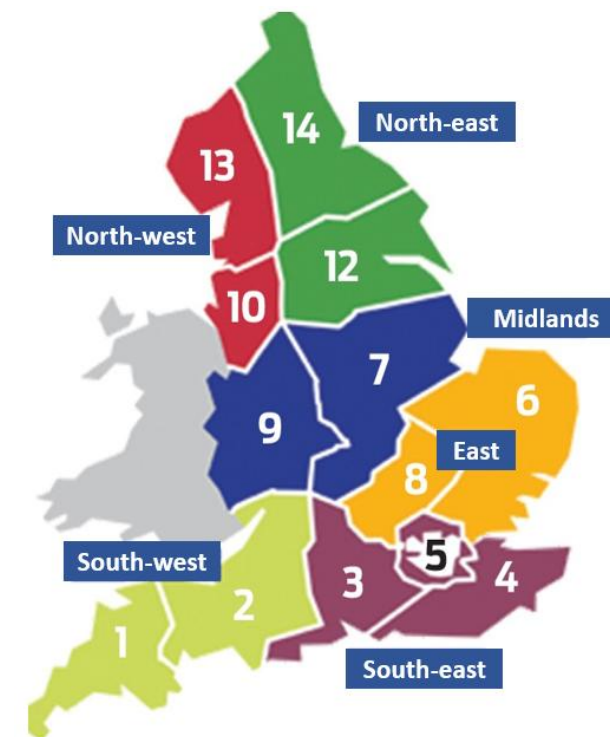
Site and traffic management supervisors intervened promptly, stopping works where required and escorting vehicles safely from closures. Some incursions were managed retrospectively due to delayed reporting and limited on-site visibility.

Overall [*Sentiment: Negative*]

The period was characterised by frequent unauthorised access into closures, repeated cone strikes, and inconsistent reporting. While responses reduced immediate risk, the volume of incursions indicates ongoing control and compliance challenges.

Recommendations

Project team should review their approach and where required strengthen advance warning, closure clarity, and physical deterrents, reinforce timely incident reporting across all contractors, and consider additional supervision at high-risk access points.



Incursions Report

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

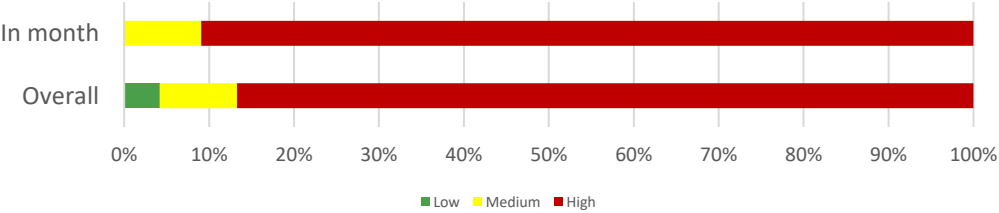
A total of 6 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions, no change from the previous month in Result of accident' type incursions, 50% decrease in 'Driver confused' type incursions

[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)

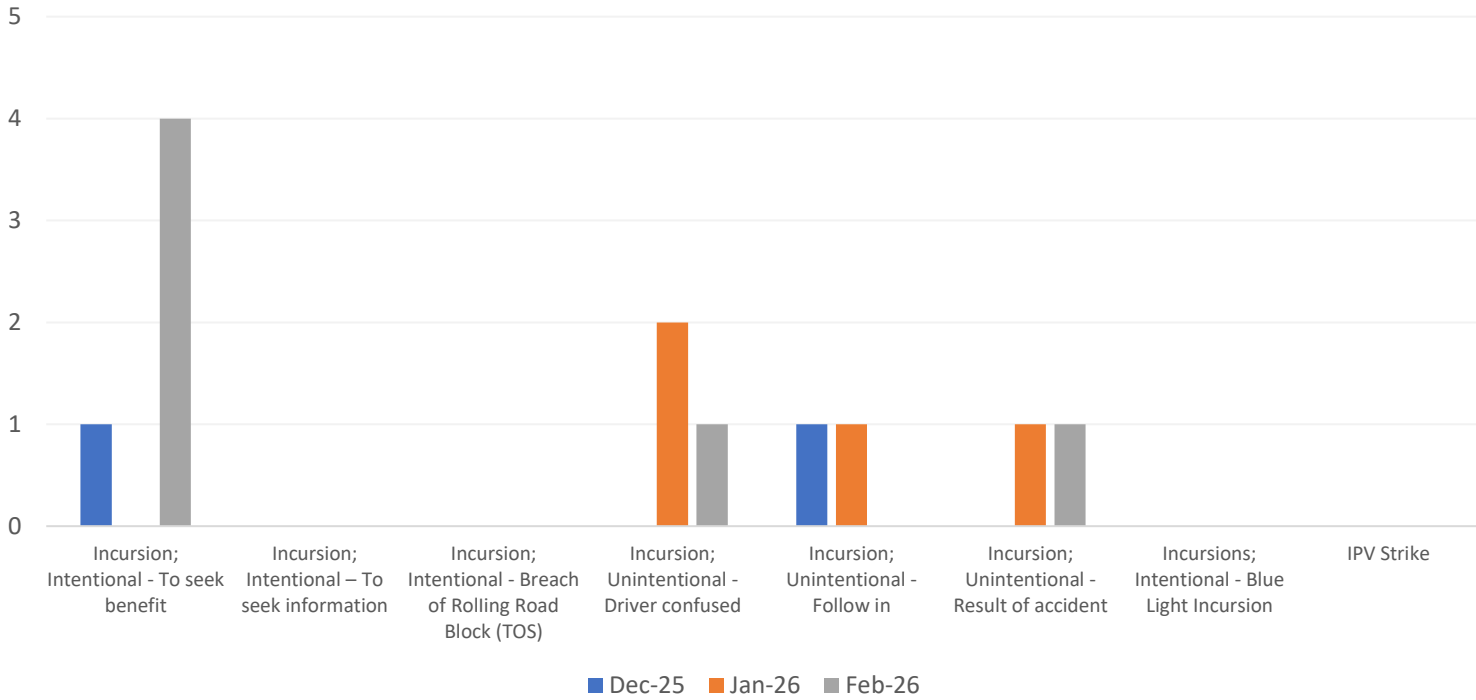
Project Risk Rating



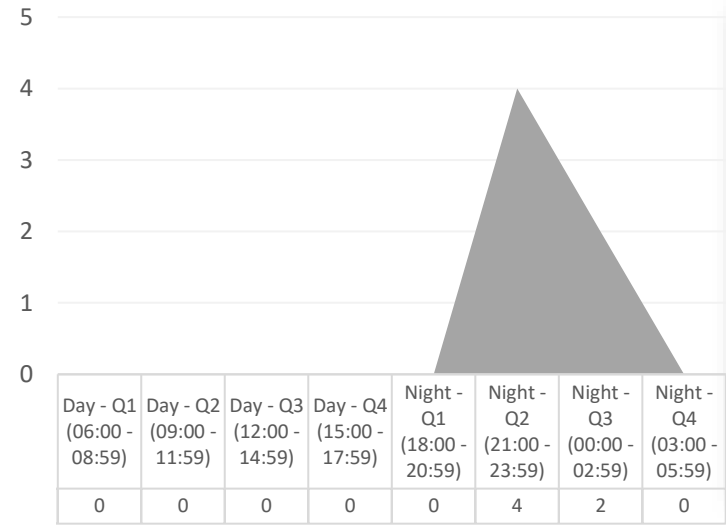
Incursion rate per length of TM (Unknown)

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

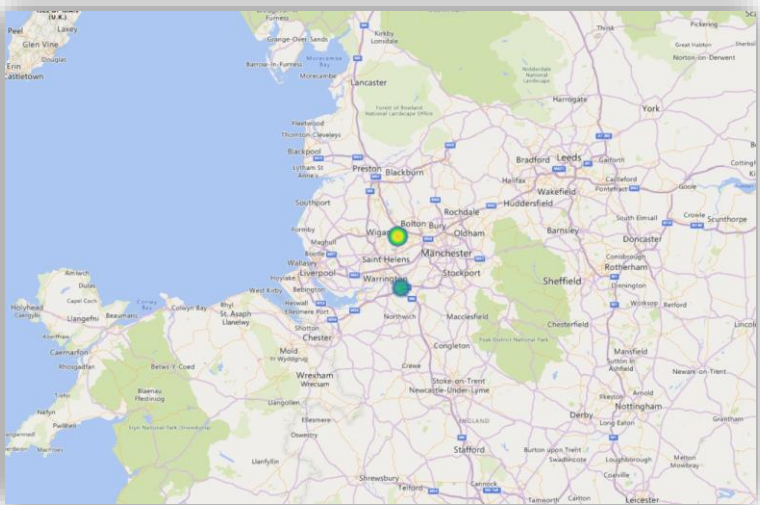
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred where cars entered the closure through coned areas. Vehicles exited promptly. No pedestrian incursions were reported; however, repeated breaches indicate reduced driver compliance.

Traffic Incidents *[Sentiment: Negative]*

Several cone and taper strikes were reported across the network, resulting in damage to cones and synchronised equipment. Vehicle details were not obtained. No collisions between vehicles were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded by monitoring incursions, receiving police notifications, and assessing damaged assets. Damaged cones and equipment were identified and managed to maintain the integrity of closures.

Overall *[Sentiment: Negative]*

The period was characterised by repeated traffic management strikes and vehicle incursions. No workforce injuries were reported. A member of the public reported feeling unwell, which was appropriately raised with site teams.

Recommendations

Project team should review their approach and where required strengthen taper visibility, improve debris management on live carriageways, reinforce driver compliance measures, and enhance monitoring to reduce incursions, asset damage, and potential risk to public welfare.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

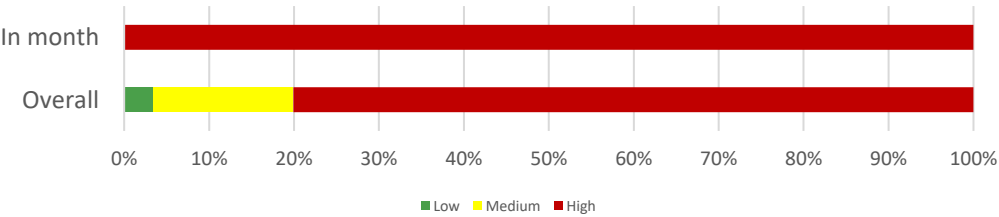
A total of 20 incursions have been recorded; with a 2000% increase in 'Seeking Benefit' type incursions

[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)

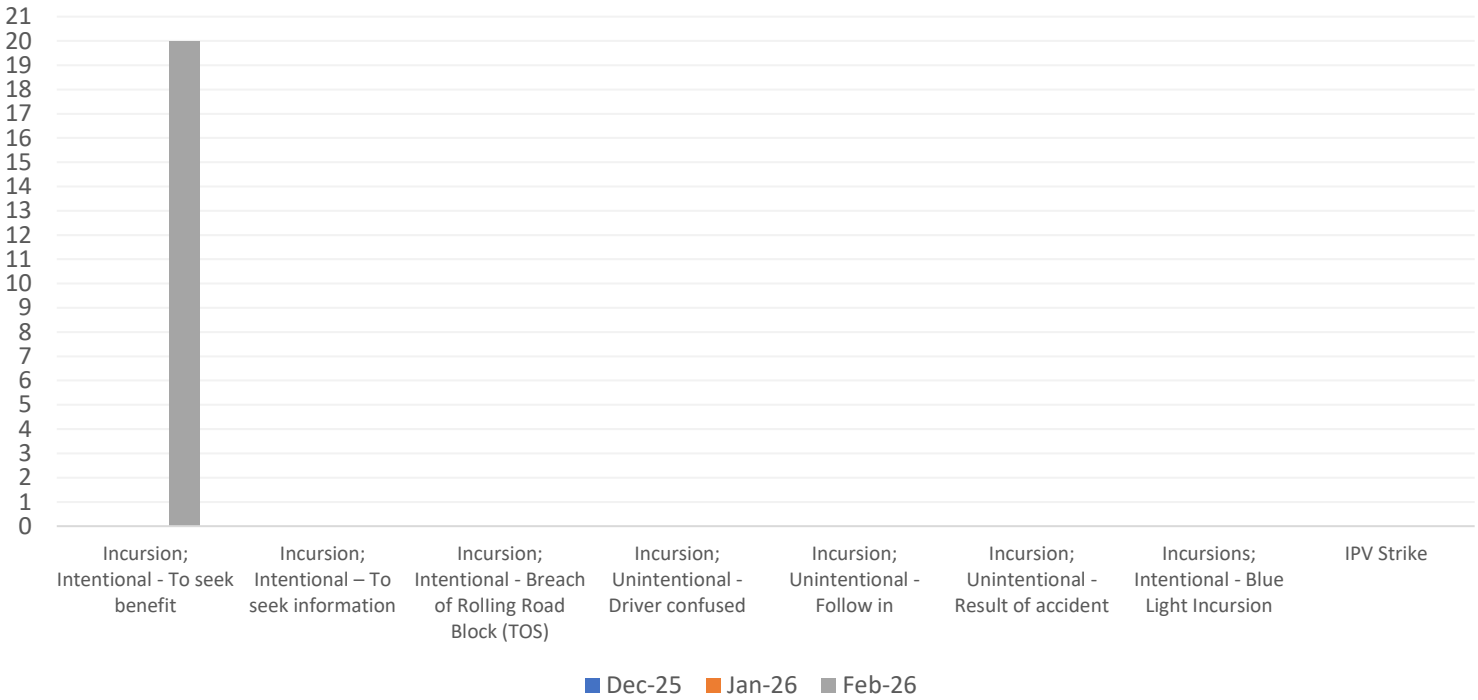
Project Risk Rating



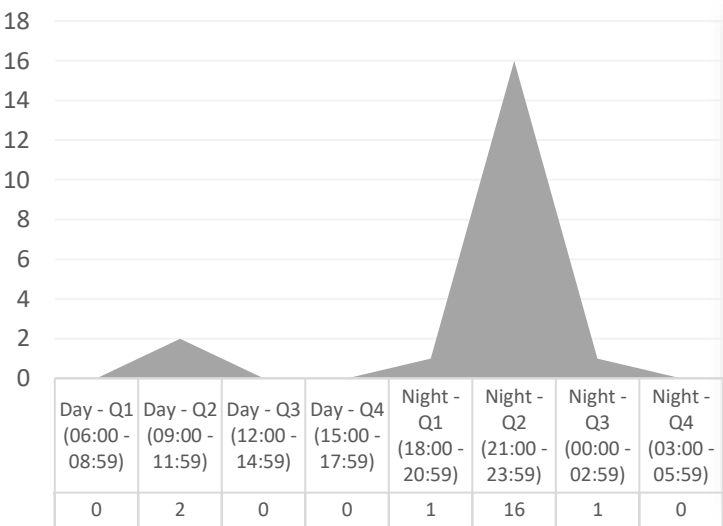
Incursion rate per length of TM (Unknown)

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

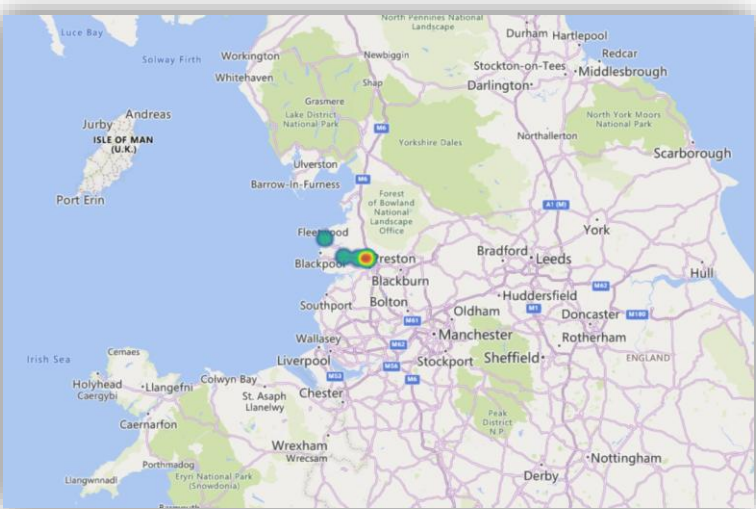
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 13



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple members of the public entered the works area via closures and closed slips, both on foot and by vehicle. Several incidents required intervention, with some leaving before being stopped, increasing risk exposure.

Traffic Incidents *[Sentiment: Negative]*

One traffic-related incident involved a member of the public striking a traffic cone while passing the works area. No injuries were reported, however the event highlights ongoing interface risks with live traffic.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Site and traffic management supervisors responded promptly by stopping works, approaching members of the public, and escorting vehicles safely out of closures. Some non-compliance was encountered, requiring repeated interventions.

Overall *[Sentiment: Negative]*

The period was characterised by repeated unauthorised incursions into the works area, presenting ongoing safety challenges. While responses were timely, the frequency of events indicates controls were not fully effective.

Recommendations

Project team should review their approach and where required strengthen closure integrity, signage clarity, and advance warning arrangements. Additional deterrents and visibility measures should be considered to reduce unauthorised access and improve public compliance.

Incursions Report

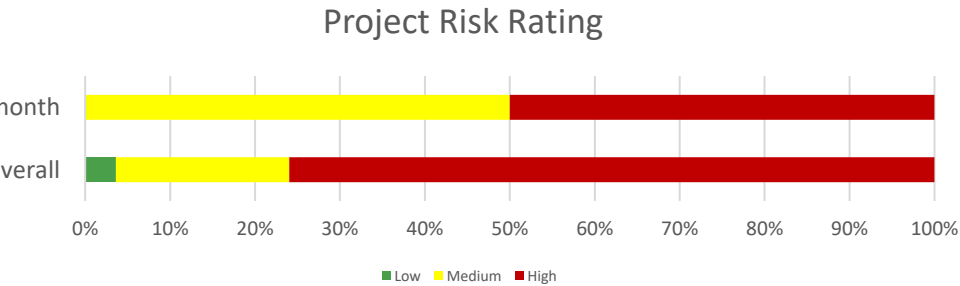
Directorate: Operations
Region: North West
Project: Area 10

A total of 3 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions, no change from the previous month in Result of accident' type incursions

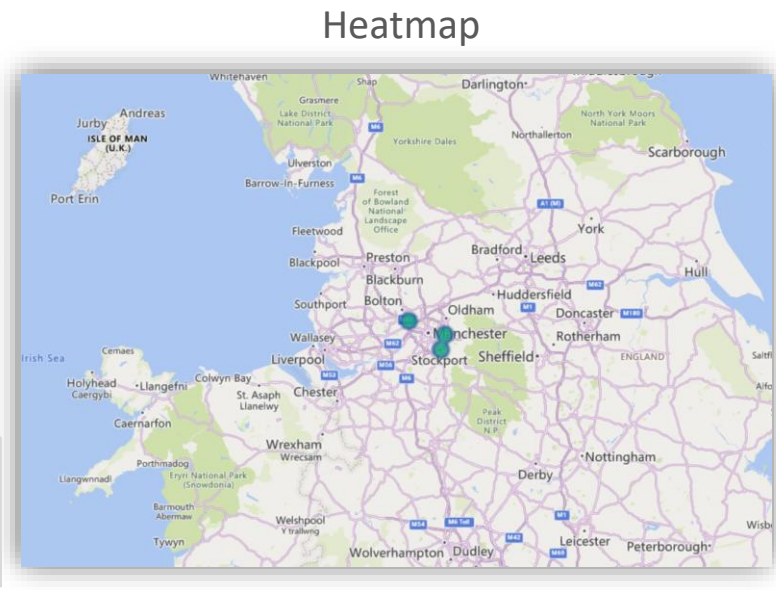
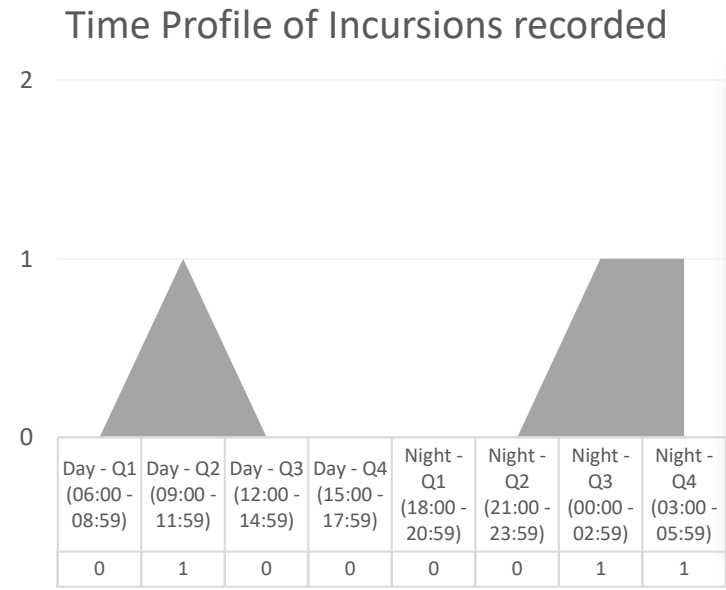
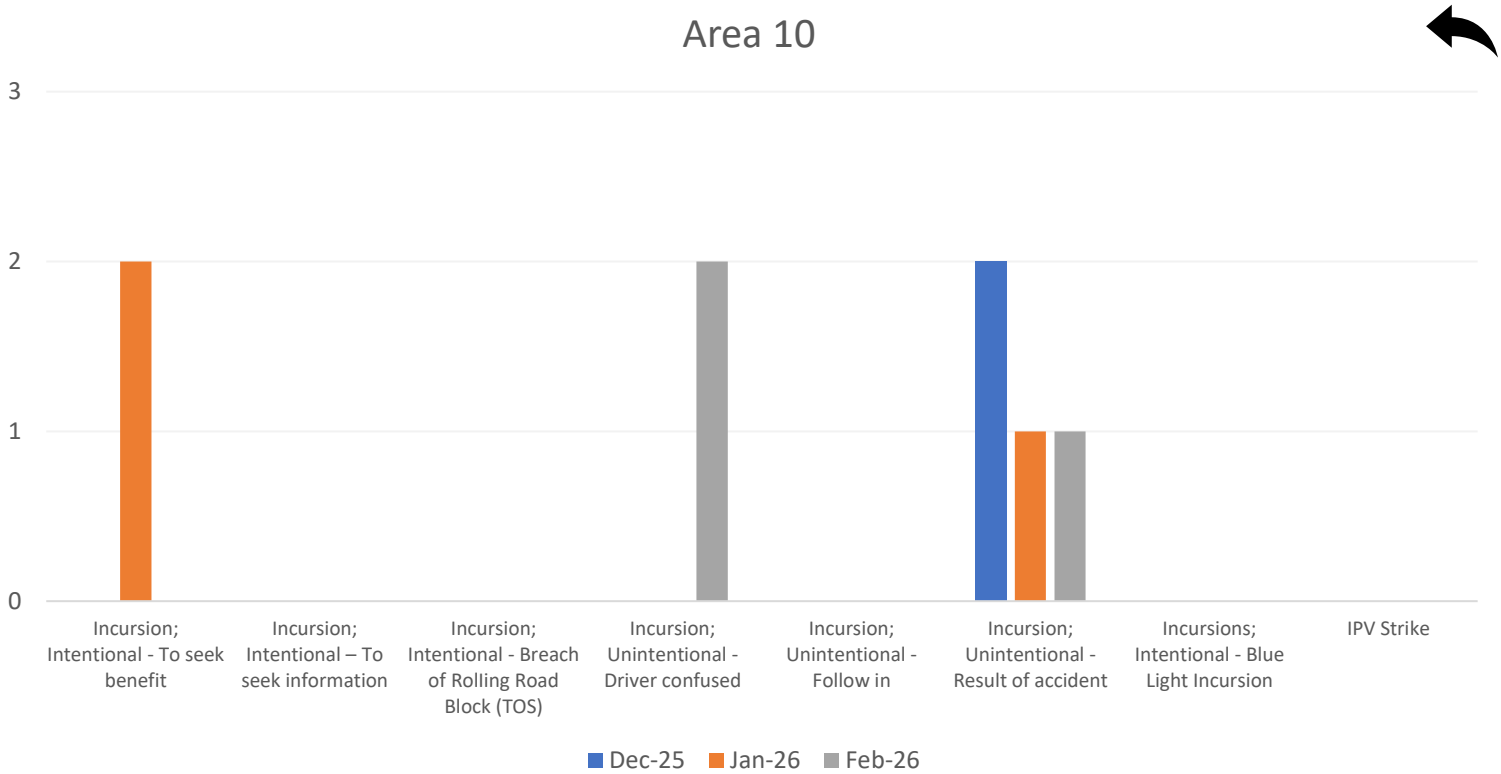
[0 - Incursions resulting from breakdowns were recorded]

- 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)



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



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered the works area in error via a works access point, following traffic safety equipment. The vehicle was subsequently escorted from site. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A single vehicle breached the lane closure and collided with the permanent vehicle restraint system. No injuries to the workforce or the member of public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The incursion was managed by a contractor engineer who stopped and escorted the vehicle clear of the works. The incident was reported retrospectively and was not witnessed by traffic management operatives.

Overall *[Sentiment: Negative]*

An unreported vehicle incursion and a traffic collision occurred within the closure. Delayed reporting and lack of near miss recording limited immediate escalation and organisational learning. No injuries were sustained.

Recommendations

Project team should review their approach and where required strengthen incident reporting arrangements, clarify escalation responsibilities between contractors, reinforce access point controls, and ensure all incursions and near misses are promptly communicated to traffic management teams.

Incursions Report

Directorate: Operations
Region: North West
Project: AD Construction Thirteen

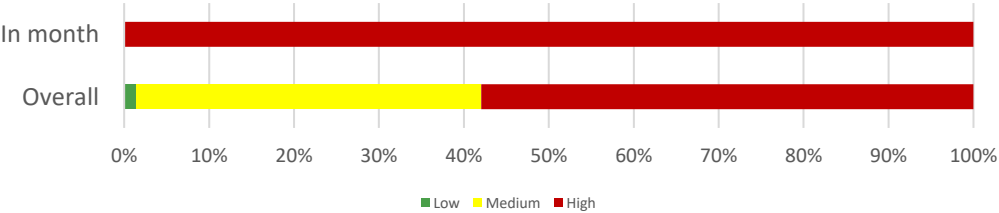
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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



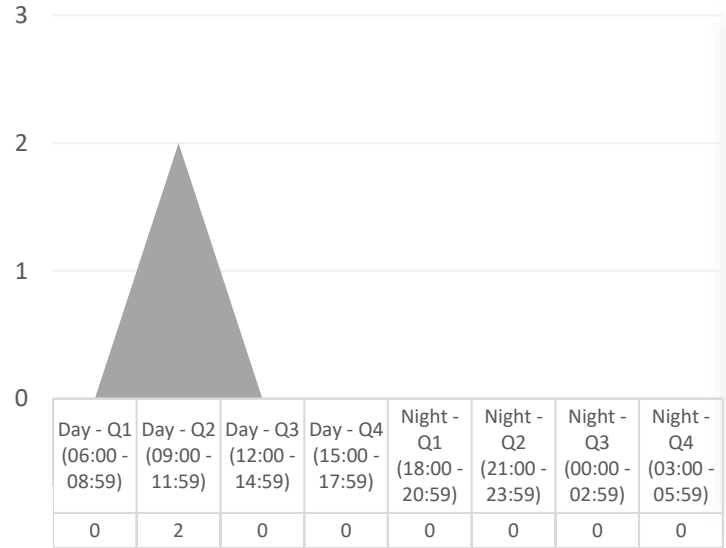
Incursion rate per length of TM (Unknown)

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

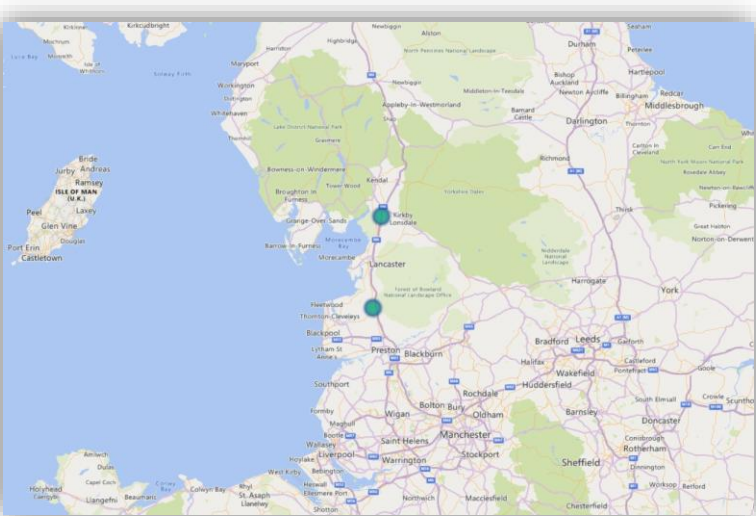
AD Construction Thirteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD Construction Thirteen



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period. There were no unauthorised vehicle or pedestrian movements into the works area that posed a risk to the workforce or required further intervention.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period. Traffic continued to operate as expected with no collisions, near misses, or events impacting the safety of road users or site personnel.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle with a mechanical defect entered the closure and became immobile, resulting in an incursion into the works area. No injuries to the workforce or members of the public were reported.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management arrangements remained effective and were implemented promptly to control the situation. The breakdown was managed safely with minimal disruption and without escalation or additional safety concerns.

Overall *[Sentiment: Neutral]*

The period was largely uneventful, with a single vehicle breakdown managed effectively. No injuries, secondary incidents, or significant impacts on traffic flow or workforce safety were identified.

Recommendations

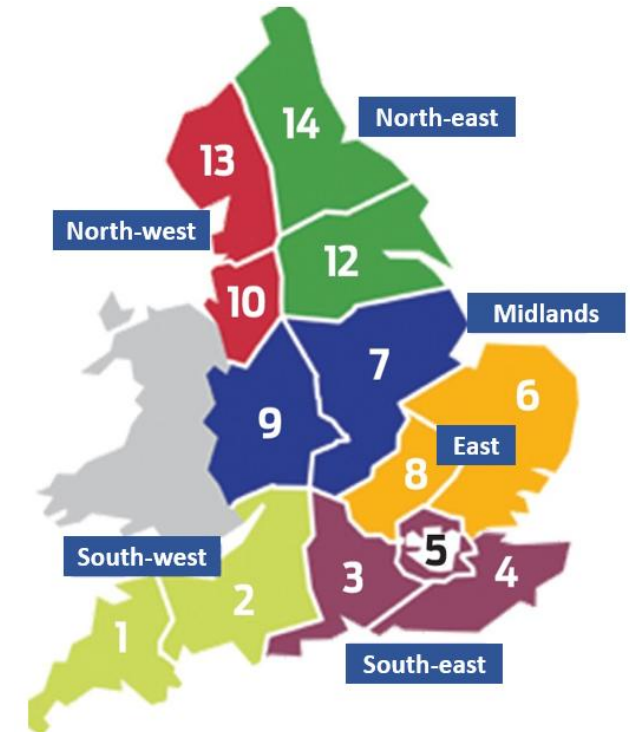
Project team should review their approach and where required strengthen advance warning measures, breakdown response planning, and driver awareness of closures to reduce the likelihood of defective vehicles entering controlled works areas.

Incursions Report – North West Region

End of regional report

[Back to [Summary](#) page]

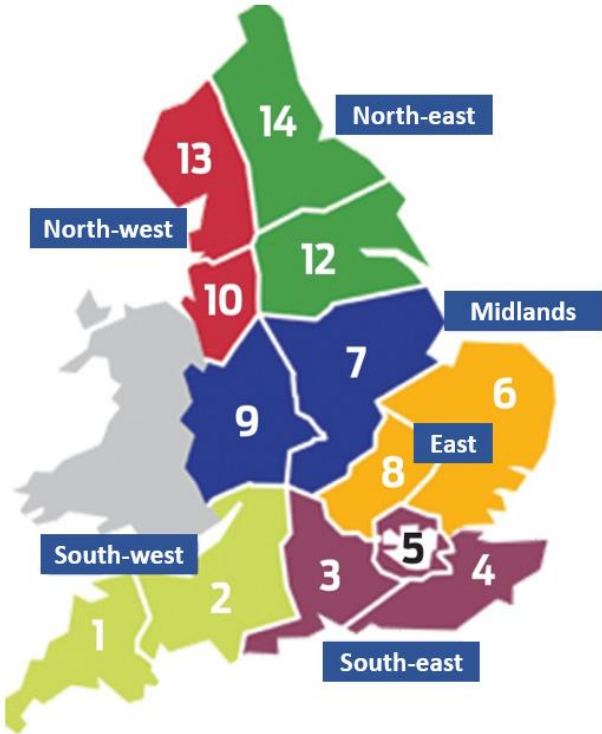
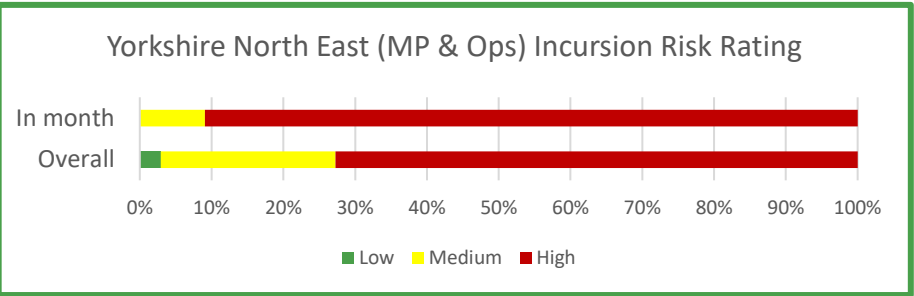
Select next page for North East Region and
Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	206	[16.69%]	260	[49.71%]	1	[50.00%]
Incursion; Intentional – Because of breakdown	457	[37.03%]	35	[6.69%]		
Incursion; Intentional – To seek information	18	[1.46%]	11	[2.10%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.76%]		
Incursion; Unintentional - Driver confused	398	[32.25%]	95	[18.16%]	1	[10.00%]
Incursion; Unintentional - Follow in	57	[4.62%]	31	[5.93%]		
Incursion; Unintentional - Result of accident	82	[6.65%]	55	[10.52%]		
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	25	[4.78%]		[10.00%]
IPV Strike			7	[1.34%]		
Grand Total	1234	[100.00%]	523	[100.00%]	2	[100.00%]

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	522	298	57%	788	402	51%	764	367	48%
Area 14	224	168	75%	163	72	44%	180	67	37%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised vehicle incursions occurred through closures, access points and slip roads, including wrong-way movements. A pedestrian entered the closure and refused instructions, requiring escalation and works stoppage. No injuries reported.

Traffic Incidents [*Sentiment: Negative*]

Vehicles bypassed traffic management, struck or drove over cones, and passed close to plant and operatives, including a near miss with a MEWP. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

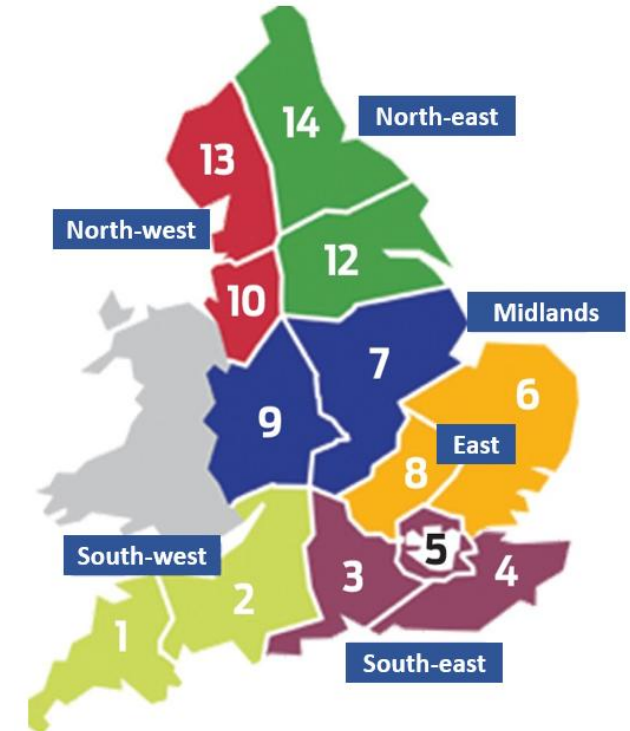
Traffic management teams identified incursions, stopped works where necessary, escorted vehicles from site, and coordinated with control and police. Alternative controls and manual signalling were used when communications were disrupted.

Overall [*Sentiment: Negative*]

The period experienced frequent unauthorised access and high-risk driver behaviour. Although effective interventions prevented harm, repeated breaches indicate ongoing challenges with compliance, visibility and driver understanding of closures.

Recommendations

Project team should review their approach and where required strengthen access control, signage clarity and physical deterrents, improve communications resilience, and increase supervision at high-risk locations to reduce wrong-way movements and incursions.



Incursions Report

Directorate: Major Projects
Region: Yorkshire & North East
Project: MP-0116 - A63 Castle Street (ENH)

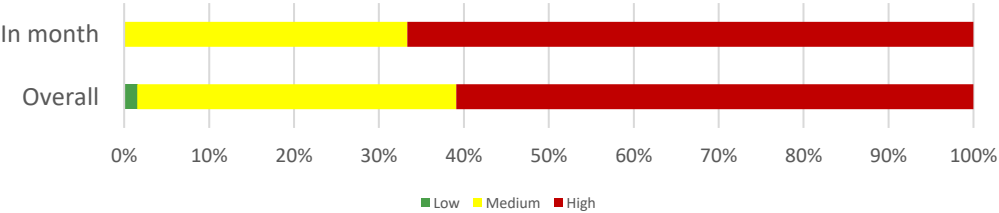
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions

[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)

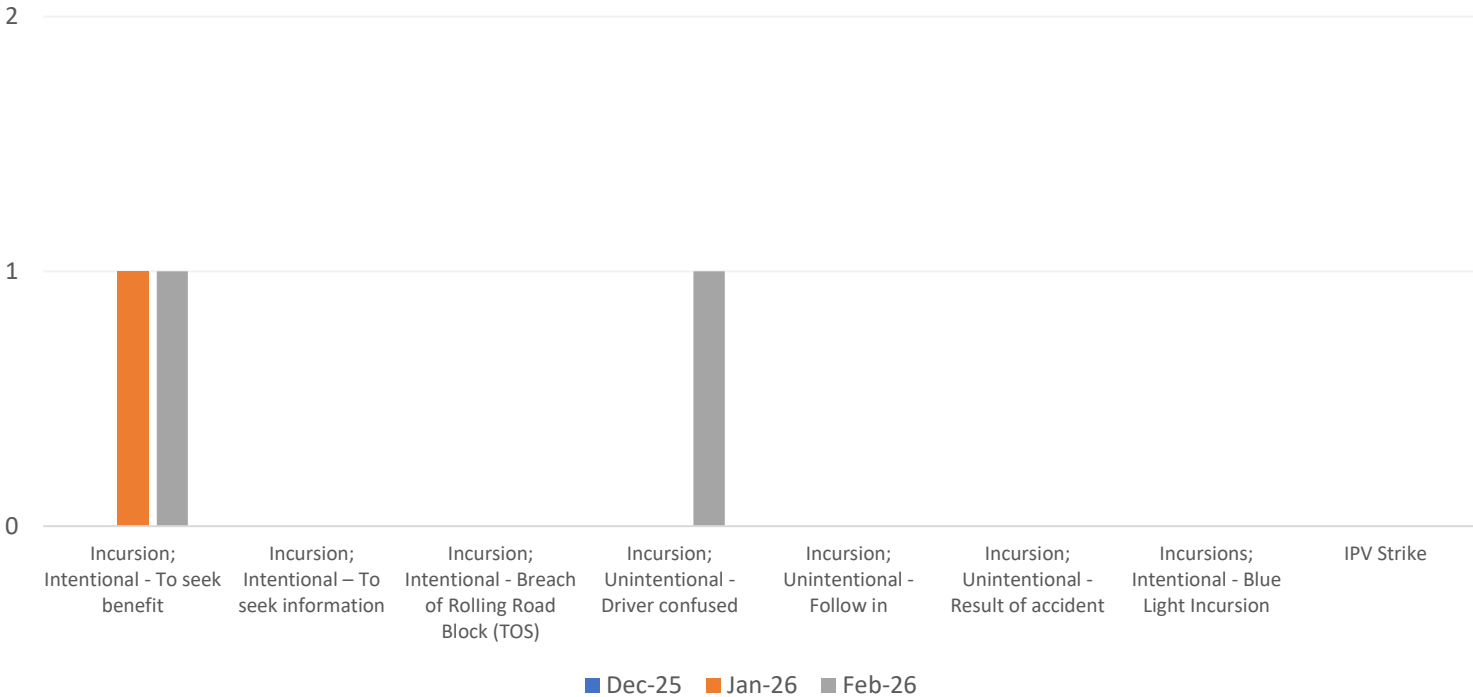
Project Risk Rating



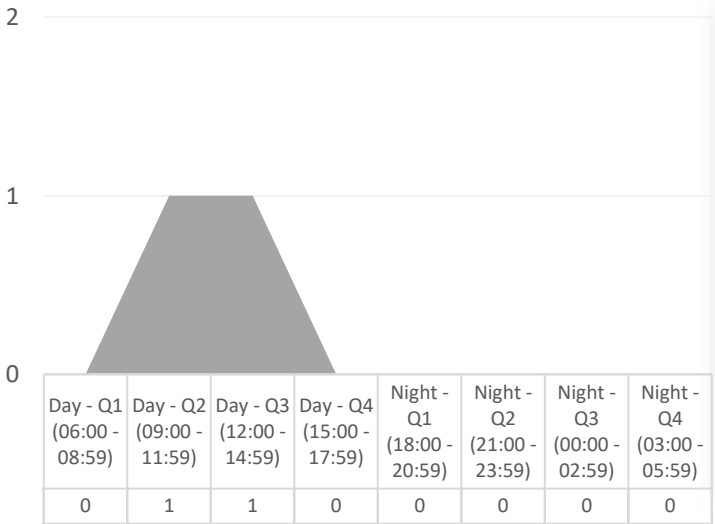
Incursion rate per length of TM (Unknown)

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

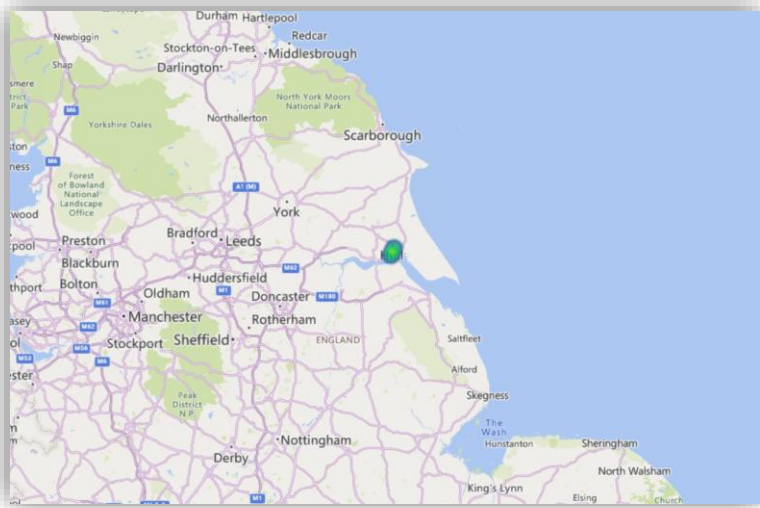
MP-0116 – A63 Castle Street (ENH)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Yorkshire & North East

Project: MP-0116 - A63 Castle Street
(ENH)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicle incursions occurred when drivers entered the site via controlled access points, bypassing established controls. No pedestrians or operatives were struck, and no injuries to workforce or public occurred.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or loss-of-control events were reported. Vehicles traversed live site areas without authorisation, increasing risk exposure, however no contact with infrastructure, plant, operatives, or members of the public was recorded.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period involving broken down, immobilised, or abandoned vehicles within the site or its approaches.

Traffic Management Responses *[Sentiment: Neutral]*

Site personnel intervened promptly, instructing one vehicle to turn around and exit safely. Traffic management measures were in place, though one vehicle bypassed controls without immediate physical prevention.

Overall *[Sentiment: Negative]*

The period was characterised by unauthorised vehicle access creating elevated risk potential. While no injuries to workforce or public occurred, the incidents highlight vulnerabilities in access control and driver compliance.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve physical deterrents at entrances, reinforce driver awareness, and consider additional monitoring to prevent unauthorised entry and reduce future risk.

Incursions Report

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

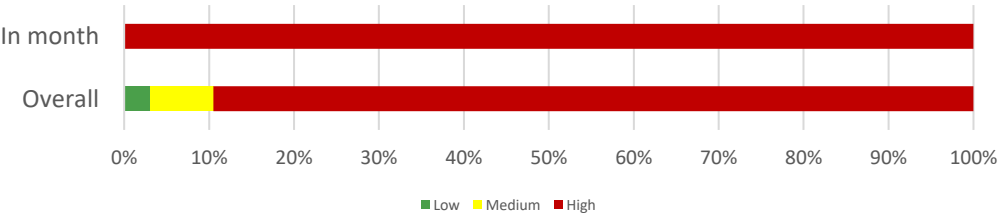
A total of 3 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions

[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



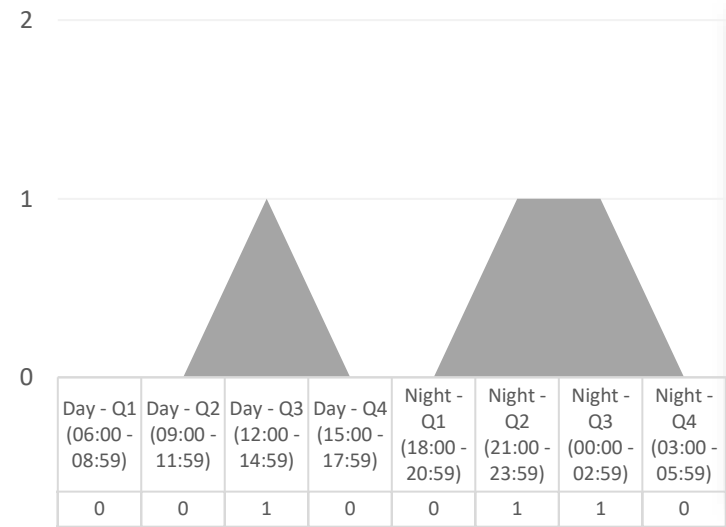
Incursion rate per length of TM (Unknown)

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

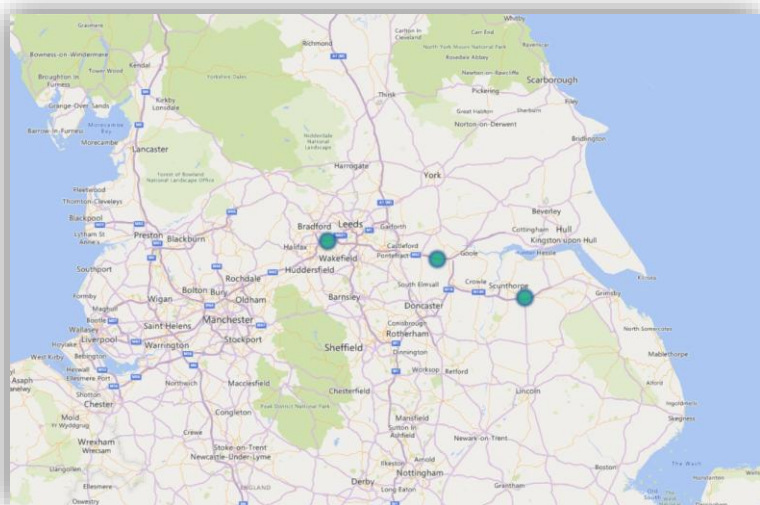
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicle incursions occurred within established traffic management. One vehicle travelled through coned works before exiting, while another followed a works vehicle into a closure. No workforce or public injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

A temporary loss of radio communication occurred during rolling block operations, affecting coordination between operatives and control vehicles. An emergency vehicle passed through cautiously, maintaining safety. No injuries to workforce or members of the public occurred.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management staff observed, monitored and managed incursions and communication issues. Manual hand signals and visual confirmation were used to safely lift the rolling block when radio contact could not be re-established.

Overall *[Sentiment: Neutral]*

The period included vehicle incursions and communication challenges; however, risks were controlled effectively. No injuries to the workforce or members of the public were recorded, and safety was maintained throughout.

Recommendations

Project team should review their approach and where required strengthen works access control, enhance public-facing vehicle identification, improve gate checks, and ensure resilient communication systems are in place to reduce incursion and coordination risks.

Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: Pavement - Twelve

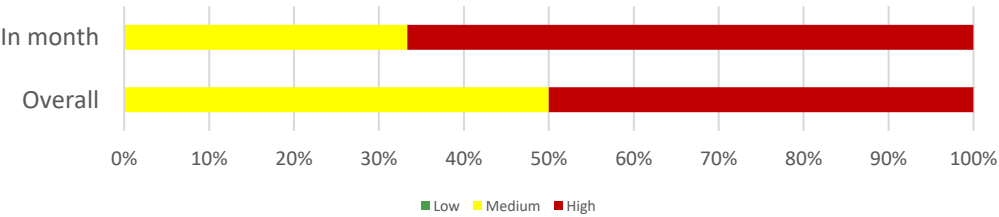
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Driver confused' type incursions

[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)

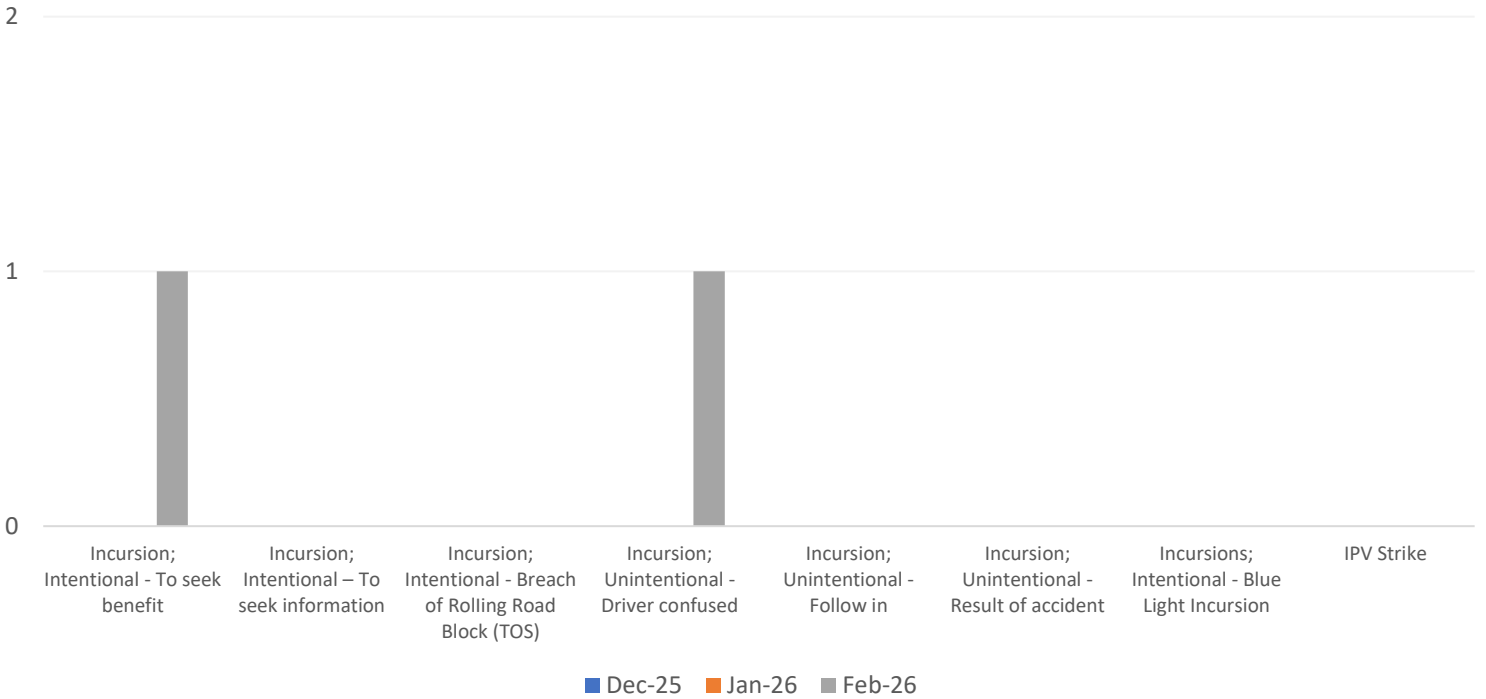
Project Risk Rating



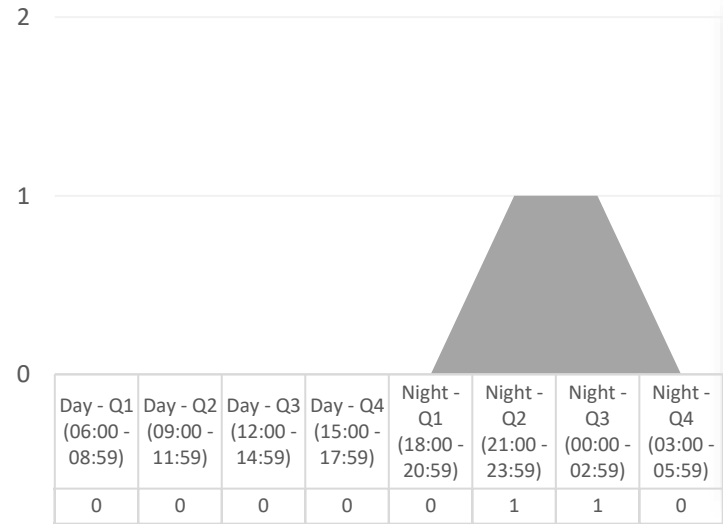
Incursion rate per length of TM (Unknown)

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

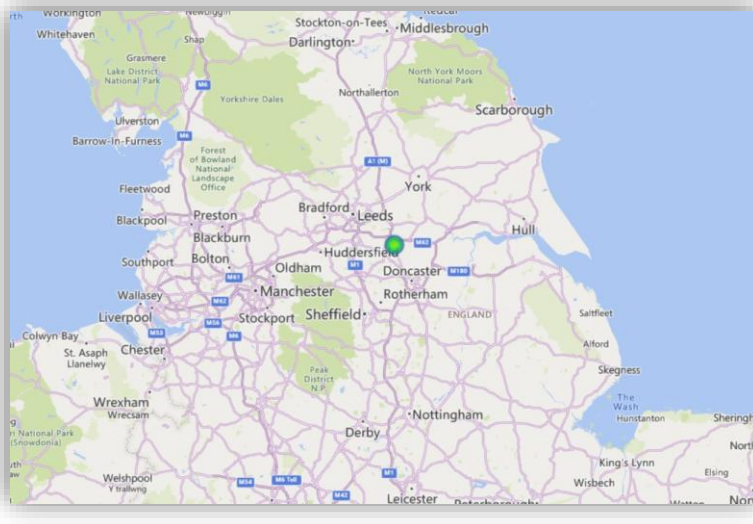
Pavement - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Pavement - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicle incursions occurred within the works. One delivery vehicle entered seeking directions, while another vehicle entered at speed before turning around. No contact with the workforce occurred.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or near-miss traffic incidents were reported during this period. Although unauthorised access occurred, vehicles exited the site without causing damage, disruption, or injury to operatives or members of the public.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents involving broken down or immobilised vehicles were reported during this period. Traffic flow within and around the works was not affected by vehicle failures.

Traffic Management Responses *[Sentiment: Neutral]*

Site operatives identified the incursions promptly and instructed vehicles to exit safely. Existing controls prevented access to active work areas, limiting potential risk to asphalt operatives.

Overall *[Sentiment: Neutral]*

The period was marked by isolated unauthorised vehicle access but no injuries, damage, or work stoppages. Controls were effective in preventing escalation and maintaining workforce safety.

Recommendations

Project team should review their approach and where required strengthen advance signage, access control, and driver guidance to deter unauthorised entry, reduce confusion, and reinforce compliance with site traffic management arrangements.

Incursions Report

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

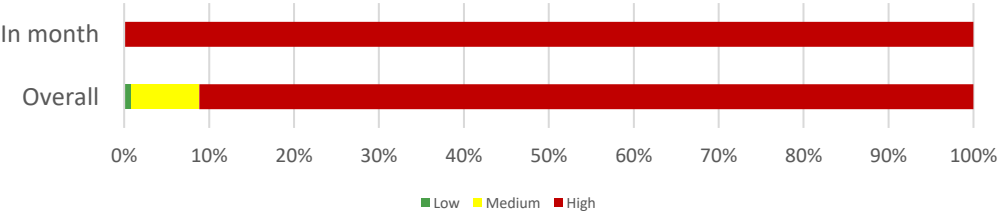
A total of 5 incursions have been recorded; with a 500% increase in 'Seeking Benefit' type incursions

[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)

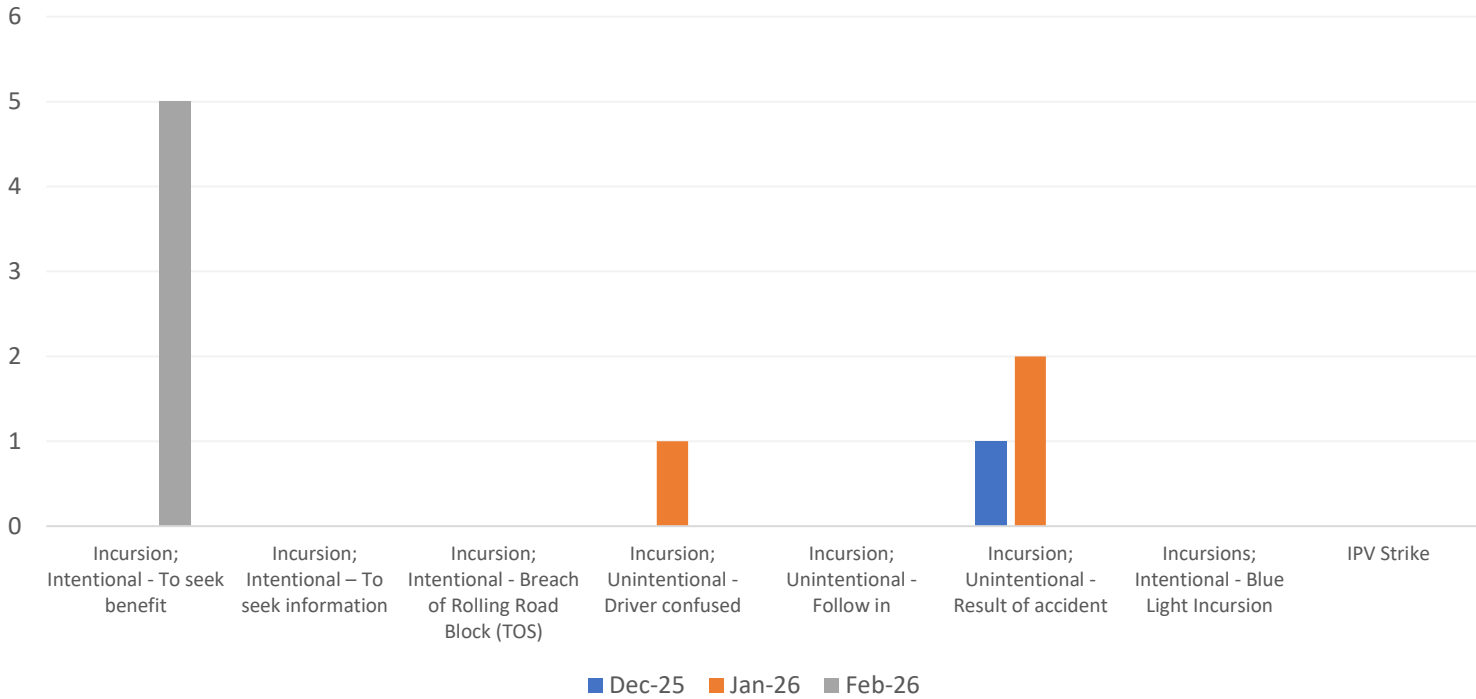
Project Risk Rating



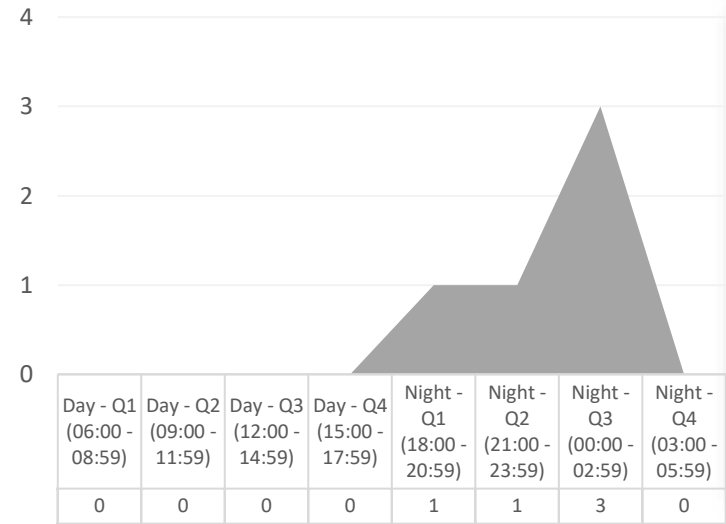
Incursion rate per length of TM (Unknown)

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

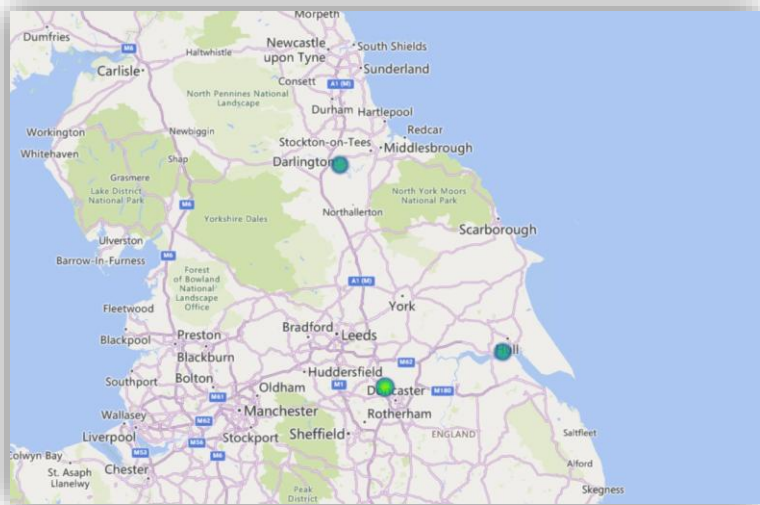
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised incursions occurred, including vehicles driving against traffic through closures and a pedestrian entering live works while intoxicated. These actions created significant risk to operatives and plant.

Traffic Incidents *[Sentiment: Negative]*

Several members of the public attempted to access or travel through closed carriageways, ignoring refusals and diversions. One vehicle passed active work equipment, creating a serious near-miss situation. No injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams communicated promptly, escorted unauthorised vehicles out, halted works where required, grounded machinery, and coordinated with enforcement to resolve pedestrian risk safely and effectively.

Overall *[Sentiment: Negative]*

The period experienced repeated non-compliant public behaviour resulting in high-risk incursions. Controls were implemented effectively; however, incident frequency indicates ongoing exposure to unacceptable safety risks. No injuries were reported.

Recommendations

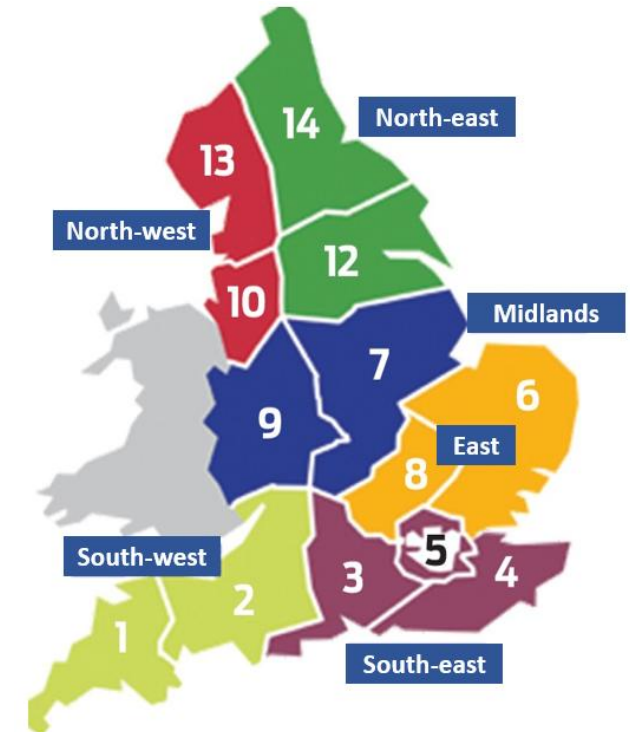
Project team should review their approach and where required strengthen access control, improve physical barriers and signage, reinforce diversion clarity, and enhance monitoring at entry points to deter incursions and reduce near-miss potential.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

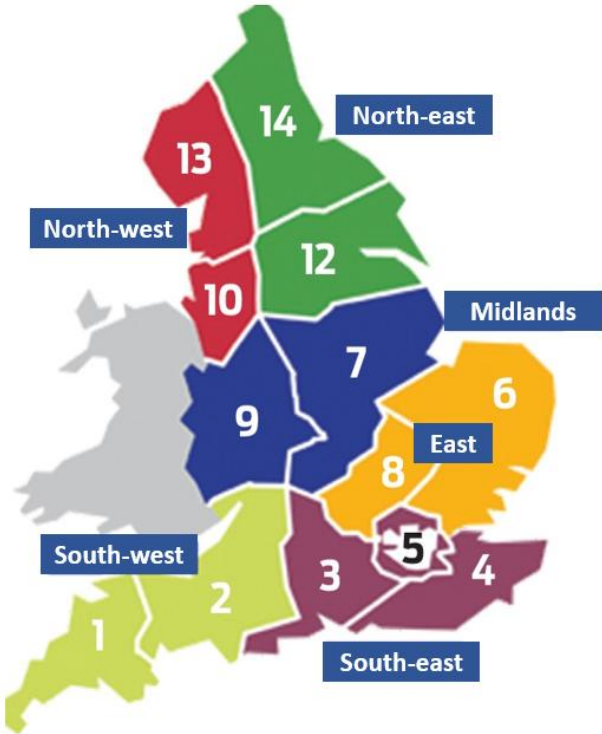
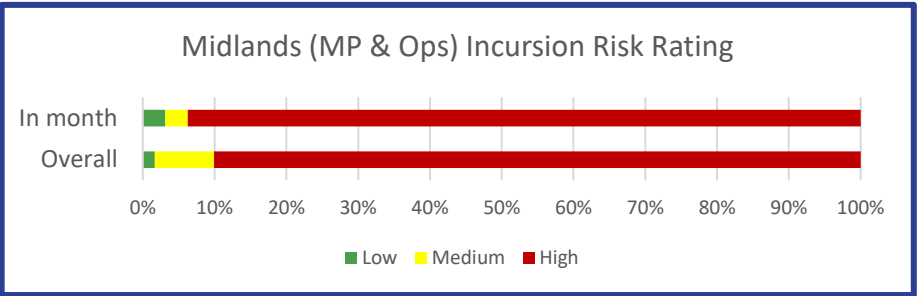
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	137	[4.59%]	694	[60.09%]	9 [45.00%]
Incursion; Intentional – Because of breakdown	2502	[83.85%]	61	[5.28%]	2 [10.00%]
Incursion; Intentional – To seek information	13	[0.44%]	42	[3.64%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.69%]	
Incursion; Unintentional - Driver confused	121	[4.05%]	189	[16.36%]	1 [5.00%]
Incursion; Unintentional - Follow in	26	[0.87%]	42	[3.64%]	2 [10.00%]
Incursion; Unintentional - Result of accident	163	[5.46%]	77	[6.67%]	6 [30.00%]
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	25	[2.16%]	
IPV Strike	4	[0.13%]	17	[1.47%]	
Grand Total	2984	[100.00%]	1155	[100.00%]	20 [100.00%]

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	274	148	54%	327	183	56%	501	346	69%
Area 9	242	123	51%	347	219	63%	363	225	62%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised vehicle incursions occurred through closures, access points and service roads, including vehicles following works traffic and wrong-direction movements. No pedestrian incursions were reported. No injuries to workforce or public.

Traffic Incidents [*Sentiment: Negative*]

Several RTCs occurred adjacent to or within traffic management, including a vehicle striking an operative van and lane closures, and HGV impacts to tapers. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

A small number of vehicles entered closures due to punctures, tyre failures or recovery issues to reach a place of safety. These were managed without escalation. No injuries were reported.

Traffic Management Responses [*Sentiment: Neutral*]

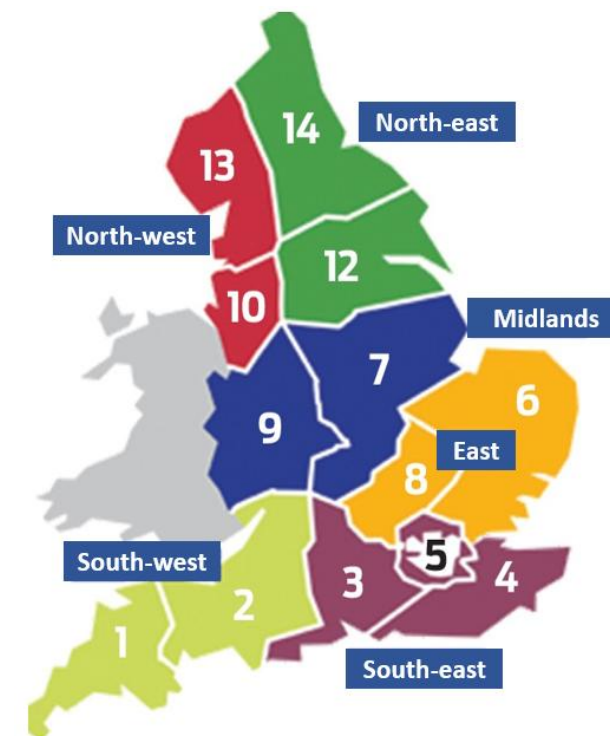
Traffic management teams responded promptly by stopping works, escorting vehicles, clearing debris, replacing damaged equipment and liaising with police and control. Layouts were checked and confirmed as compliant where incidents occurred.

Overall [*Sentiment: Negative*]

The period saw a high number of incursions and RTCs near traffic management, increasing risk exposure. Effective responses prevented injury, however repeated breaches highlight challenges with access control and driver compliance.

Recommendations

Project team should review their approach and where required strengthen access control at works interfaces, improve deterrents and signage near residential and service accesses, reinforce escort discipline, and enhance protection at high-risk tapers and closures.



Incursions Report

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

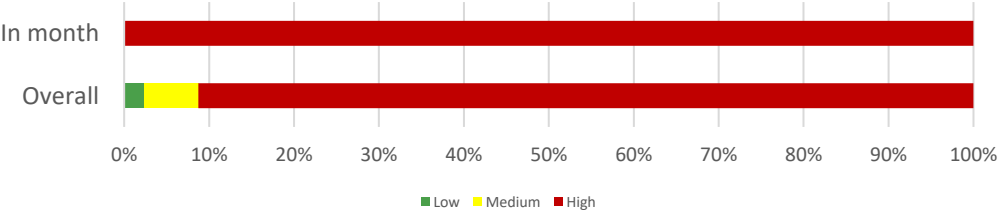
A total of 6 incursions have been recorded; with a 600% increase in 'Seeking Benefit' type incursions

[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)

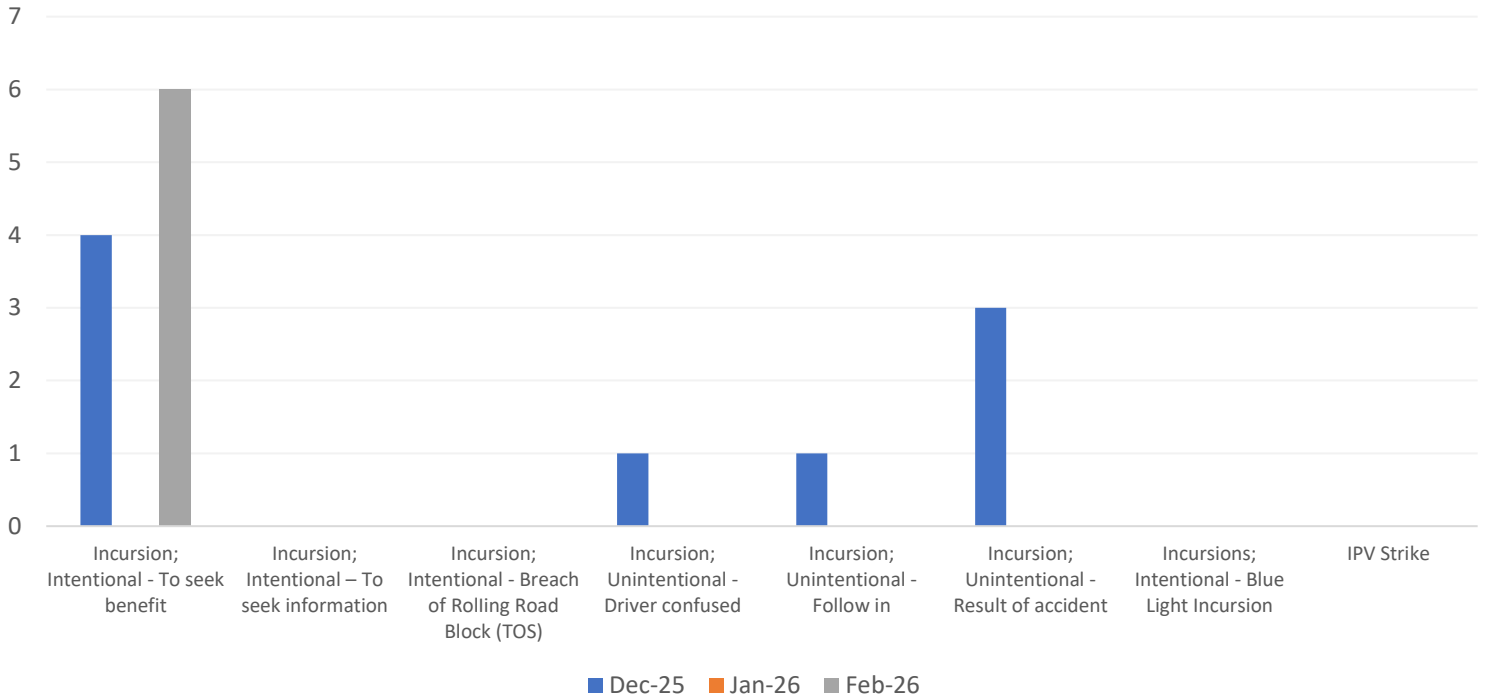
Project Risk Rating



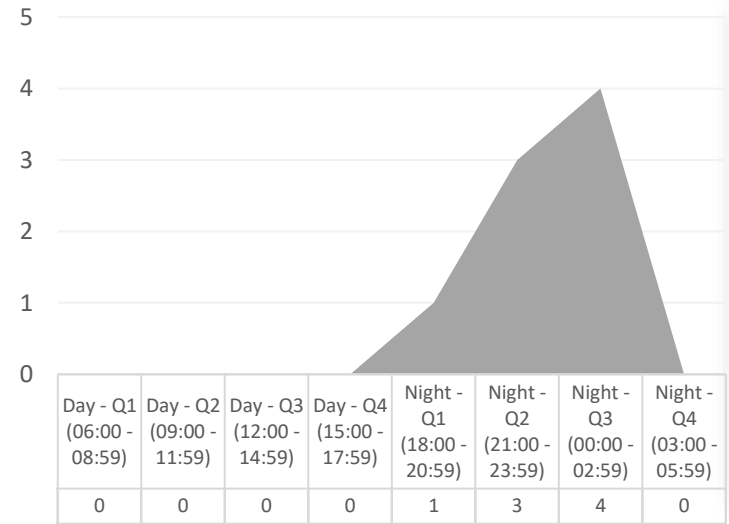
Incursion rate per length of TM (Unknown)

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

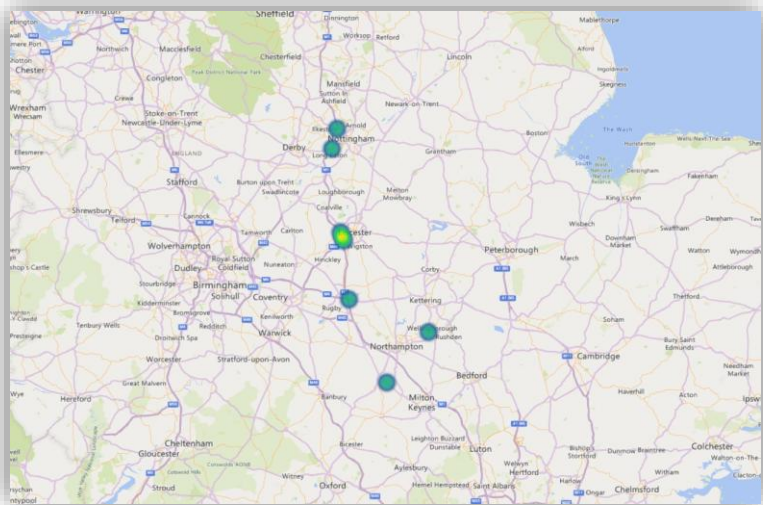
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple members of the public accessed closed carriageways via works access points and coning, including attempts to traverse closures and reach closed facilities, presenting increased risk to workforce safety and network integrity.

Traffic Incidents *[Sentiment: Negative]*

Several road traffic collisions occurred adjacent to live traffic management, including multi-vehicle incidents. Vehicles involved entered work areas to mitigate further risk while awaiting assistance and recovery support.

Broken Down Vehicles *[Sentiment: Neutral]*

Vehicle breakdowns occurred within live lanes, including punctures. Affected vehicles accessed established closures to reach a place of safety, enabling repairs while reducing immediate risk to traffic and operatives.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures were adapted to maintain safety, allowing controlled access to closures for incidents and breakdowns. Closures and coning systems remained in place to separate live traffic from work areas.

Overall *[Sentiment: Negative]*

The period experienced multiple incursions, incidents and breakdowns near traffic management, increasing exposure to risk. While controls mitigated escalation, repeated breaches indicate ongoing challenges with public compliance.

Recommendations

Project team should review their approach and where required strengthen access control at works entrances, enhance signage and coning integrity, improve public information, and reinforce monitoring to deter unauthorised entry into closures.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

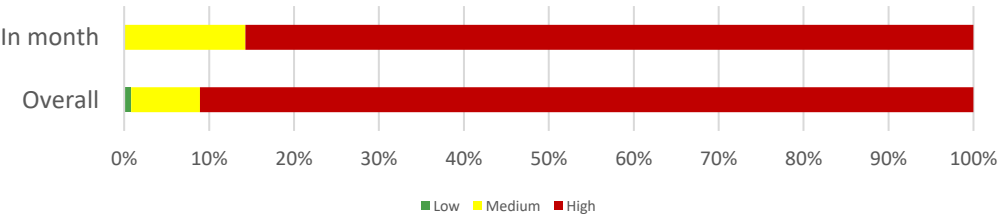
A total of 4 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[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)

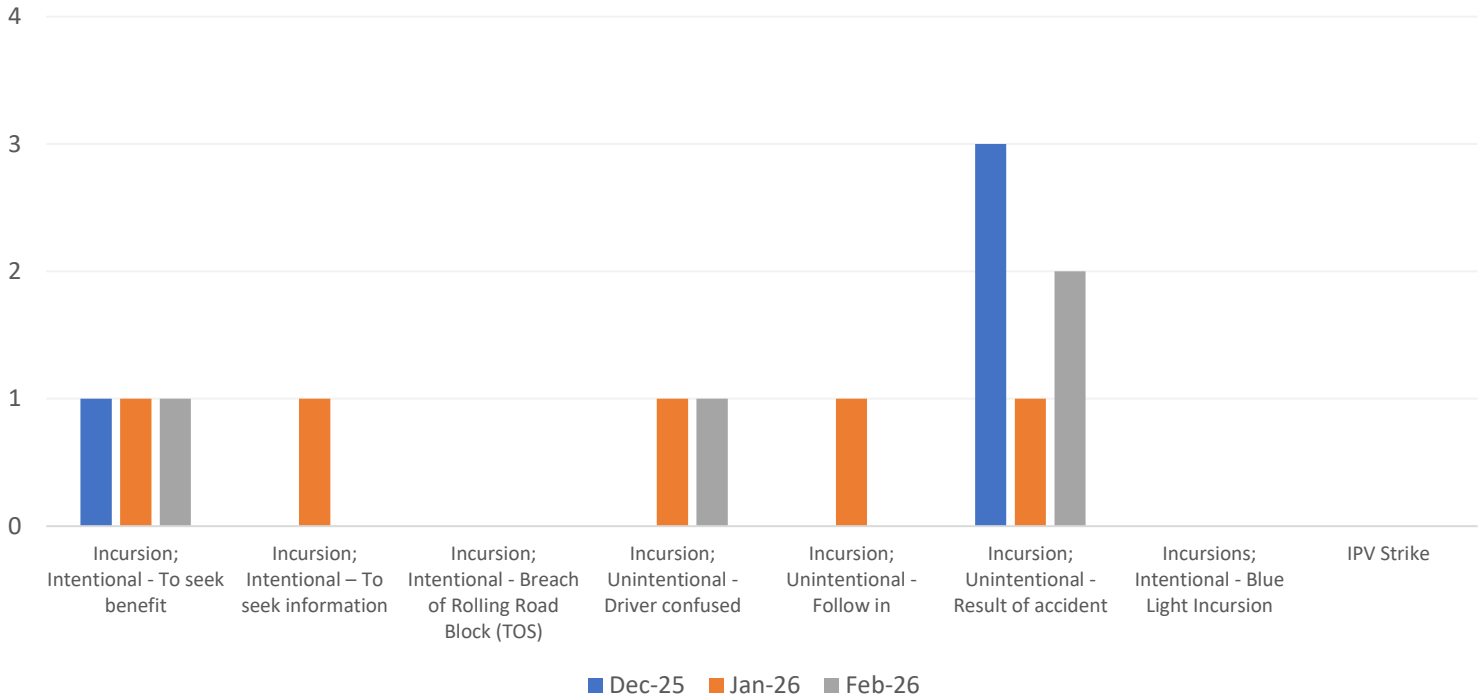
Project Risk Rating



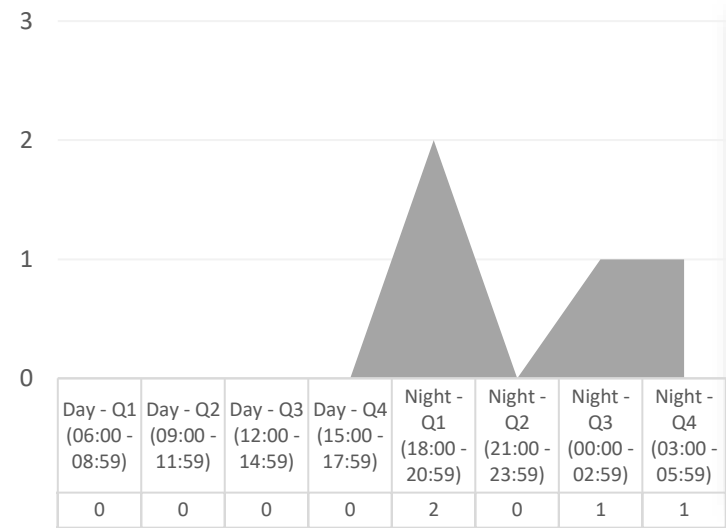
Incursion rate per length of TM (Unknown)

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

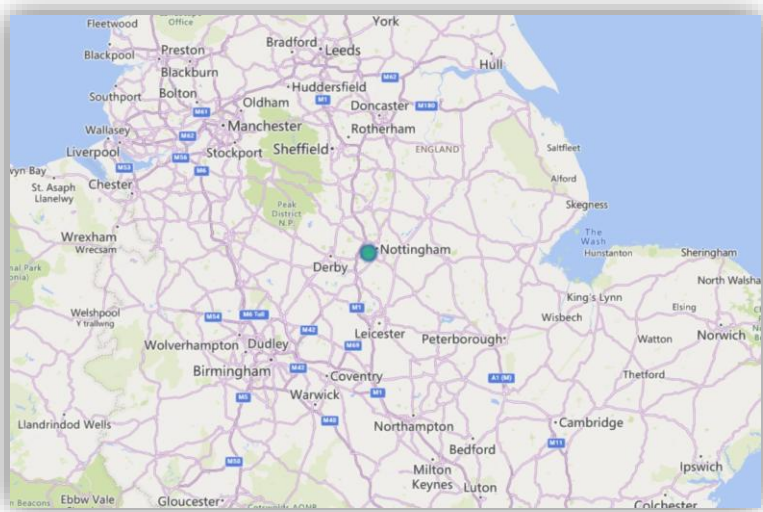
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered a live lane closure and proceeded through the works area. The driver stopped, acknowledged the error and apologised. No injuries to the workforce or public were reported.

Traffic Incidents *[Sentiment: Negative]*

Two traffic collisions occurred involving public vehicles. One minor low-speed collision resulted in negligible damage. A separate high-impact collision entered a closure, struck a works vehicle and caused secondary disruption. No injuries to workforce or public.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management remained in place during incidents. Emergency services attended the serious collision, the area was controlled, and operations continued following checks confirming workforce welfare and site safety.

Overall *[Sentiment: Negative]*

The period was marked by serious non-compliance with traffic management and one major collision. Although outcomes avoided injury, the events highlight elevated risk exposure within live traffic environments.

Recommendations

Project team should review their approach and where required strengthen advance warning, lane discipline messaging and enforcement presence, enhance closure protection measures, and reinforce driver awareness to reduce incursions and high-speed entry into works areas.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

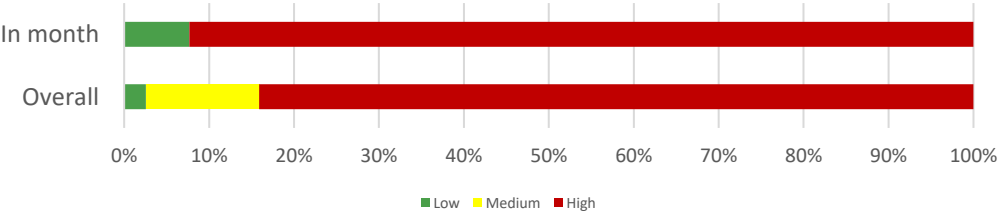
A total of 8 incursions have been recorded; with a 400% increase in 'Result of accident' type incursions, 100% increase in 'Follow in' type incursions, incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[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)

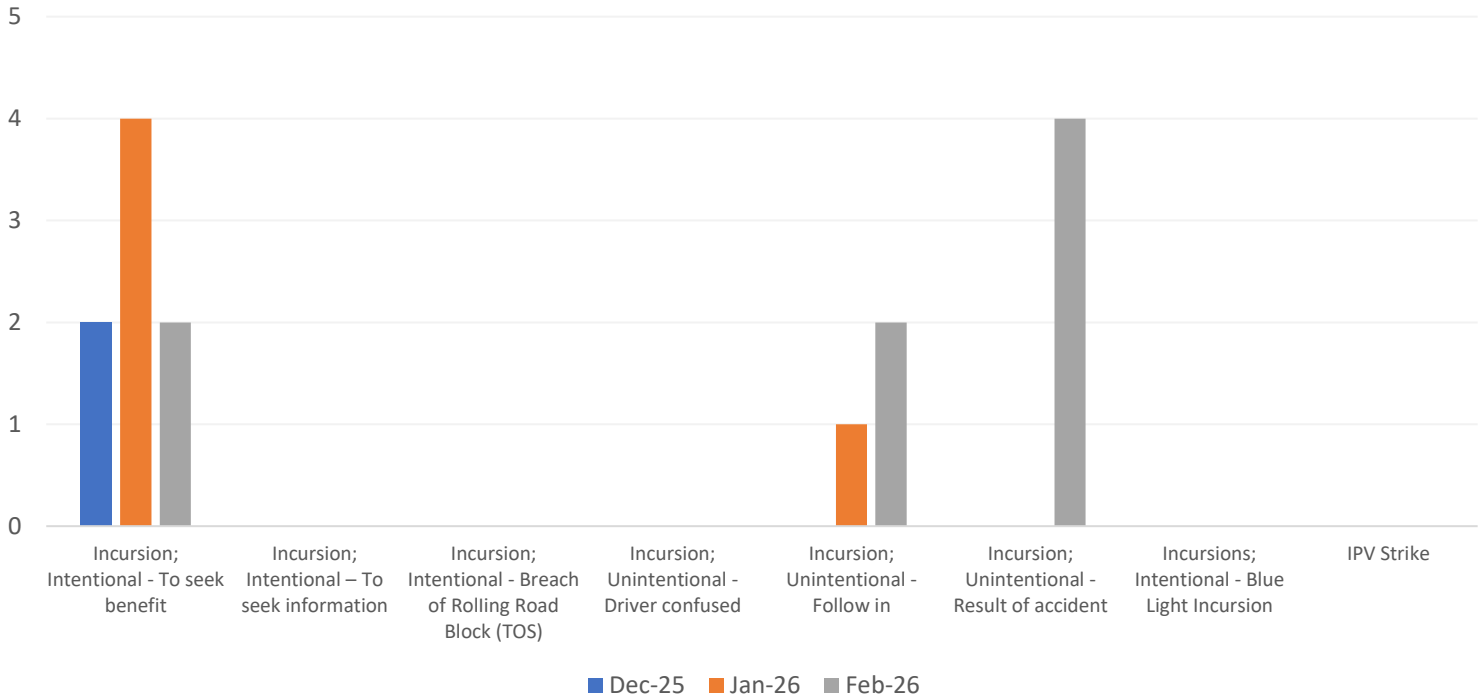
Project Risk Rating



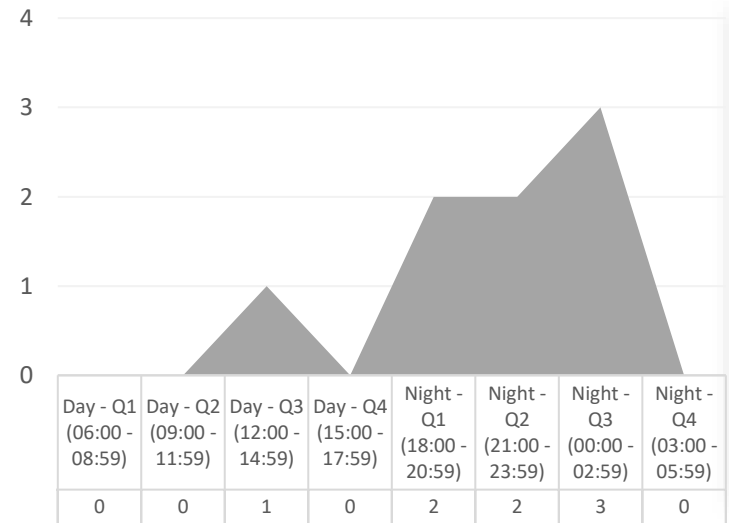
Incursion rate per length of TM (Unknown)

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

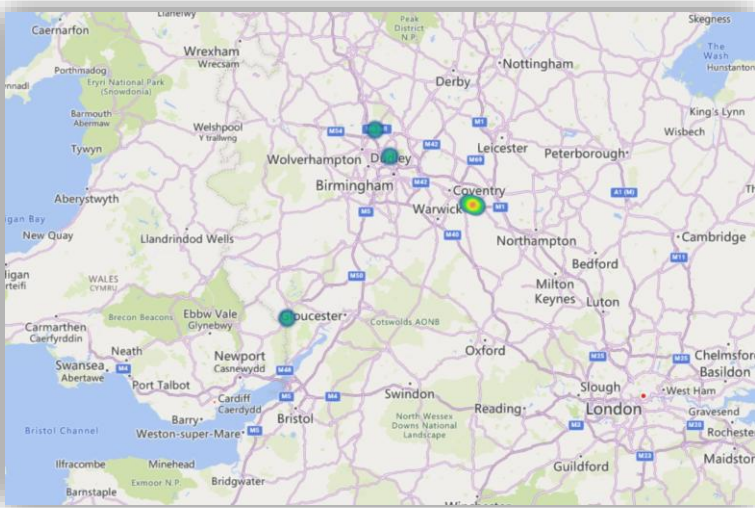
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicles entered live or closed sites without escort, including vehicles emerging from private accesses and service roads. Workforce proximity was reported, increasing risk, though no injuries to workforce or members of the public occurred.

Traffic Incidents *[Sentiment: Negative]*

Several traffic collisions occurred within or adjacent to traffic management extents, including heavy vehicle conflicts and third-party impacts. No injuries to the workforce or members of the public were reported, though significant disruption and safety exposure were evident.

Broken Down Vehicles *[Sentiment: Neutral]*

A recovery vehicle suffered a mechanical failure resulting in wheel loss, with debris entering live carriageway and closures. The driver moved into the closure independently, enabling safe clearance without reported injury.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly, securing scenes, clearing debris, escorting unauthorised vehicles, replacing damaged equipment, and liaising with emergency services. Layouts were checked and confirmed compliant with approved designs.

Overall *[Sentiment: Neutral]*

The period experienced multiple safety-critical events, primarily unauthorised access and vehicle conflicts. Effective on-site responses mitigated consequences, and no injuries to the workforce or members of the public were recorded.

Recommendations

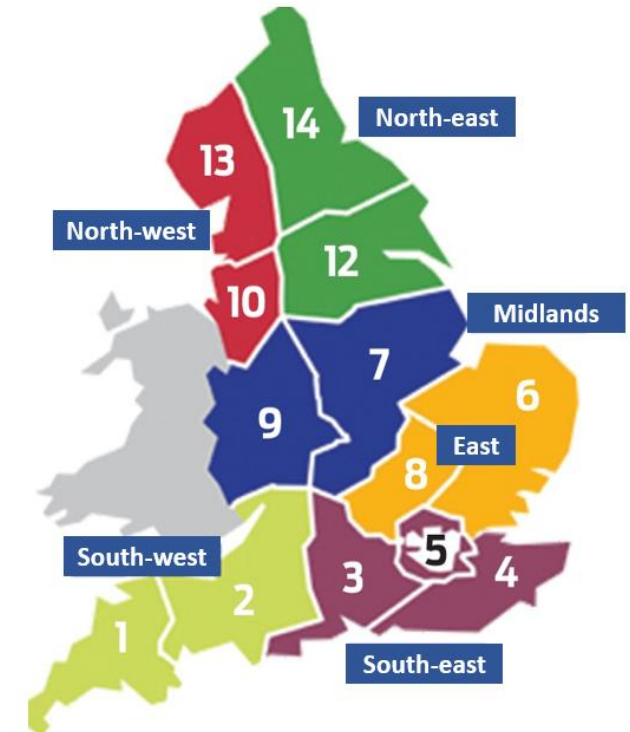
Project team should review their approach and where required strengthen access control at private driveways and service roads, reinforce escort and gate protocols, improve driver awareness, and review taper protection and incident prevention measures.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

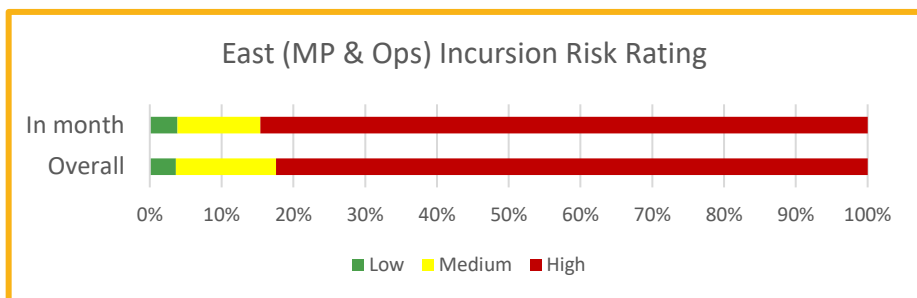
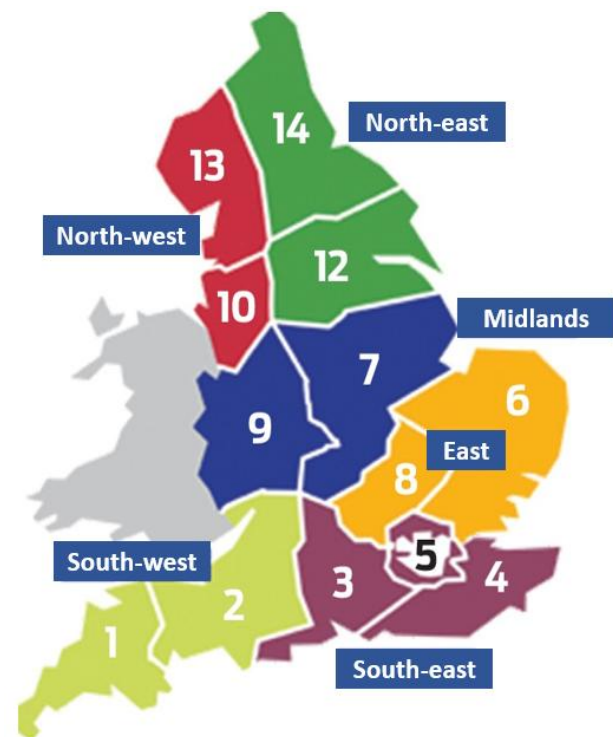
Select next page for East Region and
Project Reports



Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects	Operations	Major Projects	Operations		
Incursion; Intentional - To seek benefit	245 [15.18%]	458 [46.59%]	3 [42.86%]	6 [60.00%]		
Incursion; Intentional – Because of breakdown	954 [59.11%]	79 [8.04%]	1 [14.29%]			
Incursion; Intentional – To seek information	78 [4.83%]	13 [1.32%]	1 [14.29%]			
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3 [0.19%]	1 [0.10%]				
Incursion; Unintentional - Driver confused	157 [9.73%]	238 [24.21%]	1 [14.29%]	2 [20.00%]		
Incursion; Unintentional - Follow in	63 [3.90%]	51 [5.19%]	1 [14.29%]			
Incursion; Unintentional - Result of accident	71 [4.40%]	78 [7.93%]		1 [10.00%]		
Incursions; Intentional - Blue Light Incursion	27 [1.67%]	31 [3.15%]		1 [10.00%]		
IPV Strike	16 [0.99%]	34 [3.46%]				
Grand Total	1614 [100.00%]	983 [100.00%]	7 [100.00%]	10 [100.00%]		

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	156	126	81%	137	105	77%	252	192	76%
Area 8	82	47	57%	135	95	70%	194	85	44%



Incursions Report – East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred through closures, access points and interchanges, including wrong-way movements and high-speed approaches near the workforce. No pedestrian injuries or workforce injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

Several traffic incidents were recorded, including cone strikes, vehicles bypassing traffic management and close passes to operatives. Police attended some events. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A small number of vehicles used works access points as refuge locations following breakdowns. These were managed safely without escalation. No injuries to the workforce or members of the public were reported.

Traffic Management Responses *[Sentiment: Neutral]*

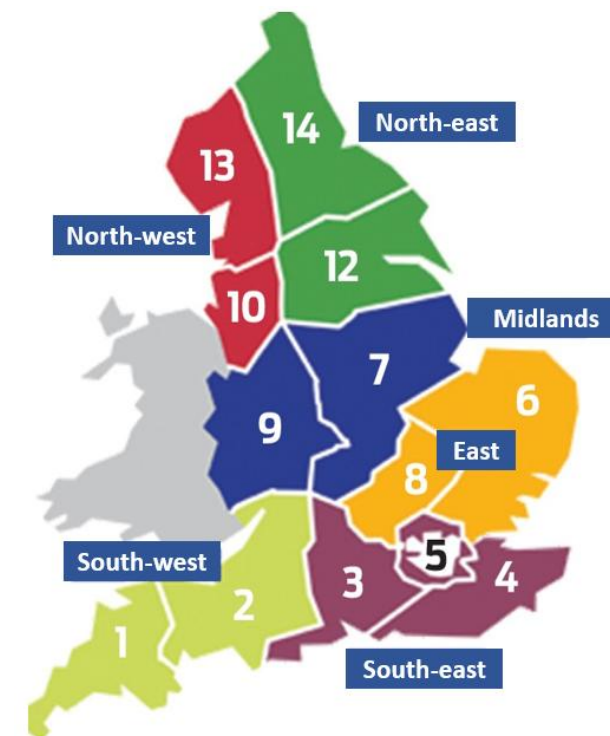
Traffic management teams stopped and escorted vehicles, checked signage, replaced damaged equipment, halted works where required and coordinated with police to control risk and restore safe working conditions.

Overall *[Sentiment: Negative]*

The period experienced frequent driver confusion, wrong-way movements and incursions into live works. Although controls prevented injury, repeated access breaches indicate ongoing challenges with driver comprehension and compliance.

Recommendations

Project team should review their approach and where required enhance signage clarity, advance warnings and physical deterrents, improve access control at works entrances, and consider additional supervision at complex interchanges to reduce incursions.



Incursions Report

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

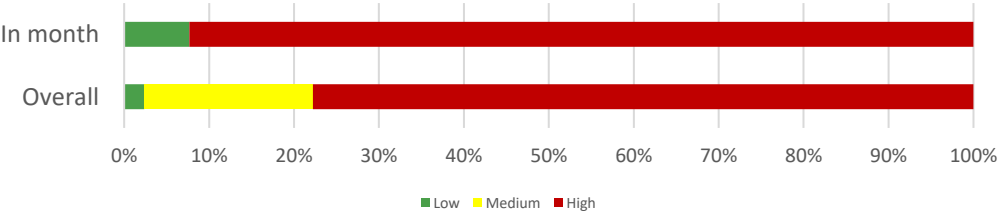
A total of 4 incursions have been recorded; with a 100% increase in 'To seek information' type incursions, incursions, with a 40% decrease in 'Seeking Benefit' type incursions

[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)

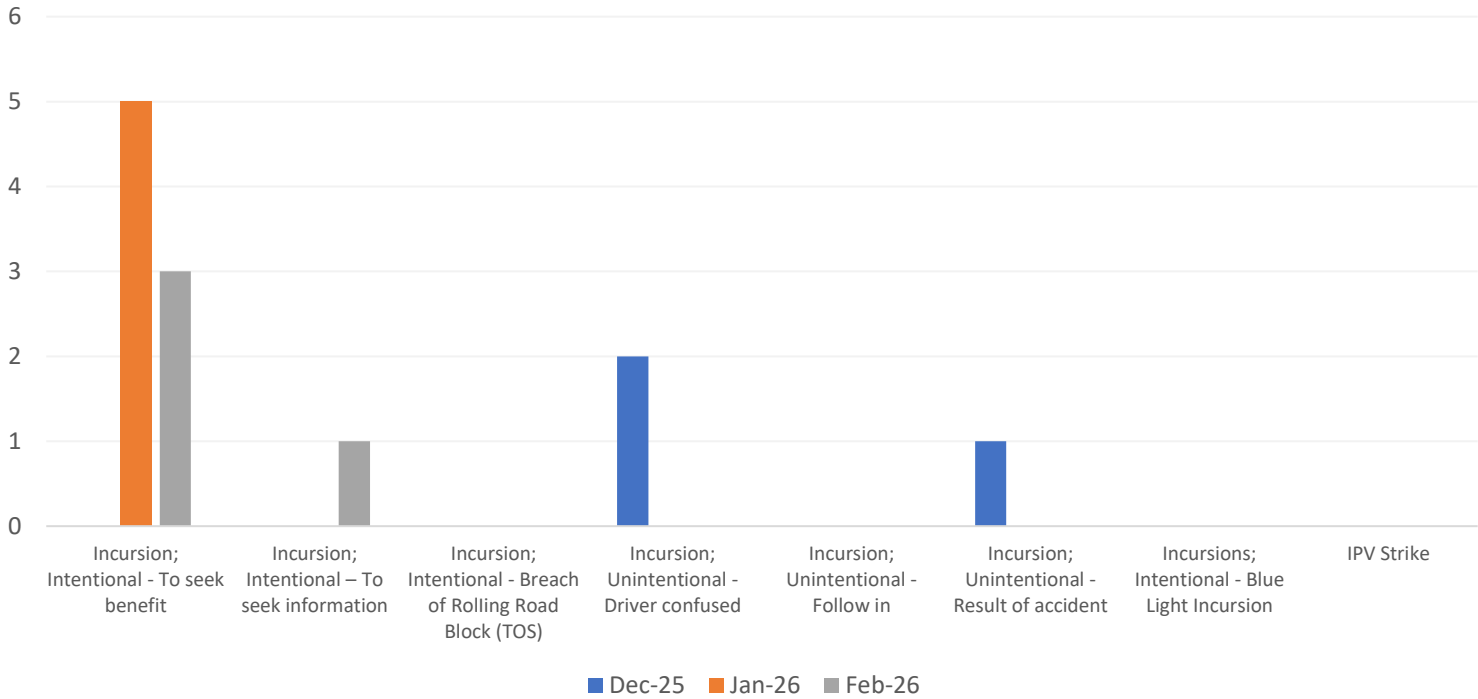
Project Risk Rating



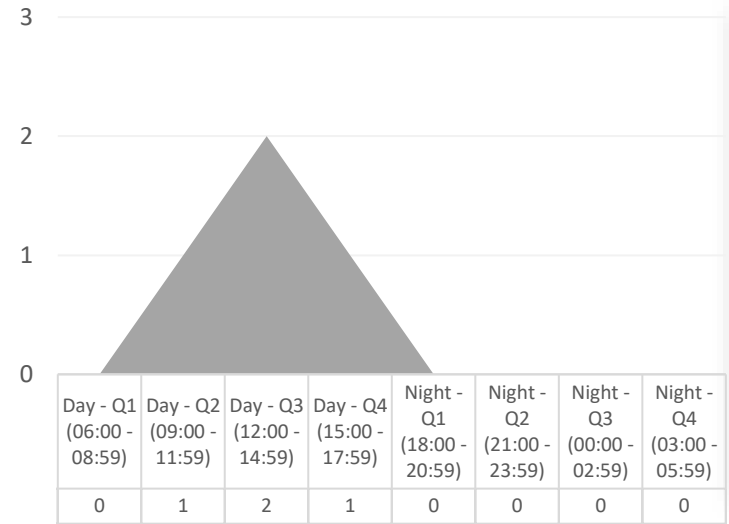
Incursion rate per length of TM (Unknown)

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

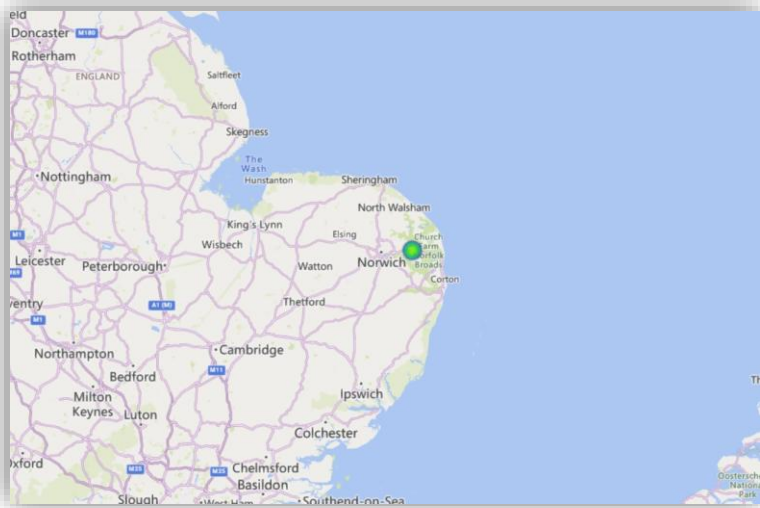
MP-0240 – A47 Blofield to North Burlington Dualling



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: Neutral]*

Several members of the public and unauthorised vehicles entered controlled access points due to route confusion. All incursions were managed safely, with individuals escorted out and provided with correct directions.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or near-miss events were reported. Incidents were limited to vehicles entering works access points unintentionally as a result of misunderstanding the temporary road layout and diversion routes.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management staff responded promptly, escorting vehicles safely from the site. Inspections confirmed signage and diversion routes were correctly installed, visible, and operating as intended.

Overall *[Sentiment: Neutral]*

The period was characterised by minor access incursions linked to driver confusion. All situations were controlled effectively, with no injuries to the workforce or members of the public and no disruption to site operations.

Recommendations

Project team should review their approach and where required enhance advance warning signage clarity, consider additional wayfinding for vulnerable road users, and reinforce public communication to reduce confusion around temporary layouts.

Incursions Report

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

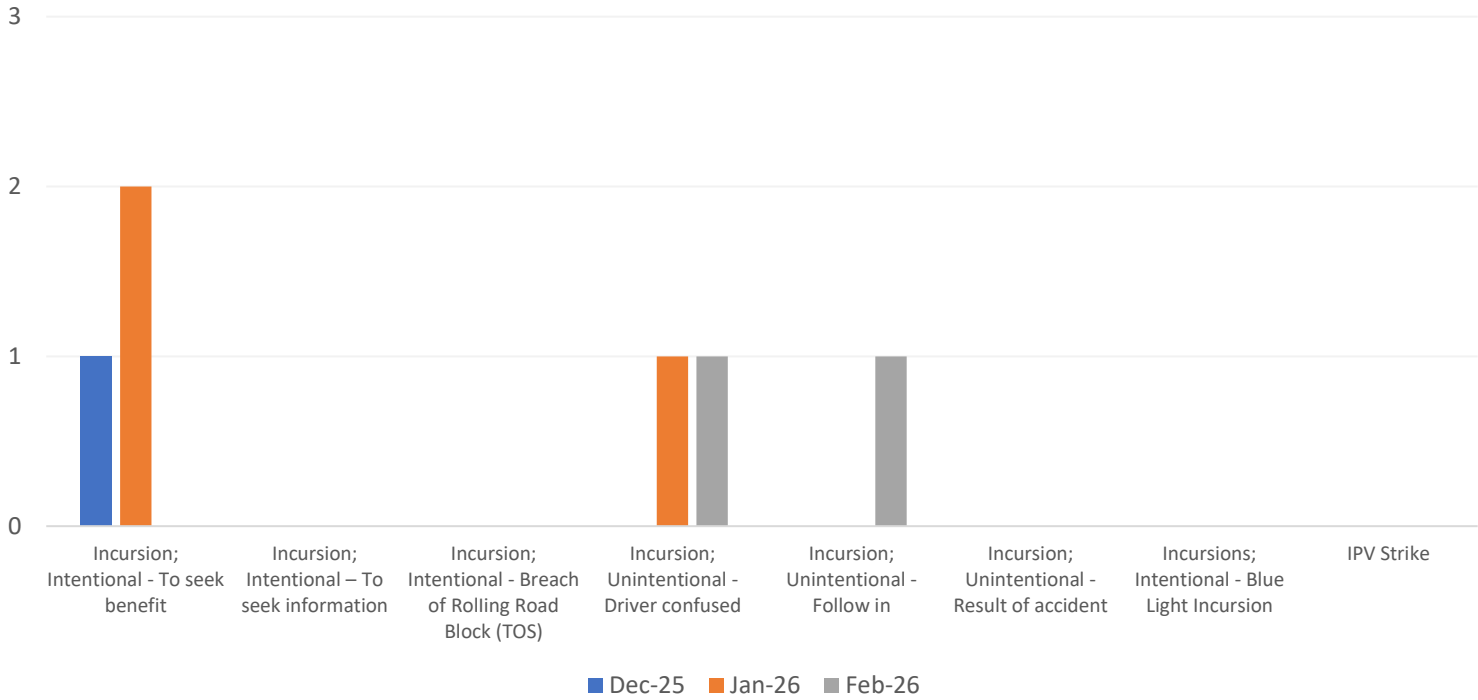
A total of 2 incursions have been recorded; with a 100% increase in 'Follow in' type incursions, no change from the previous month in Driver confused' type incursions

[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

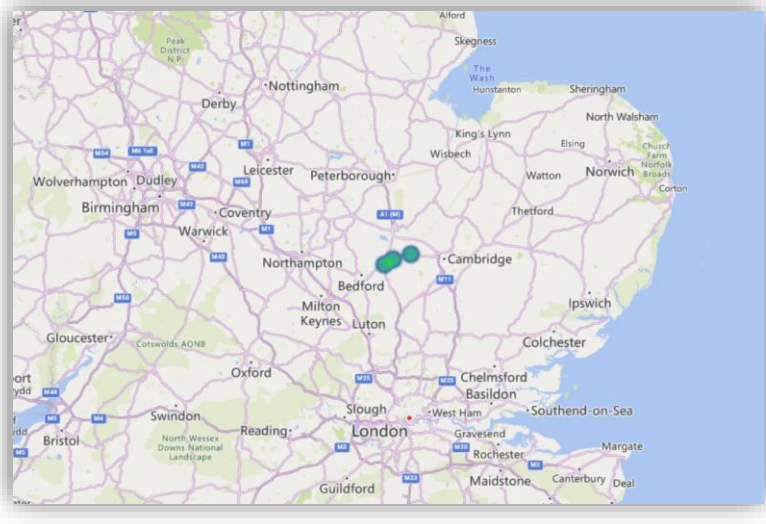
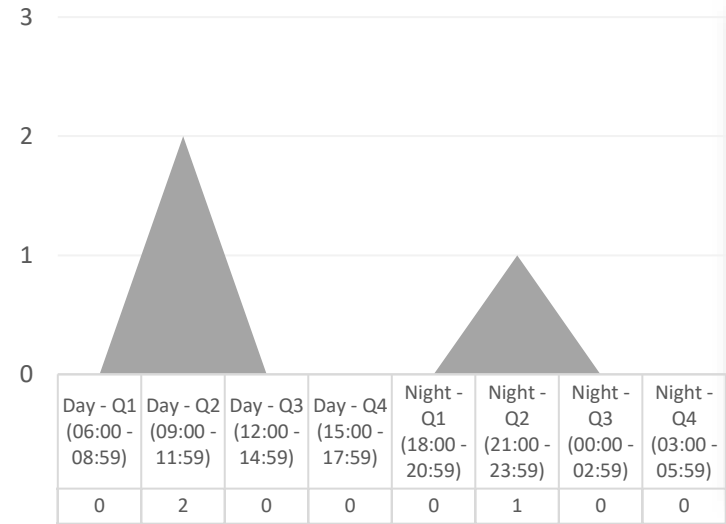
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0246 – A428 Black Cat to Caxton Gibbet (CDL)

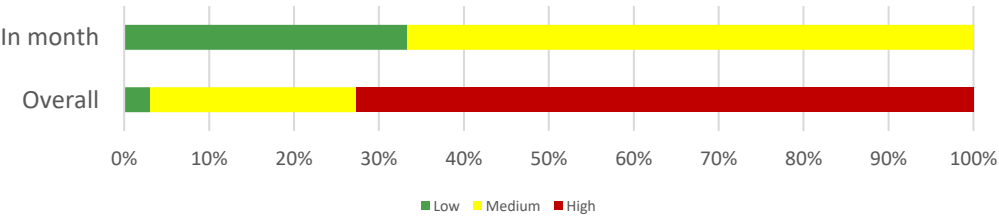


Time Profile of Incursions recorded

Heatmap



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

Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0246 – A428 Black Cat to
Caxton Gibbet (CDL)



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A confused driver bypassed road closure signage and barriers. The vehicle was intercepted before reaching the work area and safely turned away, preventing access to live works and avoiding escalation.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions occurred. However, congestion during a temporary lane closure contributed to public frustration, resulting in a brief verbal altercation directed towards on-site traffic safety personnel.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle breakdown occurred within the traffic management area. The driver used the designated works access as a refuge point, allowing the situation to be managed without further impact to the workforce.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by controlling access, managing congestion, and engaging with the public. The situation was stabilised quickly, with effective coordination between TSCO and traffic management operatives.

Overall *[Sentiment: Neutral]*

The period involved minor non-compliance and public frustration linked to congestion, but effective controls prevented escalation. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required enhance advance warning signage, public-facing communications, and dynamic congestion management to reduce confusion, discourage non-compliance, and minimise the risk of confrontations during traffic disruptions.

Incursions Report

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

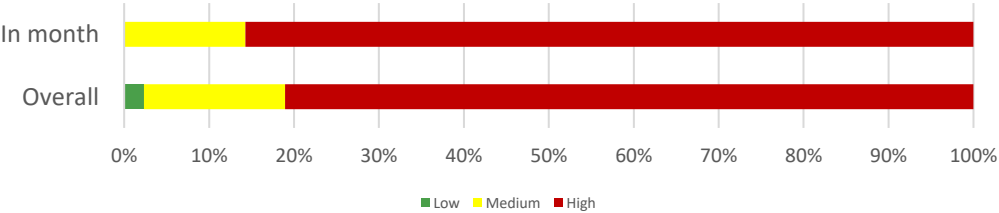
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 50% decrease in 'Driver confused' type incursions, 80% decrease in 'Result of accident' type incursions

[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)

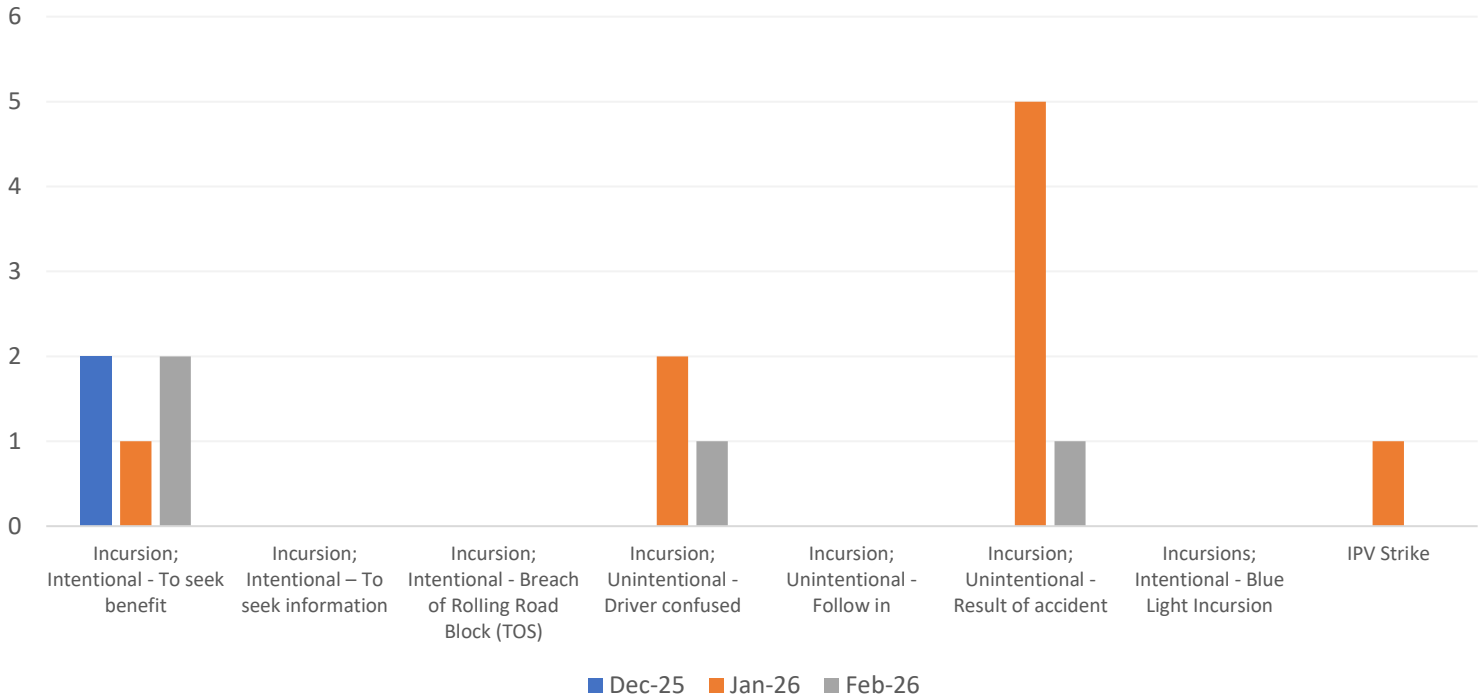
Project Risk Rating



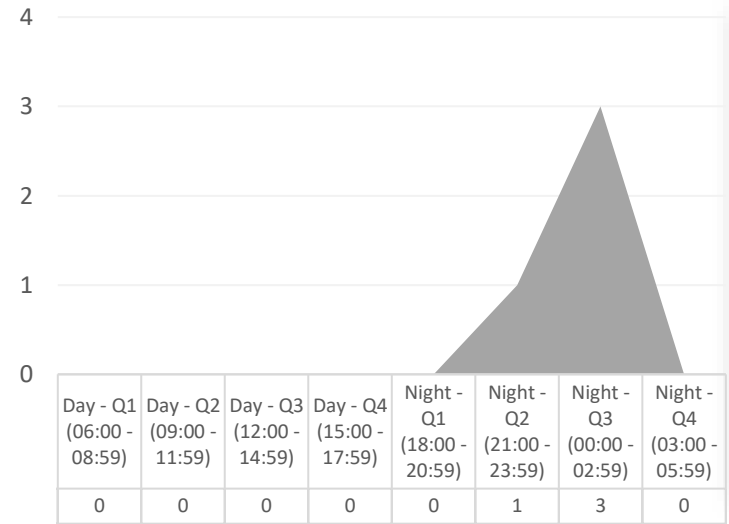
Incursion rate per length of TM (Unknown)

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

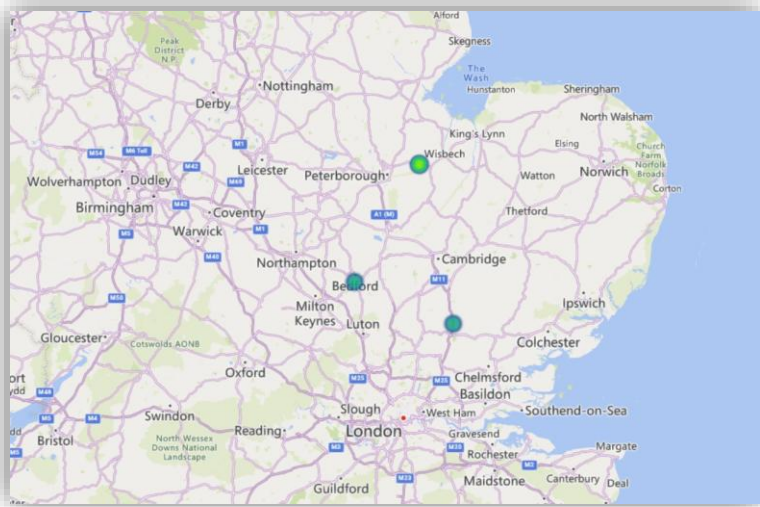
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Unauthorised vehicle incursions occurred when vehicles entered live works areas despite clear signage and controlled access. One vehicle proceeded at speed before stopping, presenting a potential risk to the workforce.

Traffic Incidents *[Sentiment: Negative]*

A vehicle under escort failed to comply with site controls, overtaking and travelling at excessive speed through the works. No collisions were reported, however roadside equipment damage was identified following the incident.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Access control measures were applied, including refusal of entry at gated points. Site inspections identified damaged cones on a taper, with core traffic management equipment remaining serviceable and operational.

Overall *[Sentiment: Neutral]*

The period was marked by several unauthorised access events and non-compliant driver behaviour. While no injuries occurred, these incidents highlight ongoing exposure to risk within live traffic management environments.

Recommendations

Project team should review their approach and where required strengthen access control arrangements, escort procedures, and driver compliance measures. Additional signage, physical barriers, and monitoring should be considered to reduce unauthorised entry risks.

Incursions Report

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

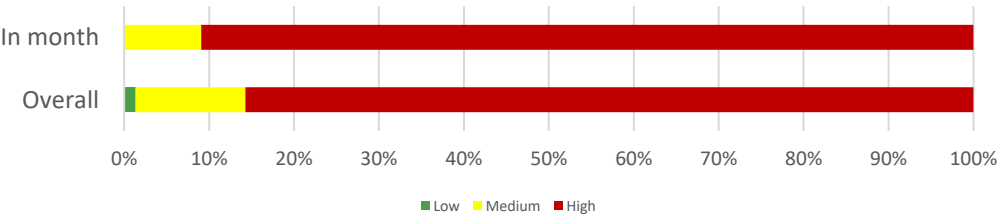
A total of 6 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions, 100% increase in 'Blue Light' type incursions, 100% increase in 'Driver confused' type incursions

[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)

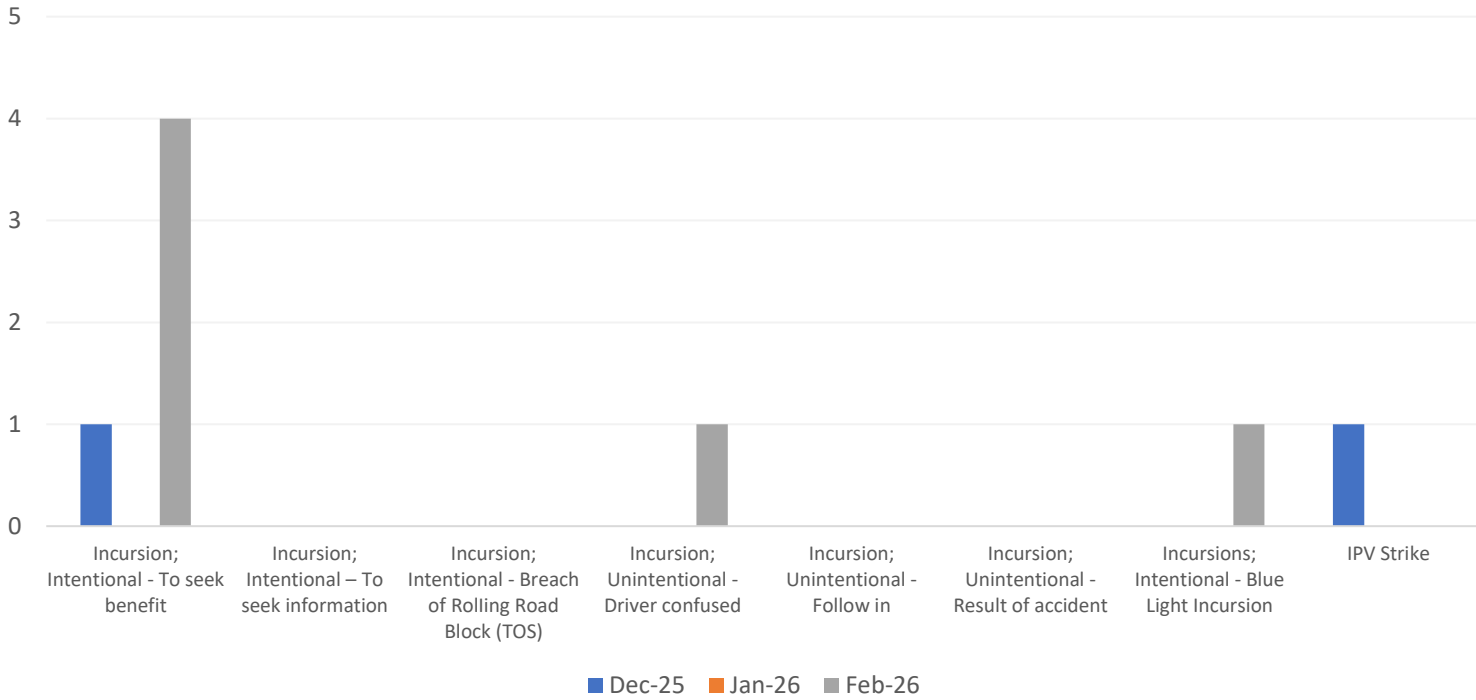
Project Risk Rating



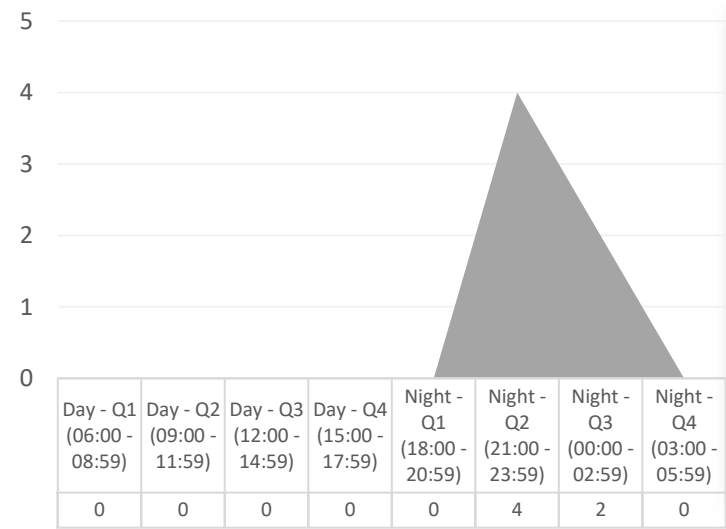
Incursion rate per length of TM (Unknown)

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

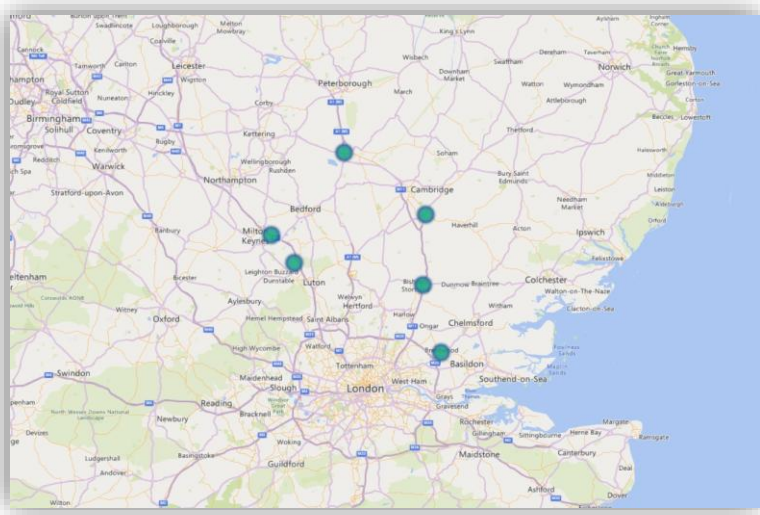
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred within live traffic management, including vehicles travelling in the wrong direction through closures and interchanges, presenting a significant safety risk to the workforce and live traffic.

Traffic Incidents *[Sentiment: Negative]*

Several traffic-related incidents were recorded, including uncontrolled vehicle movements, near misses involving live traffic and works vehicles, and police-led traffic control creating additional exposure risks for site operatives.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management crews implemented appropriate controls, contacted police where required, paused works when risk increased, and safely escorted unauthorised vehicles through closures to restore site safety.

Overall *[Sentiment: Negative]*

The period was characterised by repeated non-compliant driver behaviour within closures, increasing risk levels despite appropriate traffic management controls and interventions by site teams and enforcement authorities.

Recommendations

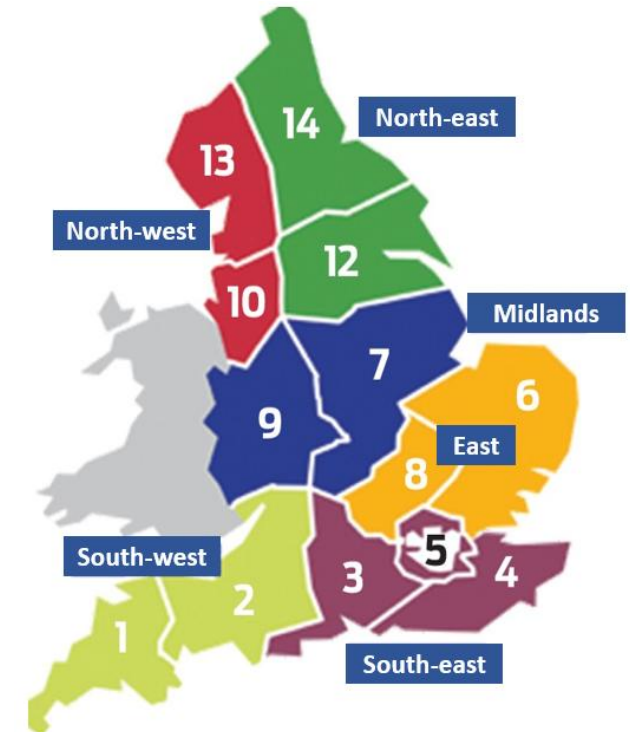
Project team should review their approach and where required strengthen advance warning signage, closure visibility, interface protocols with enforcement authorities, and workforce briefings to better manage non-compliant driver behaviour and reduce exposure risk.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

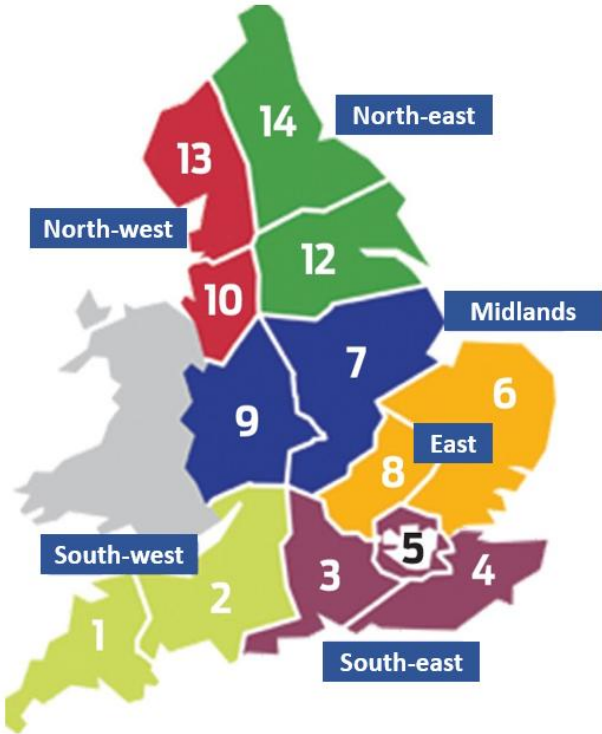
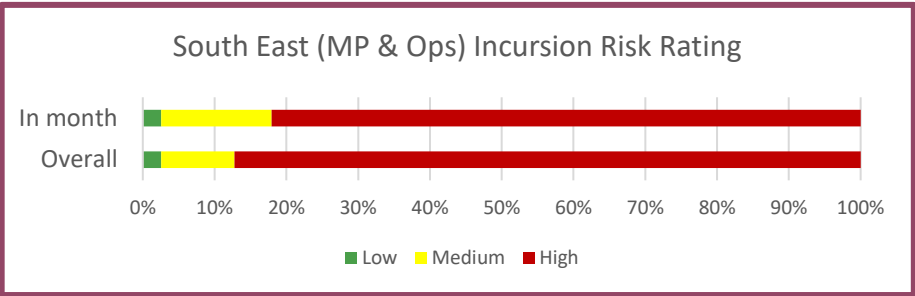
Select next page for South East Region and Project Reports



Incursions Report – South East Region

South East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	600	[11.55%]	1420	[58.29%]	
Incursion; Intentional – Because of breakdown	3532	[67.96%]	265	[10.88%]	
Incursion; Intentional – To seek information	54	[1.04%]	69	[2.83%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]	
Incursion; Unintentional - Driver confused	471	[9.06%]	333	[13.67%]	
Incursion; Unintentional - Follow in	98	[1.89%]	178	[7.31%]	
Incursion; Unintentional - Result of accident	395	[7.60%]	78	[3.20%]	
Incursions; Intentional - Blue Light Incursion	45	[0.87%]	74	[3.04%]	
IPV Strike	2	[0.04%]	17	[0.70%]	
Grand Total	5197	[100.00%]	2436	[100.00%]	

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	163	130	80%	224	172	77%	256	184	72%
Area 4	198	111	56%	165	74	45%	212	74	35%
Area 5	252	189	75%	302	254	84%	369	299	81%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous unauthorised vehicle incursions occurred through closures, access points and airlocks, including wrong-way movements, convoy following and high-speed entries near the workforce. No injuries to the workforce or members of the public were reported.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included cone strikes, vehicles passing close to operatives, an IPV cushion contact, and uncontrolled vehicle movements during temporary traffic control. Police attended some events. No injuries to the workforce or public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Multiple vehicles entered closures to seek refuge following breakdowns, punctures or blowouts. These were managed within traffic management to maintain safety. No injuries to the workforce or members of the public were reported.

Traffic Management Responses *[Sentiment: Neutral]*

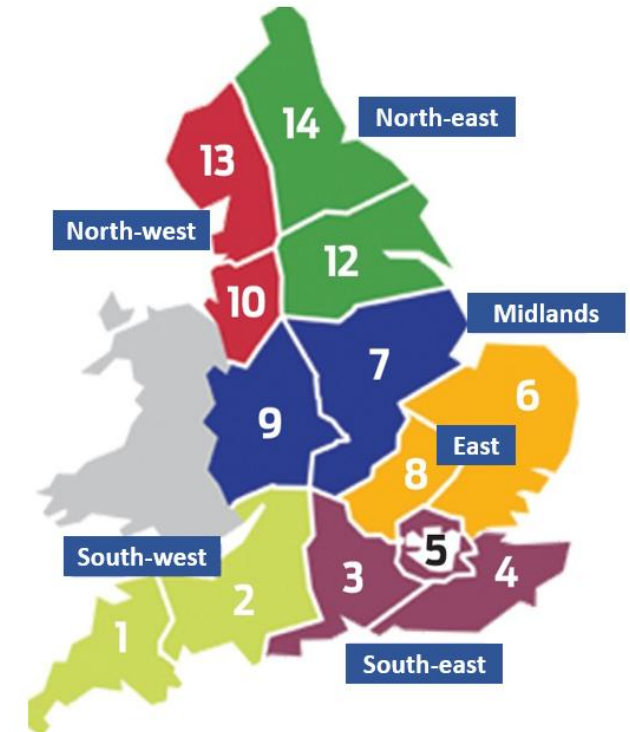
Traffic management teams intervened promptly by stopping works, escorting vehicles, correcting layout faults, replacing damaged equipment, coordinating with police, and ensuring operatives reached places of safety during unexpected vehicle movements.

Overall *[Sentiment: Negative]*

The period experienced a high frequency of incursions, driver non-compliance and breakdown-related access. Effective interventions prevented injury; however, repeated breaches highlight ongoing challenges with access control and driver understanding.

Recommendations

Project team should review their approach and where required strengthen access control, airlock discipline and physical deterrents, improve layout resilience during live changes, enhance supervision at high-risk points, and reinforce clear diversion messaging to reduce incursions.



Incursions Report

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

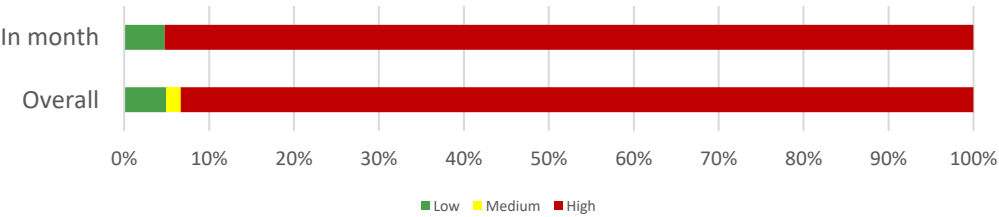
A total of 6 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions, 100% increase in 'IPV Strike' type incursions, no change from the previous month in Follow in' type incursions

[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)

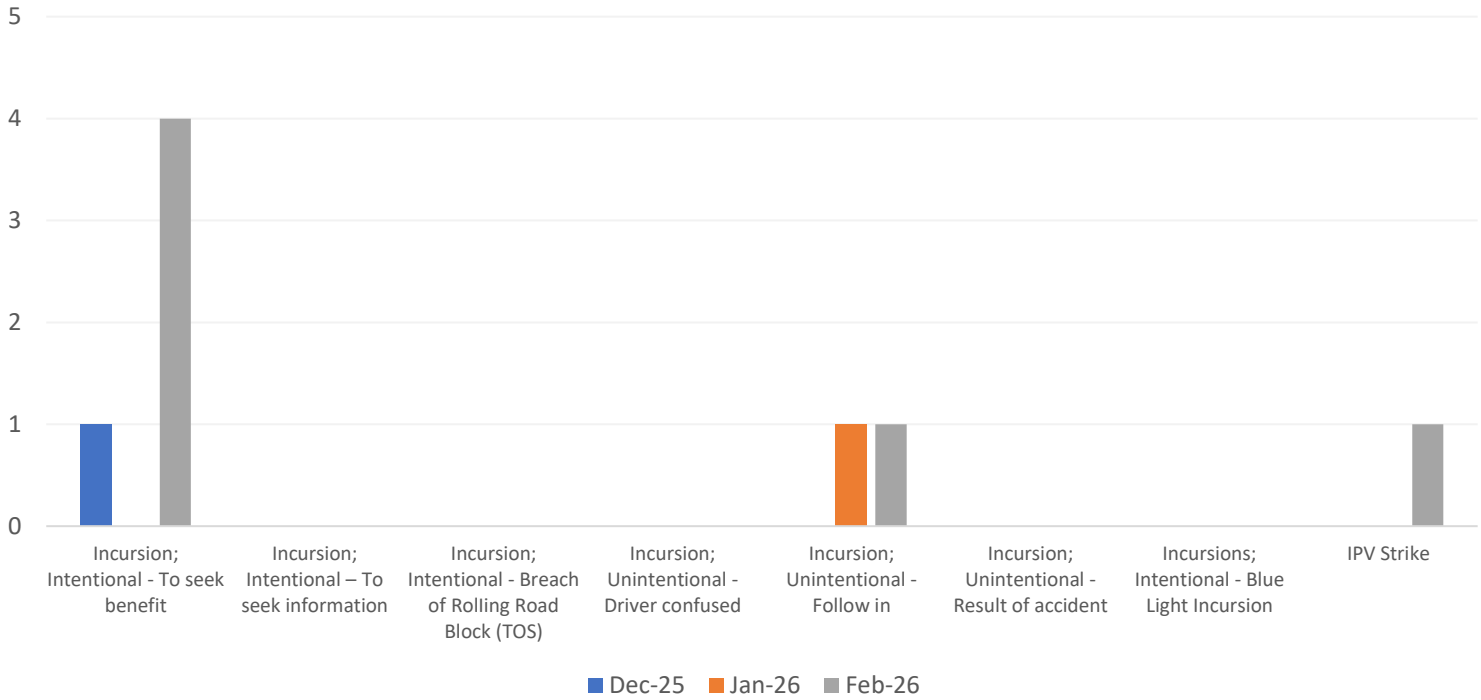
Project Risk Rating



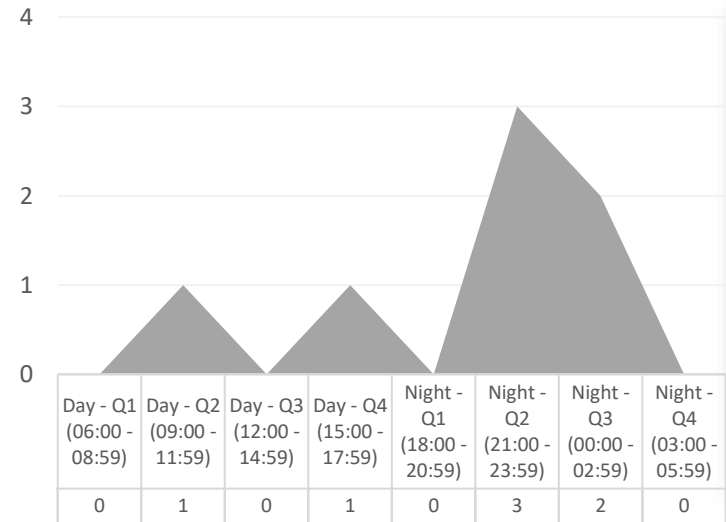
Incursion rate per length of TM (Unknown)

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

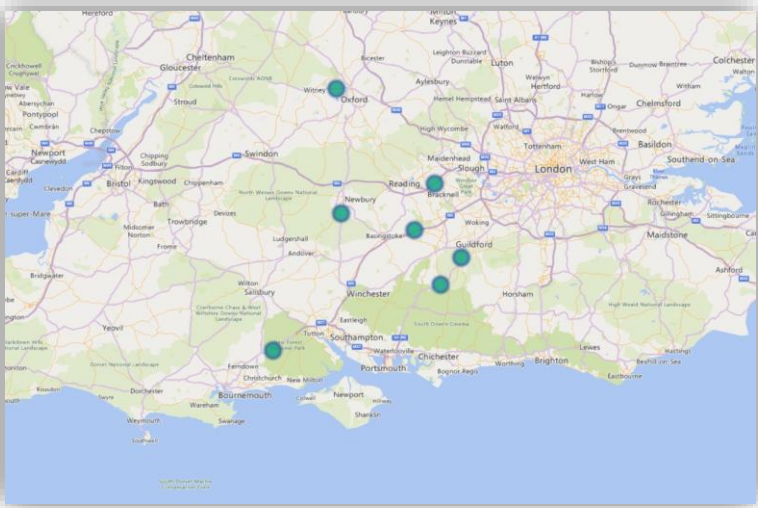
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions occurred, including members of the public entering live closures and following works vehicles into restricted areas. Incidents were identified promptly and managed without injury to the workforce or public.

Traffic Incidents *[Sentiment: Negative]*

Traffic was unintentionally released during an emergency carriageway closure, allowing vehicles to pass through a closed lane. Operatives maintained situational awareness and reached a place of safety without harm.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle entered a maintenance closure and was directed into a safe position within the works area. This action reduced risk to live traffic and prevented a potential collision.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements were checked and found compliant with approved drawings. Diversions, signage and road closure measures were in place and visible, supporting effective incident control and risk reduction.

Overall *[Sentiment: Neutral]*

Multiple incursions and traffic management challenges were recorded during the period. All incidents were controlled effectively, with operatives responding appropriately and no injuries sustained.

Recommendations

Project team should review their approach and where required strengthen access control at closures, improve driver compliance through clearer advance signage, and reinforce operative briefings to prevent unauthorised entry and unintended traffic release.

Incursions Report

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

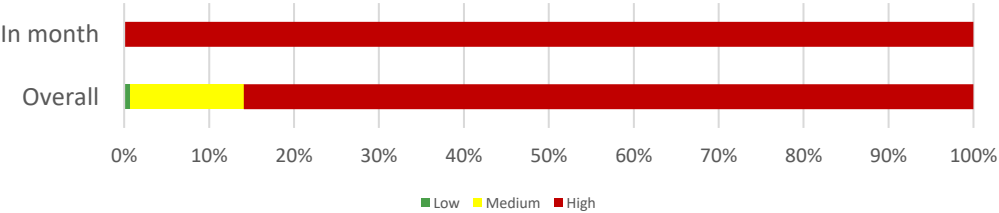
A total of 4 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions

[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)

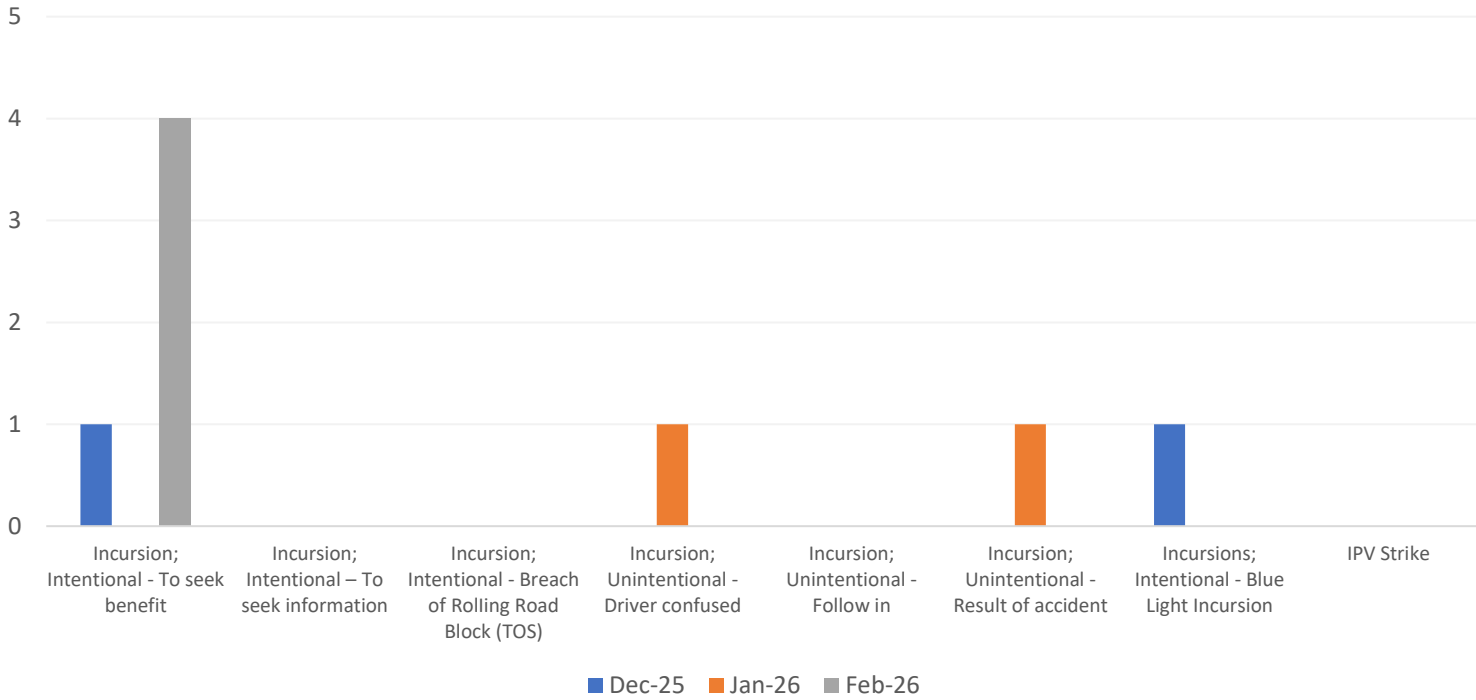
Project Risk Rating



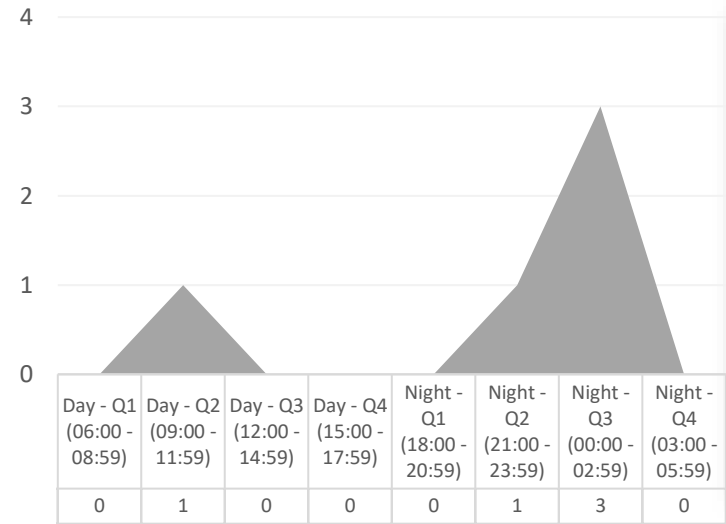
Incursion rate per length of TM (Unknown)

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

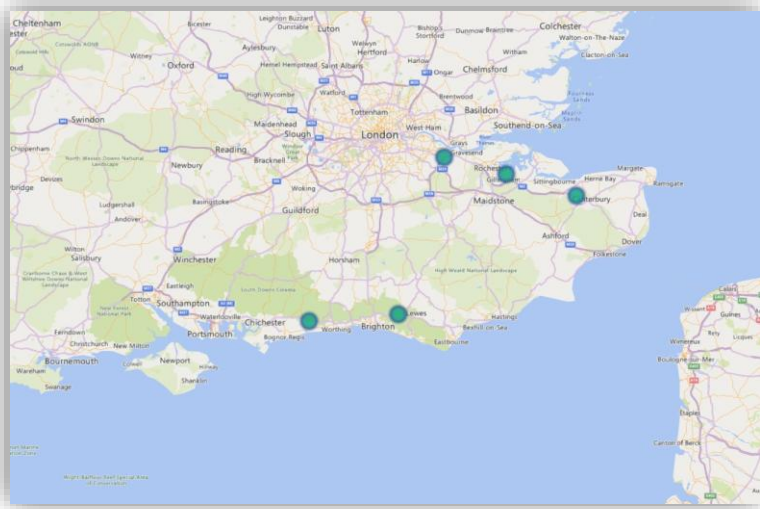
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Vehicles entered the closure incorrectly, including one travelling at speed and another accessing the site to locate a relative. No pedestrians entered live works, and no injuries to the workforce or public were reported.

Traffic Incidents *[Sentiment: Negative]*

Unauthorised vehicle movements occurred through the closure, including a vehicle entering via a roundabout and another passing through the site during a closure. No collisions occurred and no injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public vehicle broke down within the closure and remained stationary for a short period. Operatives maintained vigilance, escalated appropriately, and no injuries to the workforce or public occurred.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management operatives acted appropriately by monitoring situations, avoiding direct engagement, escalating concerns, and assisting members of the public to reach their property safely. Works resumed only once conditions were confirmed safe.

Overall *[Sentiment: Neutral]*

Several unauthorised vehicle incursions were recorded during the period. Controls prevented harm, and no injuries to the workforce or members of the public occurred, demonstrating effective response despite repeated access breaches.

Recommendations

Project team should review their approach and where required enhance closure integrity, access point clarity, advance signing, and public information to reduce wrong-way movements, unauthorised access, and vehicle incursions into controlled areas.

Incursions Report

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

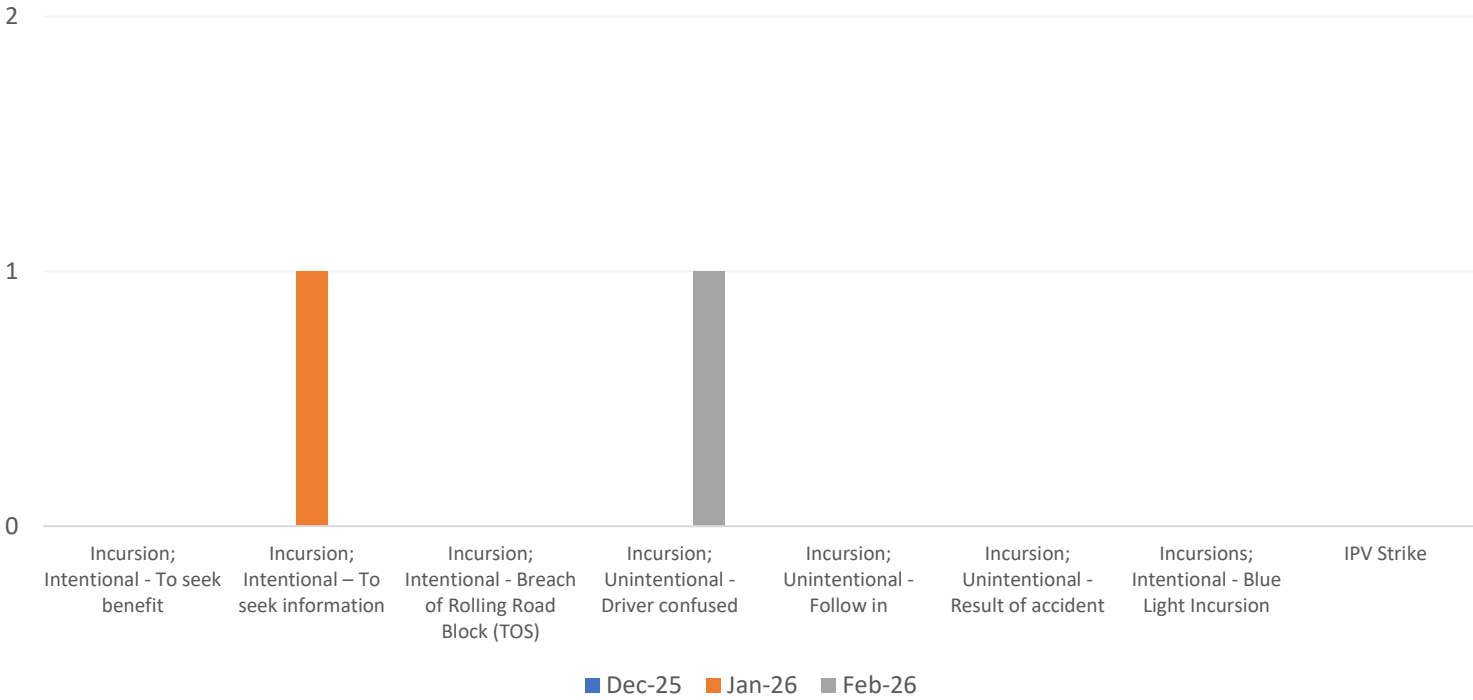
A total of 1 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions

[2 - Incursions resulting from breakdowns were recorded]

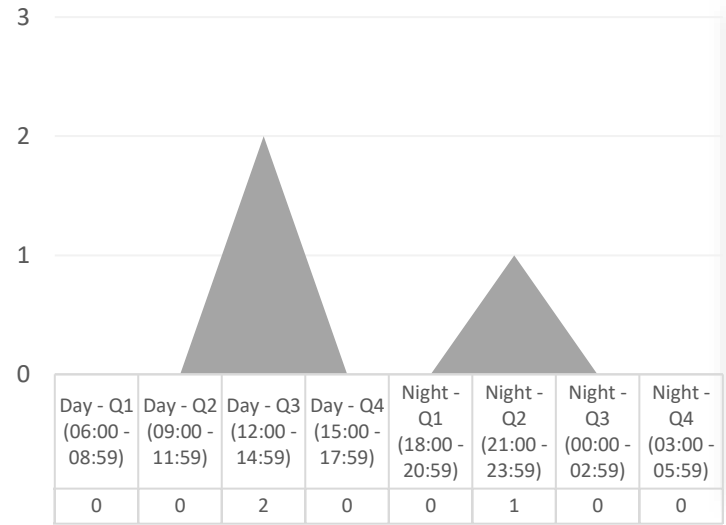
- Bottom left – Project Risk Rating with showing ‘In-month’ rating and ‘Overall’ rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for ‘all’ incursion types
- Bottom right – localised heatmap of ‘all’ incursion types

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

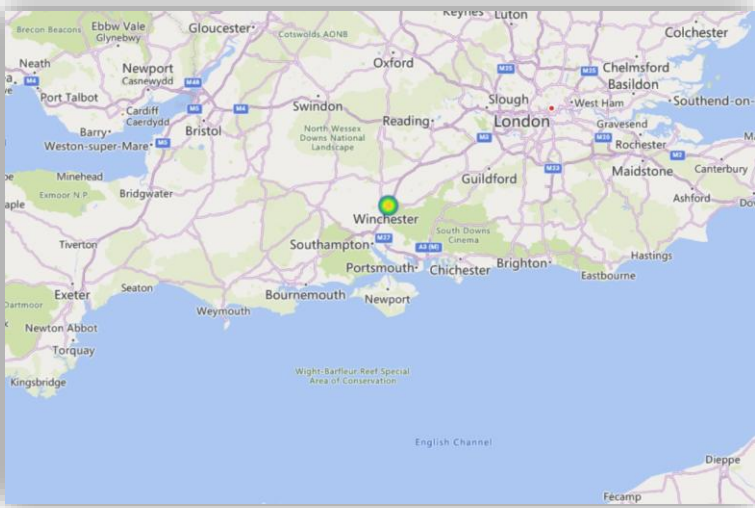
MP-0262 – M3 Jct 9 Improvement - RDP



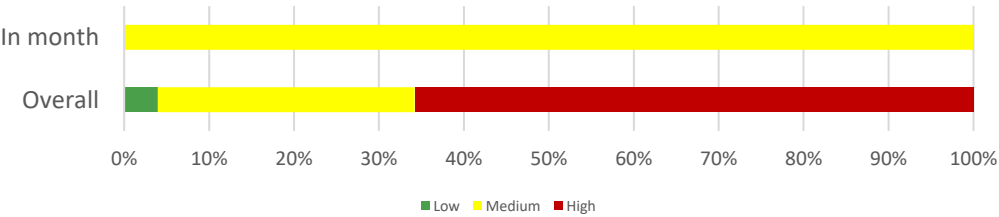
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Several vehicle incursions occurred during a closure, with all vehicles prevented from entering the worksite by traffic management controls. No pedestrians accessed the works, and workforce safety was maintained throughout.

Traffic Incidents *[Sentiment: Neutral]*

A road traffic collision occurred on the gyratory involving public vehicles. One vehicle accessed temporary traffic management to seek refuge. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the works area to seek refuge following a breakdown. The situation was managed safely without impact to site activities or risk to the workforce or the travelling public.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management gates and controls operated effectively, preventing unauthorised access to the worksite during closures. Incursions were managed promptly, demonstrating appropriate control measures and situational awareness by the traffic management team.

Overall *[Sentiment: Neutral]*

Incidents primarily related to public vehicles seeking refuge during closures or breakdowns. Controls in place were effective, and no injuries or significant disruption to works were recorded during the period.

Recommendations

Project team should review their approach and where required strengthen advance warning, signage clarity, and public awareness during closures, alongside contingency planning for breakdowns and collisions to further reduce vehicle incursions.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

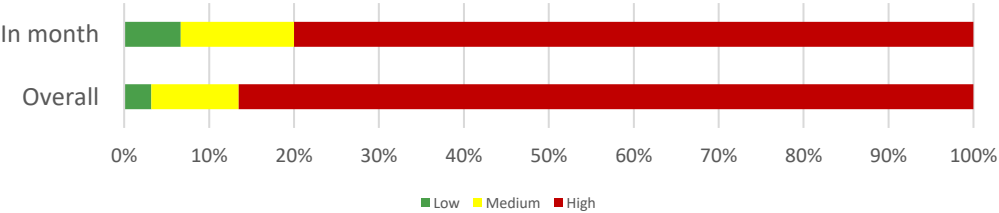
A total of 5 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions, incursions, with a 67% decrease in 'Follow in' type incursions

[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

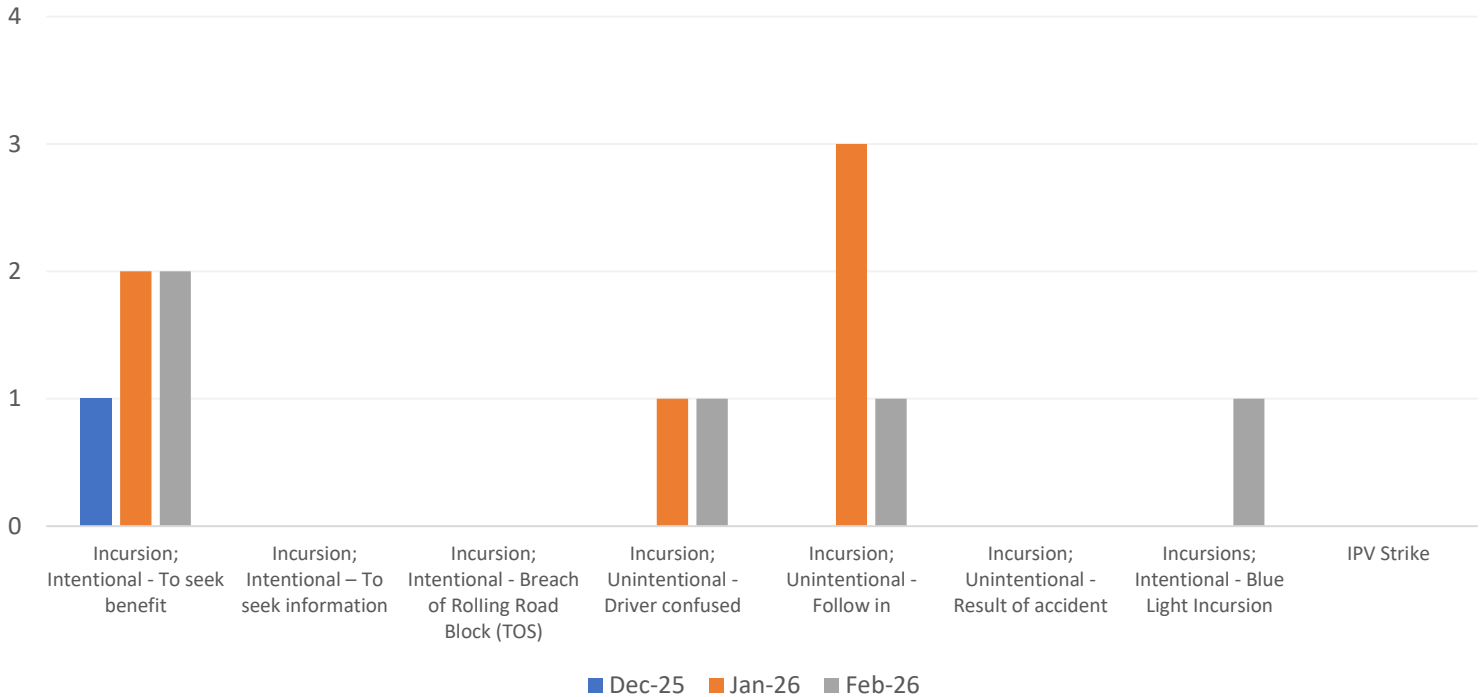


Incursion rate per length of TM (Unknown)

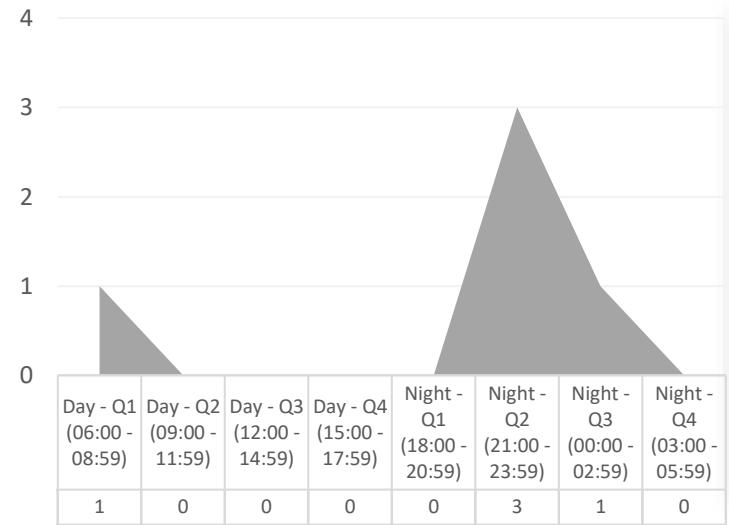
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

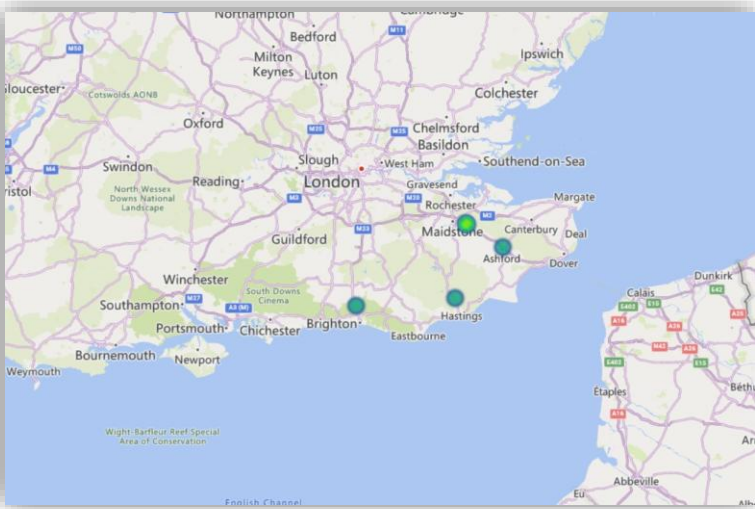
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred through coned accesses, including vehicles following works traffic, entering from side roads, and travelling the wrong way at speed. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents involved vehicles exiting through cones into live lanes and incorrect route usage despite signed diversions. These actions presented elevated risk to road users and the worksite, though no collisions occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported within or adjacent to the works area during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The site was set up correctly with cones and access points in place. Emergency and police vehicle movements occurred, including blue light access and a follow-me vehicle, which influenced subsequent vehicle movements.

Overall *[Sentiment: Negative]*

Despite compliant site setup, repeated unauthorised vehicle movements indicated driver non-compliance and access control challenges, increasing exposure to risk within the works area.

Recommendations

Project team should review their approach and where required strengthen access control, improve physical deterrents at cone gaps, enhance gateman authority and visibility, and reinforce diversion clarity to reduce non-compliant vehicle movements.

Incursions Report

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

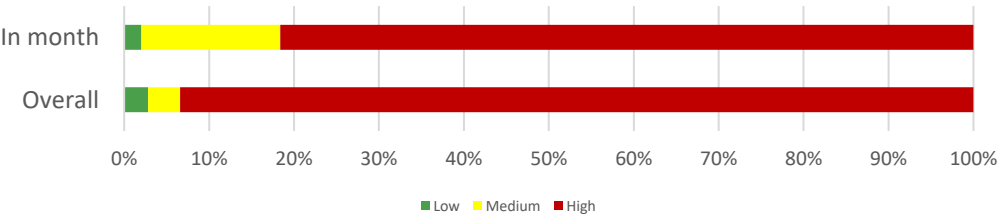
A total of 15 incursions have been recorded; with a 400% increase in 'Driver confused' type incursions, no change from the previous month in Follow in' type incursions, no change from the previous month in Result of accident' type incursions, incursions, with a 64% decrease in 'Seeking Benefit' type 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)

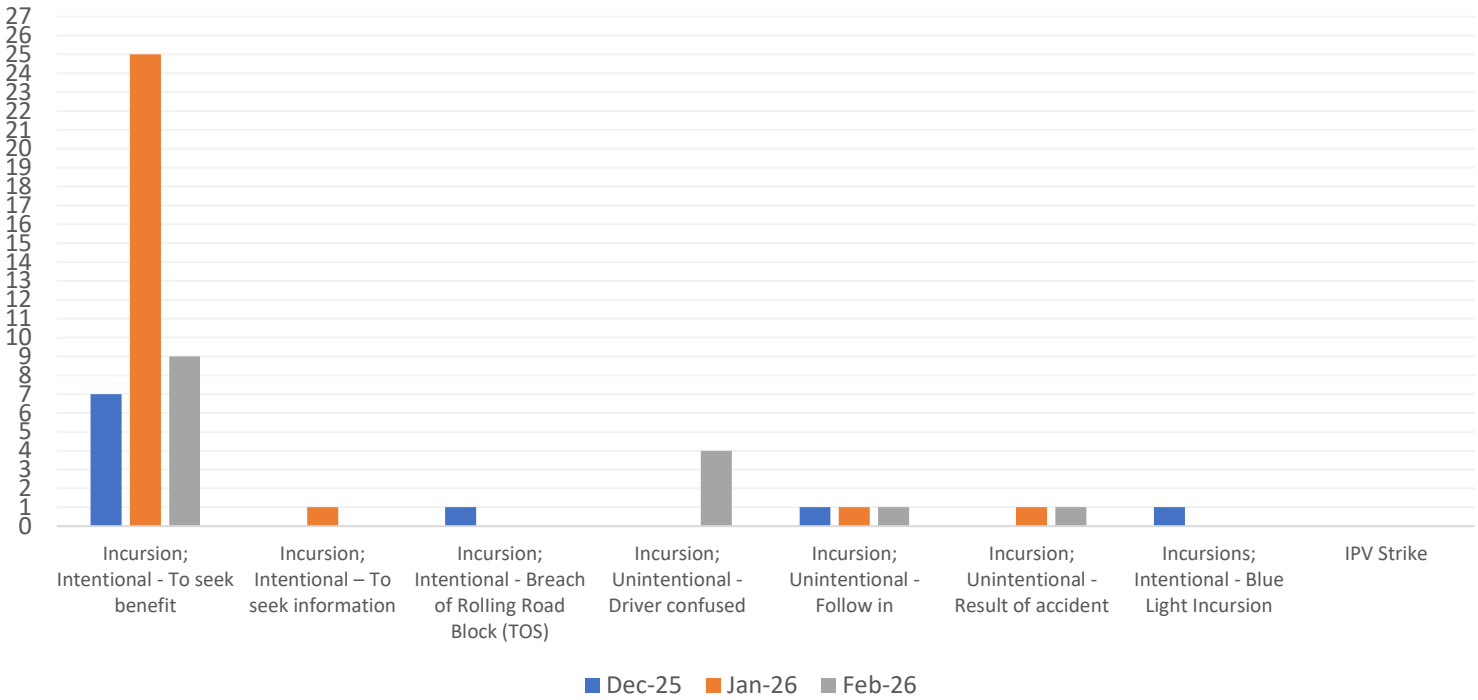
Project Risk Rating



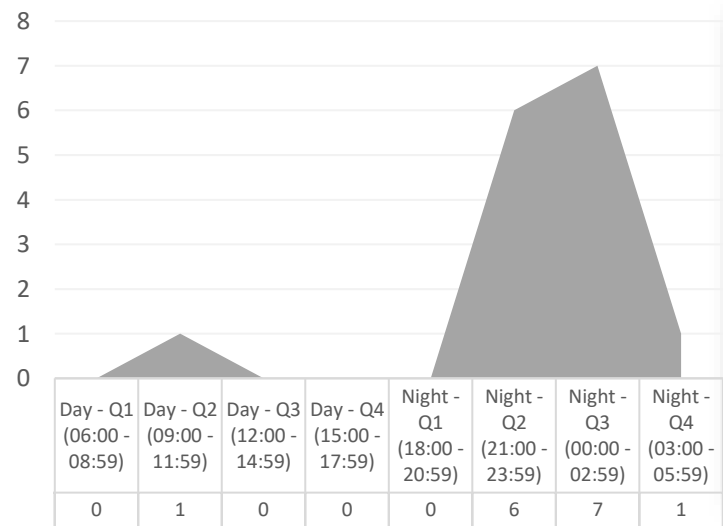
Incursion rate per length of TM (Unknown)

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

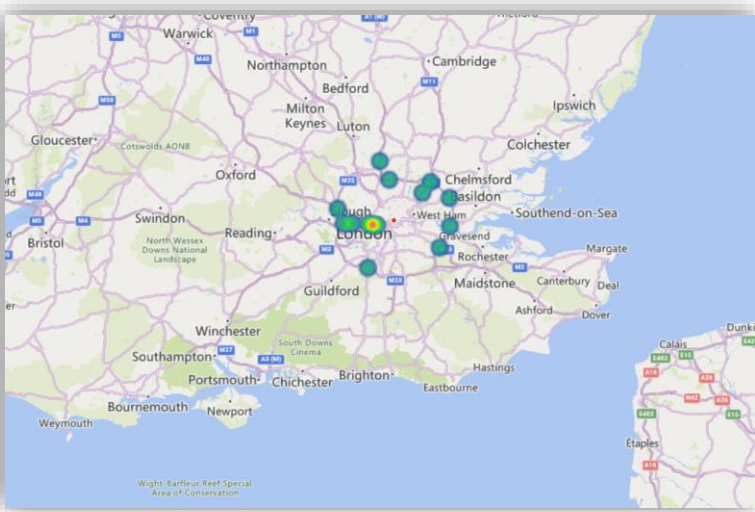
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred into closures and access points, including private cars, vans, scooters and an HGV. Several entered at speed, creating unsafe conditions and near-miss situations for the workforce.

Traffic Incidents *[Sentiment: Negative]*

Traffic-related incidents included vehicles following convoys, improper overtaking within closures, and sudden manoeuvres back into live lanes. One vehicle came within a few metres of the workforce, significantly increasing risk exposure.

Broken Down Vehicles *[Sentiment: Neutral]*

A small number of broken-down vehicles entered or stopped within the closure, including an HGV with a tyre failure. Assistance was requested, and the situations were managed without reported injury to the workforce or public.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams intervened where possible, including stopping vehicles, activating warning systems, and contacting relevant authorities for support. Despite interventions, repeated non-compliance by road users reduced overall effectiveness.

Overall *[Sentiment: Negative]*

The period was characterised by frequent incursions, poor driver compliance and repeated breaches of closures. These events collectively increased risk levels and undermined the safety of the workforce operating within the works area.

Recommendations

Project team should review their approach and where required strengthen access control, review signage and cone layouts, enhance physical barriers at entry points, and reinforce escort and monitoring procedures to reduce repeat incursions and improve workforce safety.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

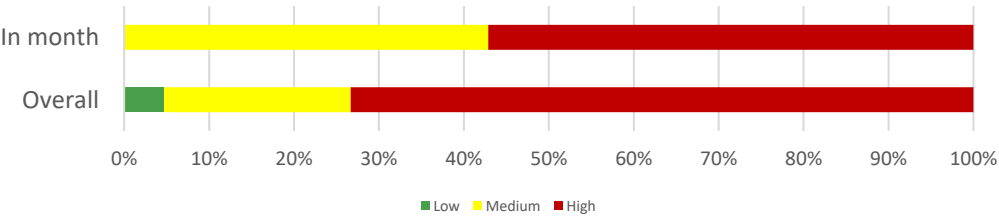
A total of 5 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[14 - 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)

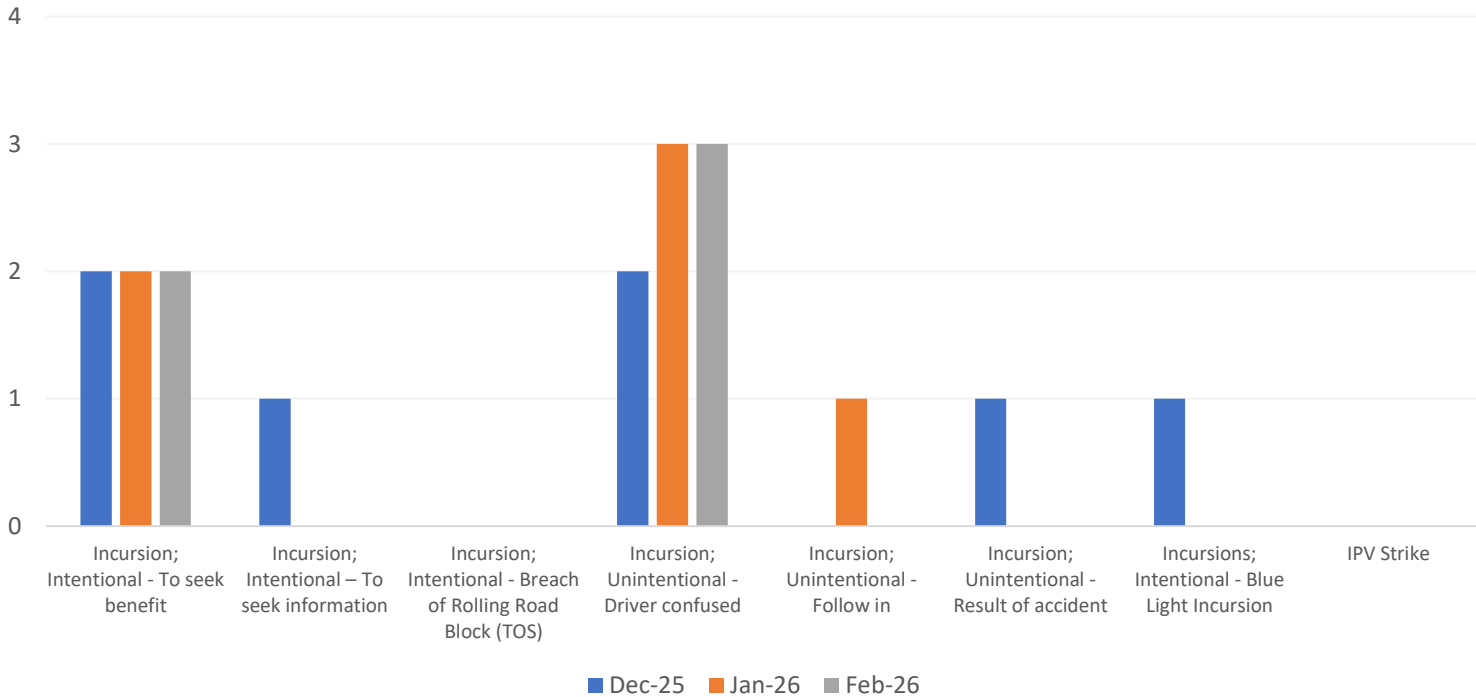
Project Risk Rating



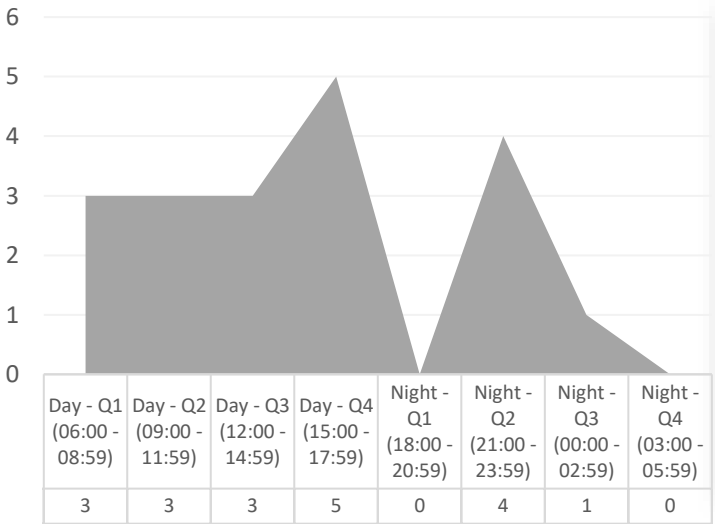
Incursion rate per length of TM (Unknown)

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

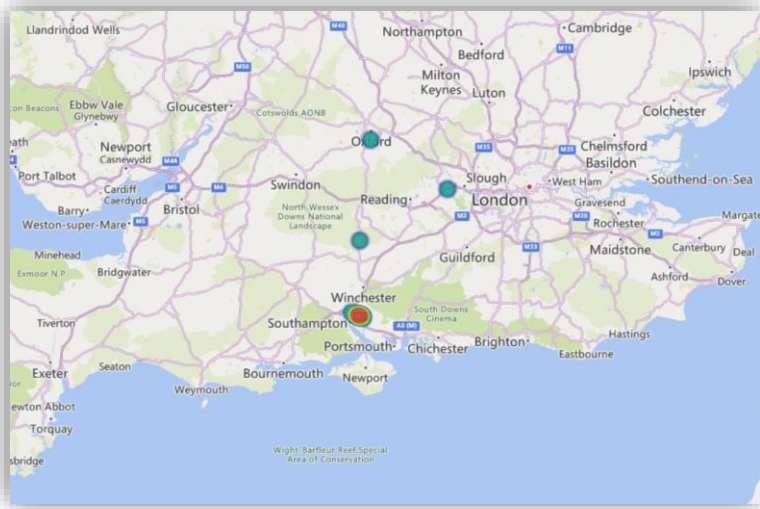
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred within the enclosure, including members of the public entering works areas and live lanes. Layout issues contributed initially but were identified and corrected promptly.

Traffic Incidents *[Sentiment: Negative]*

A vehicle entered the closure to bypass queuing traffic and struck traffic management equipment, causing secondary contact with plant. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A heavy goods vehicle suffered a puncture within the works and was managed safely. Additional public vehicle breakdowns were controlled with assistance from traffic officers and police, minimising disruption.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management was installed, checked, and formally handed over. Proactive drive-through inspections identified risks, enabled swift interventions, and supported safe removal or escort of vehicles from closures.

Overall *[Sentiment: Neutral]*

The period included several vehicle-related safety challenges. While incursions and incidents occurred, effective supervision and timely corrective actions reduced escalation and maintained overall site safety.

Recommendations

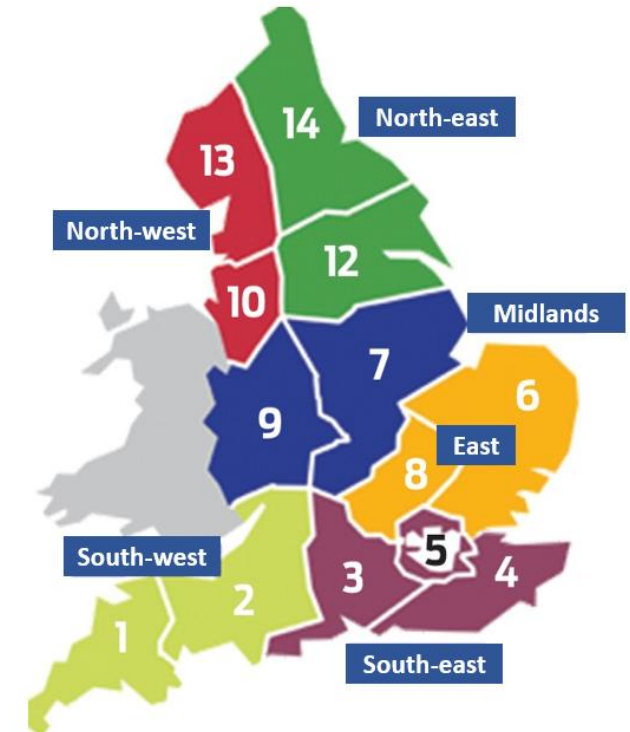
Project team should review their approach and where required strengthen layout design, signage clarity, and physical deterrents to prevent incursions, alongside enhanced monitoring, workforce briefings, and targeted controls during high-risk traffic conditions.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



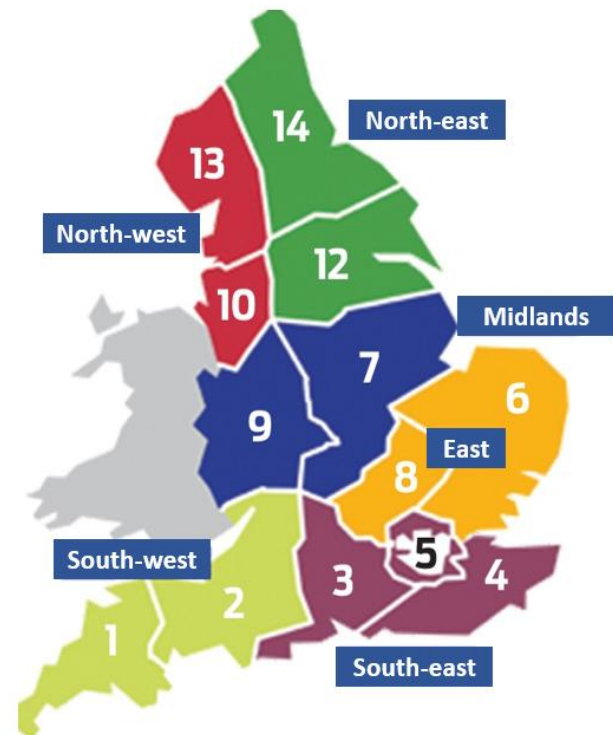
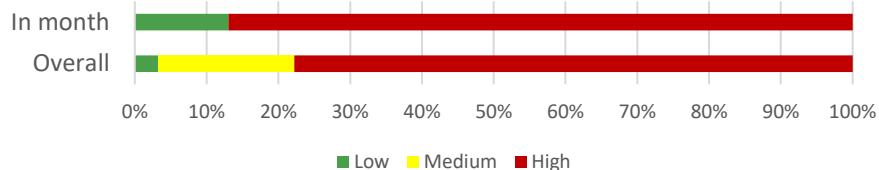
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	128 [43.84%]		5 [55.56%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	27 [9.25%]		1 [11.11%]
Incursion; Intentional – To seek information		5 [1.71%]		1 [11.11%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	71 [24.32%]		
Incursion; Unintentional - Follow in	7 [16.28%]	19 [6.51%]		2 [22.22%]
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [6.51%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [4.79%]		
IPV Strike		9 [3.08%]		
Grand Total	43 [100.00%]	292 [100.00%]		9 [100.00%]

Technology Utilisation	Dec 25			Jan 26			Feb 26		
	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	70	60	86%	84	71	85%	158	106	67%
Area 2	143	64	45%	180	77	43%	208	108	52%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred through closures and access points, including convoy following and barrier breaches. Pedestrians accessed closed cycle infrastructure and crossed live lanes. No injuries to workforce or public were reported.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included vehicles entering closures at speed, verbal aggression toward operatives, and layout vulnerabilities during access control changes. Near-miss risk was present, however no injuries to workforce or members of the public occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

A small number of vehicles entered closures due to breakdowns to reach a place of safety or await recovery. These were managed without escalation. No injuries to workforce or members of the public were reported.

Traffic Management Responses *[Sentiment: Neutral]*

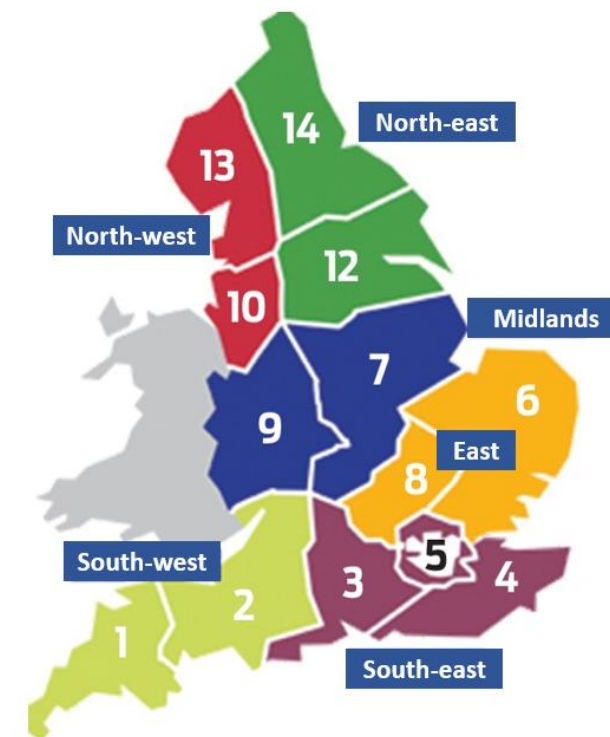
Traffic management teams implemented escorts, re-established airlocks, temporarily parked protective vehicles, stopped works where required, and coordinated supervisory responses to maintain workforce safety during incursions and close-call events.

Overall *[Sentiment: Negative]*

The period was marked by repeated unauthorised access, driver non-compliance and pedestrian risk-taking. Effective interventions prevented harm, though recurring breaches highlight weaknesses in access control and public understanding.

Recommendations

Project team should review their approach and where required strengthen access control, airlock positioning and barrier integrity, improve pedestrian exclusion at cycle routes, enhance supervision during handbacks, and reinforce clear advance warning to deter incursions.



Incursions Report

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

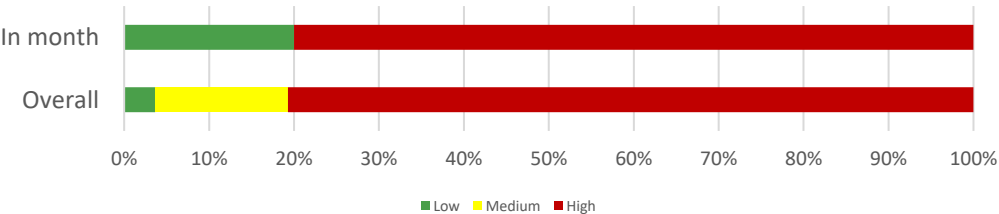
A total of 6 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 200% increase in 'Follow in' type incursions, 100% increase in 'To seek information' type incursions

[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)

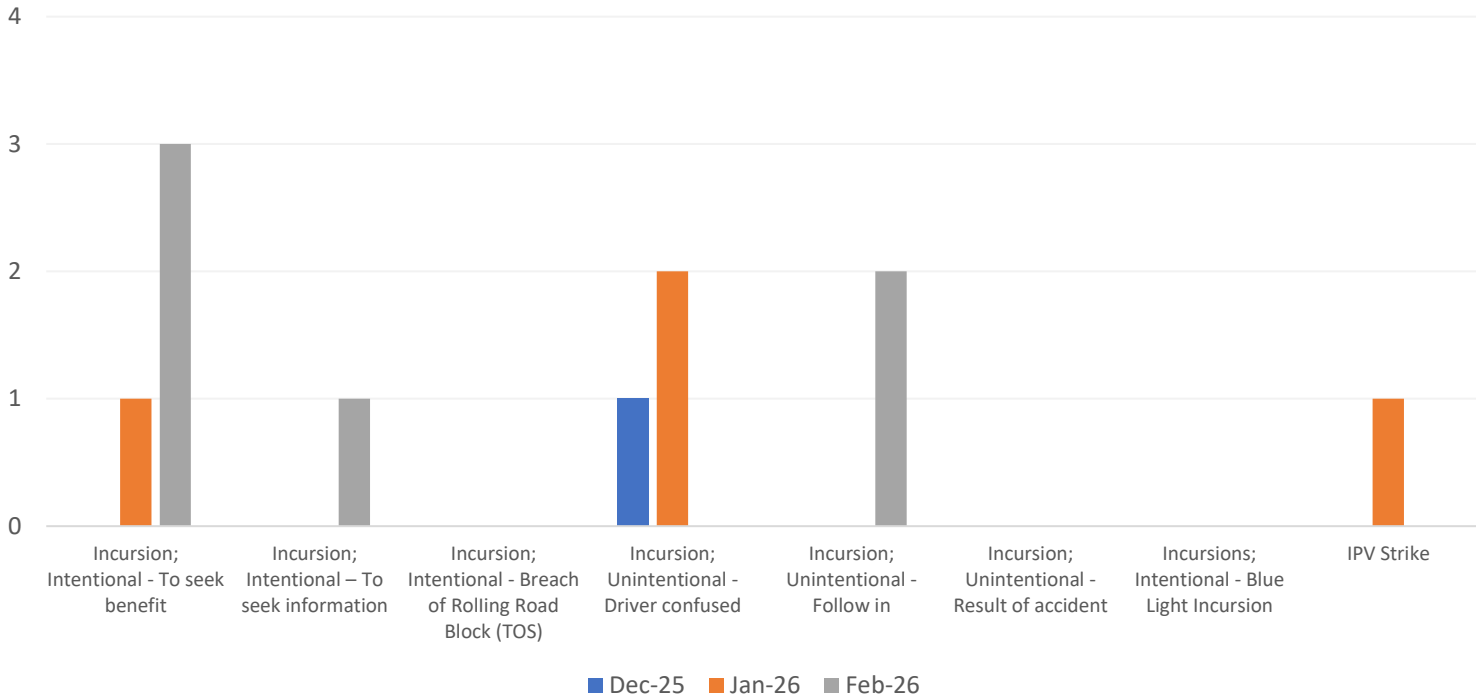
Project Risk Rating



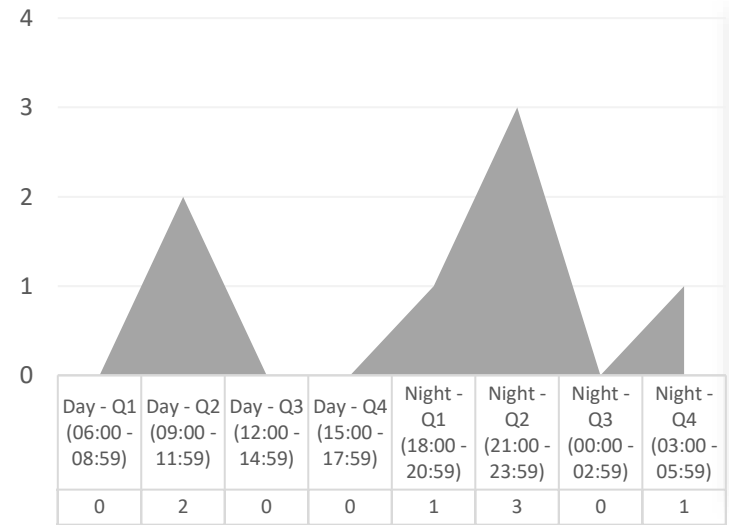
Incursion rate per length of TM (Unknown)

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

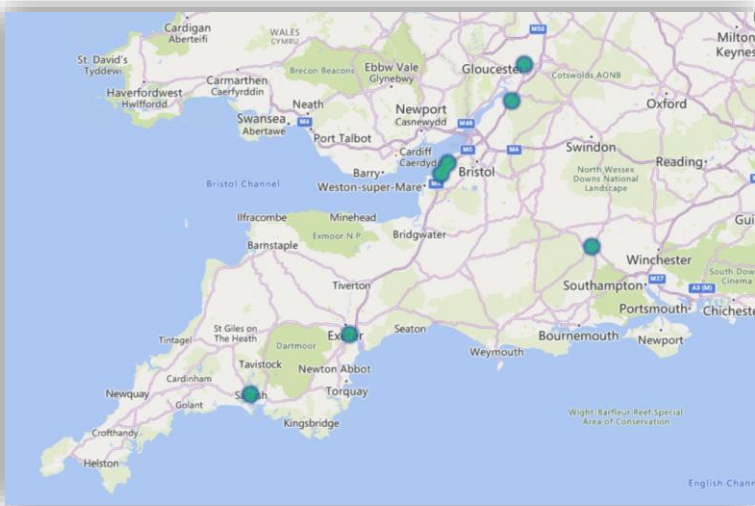
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicles and members of the public accessed the closure through coning and barrier locations, including following authorised convoys and entering enclosures for directions, presenting increased interface risk to traffic management operations.

Traffic Incidents *[Sentiment: Negative]*

Multiple unauthorised vehicle movements occurred within the closure, including aggressive driver behaviour and vehicles bypassing queues through coned areas. No contact with the workforce occurred and no injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle breakdown occurred within the longitudinal coning of the lane closure while attempting to reach the hard shoulder. The vehicle awaited recovery without further disruption or risk to the workforce.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management controls remained in place, with advance signage deployed and escorts used where required. Workforce followed procedures, remained within vehicles, and managed unauthorised access without escalation to emergency services.

Overall *[Sentiment: Neutral]*

Despite repeated unauthorised incursions into the closure, effective controls and workforce actions prevented harm. No injuries to the workforce or members of the public were reported during this period.

Recommendations

Project team should review their approach and where required strengthen access control points, improve barrier integrity, and enhance public awareness measures to reduce unauthorised entry and manage driver behaviour more effectively.

Incursions Report

Directorate: Operations
Region: South West
Project: AD – SBIM - One

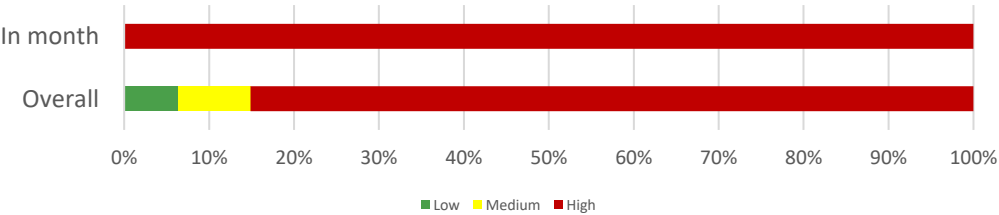
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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



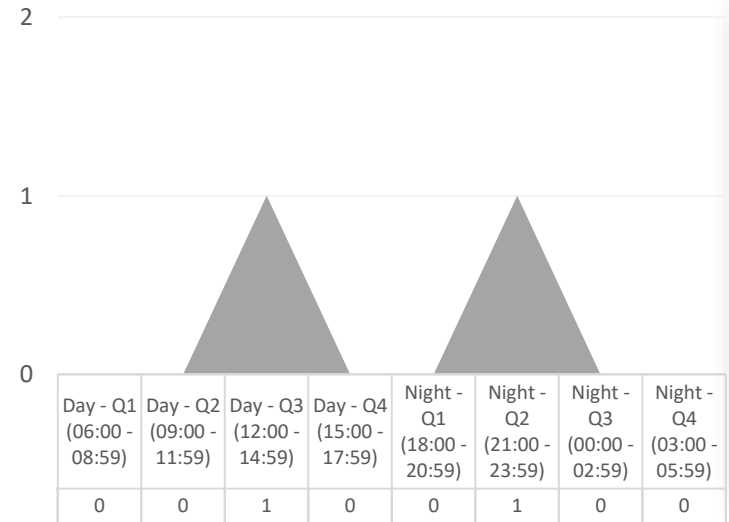
Incursion rate per length of TM (Unknown)

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

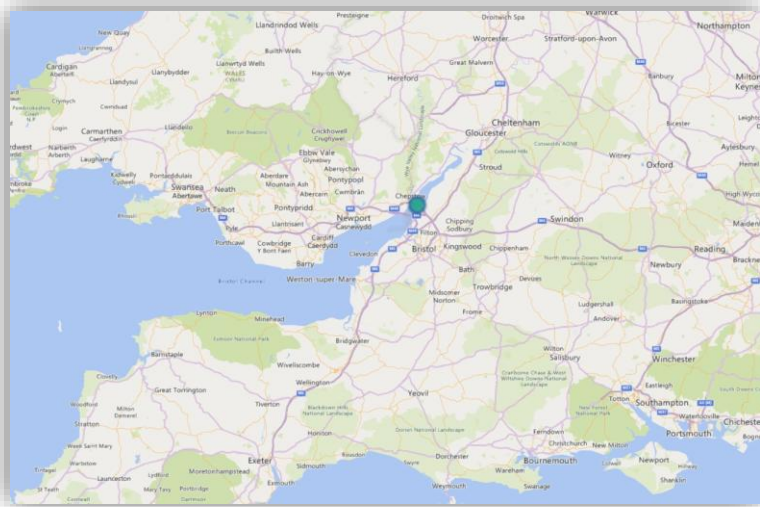
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South West
Project: AD – SBIM - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Unauthorised pedestrians accessed a closed cycle route and entered live traffic lanes before crossing into opposing carriageways. This presented a serious risk to the public and workforce. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A vehicle ignored traffic management signage and entered a closed carriageway via an on-slip. The incident was controlled before escalation and did not result in collision or injury.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported within the works or traffic management layouts during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by repositioning controls, implementing air-lock arrangements and protecting the workforce. Police were contacted regarding pedestrian behaviour to ensure site safety.

Overall *[Sentiment: Neutral]*

The period included high-risk unauthorised access by members of the public and a vehicle incursion. Effective intervention prevented harm, although the incidents highlighted vulnerabilities in access control.

Recommendations

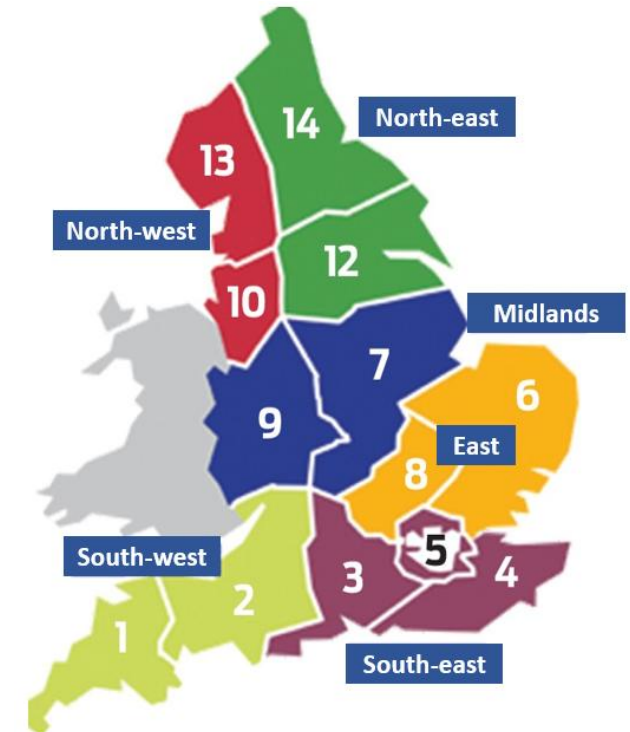
Project team should review their approach and where required strengthen access control, improve monitoring of entry points, enhance pedestrian deterrence measures, and reinforce rapid escalation protocols to prevent recurrence and reduce public risk.

Incursions Report – South West Region

End of regional report

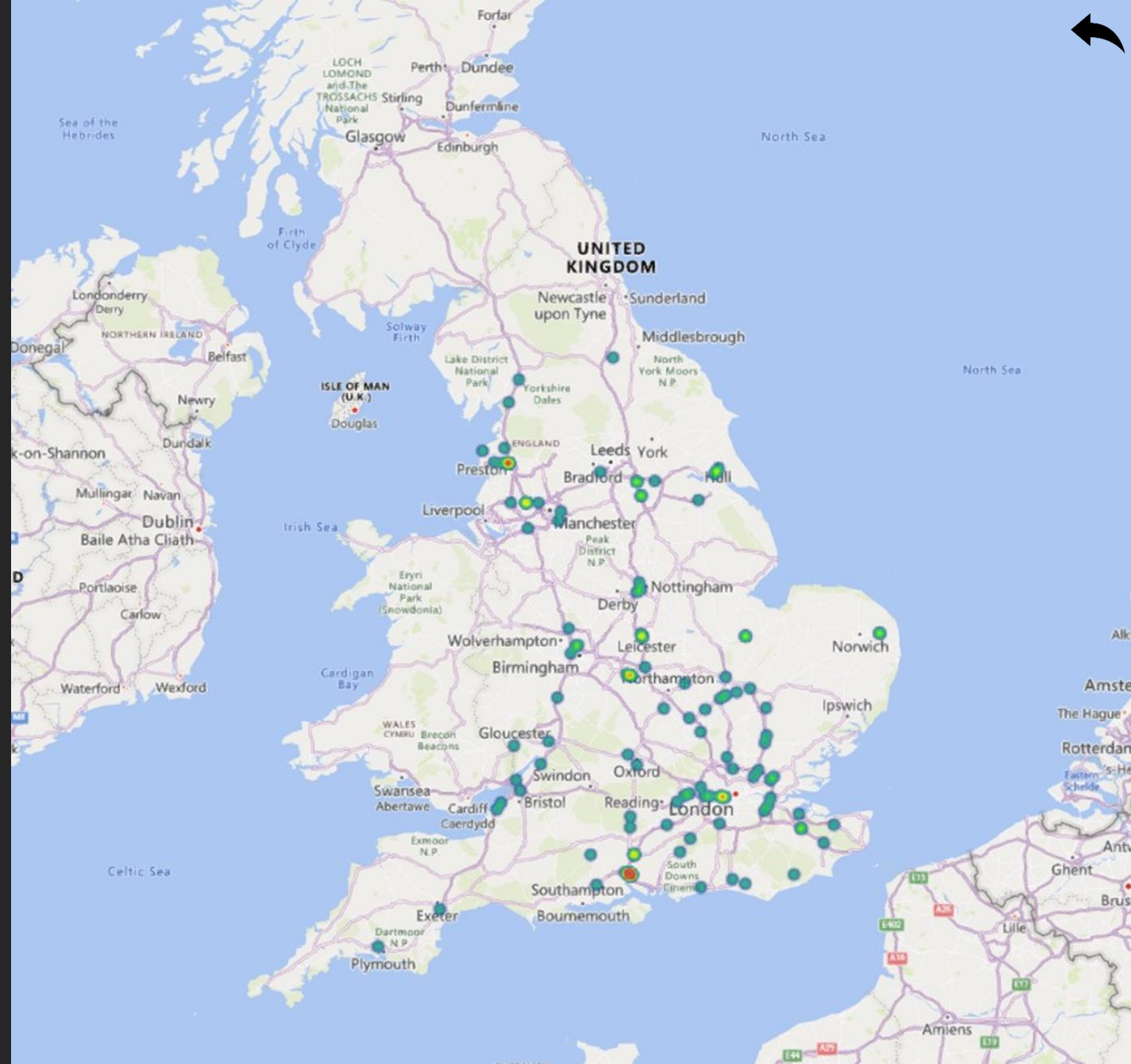
[Back to [Summary](#) page]

Select next page for Heatmaps

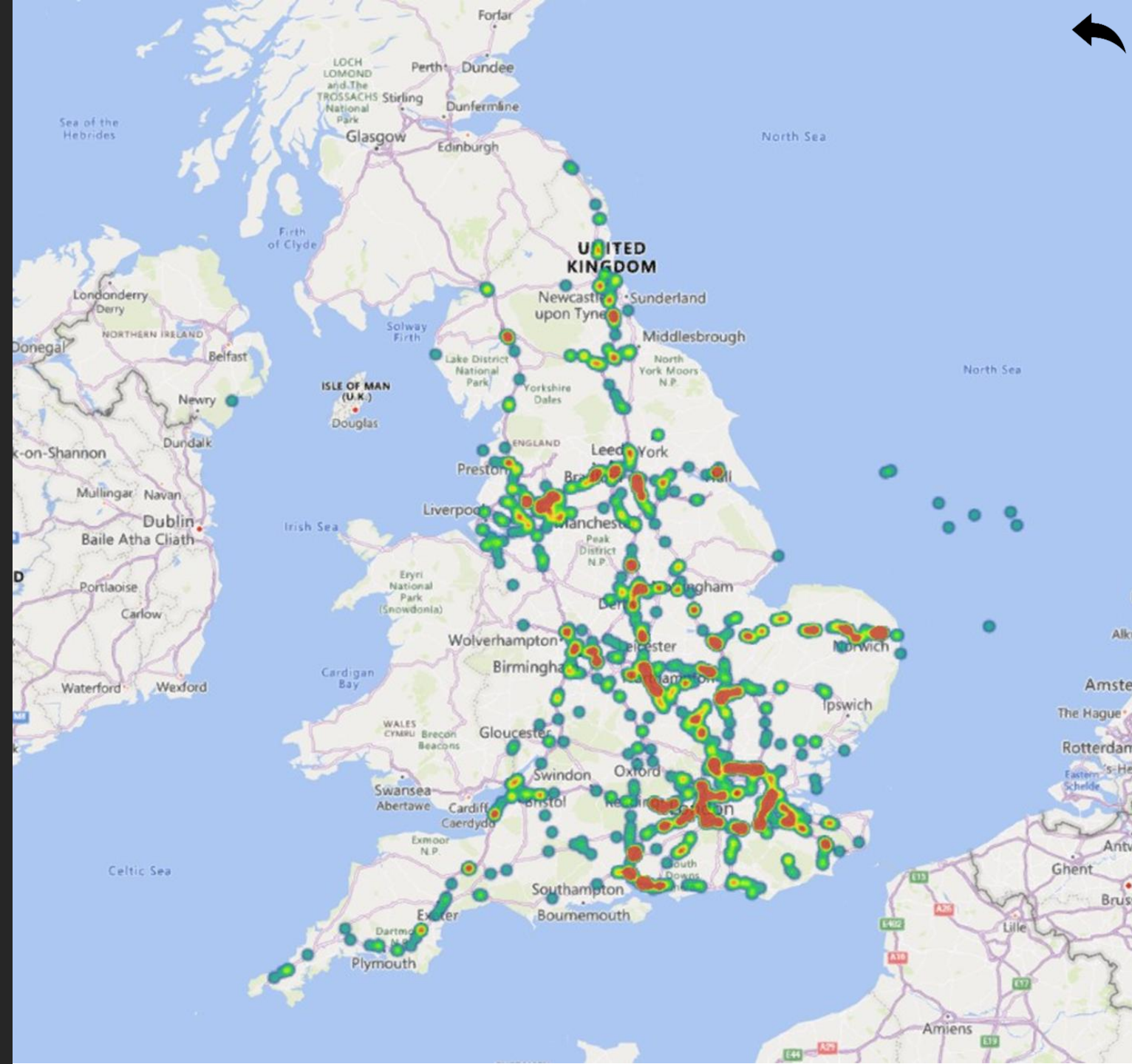


Heatmap of Incursions recorded in February 2026

“98% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

