

IPV & Incursion Working Group Report – July 2025

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IPV & Incursion Working Group Report

Guidance

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

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

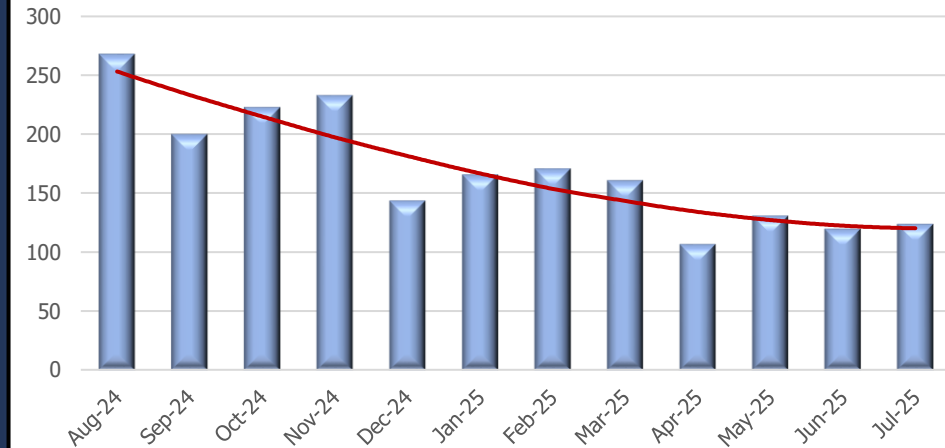
Select the following to view the [Incursions Report](#) and Summary

Executive Summary – Overview

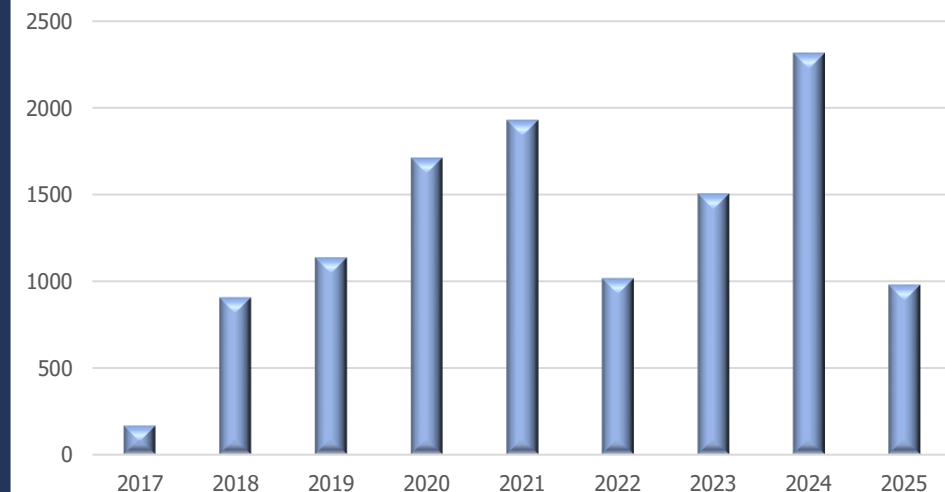
- Numbers of medium and high-risk incursions associated have continued to fall.
- Incursions recorded by Major Projects have continued to fall (due to number of MP works being undertaken) to 34.
- Incursions recorded by Operations Directorate supply chain remains relatively flat with 104 incursions reported with 7 incursions recorded by others.
- Technology utilisation (such as Intellicone usage) is around 36% per night, an increase of 4% from the previous month.

- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

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



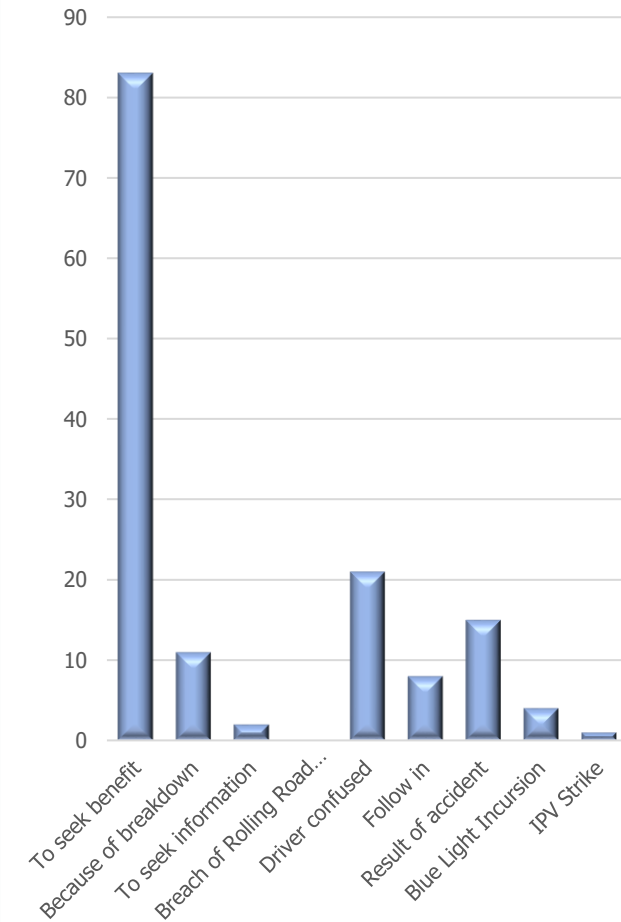
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **July 2025**, there were no recorded injuries to Customers or the Workforce from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **124** medium and high-risk incursions recorded.
- During the month there were **4** Blue light incursions with **2** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **21** incursions were recorded. Of which, **11** were breakdowns.
- Area 3 – Multiple incursions into active roadworks involved unauthorised access by confused drivers, cyclists, pedestrians, and one aggressive individual requiring police intervention. Contractors also entered closures unsafely or prematurely. Despite these risks, TSCOs, traffic officers, and TM crews responded effectively - supporting stranded vehicles, managing incidents, and enforcing corrective actions. No injuries or damage occurred, reflecting strong site vigilance and response.

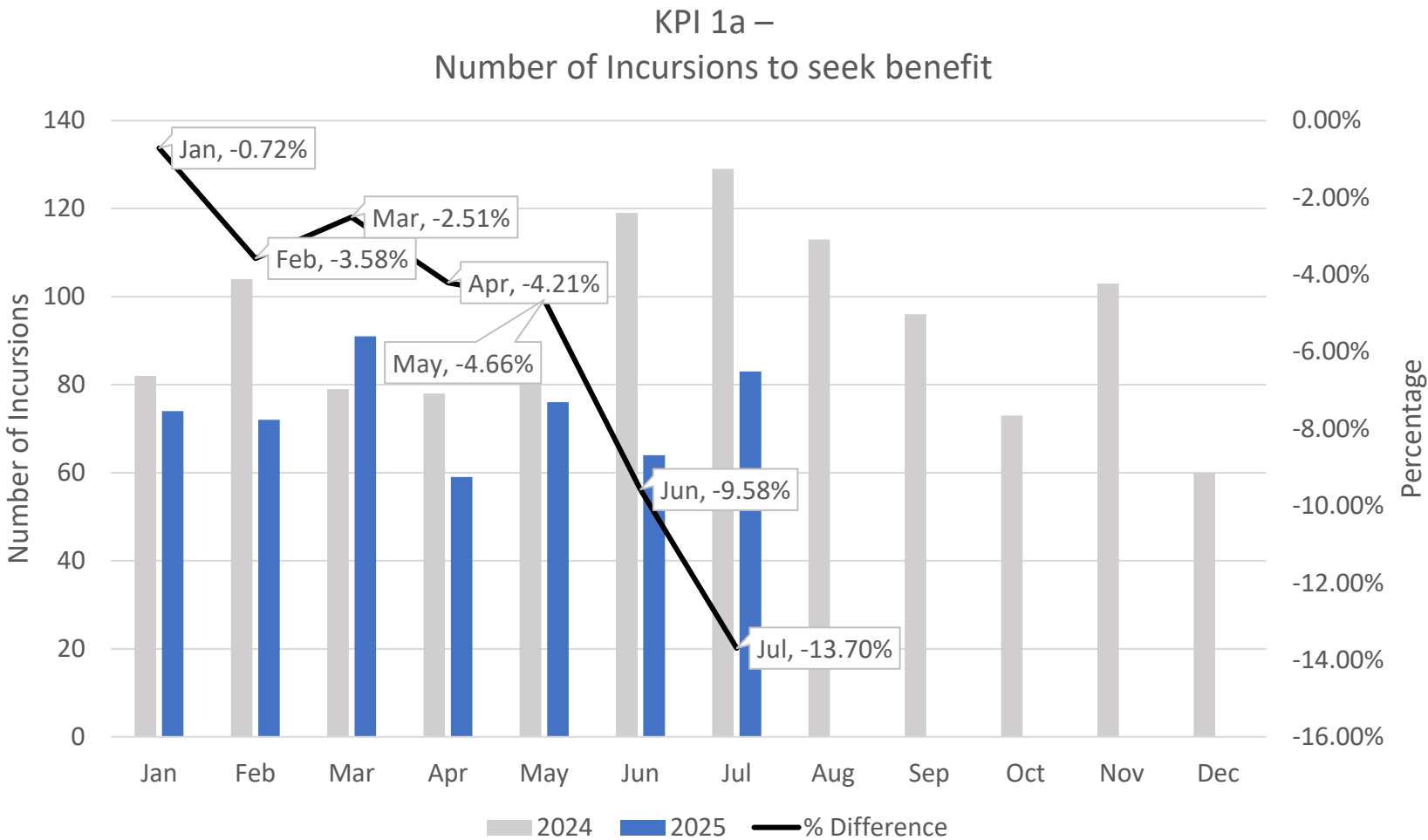
July 2025 – All Incursions



IPV & Incursion Working Group Report

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

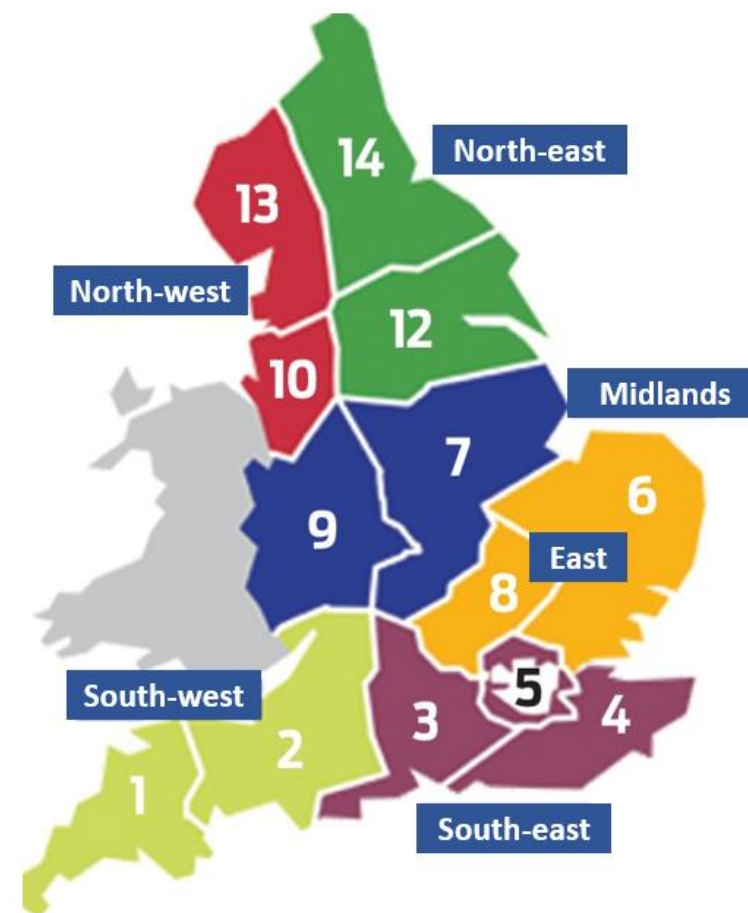
As of July 2025, the data shows a 13.70% decrease in such incursions compared to June 2024. Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload, emphasising the ongoing need for focused efforts and interventions to achieve the targeted 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 July 2025	145
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IPV Strike's recorded in July 2025	1
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Blue Light Incursions recorded in July 2025	4
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Heatmaps

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

Top incursions categories for July 2025:

1. Incursion; Intentional - To seek benefit [83]; equating to 57% of all incursions
2. Incursion; Unintentional - Driver confused [21]; equating to 14% of all incursions
3. Incursion; Unintentional - Result of accident [15]; equating to 10% of all incursions
4. Incursion; Unintentional - Follow in [8]; equating to 6% of all incursions
5. Incursions; Intentional - Blue Light Incursion [4]; equating to 3% of all incursions
6. Incursion; Intentional – To seek information [2]; equating to 1% of all incursions
7. IPV Strike [1]; equating to 1% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [11]; equating to 8% of all incursions

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

South East Region

Major Projects	25
Operations	37
Total	62

Yorkshire & North East Region

Major Projects	4
Operations	10
Total	14

South West Region

Major Projects	0
Operations	13
Total	13

East Region

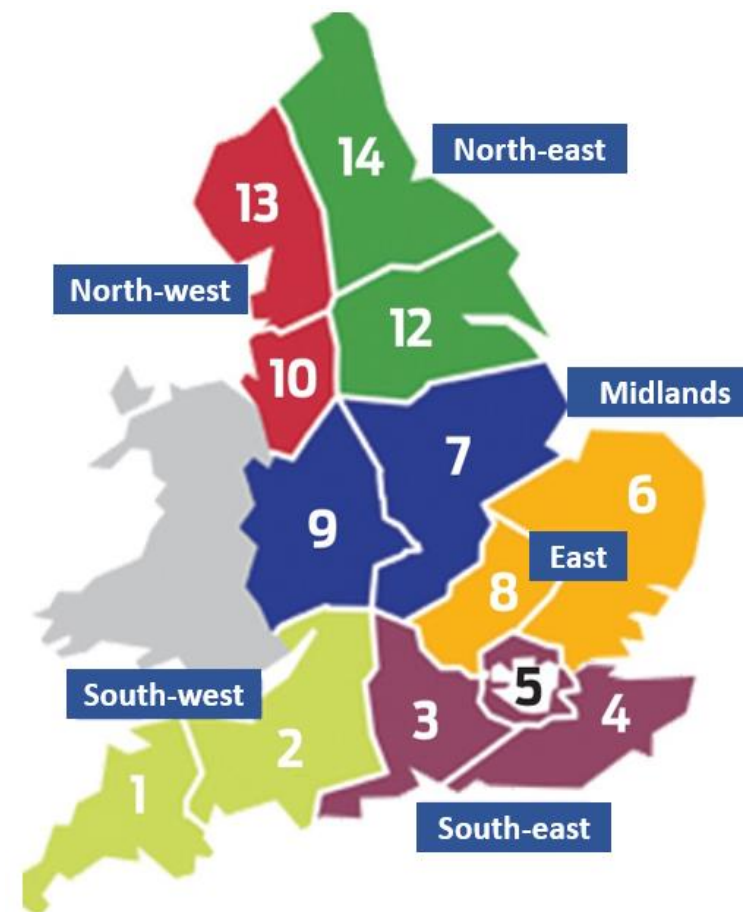
Major Projects	5
Operations	23
Total	28

Midlands Region

Major Projects	0
Operations	13
Total	13

North West Region

Major Projects	0
Operations	8
Total	8



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A map of England divided into 10 numbered regions, each with a color-coded label: North-east (14, green), North-west (13, red), Midlands (12, green), East (6, orange), South-east (4, purple), South-west (2, light green), and South (5, purple). The regions are numbered 1 through 14, with some numbers appearing in multiple regions.

Incursions Report (All) - Headline

145 Incursions were recorded for July 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	25	53	5		83
Incursion; Intentional – Because of breakdown	2	9			11
Incursion; Intentional – To seek information		2			2
Incursion; Intentional - Breach of Rolling Road Block (TOS)					0
Incursion; Unintentional - Driver confused	5	14	2		21
Incursion; Unintentional - Follow in		8			8
Incursion; Unintentional - Result of accident	2	13			15
Incursions; Intentional - Blue Light Incursion		4			4
IPV Strike		1			1
Grand Total	34	104	7		145

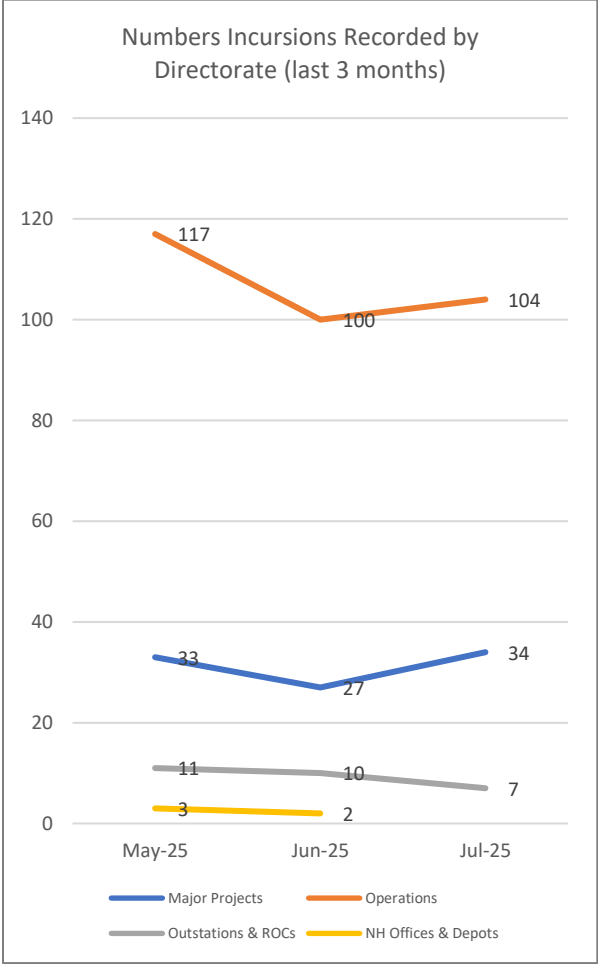
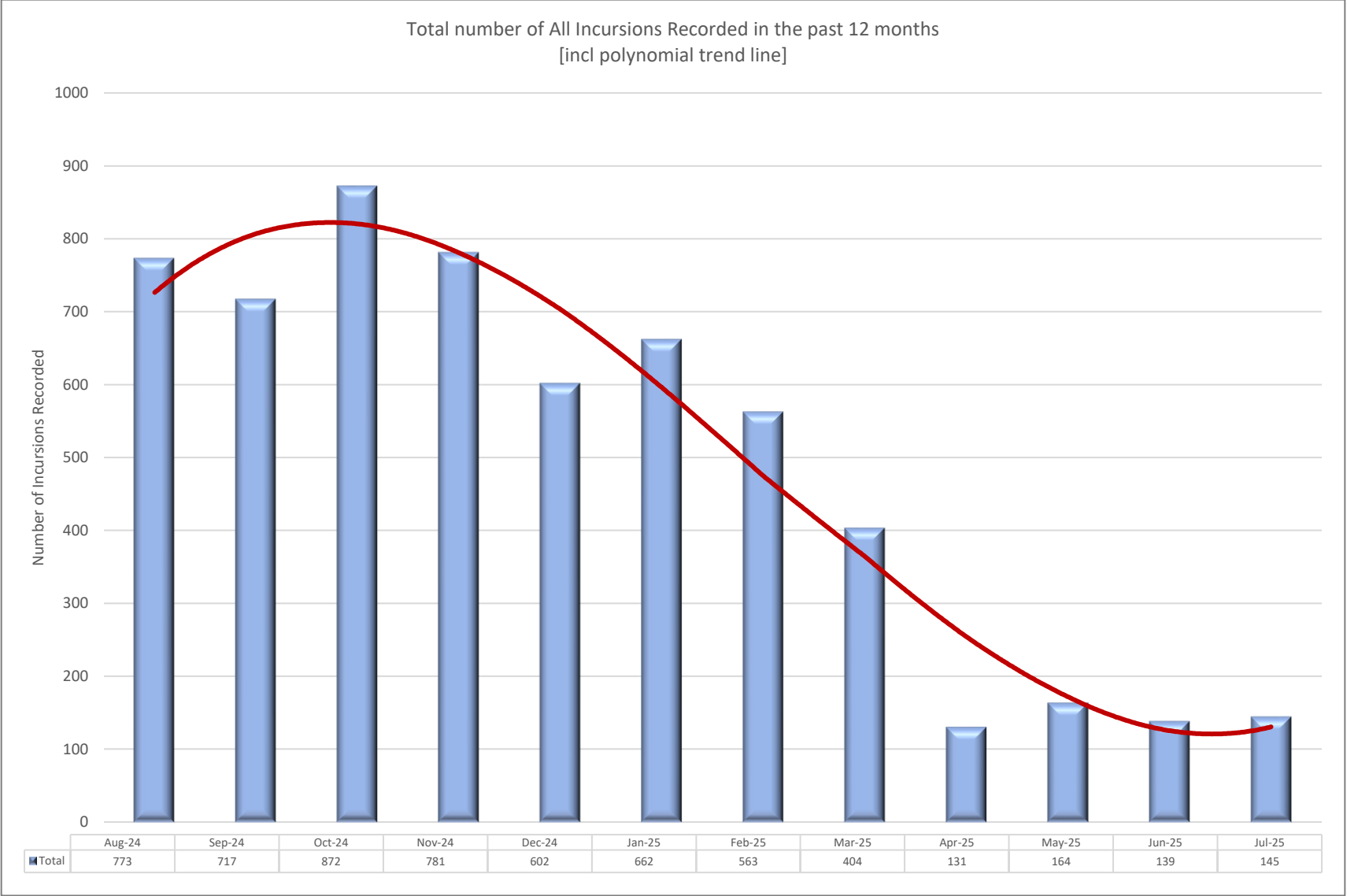
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23358**

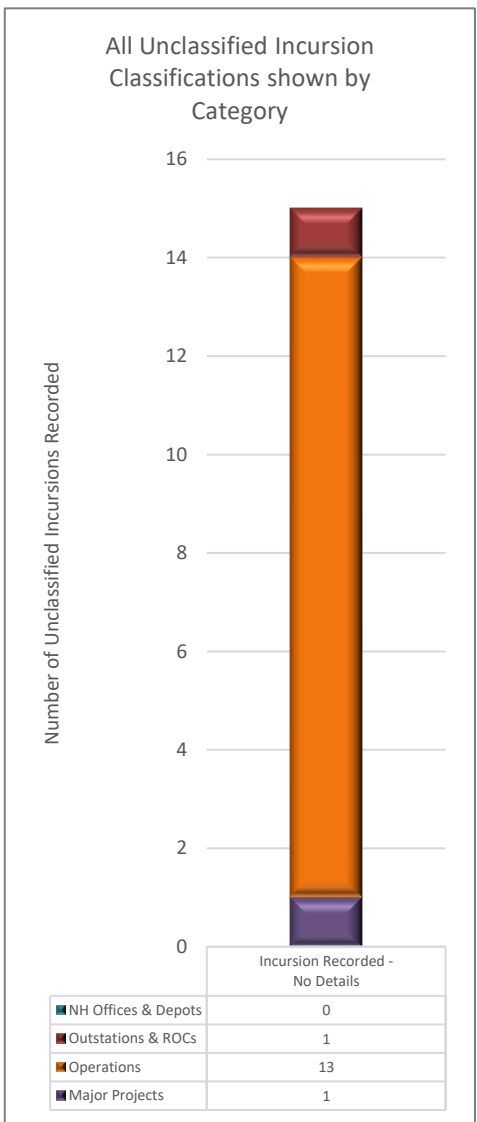
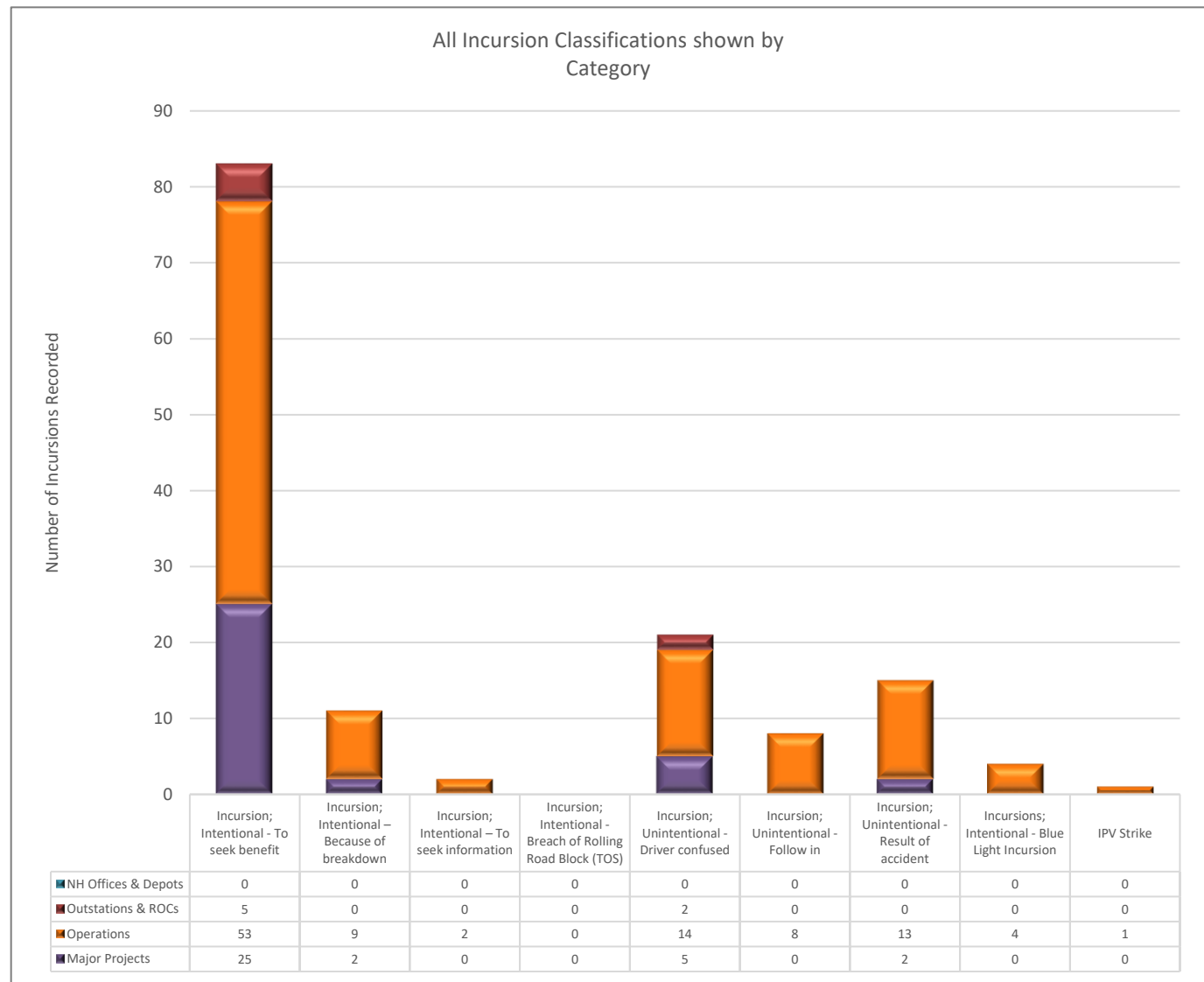
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1367	3100	687	76	5230
Incursion; Intentional – Because of breakdown	8887	616	150	3	9656
Incursion; Intentional – To seek information	101	133	32	5	271
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	26	884	8	923
Incursion; Unintentional - Driver confused	1277	1071	306	43	2697
Incursion; Unintentional - Follow in	225	341	19	4	589
Incursion; Unintentional - Result of accident	806	374	73	5	1258
Incursions; Intentional - Blue Light Incursion	104	174	4	2	284
IPV Strike	23	78	13	0	114
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13209	7427	2552	170	23358

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2020	2021	2022	2023	2024	2025
Number of All Incursions recorded	4717	2313 (+12.6%)	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	2208 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during July 2025



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

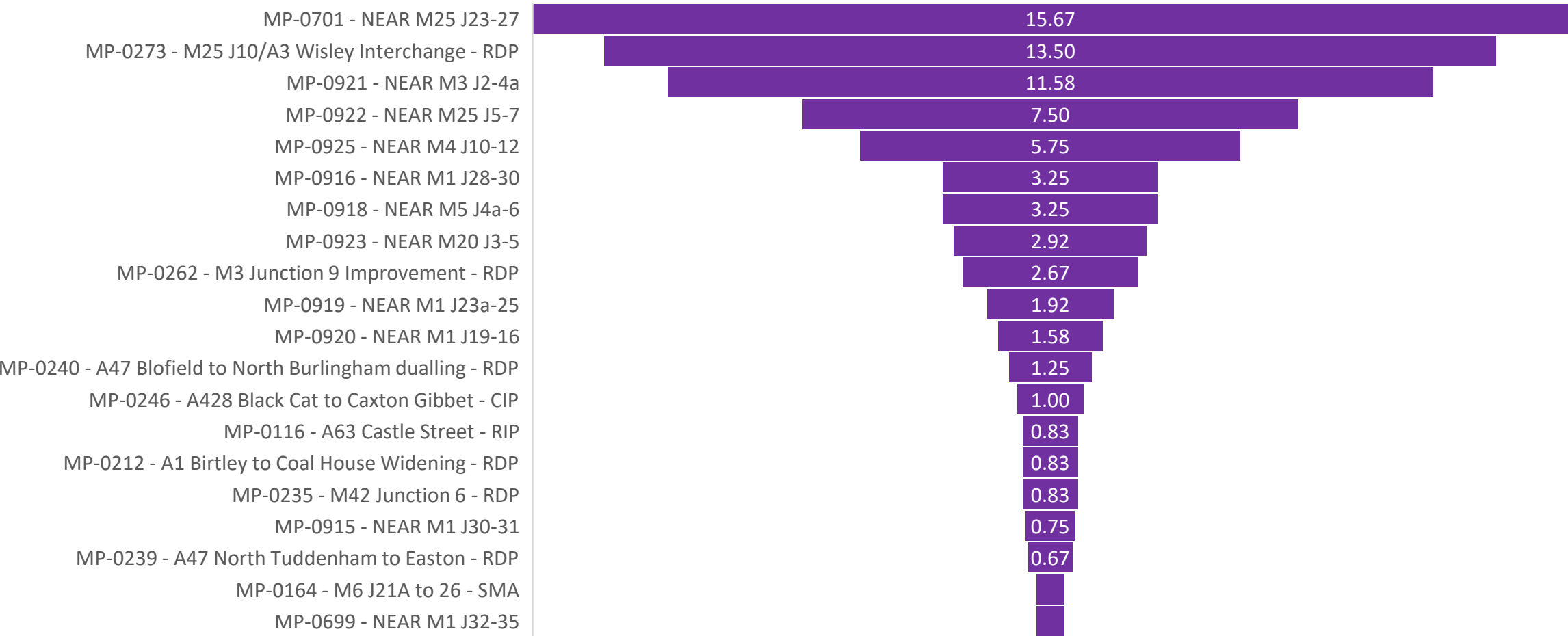
1. **Incursion; Intentional - To seek benefit [83]; equating to 57% of all incursions**
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Note - Incursion; Intentional – Because of breakdown [11]; equating to 8% of all incursions



Incursions Report for Major Projects

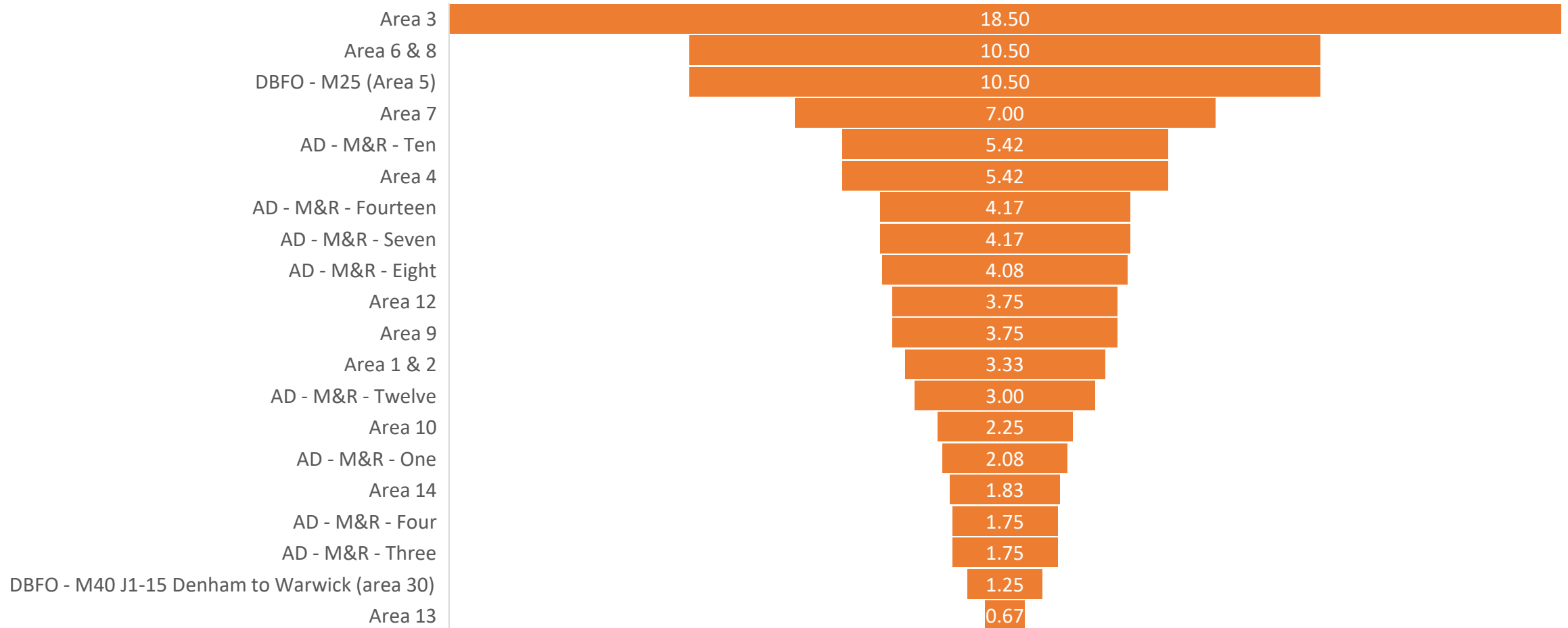
12 month rolling average of the number of all 'Incursions per Month'*



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

Incursions Report for Operations Directorate

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



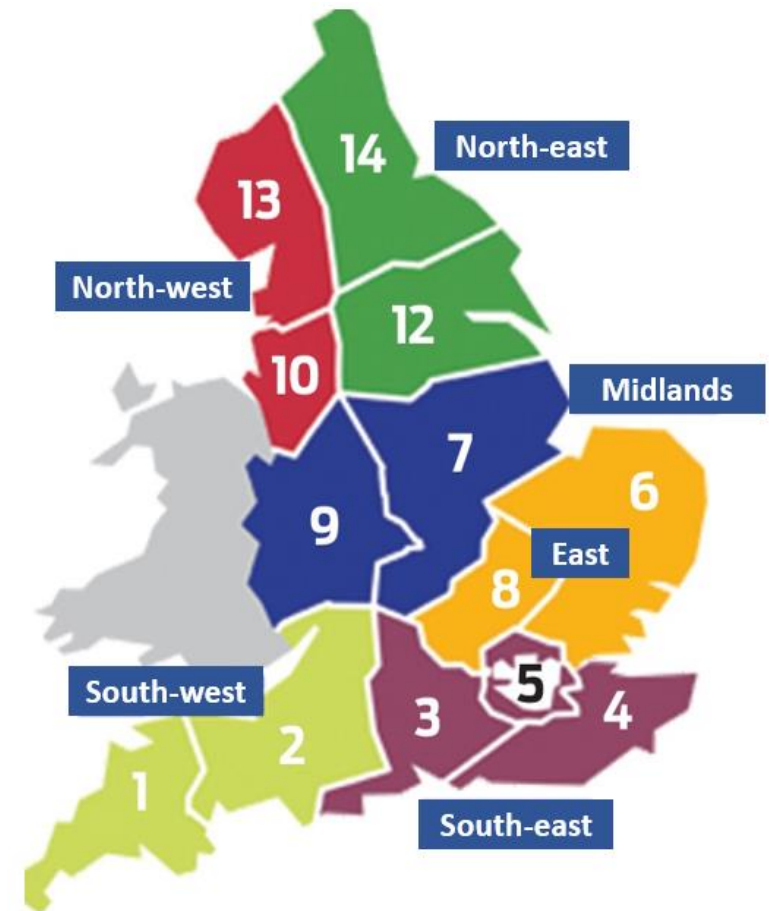
* Excluding incursions as a result of breakdown

Incursions Report

End of Headline & Charts

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Select next page for Blue Light Incursions Report and Heat Maps





Blue Light Incursions Report - Headline

284 Blue Light Incursions have been recorded since February 2022 with **4** being recorded in July 2025 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
169081	09/07/2025	02:00:00	Operations	North West - Operations	North West - Asset Delivery	AD - M&R - Ten	Full Closure - Mainline	Standard works – Narrow Lane system inc. slips and links	Carriageway A	Not populated	closure in place	Unmarked police cars entered closure at high speed. Thought to be dark coloured audit a3 no further details obtained.	Informed TSCO and TMF shout out completed
169428	20/07/2025	08:30:00	Operations	East - Operations	East - Asset Delivery	AD - M&R - Eight	Not populated	Not populated	Working on SRN	A140 / A47	Traffic Management	Whilst providing Traffic Management and incident response, a Police vehicle caused an incursion in to the TM, travelling with sirens on and at high speed.	Crews moved to side hearing approaching sirens and near miss raised.

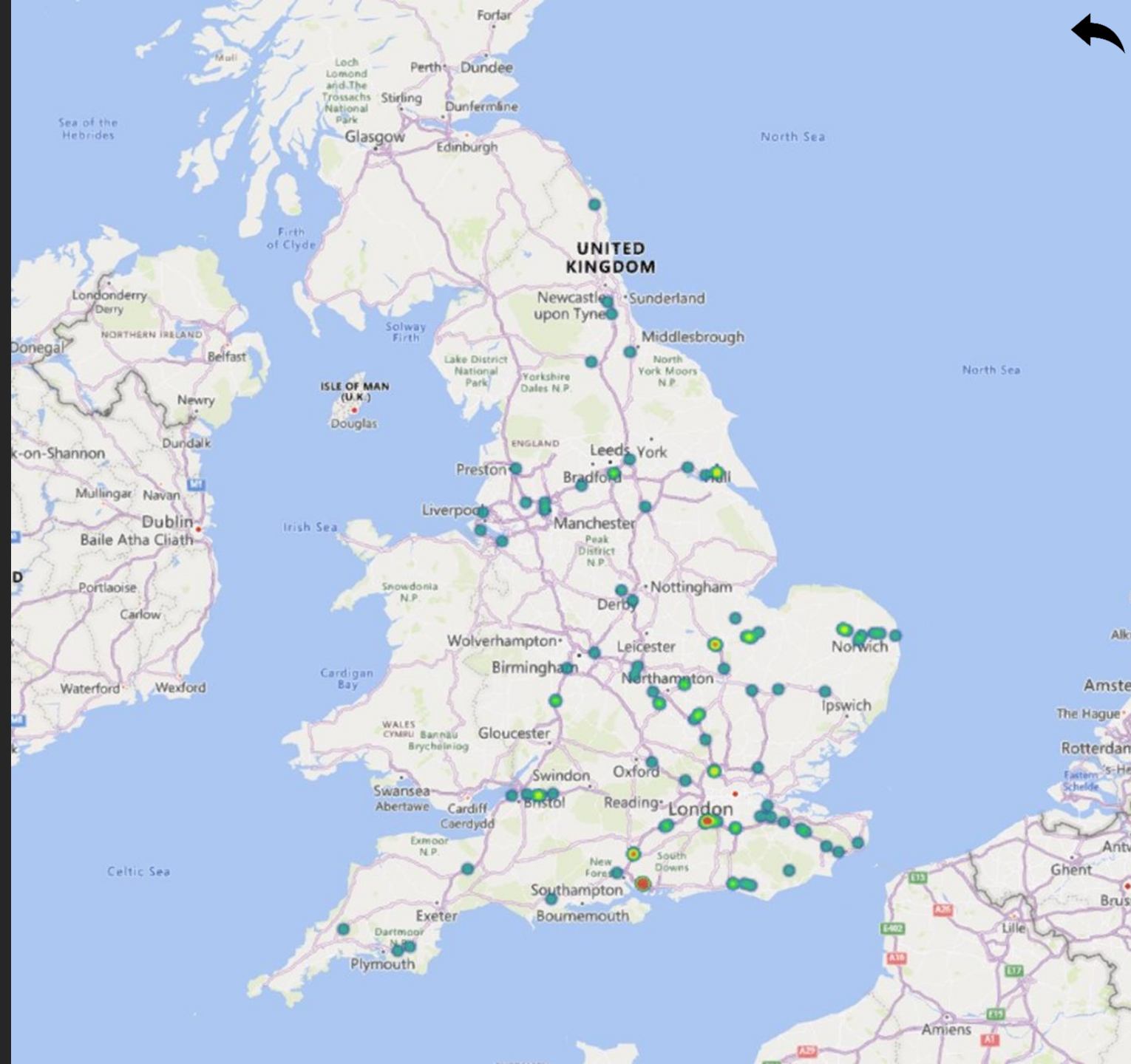


Blue Light Incursions Report - Headline

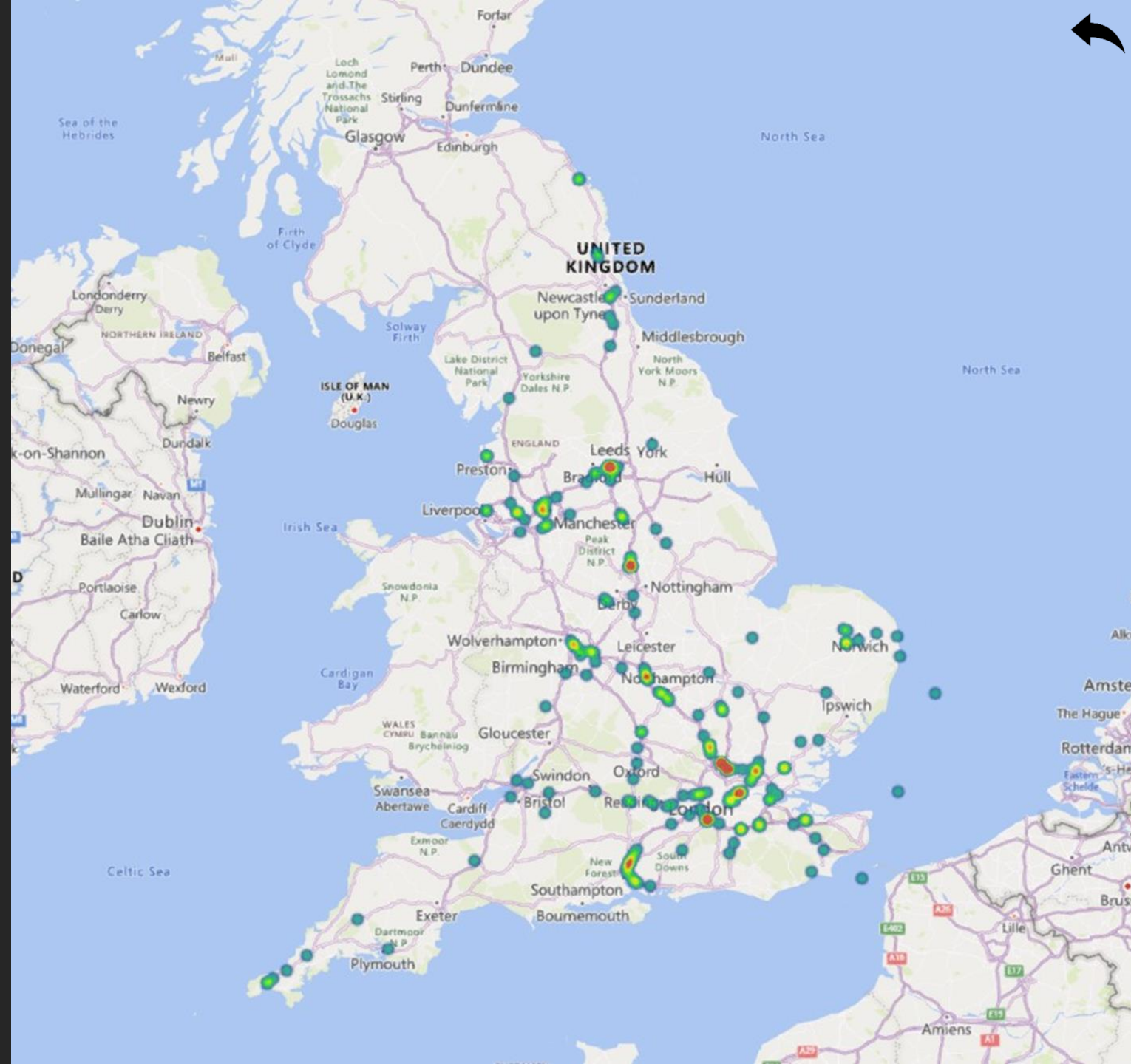
284 Blue Light Incursions have been recorded since February 2022 with **4** being recorded in July 2025 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
169543	24/07/2025	22:36:00	Operations	North West - Operations	North West - Area Contracts	Area 10	Lane Closure - Mainline	Relaxation works – Lane closure	Carriageway B	M602 Between 2 & 3 5/4 - 5/3	ECI Works ahead of a barrier scheme	An unmarked police car come into the closure, then pulled out just before they reached the workforce causing the public to enter the closure to let them pass.	This was reported to HW Martins (TM Contractor), welfare van positioned behind workforce as a temporary protection measure until TM could attend site to sort out.
169615	26/07/2025	11:02:00	Operations	East - Operations	East - Asset Delivery	AD - M&R - Eight	Not populated	Not populated	Not populated	Not populated	Resurfacing after RTC	An ambulance drove through A47 closure at high speed without sirens ,Vehicle had swerved around previous deterrent and drove through lay-by at approximately 50 mph several feet from parked and occupied works vehicles.	Contacted supervisor who instructed me to place cones across Lane one closure to prevent free flow of any vehicle entering closure

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



Heatmap of all Blue Light Incursions (BLI) recorded

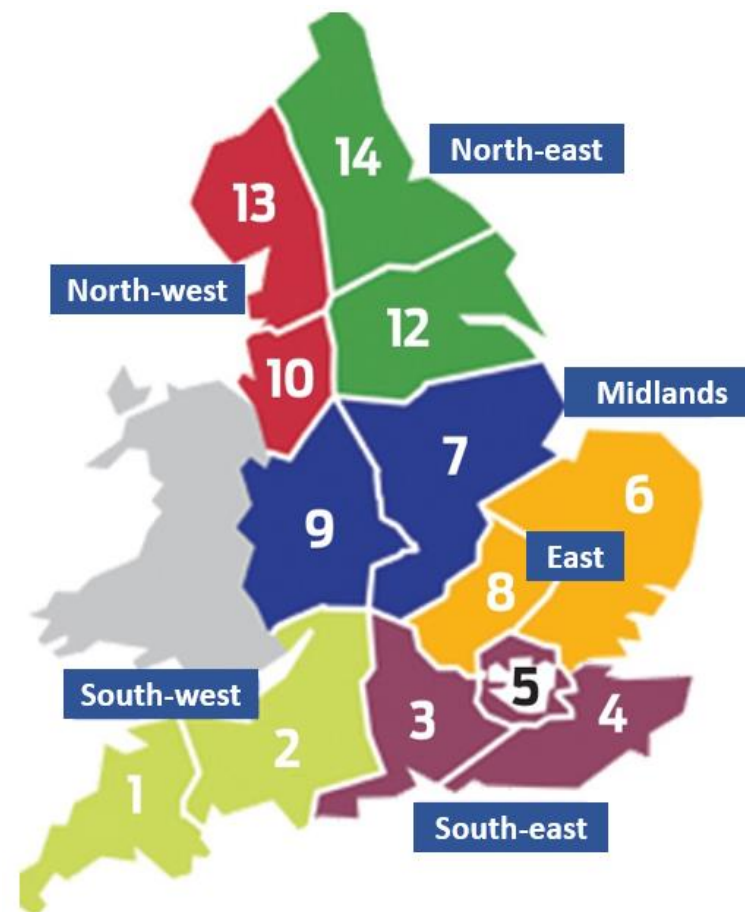


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps

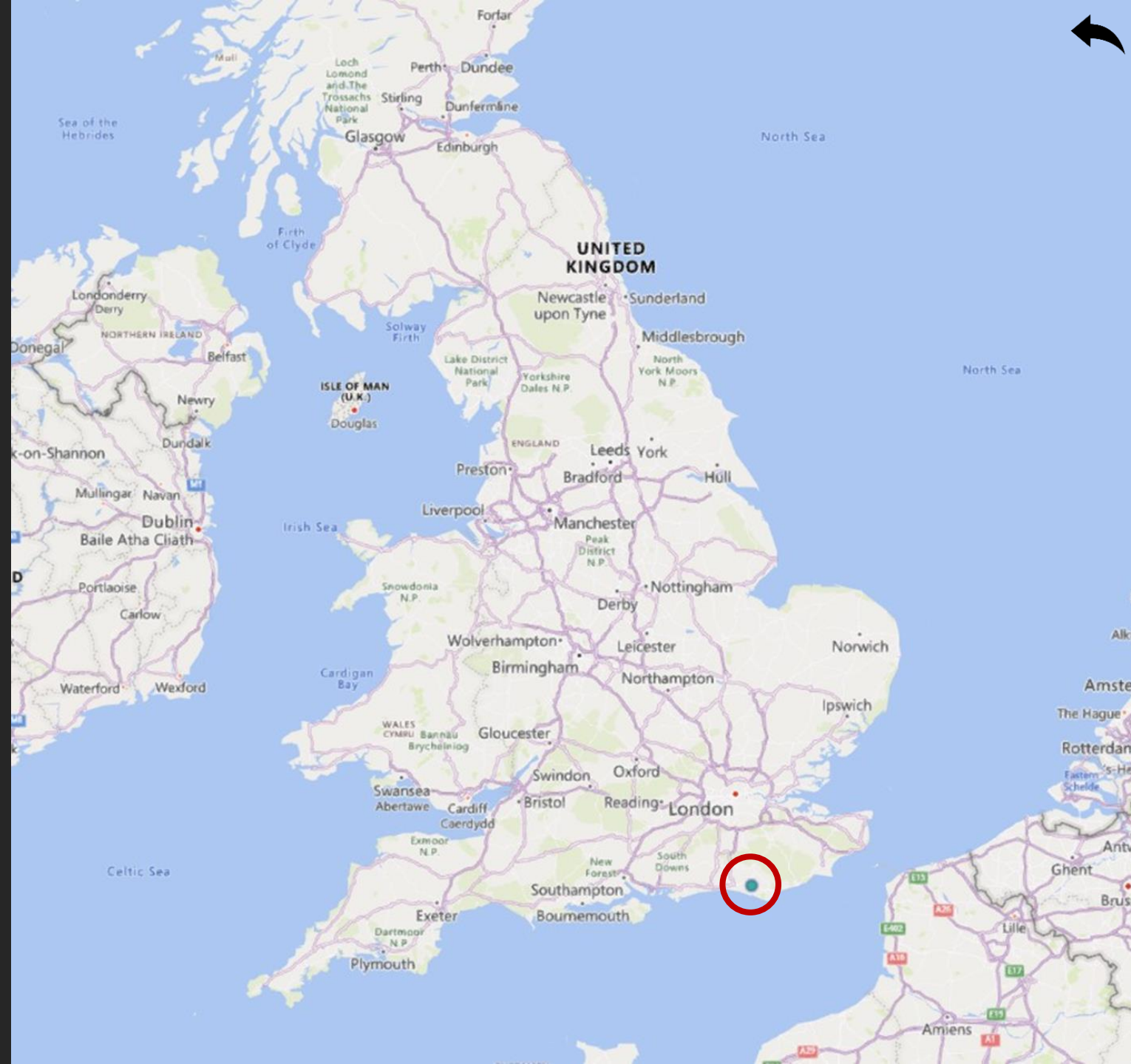


IPV Strike Report - Headline

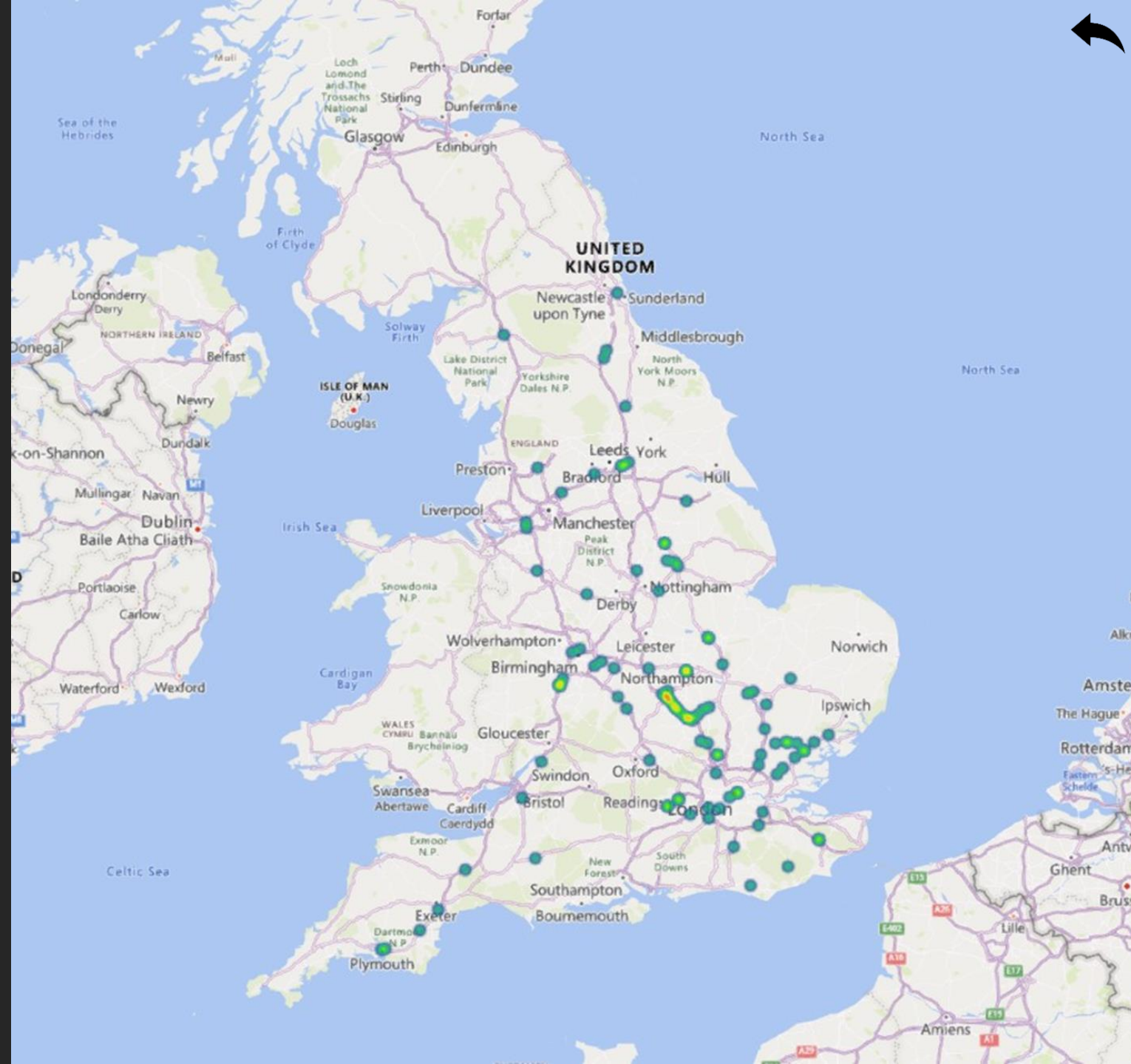
114 IPV strikes have been recorded since December 2019 with **1** being recorded in July 2025 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
169050	07/07/2025	20:30:00	Operations	South East	South East - Area Contracts	Area 4	Not populated	Not populated	Not populated	Not populated	SDF structure inspections	C2667-A-58. A27 Lewes By-Pass Eastbound. 20:30 IPV strike and also damage to the working vehicle by the same vehicle that hit the IPV. Shortly after installing the chapter 8 advanced warning signage for the lane 2 closure, the Impact Protection Vehicle (IPV) was struck by a member of public driving a red Mazda 6 travelling at what appeared to be excessive speed. After striking the nearside side of the IPVs crash cushion, the Mazda span out of control, passing the IPV and striking the installation van	All staff accounted for and ensured no injuries sustained. Site secured. Police called . Witness details taken. Recovery truck took IPV and install vehicle from site to be returned to Depot. Staff returned safely to Depot as works abandoned.

Heatmap of IPV Strikes recorded during July 2025



Heatmap of all IPV Strikes recorded

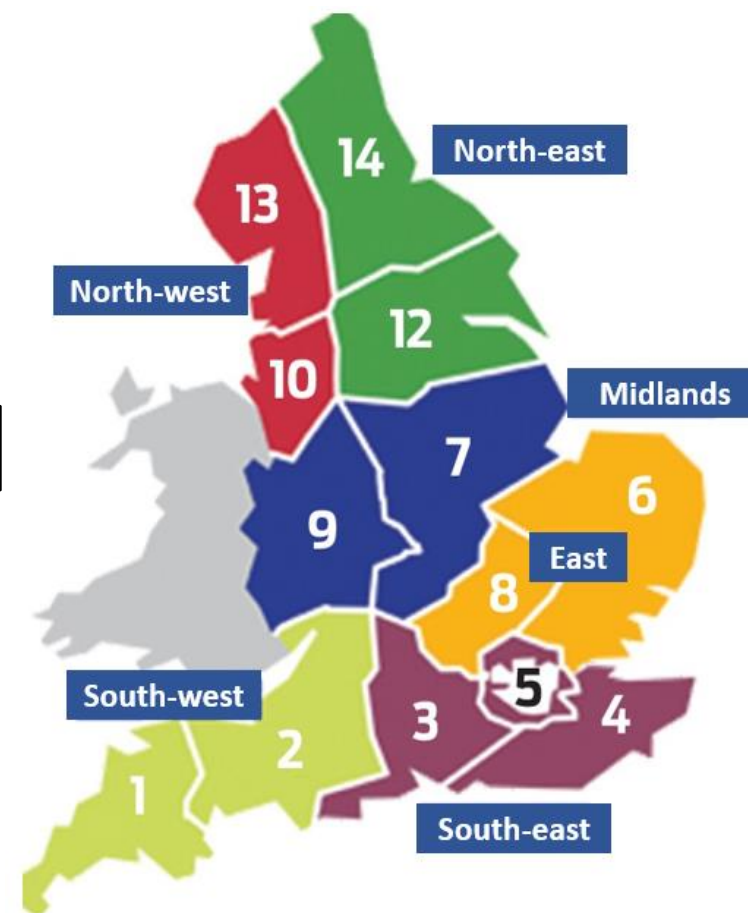


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk

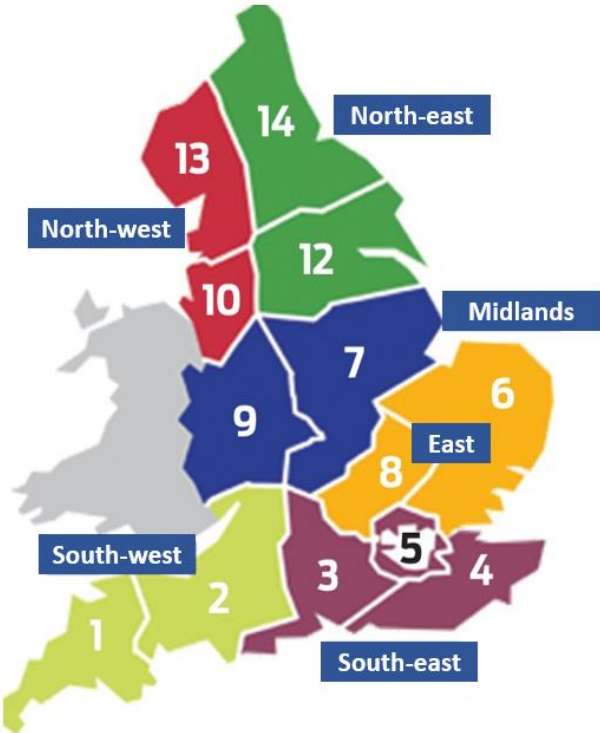
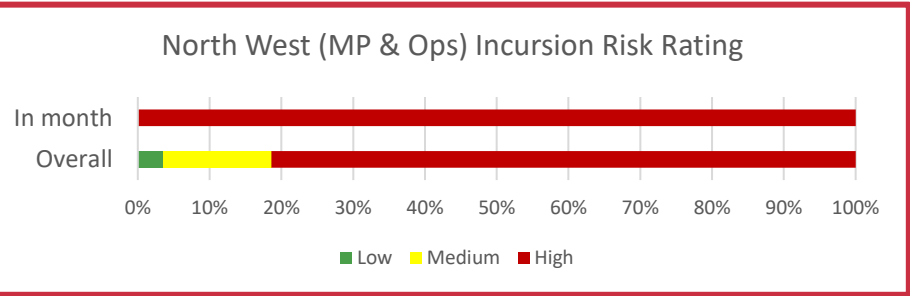


Incursions Report - North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.89%]	414 [46.10%]		5 [62.50%]
Incursion; Intentional – Because of breakdown	1181 [66.42%]	101 [11.25%]		1 [12.50%]
Incursion; Intentional – To seek information	42 [2.36%]	20 [2.23%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.56%]		
Incursion; Unintentional - Driver confused	178 [10.01%]	215 [23.94%]		
Incursion; Unintentional - Follow in	52 [2.92%]	71 [7.91%]		
Incursion; Unintentional - Result of accident	70 [3.94%]	45 [5.01%]		
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	21 [2.34%]		2 [25.00%]
IPV Strike	1 [0.06%]	6 [0.67%]		
Grand Total	1778 [100.00%]	898 [100.00%]		8 [100.00%]

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 10	801	120	15%	644	45	7%	639	19	3%
Area 13	33	1	3%	31	1	3%	32	0	0%



Incursions Report - North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several unauthorised incursions occurred, including public vehicles and unmarked police entering closures, posing risk to workers and site integrity.

Traffic Incidents [*Sentiment: Negative*]

Two vehicles appeared to be racing during taper installation, narrowly missing an IPV; incidents occurred too quickly for details to be taken.

Broken Down Vehicles [*Sentiment: Neutral*]

A car awaiting recovery caused delay; occupants refused to wait behind barriers due to inappropriate attire.

Traffic Management Responses [*Sentiment: Neutral*]

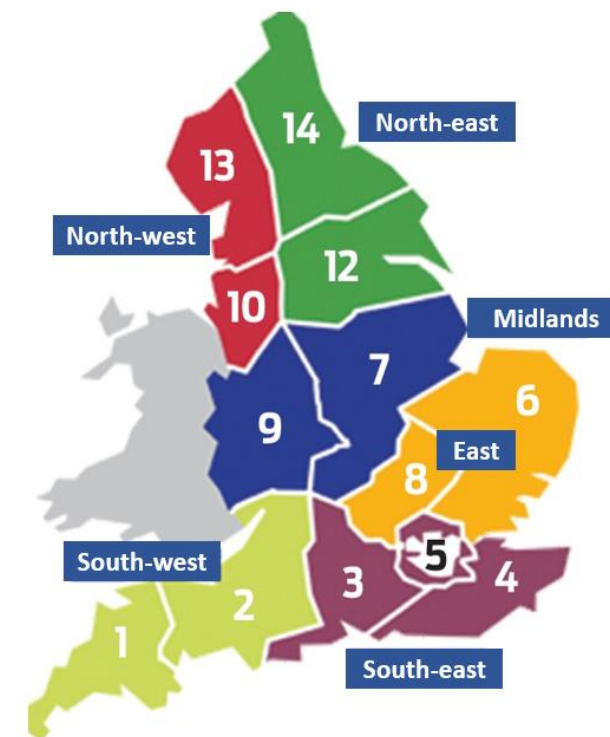
Traffic management staff intervened effectively in most incidents, including stopping a member of the public and advising on safety within the closure.

Overall [*Sentiment: Negative*]

Multiple unauthorised incursions and unsafe driver behaviour occurred, highlighting the need for improved access control and incident documentation procedures.

Recommendations

Install additional signage and physical barriers at closure points, ensure incident details are logged immediately, and improve coordination with law enforcement.



Incursions Report

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

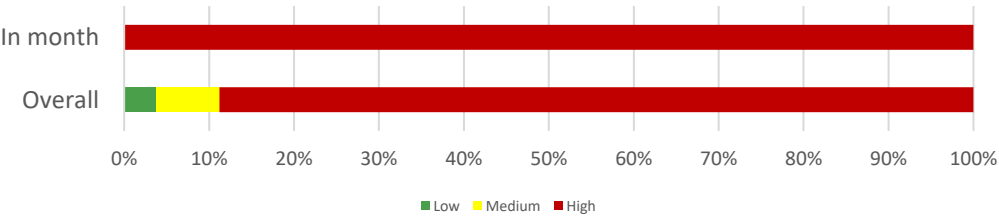
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Blue Light' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

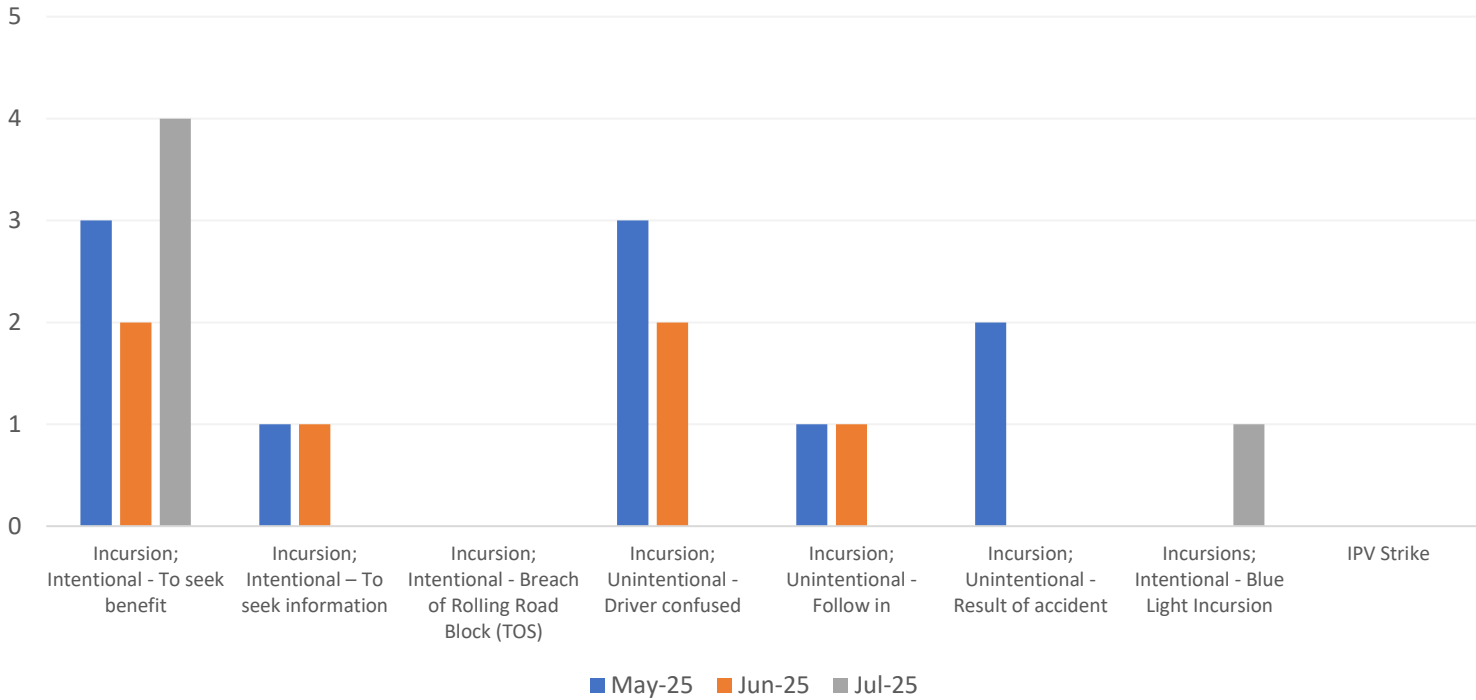
Project Risk Rating



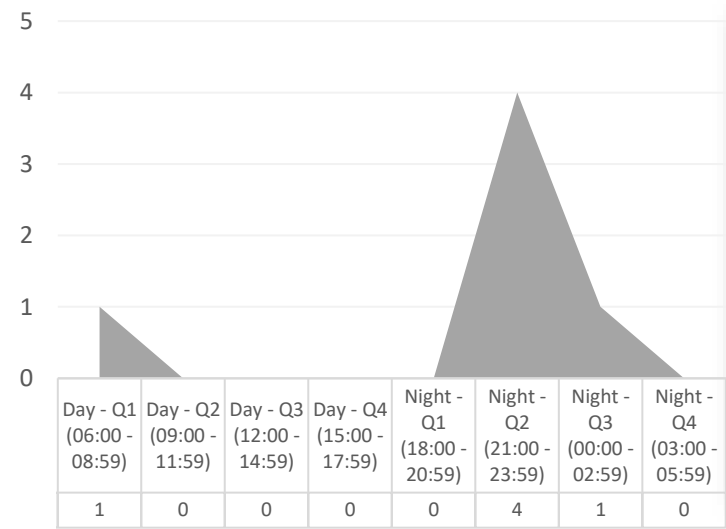
Incursion rate per length of TM (Unknown)

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

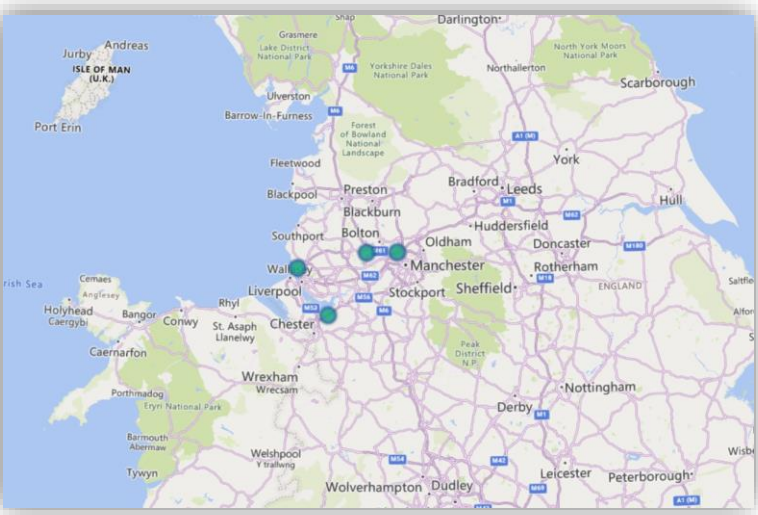
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

An incursion occurred on an Amey closure observed by a highways inspector; however, no details of the vehicle involved were recorded. The incident has been reported to the ROC.

Traffic Incidents *[Sentiment: Negative]*

Two cars were seen racing while the taper was being installed, with one nearly colliding with the IPV. No further details were obtained as the incident occurred quickly.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle awaiting recovery had a couple who refused to stand behind the barrier, citing inappropriate attire. The vehicle was eventually recovered.

Traffic Management Responses *[Sentiment: Negative]*

A subcontractor not assigned to area 10 entered the cyclic TM closure lane 1 on the A34, disrupting traffic. They began arb works despite the closure being active and not for work access.

Overall *[Sentiment: Negative]*

Several incidents were reported, including a vehicle incursion, racing cars, and improper access to closures. Traffic management was disrupted in multiple instances, creating potential safety hazards.

Recommendations

The project team should consider improving incident documentation and response protocols, ensuring prompt reporting of vehicle details. Clearer communication and monitoring of subcontractor activities within closures are crucial, along with improved barriers and access controls to avoid disruptions and potential accidents.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

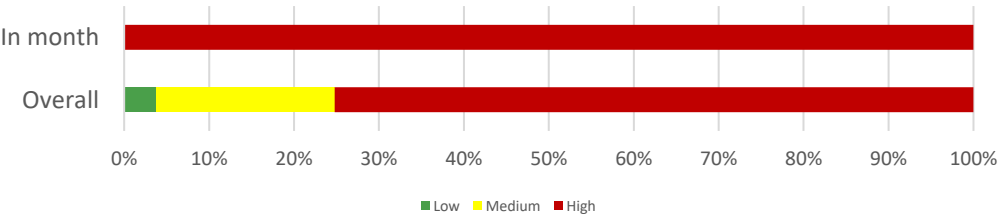
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an no change from the previous month in Blue Light' type incursions

[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)

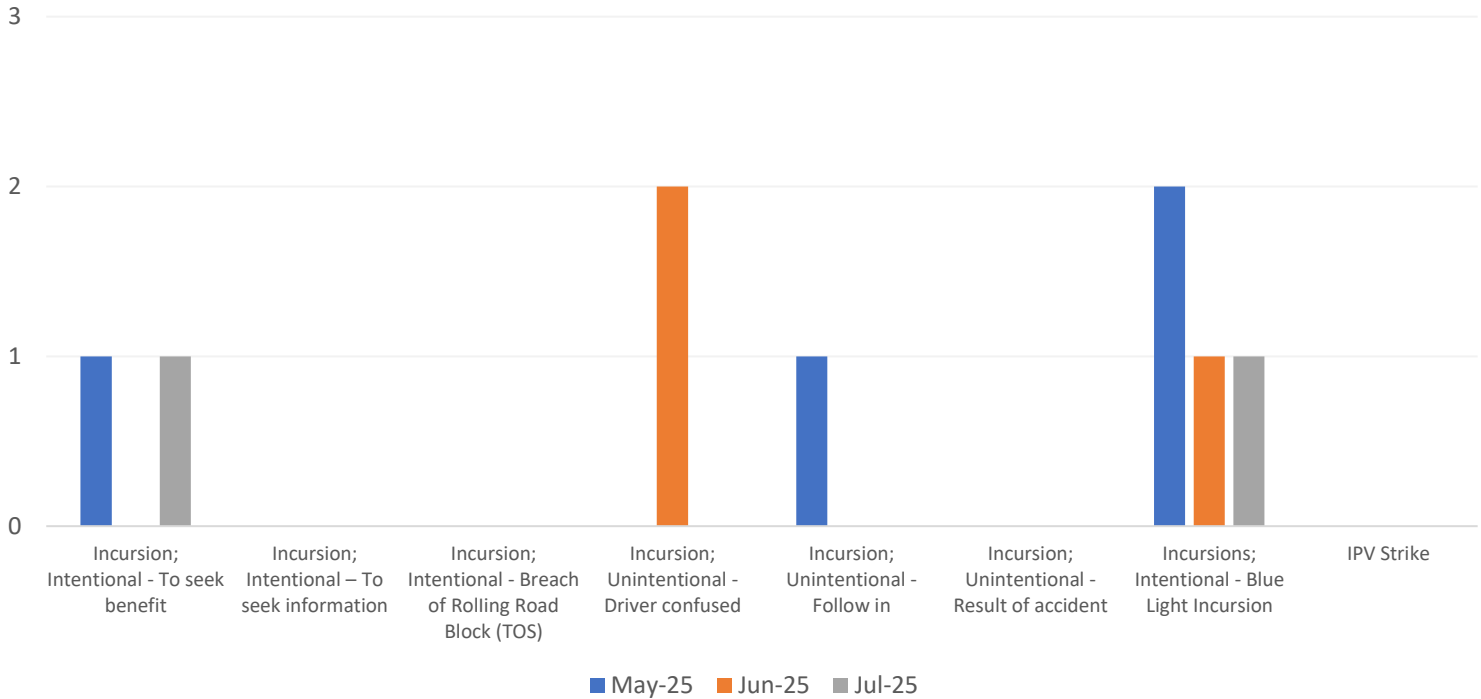
Project Risk Rating



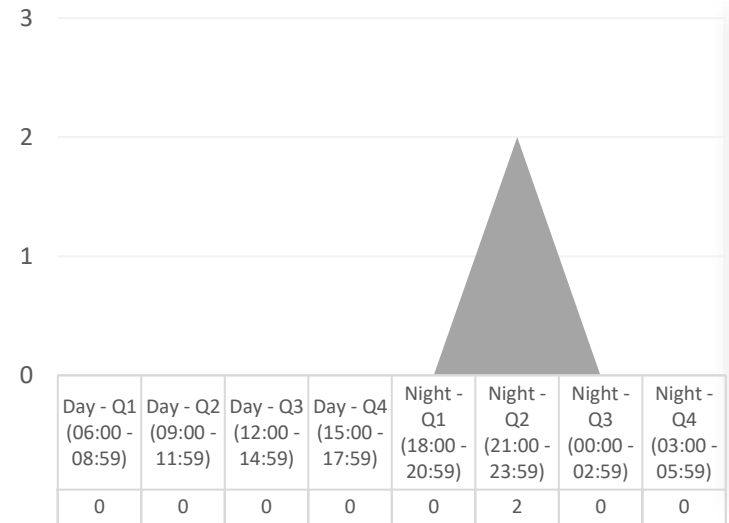
Incursion rate per length of TM (Unknown)

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

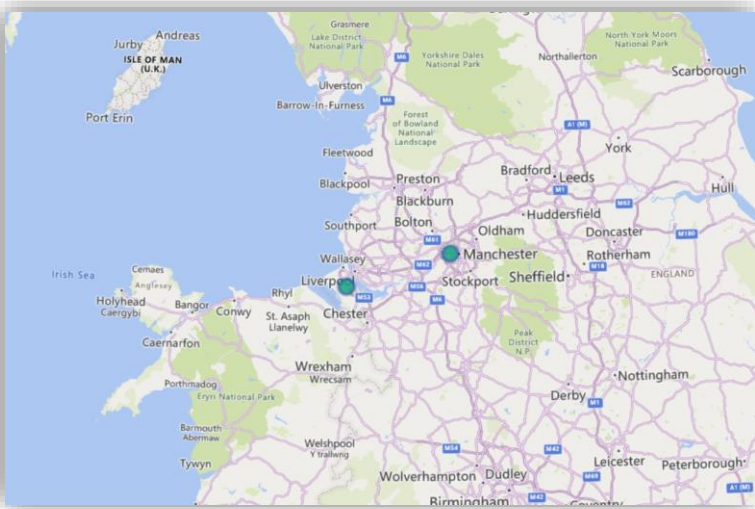
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two incursions occurred: an unmarked police vehicle entered the closure, prompting public vehicles to follow, and a member of the public breached the site, damaging cones and safety lines.

Traffic Incidents *[Sentiment: Positive]*

No traffic collisions or incidents involving multiple vehicles were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Site staff responded promptly to a member of the public entering the closure, issuing verbal instructions and attempting to manage the situation safely despite the driver's erratic manoeuvre.

Overall *[Sentiment: Neutral]*

The period saw unauthorised access and unsafe driver behaviour within closures, though no injuries or major disruptions were recorded. Staff intervention helped mitigate further risk.

Recommendations

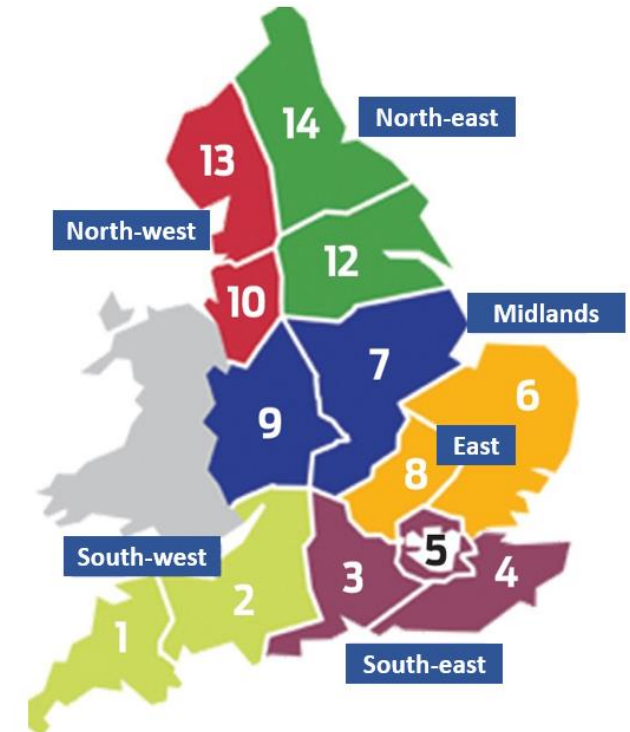
Consider clearer visual deterrents at entry points, reinforce briefing protocols for emergency services, and review cone line resilience to prevent drag-through incidents during unauthorised exits.

Incursions Report - North West Region

End of regional report

[Back to [Summary](#) page]

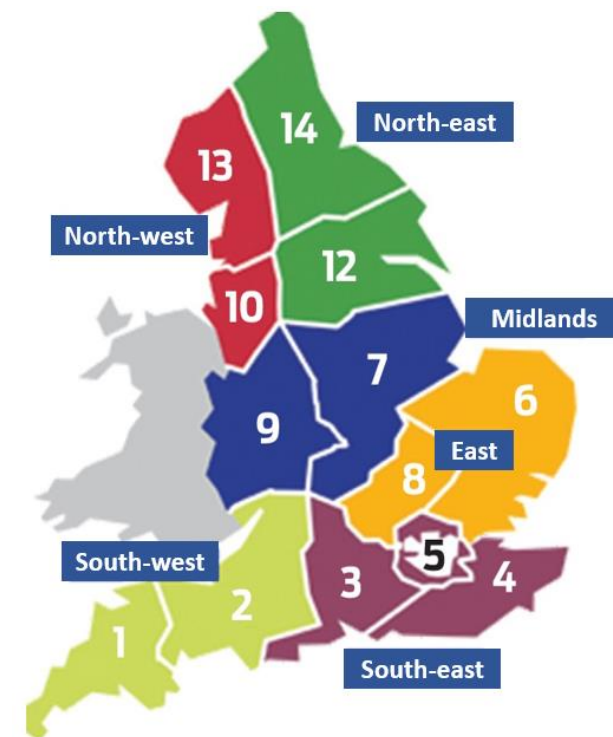
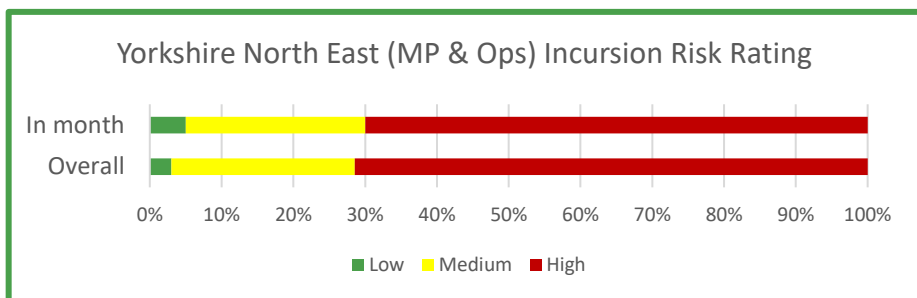
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	201	[16.41%]	216	[48.98%]	1	[25.00%]
Incursion; Intentional – Because of breakdown	457	[37.31%]	24	[5.44%]		
Incursion; Intentional – To seek information	18	[1.47%]	9	[2.04%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.91%]		
Incursion; Unintentional - Driver confused	396	[32.33%]	86	[19.50%]	3	[75.00%]
Incursion; Unintentional - Follow in	56	[4.57%]	29	[6.58%]		
Incursion; Unintentional - Result of accident	81	[6.61%]	43	[9.75%]		
Incursions; Intentional - Blue Light Incursion	16	[1.31%]	23	[5.22%]		
IPV Strike			7	[1.59%]		
Grand Total	1225	[100.00%]	441	[100.00%]	4	[100.00%]

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 12	490	83	17%	533	27	5%	537	48	9%
Area 14	104	40	38%	42	17	40%	94	46	49%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred, including one resulting in a theft-related arrest. Most were driver confusion or deliberate entry.

Traffic Incidents *[Sentiment: Neutral]*

No major collisions reported, though one incident involved a wagon reversing into another vehicle while attempting to exit site.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

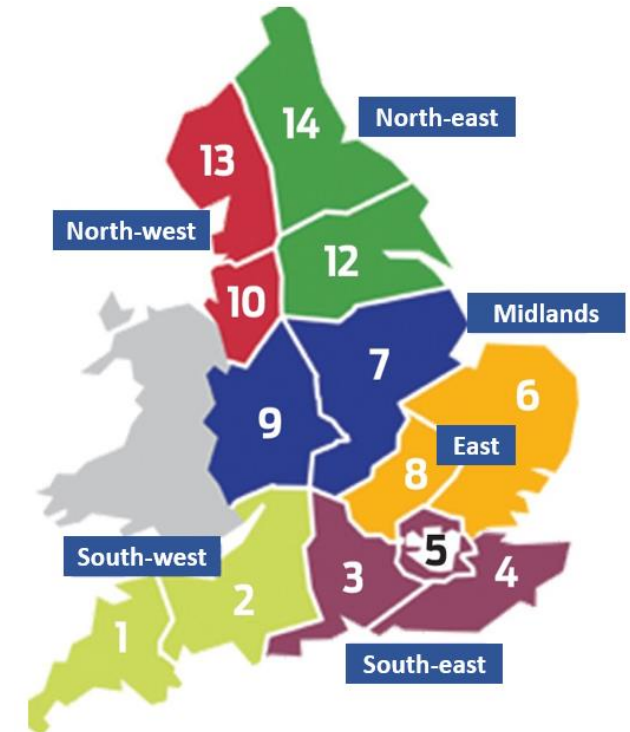
Traffic management teams responded quickly to incursions, initiated closures, and safely escorted vehicles off site when necessary.

Overall *[Sentiment: Neutral]*

While no operatives were harmed, the frequency of incursions indicates a persistent risk and need for tighter control measures.

Recommendations

Reinforce all access points with physical deterrents; enhance signage and TM visibility to reduce public confusion.



Incursions Report

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

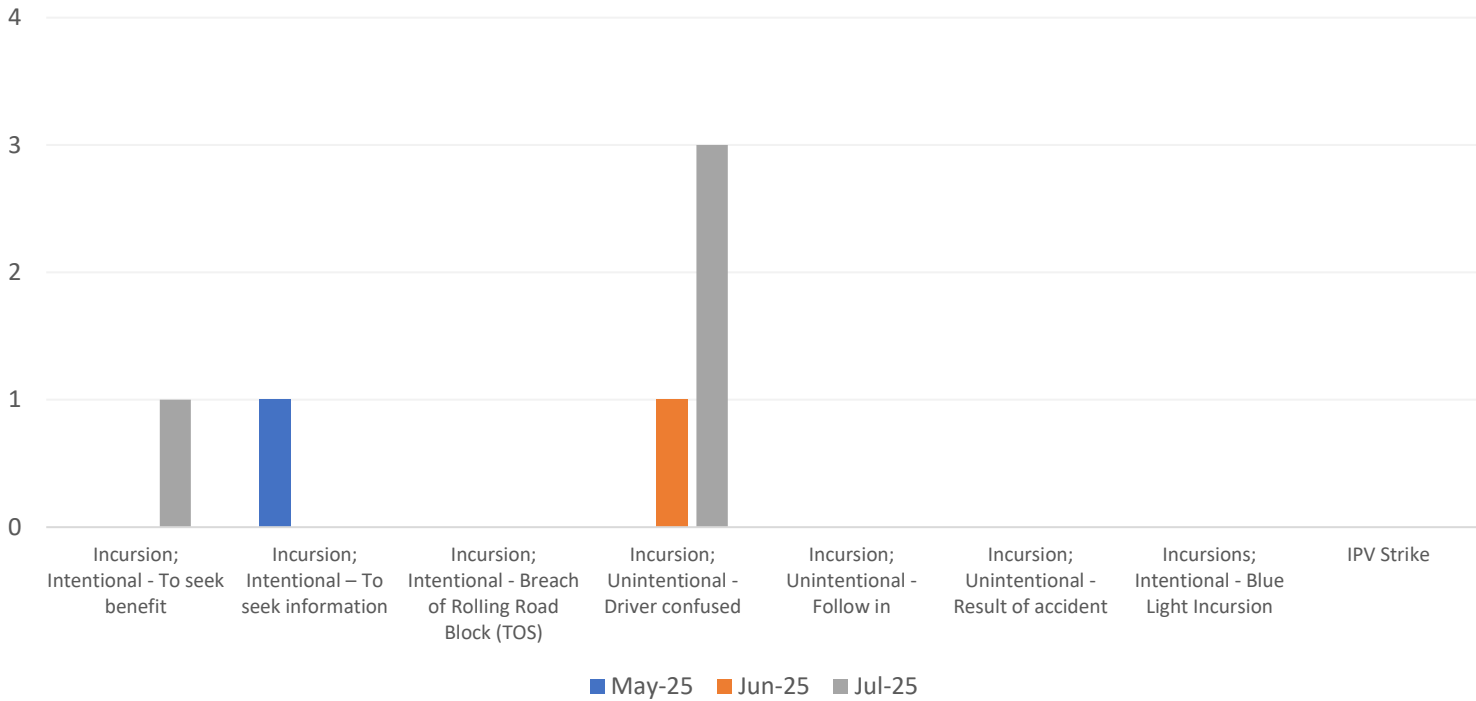
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' type incursions

[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

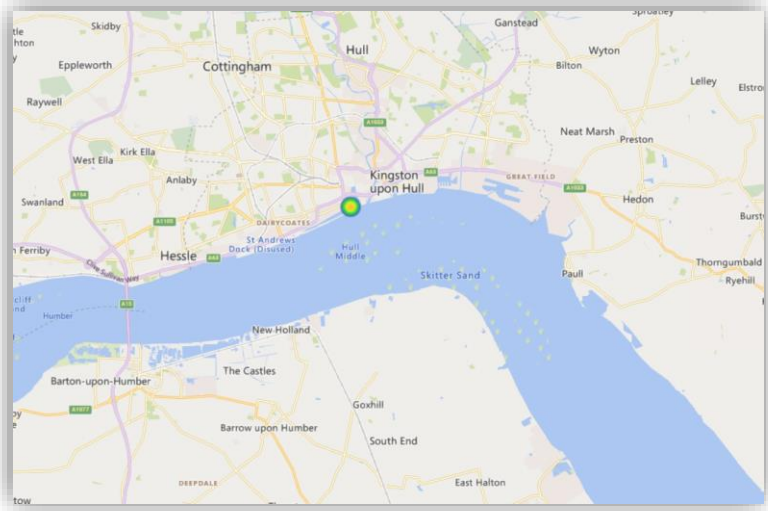
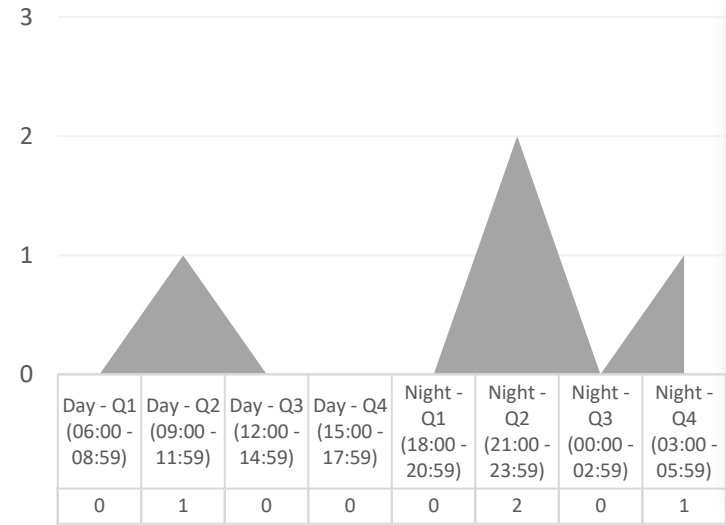
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0116 – A63 Castle Street - RIP

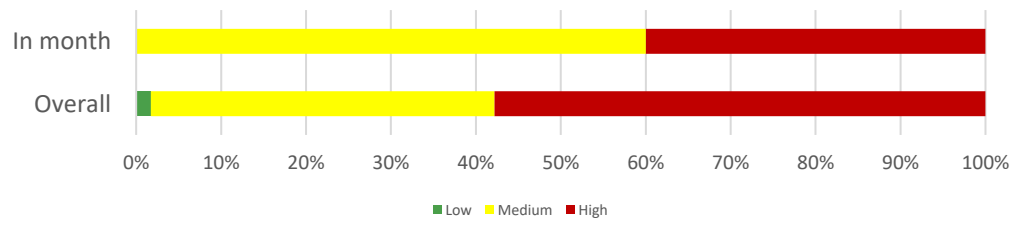


Time Profile of Incursions recorded

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: Yorkshire & North East

Project: MP-0116 - A63 Castle Street - RIP



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A Black Citroen C1 and other vehicles entered the site at various locations, bypassing barriers and cones, travelling in the wrong direction or through restricted areas. These incidents caused no immediate risk to workers.

Traffic Incidents *[Sentiment: Negative]*

The site experienced several traffic-related issues, including vehicles entering the site incorrectly at different points and driving through closed areas. Despite the violations, no workers were reported as being at risk.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents of broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The site team was unable to capture the registration number of a vehicle violating the site rules, which hindered police involvement. However, no injuries or accidents were reported, indicating effective traffic management on-site.

Overall *[Sentiment: Neutral]*

Several vehicles entered the site incorrectly, but no incidents resulted in injury or significant disruption. The situation was handled without major consequences, though a lack of registration capture hindered further action.

Recommendations

To prevent such incursions, the project team should consider additional signage and more effective physical barriers at entry points to ensure vehicles cannot bypass or ignore closures. Increasing on-site monitoring and ensuring registration numbers are captured for enforcement could also improve security.

Incursions Report

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

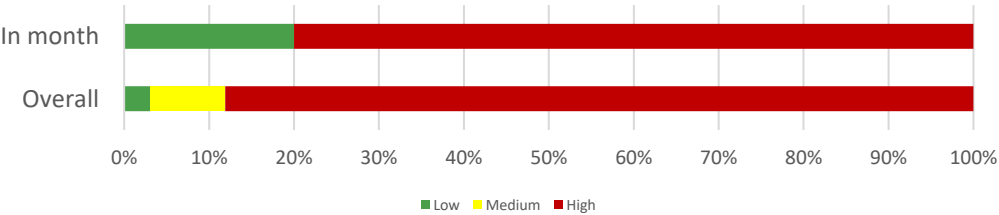
A total of 2 incursions have been recorded; with a no change from the previous month in To seek information' type incursions, 80% decrease in 'Seeking Benefit' type incursions

[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)

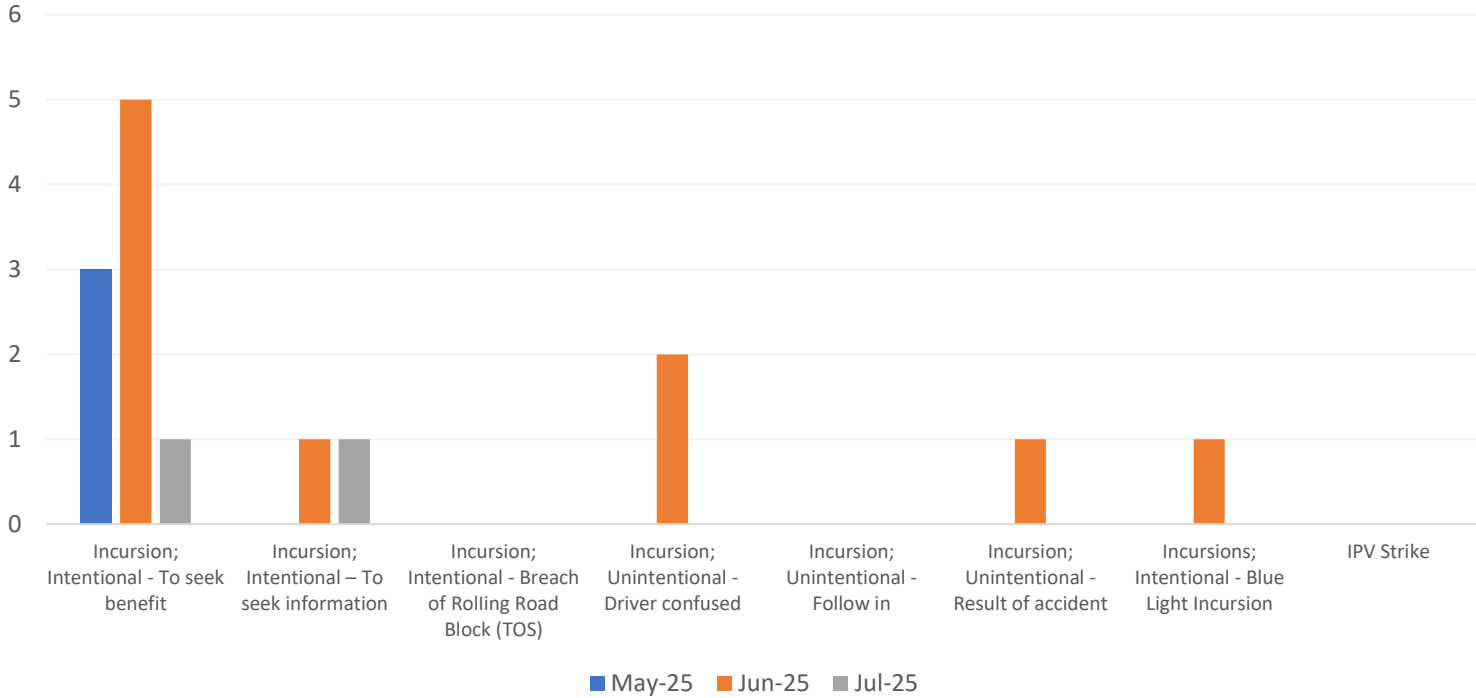
Project Risk Rating



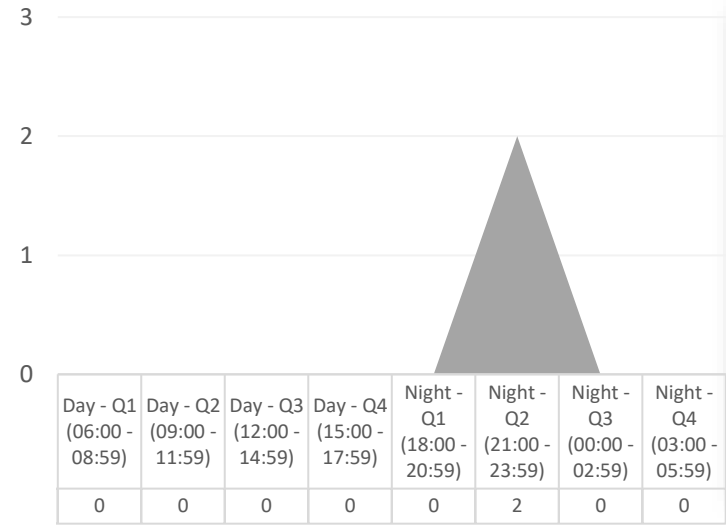
Incursion rate per length of TM (Unknown)

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

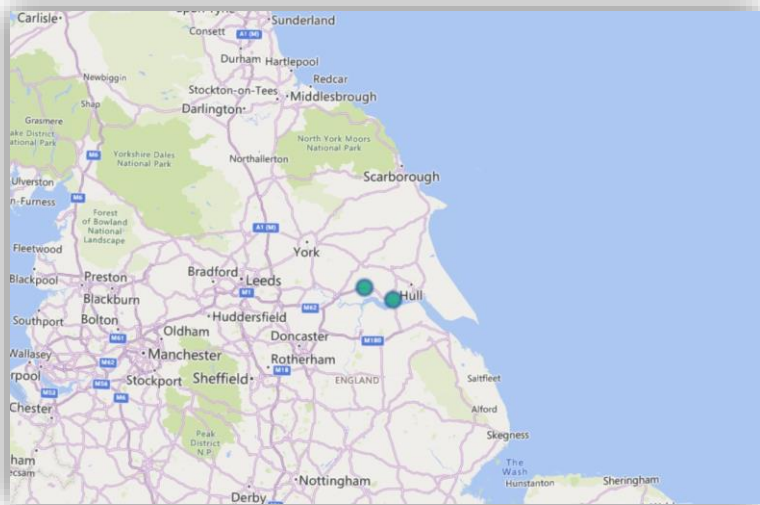
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

MOPs mistakenly entered the closure by following a works vehicle. The driver left the closure promptly, and no safety concerns arose.

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]*

The TM team was consulted regarding the first vehicle's incursion and believed the driver left once realising the mistake. The second incident was handled efficiently by the works supervisor with no issues.

Overall *[Sentiment: Positive]*

Both incidents were minor and resolved without harm to staff. Traffic management responses were appropriate, ensuring no disruptions or safety concerns.

Recommendations

To improve traffic management, consider adding clearer signage or increased guidance to prevent confusion about closures. Regular staff training on responding to such situations may also enhance efficiency and safety.

Incursions Report

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

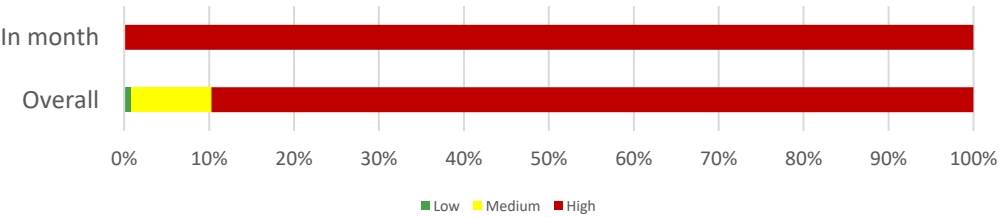
A total of 2 incursions have been recorded; with a type incursions together with an 50% decrease in 'Seeking Benefit' incursions, with a 50% decrease in 'Result of accident' type incursions

[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)

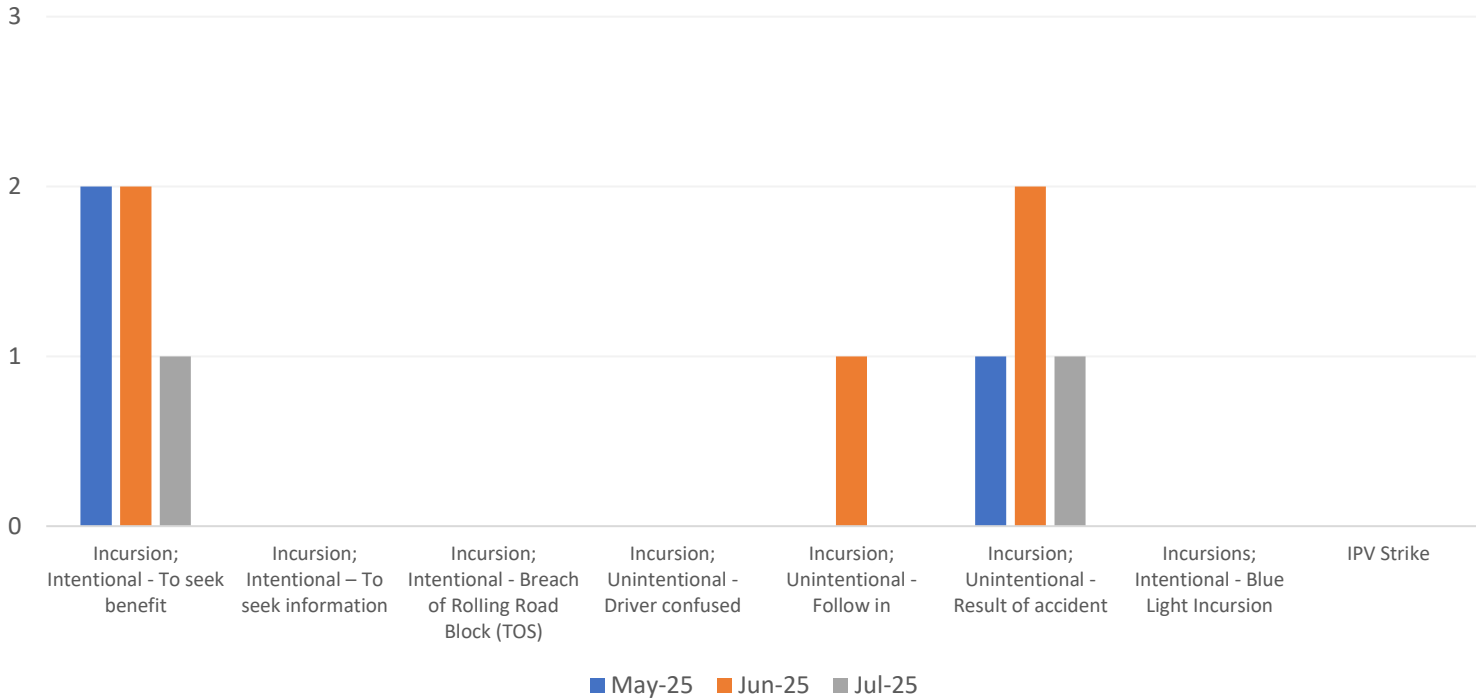
Project Risk Rating



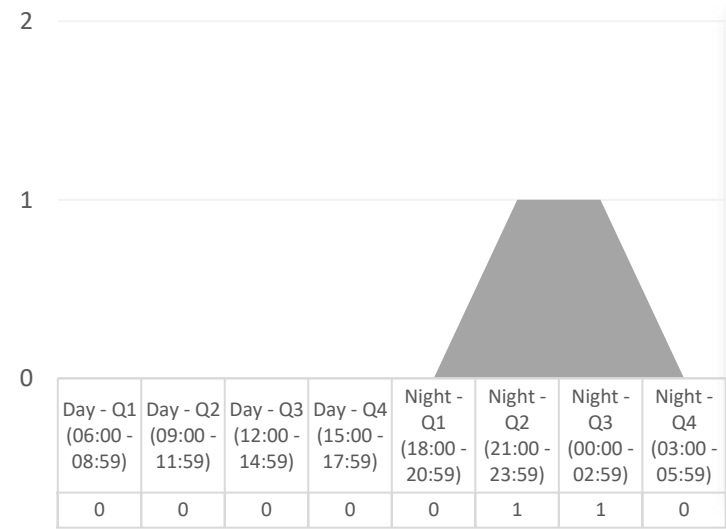
Incursion rate per length of TM (Unknown)

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

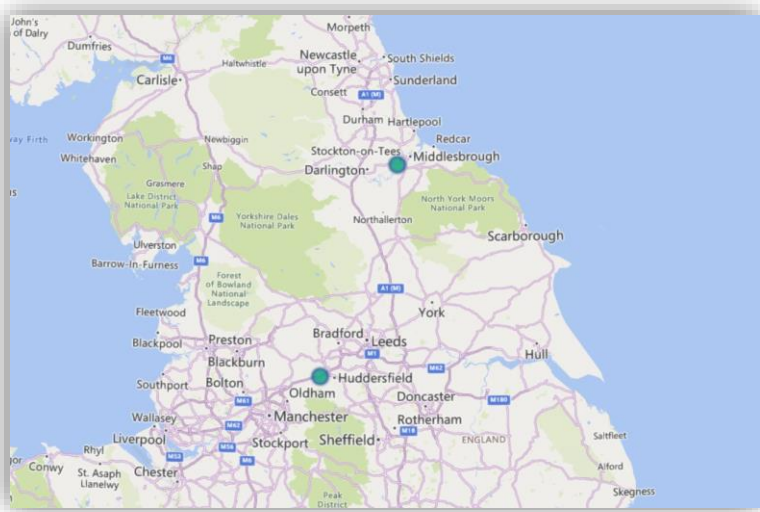
Area 12



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 via the works access and approached the closure point. When challenged by site personnel, the driver departed without explanation, indicating a deliberate unauthorised incursion.

Traffic Incidents *[Sentiment: Negative]*

A taper strike occurred, resulting in the loss of approximately ten cones. The responsible vehicle was not identified, and no further traffic incidents were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Site personnel responded appropriately to the unauthorised vehicle by approaching for clarification, though the driver left before engagement. No further mitigation was possible at the time.

Overall *[Sentiment: Neutral]*

The period involved minor but concerning breaches of traffic management, including a taper strike and unauthorised vehicle access. No injuries or major disruption occurred, but risks remain evident.

Recommendations

Enhance visibility and physical deterrents at works access points, consider CCTV coverage for taper areas, and review cone placement to minimise impact from strikes and improve incident traceability.

Incursions Report

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

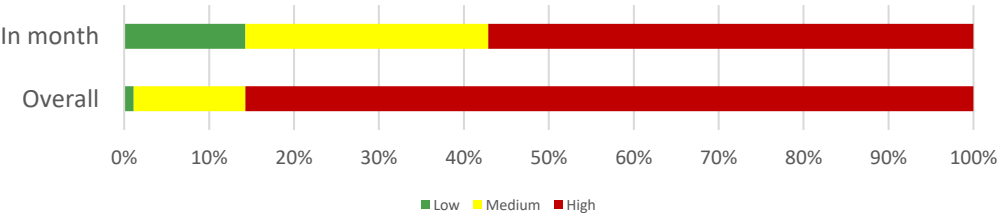
A total of 3 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Driver confused' 100% increase in 'Follow in' type incursions

[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)

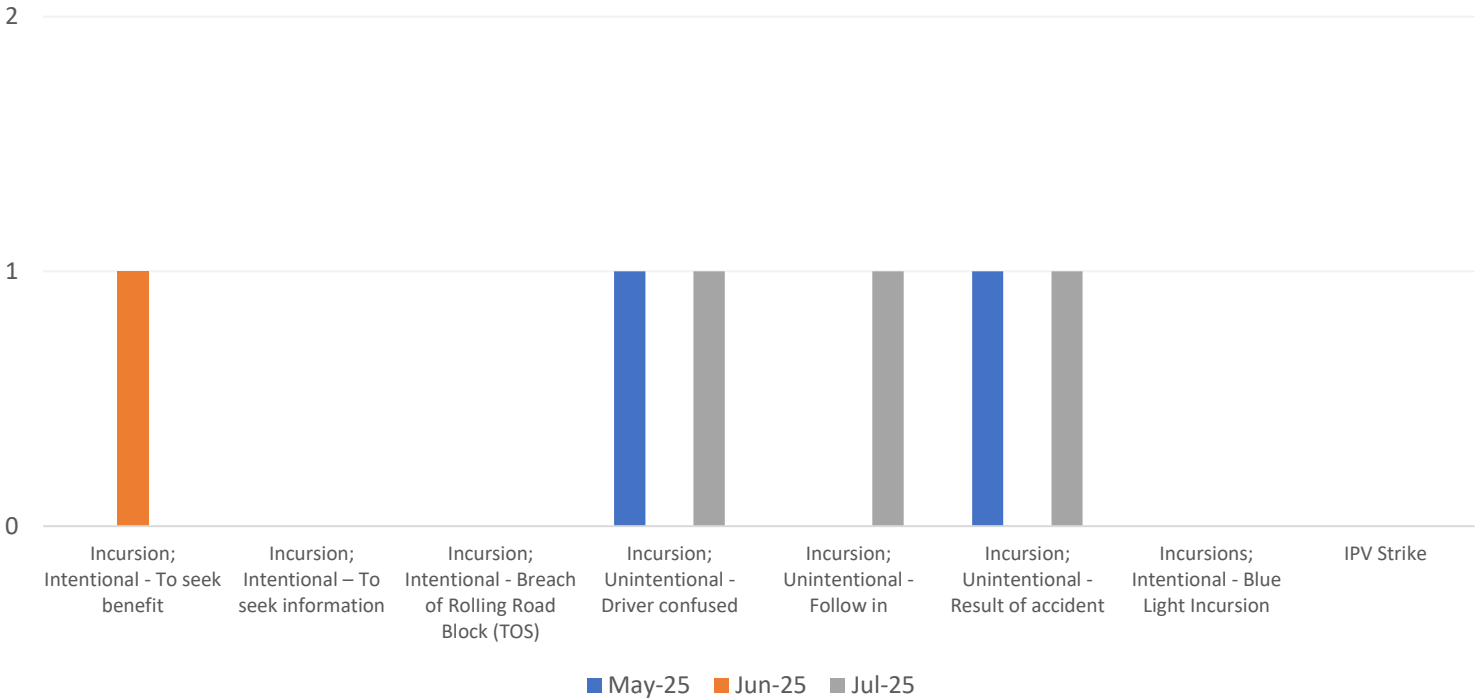
Project Risk Rating



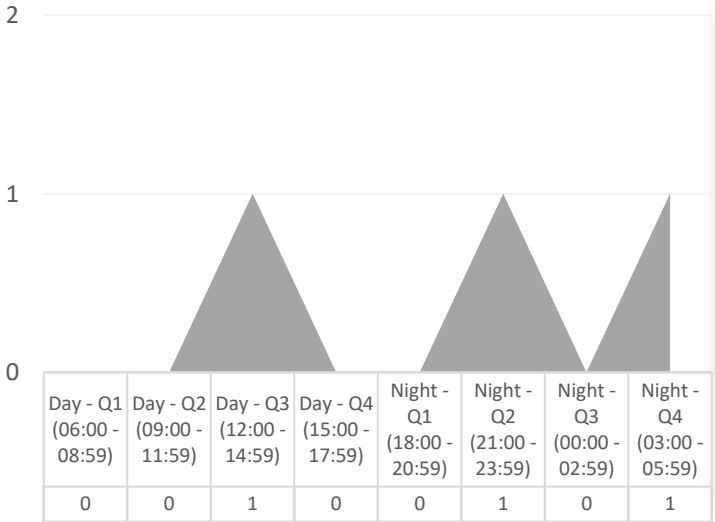
Incursion rate per length of TM (Unknown)

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

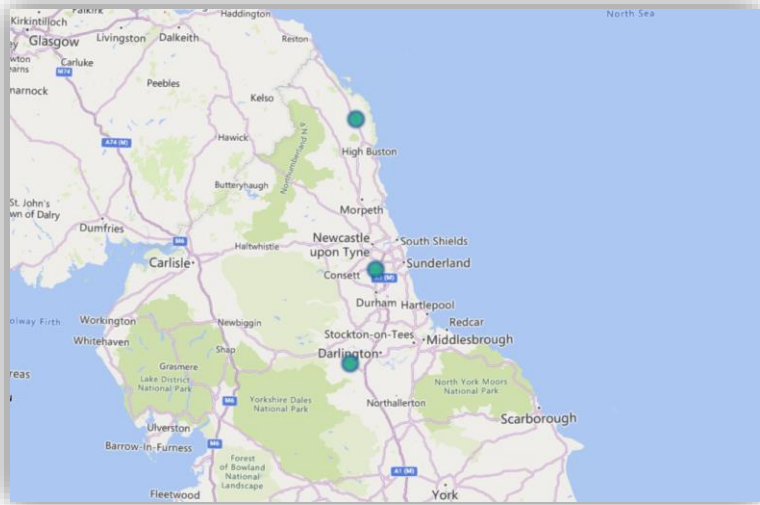
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A wagon attempted to follow works traffic into the first closure point and reversed out, striking another vehicle. This reflects a serious breach of site access control.

Traffic Incidents *[Sentiment: Negative]*

Two separate cone strikes occurred, damaging nine cones and three lamps. One was a hit-and-run, with cones knocked out of alignment and no vehicle identified.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded to the cone strikes and unauthorised wagon entry, but limited traceability hindered follow-up. Reactive measures were taken to restore layout and maintain safety.

Overall *[Sentiment: Negative]*

The period saw multiple unauthorised movements and asset damage, highlighting vulnerabilities in access control and taper protection. No injuries occurred, but operational risks were elevated.

Recommendations

Strengthen closure point monitoring with physical barriers or marshals, improve taper protection with heavier bases or buffer zones, and consider incident logging tools to support traceability and accountability.

Incursions Report

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

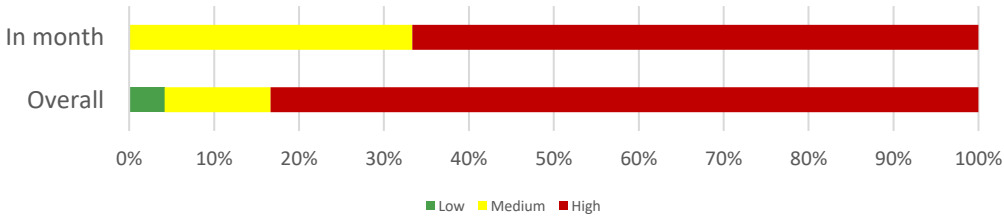
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions together with an no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

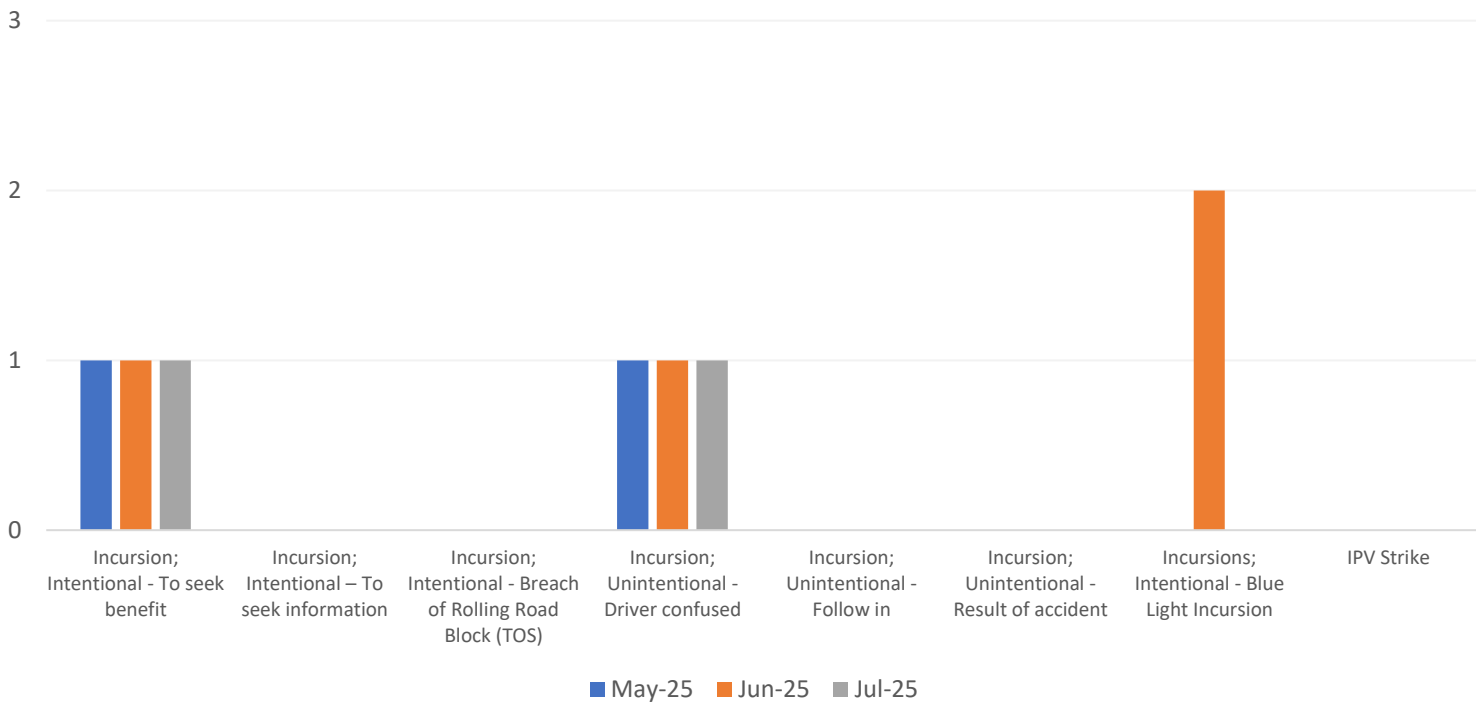
Project Risk Rating



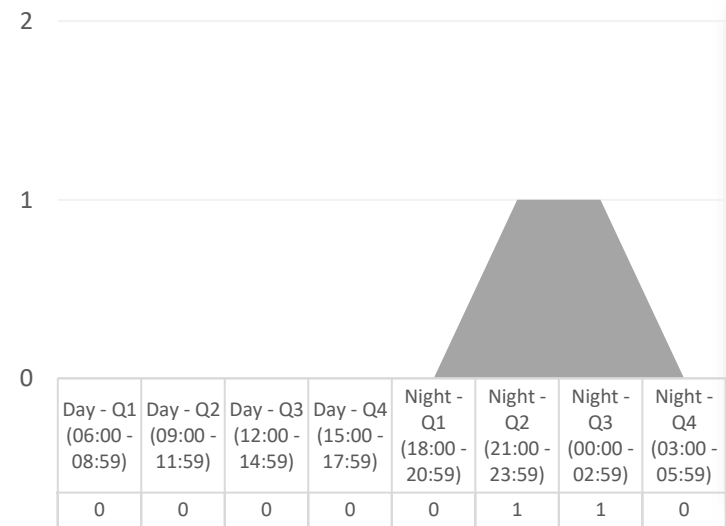
Incursion rate per length of TM (Unknown)

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

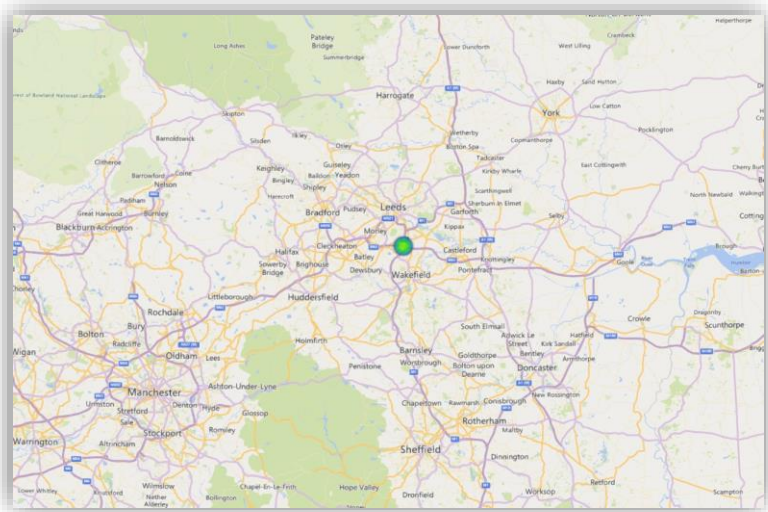
DBFO M1/A1 Link



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: DBFO M1/A1 Link



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A camper van attempted to exit through cones but reversed and rejoined traffic. Additionally, a vehicle entered the works area from behind the hatchings near Jct 29 and was escorted out by a TSCO.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TSCO responded promptly to the vehicle entering the works area, addressing the issue by escorting the driver safely out of the site. However, the initial breach was not prevented.

Overall *[Sentiment: Positive]*

The period saw minor incursions with quick responses from the traffic management team. There were no major incidents or breakdowns, but the incursions could have been better prevented.

Recommendations

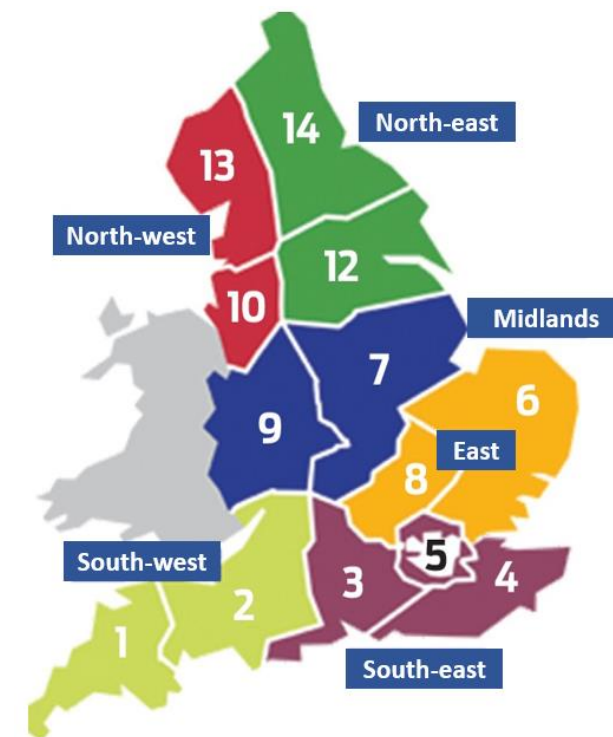
To improve safety, the project team should enhance barrier placement and monitoring to prevent unauthorised vehicles from entering the works area. Additional signage and clearer guidance for drivers could also reduce such breaches.

Incursions Report - North East Region

End of regional report

[Back to [Summary](#) page]

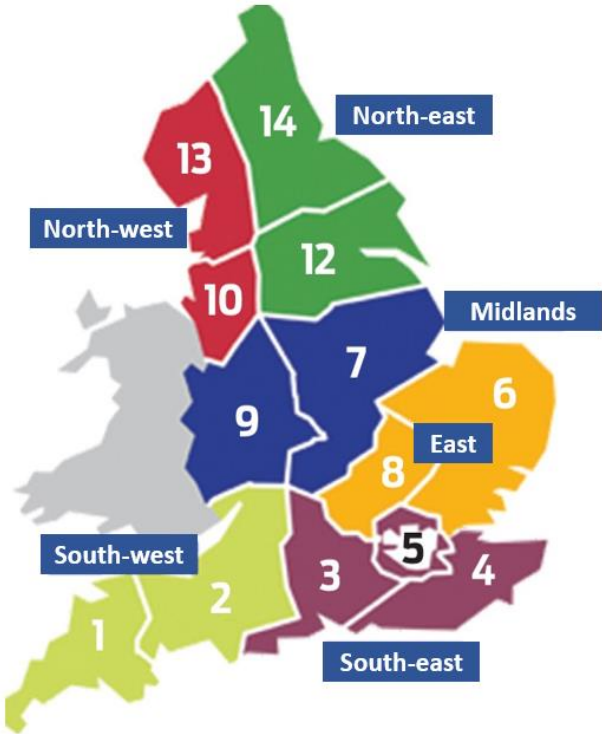
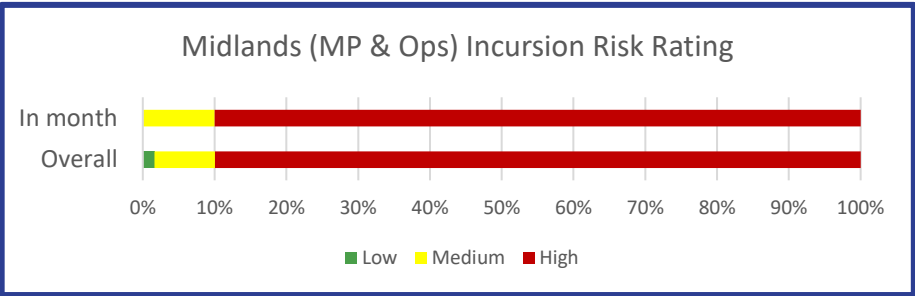
Select next page for Midlands Region and Project Reports



Incursions Report - Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	131	[4.40%]	630	[60.58%]	9 [69.23%]
Incursion; Intentional – Because of breakdown	2502	[84.07%]	54	[5.19%]	2 [15.38%]
Incursion; Intentional – To seek information	12	[0.40%]	42	[4.04%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.77%]	
Incursion; Unintentional - Driver confused	121	[4.07%]	178	[17.12%]	2 [15.38%]
Incursion; Unintentional - Follow in	25	[0.84%]	35	[3.37%]	
Incursion; Unintentional - Result of accident	163	[5.48%]	58	[5.58%]	
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	20	[1.92%]	
IPV Strike	4	[0.13%]	15	[1.44%]	
Grand Total	2976	[100.00%]	1040	[100.00%]	13 [100.00%]

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area7	486	175	36%	320	64	20%	325	107	33%
Area 9	295	209	71%	373	131	35%	355	128	36%



Incursions Report - Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several vehicles and a pedestrian breached established closures, including a grey van, a white Mercedes Benz, and a car with a flat tyre. No incidents were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

There were multiple near misses, including a grey Volvo cutting in front of an IPV, narrowly avoiding workers, and a motorbike pulling the wrong way on an exit slip.

Broken Down Vehicles *[Sentiment: Neutral]*

Several broken-down vehicles, including a Vauxhall Corsa with an overheated engine and a vehicle with a power loss, caused temporary disruptions in closures.

Traffic Management Responses *[Sentiment: Positive]*

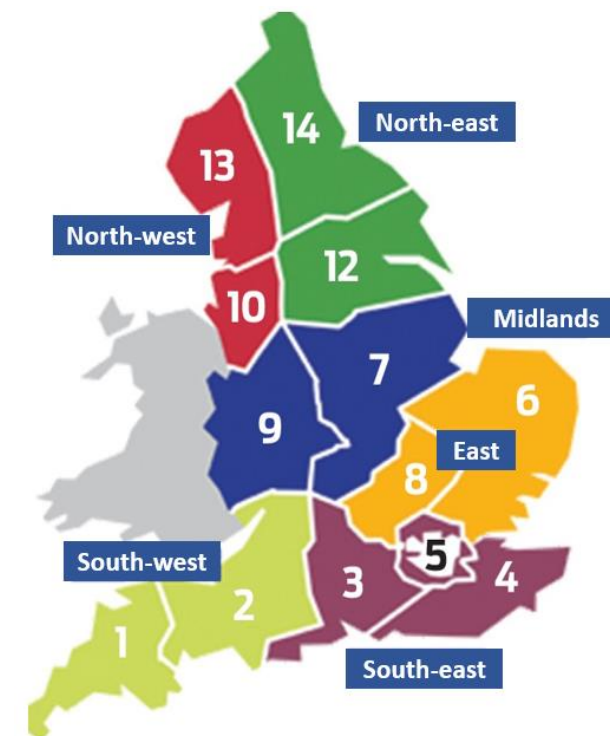
TM teams responded promptly, halting vehicles in closed areas and advising drivers to merge out of the closure. Police were involved in a few cases to assist.

Overall *[Sentiment: Neutral]*

Incursions, near misses, and breakdowns occurred, highlighting the need for increased vigilance and better communication with the public and drivers.

Recommendations

Improved signage and clearer communication could help prevent incursion and breakdown-related incidents. Enhanced monitoring of high-risk zones and immediate reporting of breaches should be implemented.



Incursions Report

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

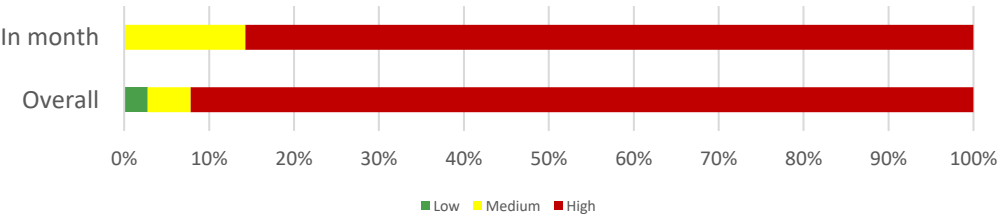
A total of 4 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

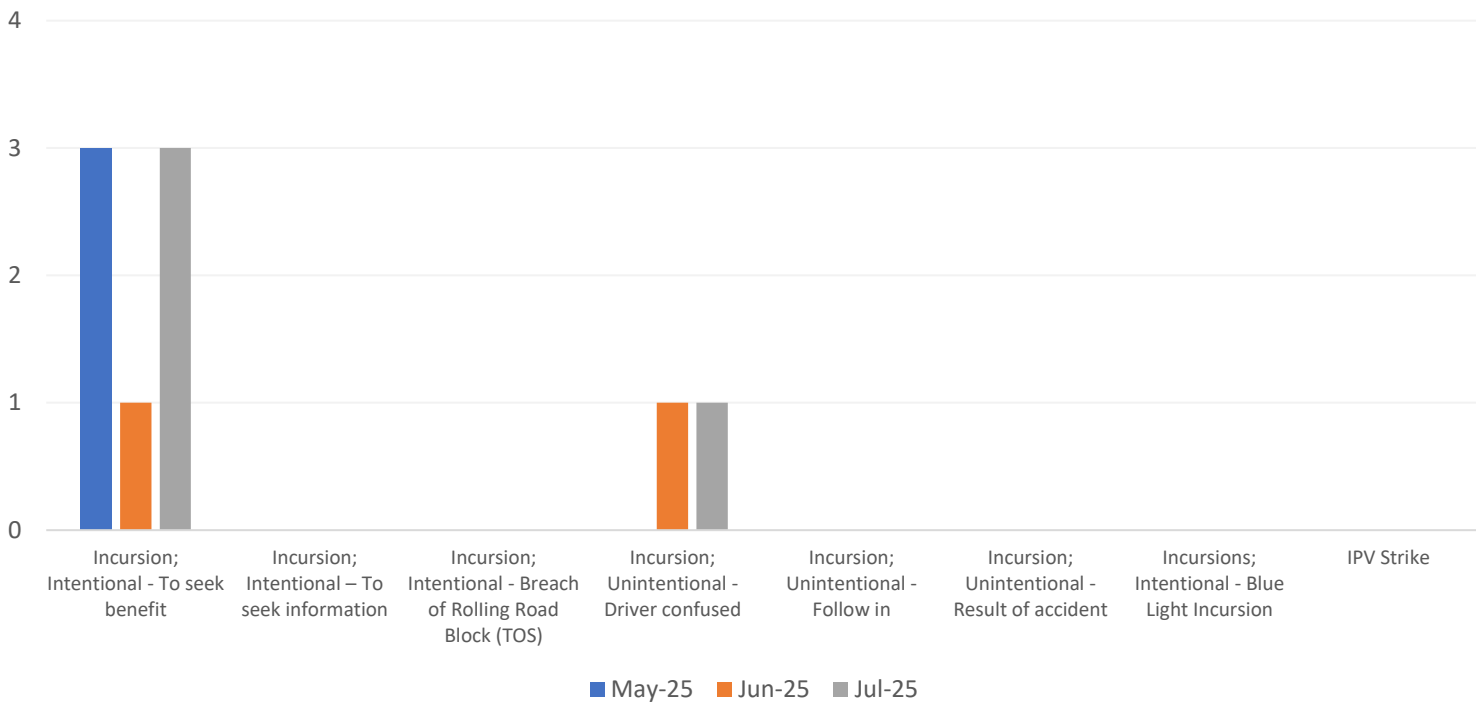
Project Risk Rating



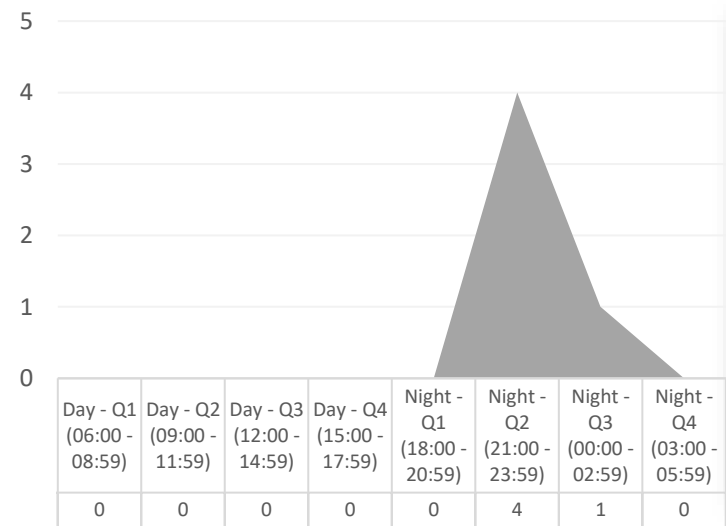
Incursion rate per length of TM (Unknown)

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

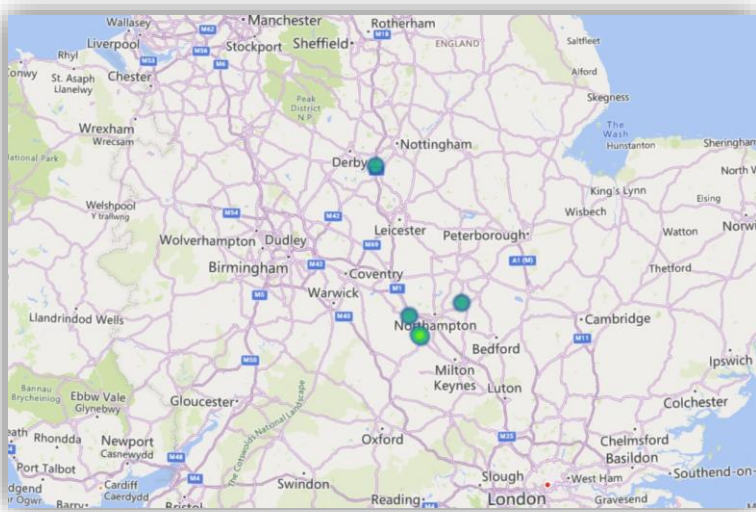
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A MOP vehicle entered a closed lane on the A43 through the cone line, travelled through, and exited. Additionally, a white Mercedes Benz breached the closure but reversed and fled when approached.

Traffic Incidents *[Sentiment: Neutral]*

A farmer in an HGV opened a closed side road and proceeded south on the A5, while a car entered a full closure heading north but was safely stopped by the sweeper driver.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle with a flat tyre entered an established closure on the A5, though no further details of the situation were reported.

Traffic Management Responses *[Sentiment: Neutral]*

The traffic management team responded promptly to the incursions, with the sweeper driver successfully stopping a vehicle heading north in the full closure. The breach by the white Mercedes was noted but unaddressed.

Overall *[Sentiment: Negative]*

Multiple incursions occurred, including a vehicle entering a closed lane, unauthorised use of a side road, and a vehicle with a flat tyre breaching an established closure. Some situations were resolved, though others were not.

Recommendations

The project team should consider enhancing closure monitoring and communication strategies to prevent unauthorised vehicle entries. Improved signage and clearer barriers may deter violations, and stronger enforcement could minimise risks.

Incursions Report

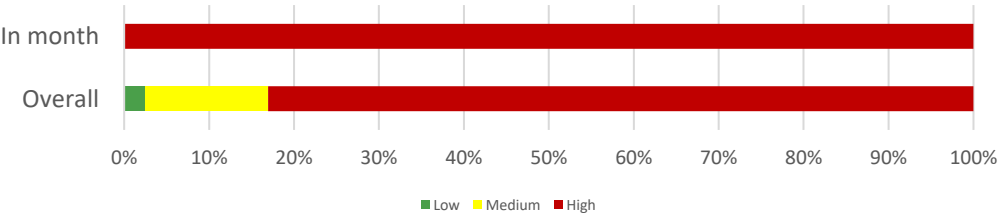
Directorate: Operations
Region: Midlands
Project: Area 9

A total of 5 incursions have been recorded; with a type incursions [1 - Incursions resulting from breakdowns were recorded]

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

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

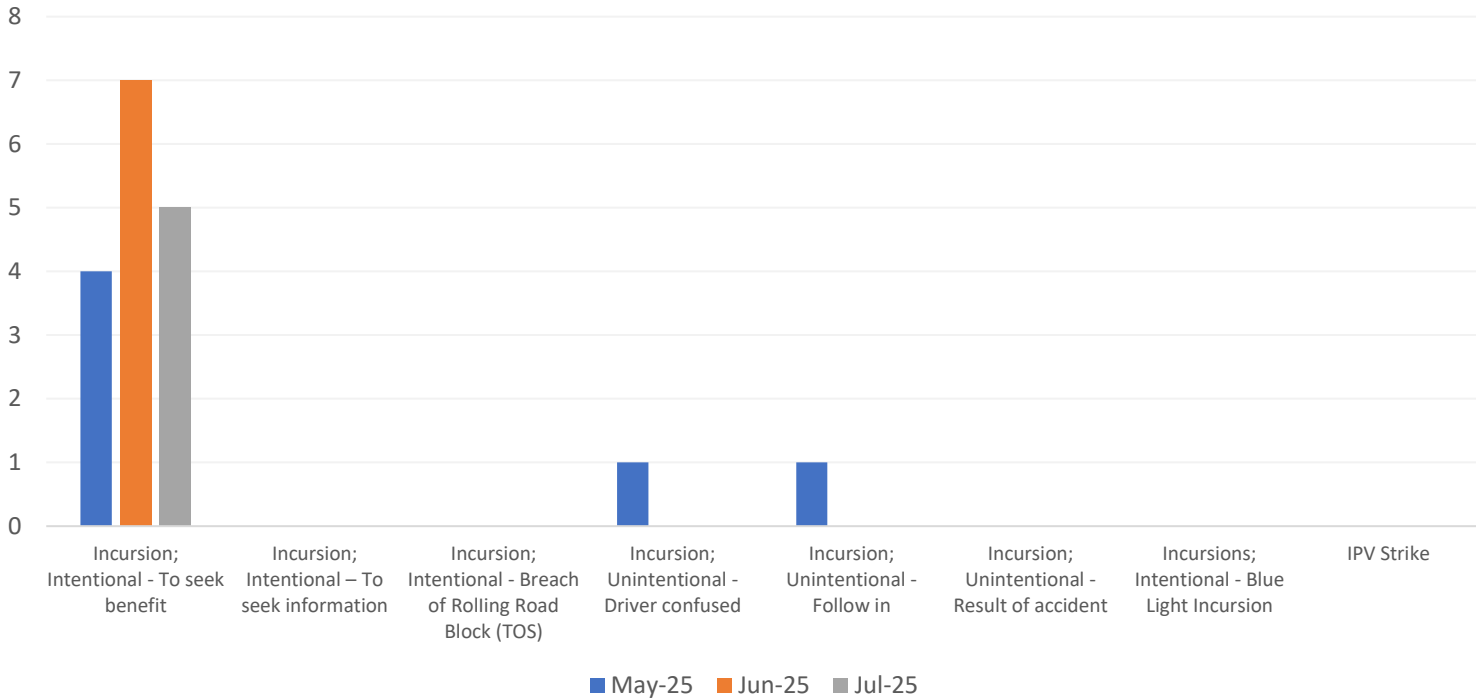
Project Risk Rating



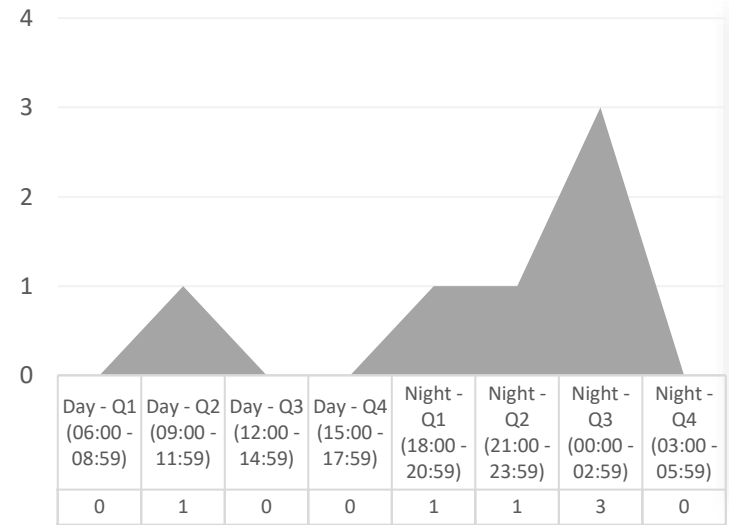
Incursion rate per length of TM (Unknown)

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

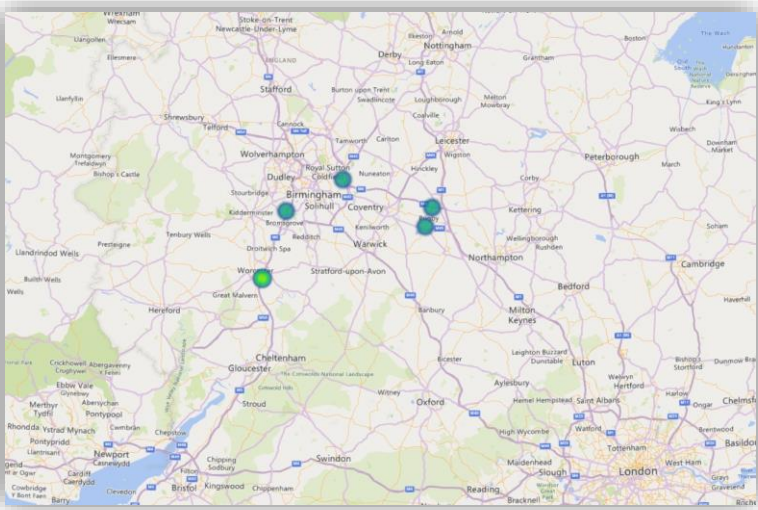
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including a motorbike entering the wrong way to confront workers, a pedestrian walking within a live closure, and a van performing a U-turn across the central reservation.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle entered the closure due to mechanical failure, citing loss of power. The situation was managed without escalation, and no damage to traffic management equipment was reported.

Broken Down Vehicles *[Sentiment: Neutral]*

One breakdown was reported involving a car with engine failure entering the closure. The driver was redirected safely without further incident or disruption to site operations.

Traffic Management Responses *[Sentiment: Positive]*

TM teams responded calmly and professionally, de-escalating confrontations, coordinating with police, and ensuring site safety. No kit was damaged, and closures were maintained throughout the incidents.

Overall *[Sentiment: Neutral]*

The period involved several unauthorised entries and one breakdown, with no damage or injuries. TM staff demonstrated effective control and communication, though public frustration with diversions remains evident.

Recommendations

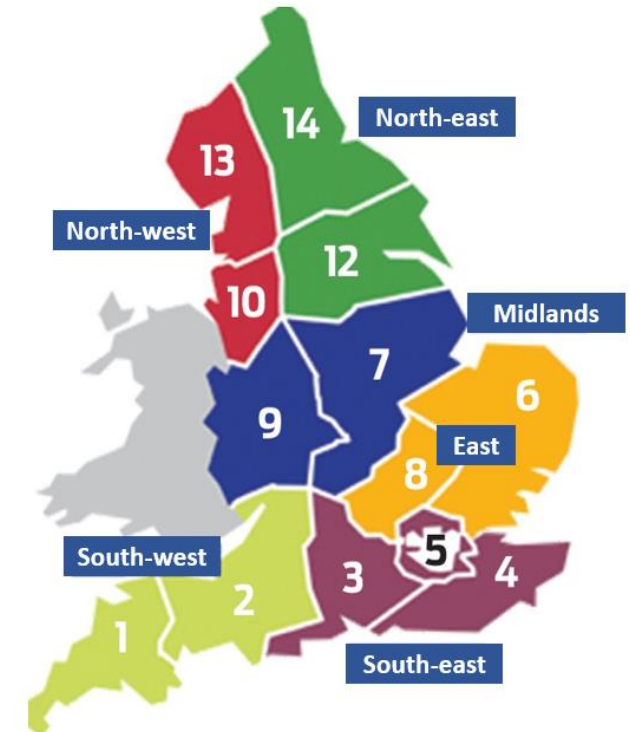
Enhance diversion signage clarity and visibility to reduce public confusion. Consider additional patrols or barriers at vulnerable entry points. Review communication protocols for handling irate individuals safely and consistently.

Incursions Report - Midlands Region

End of regional report

[Back to [Summary](#) page]

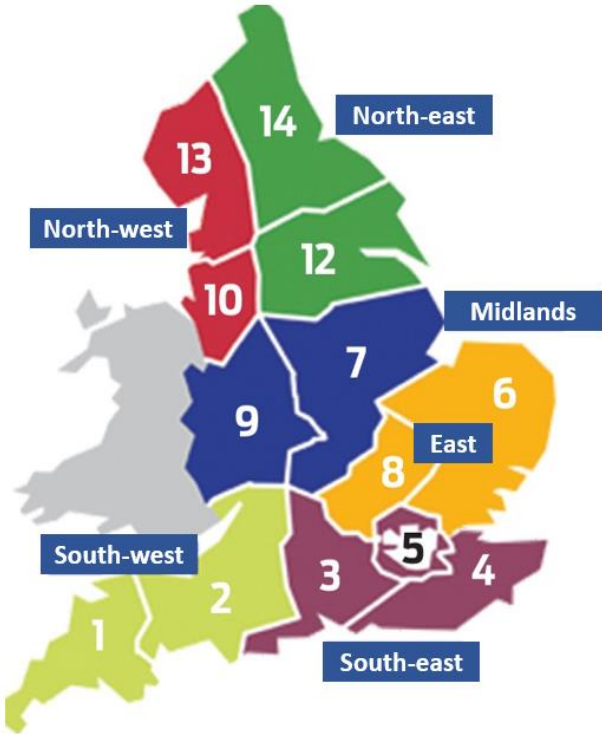
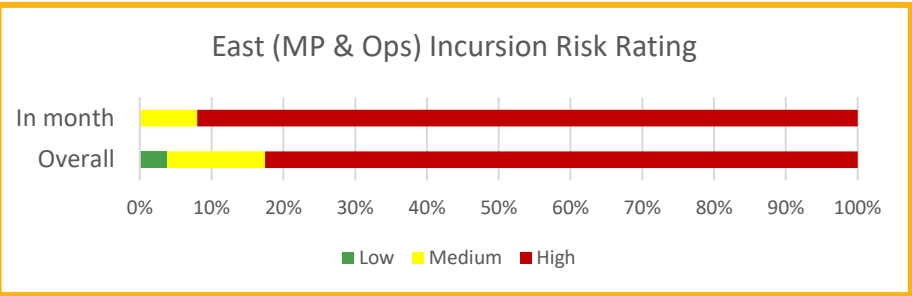
Select next page for East Region and
Project Reports



Incursions Report - East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	211	[13.91%]	422	[45.87%]	2	[40.00%]
Incursion; Intentional – Because of breakdown	945	[62.29%]	79	[8.59%]	1	[20.00%]
Incursion; Intentional – To seek information	73	[4.81%]	11	[1.20%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.20%]	1	[0.11%]		
Incursion; Unintentional - Driver confused	123	[8.11%]	230	[25.00%]		4 [17.39%]
Incursion; Unintentional - Follow in	61	[4.02%]	51	[5.54%]		
Incursion; Unintentional - Result of accident	67	[4.42%]	69	[7.50%]	2	[40.00%]
Incursions; Intentional - Blue Light Incursion	20	[1.32%]	28	[3.04%]		2 [8.70%]
IPV Strike	14	[0.92%]	29	[3.15%]		
Grand Total	1517	[100.00%]	920	[100.00%]	5	[100.00%]

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 6	222	100	45%	200	112	56%	225	171	76%
Area 8	253	94	37%	180	50	28%	165	69	42%



Incursions Report - East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several vehicles breached traffic closures, including a white Transit van, Audi, and Tarmac vehicle. Notably, a police vehicle and ambulance also caused incidents.

Traffic Incidents [*Sentiment: Negative*]

Multiple traffic incidents occurred, including collisions and a high-speed ambulance through the closure. A Ford Focus entered the lane 2 closure, and a motorcycle overtook through a closure.

Broken Down Vehicles [*Sentiment: Neutral*]

A red car entered the closure, and a silver Polo came in through the wrong access. Additionally, a lorry drove into the wrong section of a slip road.

Traffic Management Responses [*Sentiment: Positive*]

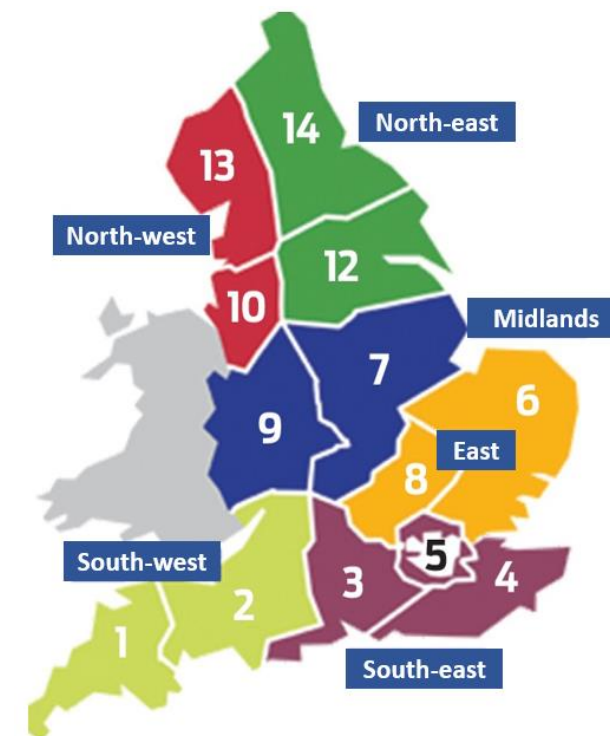
Traffic Management responded promptly to breaches and incidents, clearing vehicles and adjusting site conditions. TSS provided necessary escorts, and maintenance crew addressed taper strikes.

Overall [*Sentiment: Neutral*]

There were multiple incidents involving vehicle incursions, taper strikes, and broken-down vehicles. Response times were generally prompt, but breaches continue to be a concern.

Recommendations

The project team should improve signage and barriers to prevent vehicle incursions, enhance driver awareness through clearer communication, and ensure better oversight of site access points. More training for staff to handle high-speed vehicles and enforcement of traffic control measures could further improve safety.



Incursions Report

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

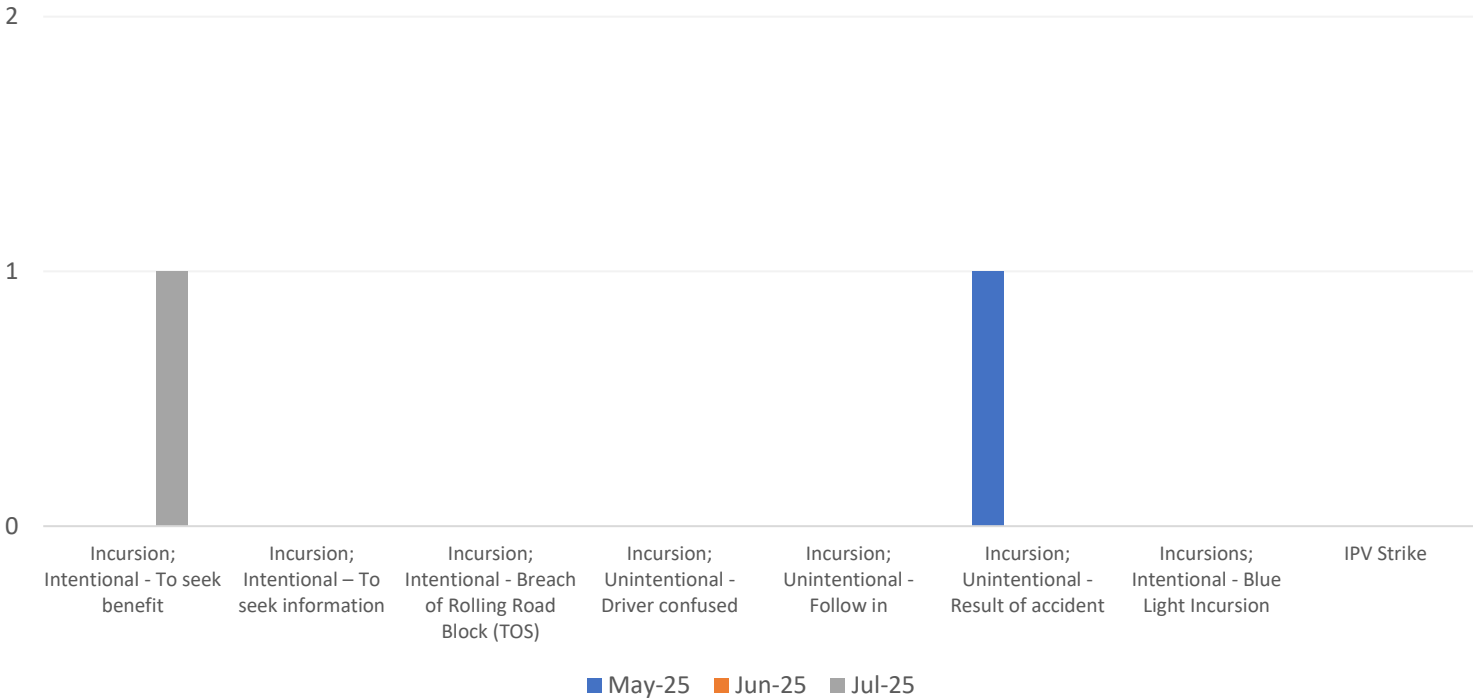
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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

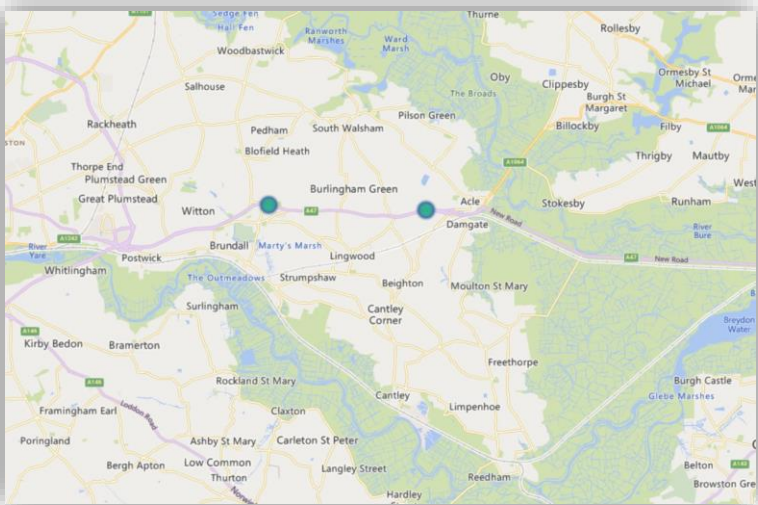
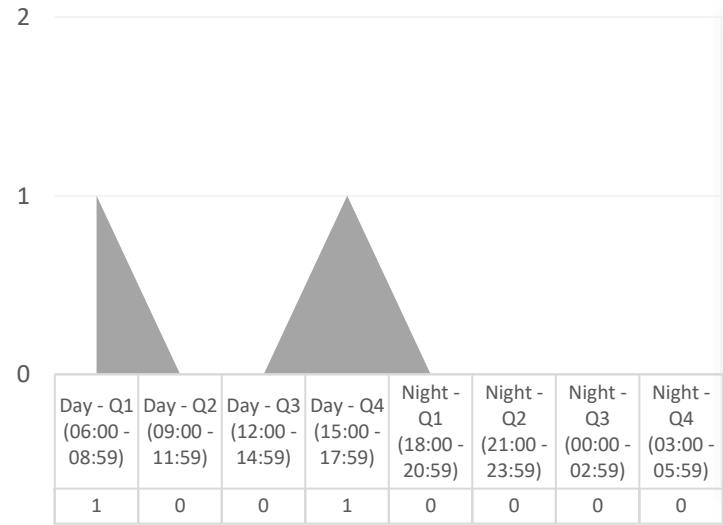
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0240 – A47 Blofield to North Burlington Dualling

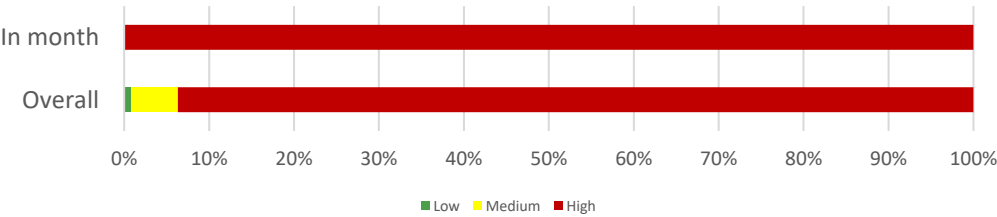


Time Profile of Incursions recorded

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: Negative]*

A Ford Focus with a flat tyre entered the lane 2 closure on the westbound carriageway, bypassing traffic cones. Additionally, a motorcycle overtook traffic within the lane closure before merging back onto the carriageway.

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]*

The lane 2 closure is intended for traffic management purposes between Acle Roundabout and The Windle. No works are being carried out in this area, though there were vehicles using the closure improperly.

Overall *[Sentiment: Negative]*

There were two separate incursions within the lane 2 closure, one involving a car with a flat tyre and another by a motorcycle. These actions disrupt the intended flow and safety of traffic management.

Recommendations

The project team should consider reviewing the effectiveness of lane closure enforcement and possibly increase monitoring or signage to prevent unauthorised vehicles entering the closure. Improved barriers or fines may deter such incidents.

Incursions Report

Directorate: Major Projects
Region: East
Project: MP-0239 – MP-0239 - A47 North Tuddenham to Easton - RDP

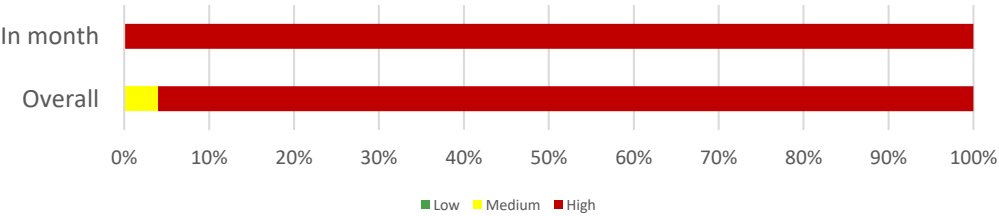
A total of 3 incursions have been recorded; with a 200% increase in 'Result of accident' type incursions together with an no change from the previous month in Seeking Benefit' type incursions

[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)

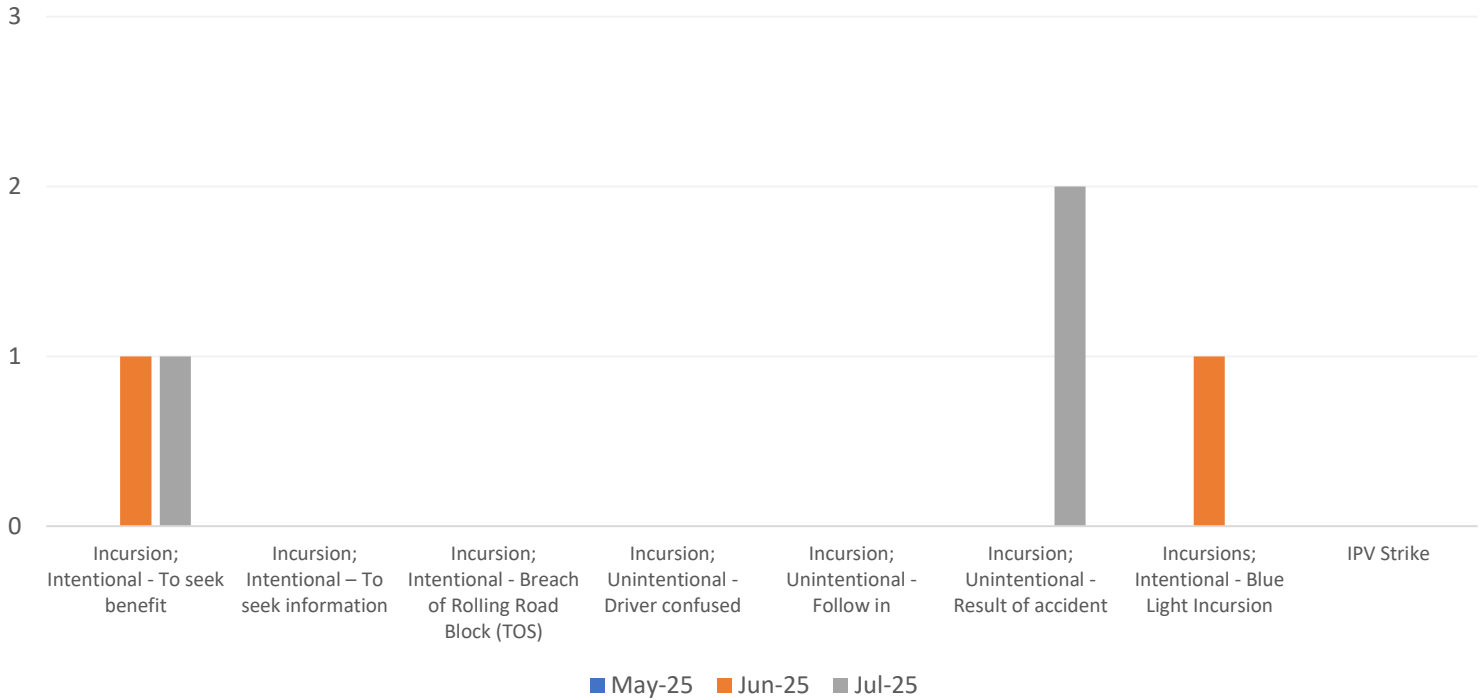
Project Risk Rating



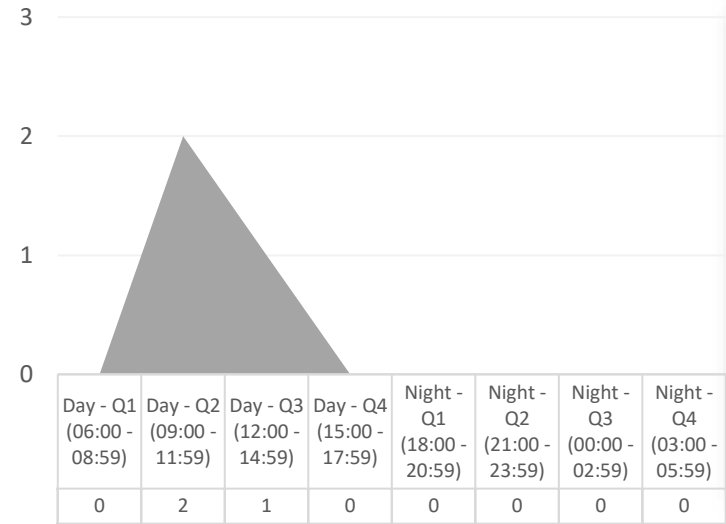
Incursion rate per length of TM (Unknown)

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

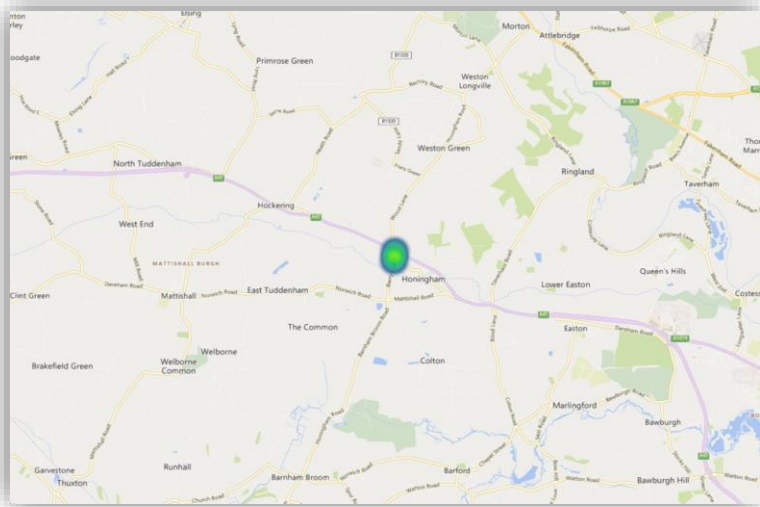
MP-0239 – MP-0239 - A47 North Tuddenham to Easton - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0239 – MP-0239 - A47 North
Tuddenham to Easton - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

On 31 July 2025, a traffic incident occurred on the A47 mainline at 09:30, where a vehicle collided with another. Emergency services attended, and vehicles were moved to the Berrys Lane closure for recovery.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TM maintenance crew attended promptly to assist in the recovery of the vehicles involved in the traffic incident on the A47 mainline, ensuring the safe clearance of the carriageway.

Overall *[Sentiment: Neutral]*

The project faced a minor traffic incident involving a rear-end collision on the A47, but the response from emergency services and the TM crew ensured safe recovery and minimal disruption.

Recommendations

The project team may consider ensuring traffic management is implemented even during periods of low activity, especially on busy roads like the A47. Additionally, improved signage and communication regarding road closures and diversions could enhance safety and efficiency.

Incursions Report

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

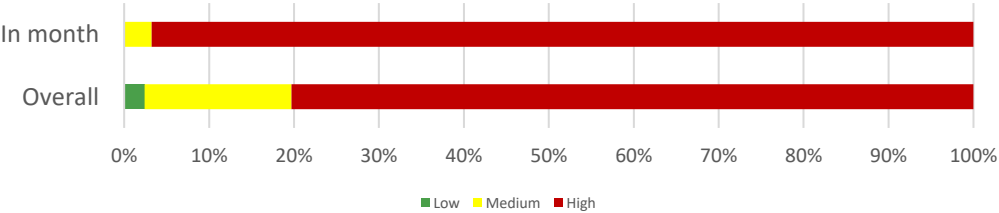
A total of 16 incursions have been recorded; with a 133% increase in 'Result of accident' type incursions together with an no change from the previous month in Seeking Benefit' incursions, with a 50% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

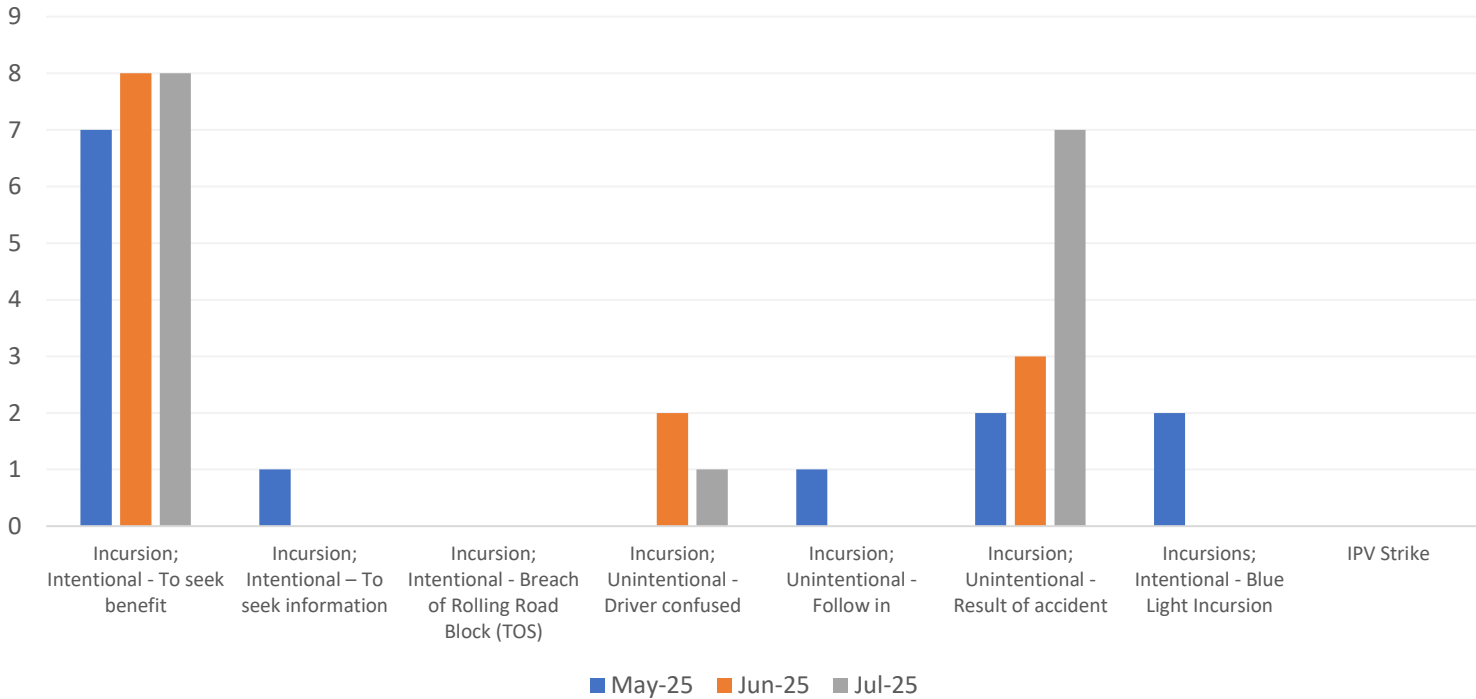
Project Risk Rating



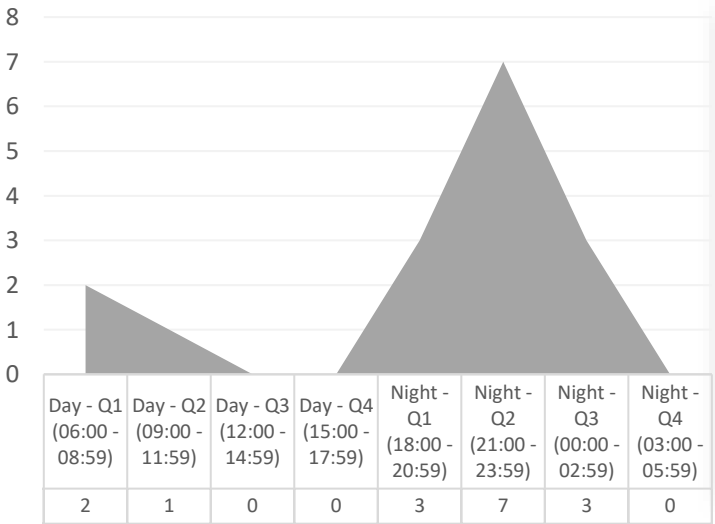
Incursion rate per length of TM (Unknown)

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

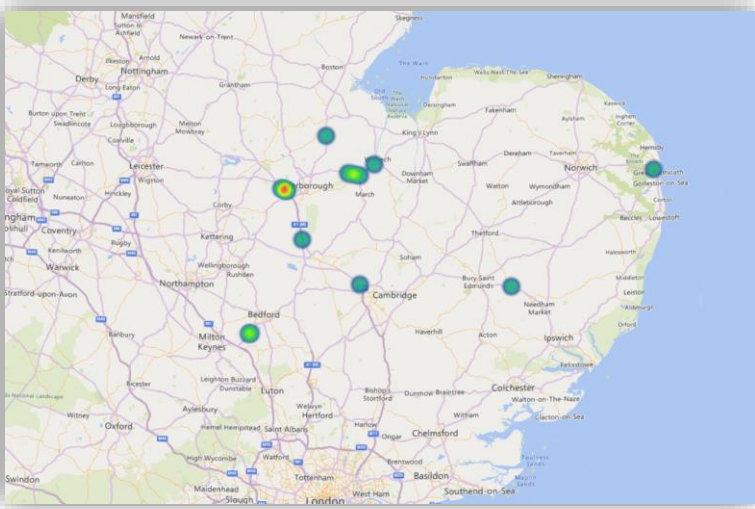
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Multiple unauthorised entries occurred, including vehicles bypassing barriers, driving through verge gaps, and entering closures via incorrect access points. One incident involved a quad bike entering through trees.

Traffic Incidents *[Sentiment: Negative]*

Several taper strikes were reported, resulting in damaged cones and lamps. One vehicle collided with traffic management equipment after entering via an exit slip road, requiring intervention by site staff.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM crews responded effectively to incursions, including calming distressed drivers, coordinating safe escorts, and replacing damaged equipment. Staff maintained control and mitigated risks under challenging conditions.

Overall *[Sentiment: Negative]*

The period saw frequent incursions and multiple taper strikes, with some incidents posing serious safety risks. TM teams responded professionally, but the volume of breaches remains a concern.

Recommendations

Reinforce closure points with physical barriers and verge protection. Increase visibility of signage and consider patrols or surveillance at high-risk access areas. Review slip road containment strategies to prevent reverse entries.

Incursions Report

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

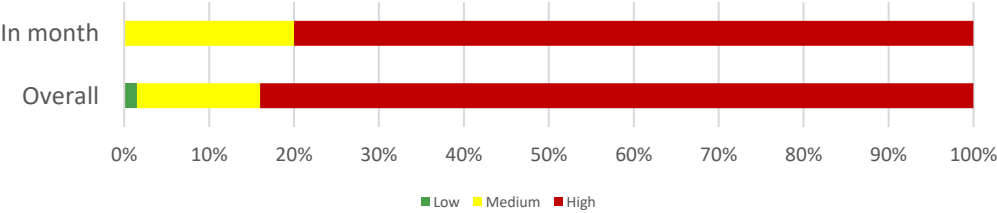
A total of 6 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Blue Light' 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

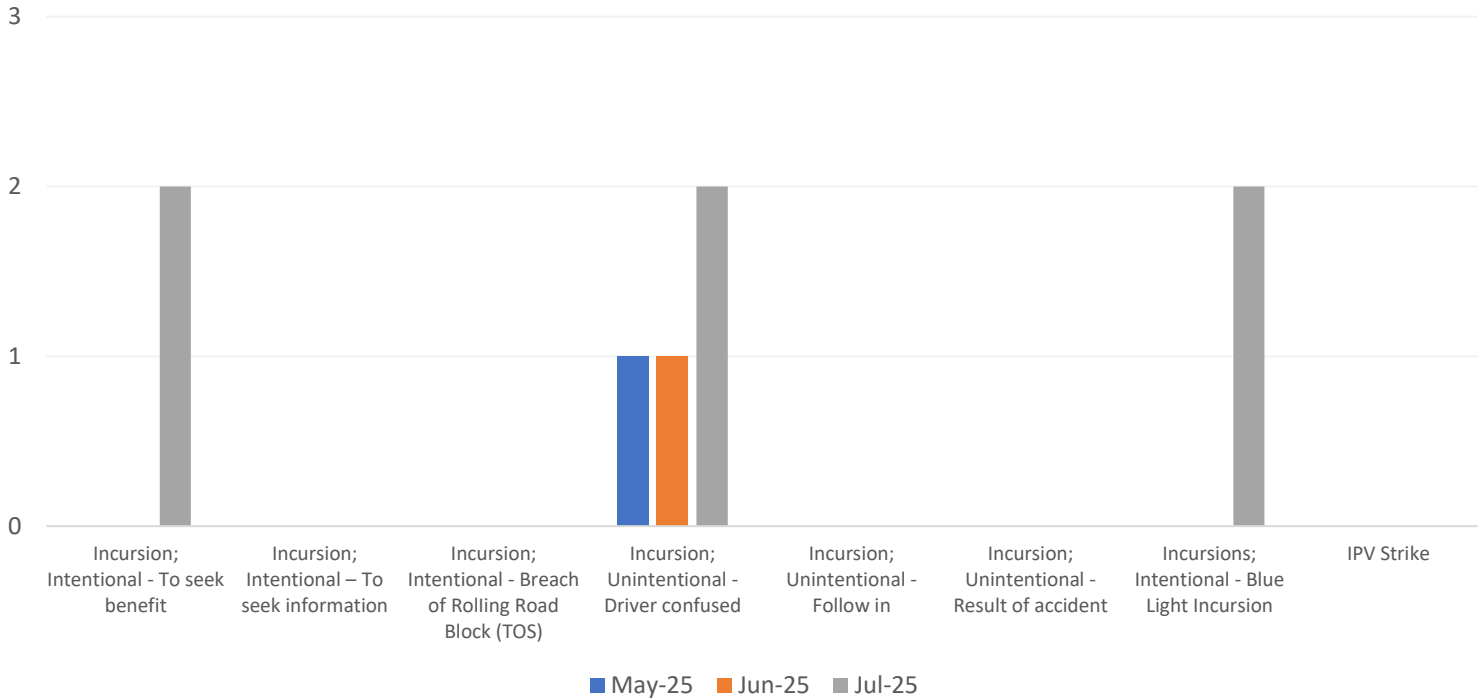
Project Risk Rating



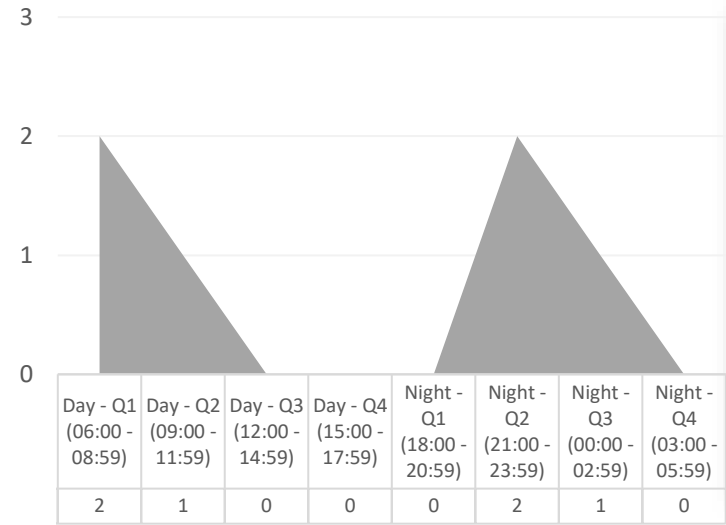
Incursion rate per length of TM (Unknown)

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

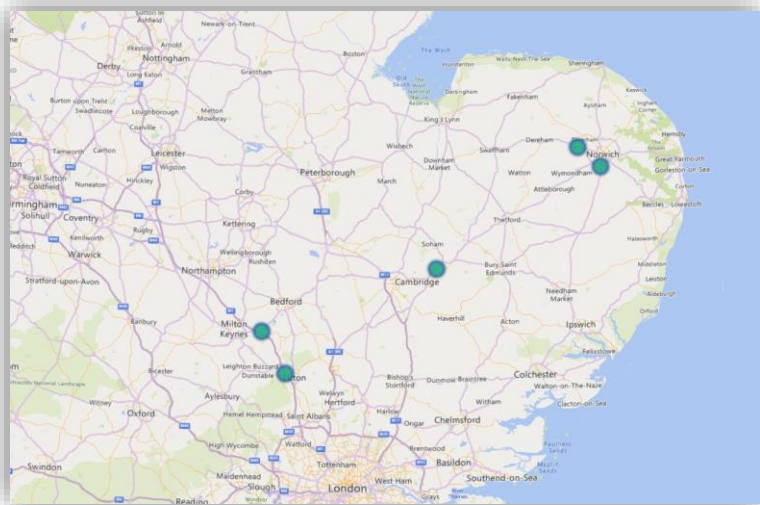
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported during this period, including an ambulance driving through the A47 closure at high speed without sirens, and a police vehicle causing an incursion while responding to an emergency. Additionally, a motorbike entered a closure, and a tarmac lorry entered the wrong closure.

Traffic Incidents *[Sentiment: Neutral]*

A major oil spill prompted an emergency road closure, during which a lorry driver drove over the centre island to gain access to the closed road. The driver initially displayed anger but calmed down upon realising photos were taken. Another lorry driver reported a taper being hit.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

TM crew responded to several incursions, including a lorry driver entering the wrong closure and a motorbike slipping past. Despite these challenges, traffic management procedures were followed, though some gaps in enforcement were evident.

Overall *[Sentiment: Neutral]*

Overall, there were several vehicle incursions, particularly from emergency vehicles, along with an oil spill incident requiring the road closure. Traffic management faced difficulties in stopping incursions from certain vehicles.

Recommendations

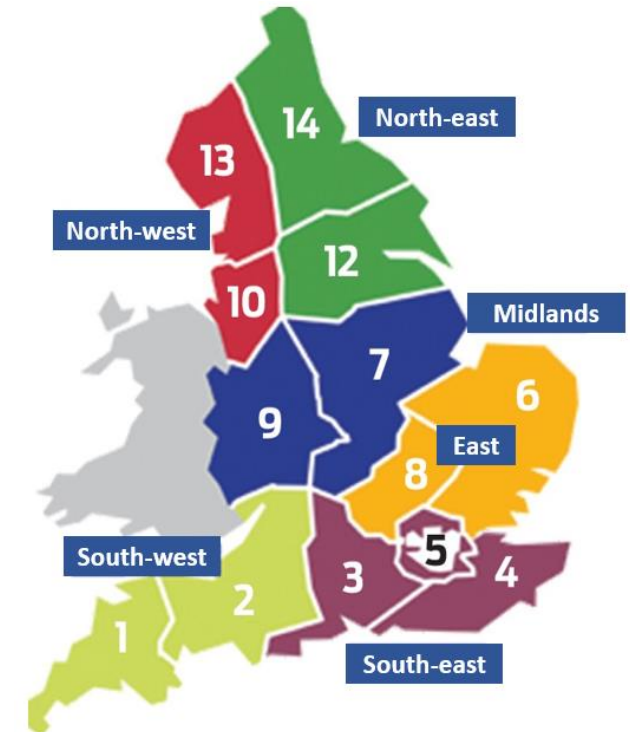
Improved communication and signage for emergency responders could reduce vehicle incursions during road closures. Enhanced enforcement, particularly with a stronger presence of TM crews, may help prevent unauthorised access during incidents. Increased training for TM crews to handle irate drivers could also help improve safety during these events.

Incursions Report - East Region

End of regional report

[Back to [Summary](#) page]

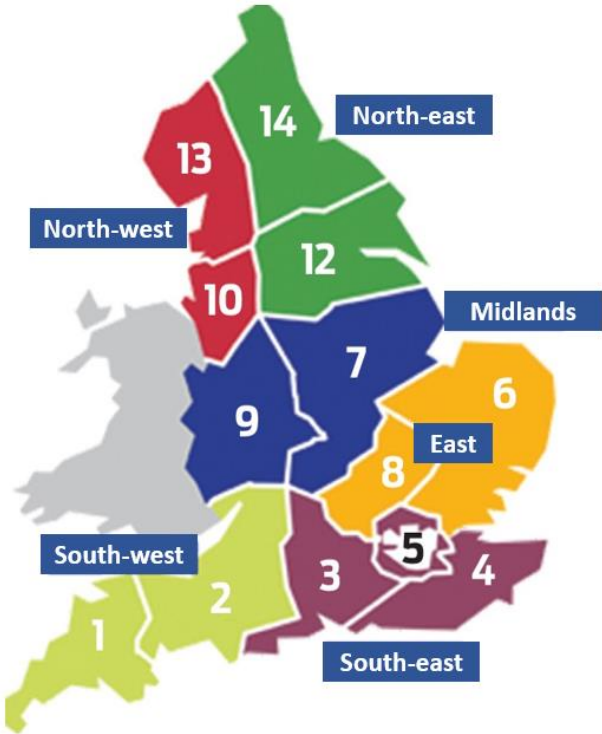
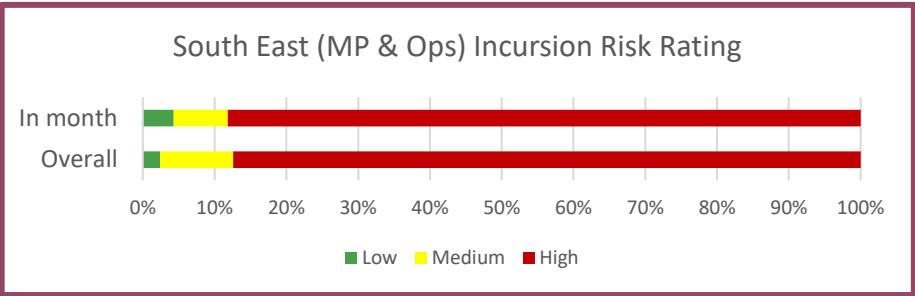
Select next page for South East Region and Project Reports



Incursions Report - South East Region

Kind of Event	South East Region					
	Overall			In Month		
	Major Projects		Operations	Major Projects		Operations
Incursion; Intentional - To seek benefit	589	[11.41%]	1299 [60.31%]	22 [88.00%]	16 [43.24%]	
Incursion; Intentional – Because of breakdown	3525	[68.30%]	209 [9.70%]	1 [4.00%]	5 [13.51%]	
Incursion; Intentional – To seek information	51	[0.99%]	66 [3.06%]		1 [2.70%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1 [0.05%]			
Incursion; Unintentional - Driver confused	463	[8.97%]	290 [13.46%]	2 [8.00%]	5 [13.51%]	
Incursion; Unintentional - Follow in	98	[1.90%]	148 [6.87%]		7 [18.92%]	
Incursion; Unintentional - Result of accident	390	[7.56%]	63 [2.92%]		2 [5.41%]	
Incursions; Intentional - Blue Light Incursion	43	[0.83%]	68 [3.16%]			
IPV Strike	2	[0.04%]	10 [0.46%]		1 [2.70%]	
Grand Total	5161	[100.00%]	2154 [100.00%]	25 [100.00%]	37 [100.00%]	

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 3	286	140	49%	270	116	43%	322	174	54%
Area 4	274	104	38%	335	90	27%	318	114	36%
Area 5	379	299	79%	368	177	48%	356	263	74%



Incursions Report - South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

During this period, multiple incursions were reported, including members of the public walking along verge closures, vehicles entering restricted areas, and a motorcyclist speeding within the works.

Traffic Incidents *[Sentiment: Negative]*

A series of traffic incidents occurred, including a vehicle striking a crash cushion, a vehicle entering at high speed, and a police car pulling through cones into live lanes.

Broken Down Vehicles *[Sentiment: Neutral]*

A number of vehicles broke down within the works area, including cars with flat tyres and an autistic mop vehicle. Several were escorted to safety.

Traffic Management Responses *[Sentiment: Positive]*

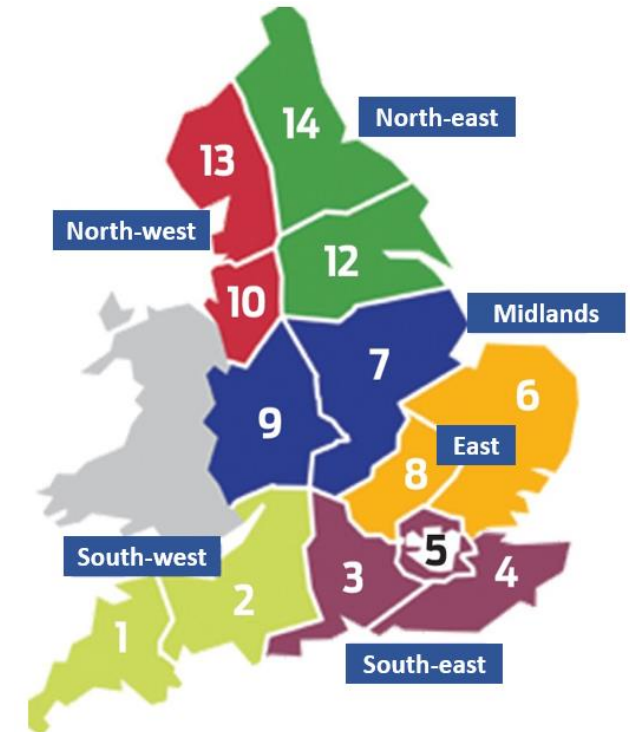
Traffic management responded to various incidents, including incidents with vehicles entering works and multiple breakages. Police were involved in some cases, and closure areas were cleared.

Overall *[Sentiment: Negative]*

Several incursions, traffic incidents, and broken down vehicles were reported. The response by traffic management was mostly proactive, though the incidents highlight some safety concerns.

Recommendations

To improve safety, consider reinforcing barriers and additional signage to prevent public access into the works area. Increased training for all contractors on incident management is recommended, along with stronger police presence during high-risk times.



Incursions Report

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

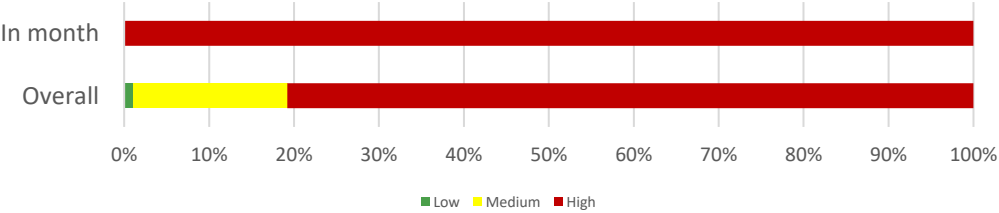
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

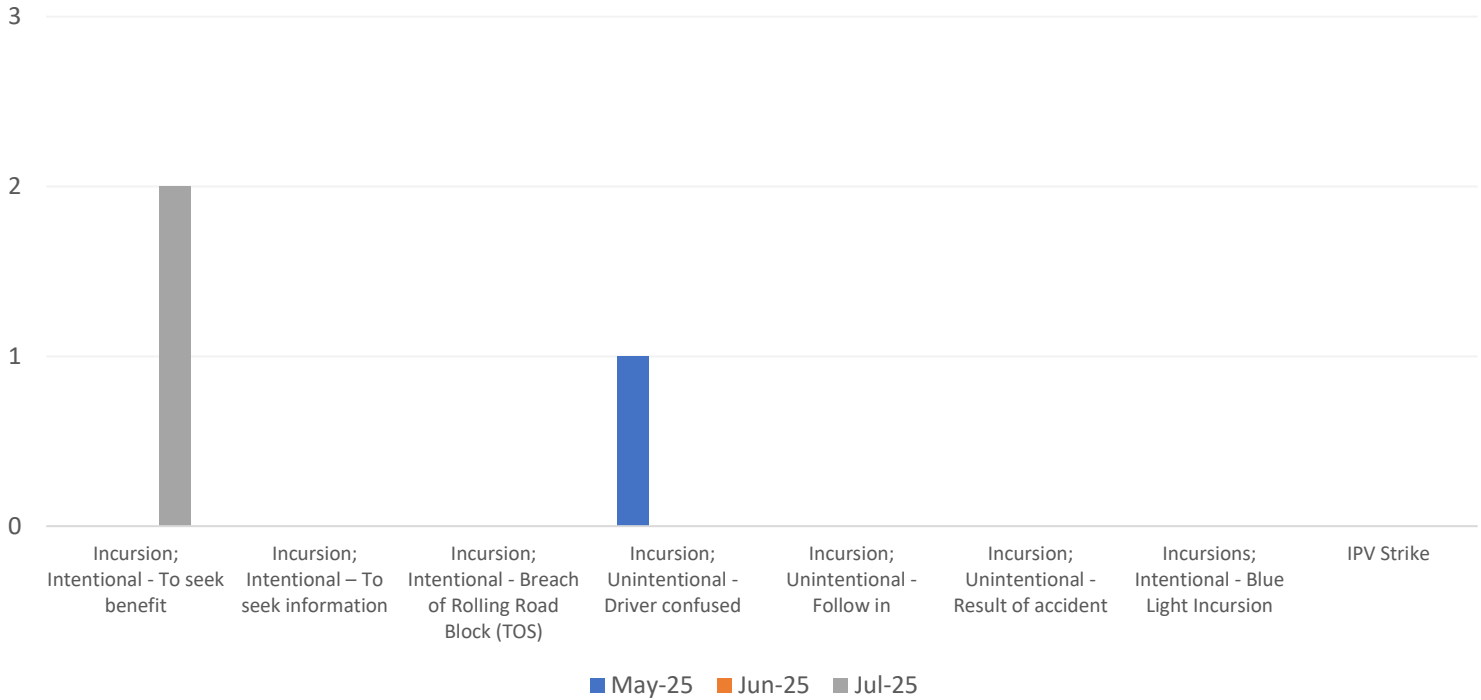
Project Risk Rating



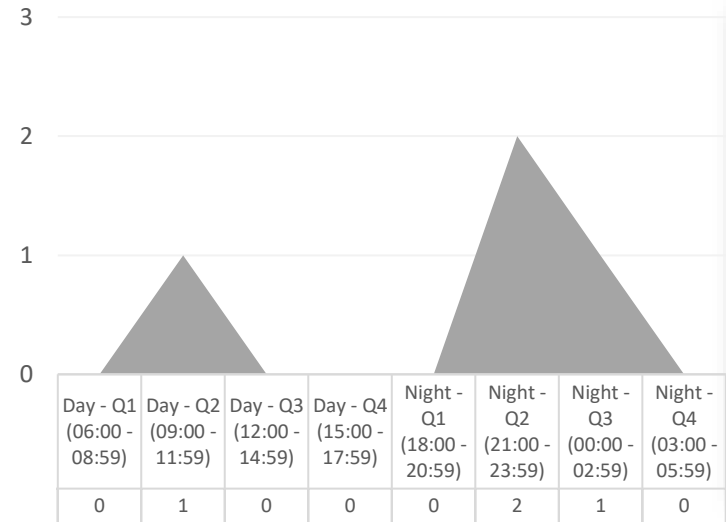
Incursion rate per length of TM (Unknown)

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

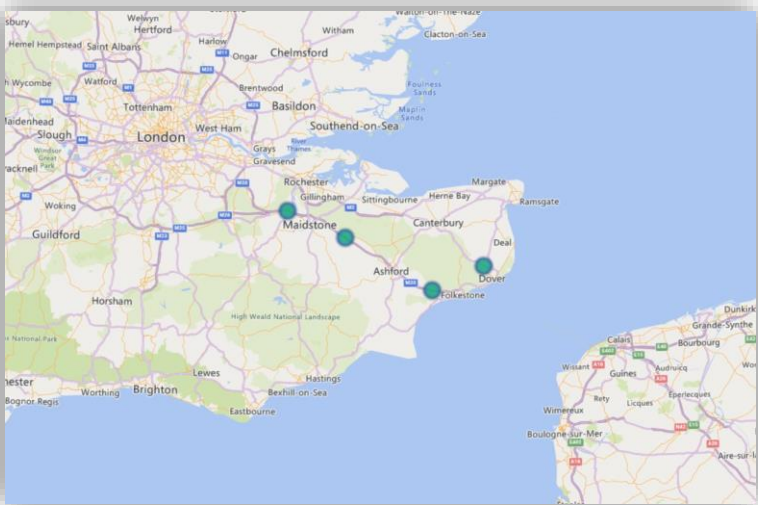
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A truck stopped in lane three, causing vehicles to brake sharply, before it moved through cones and across a grass verge, continuing up the off-slip.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle towing a caravan stopped in L1 taper due to a flat tyre. The Hato team assisted the driver, and the issue was resolved. Additionally, four wide-load lorries entered the M20 resurfacing site through the works access.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle with a flat tyre entered the traffic management zone and was promptly assisted.

Traffic Management Responses *[Sentiment: Positive]*

Hato successfully managed the situation by assisting the vehicle with the flat tyre and ensuring the safety of the vehicle towing a caravan. They also handled the wide-load lorries entering the works site.

Overall *[Sentiment: Neutral]*

The team responded to multiple traffic-related incidents effectively, ensuring public safety and minimal disruption. However, issues with vehicles entering controlled areas highlight some areas for improvement in site access management.

Recommendations

To prevent future incursions, tighter control of site access and clearer signage for restricted zones may help reduce unauthorized vehicle entries. Improved communication with road users about potential hazards could further enhance safety and reduce incident response time.

Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0273 - M25 J10/A3 Wisley Interchange - RDP

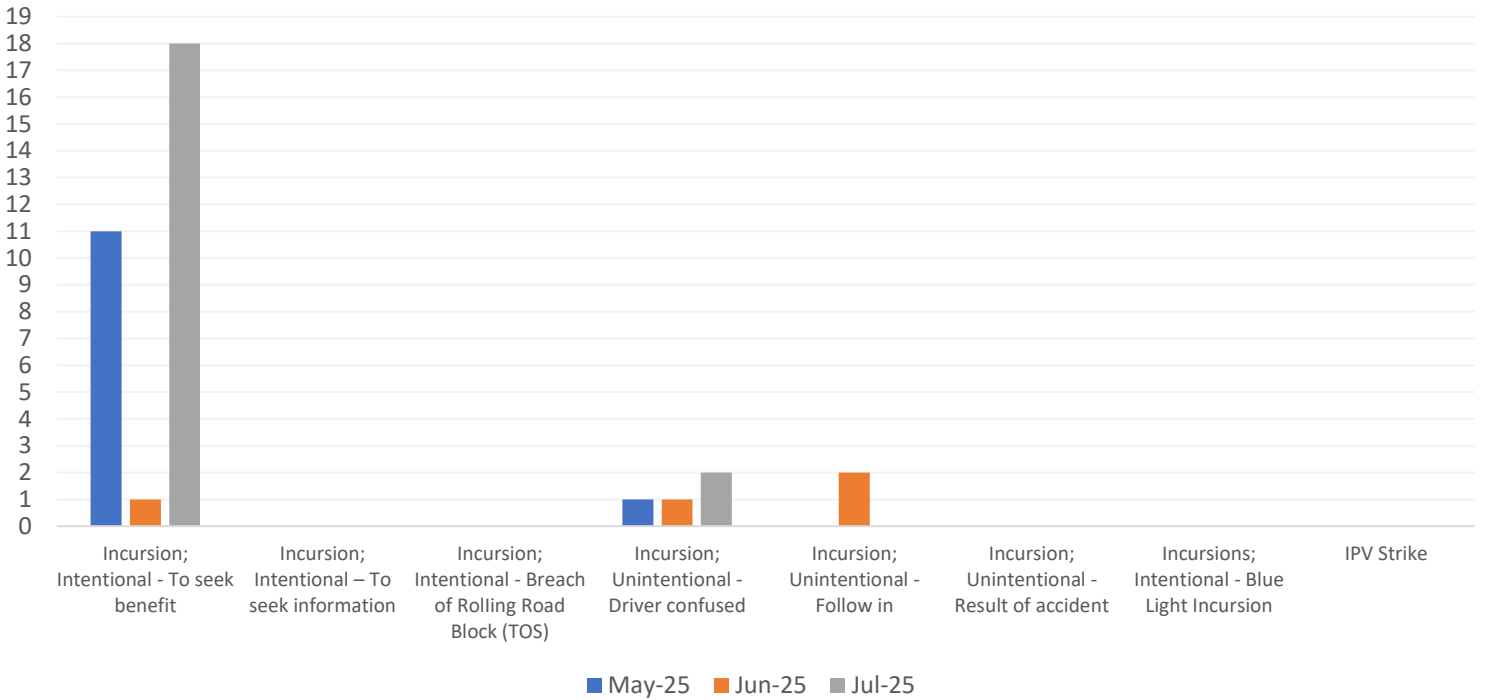
A total of 20 incursions have been recorded; with a 1700% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

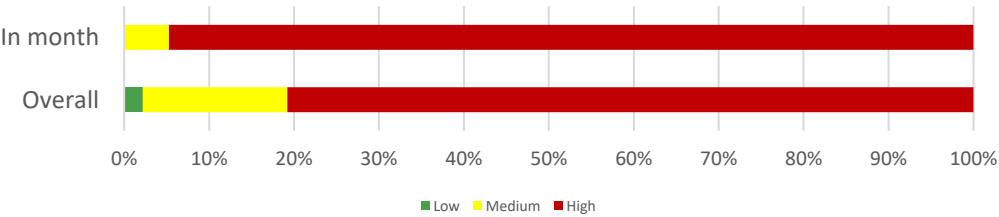
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

MP-0273 - M25 J10/A3 Wisley Interchange - RDP



Project Risk Rating

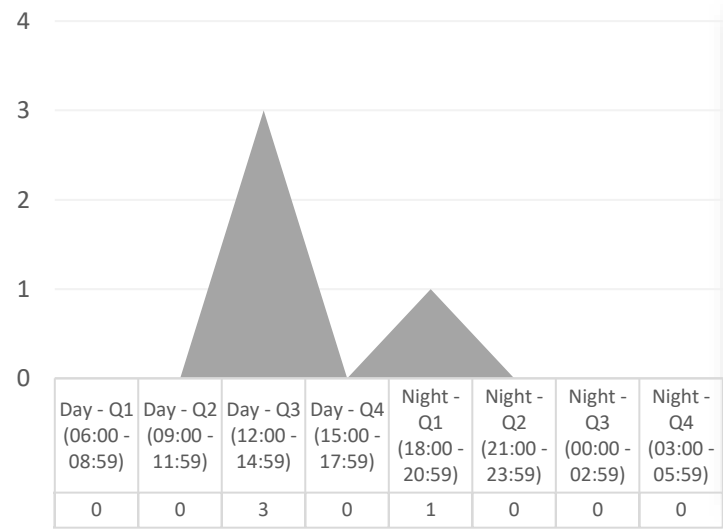


Incursion rate per length of TM (17.35 km / 10.78 miles)

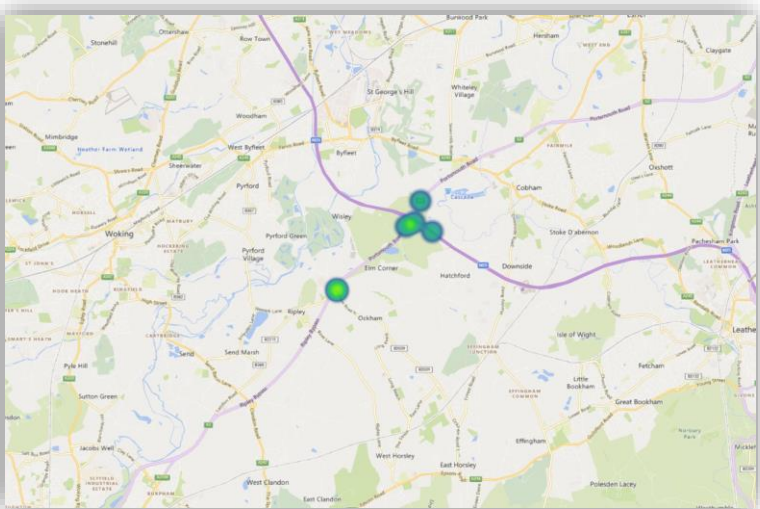
Project Incursion Rate: 16.60 incursions/km or 26.71 incursions/miles

Breakdown Rate: 3.40 incidents/km or 5.47 incidents/miles

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0273 - M25 J10/A3 Wisley
Interchange - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incidents occurred, including three quad bikes driving through the Traffic Management (TM) area and speeding off towards the A3, risking worker safety. A motorbike rider was abusive, speeding over 50mph through the A3 works zone.

Traffic Incidents *[Sentiment: Negative]*

Vehicles drove down closed sections of Ockham Road, including a school bus that ignored traffic cones and drove through a closure. Another vehicle entered the southbound A3 slip road against traffic before realising the fault and reversing.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TM crew effectively stopped a vehicle on the B-Track that was heading the wrong way towards the works. The incursion warning was activated, and the police attended to deal with the situation.

Overall *[Sentiment: Negative]*

The period saw significant safety concerns due to multiple vehicle incursions and disregard for traffic closures, although TM crew interventions prevented further incidents. These issues highlight areas for improved security measures.

Recommendations

The project team should consider enhancing TM area security with better deterrents and improved communication for workers to address risky behaviours effectively. Increased enforcement by authorities could also reduce incursion rates.

Incursions Report

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

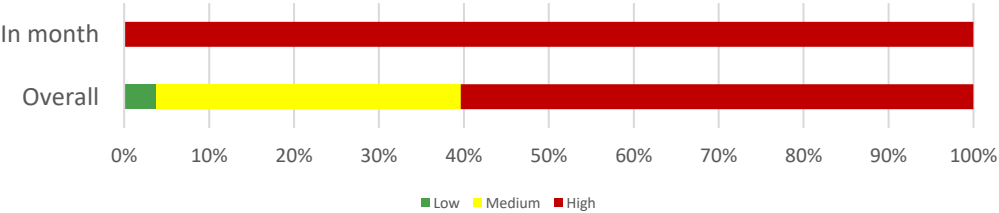
A total of 4 incursions have been recorded; with a 20% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

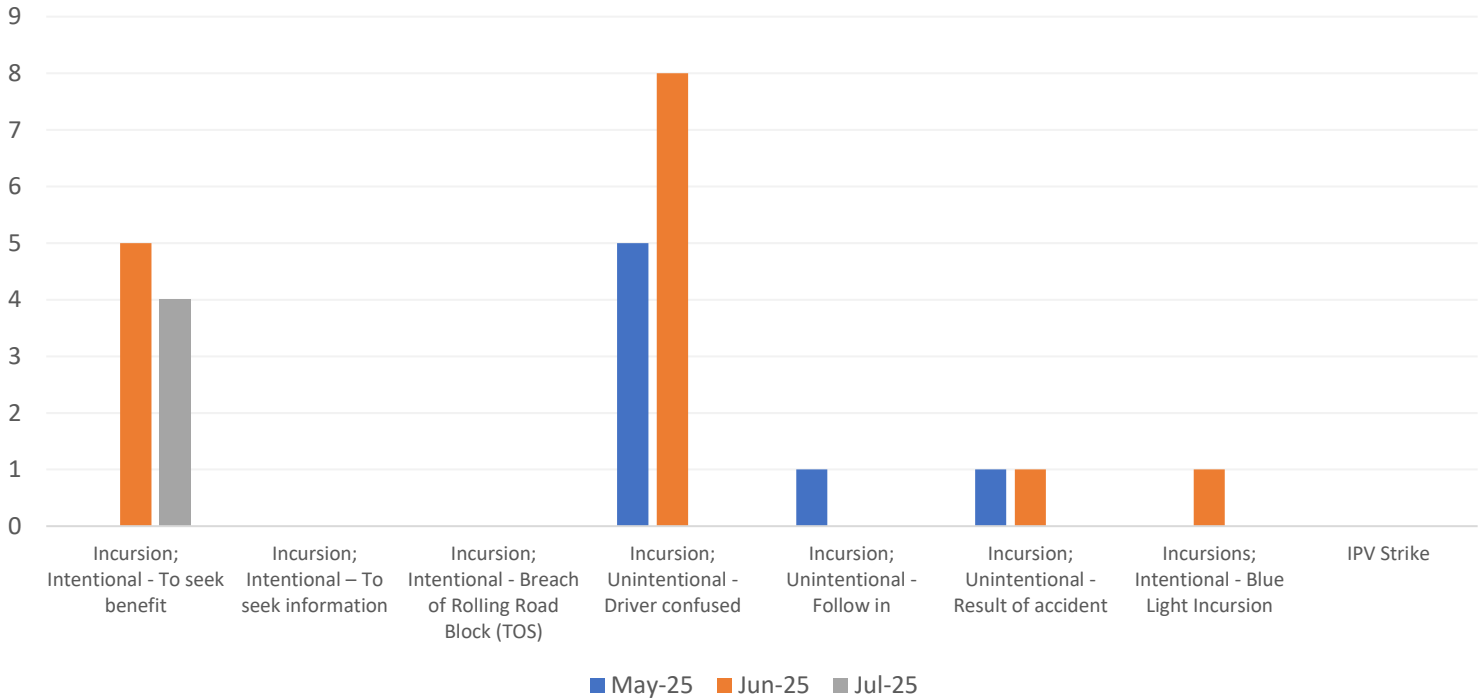
Project Risk Rating



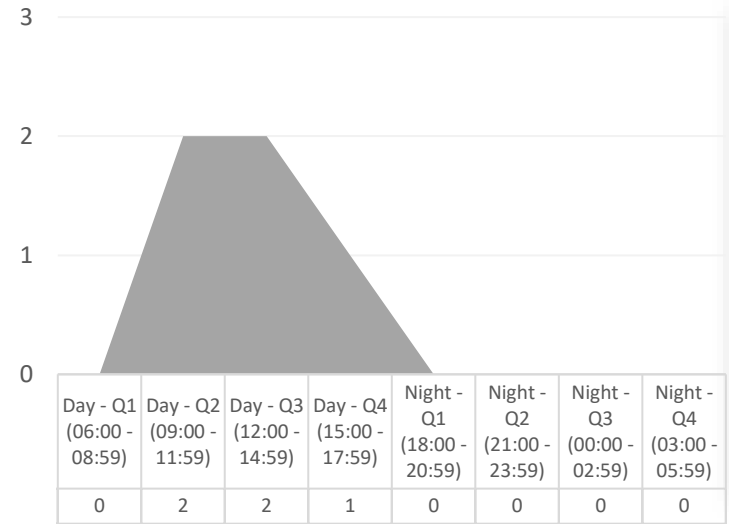
Incursion rate per length of TM (Unknown)

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

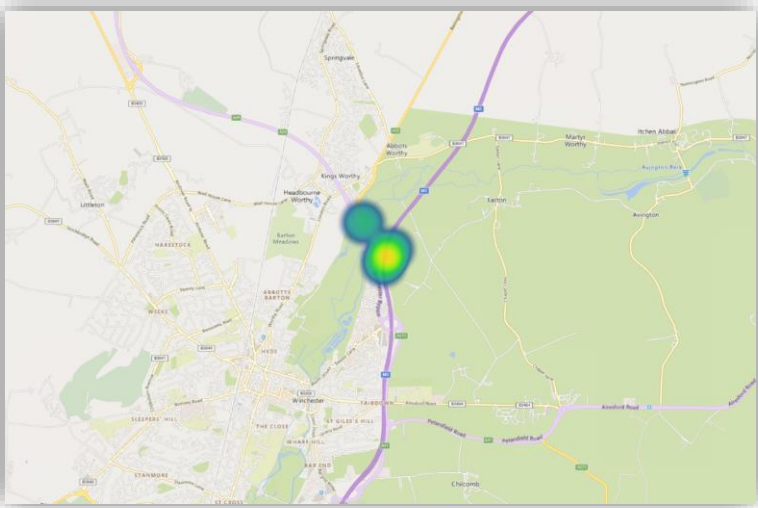
MP-0262 – M3 Jct 9 Improvement - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two members of the public were seen walking along the M3 SB verge closure, exiting at Junction 9. Four young individuals accessed the A33 lane closure to reach the Itchen River.

Traffic Incidents *[Sentiment: Negative]*

A member of the public's vehicle collided with the TVRS cushion, causing damage. Additionally, a two-vehicle collision occurred at the B3 taper, with a member of the public moving taper cones to seek refuge.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The traffic management response included dealing with the two-vehicle RTC and the subsequent cone movement by a member of the public at the B3 taper. A vehicle was pulled into the works area to speak with someone on the opposite carriageway.

Overall *[Sentiment: Negative]*

There were several incidents involving public safety, including pedestrian incursions and a vehicle collision with the TVRS. Prompt management responses helped maintain safety, but the occurrences highlight risks to the closure.

Recommendations

It is recommended that enhanced signage and barriers are implemented to prevent pedestrian access to closures. Increased awareness of public safety measures, especially near high-risk areas such as the Itchen River and taper zones, should be emphasised. Improved monitoring and quick responses to incidents could also be beneficial.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

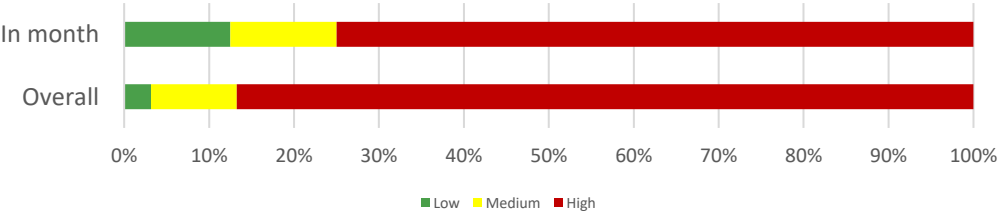
A total of 6 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, 100% increase in 'IPV Strike' type incursions, 100% increase in 'To seek information' type incursions, no change from the previous month in 'Driver confused' type incursions, no change from the previous month in 'Follow in' type incursions, incursions, with a 75% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

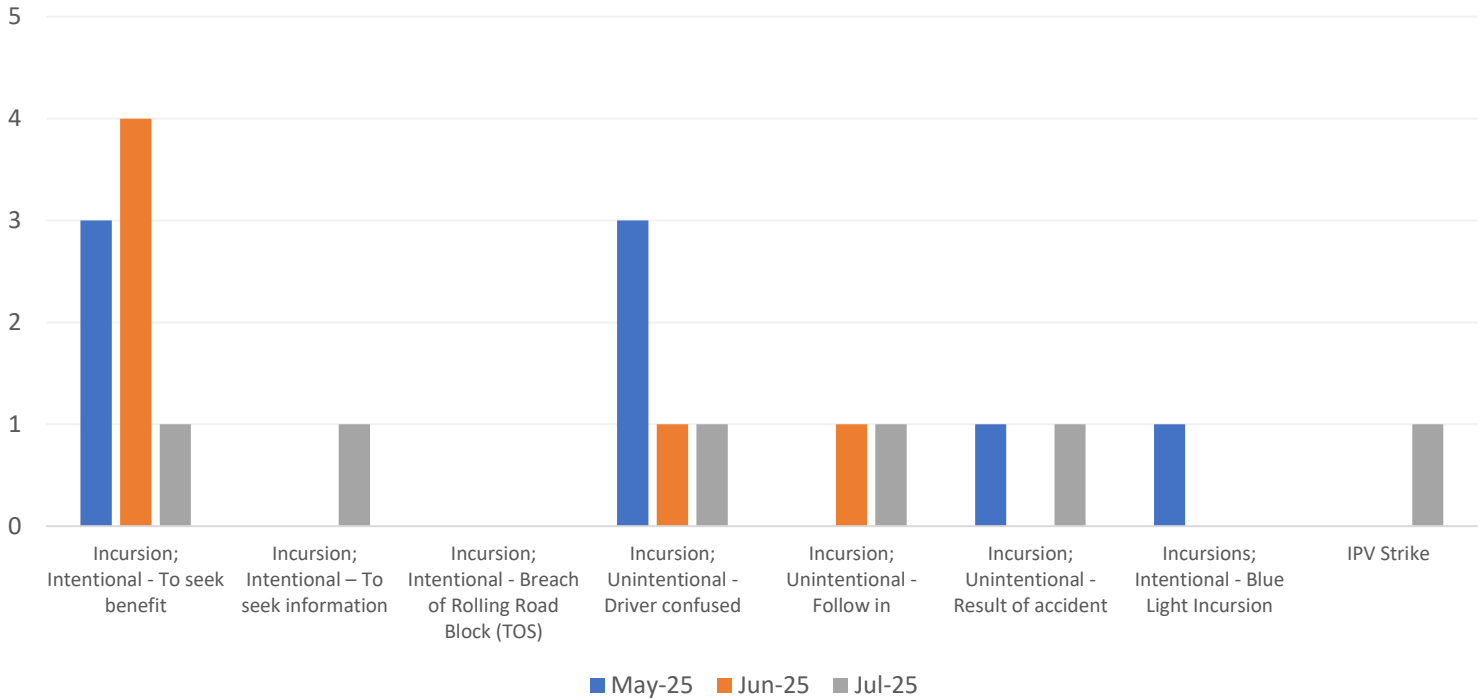
Project Risk Rating



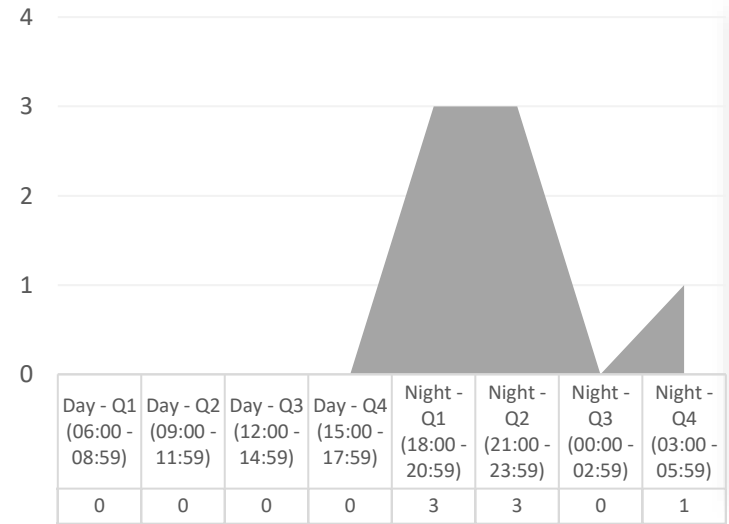
Incursion rate per length of TM (Unknown)

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

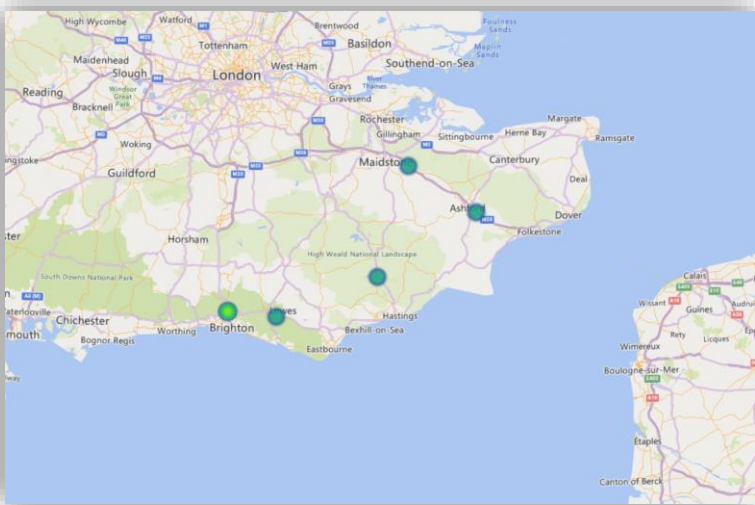
Area 4



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 confused or unauthorised members of the public entering closures by foot and vehicle. One individual removed a barrier to gain access, posing serious safety risks.

Traffic Incidents *[Sentiment: Negative]*

A high-speed collision resulted in an IPV strike and damage to a working vehicle. The incident involved loss of control and significant impact, highlighting the vulnerability of deployed assets.

Broken Down Vehicles *[Sentiment: Neutral]*

One breakdown occurred within the works enclosure involving a vulnerable road user. The situation was managed without further disruption or escalation.

Traffic Management Responses *[Sentiment: Positive]*

TM crews acted swiftly to protect the workforce, including reacting to barrier breaches and activating Intelicone systems. Public engagement and containment were handled professionally under pressure.

Overall *[Sentiment: Negative]*

The period was marked by serious safety breaches and a high-impact collision. TM responses were effective, but the frequency and severity of incidents raise concerns about site resilience.

Recommendations

Introduce reinforced barrier systems at key access points, enhance public awareness through signage and outreach, and consider deploying additional IPVs or buffer vehicles to protect working zones from high-speed impacts.

Incursions Report

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

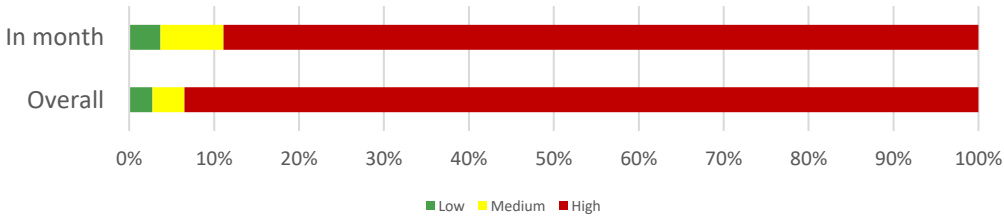
A total of 8 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an 50% decrease in 'Follow in' 54% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

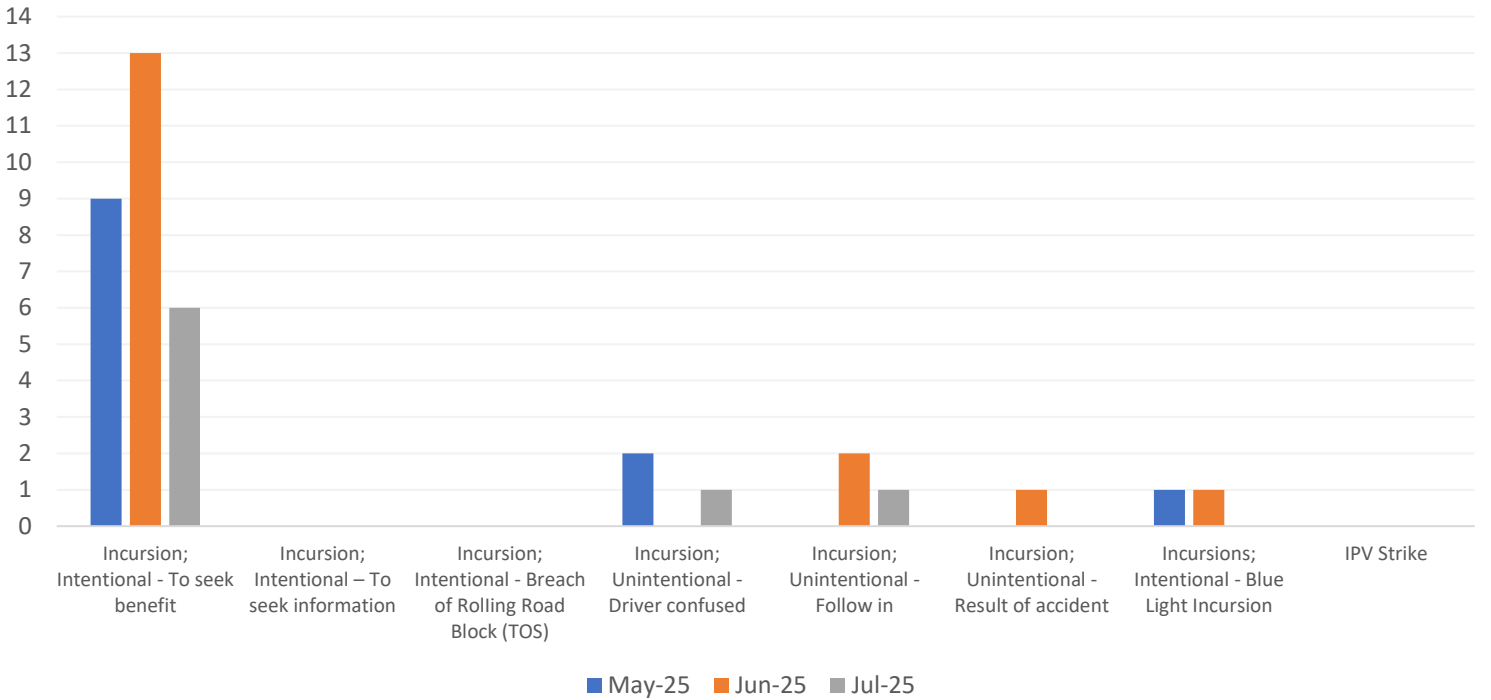
Project Risk Rating



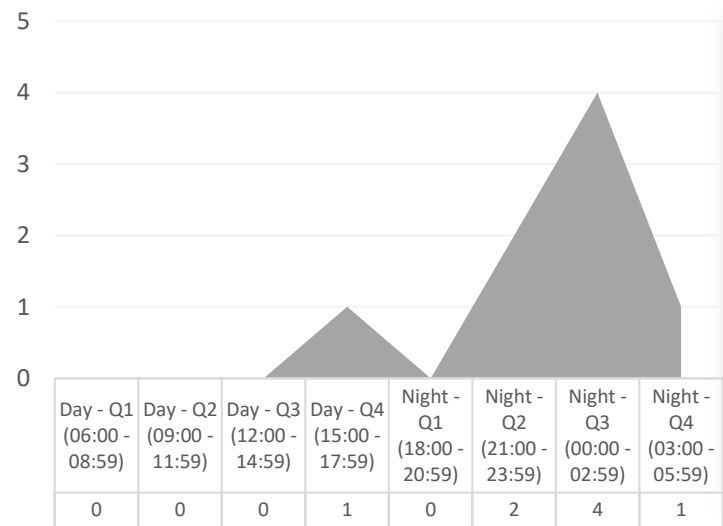
Incursion rate per length of TM (Unknown)

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

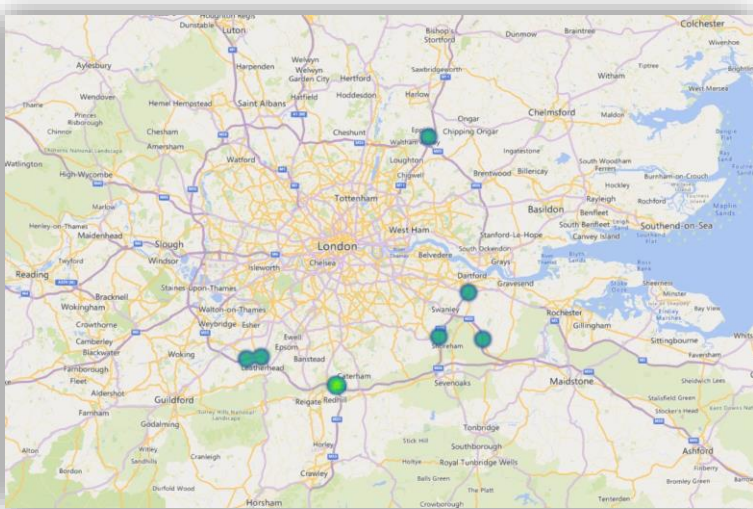
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including vehicles entering closures at speed, swerving over kerbs and central reservations, and a pedestrian walking within a hard shoulder closure. One vehicle followed works access into site.

Traffic Incidents *[Sentiment: Neutral]*

A taper strike was identified during TM removal. No injuries or equipment damage were reported, but the incident highlights ongoing risks from unauthorised vehicle movements within closures.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM teams acted swiftly to caution drivers and clarify closure boundaries. Supervisors engaged directly with confused site traffic and maintained control, despite high-speed incursions and limited vehicle identification.

Overall *[Sentiment: Negative]*

The period saw repeated incursions and confusion around closure boundaries, particularly from site traffic unaware of restrictions. TM staff responded effectively, but the frequency of breaches remains concerning.

Recommendations

Improve advance signage and briefing for subcontractor traffic to ensure awareness of closures and speed limits. Consider physical reinforcement at entry points and deploy observers to monitor high-risk areas during setup.

Incursions Report

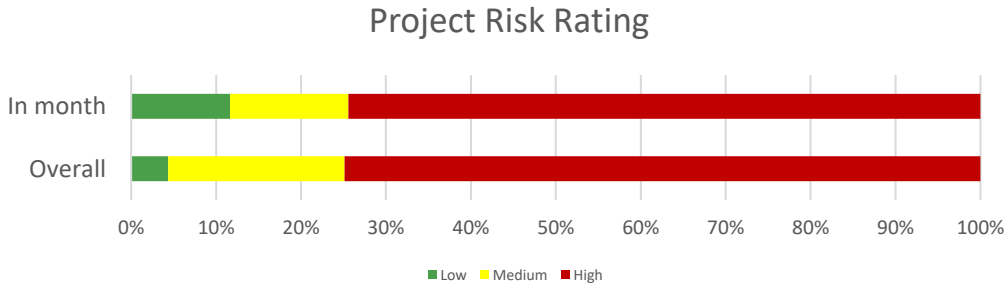
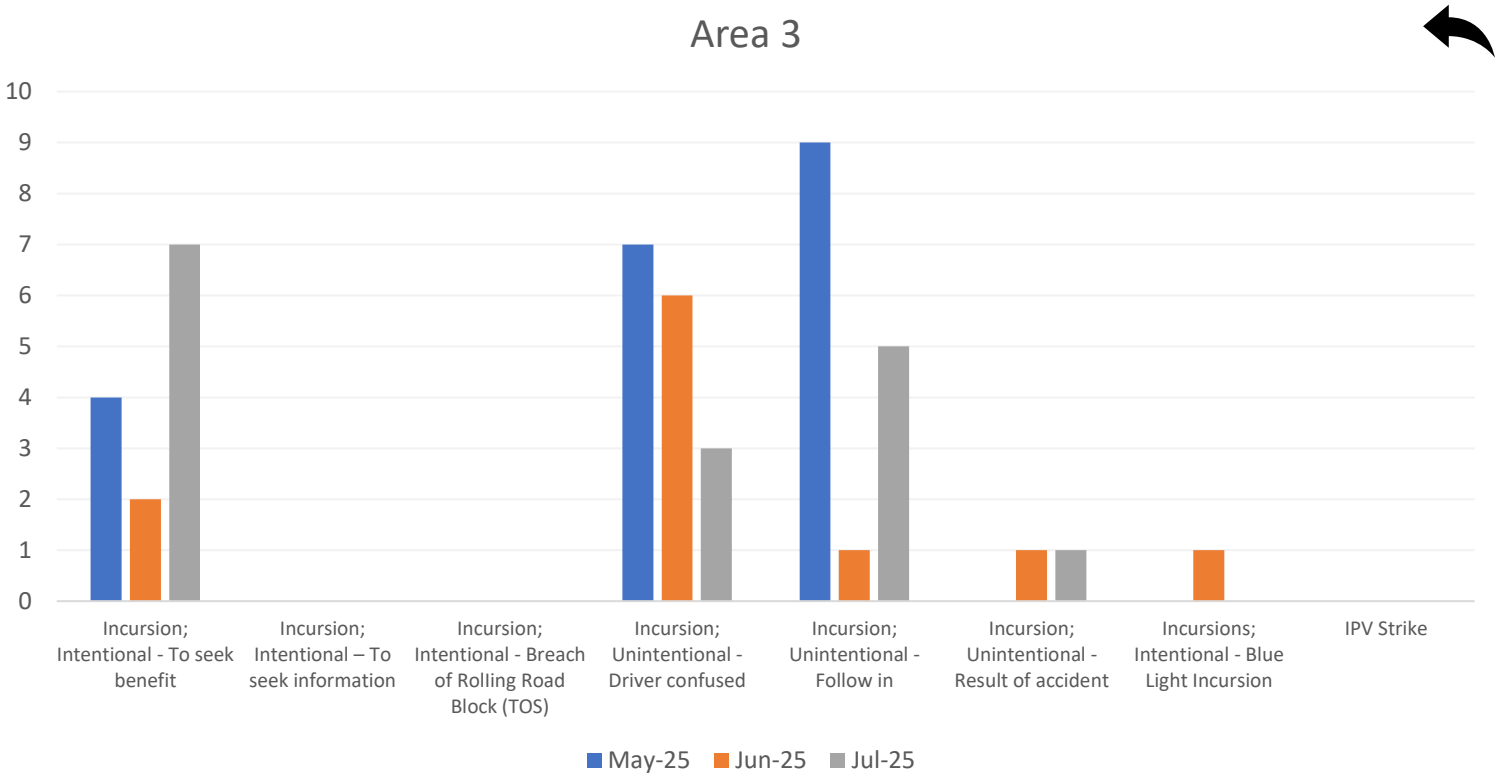
Directorate: Operations
Region: South East
Project: Area 3

A total of 16 incursions have been recorded; with a 250% increase in 'Seeking Benefit' type incursions, 400% increase in 'Follow in' type incursions, no change from the previous month in Result of accident' type incursions, 50% decrease in 'Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

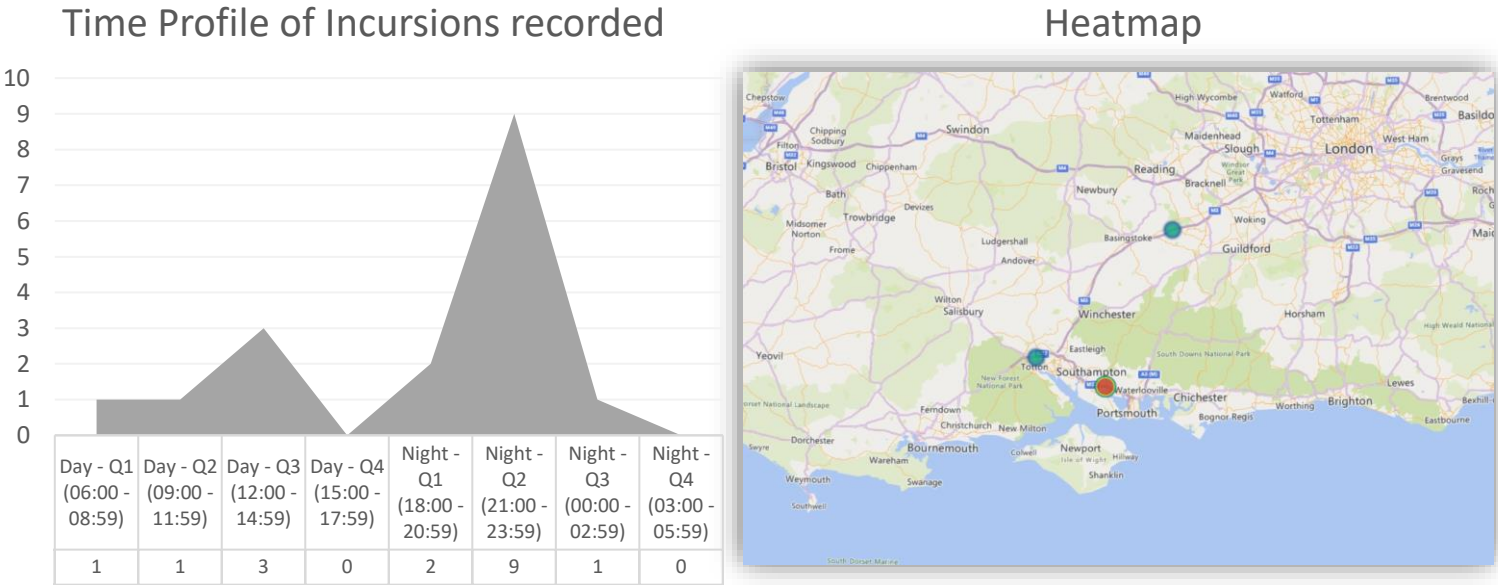
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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



Incursion rate per length of TM (Unknown)

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



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised entries occurred, including members of the public, commercial vehicles, and a suspected drunk driver who was detained by police. No injuries were reported, but risks were elevated.

Traffic Incidents *[Sentiment: Negative]*

A Toppesfield lorry entered the closure unsafely, causing a member of the public to brake sharply. No collision occurred, but the manoeuvre posed a serious safety risk.

Broken Down Vehicles *[Sentiment: Neutral]*

A breakdown led to two members of the public entering the closure and waiting on the hard shoulder. Recovery was arranged, and no disruption to the workforce occurred.

Traffic Management Responses *[Sentiment: Positive]*

TSCOs and TM crews responded swiftly to incursions and breakdowns, coordinating with police and recovery teams. Escorts and containment actions were effective in preventing escalation or harm.

Overall *[Sentiment: Negative]*

The period was marked by frequent incursions and one high-risk traffic incident. TM teams managed responses well, but the volume of unauthorised access highlights systemic vulnerabilities.

Recommendations

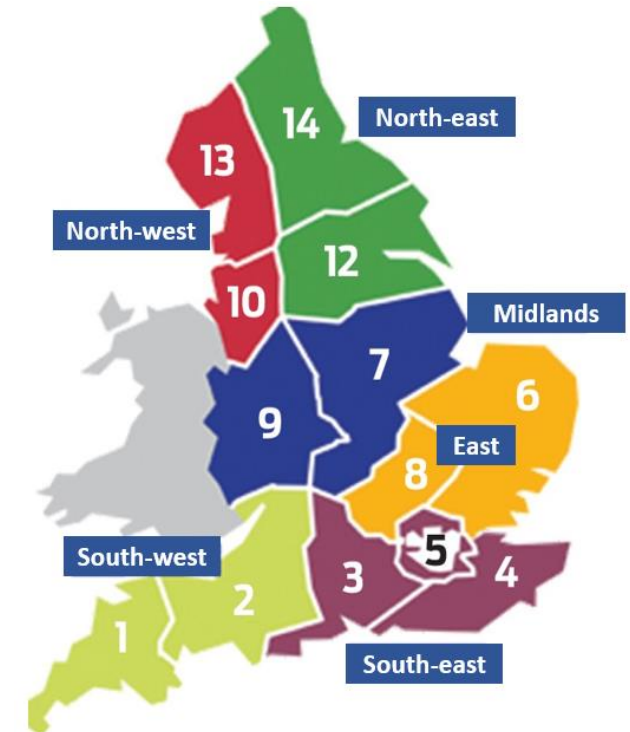
Strengthen access control with clearer signage and physical deterrents. Review contractor briefing protocols and consider increased police coordination. Deploy mobile CCTV to monitor high-risk entry points and support enforcement.

Incursions Report - South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



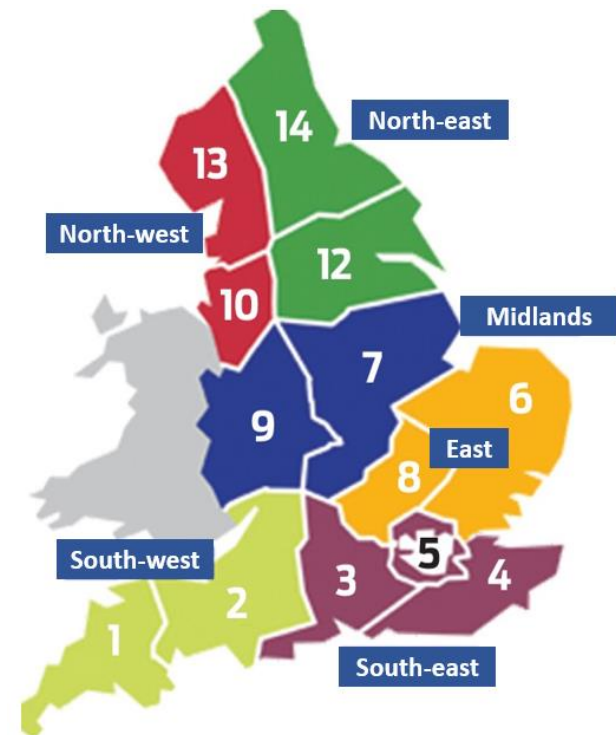
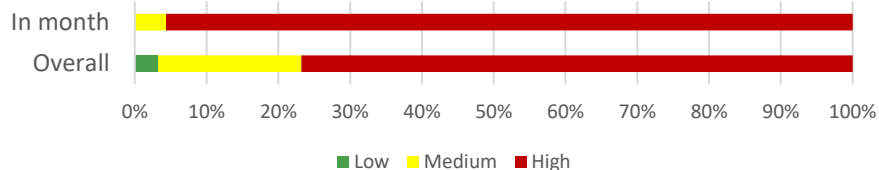
Incursions Report - South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	108 [42.69%]		9 [69.23%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	20 [7.91%]		1 [7.69%]
Incursion; Intentional – To seek information		4 [1.58%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	65 [25.69%]		1 [7.69%]
Incursion; Unintentional - Follow in	7 [16.28%]	16 [6.32%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	18 [7.11%]		2 [15.38%]
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [5.53%]		
IPV Strike		8 [3.16%]		
Grand Total	43 [100.00%]	253 [100.00%]		13 [100.00%]

Technology Utilisation	May 25			June 25			July 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 1	151	115	76%	115	62	54%	127	102	80%
Area 2	123	48	39%	203	37	18%	157	72	46%

South West (MP & Ops) Incursion Risk Rating



Incursions Report - South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were reported, including a pedestrian entering a road closure and vehicles bypassing traffic management systems. These incidents posed risks to workers and public safety.

Traffic Incidents *[Sentiment: Neutral]*

A number of traffic incidents occurred, including vehicles colliding with barriers, with some resulting in minor damage. Details are still pending for several cases, including an M5 crash.

Broken Down Vehicles *[Sentiment: Neutral]*

Several breakdown-related incidents were reported, with vehicles entering closures or causing minor disruptions due to mechanical failures or power loss. No significant delays were noted.

Traffic Management Responses *[Sentiment: Neutral]*

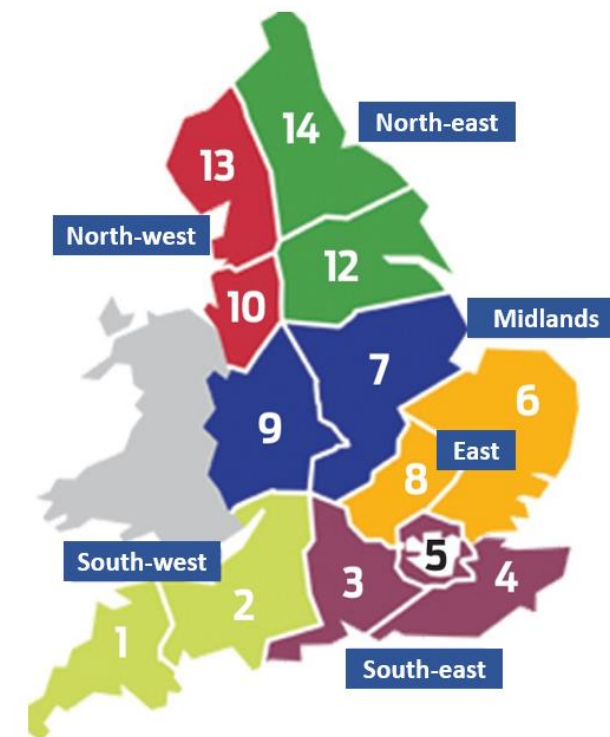
Traffic management responded effectively to most incidents, with some minor adjustments needed. Reports and close calls were filed, and further footage is being reviewed for clarity.

Overall *[Sentiment: Neutral]*

The period saw a mixture of minor incidents, mostly involving vehicles or pedestrians bypassing closures. No major accidents or injuries were reported, but caution remains essential.

Recommendations

To improve site safety and traffic management, enhanced signage and barriers should be considered, especially for preventing incursion incidents. Increased monitoring through CCTV and regular checks could help deter further issues.



Incursions Report

Directorate: Operations
Region: South West
Project: AD M&R - One

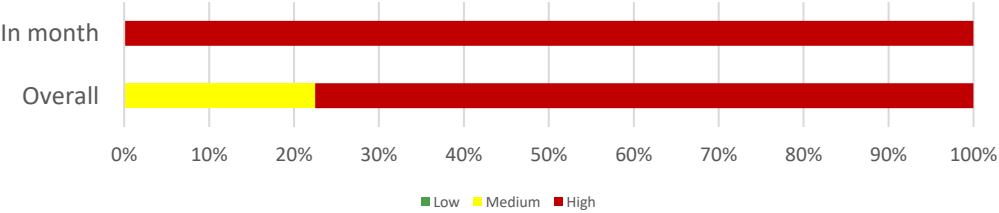
A total of 3 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions

[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)

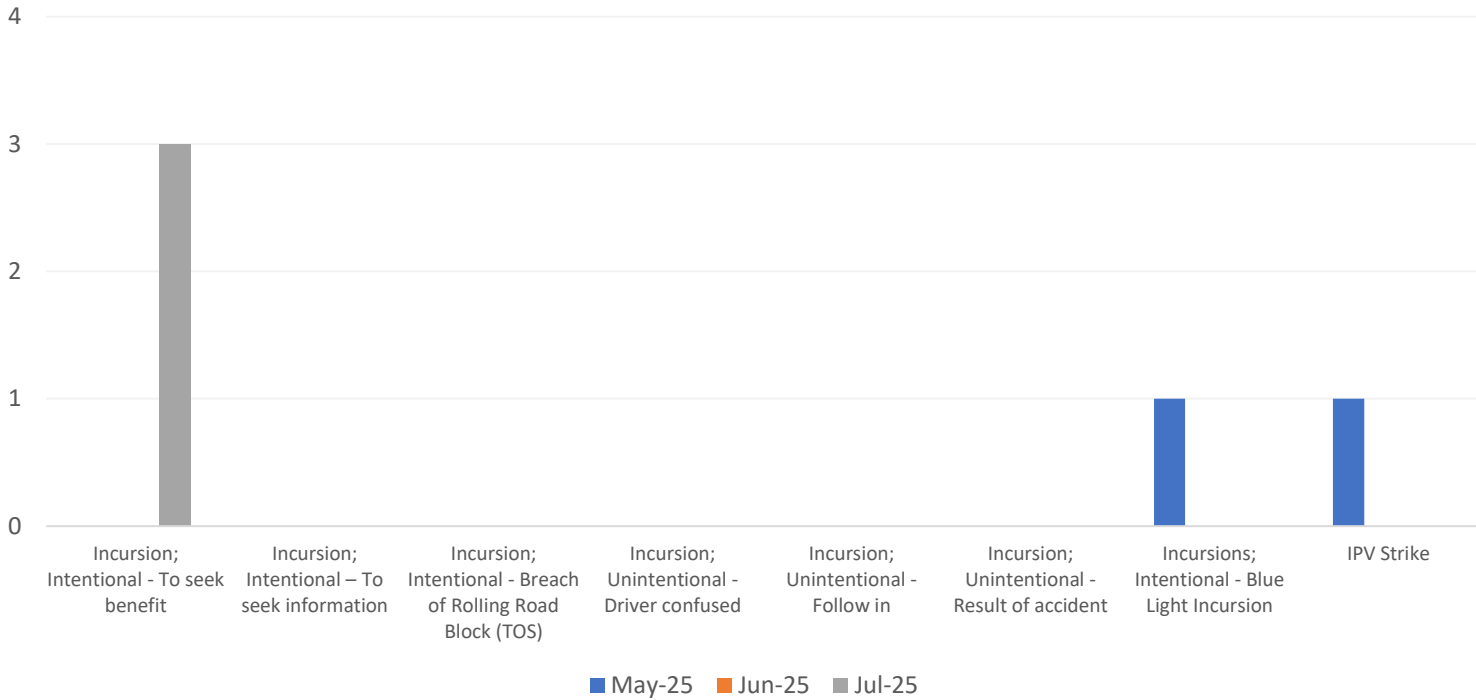
Project Risk Rating



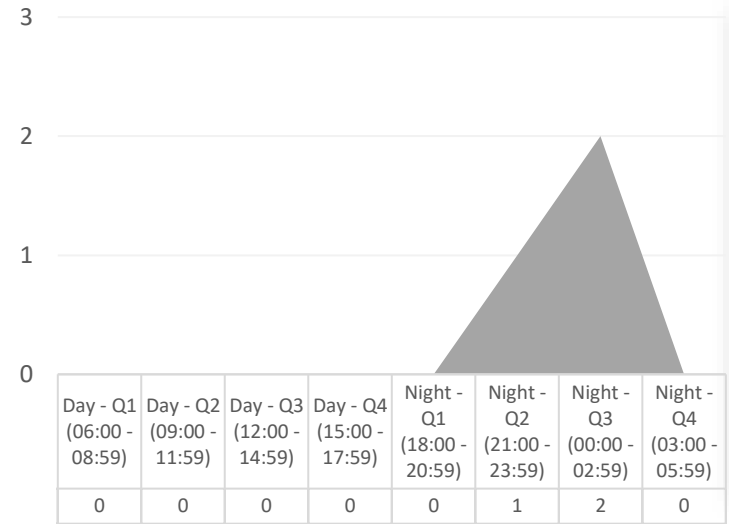
Incursion rate per length of TM (Unknown)

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

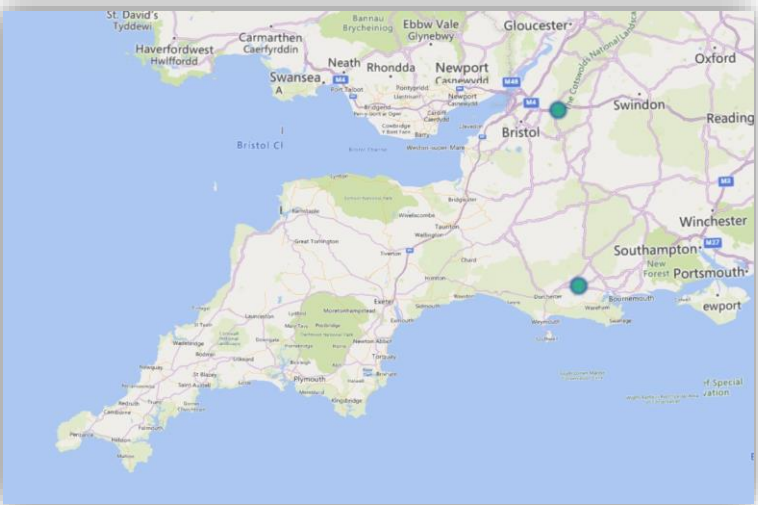
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South West
Project: AD M&R - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle approached the site at speed, hitting two cones. Later, an incursion occurred on the A35 when a vehicle entered the roundabout from the wrong direction, narrowly avoiding workers. No injuries reported.

Traffic Incidents *[Sentiment: Negative]*

A vehicle drove the wrong way up the slip road from Bere Regis, approaching the closure. The supervisor intervened, stopping the driver (a disorientated elderly person) and directing them to turn around. No injuries occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The supervisor responded to both incidents quickly by alerting the relevant teams and safely managing traffic. Beacons were activated, and drivers were safely stopped and redirected.

Overall *[Sentiment: Negative]*

The project faced two significant traffic incidents involving vehicle incursions. Fortunately, no injuries occurred due to effective traffic management and supervisor interventions. However, there are concerns regarding driver awareness.

Recommendations

Improved signage and clearer guidance for drivers on entry routes could help reduce confusion, particularly for older or disorientated drivers. Enhanced communication with drivers in incursion zones could also improve safety outcomes.

Incursions Report

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

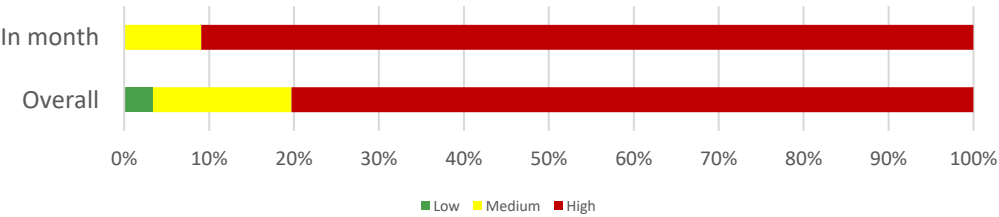
A total of 6 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Result of accident' 100% increase in 'Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

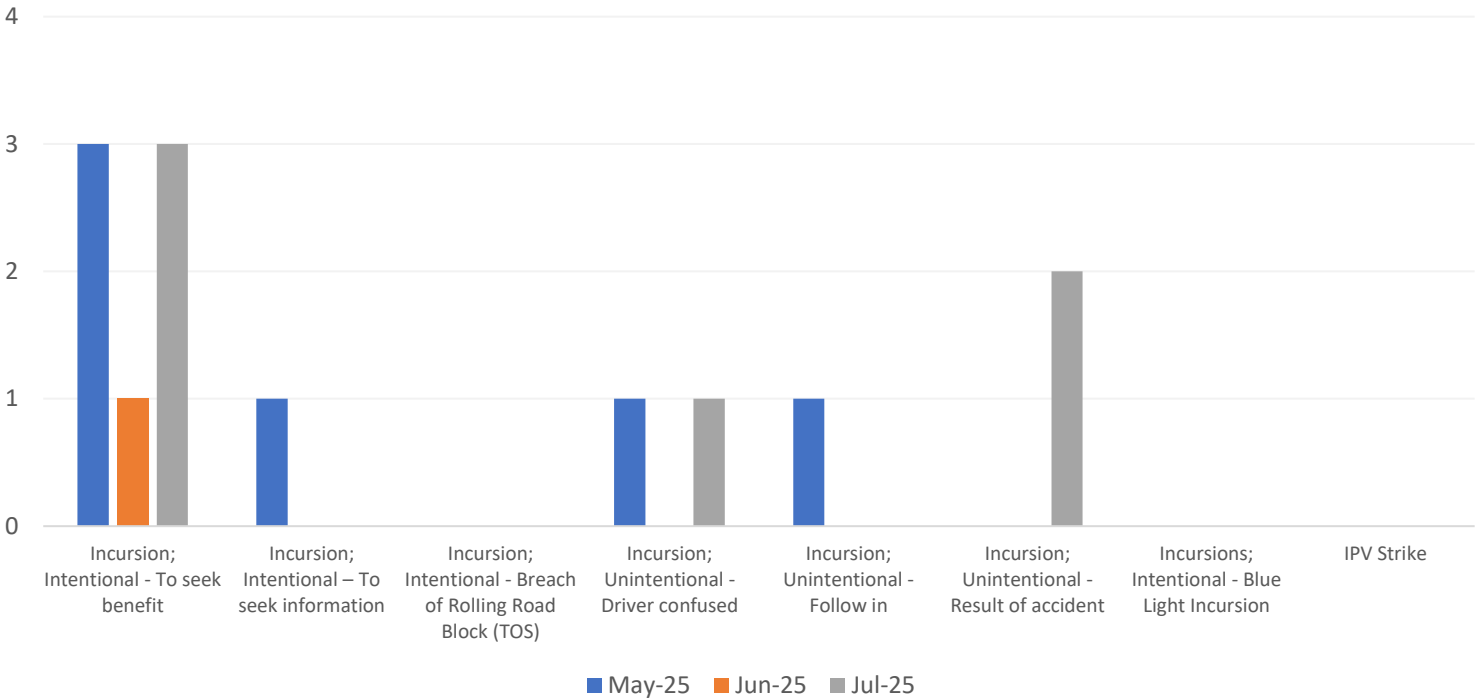
Project Risk Rating



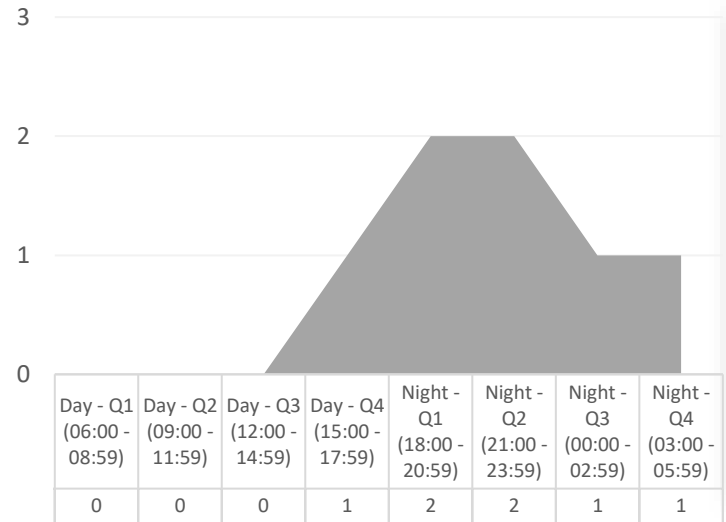
Incursion rate per length of TM (Unknown)

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

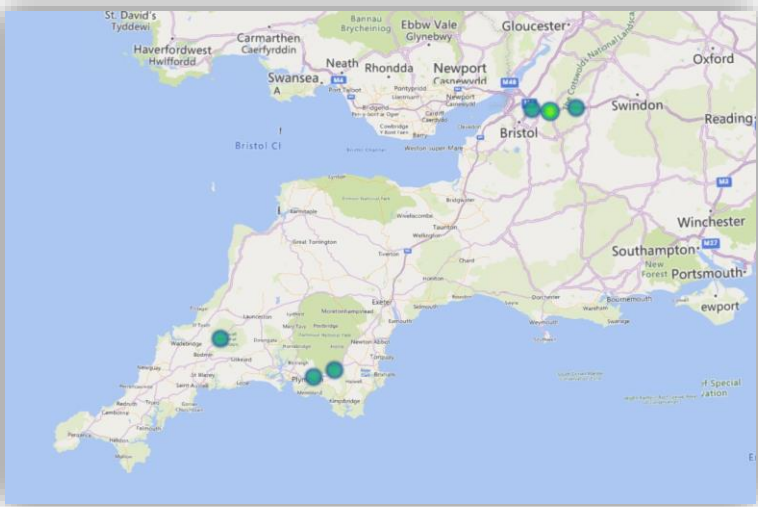
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several incursions occurred during this period, including a pedestrian breaching the Trench Lane overbridge closure and multiple vehicles entering lane closures and works enclosures without authorisation. These actions posed serious safety risks.

Traffic Incidents *[Sentiment: Negative]*

Two significant incidents occurred: a recovery truck towing a bus damaged 90% of traffic management equipment without stopping, and a two-car RTC resulted in barrier damage after vehicles entered coned areas.

Broken Down Vehicles *[Sentiment: Neutral]*

A single incident involved a vehicle breaking down due to power loss and entering a lane closure on the westbound carriageway.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management was partially compromised in several incidents but showed effectiveness in stopping further escalation, such as the Instaboom barrier halting unauthorised access. However, multiple breaches highlight vulnerabilities in the system.

Overall *[Sentiment: Negative]*

This period reflected a high frequency of incursions and serious traffic management breaches. There is clear evidence of non-compliance from both road users and pedestrians, raising significant safety concerns.

Recommendations

The project team should consider strengthening physical barriers, increasing on-site personnel for monitoring, and improving public signage and communication to deter incursions and ensure better compliance with closures.

Incursions Report

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

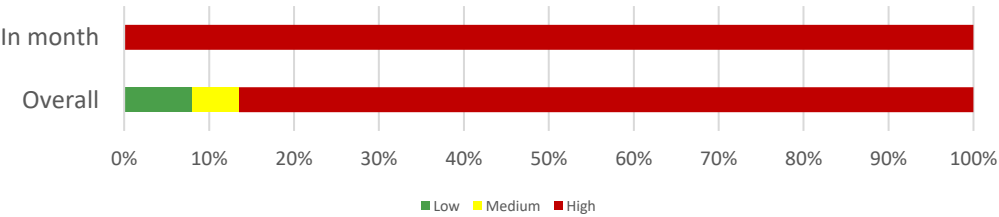
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[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



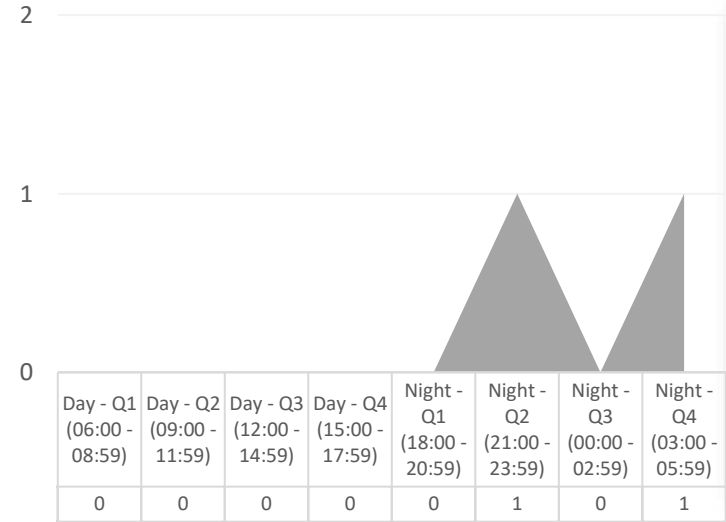
Incursion rate per length of TM (Unknown)

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

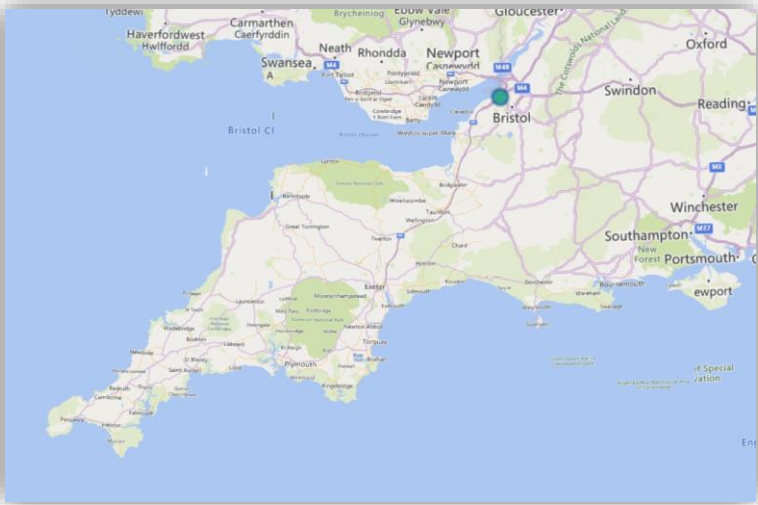
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Two vehicle incursions were reported, involving an ambulance and a recovery truck entering the traffic management area. The vehicles proceeded down lane 3 without causing immediate risk to workers.

Traffic Incidents *[Sentiment: Neutral]*

An ambulance with mechanical issues, accompanied by a recovery truck, entered the TM area with hazard lights on. There was no risk to the workforce, and the incident was promptly reported to the ROCC.

Broken Down Vehicles *[Sentiment: Neutral]*

A breakdown involving an ambulance with mechanical issues, supported by a recovery truck, was reported. Both vehicles entered the TM area and posed no risk to workers.

Traffic Management Responses *[Sentiment: Neutral]*

The IPV operator reported the incident to the ROCC, and a close call was drafted by Jason Keeley. Amey has requested dash cam footage from QTM for further clarification.

Overall *[Sentiment: Neutral]*

The event involved the presence of an ambulance and recovery vehicle in the TM area. The situation was handled appropriately without putting workers at risk, and the incident was documented for review.

Recommendations

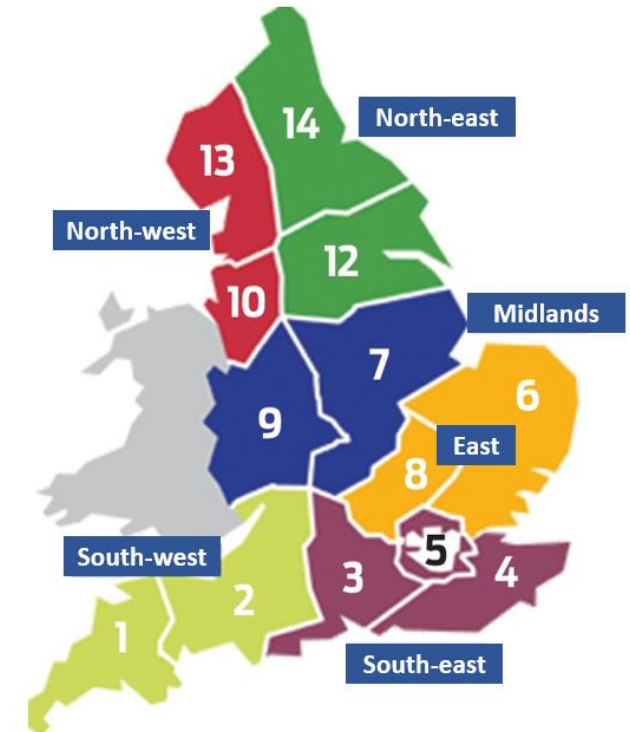
The project team should review current traffic management procedures to ensure clear protocols are in place for handling unexpected vehicle incursions. It may be beneficial to coordinate with emergency services to prevent further disruptions to traffic management areas. Additionally, improving incident reporting and monitoring systems could help with timely response and further clarification in similar scenarios.

Incursions Report - South West Region

End of regional report

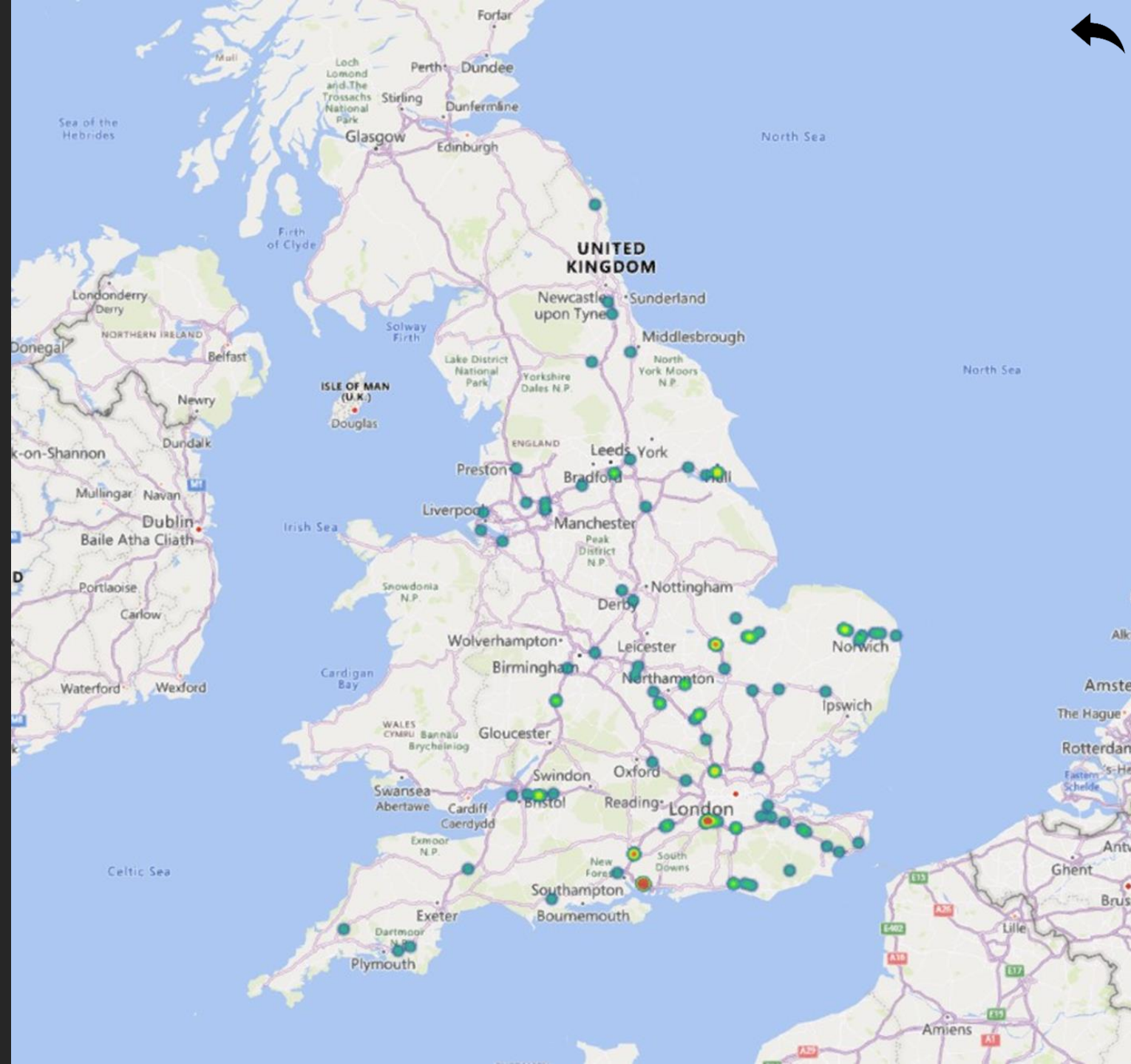
[Back to [Summary](#) page]

Select next page for Heatmaps

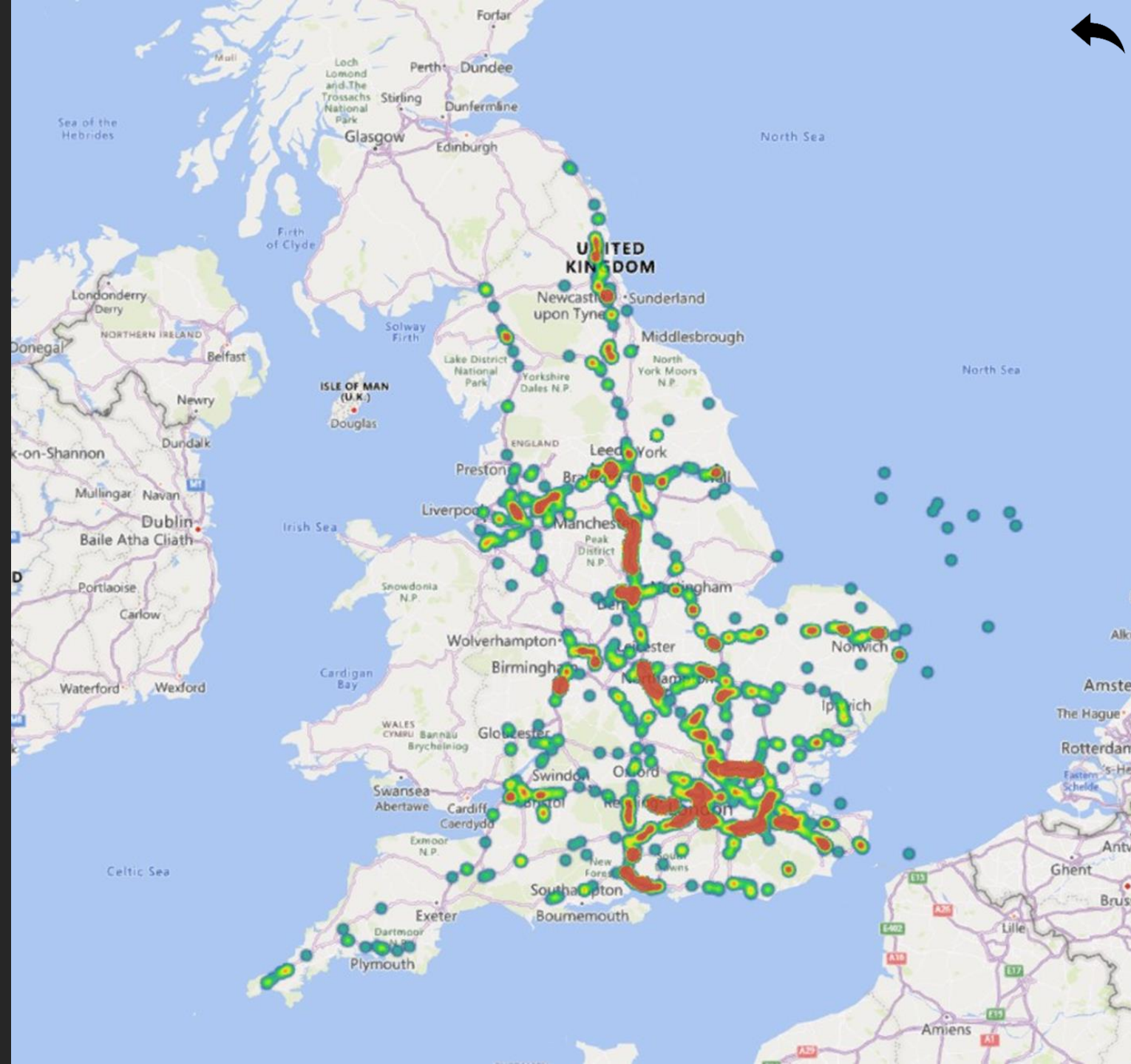


Heatmap of Incursions recorded in July 2025

- “98% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

