

IPV & Incursion Working Group Report – January 2026

Nick Nandhra

Project Manager - CSC Customer and Stakeholder Improvement Division | Roadworks and Innovations Team

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.

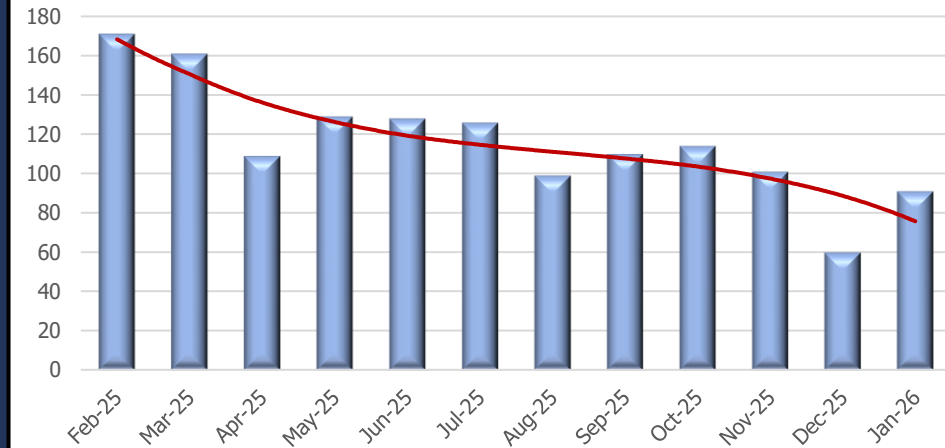
Select the following to view the [Executive Summary](#)

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

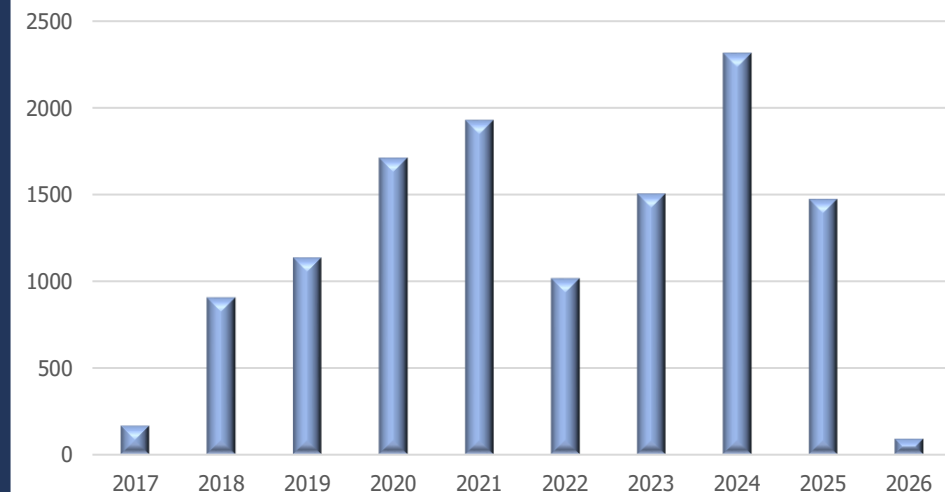
Executive Summary – Overview

- In January 2026 a total of 111 incursions were reported of which 91 were high and medium risk incursions.
- 15 Incursions were recorded by Major Projects with 81 by the Operations Directorate and 15 incursions by others.
- Technology utilisation (such as Intellicone usage) is around 51% per night, an fall of 5% from the previous month.
- Numbers of medium and high-risk incursions have fallen 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 February 2025 & January 2026



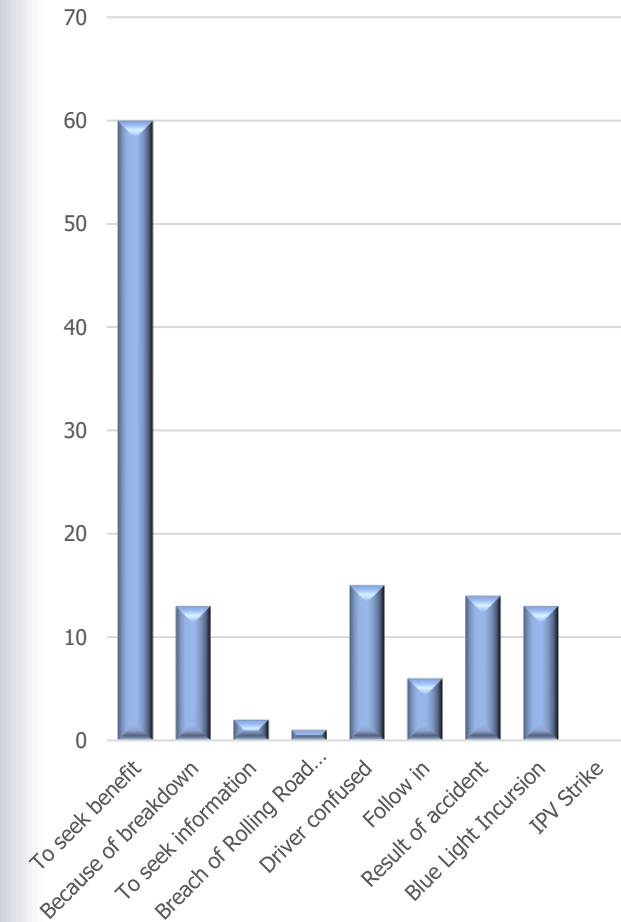
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **January 2026**, there were no recorded injuries to Customers from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **91** medium and high-risk incursions recorded, with **59** being 'Seeking Benefit' type incursions; equating to **65%** of high & medium incursions reported.
- During the month there were **0** Blue light incursions with **1** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **20** incursions were recorded. Of which, **11** were breakdowns.
- South East: This region recorded the highest-risk incursions, including repeated wrong-way driving, airlock breaches, taper strikes, and multiple vehicles entering closures at speed. Notably, 18 vehicles accessed a works area in under an hour, alongside HGVs and mopeds forcing through cones and several drivers overtaking escorts.

January 2026 – All Incursions



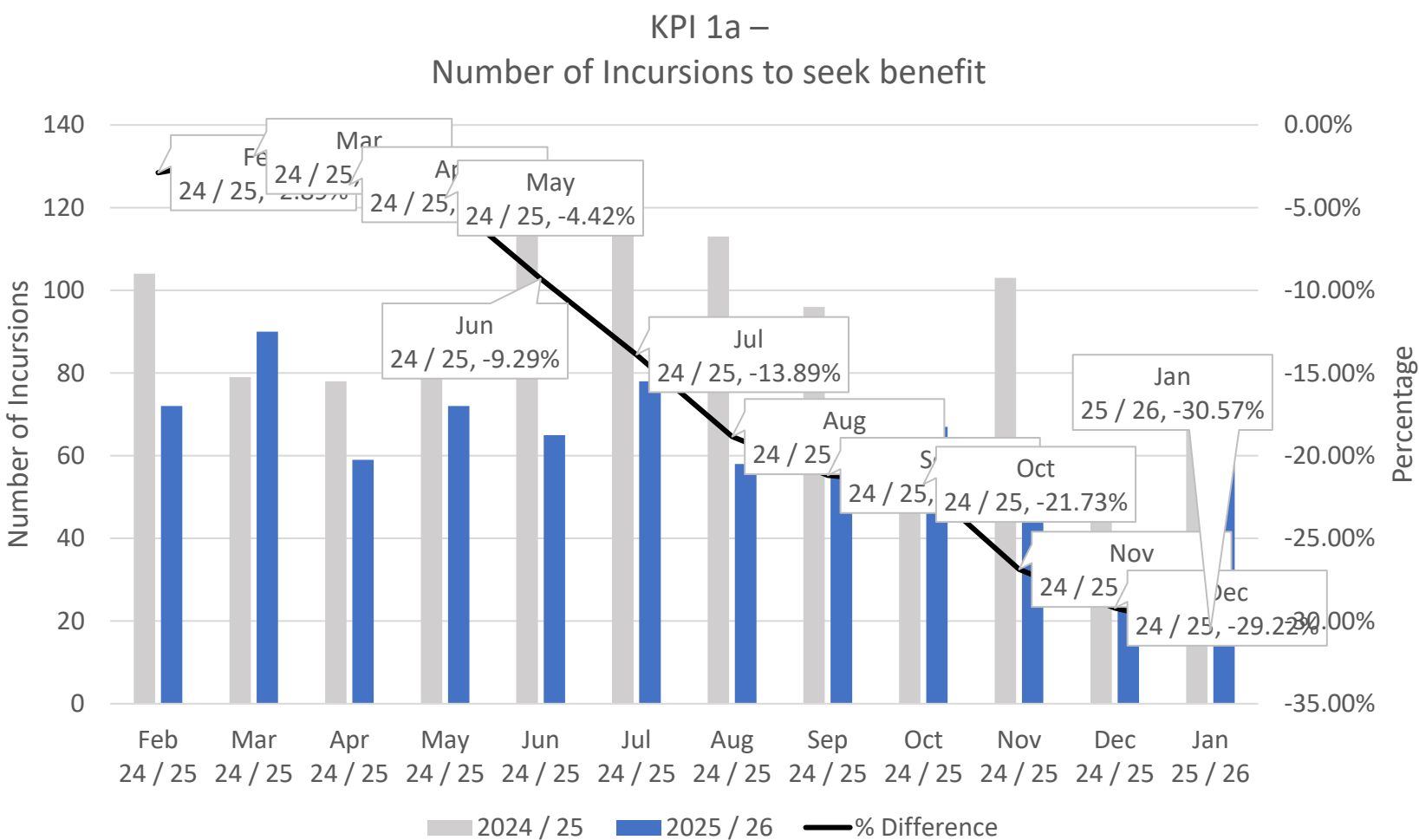
IPV & Incursion Working Group Report

‘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 January 2026, the data shows a 30% decrease in such incursions compared to January 2025

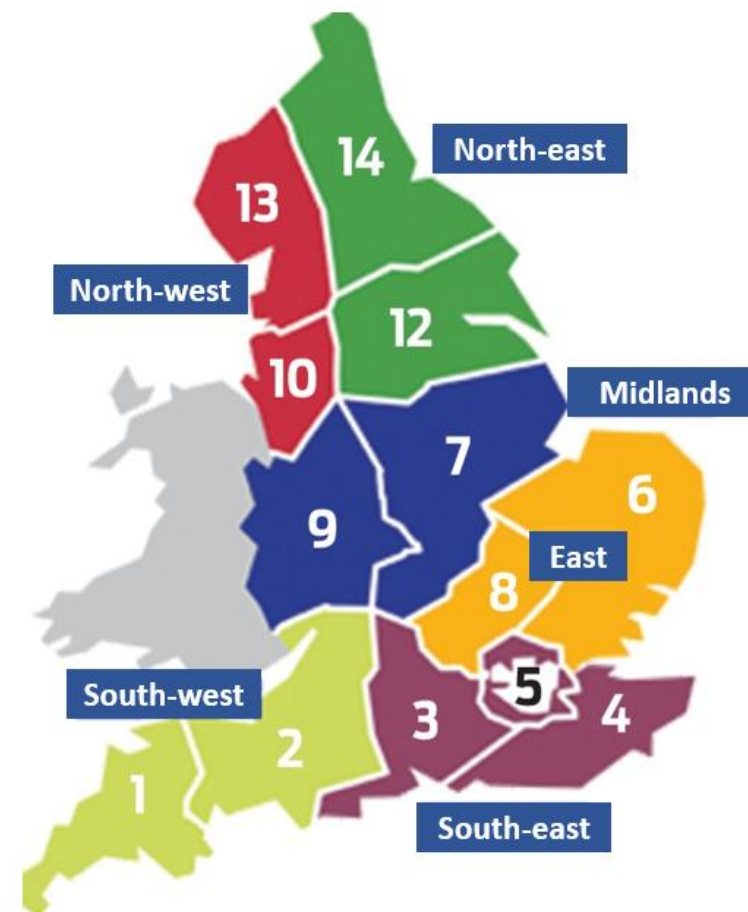
Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.



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 January 2026	111
IPV Strike's recorded in January 2026	1
Blue Light Incursions recorded in January 2026	0

Heatmaps	
Blue Light Incursions (in month) / (all)	
IPV (in month) / IPV (all)	
Incursions (in month) / (all)	

Top incursions categories for January 2026:

1. Incursion; Intentional - To seek benefit [59]; equating to 53% of all incursions
2. Incursion; Unintentional - Driver confused [16]; equating to 14% of all incursions
3. Incursion; Unintentional - Result of accident [11]; equating to 10% of all incursions
4. Incursion; Unintentional - Follow in [7]; equating to 6% of all incursions
5. Incursion; Intentional - Breach of Rolling Road Block (TOS) [4]; equating to 4% of all incursions
6. Incursion; Intentional – To seek information [2]; equating to 2% of all incursions
7. IPV Strike [1]; equating to 1% of all incursions
8. Incursions; Intentional - Blue Light Incursion [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [11]; equating to 10% of all incursions

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

South East Region

Major Projects	2
Operations	38
Total	40

East Region

Major Projects	11
Operations	9
Total	20

Yorkshire & North East Region

Major Projects	2
Operations	11
Total	13

Midlands Region

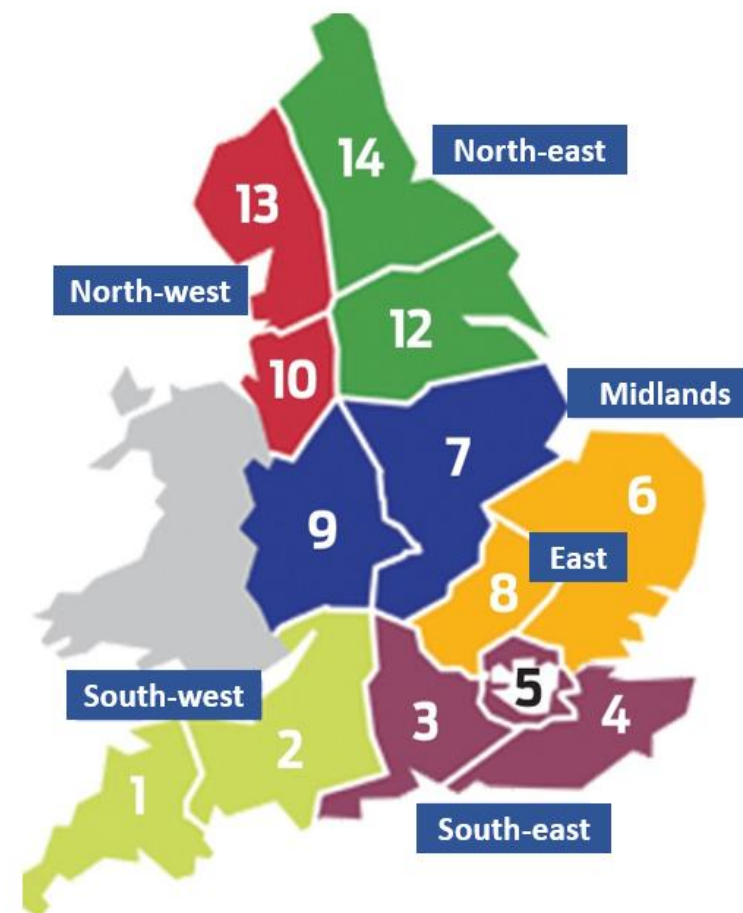
Major Projects	0
Operations	11
Total	11

North West Region

Major Projects	0
Operations	6
Total	6

South West Region

Major Projects	0
Operations	6
Total	6

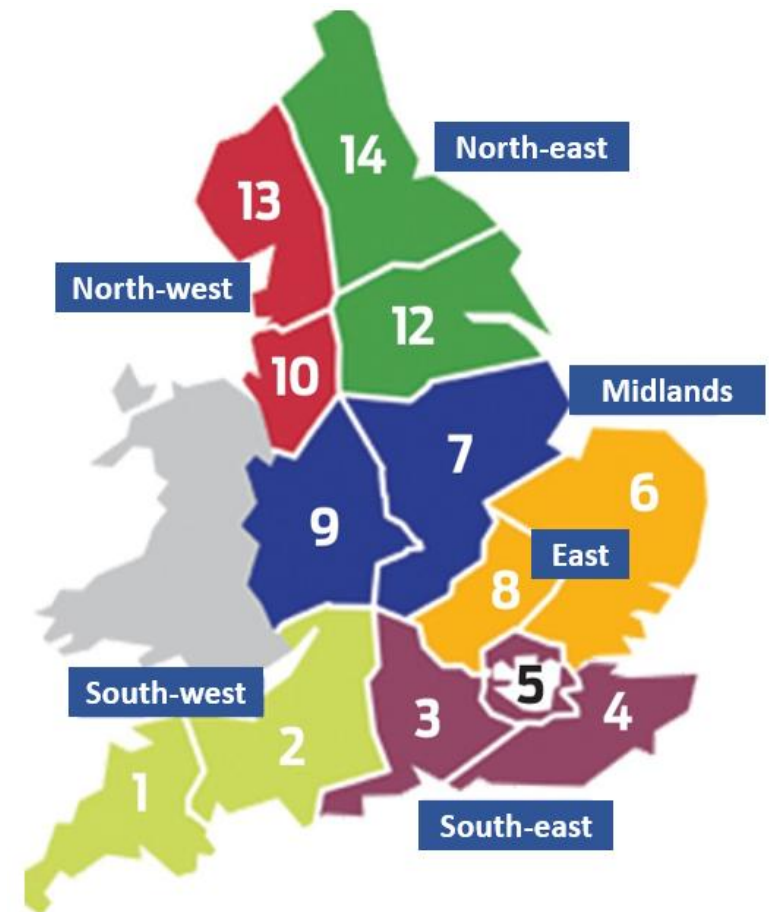


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (In Month) - Headline

111 Incursions were recorded for January 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	10	41	8		59
Incursion; Intentional - Because of breakdown	3	7	1		11
Incursion; Intentional - To seek information		2			2
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4		4
Incursion; Unintentional - Driver confused	1	14	1		16
Incursion; Unintentional - Follow in	1	6			7
Incursion; Unintentional - Result of accident		10	1		11
Incursions; Intentional - Blue Light Incursion					0
IPV Strike		1			1
Grand Total	15	81	15	0	111

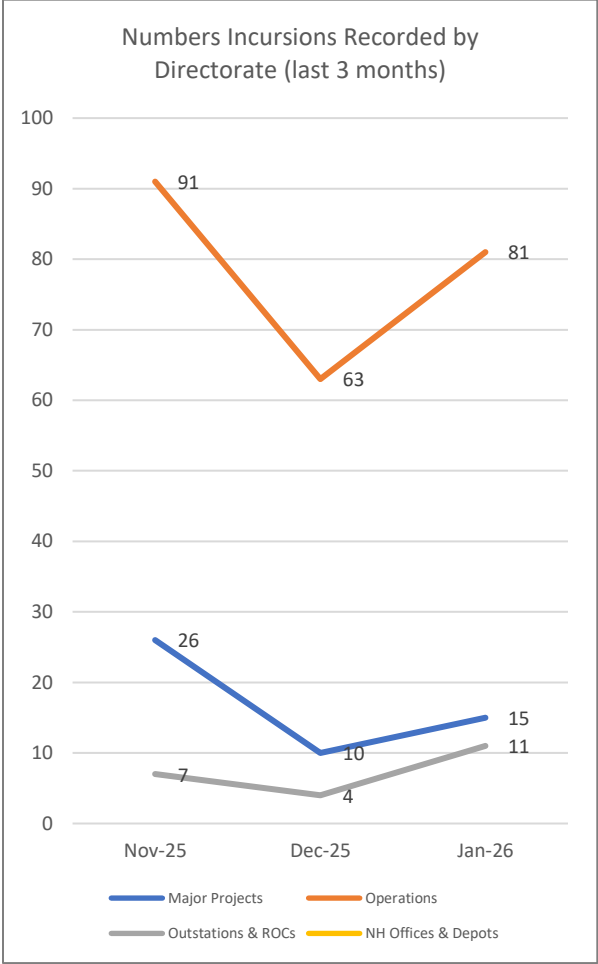
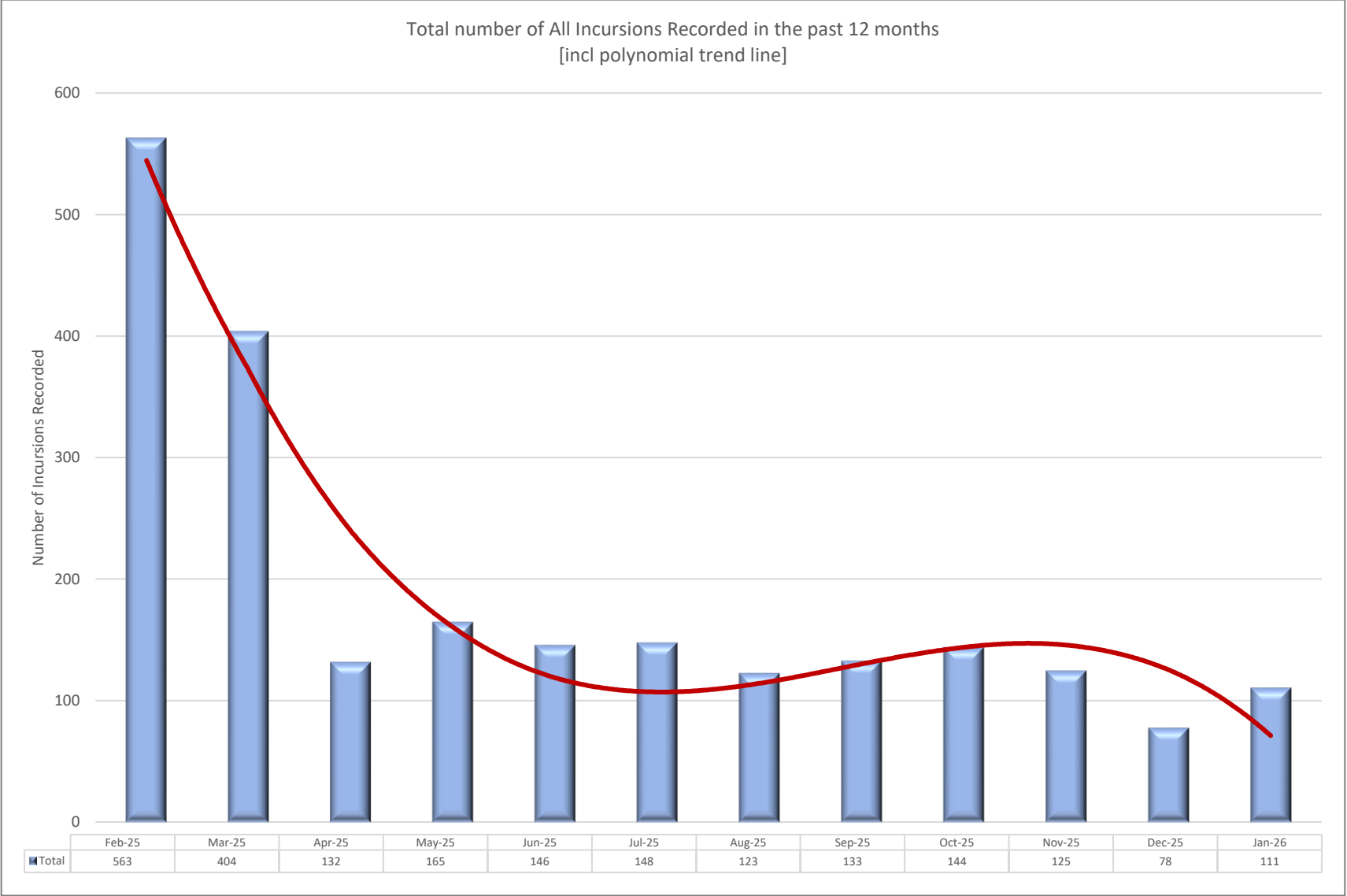
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24084**

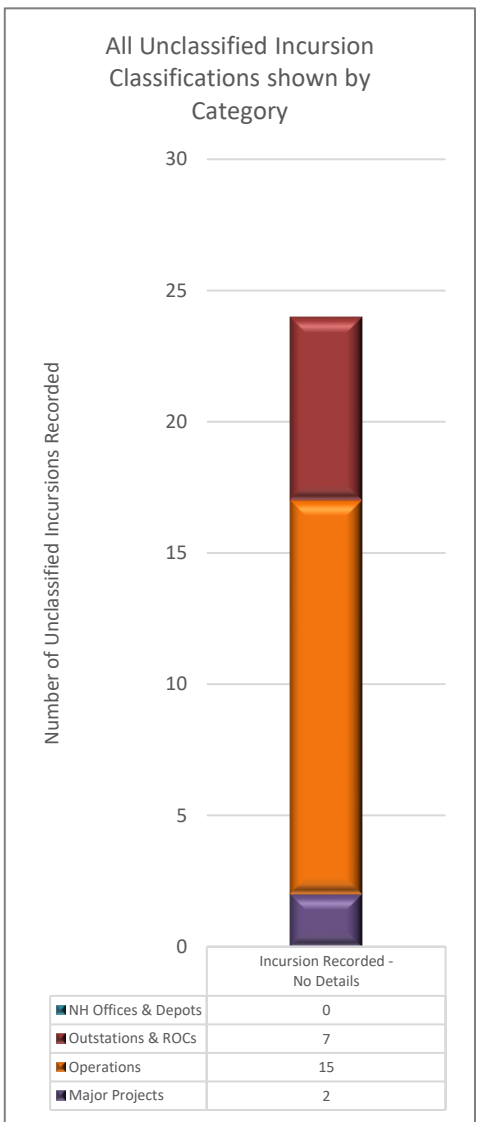
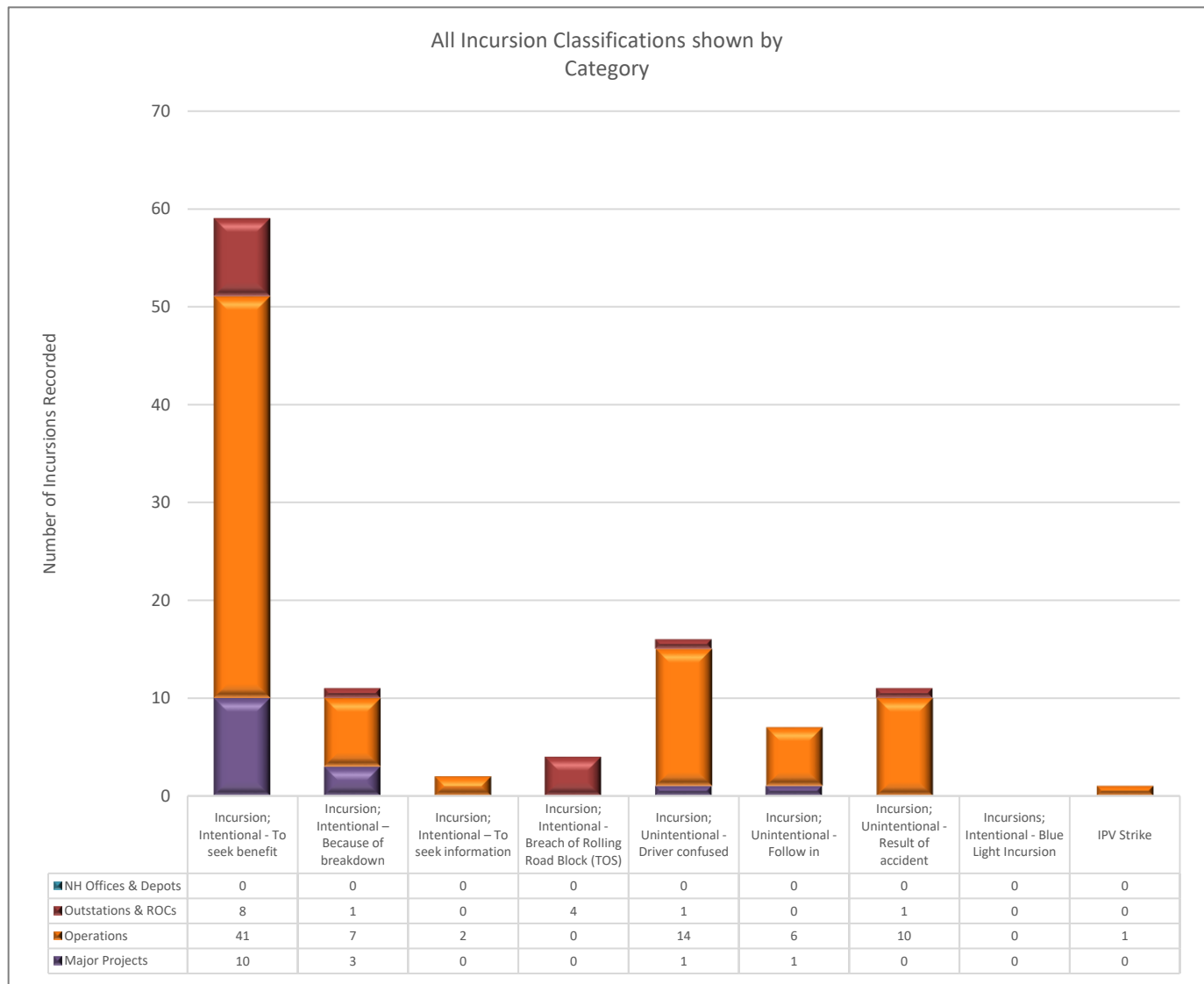
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1419	3352	707	77	5555
Incursion; Intentional – Because of breakdown	8900	683	151	3	9737
Incursion; Intentional – To seek information	108	142	33	5	288
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	895	10	937
Incursion; Unintentional - Driver confused	1319	1147	318	43	2827
Incursion; Unintentional - Follow in	228	379	20	5	632
Incursion; Unintentional - Result of accident	816	433	77	8	1334
Incursions; Intentional - Blue Light Incursion	113	190	5	2	310
IPV Strike	25	90	13	0	128
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13347	7957	2603	177	24084

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%)	2823 (-54.7%)	111 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during January 2026



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

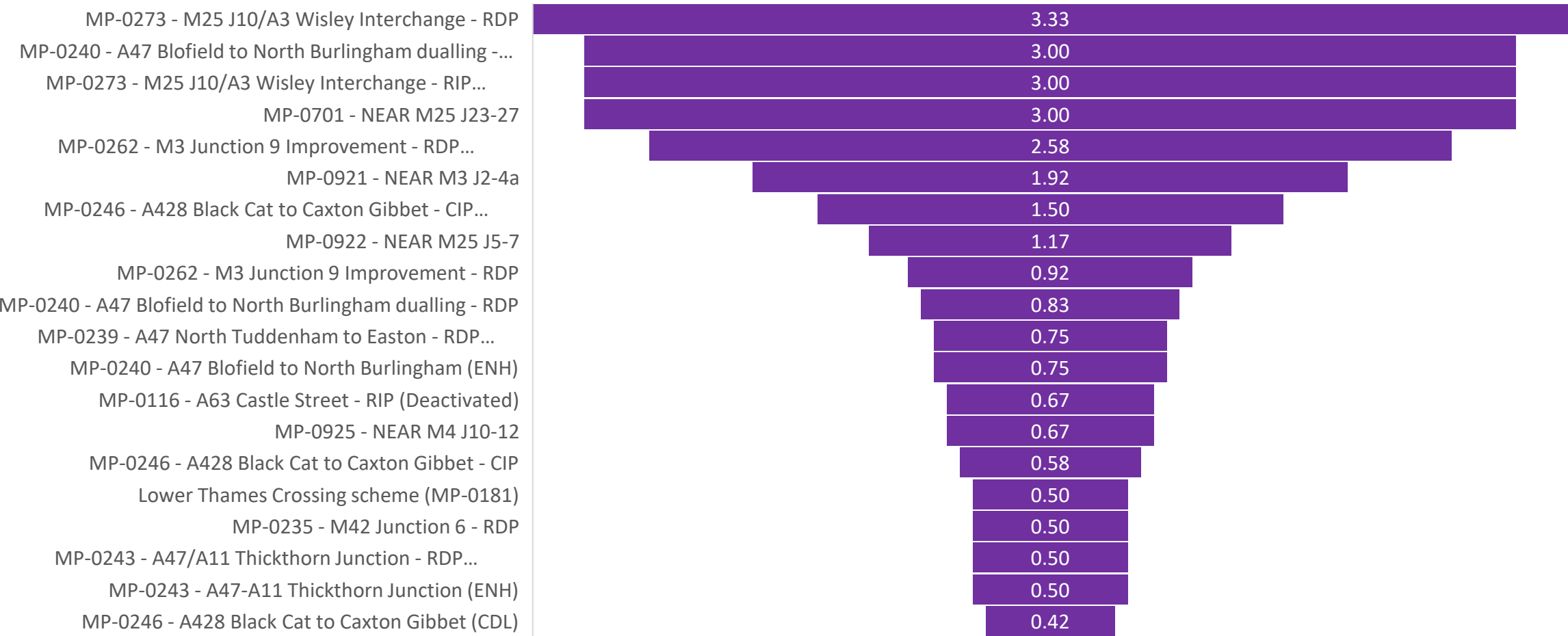
1. **Incursion; Intentional - To seek benefit [59]; equating to 53% of all incursions**
2. **Incursion; Unintentional - Driver confused [16]; equating to 14% of all incursions**
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8. Incursions; Intentional - Blue Light Incursion [0]; equating to 0% of all incursions

Note - Incursion; Intentional - Because of breakdown [11]; equating to 10% of all incursions



Incursions Report for Major Projects

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

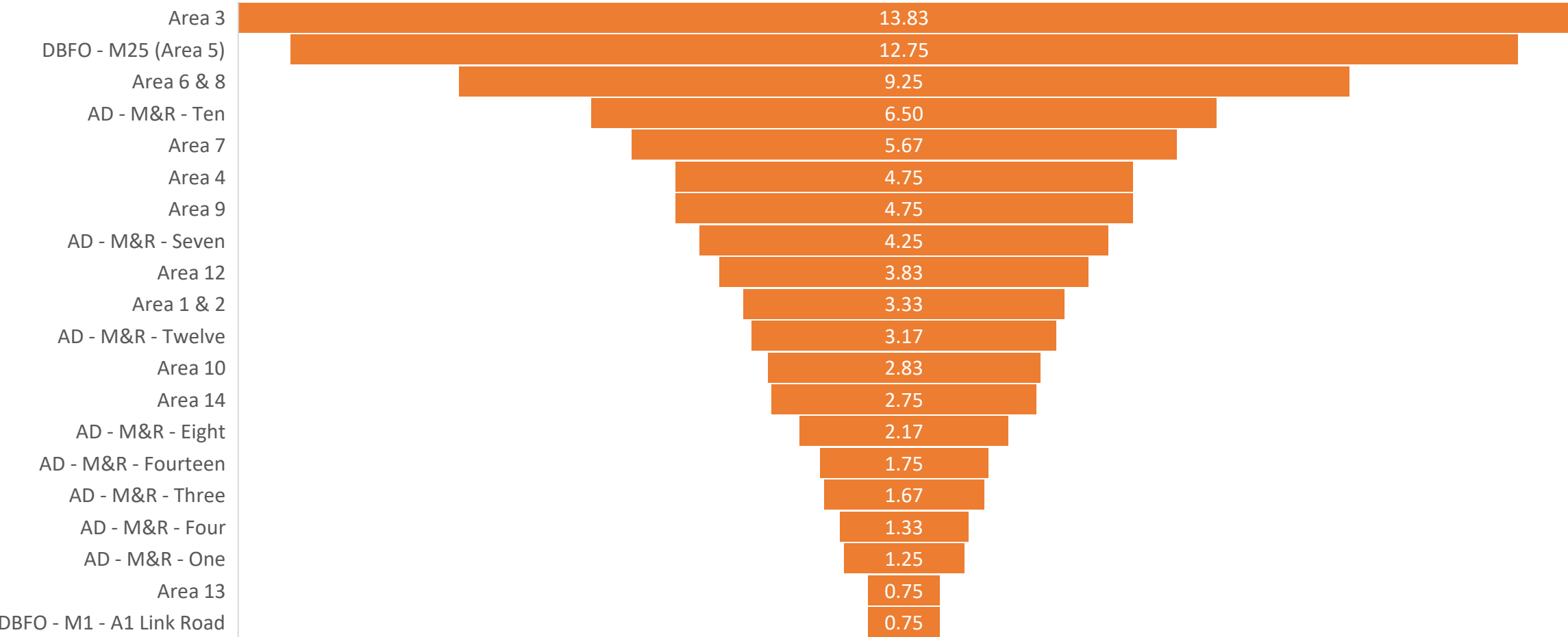


• Excluding incursions as a result of breakdown
• Duplicate scheme names are as a result of the change from Airsweb to HART



Incursions Report for Operations Directorate

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



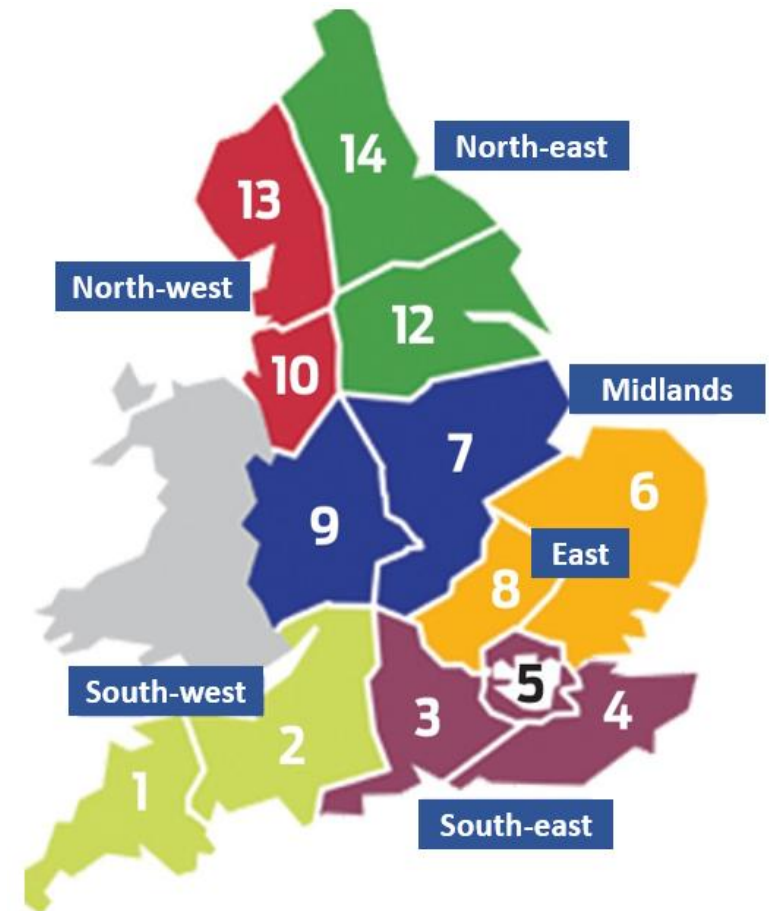
* Excluding incursions as a result of breakdown

Incursions Report

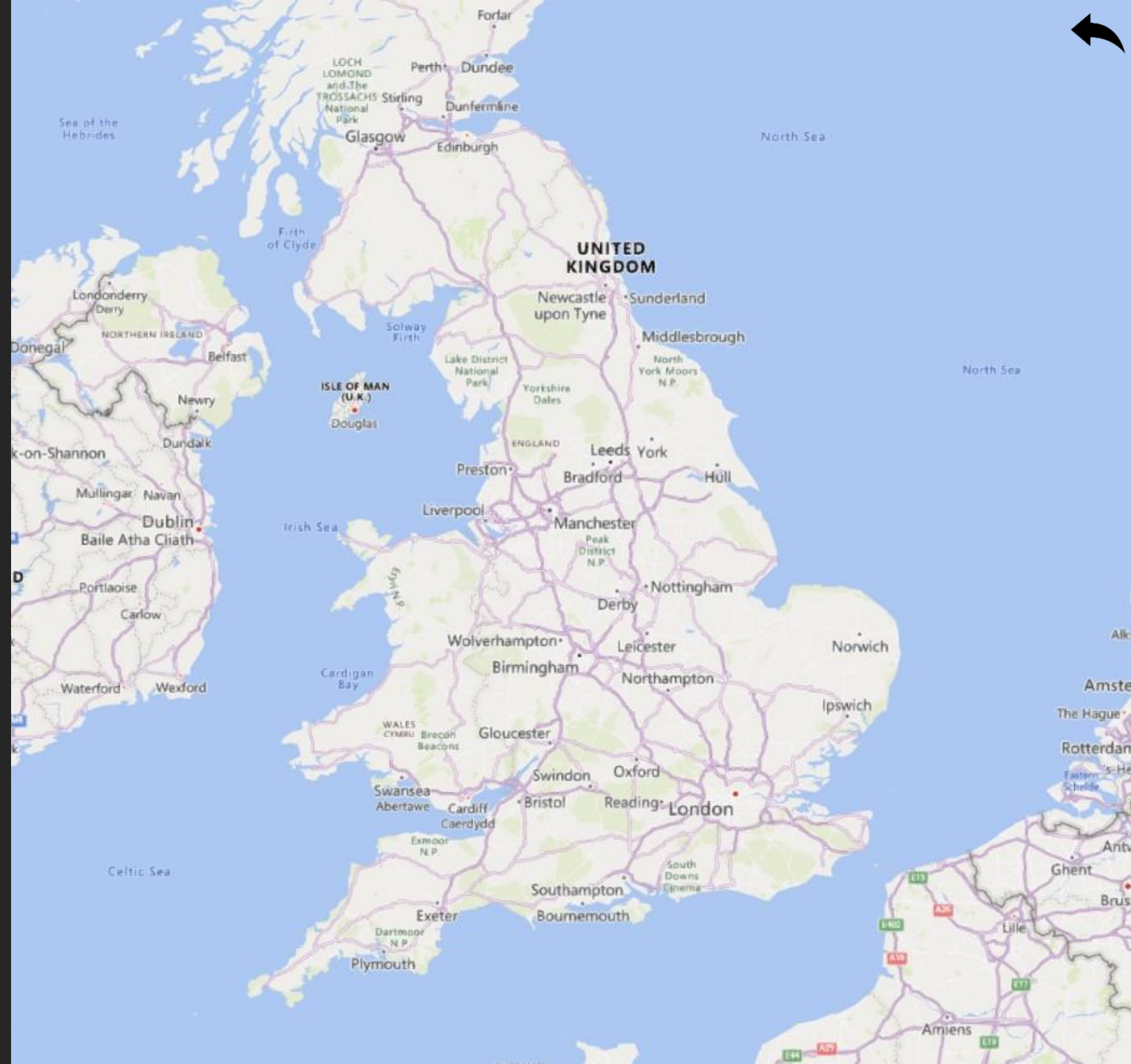
End of Headline & Charts

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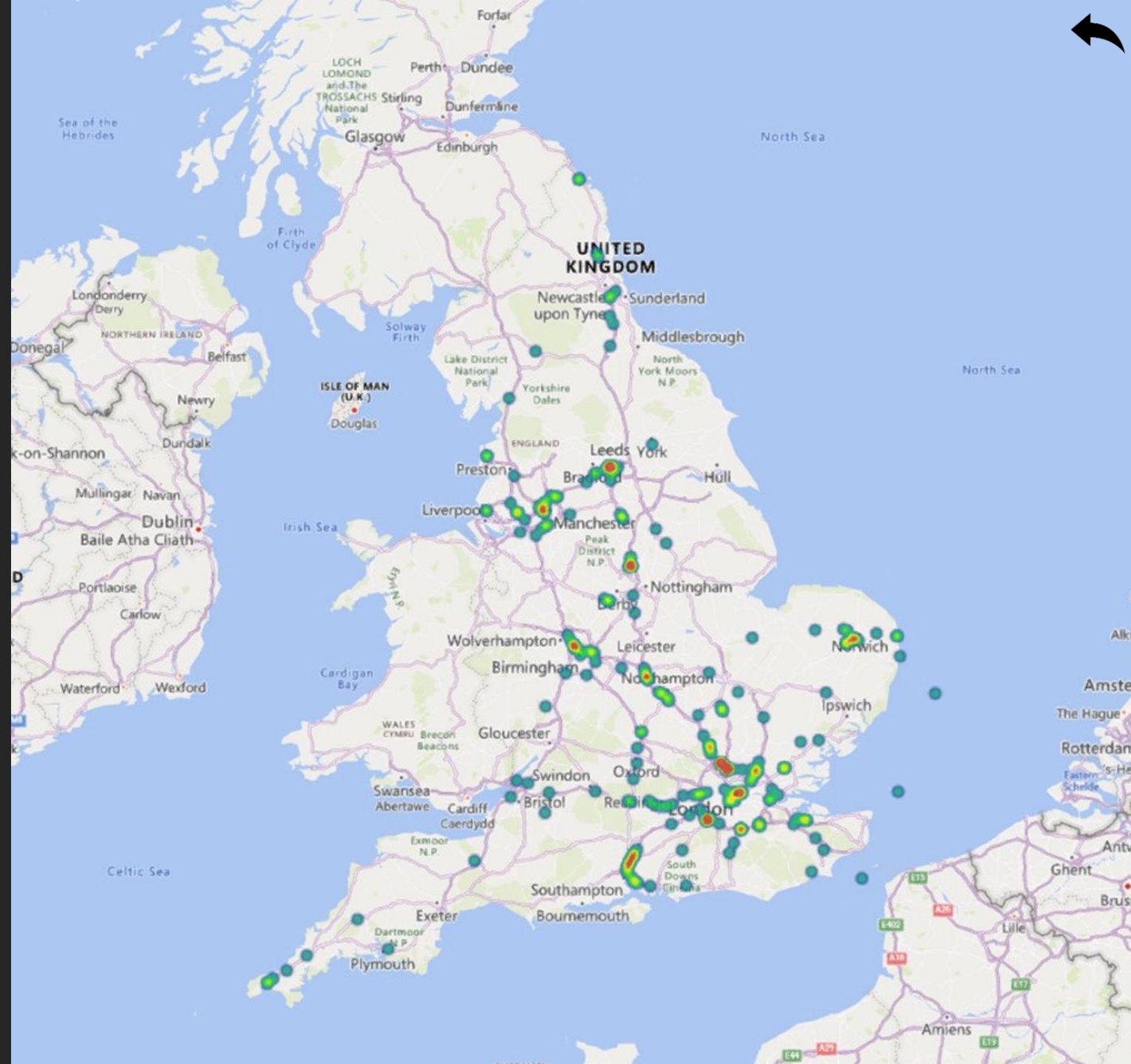
Select next page for Blue Light Incursions Report and Heat Maps



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



Heatmap of all Blue Light Incursions (BLI) recorded

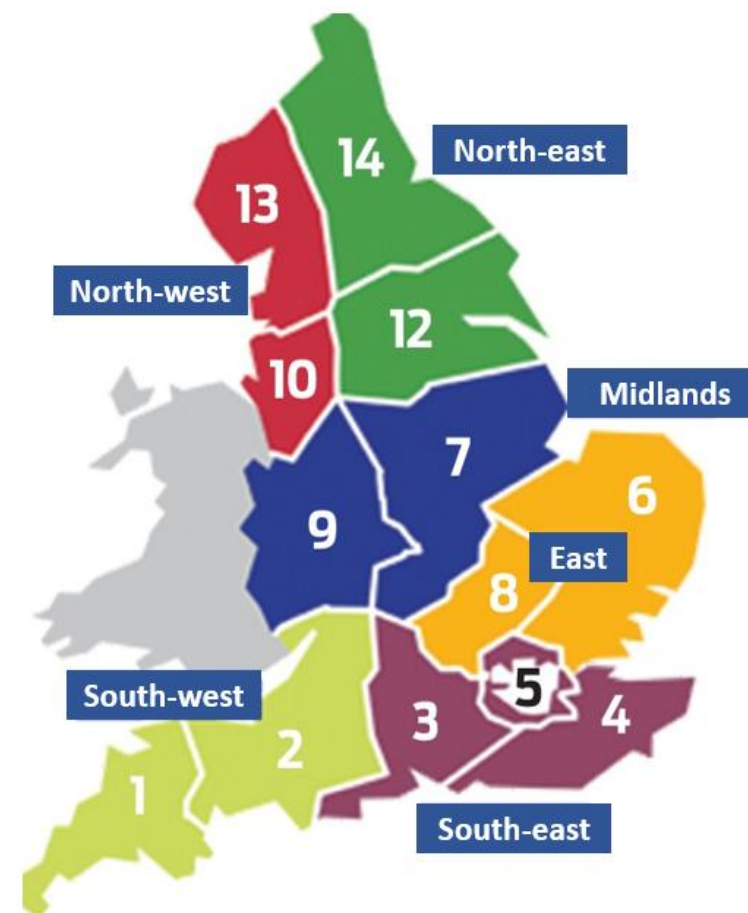


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps

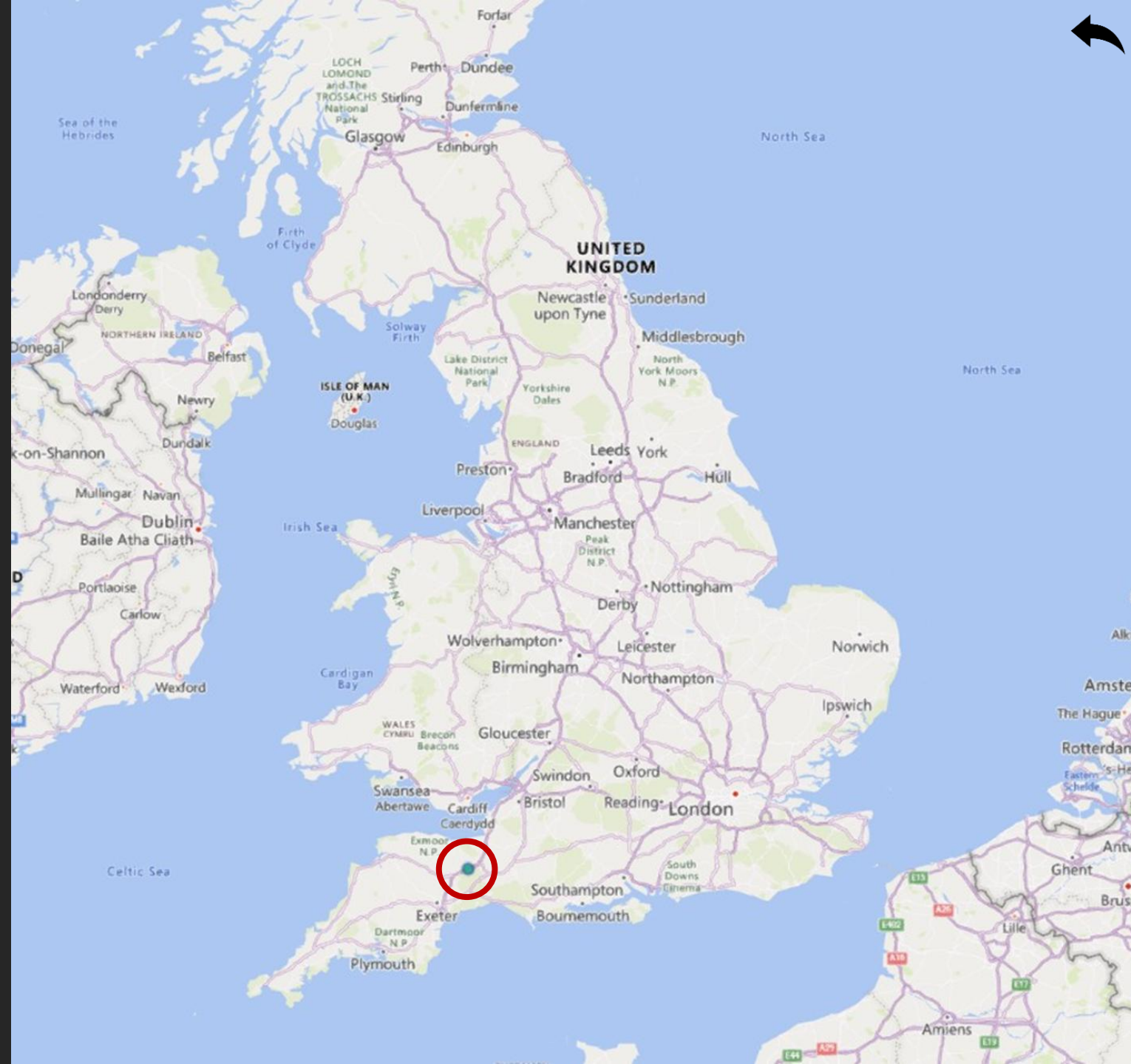


IPV Strike Report - Headline

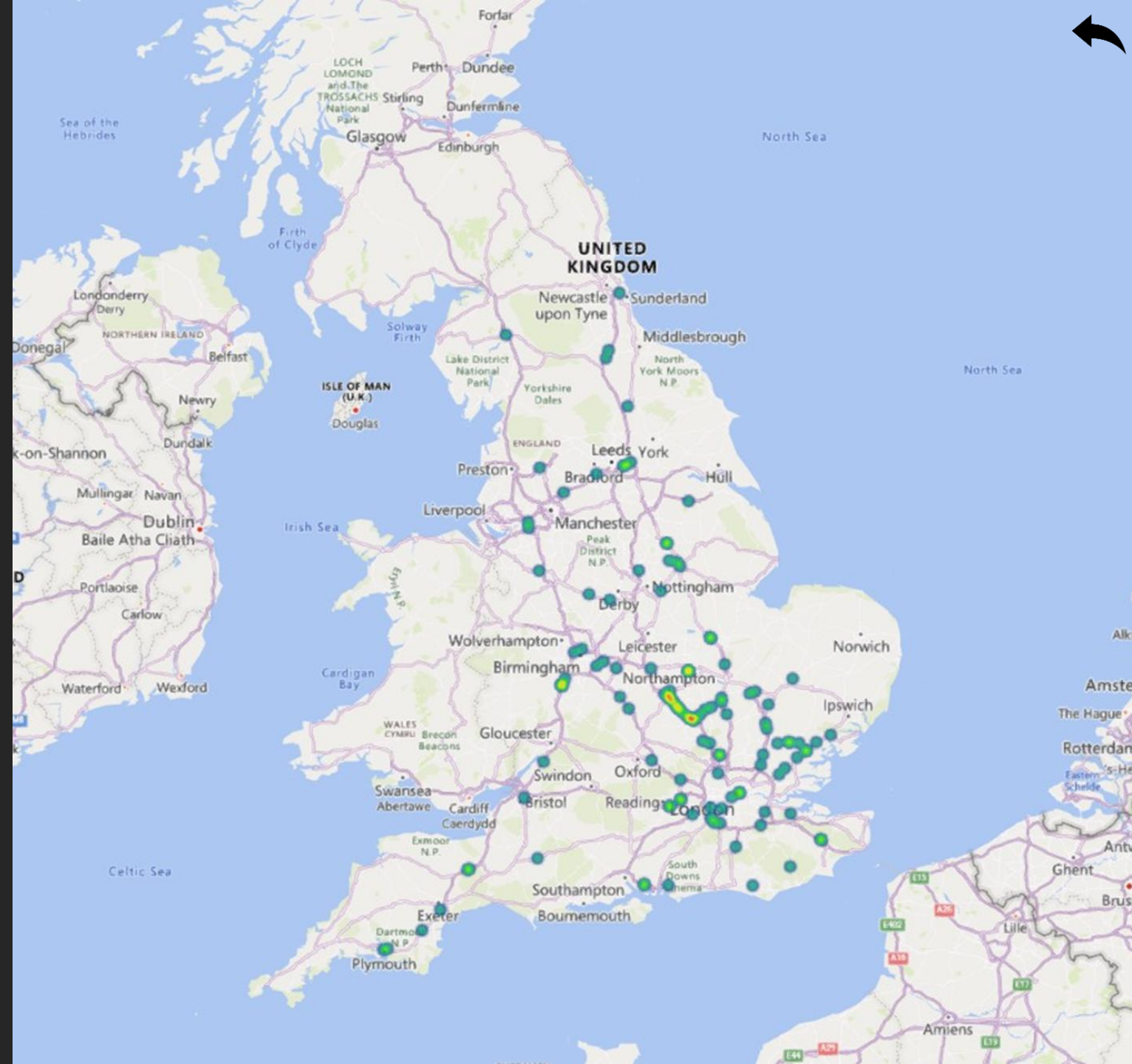
128 IPV strikes have been recorded since December 2019 with **1** being recorded in January 2026 (Edited Record)

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
174418	26/01/2026	13:10:00	Operations	South West	South West - Area Contracts	Area 1 & 2	Not populated	Not populated	Not populated	M5 J26 217/3+50B	Recovery of broken down vehicle	A White Volkswagen Caddy broke down at the end of the M5 J26 northbound entry slip road. The incident was spotted on CCTV and reported to the ROC, with HETO and Free Recovery services attending the scene. Around 13:15, a recovery IPV arrived and briefly stopped behind the recovery truck before moving into lane 2. At 13:17, a collision occurred: a Burgundy Lexus, with a damaged bumper, pulled into lane 2 and stopped in front of the IPV, while a White Ford van stopped in front of the recovery truck. An investigation into the incident is ongoing.	All vehicles stopped on the carriageway have been moved to a safe location at Taunton Dean Services. The damaged IPV was driven back to its HQ for crash cushion replacement and replaced with an undamaged IPV for recovery duties.

Heatmap of IPV Strikes recorded during January 2026



Heatmap of all IPV Strikes recorded

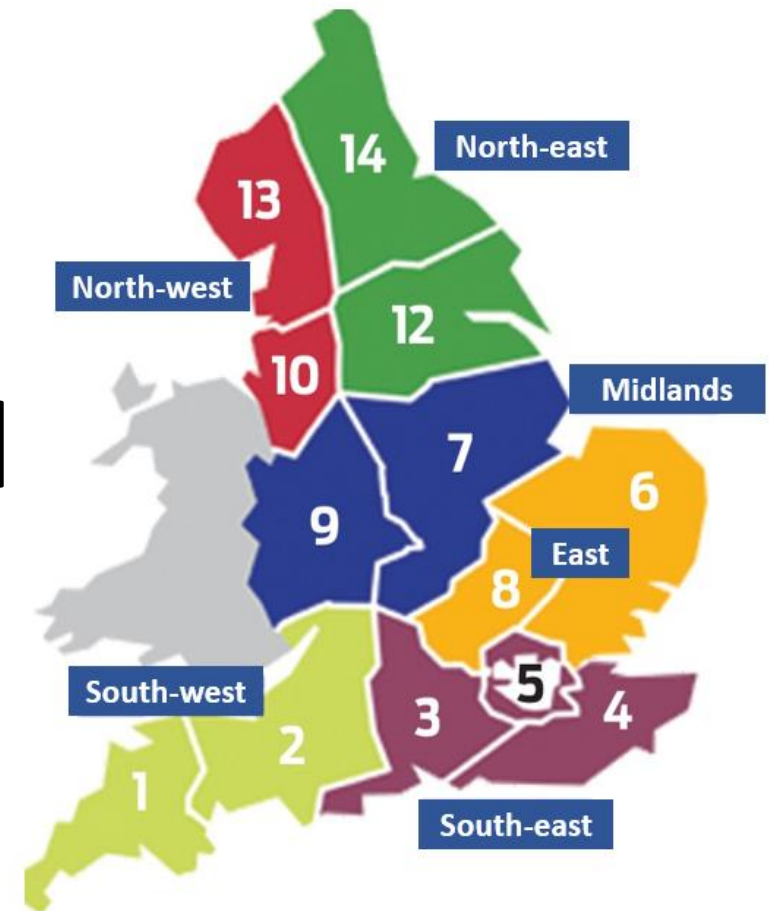


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



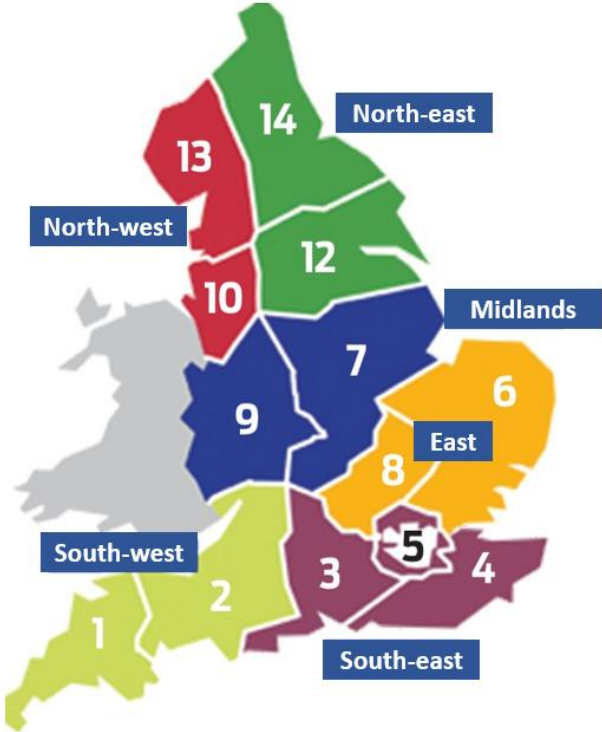
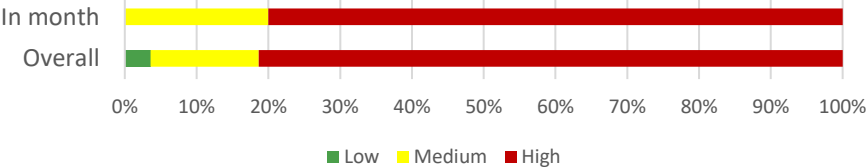
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	434 [45.40%]		3 [50.00%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	106 [11.09%]		
Incursion; Intentional – To seek information	42 [2.36%]	22 [2.30%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.52%]		
Incursion; Unintentional - Driver confused	179 [10.06%]	226 [23.64%]		2 [33.33%]
Incursion; Unintentional - Follow in	52 [2.92%]	76 [7.95%]		
Incursion; Unintentional - Result of accident	70 [3.93%]	57 [5.96%]		1 [16.67%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	24 [2.51%]		
IPV Strike	1 [0.06%]	6 [0.63%]		
Grand Total	1779 [100.00%]	956 [100.00%]		6 [100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	605	48	8%	326	23	7%	539	32	6%
Area 13	39	6	15%	30	8	27%	57	0	0%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicles entered the works area through cones or access points, including public cars, taxis, and a flat-tyre vehicle seeking recovery.

Traffic Incidents [*Sentiment: Negative*]

A black VW Golf ignored red X signals, undertook traffic, and collided with a Mercedes at the taper, causing a rear-end impact.

Broken Down Vehicles [*Sentiment: Neutral*]

One vehicle with a flat tyre entered the works to await recovery without causing further disruption or presenting immediate risk.

Traffic Management Responses [*Sentiment: Neutral*]

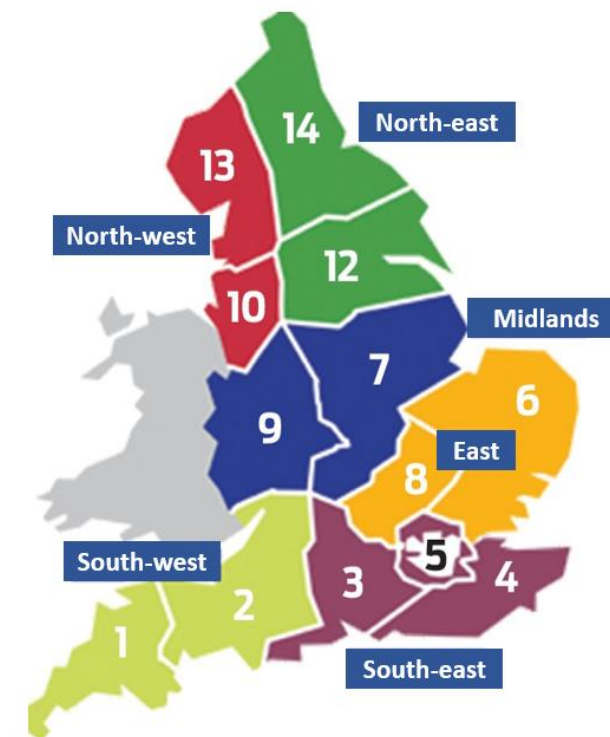
TMF stopped several vehicles entering the closure, escorted contractors safely, and acted promptly to manage incursions and maintain worksite protection.

Overall [*Sentiment: Negative*]

Frequent incursions and one collision indicate elevated risk levels, requiring strengthened controls to prevent unauthorised access and improve situational compliance.

Recommendations

Regional teams should review and where required enhance access controls, improve signage visibility, tighten convoy entry procedures, and strengthen monitoring to prevent further incursions and reduce collision risks.



Incursions Report

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

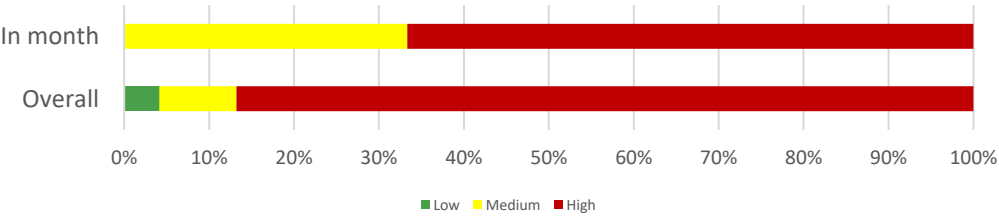
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 200% increase in 'Driver confused' type incursions

[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)

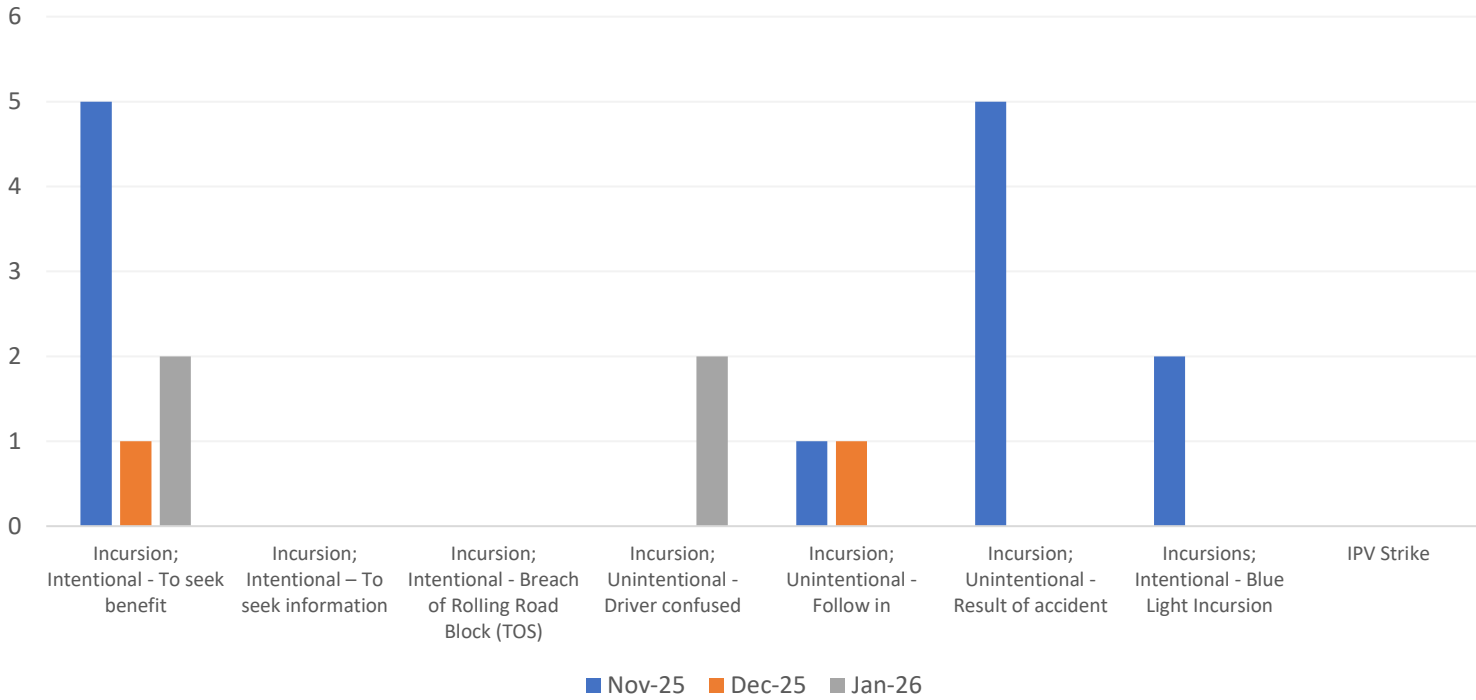
Project Risk Rating



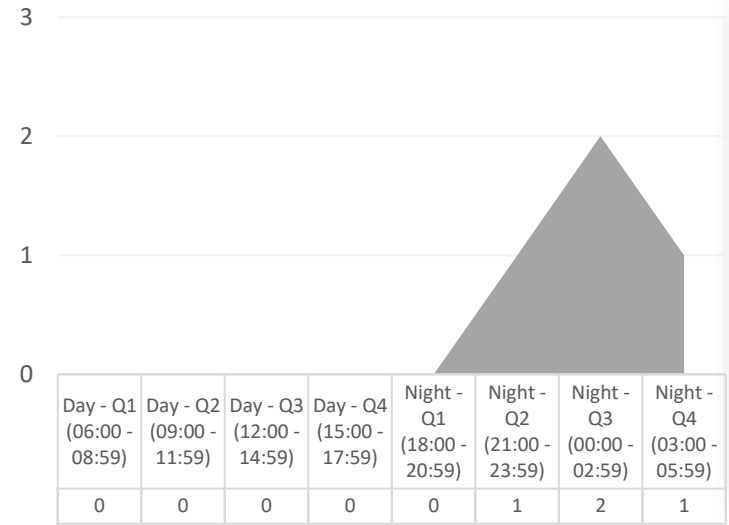
Incursion rate per length of TM (Unknown)

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

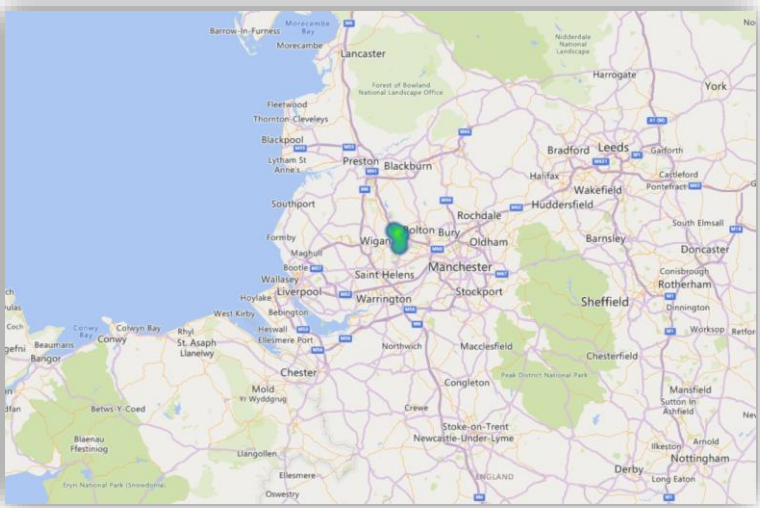
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public briefly entered the works before exiting, a taxi drove through cones into the closure, and two civilian vehicles mistakenly followed a contractors' convoy into the work area. No injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

There were no separate traffic incidents beyond the incursions already noted. No collisions or injuries to the workforce or public were identified during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle with a flat tyre entered the works area and waited safely for recovery. It caused minor disruption but did not present significant risk to the workforce or public.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams intervened promptly in each case, monitored vehicle movements and ensured the affected vehicles exited safely. Registration details were captured and operational staff were made aware of the incidents.

Overall *[Sentiment: Negative]*

Multiple unauthorised entries into the closure were observed, highlighting vulnerabilities in access control. Although no injuries occurred, these near-miss events indicate a need for strengthened site protection measures.

Recommendations

Project team should review their approach and where required enhance access controls, improve signage, strengthen cone lines, and brief workforce on managing unpredictable public behaviour. Additional monitoring at access points should be introduced to prevent repeat incursions.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

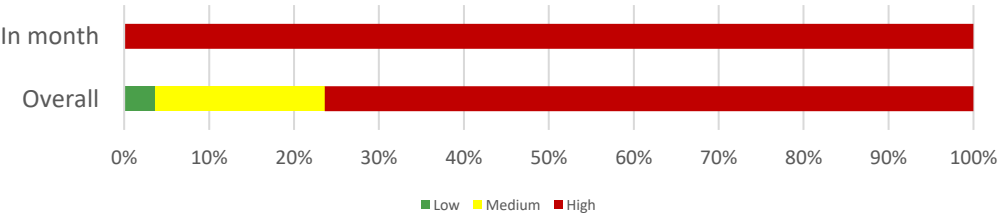
A total of 2 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[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)

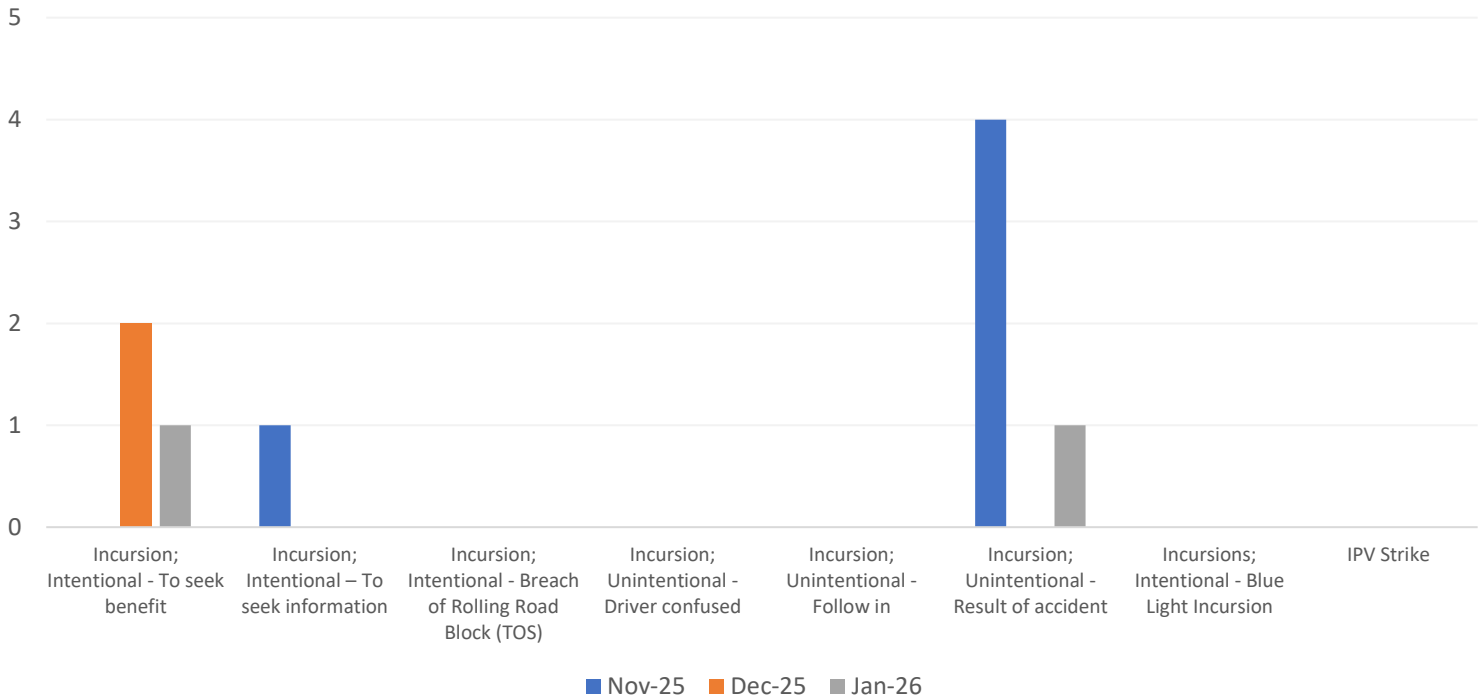
Project Risk Rating



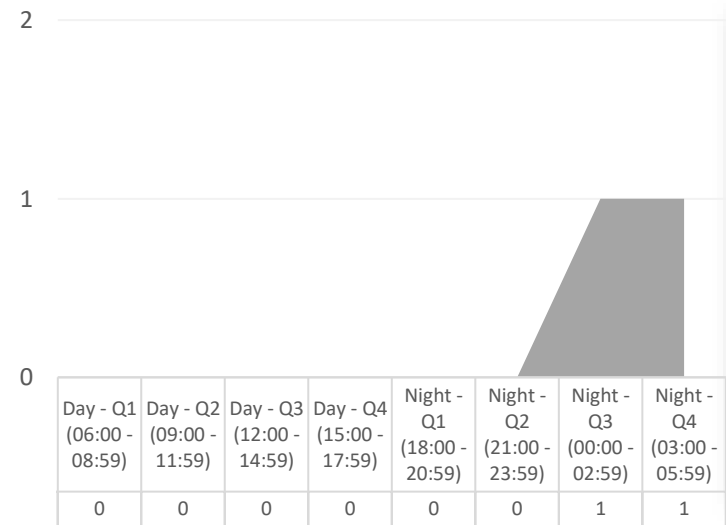
Incursion rate per length of TM (Unknown)

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

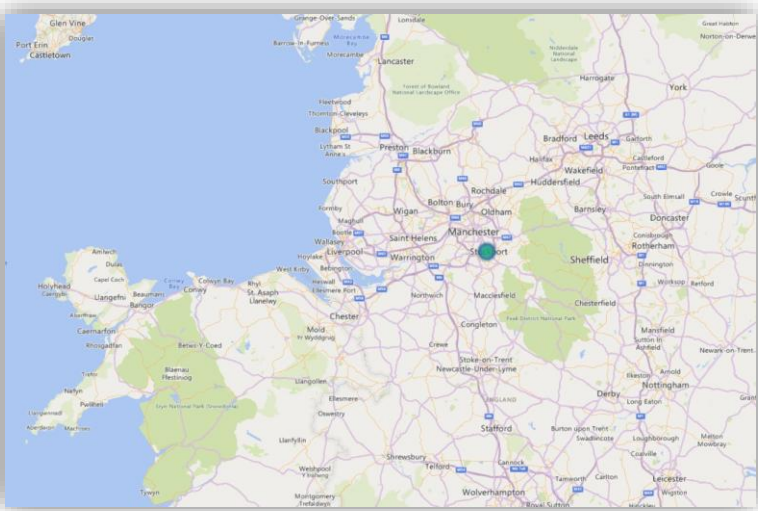
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicles breached the closure by driving through the cones and heading towards the work area. These incursions created a serious risk to the workforce before being safely stopped by the Traffic Management team.

Traffic Incidents *[Sentiment: Negative]*

While signals displayed red Xs in lanes one and two, a vehicle undertook illegally, passed beneath the red X, and attempted to merge at the taper, colliding with another vehicle. No injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic Management operatives reacted promptly by stopping the unauthorised vehicles entering the closure. Their rapid intervention prevented escalation and ensured protection of the workforce during escorted works.

Overall *[Sentiment: Negative]*

Multiple incursions and one collision indicate driver non-compliance with traffic signals and closures. Despite this, Traffic Management actions maintained safety, avoiding injuries to workers or the public.

Recommendations

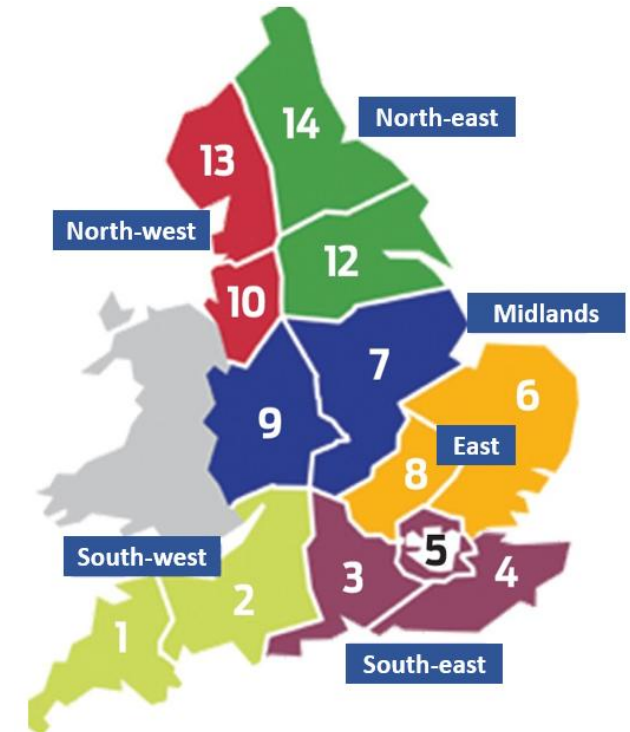
Project team should review their approach and where required enhance visibility of closures, strengthen advance warning signage, and consider additional enforcement or barriers to reduce incursions and improve driver compliance during escorted operations.

Incursions Report – North West Region

End of regional report

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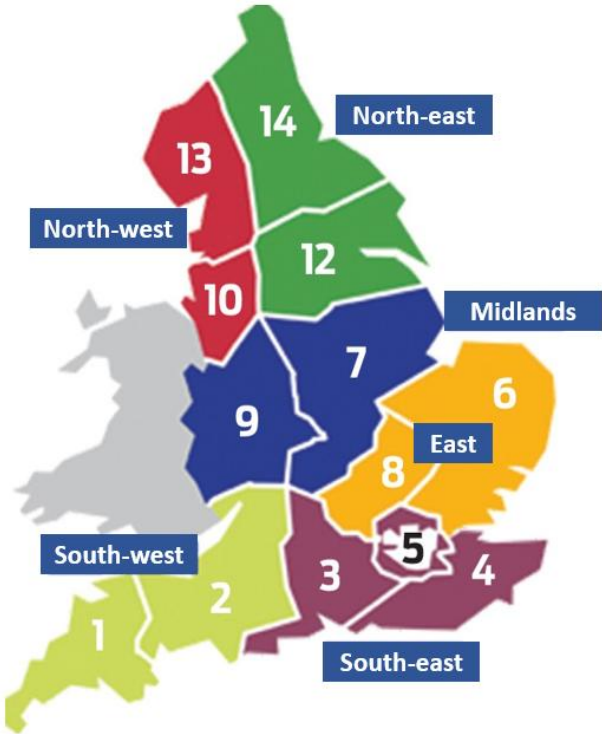
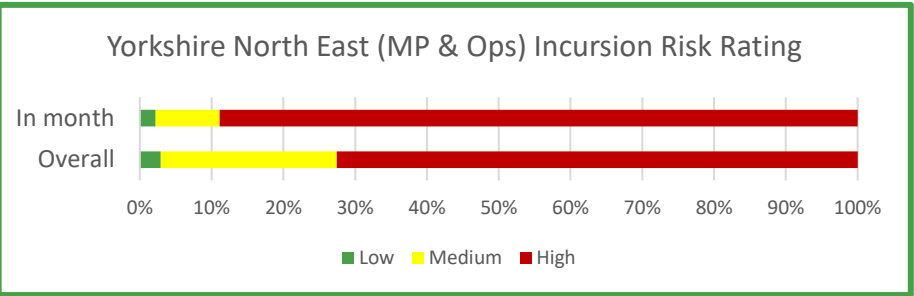
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	205	[16.64%]	253	[49.22%]	1	[50.00%]
Incursion; Intentional – Because of breakdown	457	[37.09%]	35	[6.81%]		
Incursion; Intentional – To seek information	18	[1.46%]	11	[2.14%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.78%]		
Incursion; Unintentional - Driver confused	397	[32.22%]	94	[18.29%]		2 [18.18%]
Incursion; Unintentional - Follow in	57	[4.63%]	31	[6.03%]	1	[50.00%]
Incursion; Unintentional - Result of accident	82	[6.66%]	55	[10.70%]		2 [18.18%]
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	24	[4.67%]		
IPV Strike			7	[1.36%]		
Grand Total	1232	[100.00%]	514	[100.00%]	2	[100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	650	228	35%	522	298	57%	788	402	51%
Area 14	319	239	75%	224	168	75%	163	72	44%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicles entered closures, including wrong-way driving, bypassing barriers, entering slips, and aggressive attempts to access works. No injuries were reported.

Traffic Incidents [*Sentiment: Negative*]

Several collisions occurred, including impacts with tapers, cones, walls, and other vehicles, often caused by excessive speed or ignoring clearly displayed road-closed signs.

Broken Down Vehicles [*Sentiment: Neutral*]

Vehicles involved in an RTC entered the traffic management area to await recovery without posing immediate risk to the workforce.

Traffic Management Responses [*Sentiment: Positive*]

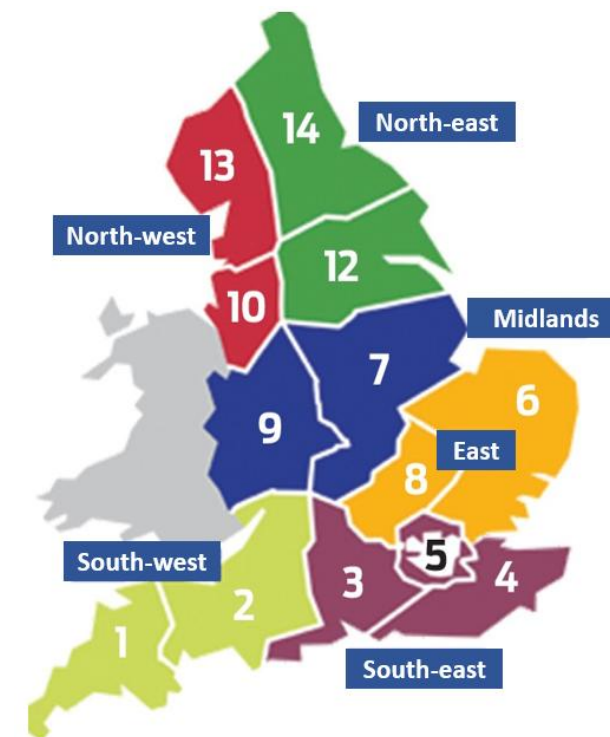
TM operatives stopped unauthorised vehicles, blocked dangerous access attempts, replaced damaged equipment, and safely escorted residents, reacting calmly to aggressive behaviour.

Overall [*Sentiment: Negative*]

High frequency of incursions and collisions indicates significant driver non-compliance around closures, despite clear visibility of signage, lighting and effective TM placement.

Recommendations

Regional teams should review and where required strengthen barrier integrity, improve visibility at closure points, enhance resident-access protocols, and increase enforcement liaison to reduce hostile behaviour and dangerous incursions.



Incursions Report

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

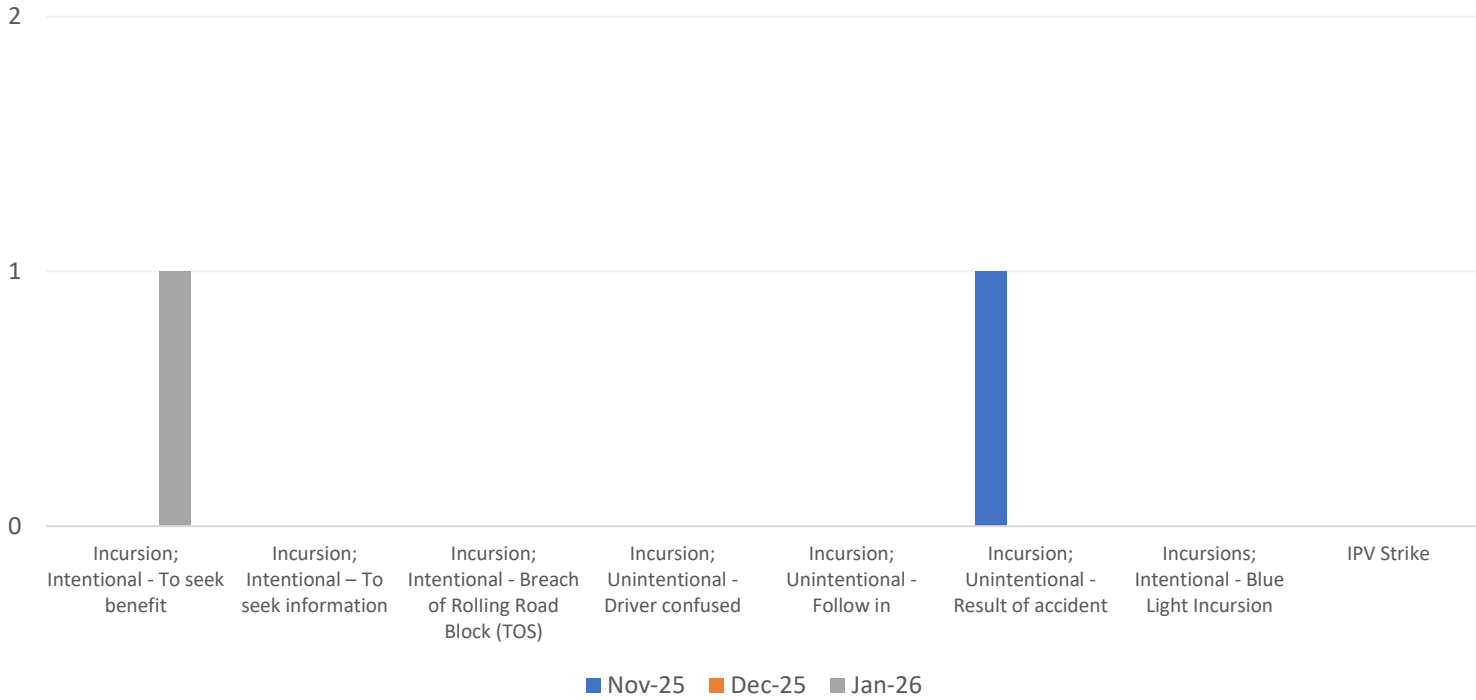
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

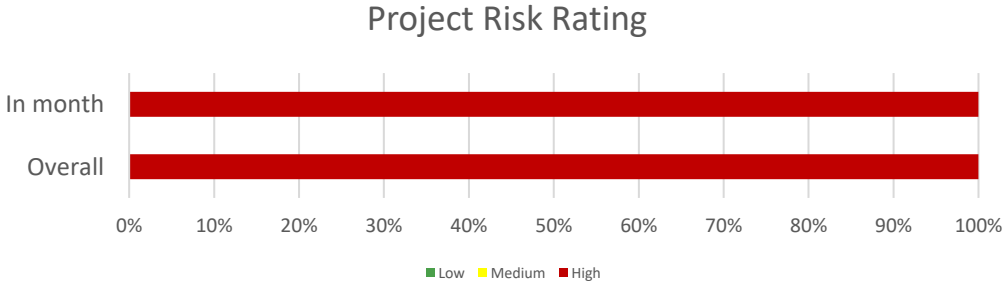
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0116 – A63 Castle Street - RIP



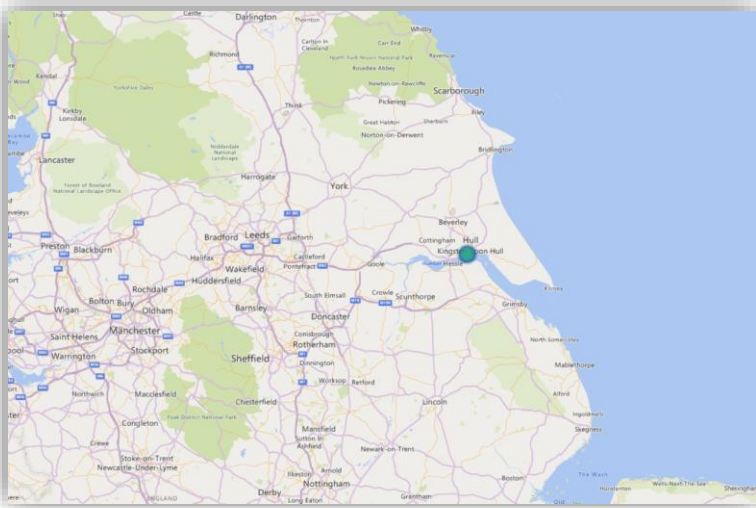
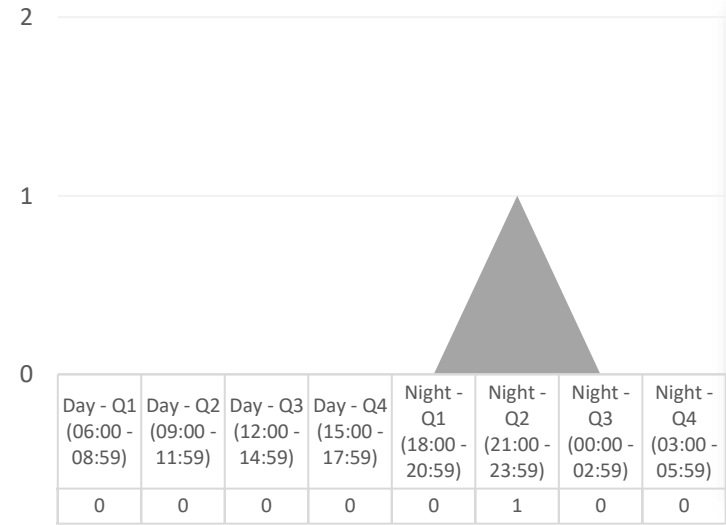
Time Profile of Incursions recorded

Heatmap



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: Yorkshire & North East

Project: MP-0116 - A63 Castle Street - RIP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public attempted to enter the closed eastbound carriageway by driving the wrong way onto the A63, bypassing cones or barriers. Traffic Management intervened promptly, preventing any harm.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic Management acted swiftly to stop the wrong-way driver and escort them safely off site. Police were informed, and no workforce or public injuries occurred as works were not nearby.

Overall *[Sentiment: Neutral]*

Overall activity remained stable with a single incursion effectively managed. No further issues were recorded, and site safety remained controlled despite the driver's unexpected and unauthorised manoeuvre.

Recommendations

Project team should review their approach and, where required, strengthen perimeter protection, ensuring cones or barriers cannot be easily moved. Additional signage or surveillance may deter unauthorised access and enhance overall traffic management assurance.

Incursions Report

Directorate: Major Projects
Region: Yorkshire & North East
Project: MP-0220 – A57 Link Roads (ENH)

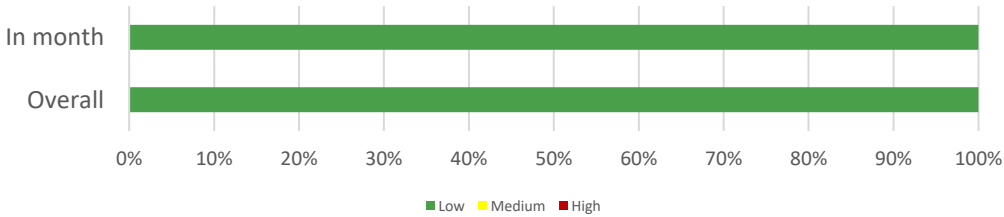
A total of 1 incursions have been recorded; with a 100% increase in 'Follow in' type incursions

[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)

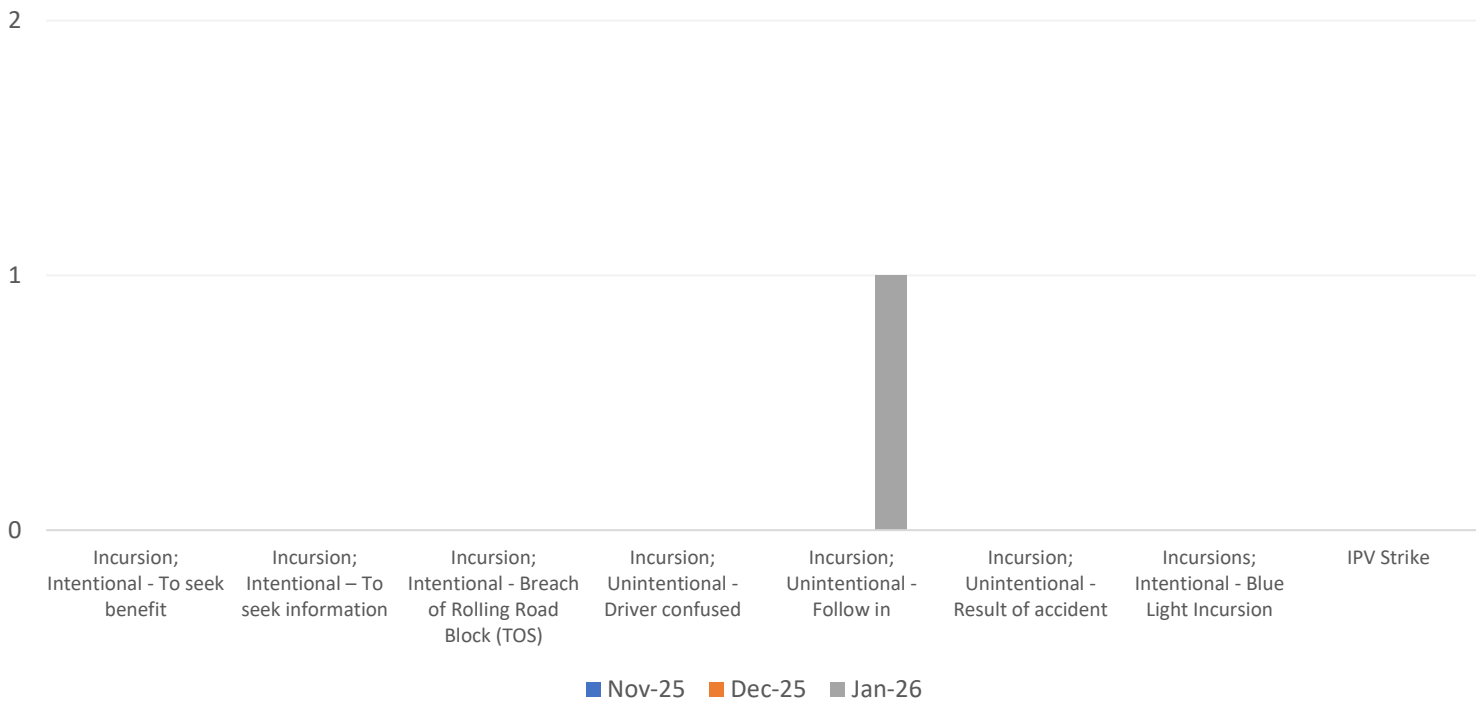
Project Risk Rating



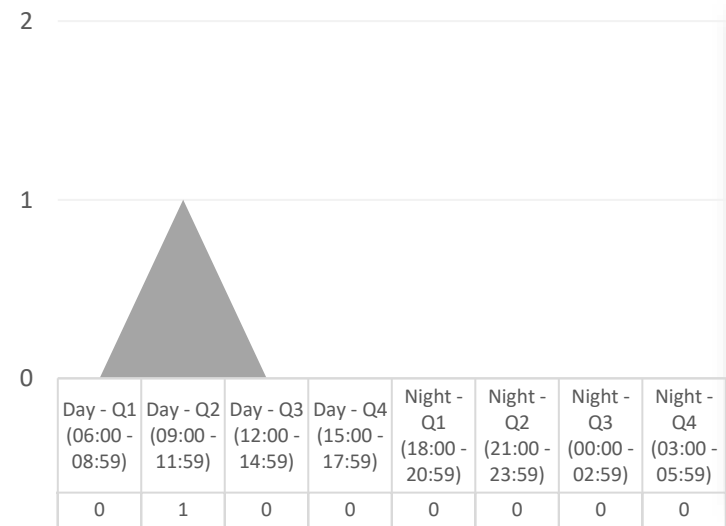
Incursion rate per length of TM (Unknown)

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

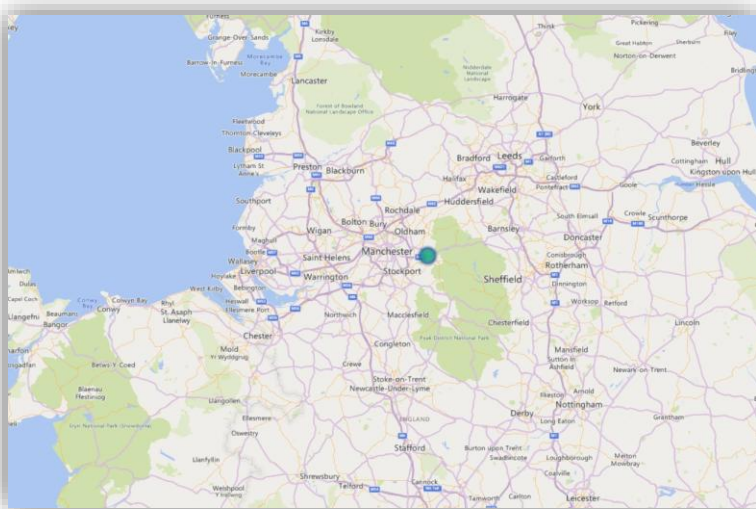
MP-0220 – A57 Link Roads (ENH)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Yorkshire & North East

Project: MP-0220 – A57 Link Roads
(ENH)



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A site vehicle entered the traffic management area, followed by a member of the public who stopped before the works zone. Speeds were low, and no pedestrians or individuals were at risk of harm.

Traffic Incidents *[Sentiment: Positive]*

No wider traffic disruption occurred. The low-speed movement of both vehicles meant the incident remained controlled, with no escalation or adverse impact on road users during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management remained effective, as the public vehicle halted before entering the active works area. The situation was monitored and resolved without conflict or risk to workers or the public.

Overall *[Sentiment: Positive]*

The incident was minor, low-speed, and managed without harm or further complication. No pedestrians were present, and no injuries to workers or members of the public occurred, keeping overall risk low.

Recommendations

Project team should review their approach and where required reinforce entry-point controls, ensuring clearer physical and visual cues that prevent public vehicles from unintentionally following site traffic into managed works areas.

Incursions Report

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

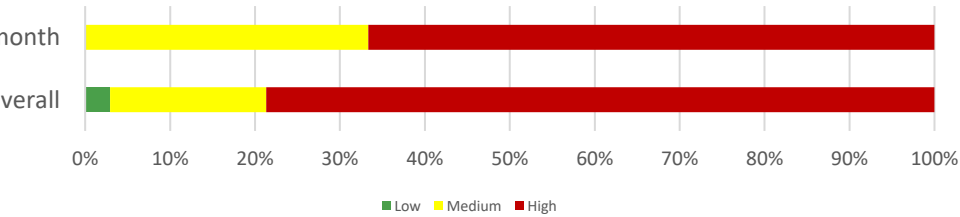
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions

[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)

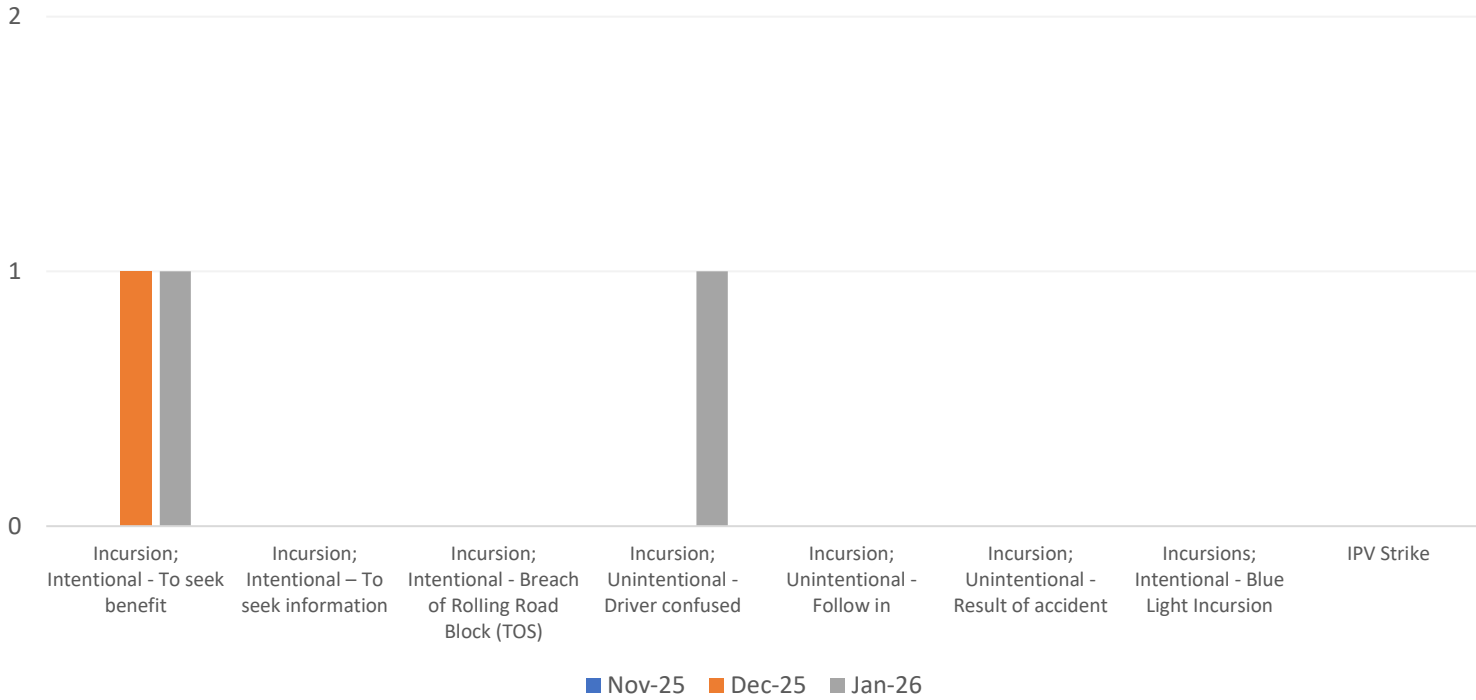
Project Risk Rating



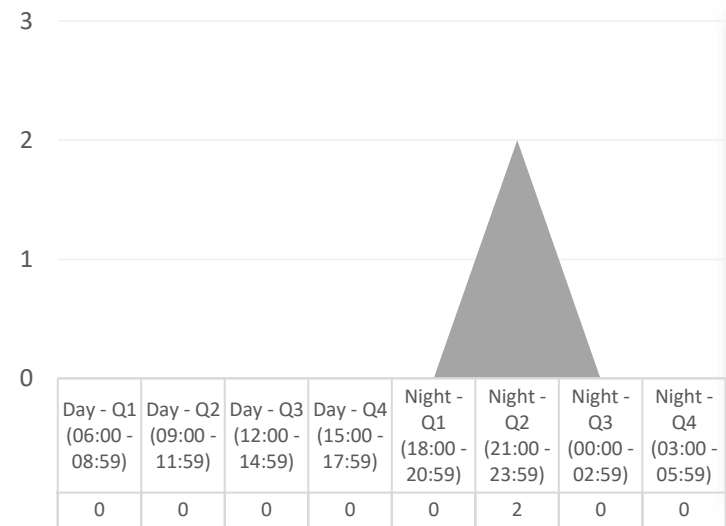
Incursion rate per length of TM (Unknown)

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

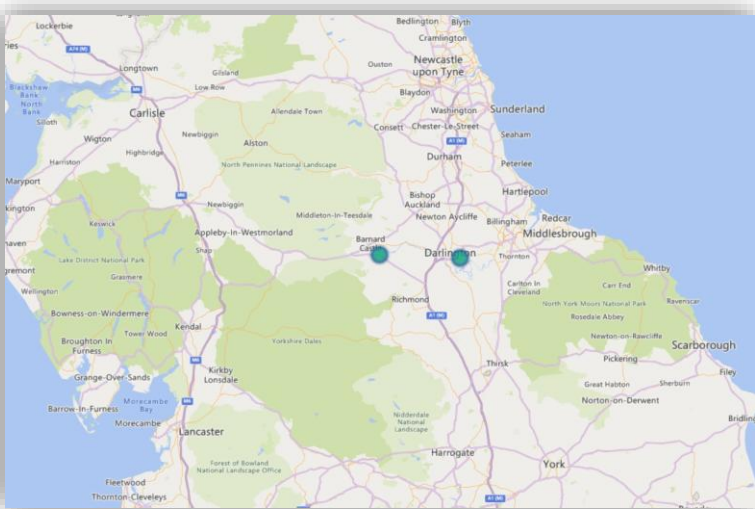
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the traffic-light enclosure and travelled towards the workforce before stopping safely. Another vehicle entered the closed road at speed, ignored signage and crashed into a wall. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A speeding vehicle failed to negotiate a corner within the closure and collided with a wall. The driver stated they had not seen the signs. No injuries to the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained intact, with all signs, cones and lamps visible and undamaged. Police were informed by the driver and attended. The closure continued to operate safely despite both incursions.

Overall *[Sentiment: Neutral]*

Two unsafe incursions occurred, one culminating in a collision. Despite this, traffic management performed effectively and no workforce or public injuries were reported. Conditions remained controlled and responsive throughout.

Recommendations

Project team should review their approach and where required strengthen advance warning measures, enhance visibility of closure points in adverse weather, and consider additional calming features to reduce approach speeds and discourage entry into closed works.

Incursions Report

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

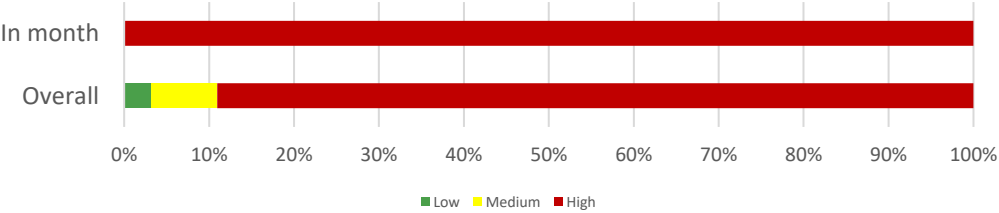
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

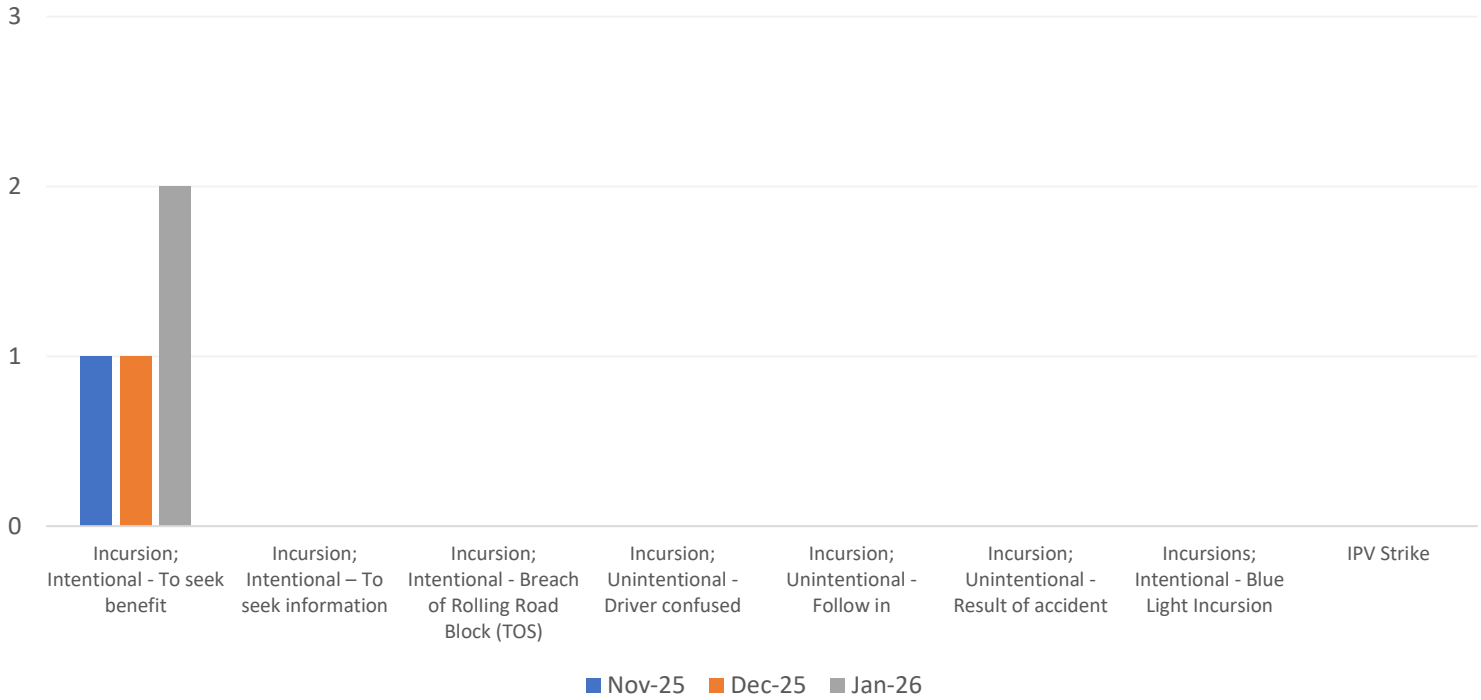
Project Risk Rating



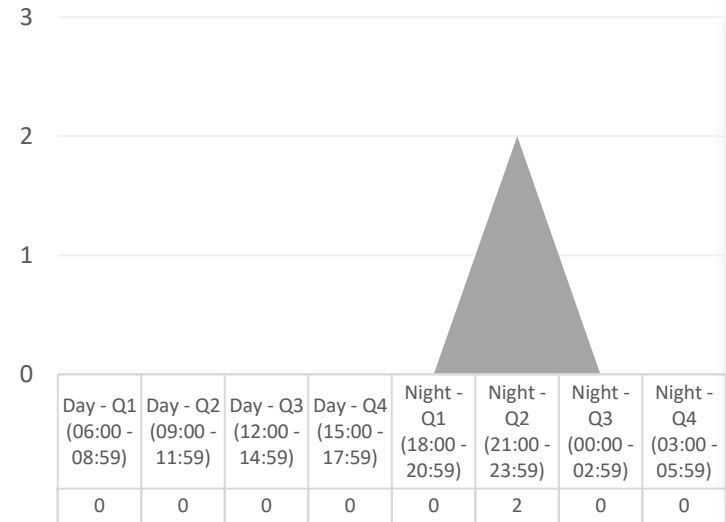
Incursion rate per length of TM (Unknown)

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

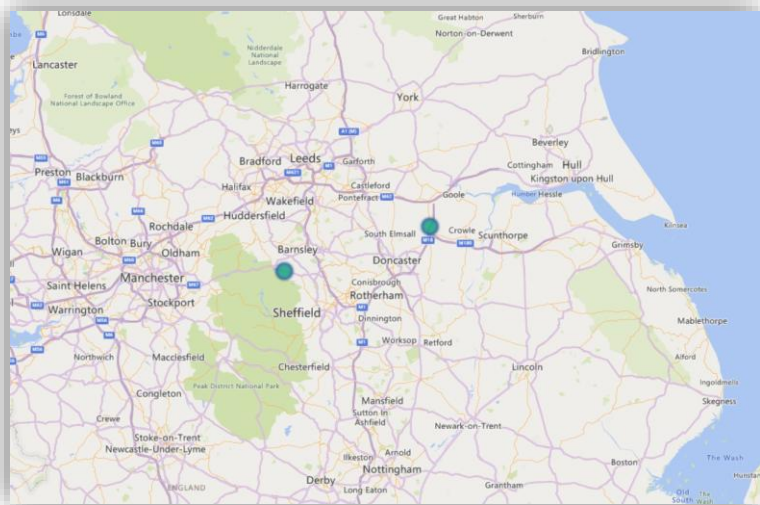
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A member of the public attempted to bypass closure barriers and behaved aggressively towards a TM operative. A separate vehicle entered a closed lane before exiting safely. No injuries occurred.

Traffic Incidents [*Sentiment: Neutral*]

No traffic collisions or harmful contact occurred during the reported activities. Despite challenging behaviour from a member of the public, no physical injury or asset damage was sustained.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

TM staff acted promptly by repositioning their vehicle to prevent unauthorised access, managing aggression calmly, and coordinating an escort through the closure once intentions were clarified. No workforce injuries were reported.

Overall [*Sentiment: Neutral*]

Despite two unauthorised vehicle entries and aggressive behaviour from a member of the public, TM teams maintained control and avoided harm. All situations were resolved safely without operational delays or injuries.

Recommendations

Project team should review their approach and where required improve communication processes for residents within closures, reinforce briefings on managing aggressive behaviour, and assess barrier layouts to discourage deliberate bypass attempts while supporting safe access for legitimate users.

Incursions Report

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

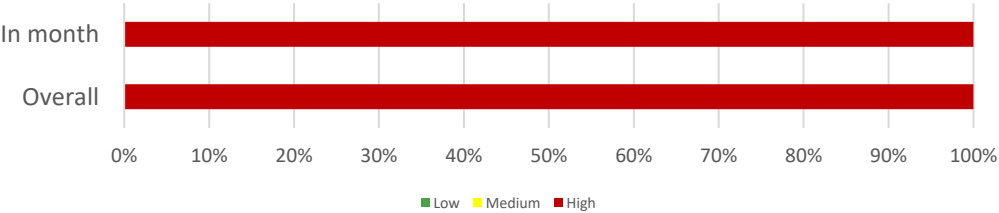
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



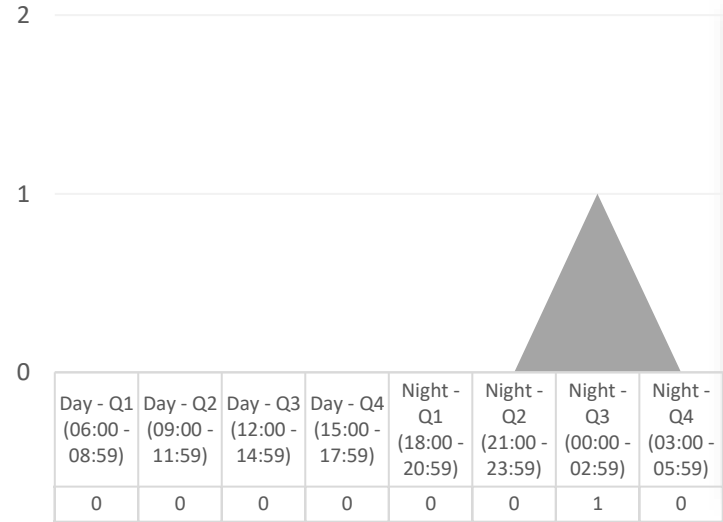
Incursion rate per length of TM (Unknown)

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

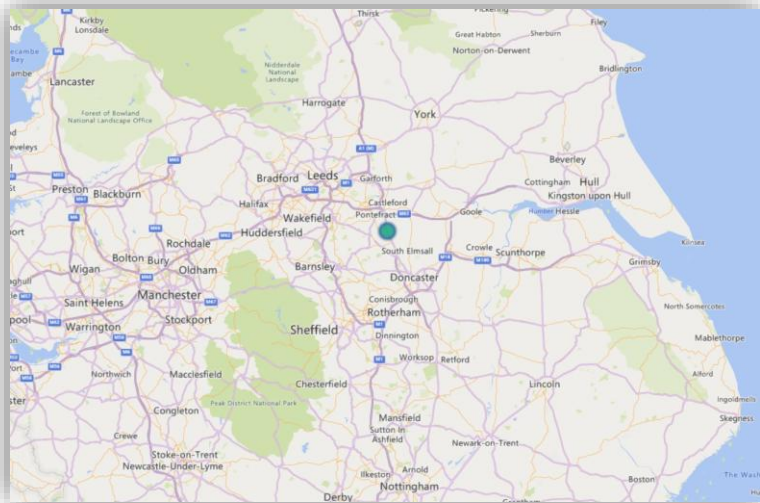
AD - Construction - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - Construction - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Unknown vehicles struck cones in three separate areas within the lane one closure. These incursions disrupted the traffic management layout but caused no reported injuries to the workforce or public.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions or hazardous driving behaviours were observed during this period. Traffic generally flowed through the works area without significant disruption aside from cone impacts.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period. Vehicle flow remained steady and no breakdowns affected the operation of the traffic management layout.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives reinstated the displaced cones promptly to restore the lane closure. The team ensured that the work zone remained protected and safe for ongoing operations.

Overall *[Sentiment: Neutral]*

The period was generally stable, although multiple cone strikes highlighted driver non-compliance. No injuries were reported, and traffic management actions mitigated the risks effectively.

Recommendations

Project team should review their approach and, where required, strengthen cone visibility, review taper lengths, and consider additional signage or illumination. Improved driver guidance and enhanced protection could reduce future incursions.

Incursions Report

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

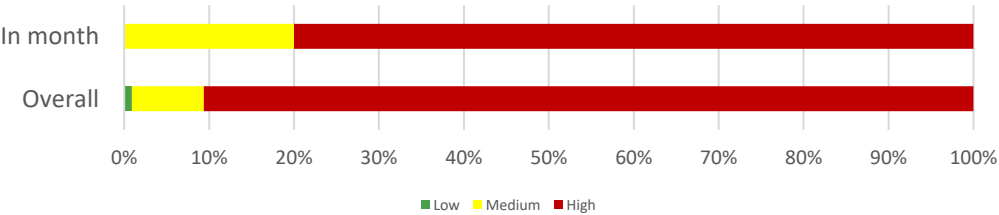
A total of 3 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, 100% increase in 'Driver confused' type incursions

[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)

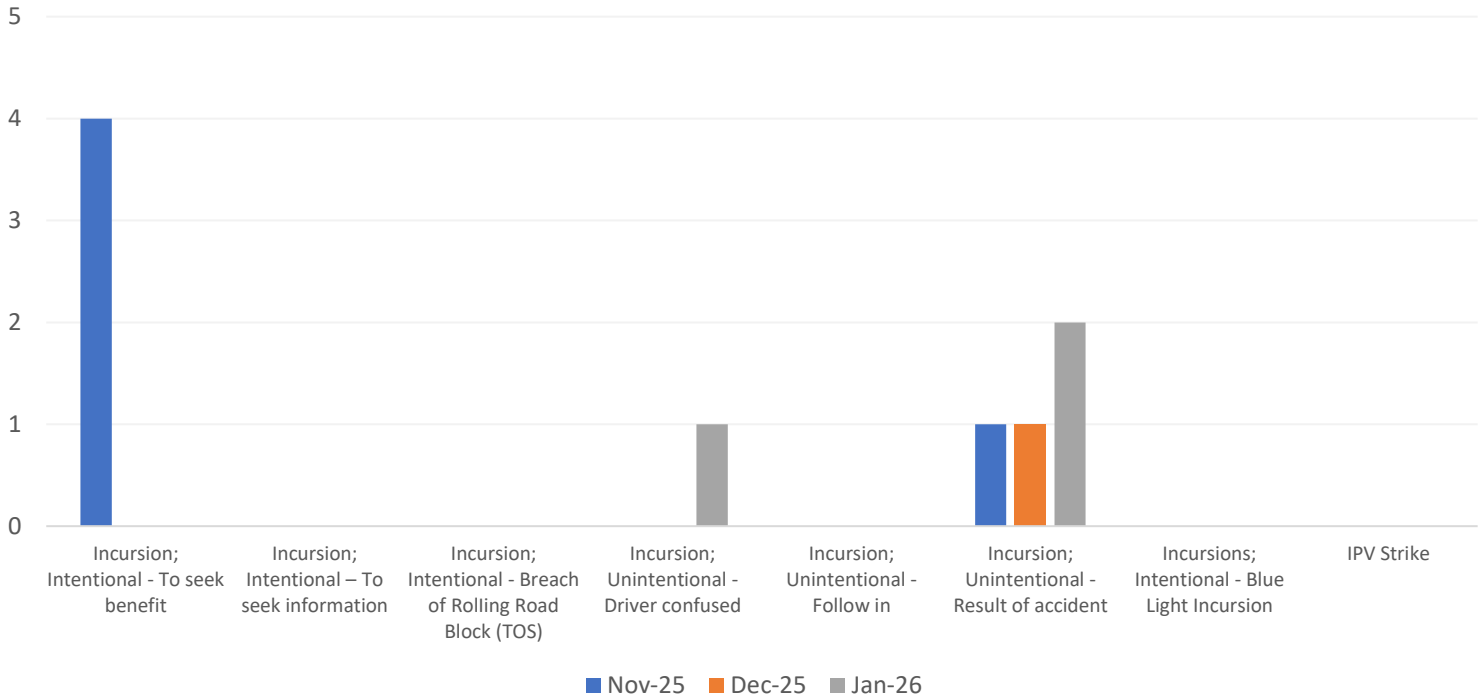
Project Risk Rating



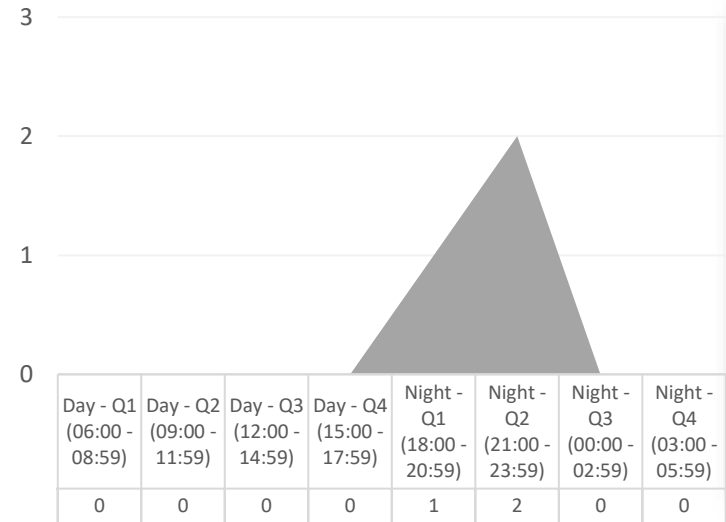
Incursion rate per length of TM (Unknown)

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

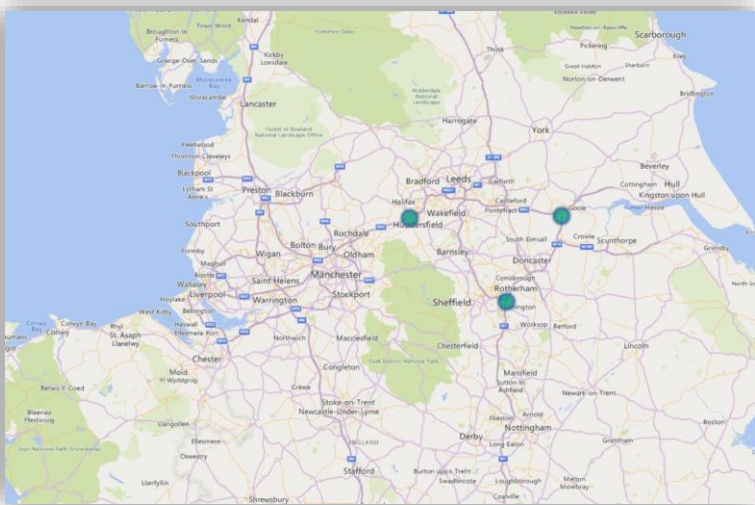
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered behind the taper, destroying cones and a lamp before rejoining the carriageway, displacing another cone into a live lane. No injuries were reported, though the breach posed significant safety risks.

Traffic Incidents *[Sentiment: Negative]*

A vehicle struck the taper, then another car, causing debris to cross into the opposite carriageway and one vehicle to impact the central barrier. Involved vehicles entered the traffic management area awaiting recovery. No injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams attended promptly, replaced damaged cones and lighting, and safely removed displaced equipment from the live lane. The area was secured quickly, and logs were professionally closed following checks.

Overall *[Sentiment: Negative]*

Events indicate multiple vehicle impacts on installed traffic management measures, highlighting driver non-compliance risks. Although no injuries occurred, the incidents underline the need for strengthened protective systems and enhanced visibility.

Recommendations

Project team should review their approach and where required enhance taper protection, improve advance signage visibility, and consider additional physical buffers or enforcement measures to mitigate repeated incursions and reduce risks to workforce and road users.

Incursions Report

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

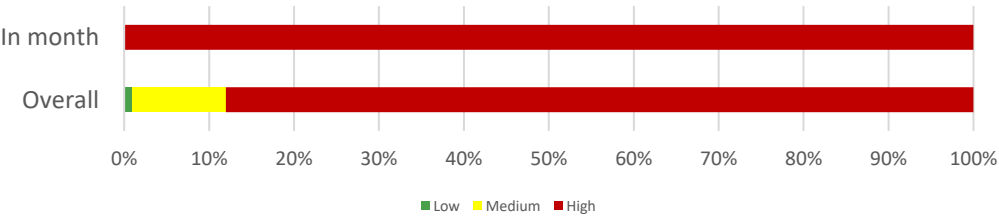
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[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)

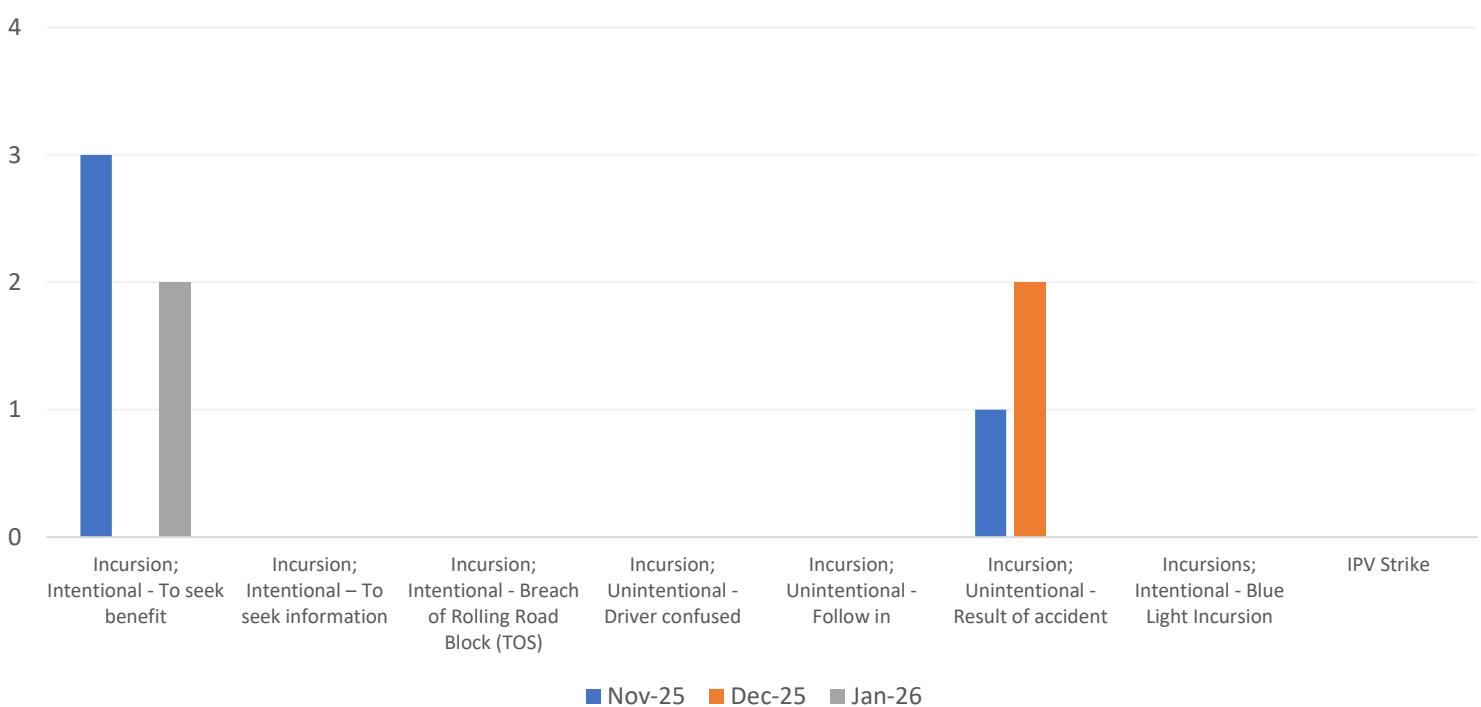
Project Risk Rating



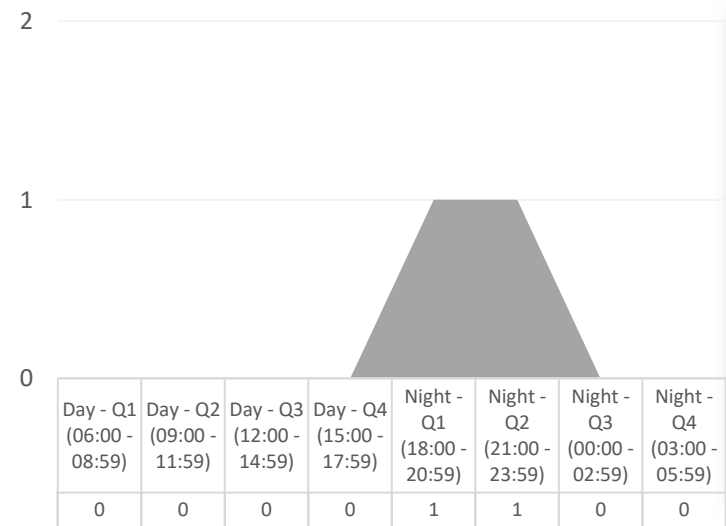
Incursion rate per length of TM (Unknown)

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

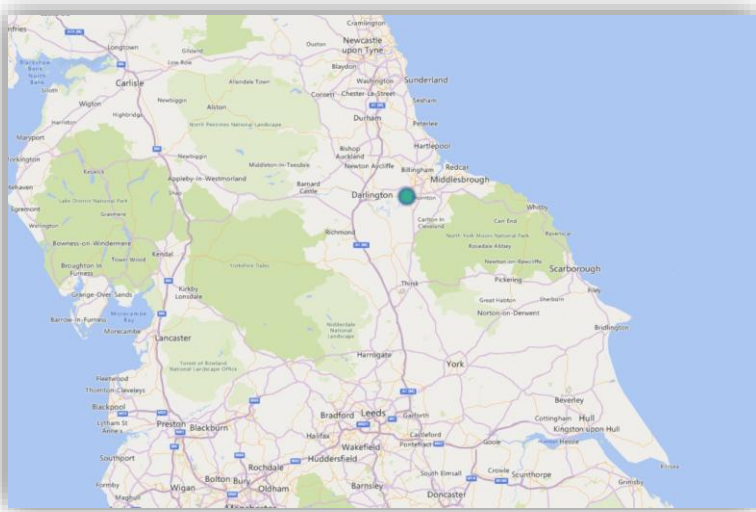
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

An unauthorised van entered the closure after falsely requesting an escort, then accelerated past the escort vehicle. It continued through the works area, used a grass verge and attempted to exit at another closure point.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions occurred during this period, although a serious breach of traffic control presented elevated risk to workforce and infrastructure despite no reported injuries.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management pursued the unauthorised vehicle and obtained details following aggressive behaviour from the driver. Team actions prevented further escalation and maintained safety within the closure.

Overall *[Sentiment: Negative]*

The unauthorised incursion and aggressive conduct created significant safety concerns. No injuries were reported, but the event highlights the need for enhanced controls to prevent similar breaches.

Recommendations

Project team should review their approach and where required strengthen entry control procedures, improve physical barriers at closure points and consider enhanced communication protocols to prevent deliberate incursions and support staff facing aggressive behaviour.

Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: DBFO M1/A1 Link

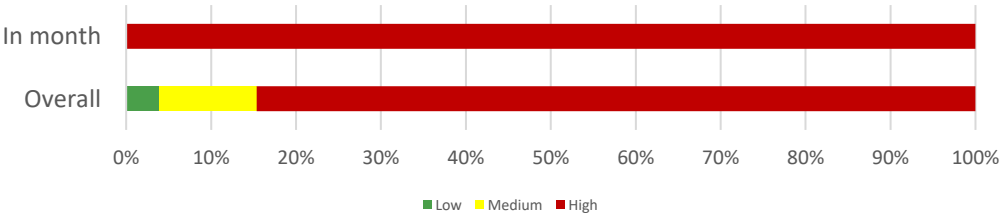
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

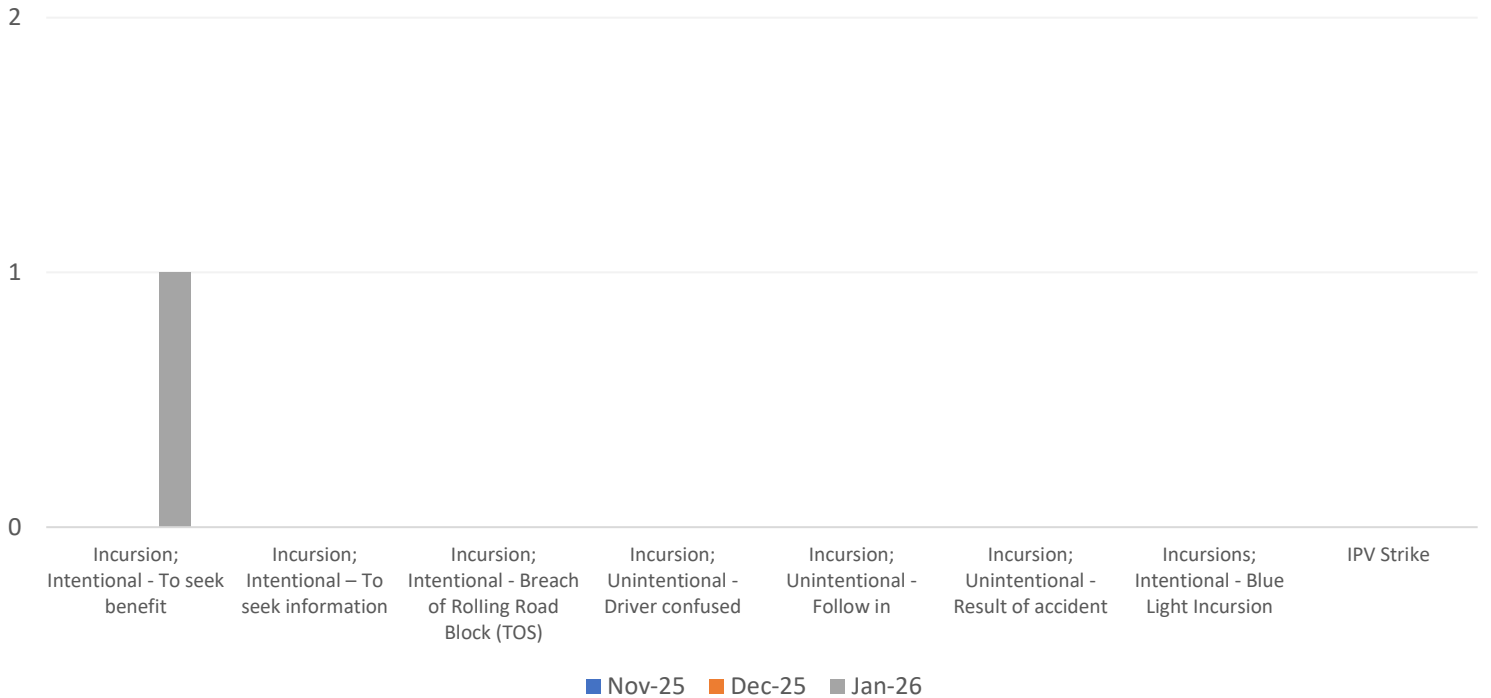
Project Risk Rating



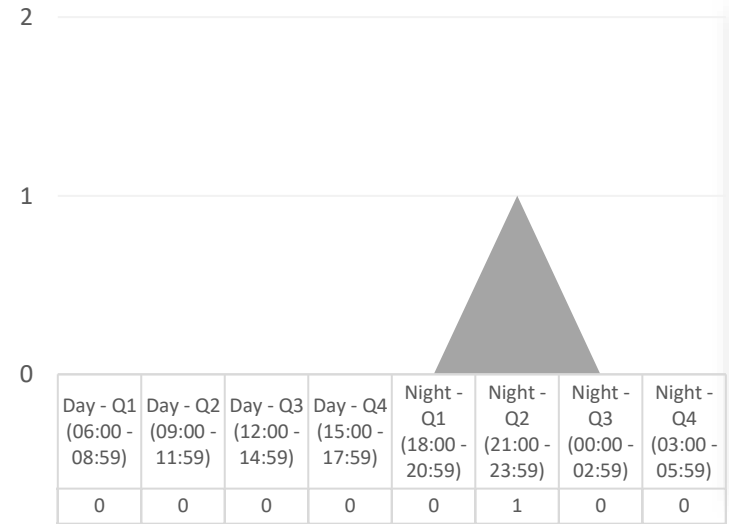
Incursion rate per length of TM (Unknown)

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

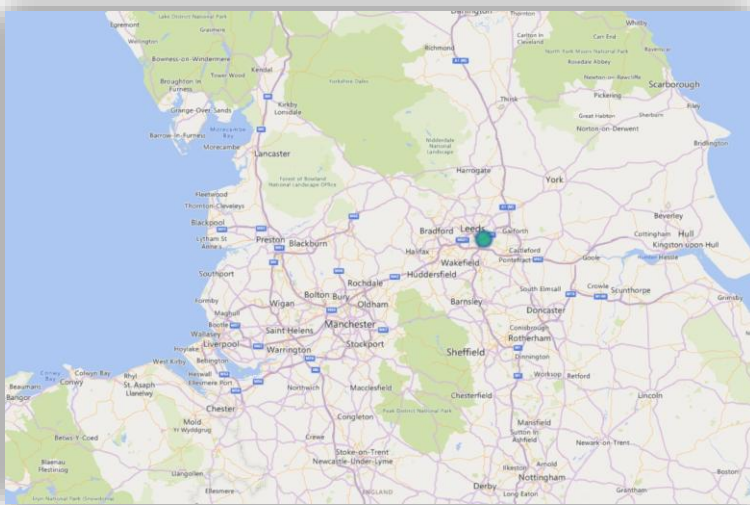
DBFO M1/A1 Link



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: DBFO M1/A1 Link



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle diverted from the main carriageway, crossed grass banking, and entered the closed slip road area after works had begun. No injuries to the workforce or the public were reported.

Traffic Incidents *[Sentiment: Neutral]*

Aside from the unauthorised vehicle entry into the closure, no additional traffic-related incidents were identified during this period. Traffic flow remained generally unaffected outside the immediate works area.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded promptly to secure the work zone following the vehicle incursion. The area remained protected, and no harm occurred to workers or members of the public.

Overall *[Sentiment: Neutral]*

The works proceeded largely as planned, though the unexpected vehicle entry highlights a need to strengthen perimeter protection. No injuries were reported, and the team-maintained control of the closure.

Recommendations

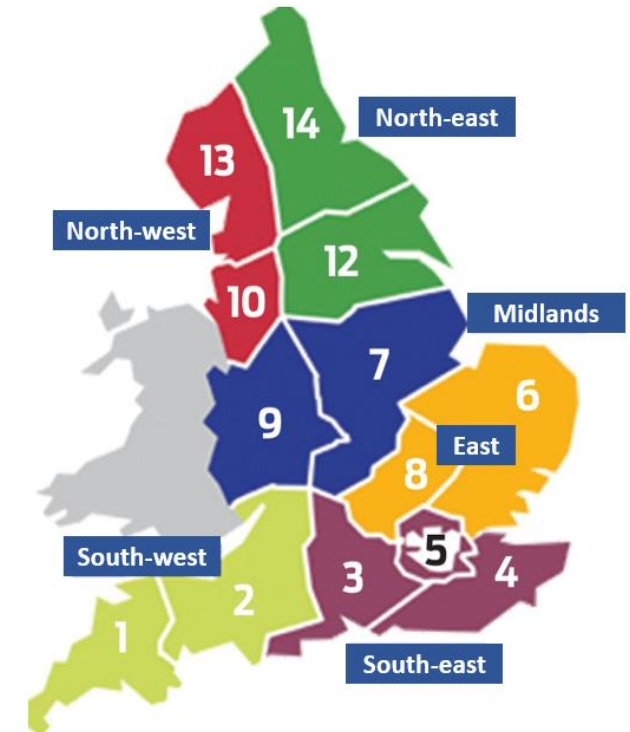
Project team should review their approach and where required enhance physical deterrents, signage visibility, and advance warnings to minimise future incursions. Consider additional monitoring or repositioning of barriers to improve driver compliance and site safety.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

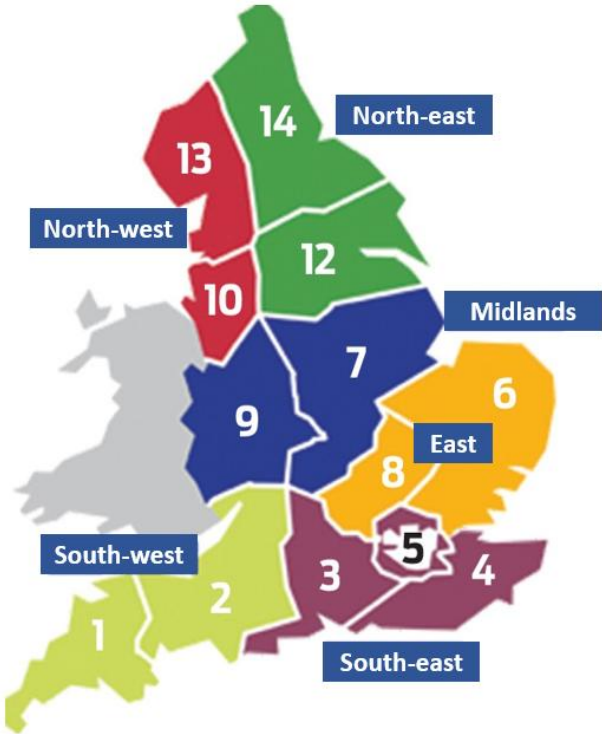
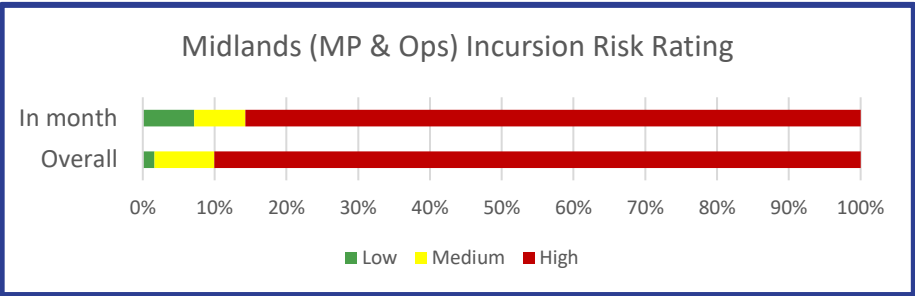
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	137	[4.59%]	686	[60.49%]	5 [45.45%]
Incursion; Intentional – Because of breakdown	2502	[83.85%]	59	[5.20%]	2 [18.18%]
Incursion; Intentional – To seek information	13	[0.44%]	42	[3.70%]	1 [9.09%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.71%]	
Incursion; Unintentional - Driver confused	121	[4.05%]	188	[16.58%]	1 [9.09%]
Incursion; Unintentional - Follow in	26	[0.87%]	39	[3.44%]	1 [9.09%]
Incursion; Unintentional - Result of accident	163	[5.46%]	71	[6.26%]	1 [9.09%]
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	25	[2.20%]	
IPV Strike	4	[0.13%]	16	[1.41%]	
Grand Total	2984	[100.00%]	1134	[100.00%]	11 [100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	308	148	48%	274	148	54%	327	183	56%
Area 9	370	204	55%	242	123	51%	347	219	63%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicles and one pedestrian entered closures illegally, including following contractors, breaching gates, crossing central reservations and overtaking escorts. One pedestrian ran across a live carriageway.

Traffic Incidents *[Sentiment: Negative]*

Incidents included a wagon forcing through cones, a central-reservation breach, a taper strike destroying equipment, and MOP vehicles speeding through closures, risking collisions.

Broken Down Vehicles *[Sentiment: Neutral]*

One broken-down van and a flat-tire vehicle entered closures for safety. Both were managed and escorted without further issues or injuries.

Traffic Management Responses *[Sentiment: Positive]*

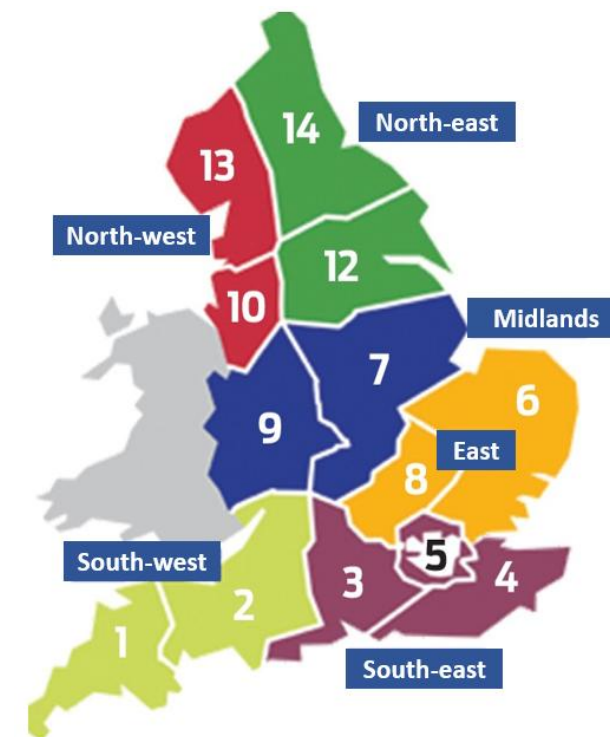
TM teams stopped incursions, obtained registrations, managed aggressive behaviour, replaced damaged equipment and safely escorted unauthorised vehicles away, protecting the workforce effectively.

Overall *[Sentiment: Negative]*

Frequent incursions, aggressive behaviour and equipment strikes demonstrate elevated risk levels, with several near-miss scenarios but no reported injuries to workforce or public.

Recommendations

Regional teams should review and where required strengthen gate control, reinforce closure integrity, improve resident-notification measures, increase enforcement liaison, and enhance visibility and monitoring to reduce incursions and protect operatives.



Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

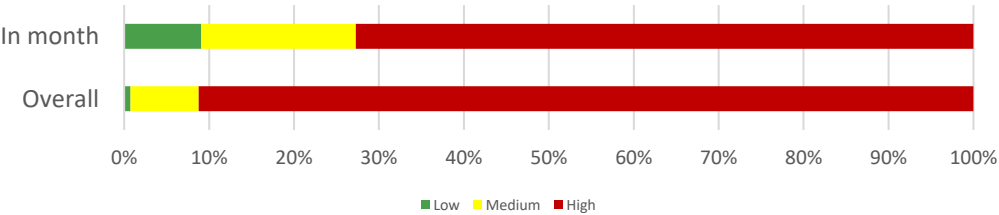
A total of 4 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, 100% increase in 'To seek information' type incursions, no change from the previous month in Seeking Benefit' type incursions, incursions, with a 67% decrease in 'Result of accident' type incursions

[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)

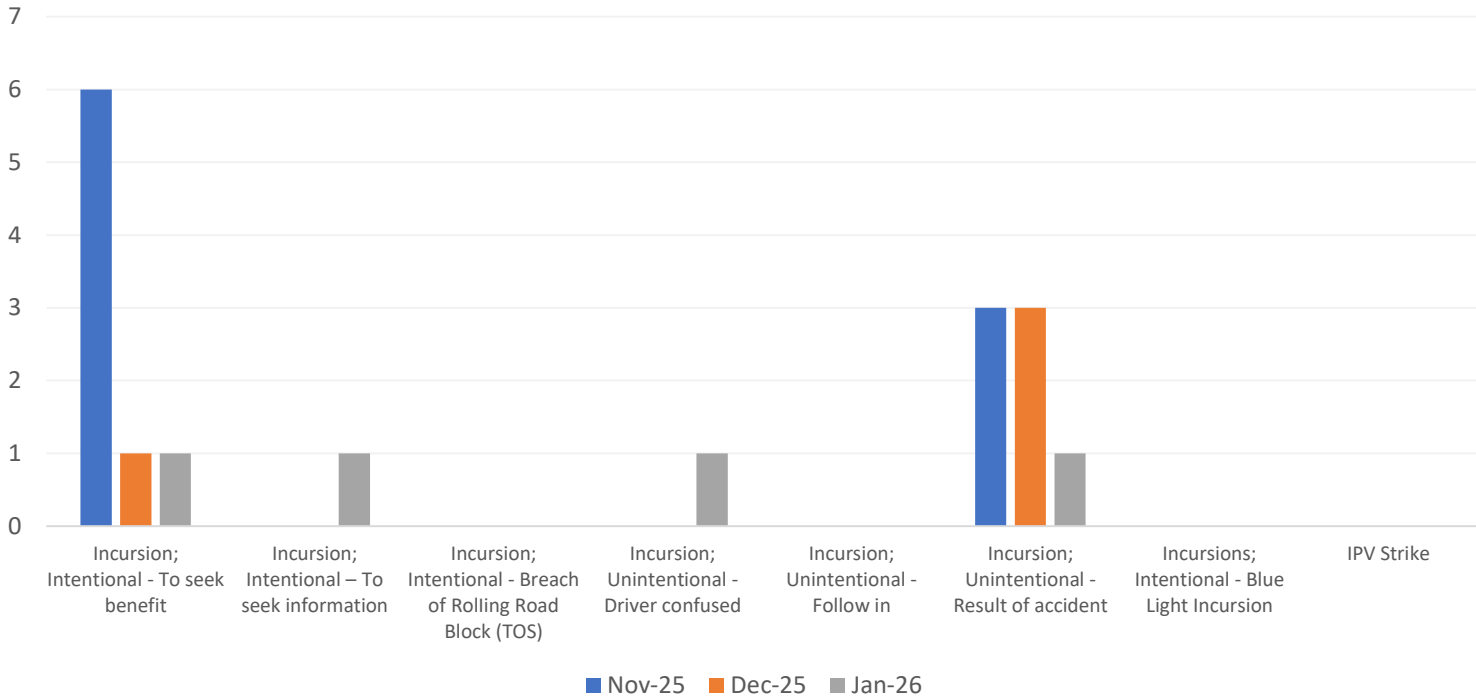
Project Risk Rating



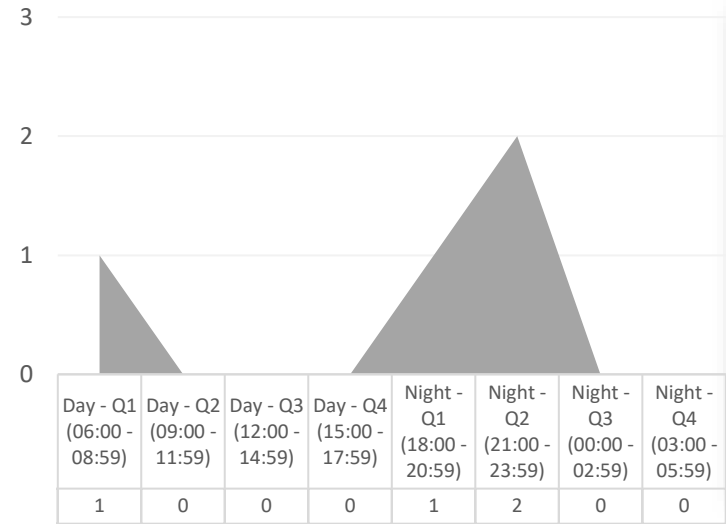
Incursion rate per length of TM (Unknown)

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

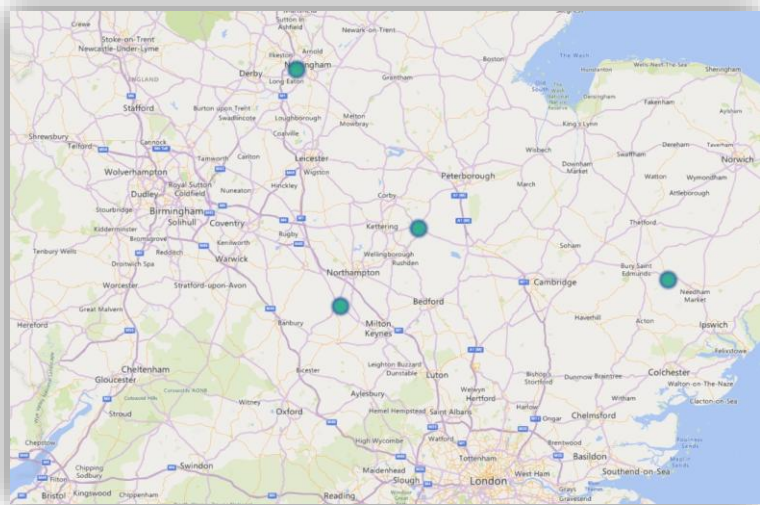
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicle incursions occurred, including a car breaching a full closure, another following the workforce into site, and a taper strike destroying equipment. No injuries were reported during these incidents.

Traffic Incidents *[Sentiment: Negative]*

A member of the public aggressively confronted workers regarding the closure, claiming lack of notice and disturbance. Another individual falsely claimed authority, challenged staff competence and behaved aggressively before leaving the area.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by securing access points, coning off the central reservation gap, escorting an incurring vehicle offsite, issuing alerts and ensuring workforce safety throughout all reported events.

Overall *[Sentiment: Neutral]*

Although no injuries occurred, behavioural issues from members of the public and multiple incursions created operational challenges. Traffic management actions were effective, but continued vigilance remains necessary to maintain a safe working environment.

Recommendations

Project team should review their approach and where required enhance communication with adjacent residents, strengthen site access controls, improve behavioural risk awareness, and consider additional physical deterrents to reduce incursions and prevent future confrontations.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

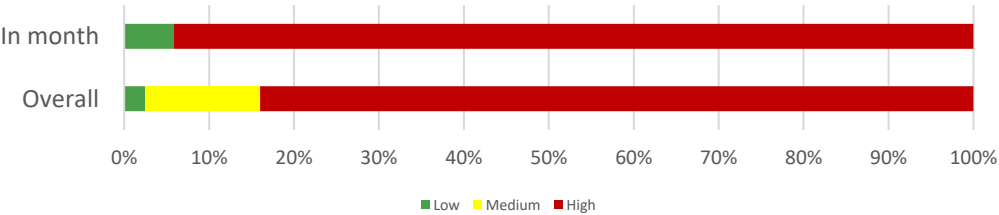
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Follow in' type incursions

[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)

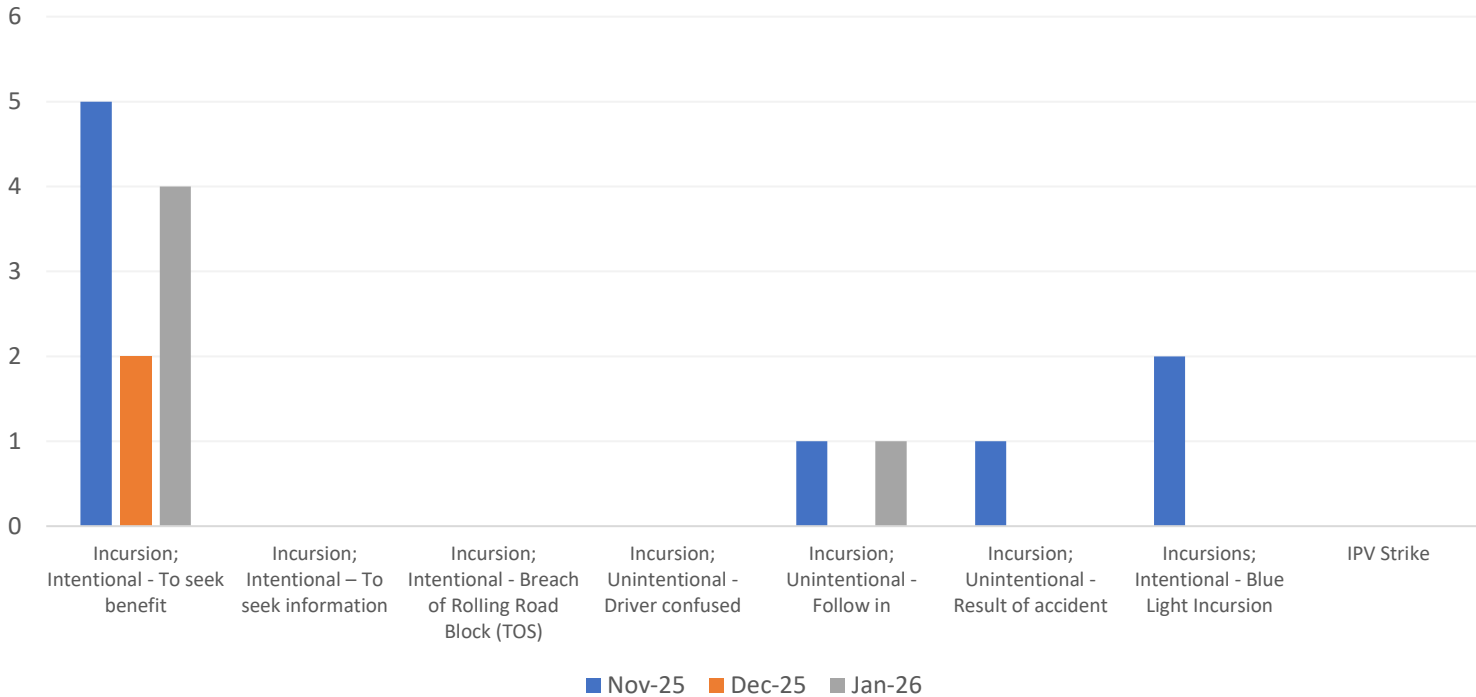
Project Risk Rating



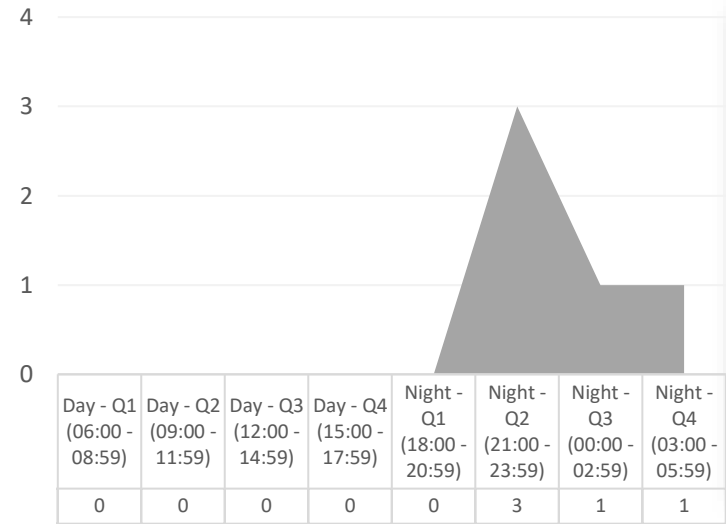
Incursion rate per length of TM (Unknown)

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

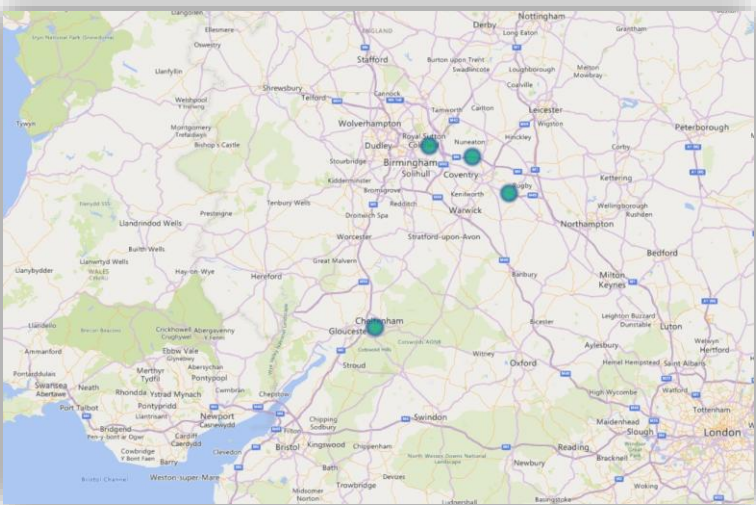
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicles followed contractors into the works area, with one motorist attempting to pass through cones and another entering the closure on foot, running across the live carriageway. These incidents posed significant safety risks.

Traffic Incidents *[Sentiment: Negative]*

Drivers escorting through a full closure overtook the escort vehicle at speed, endangering the workforce. Although no collision occurred, this behaviour created unnecessary risk and highlighted driver non-compliance within closures.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Teams intervened promptly, reporting dangerous drivers to the control centre and safely escorting unauthorised vehicles off site. Staff actions helped prevent potential collisions and ensured the closure remained as safe as possible.

Overall *[Sentiment: Neutral]*

The period was marked by repeated incursions and unsafe public behaviour, significantly increasing risk despite effective team responses. No injuries occurred, but several situations presented the potential for serious consequences.

Recommendations

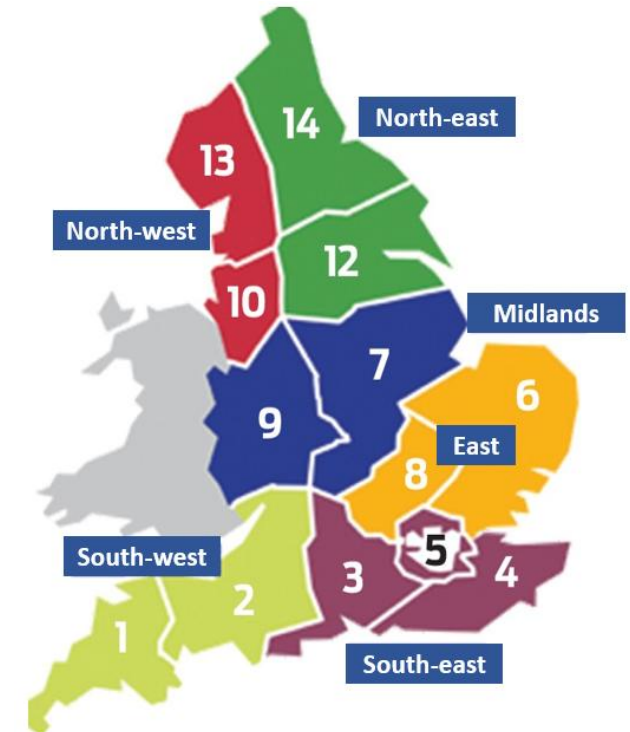
Project team should review their approach and where required strengthen access point control, enhance signage clarity, and increase monitoring during closure removal. Additional behavioural messaging for road users and reinforced escort protocols may further improve safety.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

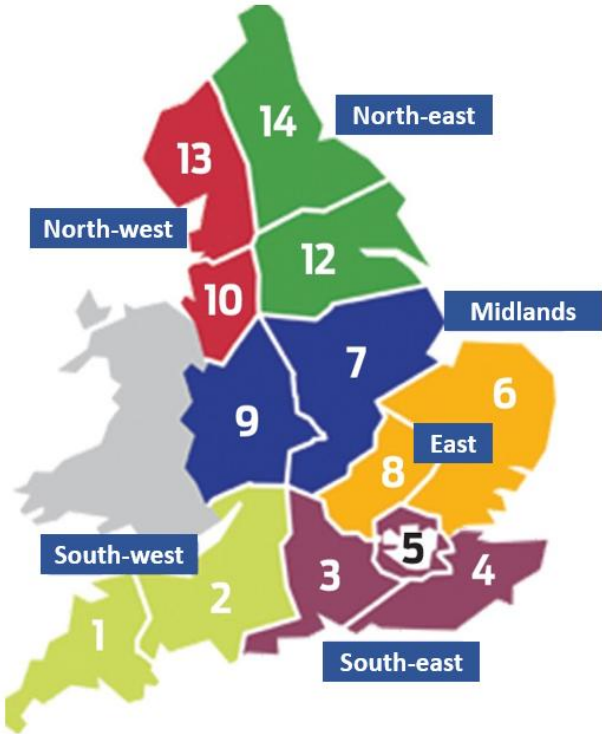
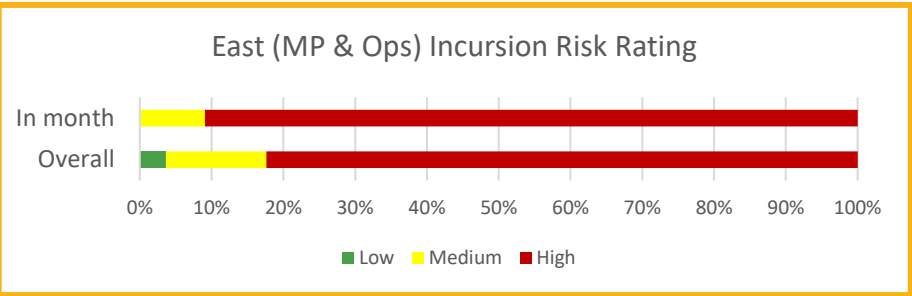
Select next page for East Region and
Project Reports



Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	241	[15.01%]	453	[46.56%]	8	[72.73%]
Incursion; Intentional – Because of breakdown	953	[59.34%]	79	[8.12%]	2	[18.18%]
Incursion; Intentional – To seek information	77	[4.79%]	13	[1.34%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.19%]	1	[0.10%]		
Incursion; Unintentional - Driver confused	156	[9.71%]	236	[24.25%]	1	[9.09%]
Incursion; Unintentional - Follow in	62	[3.86%]	51	[5.24%]	2	[22.22%]
Incursion; Unintentional - Result of accident	71	[4.42%]	77	[7.91%]	5	[55.56%]
Incursions; Intentional - Blue Light Incursion	27	[1.68%]	30	[3.08%]		
IPV Strike	16	[1.00%]	33	[3.39%]		
Grand Total	1606	[100.00%]	973	[100.00%]	11	[100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	215	157	73%	156	126	81%	137	105	77%
Area 8	137	58	42%	82	47	57%	135	95	70%



Incursions Report – East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised vehicles entered access points, slips and closures, including wrong-way driving and confused motorists. Several required escorting through works to maintain safety.

Traffic Incidents [*Sentiment: Negative*]

Several taper strikes occurred, damaging cones and sync units. An IPV was hit by a speeding car, though no injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

Breakdowns included a Mini seeking refuge, an Amazon van abandoned in snow and other vehicles entering access points. All were managed safely.

Traffic Management Responses [*Sentiment: Positive*]

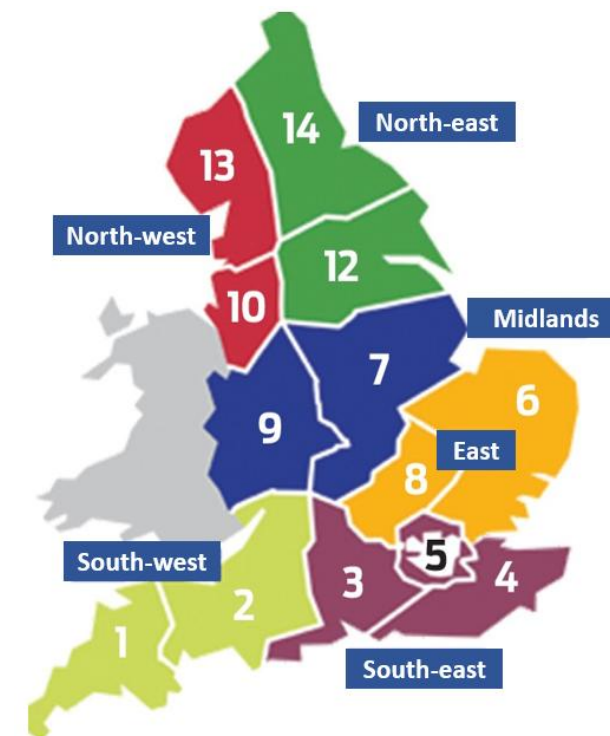
TM teams safely escorted unauthorised vehicles, blocked wrong-way movements, recovered breakdowns, and reinstated damaged equipment quickly to protect the workforce.

Overall [*Sentiment: Negative*]

Frequent incursions, wrong-way driving and taper strikes posed recurring safety risks, though TM response prevented escalation and no injuries occurred.

Recommendations

Regional teams should review and where required enhance access-point controls, reinforce signage clarity, strengthen taper protection, and improve monitoring at RVPs to reduce recurring incursions and vehicle confusion.



Incursions Report

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

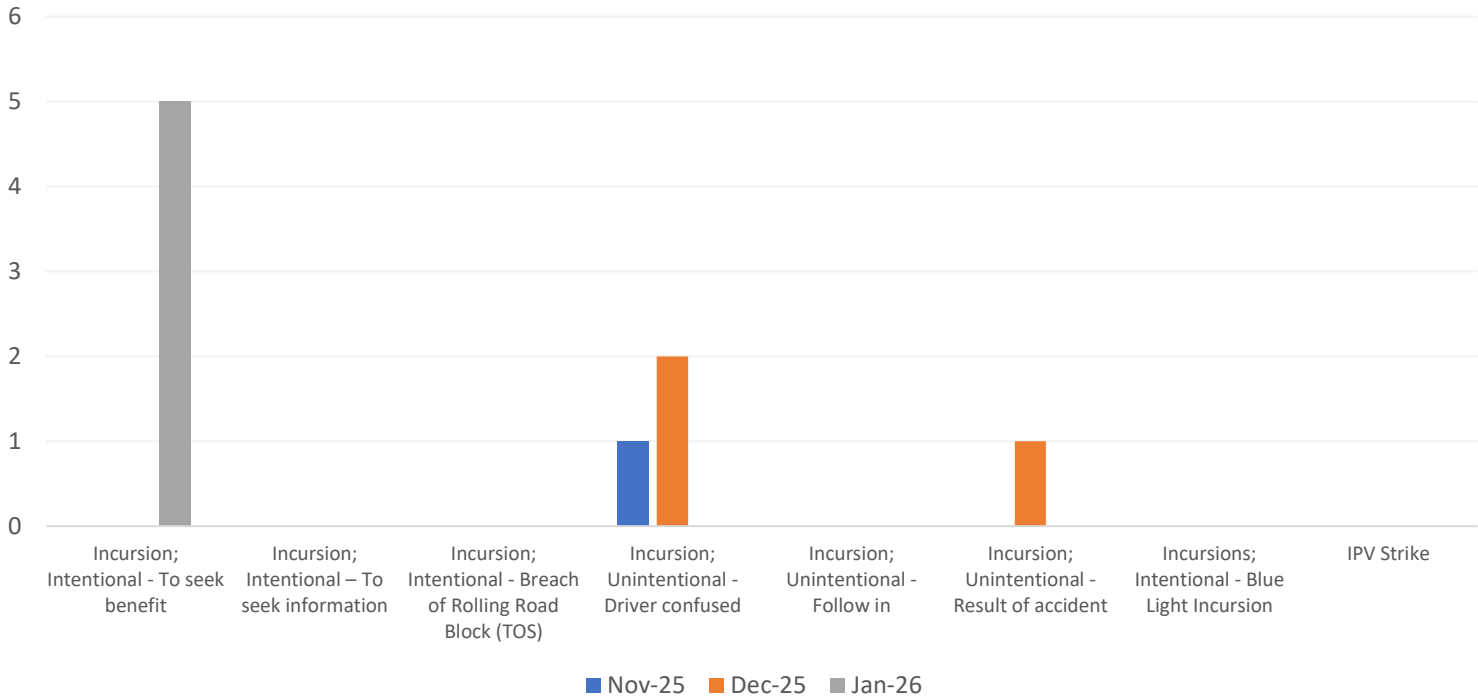
A total of 5 incursions have been recorded; with a 500% increase in 'Seeking Benefit' type incursions

[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

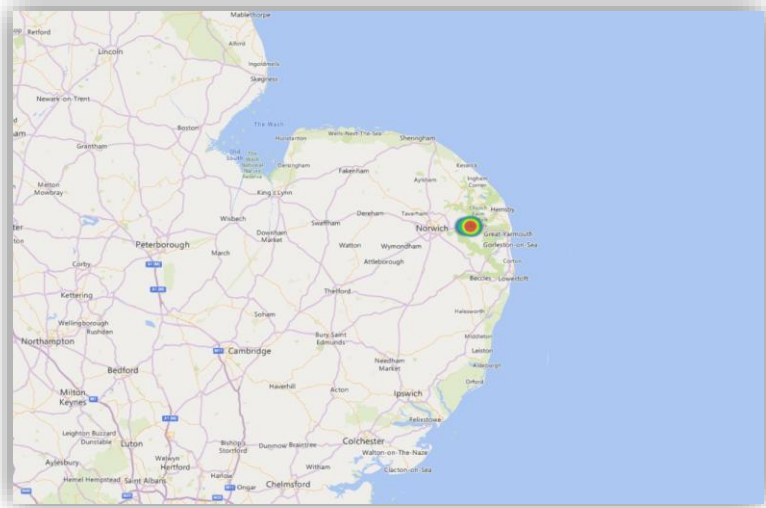
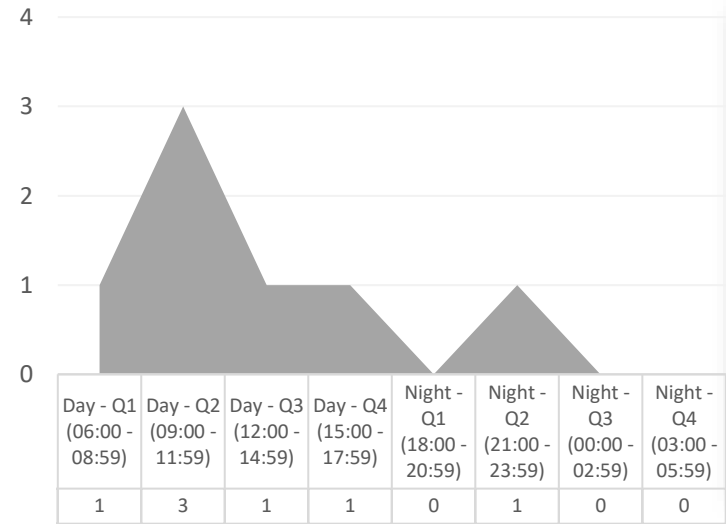
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0240 – A47 Blofield to North Burlington Dualling

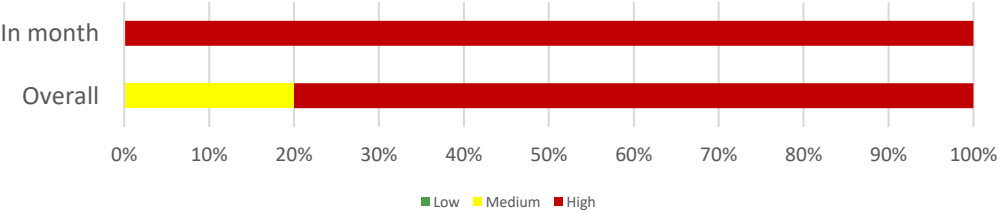


Time Profile of Incursions recorded

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-0240 – A47 Blofield to North
Burlington Dualling



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Several members of the public entered restricted access points seeking directions, meetings or employment, and all were safely intercepted and escorted out without incident. No pedestrians entered works areas during this period.

Traffic Incidents *[Sentiment: Neutral]*

A taxi driver reported confusing road layout and conflicting signage, though signage was confirmed compliant. No collisions or injuries to the public or workforce were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

Two vehicles entered works areas after breaking down, one seeking refuge and the other abandoned during heavy snowfall. Access remained unobstructed, and recovery was managed safely without injury.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly to all incursions, stopping vehicles, providing guidance, and safely escorting drivers out. Signage checks confirmed compliance, and recovery support was delivered where required.

Overall *[Sentiment: Neutral]*

Multiple unauthorised entries occurred, largely due to confusion or breakdowns, but all were managed safely and efficiently. No injuries to the workforce or public were reported, and all areas remained secure.

Recommendations

Project team should review their approach and where required enhance wayfinding signage, improve deterrent markings at access points, and consider additional briefings for marshals to further reduce unauthorised entries and public confusion.

Incursions Report

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

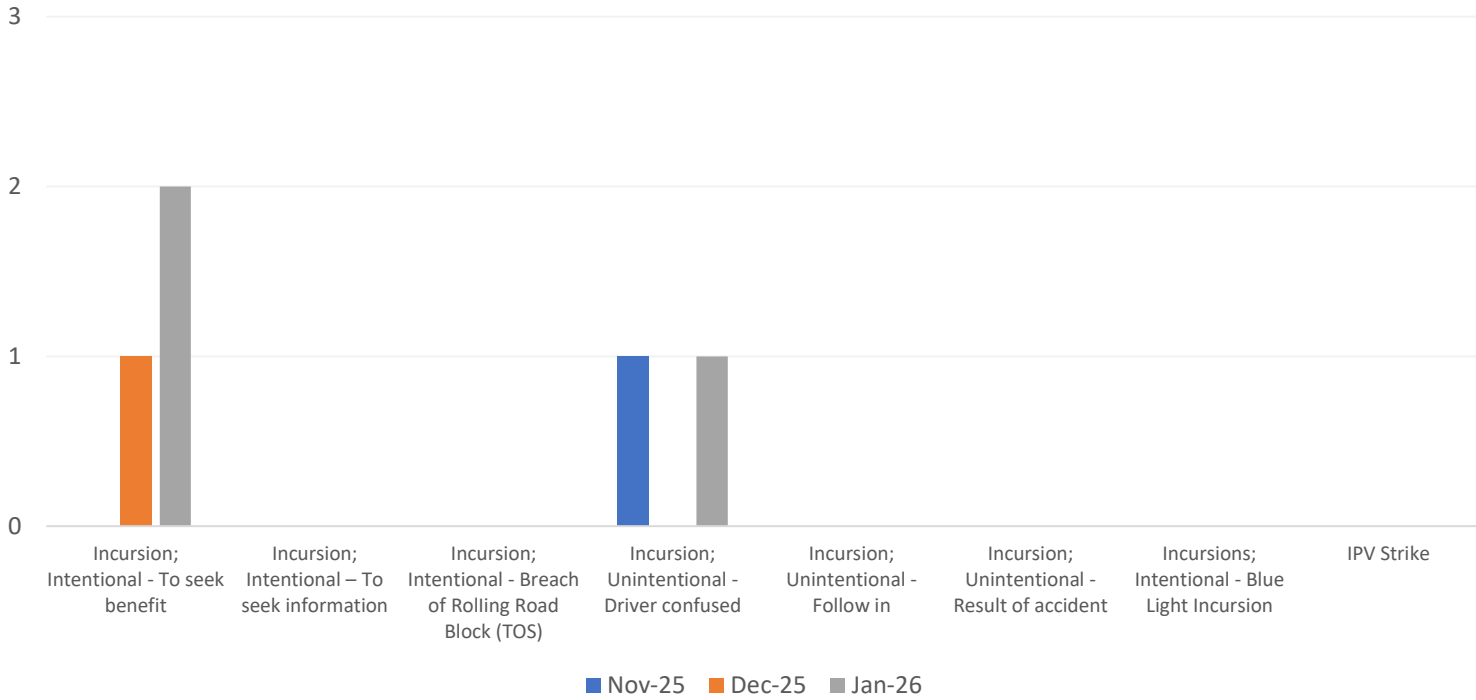
A total of 3 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Driver confused' type incursions

[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

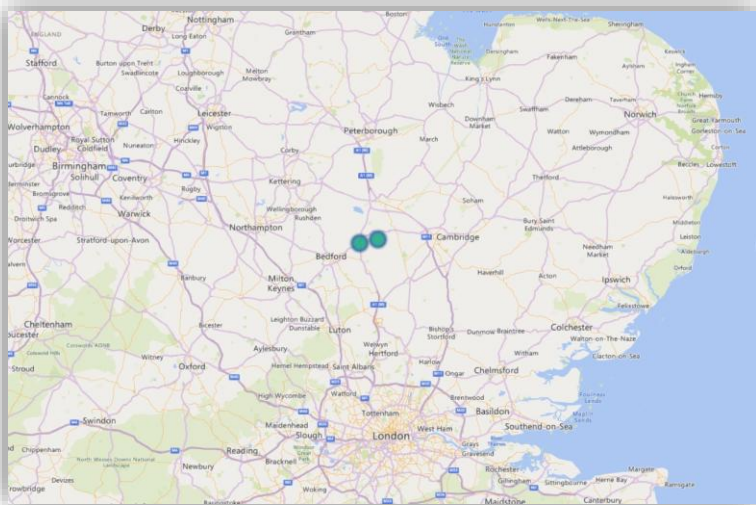
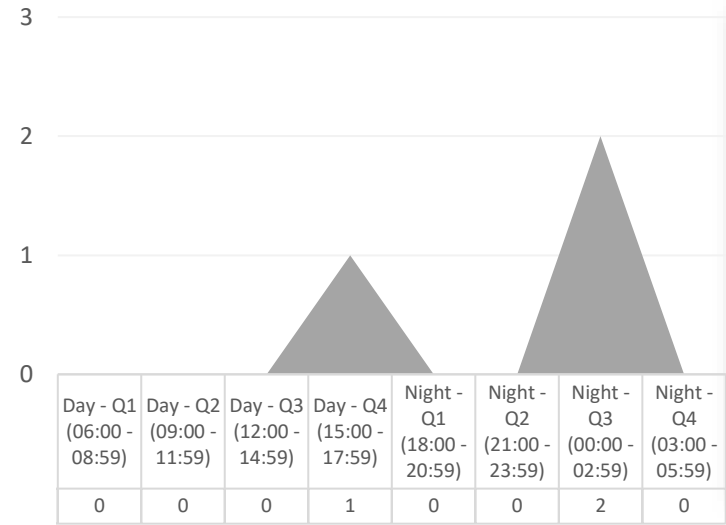
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

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

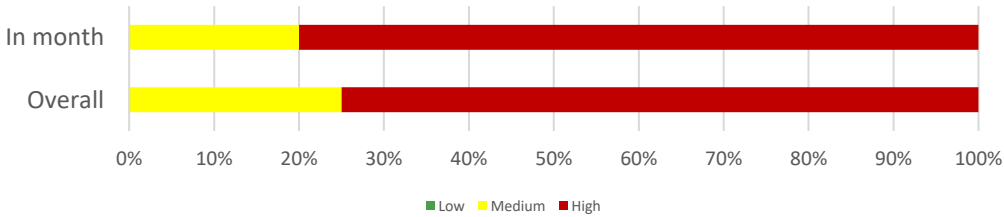


Time Profile of Incursions recorded

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 – CIP



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle briefly pulled into the access before leaving. Two vehicles incorrectly entered the northbound A1 while travelling south. TM staff intervened promptly and redirected them safely, preventing potential harm.

Traffic Incidents [*Sentiment: Neutral*]

No collisions or injuries were reported. The primary concern involved driver confusion leading to unsafe movements, but effective intervention prevented escalation and ensured the situation remained controlled.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period. Traffic flowed without obstruction from stationary or malfunctioning vehicles, contributing to stable operational conditions and reduced risk to the workforce and public.

Traffic Management Responses [*Sentiment: Positive*]

TM personnel responded quickly and decisively, stopping the vehicles and guiding them safely back to the roundabout. Their actions prevented a potentially dangerous situation and maintained site safety effectively.

Overall [*Sentiment: Neutral*]

While no injuries occurred, incidents highlighted risks from driver misunderstanding. TM teams managed situations well, but the events indicate scope for improved directional clarity and preventative measures to minimise recurrence.

Recommendations

Project team should review their approach and where required enhance signage clarity, reinforce access controls, and consider additional visual cues near diversion points to prevent misrouting. Improved public guidance may reduce future mistaken entries onto closed or restricted routes.

Incursions Report

Directorate: Major Projects
Region: East
Project: MP-0243 – A47/A11 Thickthorn Junction - RDP

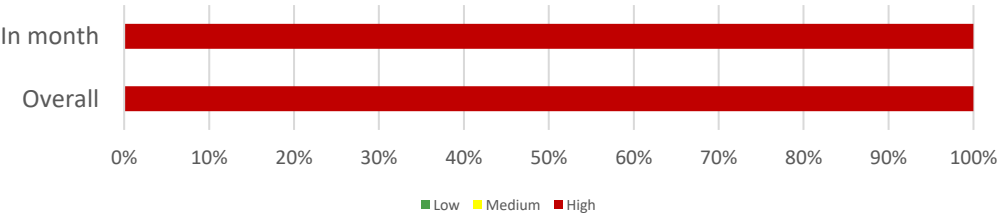
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



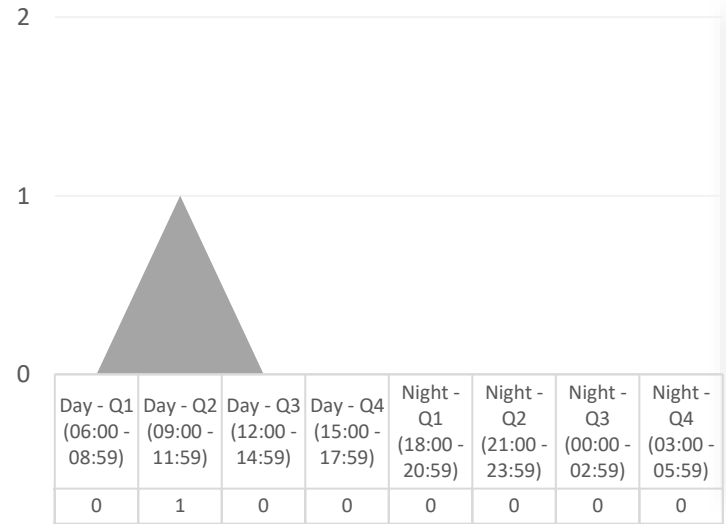
Incursion rate per length of TM (Unknown)

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

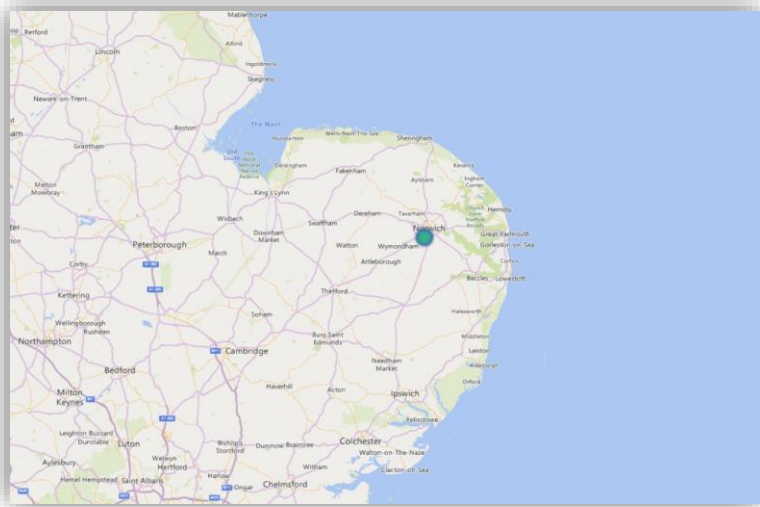
MP-0243 – A47/A11 Thickthorn Junction – RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0243 – A47/A11 Thickthorn
Junction - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the station lane access point, turned around abruptly, and then drove at speed through the traffic closure without engaging with site personnel, creating a serious safety risk to the workforce and public.

Traffic Incidents *[Sentiment: Neutral]*

No additional traffic incidents were reported during this period beyond the unauthorised vehicle incursion already detailed under the relevant section.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams had no opportunity to intervene before the vehicle accelerated through the closure, limiting their ability to respond and safeguard the worksite effectively in the moment.

Overall *[Sentiment: Negative]*

Overall site safety was compromised due to a deliberate breach of the closure by an unidentified driver. Although no injuries occurred, the behaviour posed a high-risk situation requiring review.

Recommendations

Project team should review their approach and where required strengthen access point controls, enhance visibility of closure signage, and consider additional deterrent measures to reduce unauthorised entry. Improved driver engagement methods may also help prevent repeat occurrences.

Incursions Report

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

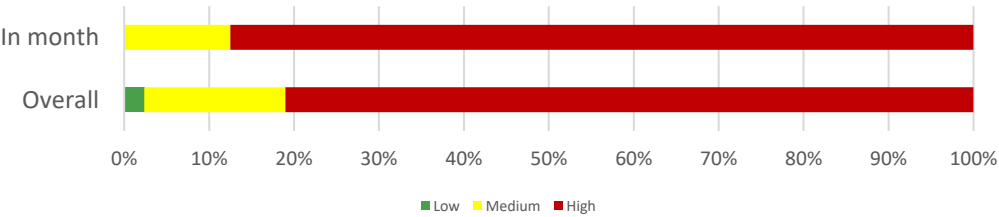
A total of 9 incursions have been recorded; with a 500% increase in 'Result of accident' type incursions, 200% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions

[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)

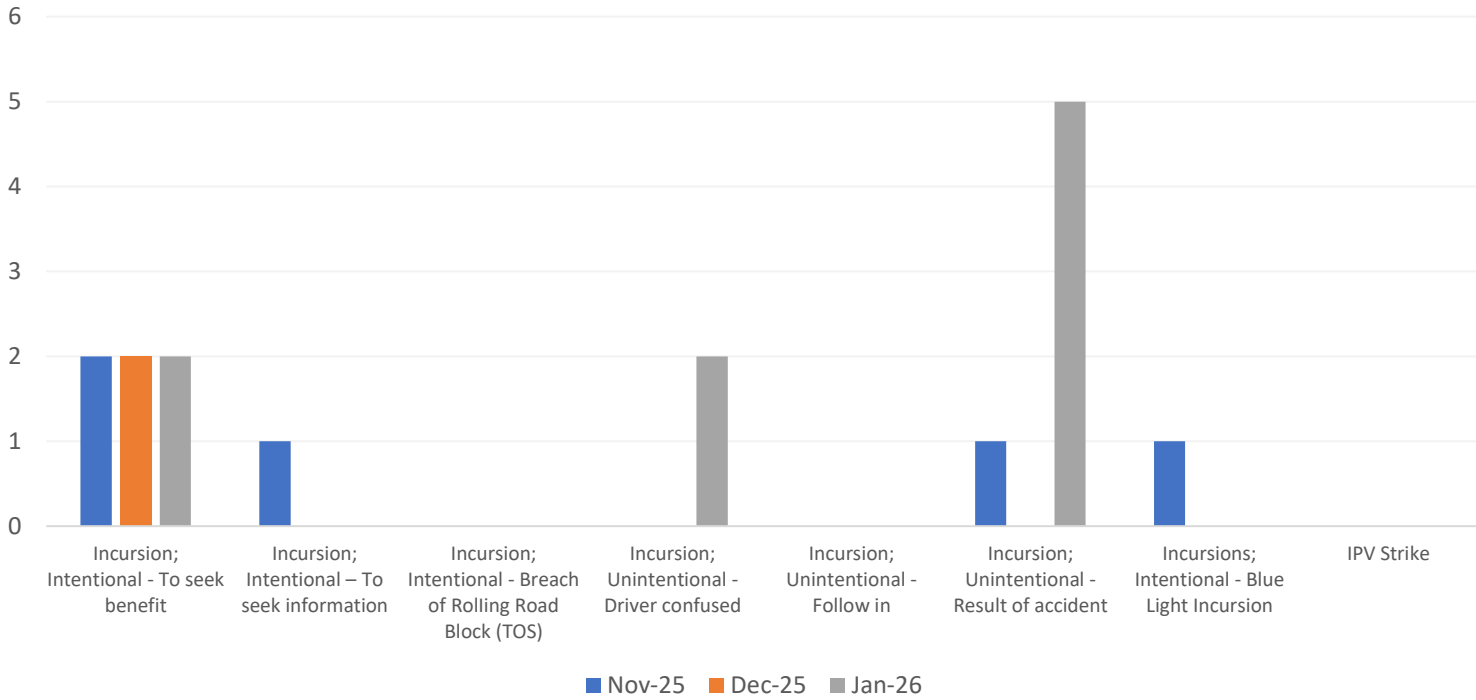
Project Risk Rating



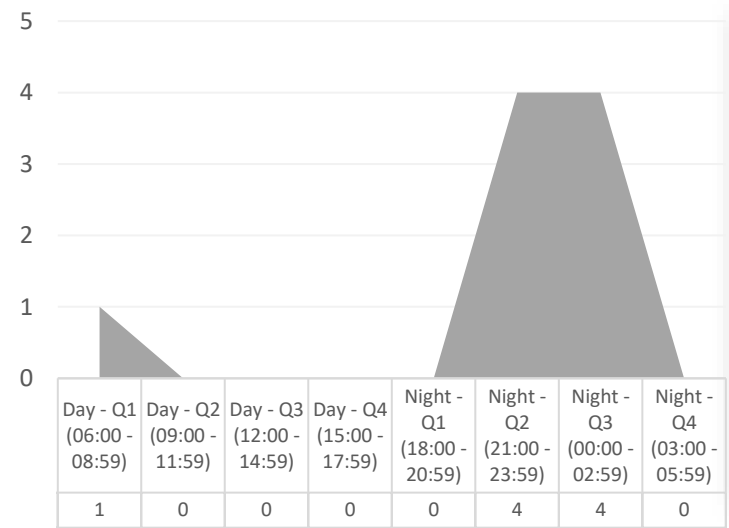
Incursion rate per length of TM (Unknown)

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

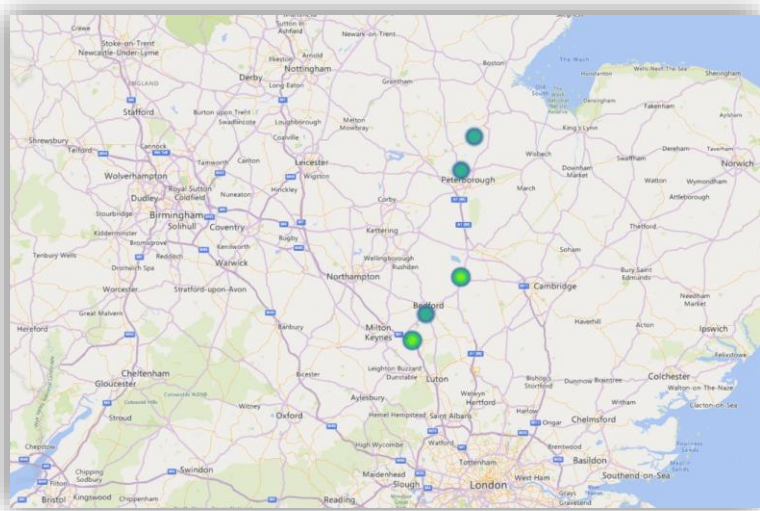
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

A vehicle entered a no-entry area and was guided out safely. Two members of the public entered works, one carrying a cone under their vehicle, and another drove the wrong way down a slip road.

Traffic Incidents *[Sentiment: Negative]*

An impact protection vehicle was struck during a moving lane closure installation, causing operational disruption but no injuries reported. Multiple taper strikes occurred, damaging cones and sync units, and a wide load struck cones on a longitudinal run.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the enclosure reporting mechanical issues and was moved to a safe position without further escalation. No safety concerns were identified.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams acted promptly, safely guiding an incorrect-entry vehicle through cones and aborting an installation following an impact vehicle strike. Responsive control minimised escalation and maintained site safety despite repeat incursions.

Overall *[Sentiment: Negative]*

The period saw several incursions and taper strikes, presenting increased operational risk. TM teams responded effectively, preventing injuries and maintaining control, though incident frequency indicates a challenging traffic environment.

Recommendations

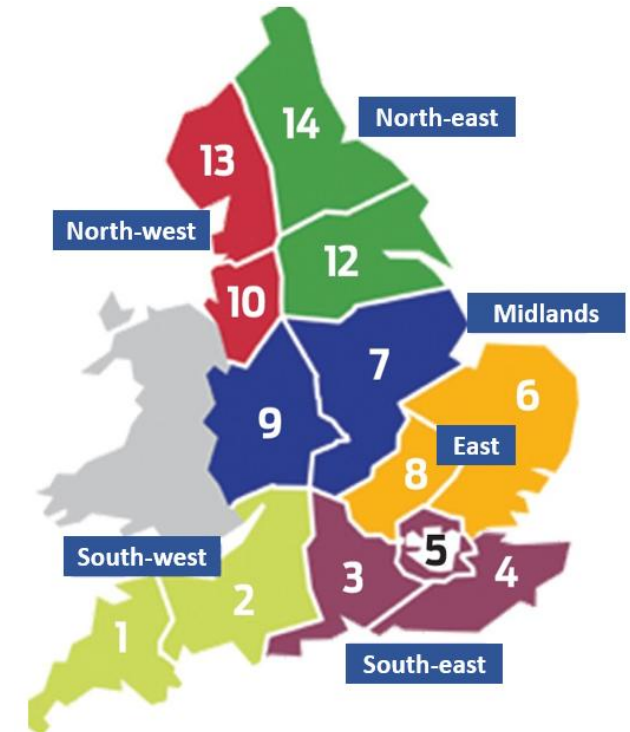
Project team should review their approach and, where required, strengthen driver awareness measures, enhance advance signage, and assess buffer zone adequacy. Additional monitoring, improved visibility, and revised TM layout strategies may help reduce future incursions and taper strikes.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

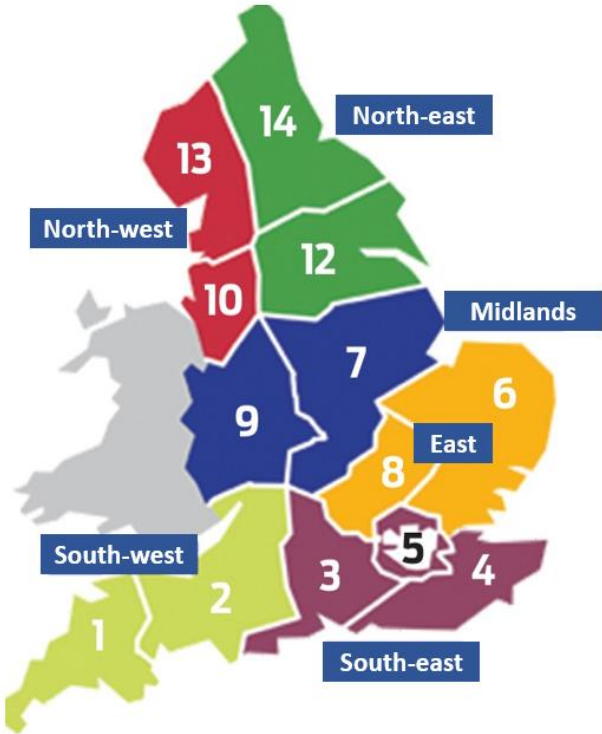
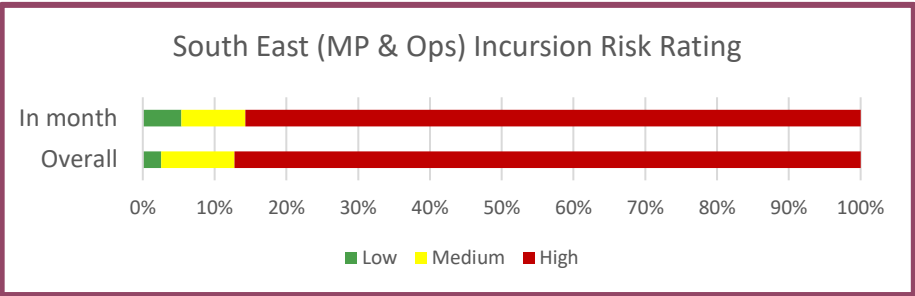
Select next page for South East Region and
Project Reports



Incursions Report – South East Region

South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	601	[11.57%]	1392	[58.59%]	1	[50.00%]
Incursion; Intentional – Because of breakdown	3530	[67.96%]	249	[10.48%]	1	[50.00%]
Incursion; Intentional – To seek information	53	[1.02%]	69	[2.90%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]		
Incursion; Unintentional - Driver confused	470	[9.05%]	325	[13.68%]		
Incursion; Unintentional - Follow in	98	[1.89%]	174	[7.32%]		
Incursion; Unintentional - Result of accident	395	[7.60%]	76	[3.20%]		
Incursions; Intentional - Blue Light Incursion	45	[0.87%]	73	[3.07%]		
IPV Strike	2	[0.04%]	16	[0.67%]		
Grand Total	5194	[100.00%]	2376	[100.00%]	2	[100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	258	217	84%	163	130	80%	224	172	77%
Area 4	220	150	68%	198	111	56%	165	74	45%
Area 5	415	365	88%	252	189	75%	302	254	84%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous unauthorised vehicles and mopeds entered closures, including wrong-way driving, following convoys, moving cones and accessing works for non-essential reasons. No injuries reported.

Traffic Incidents [*Sentiment: Negative*]

Multiple taper strikes, collisions, and near-misses occurred, including a police-chase vehicle breaching airlocks and an IPV struck by a speeding car. Workforce remained unharmed.

Broken Down Vehicles [*Sentiment: Neutral*]

Several breakdowns sought refuge inside closures, including HGVs and cars with mechanical issues. All were safely managed without risk escalation.

Traffic Management Responses [*Sentiment: Positive*]

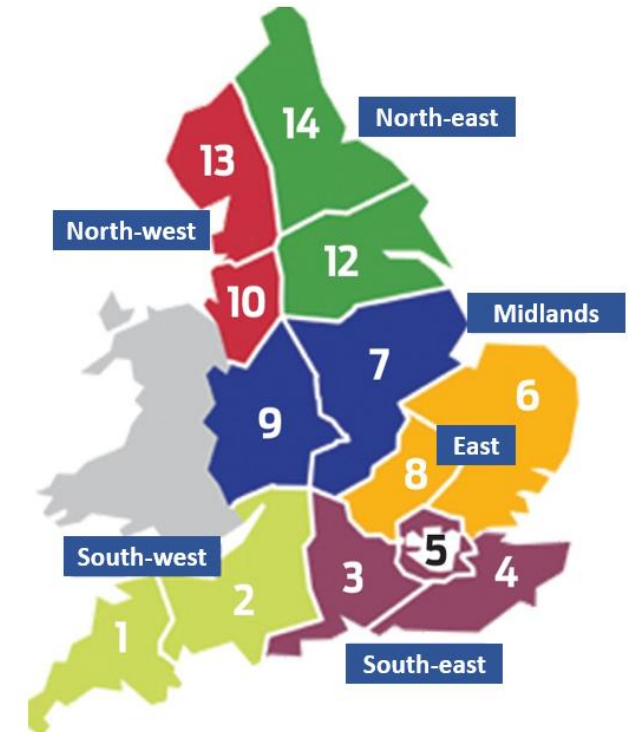
TM teams acted promptly, stopping incursions, escorting confused drivers, reinstating cones, activating Intellicone alerts and ensuring the workforce moved to safety during high-risk incidents.

Overall [*Sentiment: Negative*]

High volumes of incursions, wrong-way driving and taper strikes posed significant safety concerns, though effective TM response prevented harm and maintained site protection.

Recommendations

Regional teams should review and where required reinforce closure integrity, increase monitoring at access points, improve driver-facing signage, enhance airlock security, and strengthen coordination with enforcement partners to reduce frequent incursions.



Incursions Report

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

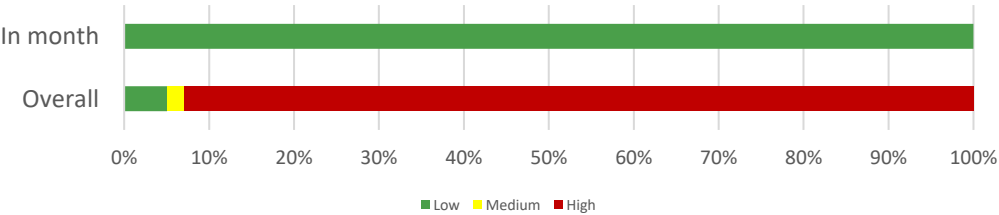
A total of 1 incursions have been recorded; with a 100% increase in 'Follow in' type incursions

[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)

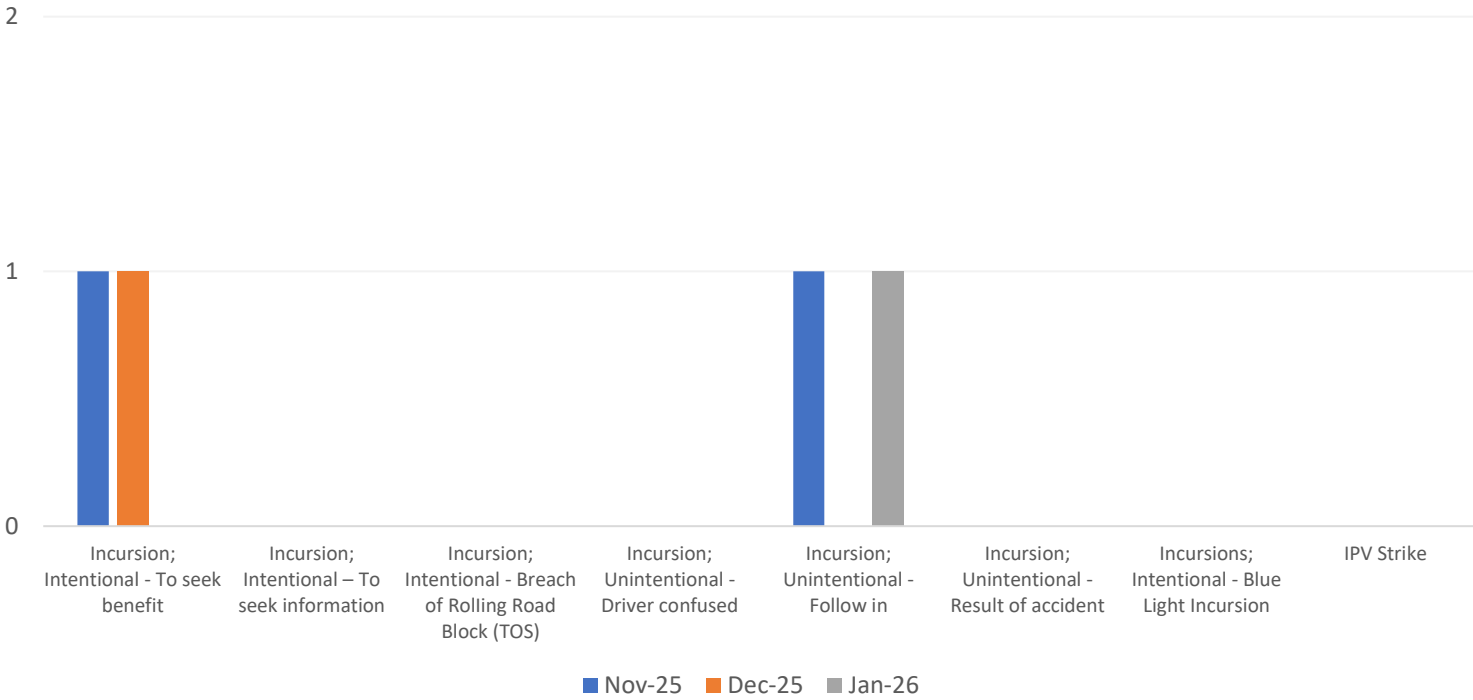
Project Risk Rating



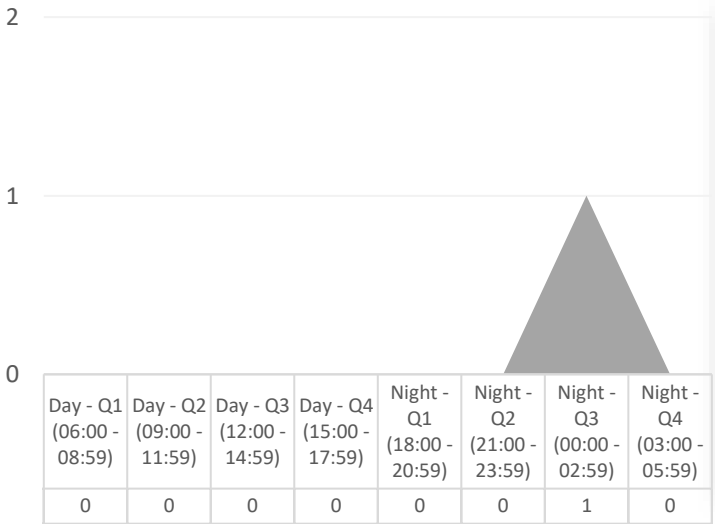
Incursion rate per length of TM (Unknown)

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

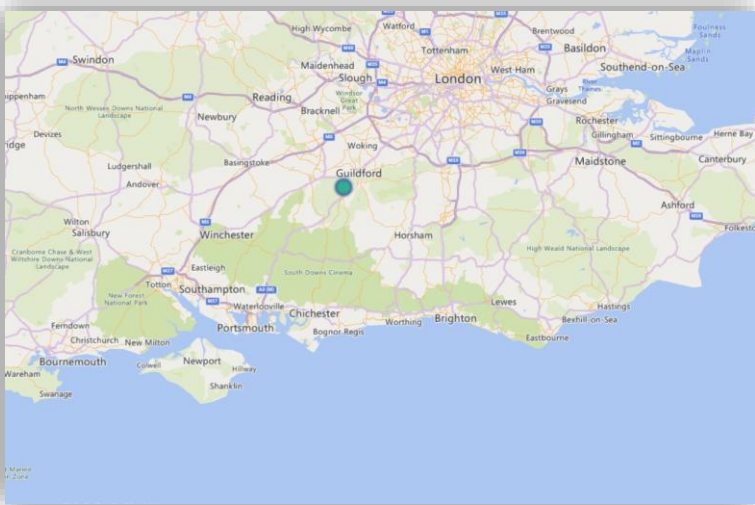
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A third-party member of the public unintentionally followed a supervisor into the closure area, creating a safety breach. No injuries to workforce or public were reported. Incident resolved promptly with no further escalation.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

No incidents were reported during this period.

Overall *[Sentiment: Neutral]*

Overall activity remained stable with one minor incursion caused by public error. No harm occurred, and the situation was managed effectively by site personnel without disruption to operations.

Recommendations

Project team should review their approach and where required enhance visibility, access control and supervisor escort protocols to prevent public misinterpretation of entry routes. Additional signage, barriers, and briefings may further reduce future incursion risks.

Incursions Report

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

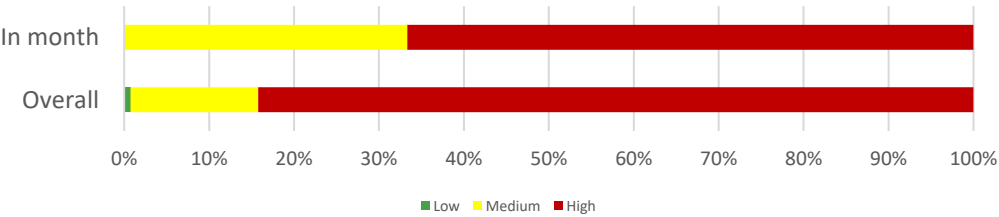
A total of 2 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, 100% increase in 'Driver confused' type incursions

[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)

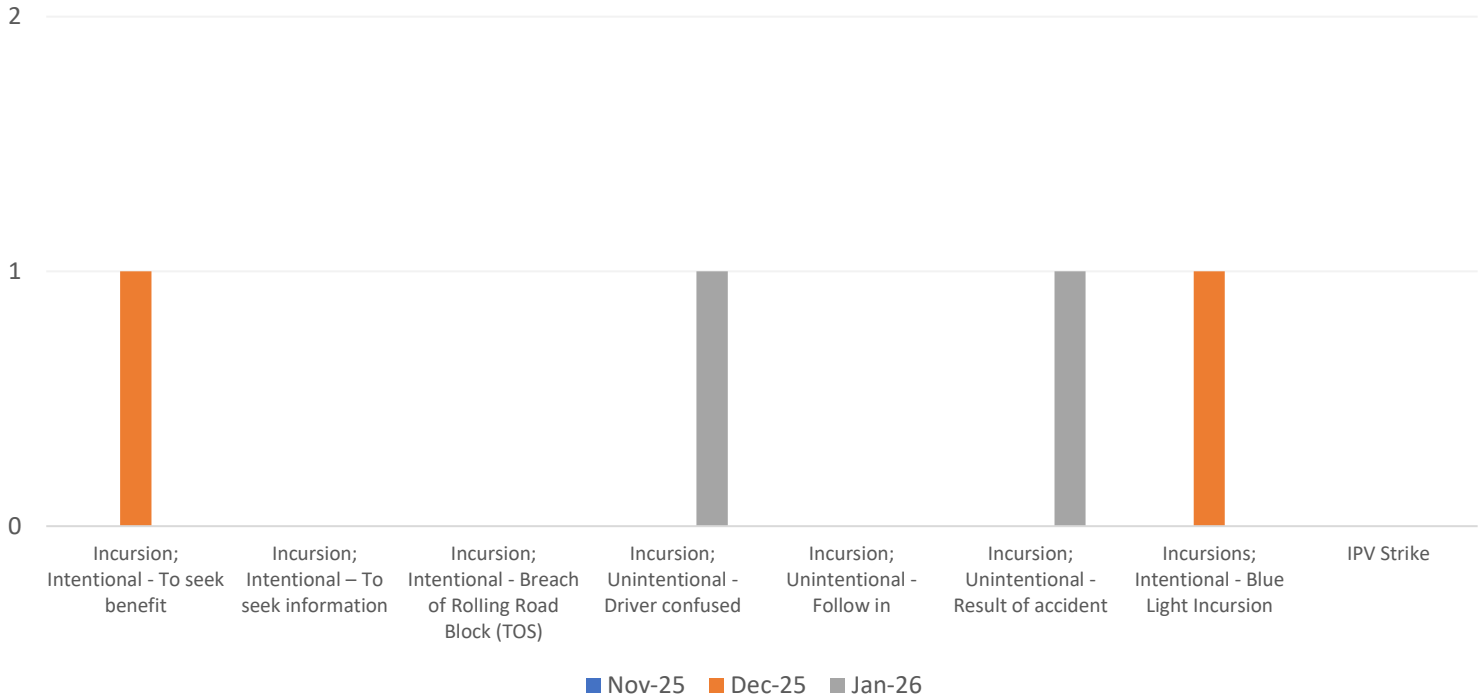
Project Risk Rating



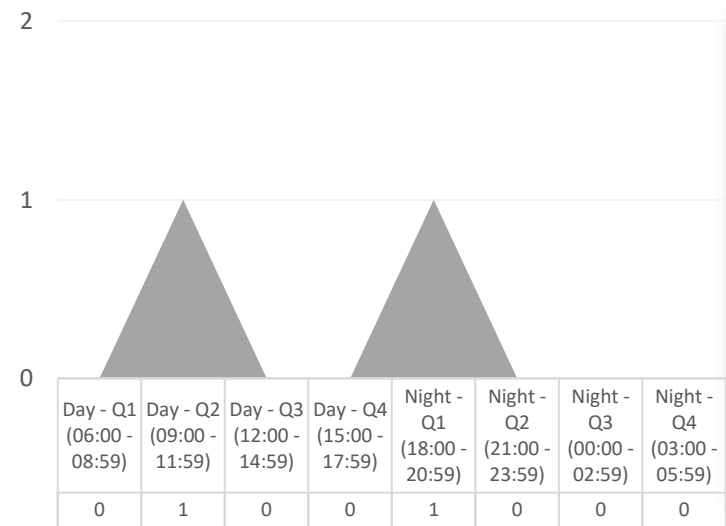
Incursion rate per length of TM (Unknown)

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

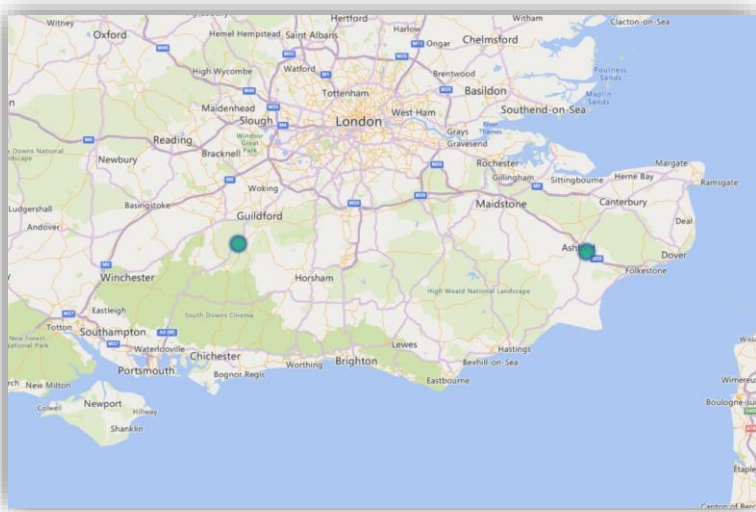
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered the traffic closure and exited via the slip road, creating a safety risk for the workforce. No injuries were reported, but the breach increased operational exposure.

Traffic Incidents *[Sentiment: Negative]*

A member of the public crashed into another vehicle in the open lane, resulting in a rear-end collision. The vehicle was moved into the works area to maintain traffic flow. No injuries reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management acted promptly by recovering the crashed vehicle into the works area, ensuring the road remained open and minimising disruption while maintaining workforce and public safety.

Overall *[Sentiment: Neutral]*

Overall activity involved an incursion and a separate collision, both managed effectively without injury. Operational response remained controlled, though public behaviour created notable safety challenges during the shift.

Recommendations

Project team should review their approach and where required strengthen closure integrity, enhance advance signage visibility, and consider additional monitoring measures to deter incursions. Improved public awareness and buffer protection may further reduce collision risks.

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 '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

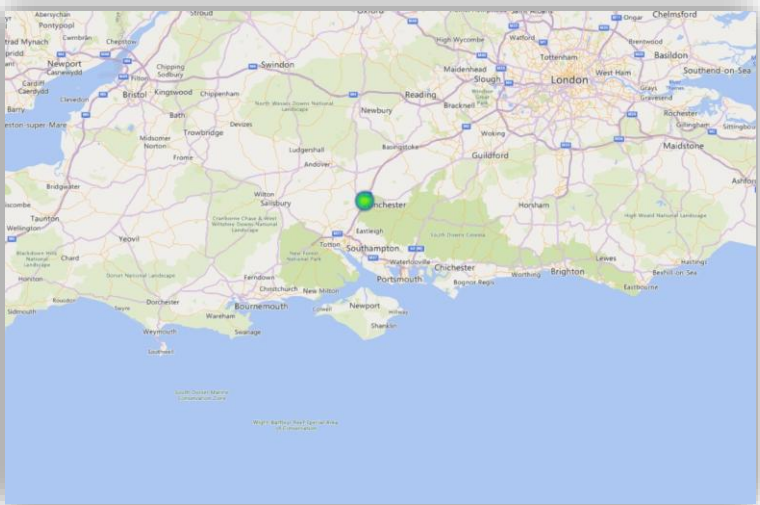
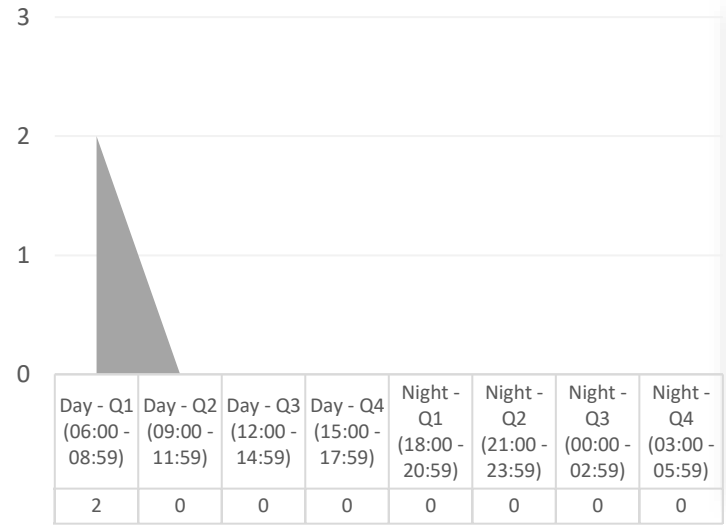
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0262 – M3 Jct 9 Improvement - RDP

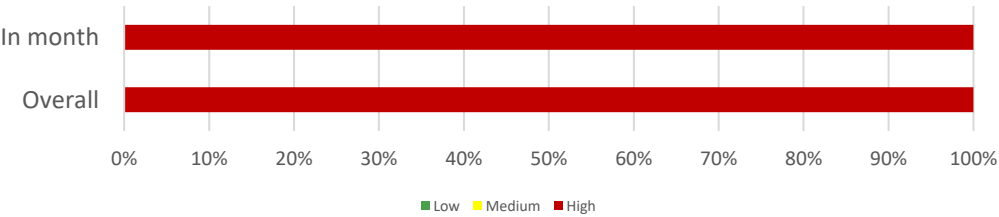


Time Profile of Incursions recorded

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: Negative]*

A member of the public moved cones and an airlock to access a closed slip road. They were intercepted promptly by the traffic management team. No injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

No additional traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public seeking refuge entered an access point after their vehicle broke down. The situation was managed without harm or further disruption.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management team acted quickly, informing supervisors and stopping unauthorised entry. Their prompt response prevented escalation and ensured safety for the workforce and road users.

Overall *[Sentiment: Neutral]*

Incidents were managed effectively with no injuries to the workforce or public. Unauthorised access and a breakdown were the primary challenges, both resolved promptly by the traffic management team.

Recommendations

Project team should review their approach and, where required, enhance physical barriers, signage and monitoring at access points to deter unauthorised entry. Additional liaison with nearby service staff may also reduce future incursions.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

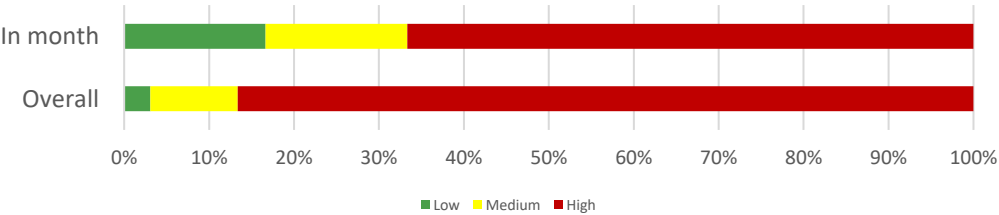
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Driver confused' type incursions, 200% increase in 'Follow in' type incursions

[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

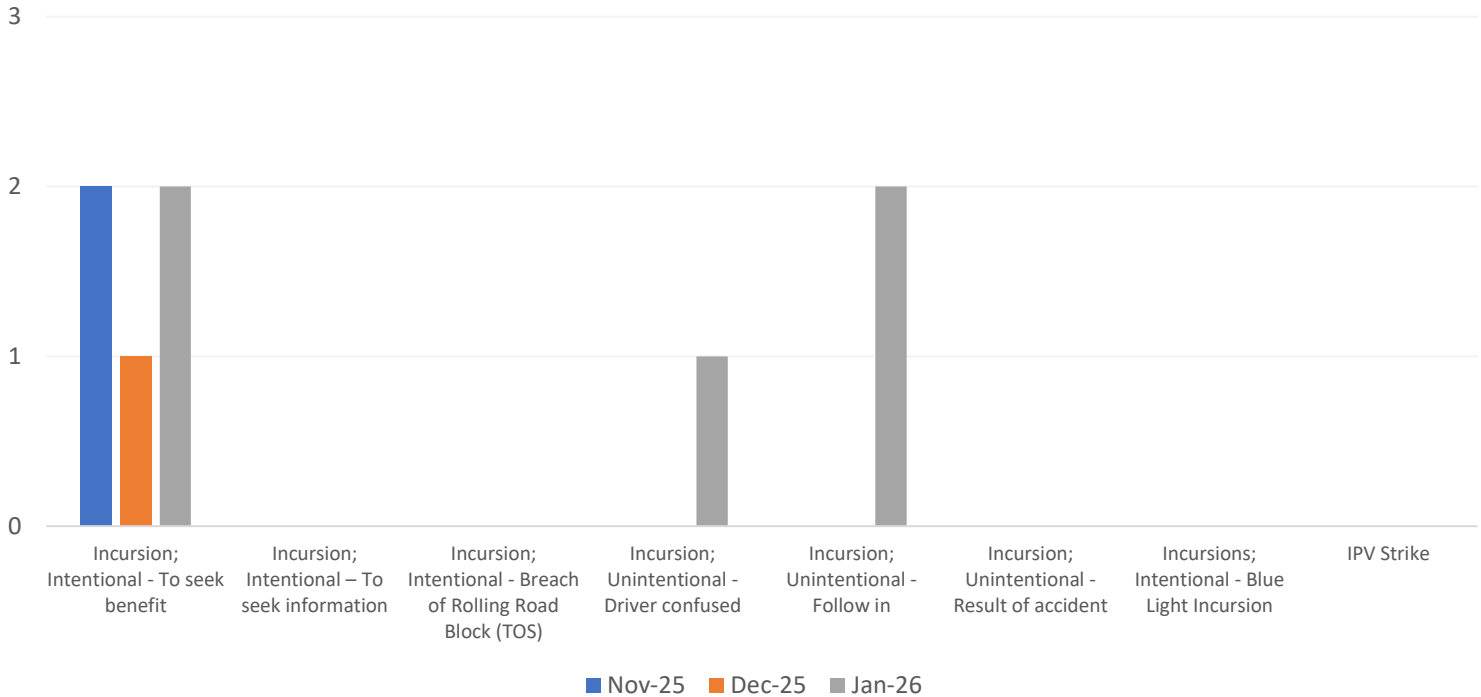


Incursion rate per length of TM (Unknown)

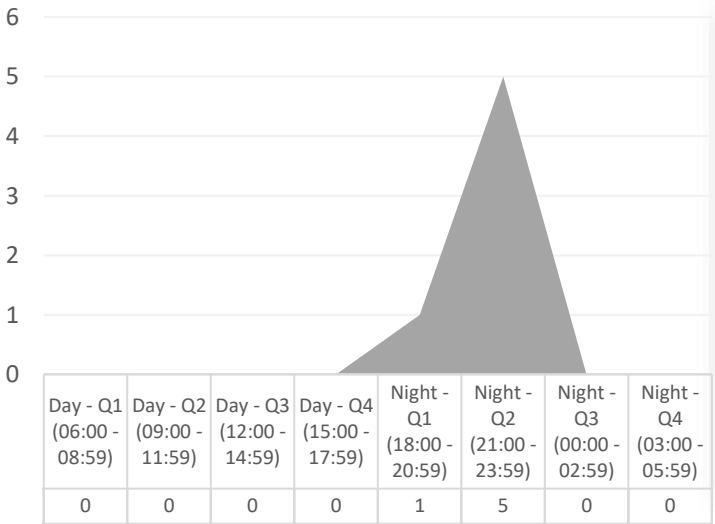
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

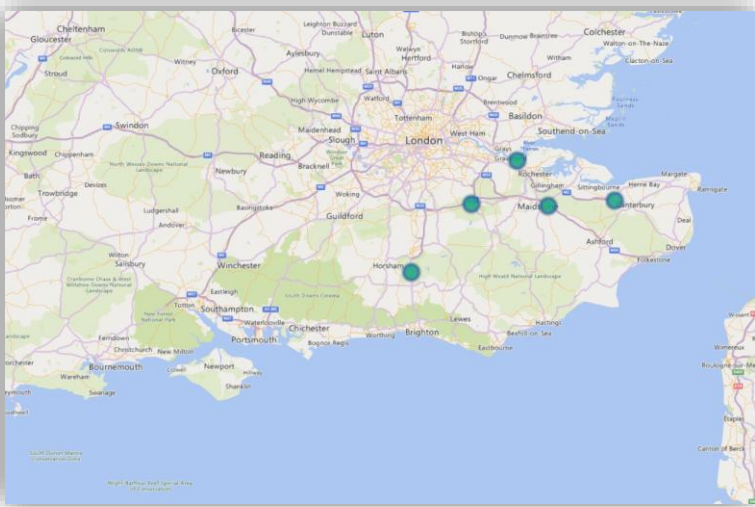
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including vehicles driving through cones, entering closures behind work vans, contra-flow driving, and a police-pursued car breaching barriers twice. No injuries reported, but behaviours posed serious risk to the workforce.

Traffic Incidents *[Sentiment: Negative]*

Several incidents involved unsafe driver behaviour, including three cars colliding after following works vehicles into site and numerous vehicles entering closures incorrectly. These incidents created significant hazards but resulted in no reported injuries.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management operated correctly, with signage, airlocks, Intellicones, and safety vehicles in place. Site teams reacted properly, activating the incursion system and moving workers to safety during high-risk events.

Overall *[Sentiment: Neutral]*

The period showed recurring dangerous incursions caused by driver disregard rather than traffic management failure. Workforce actions remained compliant and effective, yet repeated unauthorised entries indicate increasing risk exposure on site.

Recommendations

Project team should review their approach and, where required, strengthen physical protection, enhance early-warning systems, and consider additional enforcement or barriers. Engagement with local authorities and improved public communication may help reduce repeated incursion risks.

Incursions Report

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

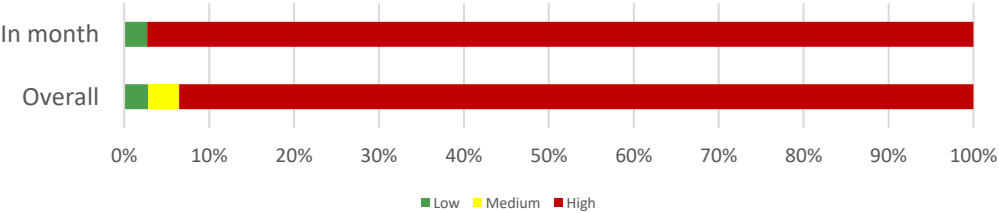
A total of 20 incursions have been recorded; with a 157% increase in 'Seeking Benefit' type incursions, 100% increase in 'To seek information' type incursions, no change from the previous month in Follow in' type incursions

[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)

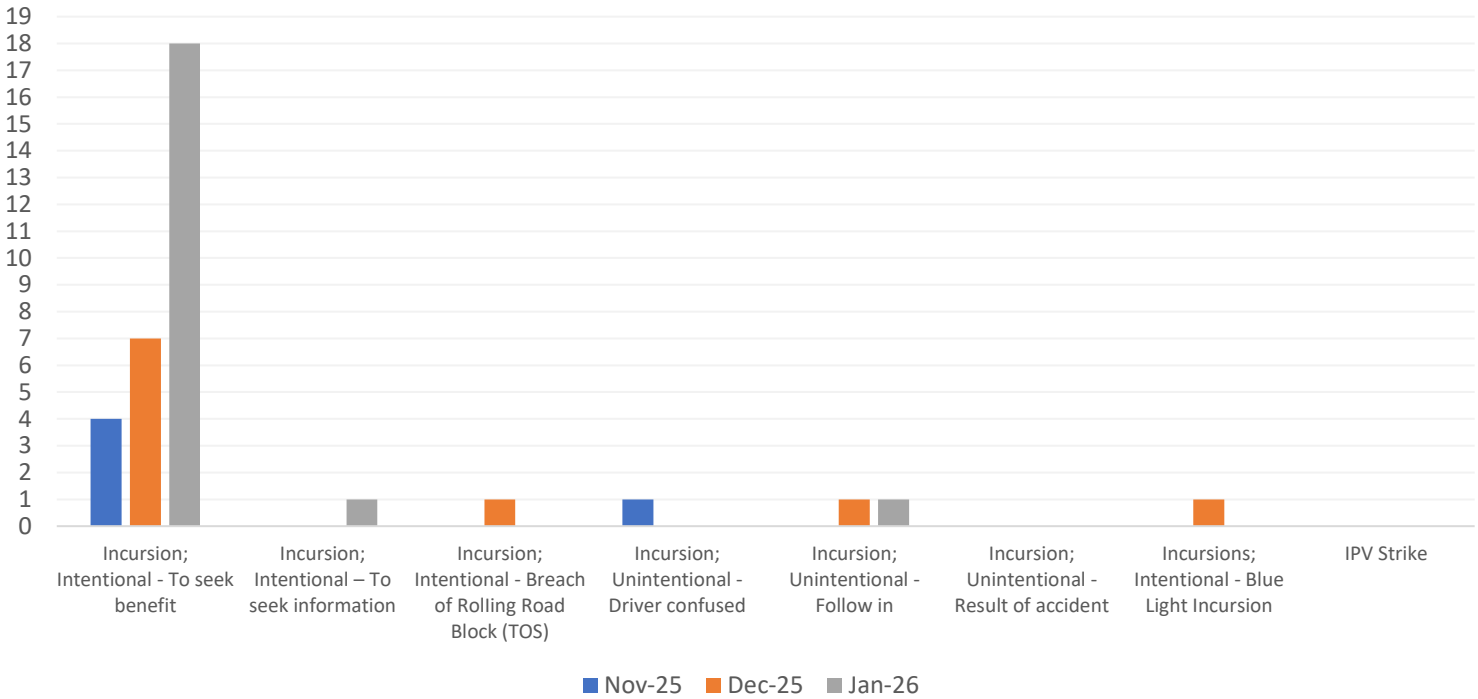
Project Risk Rating



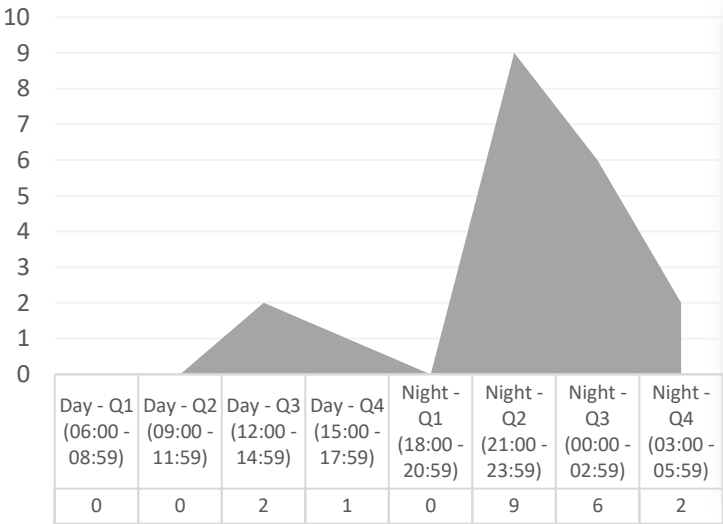
Incursion rate per length of TM (Unknown)

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

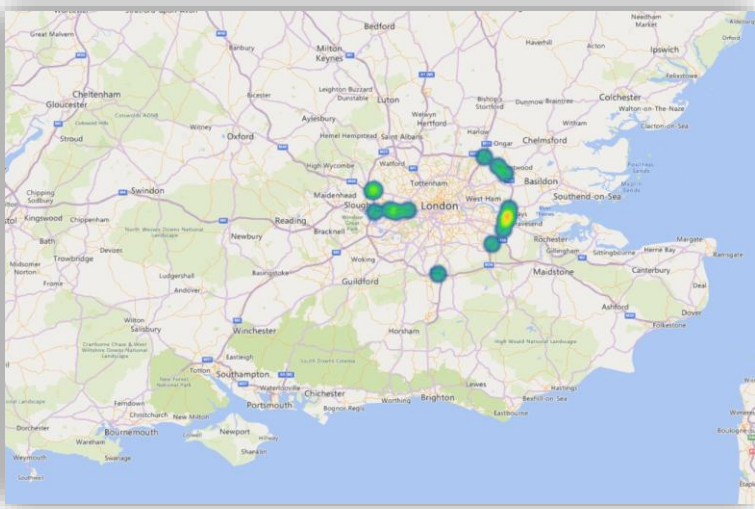
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple members of the public and commercial drivers entered closures, removed cones, travelled the wrong way, or attempted access to closed slips. Several incursions created near-miss situations requiring supervisors to intervene and escort vehicles out safely.

Traffic Incidents *[Sentiment: Negative]*

One vehicle lost control and struck the side of an incident support unit. No injuries were reported, but the collision highlighted increased risk due to erratic public behaviour near work areas.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly to incursions, stopping speeding vehicles, initiating escorts, sounding warnings, and implementing air locks. Supervisors also reminded contractors of reporting protocols to enhance compliance and situational control.

Overall *[Sentiment: Negative]*

The period saw a high volume of unauthorised entries, wrong-way movements, and attempts to bypass closures. While no injuries occurred, repeated incursions significantly increased operational risk and required constant intervention.

Recommendations

Project team should review their approach and where required strengthen perimeter protection, enhance signage clarity, brief all contractors on mandatory reporting, and consider additional deterrence such as police presence or physical barricades to reduce persistent incursions.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

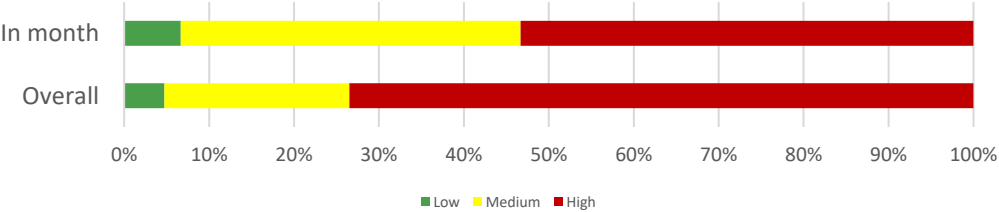
A total of 6 incursions have been recorded; with a 50% increase in 'Driver confused' type incursions, 100% increase in 'Follow in' type incursions, no change from the previous month in Seeking Benefit' type incursions

[3 - 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)

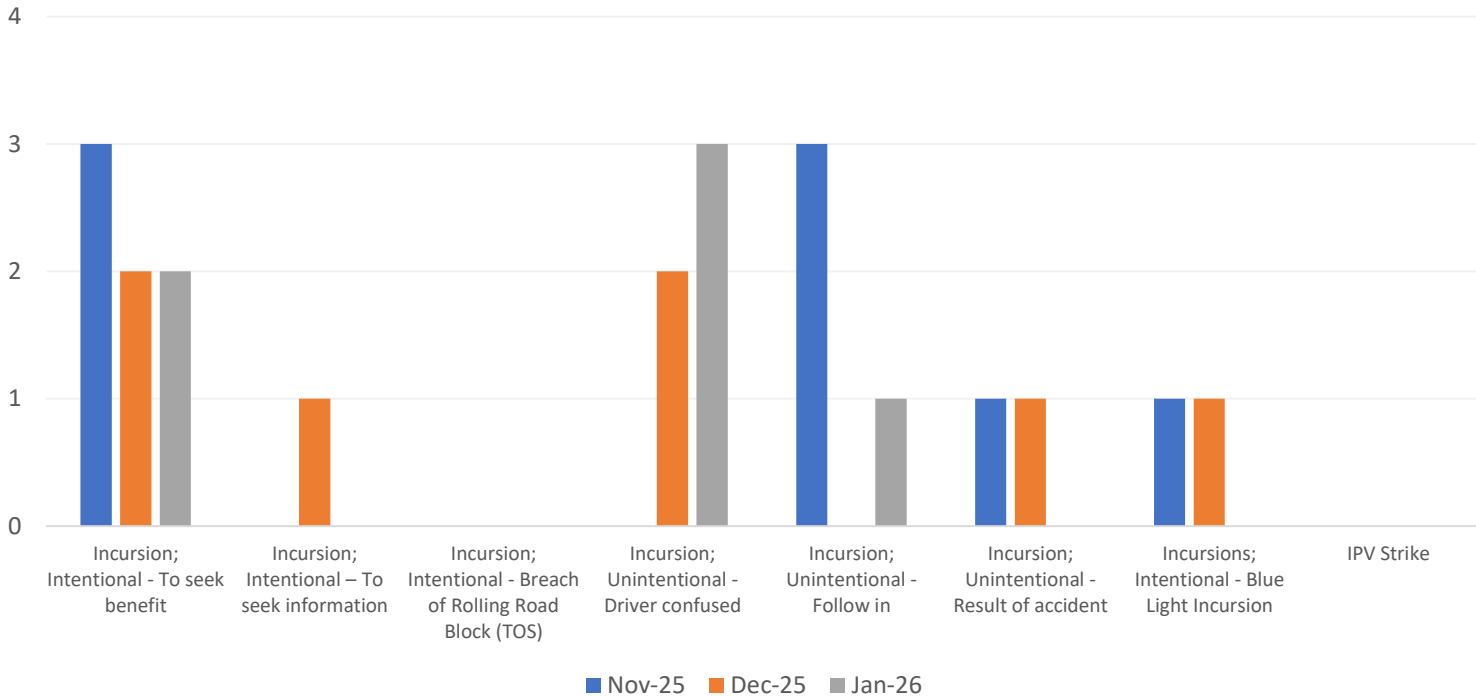
Project Risk Rating



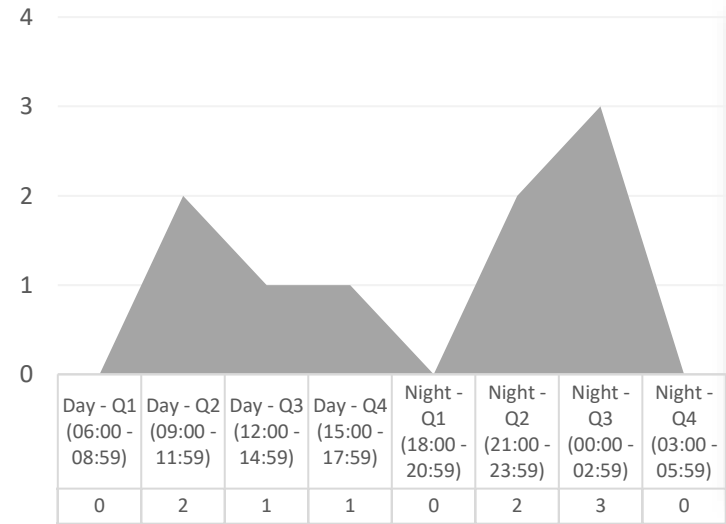
Incursion rate per length of TM (Unknown)

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

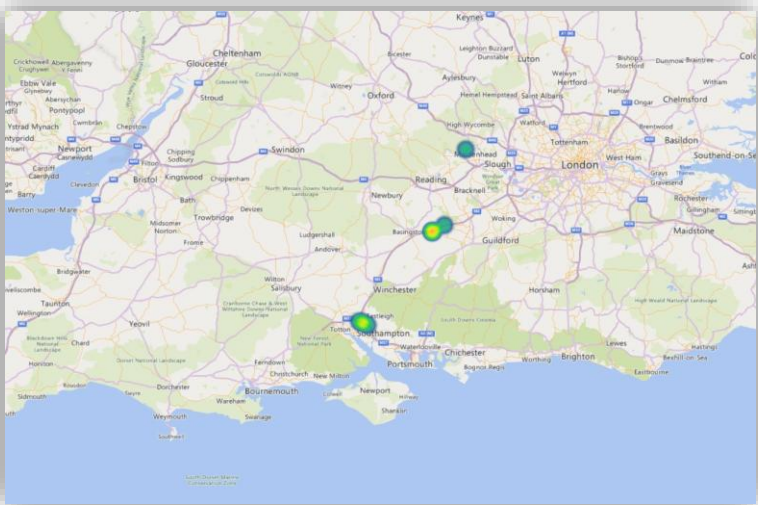
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicles entered closures through cones, including lorries and cars. Drivers appeared confused and either exited unaided or were escorted out safely. No injuries to the workforce or public were reported.

Traffic Incidents *[Sentiment: Neutral]*

A road user collided with a cone and damaged a wing mirror before entering the closure. Another user mistakenly followed a works vehicle inside before exiting. No injuries were recorded.

Broken Down Vehicles *[Sentiment: Neutral]*

Two broken down vehicles sought refuge within lane closures, including an HGV that lost a wheel. Both incidents were contained safely with no injury to workers or the public.

Traffic Management Responses *[Sentiment: Positive]*

TM teams acted promptly, reinstating displaced cones, managing incursions, and ensuring safe vehicle escorting. Crews monitored parked vehicles, restored closure integrity, and responded effectively to unexpected entries into works areas.

Overall *[Sentiment: Neutral]*

Several incursions and minor vehicle issues occurred but were well-managed by TM teams. No injuries were reported, and closures remained functional after prompt corrective actions across all incidents.

Recommendations

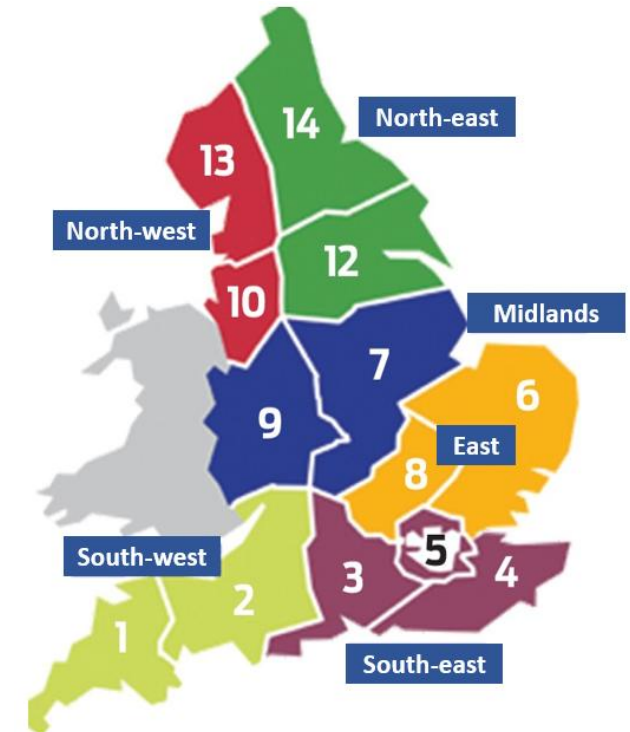
Project team should review their approach and where required strengthen closure visibility, enhance driver guidance, and consider additional barriers. Improvements to access controls, signage placement, and monitoring may reduce further incursions and support safer traffic management operations.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



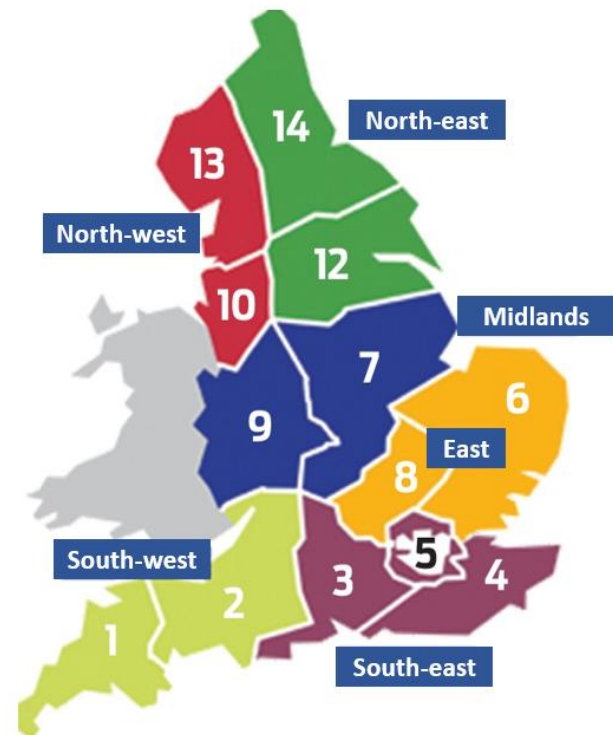
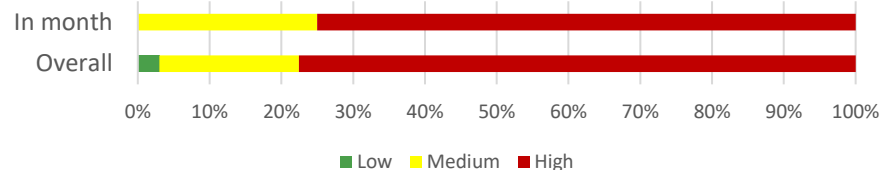
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	123 [43.46%]		2 [33.33%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	26 [9.19%]		1 [16.67%]
Incursion; Intentional – To seek information		4 [1.41%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	71 [25.09%]		2 [33.33%]
Incursion; Unintentional - Follow in	7 [16.28%]	17 [6.01%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [6.71%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [4.95%]		
IPV Strike		9 [3.18%]		1 [16.67%]
Grand Total	43 [100.00%]	283 [100.00%]		6 [100.00%]

Technology Utilisation	Nov 25			Dec 25			Jan 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	103	91	88%	70	60	86%	84	71	85%
Area 2	213	136	64%	143	64	45%	180	77	43%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including wrong-way driving into closures, confused drivers following works vehicles, and vehicles entering safety lanes unintentionally. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

Incidents included a lorry striking cones, a breakdown-related collision near recovery operations, and a vehicle travelling northbound on a southbound slip.

Broken Down Vehicles *[Sentiment: Neutral]*

Several breakdowns were reported, including a lorry causing a merge impact and vehicles seeking refuge within closures. All were managed safely on site.

Traffic Management Responses *[Sentiment: Positive]*

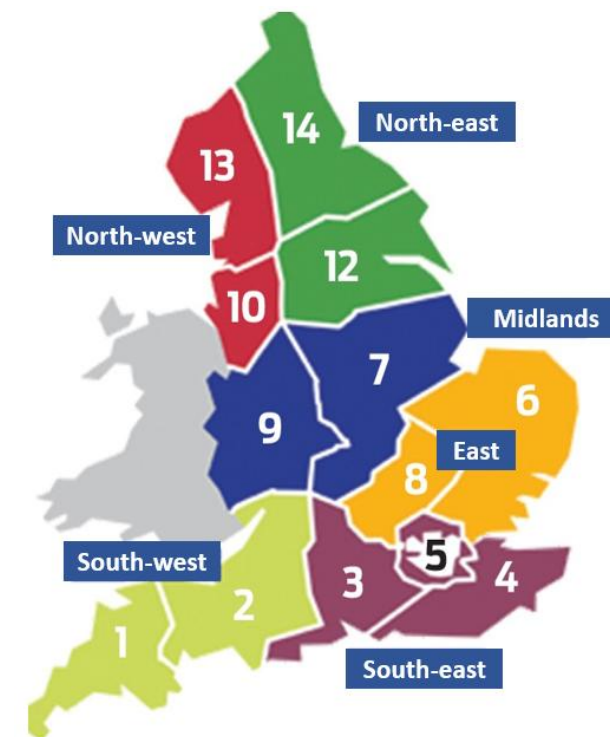
TM teams safely escorted confused drivers, monitored breakdowns, reinstated affected areas, and ensured workers moved to safety during wrong-way driving events.

Overall *[Sentiment: Negative]*

Wrong-way movements, cone strikes and breakdown-related incidents presented safety risks, though effective TM intervention prevented escalation and protected the workforce throughout.

Recommendations

Regional teams should review and where required enhance access-point signage, strengthen slip-road controls, reinforce merge visibility, and improve driver-awareness measures to reduce wrong-way entries and confusion near works.



Incursions Report

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

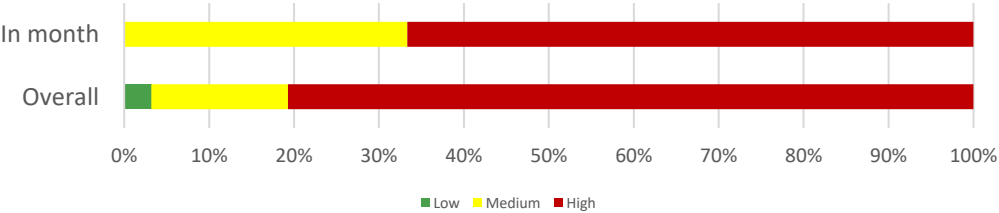
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'IPV Strike' type incursions, 100% increase in 'Driver confused' type incursions

[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

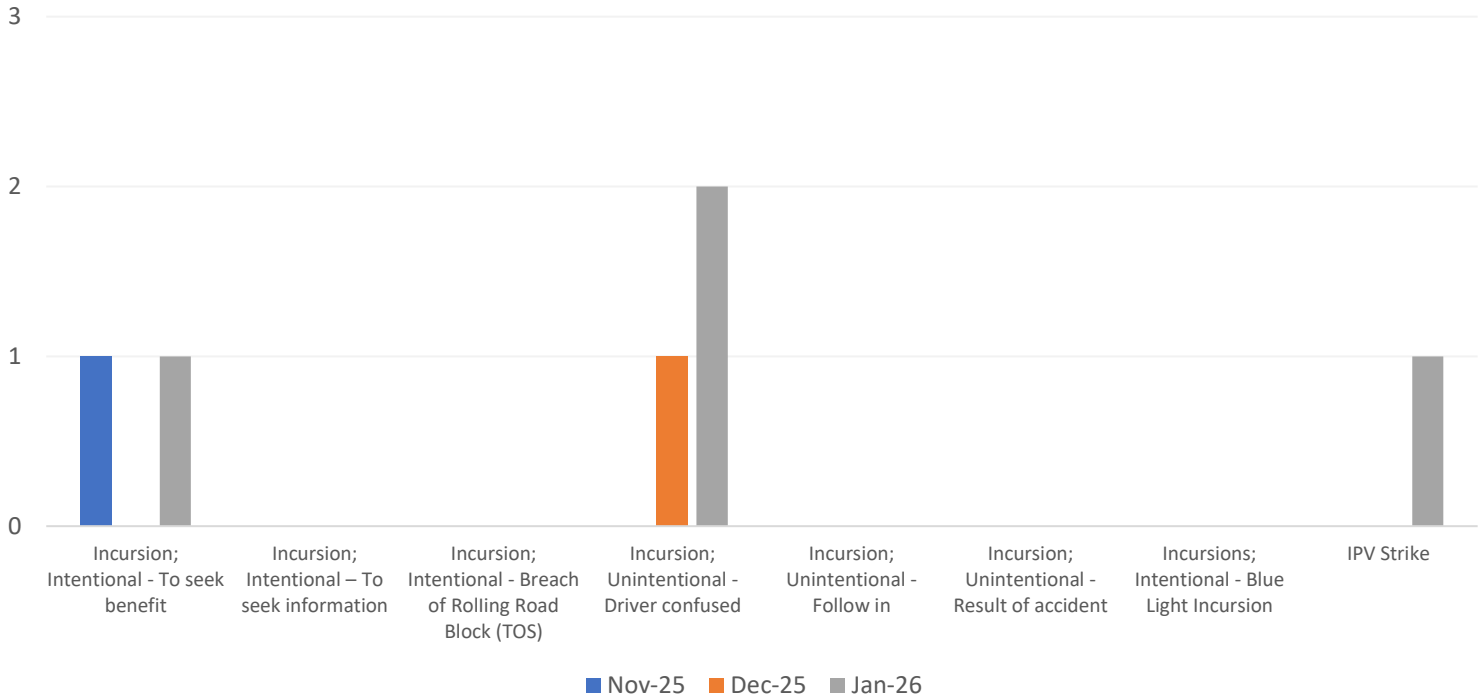


Incursion rate per length of TM (Unknown)

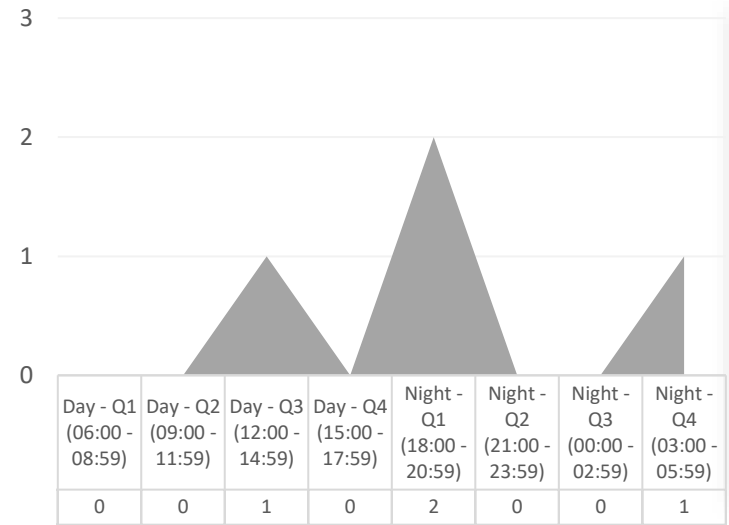
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

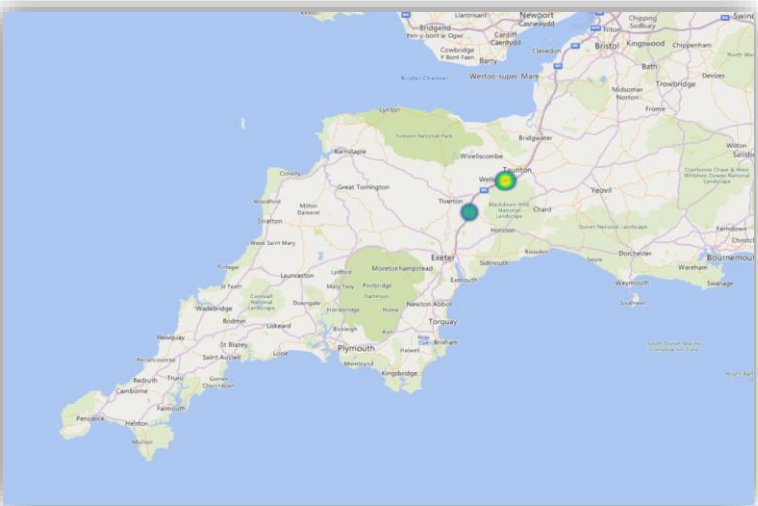
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two separate unauthorised vehicles entered works areas due to driver confusion and a works vehicle not displaying beacons. Both motorists were uninjured and exited without further incident, although one left unescorted.

Traffic Incidents *[Sentiment: Negative]*

A vehicle travelled northbound against traffic after entering via an exit slip, and another collision occurred when vehicles struck an IPV during a recovery operation. Investigations are ongoing, and no injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle broke down on an entry slip and was promptly identified on CCTV. Recovery resources attended, and traffic management support was deployed before the subsequent collision investigation began.

Traffic Management Responses *[Sentiment: Positive]*

TM crews responded quickly to escort an unintended vehicle safely from site and supported recovery efforts for the breakdown. Effective intervention prevented injuries and reduced escalation during each incident.

Overall *[Sentiment: Negative]*

Multiple incursions and traffic-related events highlight recurring driver confusion and procedural gaps. While no injuries occurred, risks to workforce and the public were significant and require targeted improvements.

Recommendations

Project team should review their approach and, where required, enhance signage clarity, improve beacon use compliance, strengthen access point delineation, and reinforce protocols for escorting unauthorised vehicles. Additional behavioural checks and TM briefings may reduce repeat incursions.

Incursions Report

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

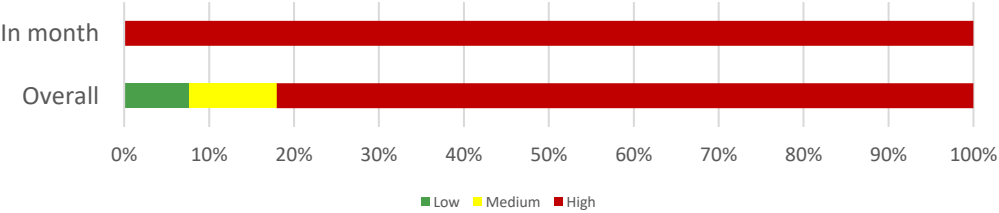
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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)

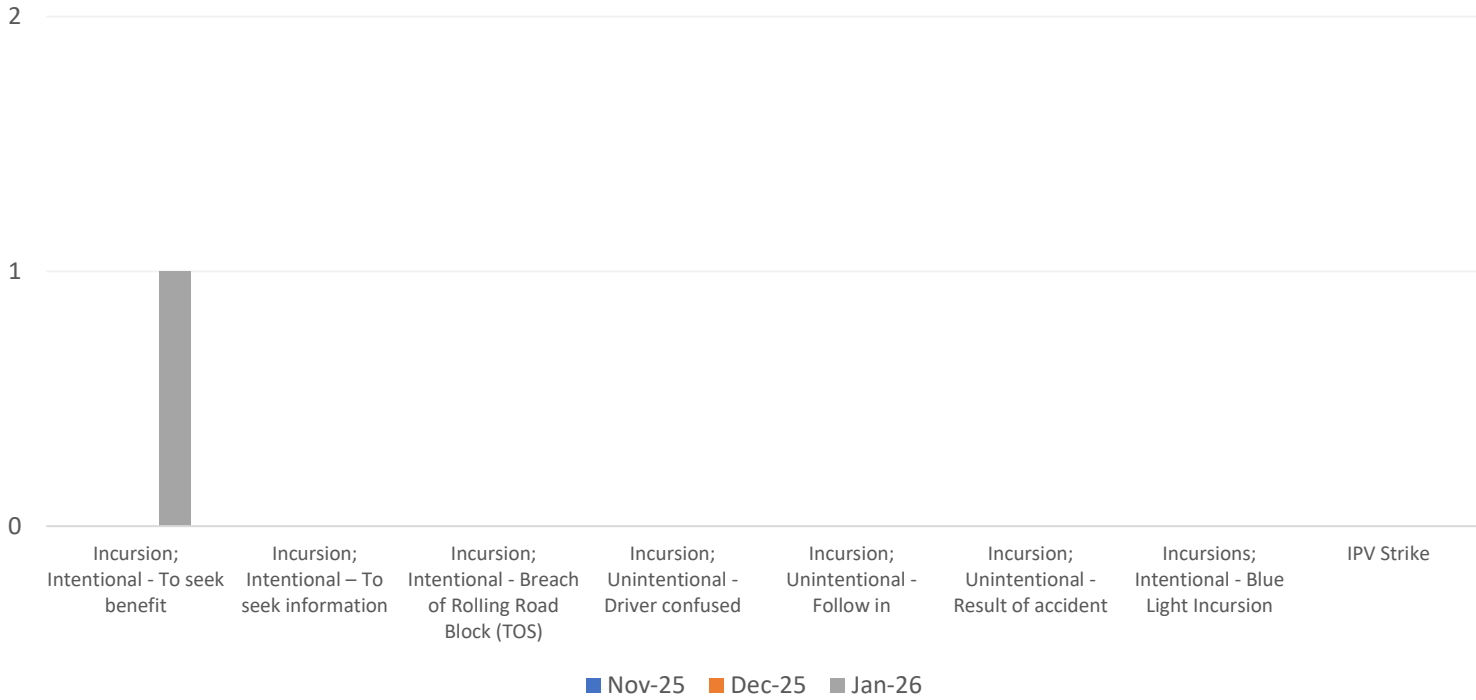
Project Risk Rating



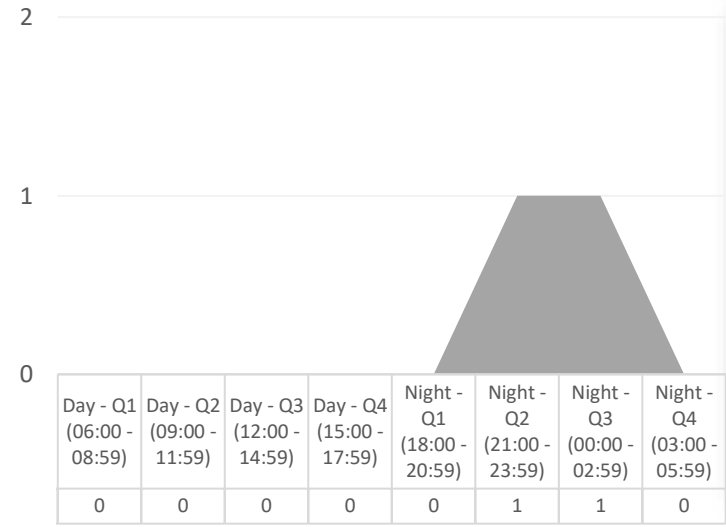
Incursion rate per length of TM (Unknown)

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

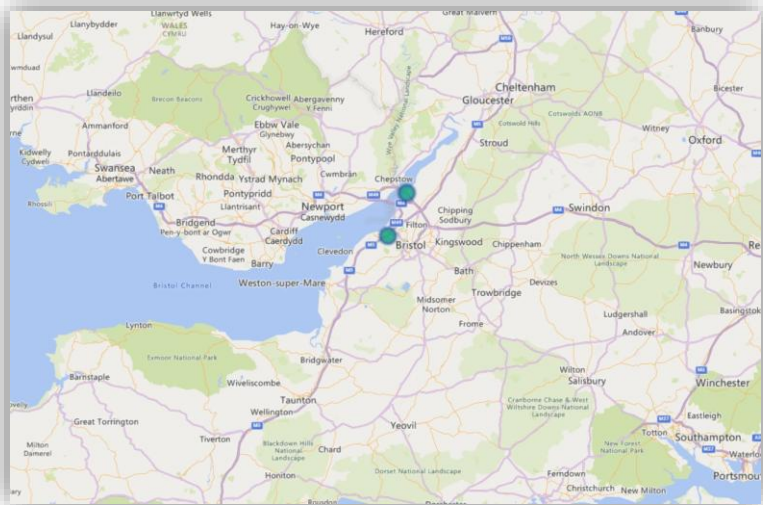
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD – SBIM - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle travelled the wrong way within a safety lane after likely entering from an off-slip road, creating a significant risk to the workforce. No injuries were reported, but the incursion was serious.

Traffic Incidents *[Sentiment: Negative]*

A lorry struck cones at the merge and entered the closure after failing to merge correctly. The driver reportedly lost power and struggled with communication, contributing to the incident. No injuries reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A lorry is believed to have broken down immediately after colliding with the cones. This loss of power led to the vehicle inadvertently entering the closure area. No injuries were reported.

Traffic Management Responses *[Sentiment: Positive]*

The TM team confirmed compliance with guidelines, with safety distances exceeding requirements and an airlock already in place. They will monitor recurrence and seek clarification from the driver regarding the cone strike.

Overall *[Sentiment: Neutral]*

Two separate incidents occurred: a wrong-way vehicle incursion and a lorry entering the closure following a cone strike and power loss. Safety systems performed effectively, and no injuries were reported.

Recommendations

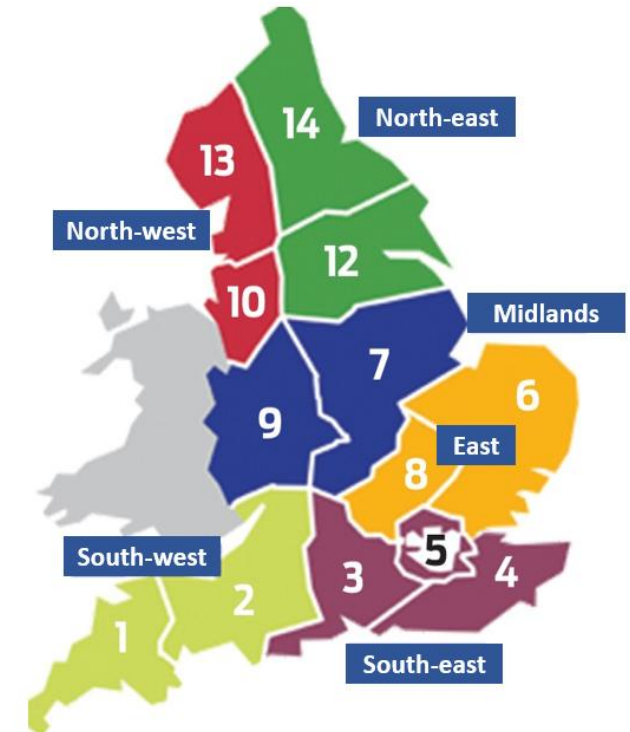
Project team should review their approach and where required strengthen entry-point controls, enhance driver-facing signage, particularly for non-English speakers, and evaluate additional protections at merge points to mitigate recurrence of similar incidents.

Incursions Report – South West Region

End of regional report

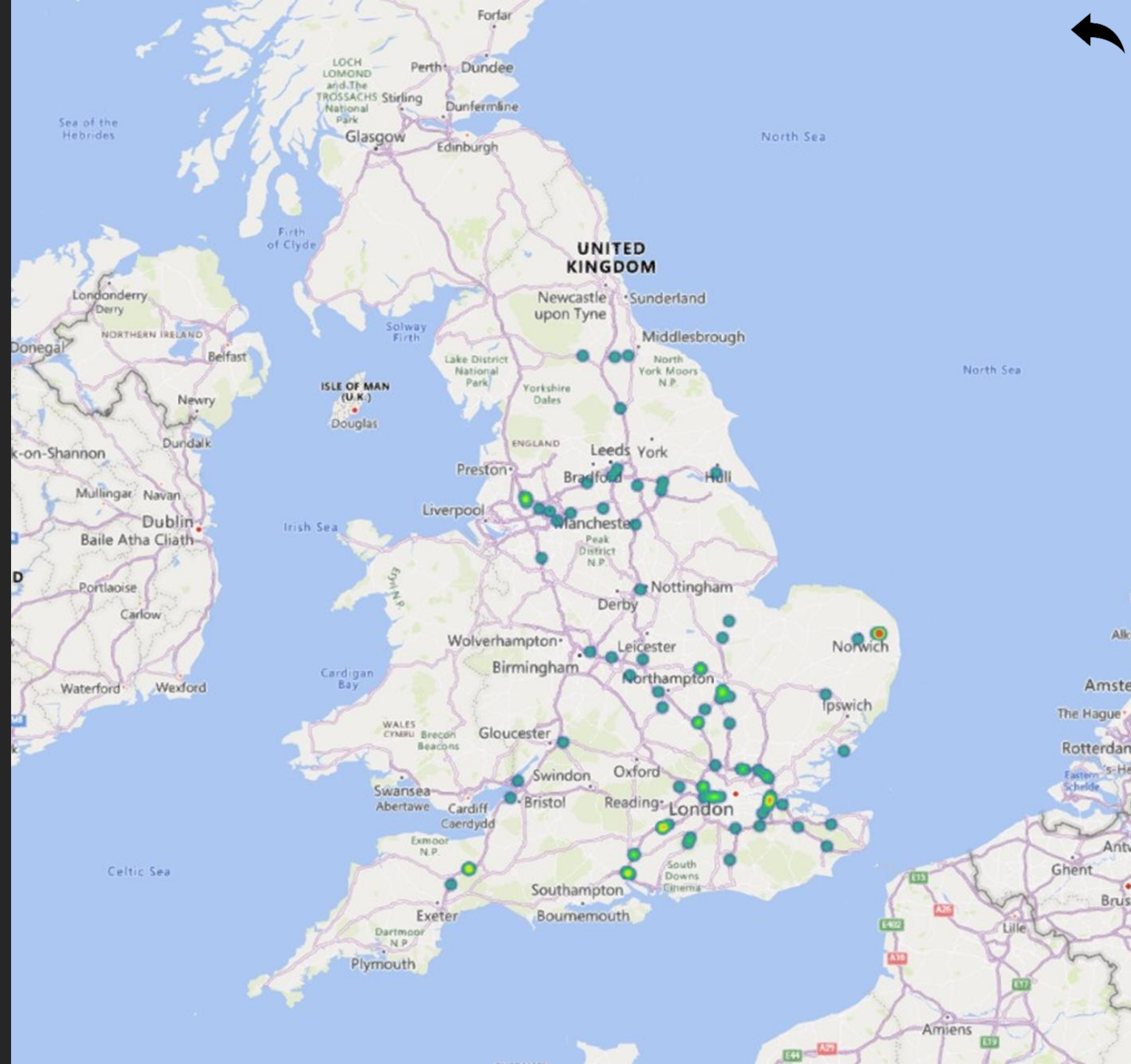
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Select next page for Heatmaps

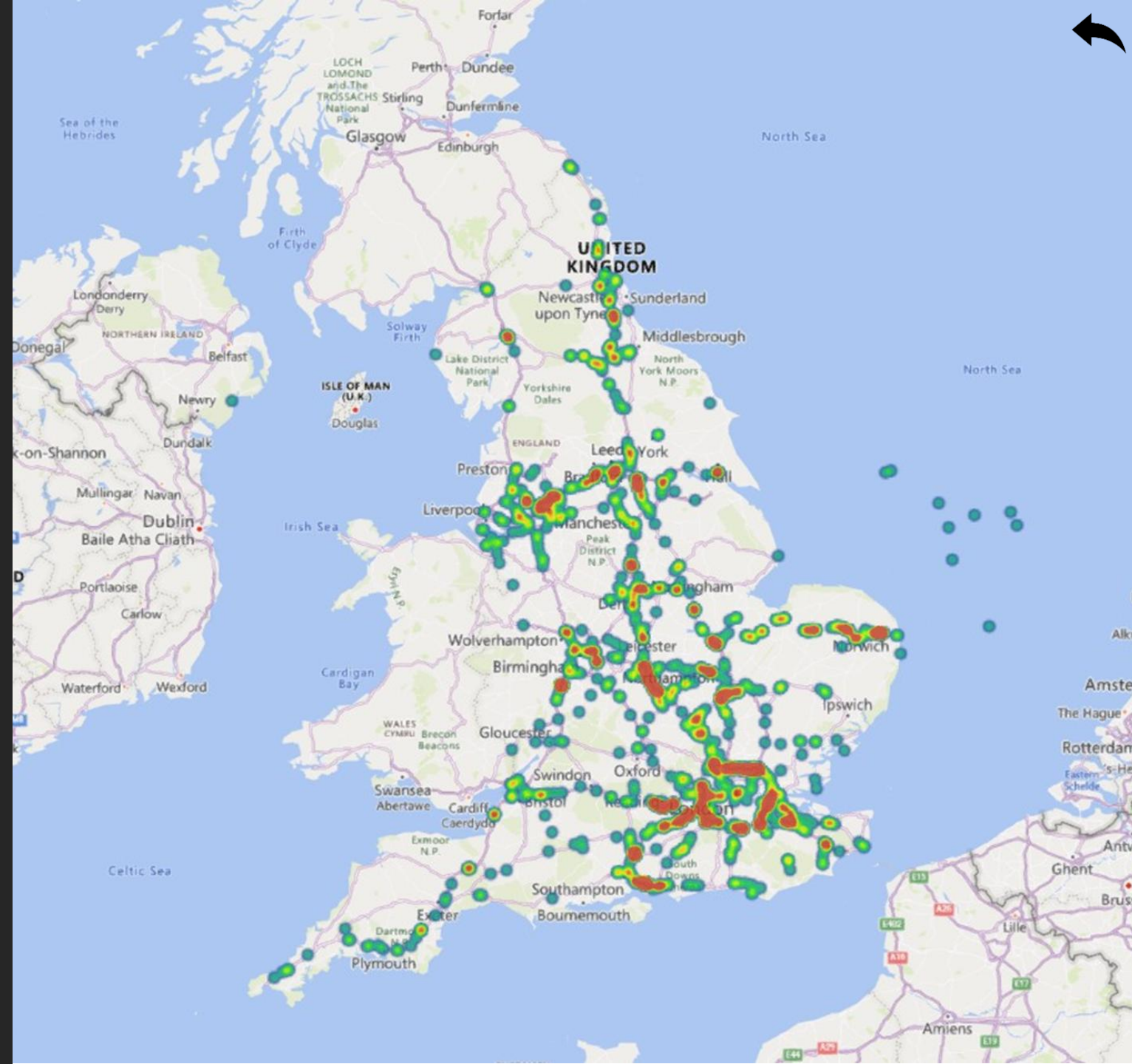


Heatmap of Incursions recorded in January 2026

“97% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

