

IPV & Incursion Working Group Report – June 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](#)

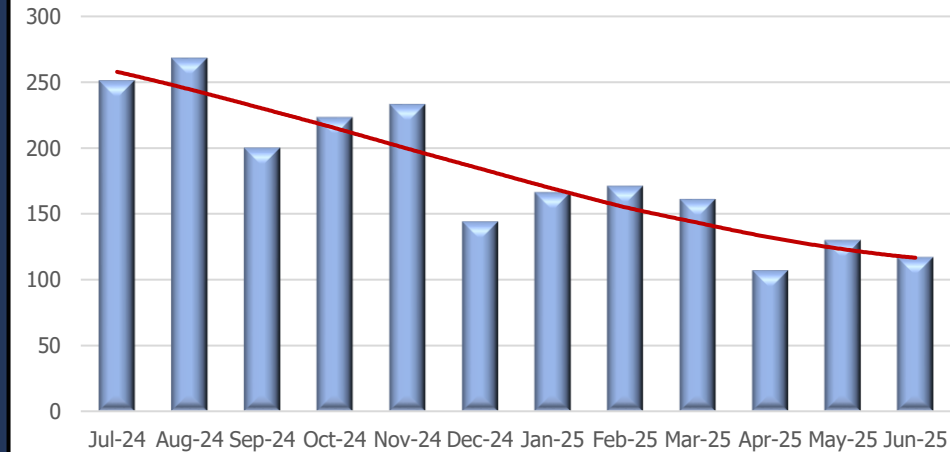
Select the following to view the [Incursions Report](#) and Summary

■ Executive Summary – Overview

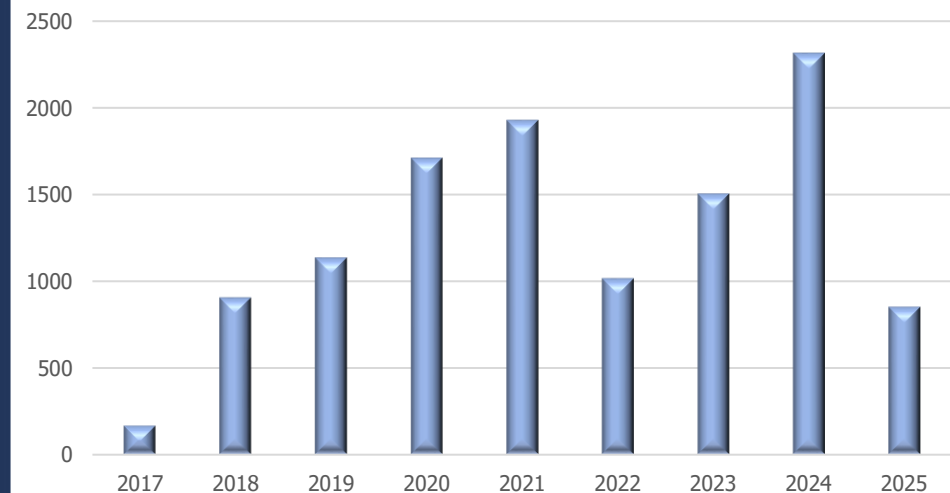
- Numbers of medium and high-risk incursions associated have continued to fall.
- Incursions recorded by Major Projects have continued to fall (due to number of MP works being undertaken) to 26.
- Incursions recorded by Operations Directorate supply chain remains relatively flat with 96 incursions reported.
- Technology utilisation (such as Intellicone usage) is around 42% per night, an increase of 1% 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 July 2024 & June 2025**



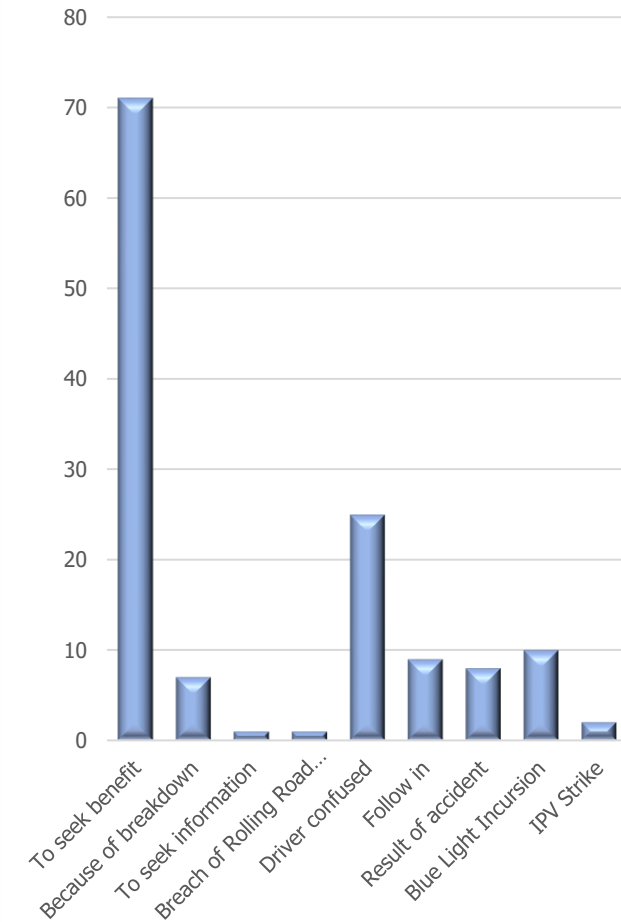
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **June 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 **117** medium and high-risk incursions recorded.
- During the month there were **10** Blue light incursions with **2** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **17** incursions were recorded. Of which, **7** were breakdowns.
- AD M&R Fourteen – a total of 11 vehicle incursions occurred, with passing vehicles manoeuvring between the IPV and the works vehicle (gully cart). Three third-party vehicles followed a site vehicle into the traffic management area.

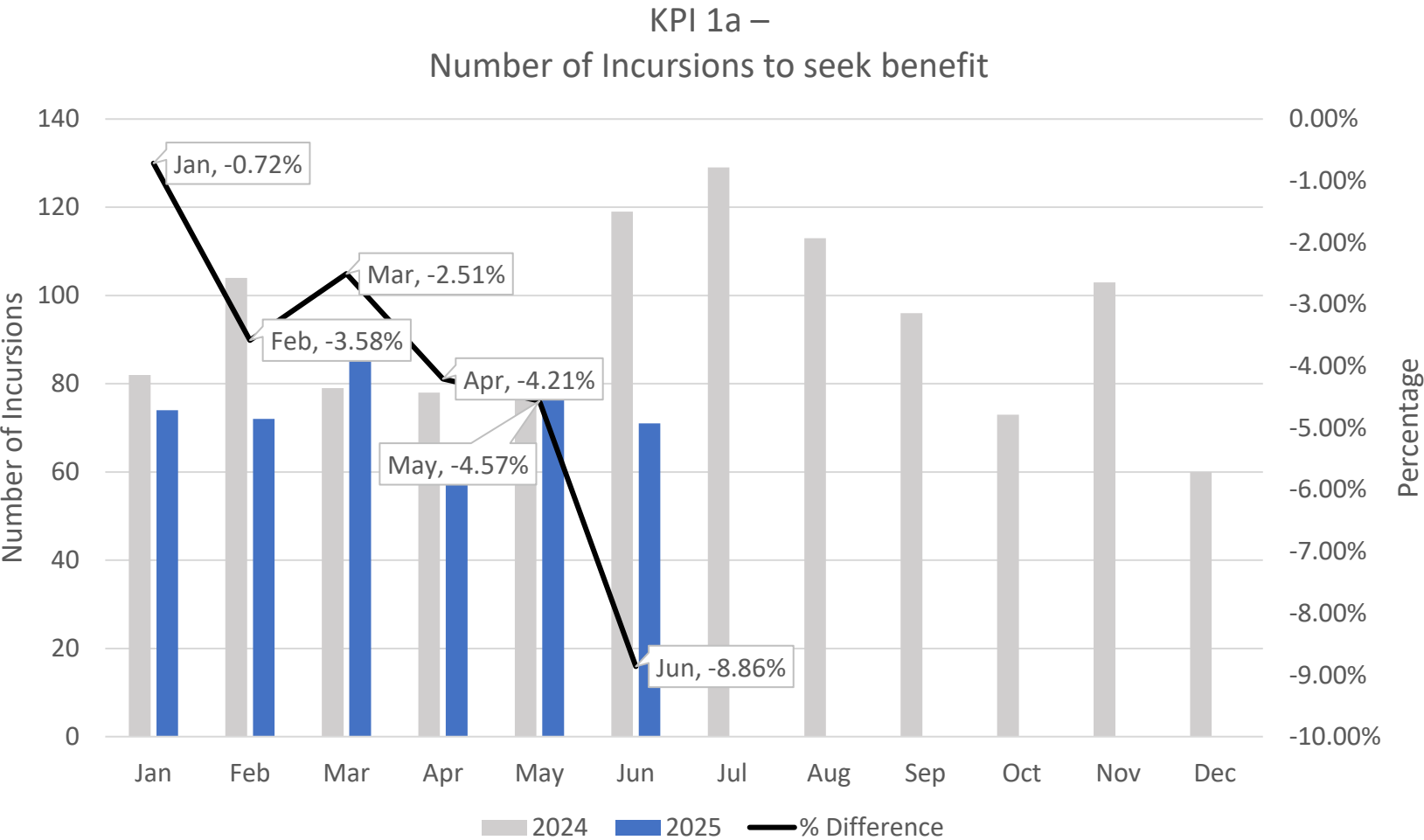
June 2025 – All Incursions



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.

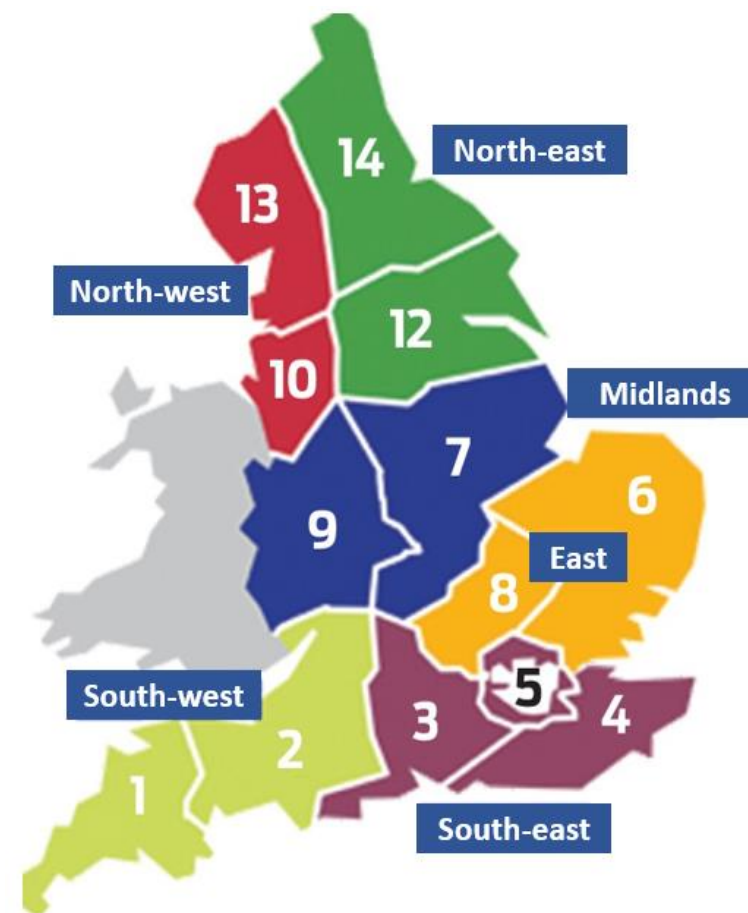
As of June 2025, the data indicates an 8.86% reduction in such incursions compared to June 2024. While this reflects positive progress, it also highlights the need for continued focus and intervention to meet the targeted reduction.



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 June 2025	134
IPV Strike's recorded in June 2025	2
Blue Light Incursions recorded in June 2025	10

Heatmaps

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

Top incursions categories for June 2025:

1. Incursion; Intentional - To seek benefit [71]; equating to 53% of all incursions
2. Incursion; Unintentional - Driver confused [25]; equating to 19% of all incursions
3. Incursions; Intentional - Blue Light Incursion [10]; equating to 7% of all incursions
4. Incursion; Unintentional - Follow in [9]; equating to 7% of all incursions
5. Incursion; Unintentional - Result of accident [8]; equating to 6% of all incursions
6. IPV Strike [2]; equating to 1% of all incursions
7. Incursion; Intentional – To seek information [1]; equating to 1% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [1]; equating to 1% of all incursions

Note - Incursion; Intentional – Because of breakdown [7]; equating to 5% of all incursions

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

South East Region

Major Projects (excl NEAR)	21
Major Projects (NEAR Only)	0
Operations	35
Total	56

East Region

Major Projects (excl NEAR)	3
Major Projects (NEAR Only)	0
Operations	13
Total	16

Midlands Region

Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	11
Total	11

Yorkshire & North East Region

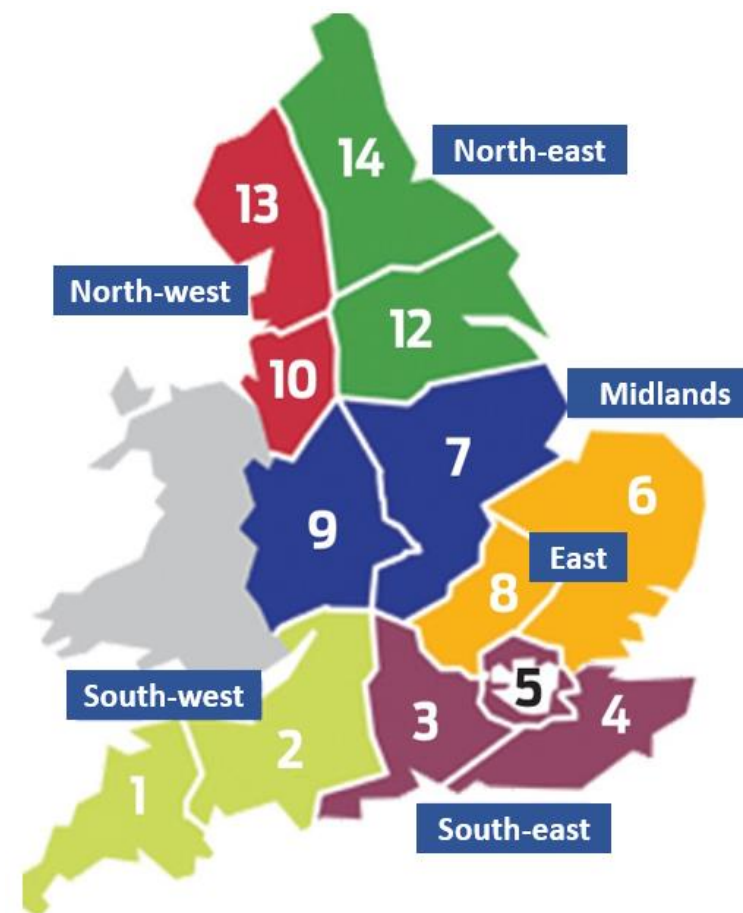
Major Projects (excl NEAR)	1
Major Projects (NEAR Only)	0
Operations	22
Total	23

North West Region

Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	13
Total	13

South West Region

Major Projects (excl NEAR)	1
Major Projects (NEAR Only)	0
Operations	2
Total	3

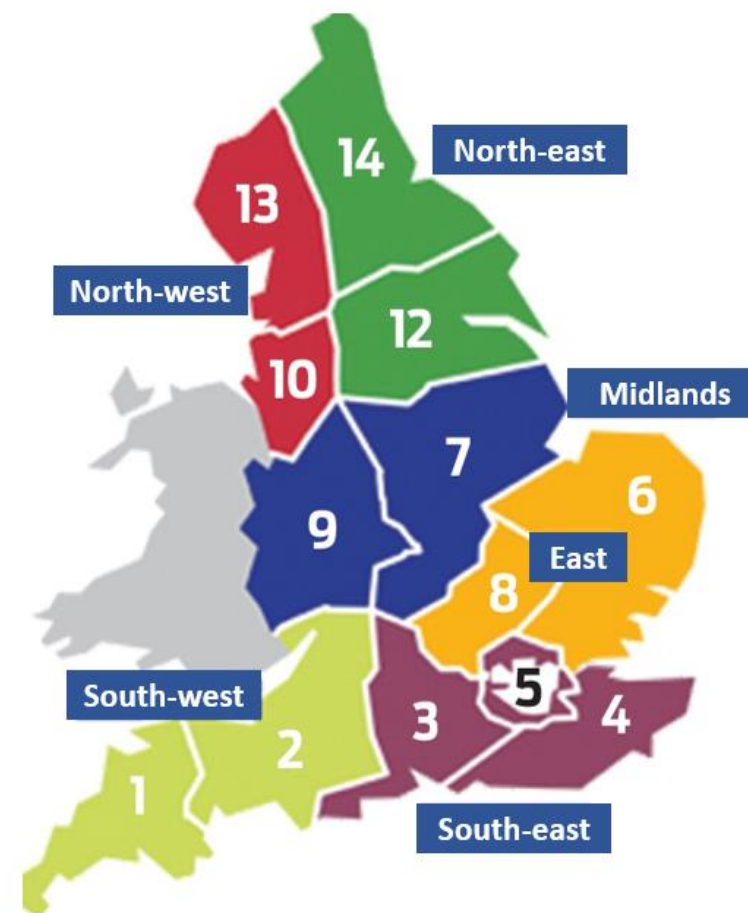


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (All) - Headline

134 Incursions were recorded for June 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	10	53	6	2	71
Incursion; Intentional – Because of breakdown	2	5			7
Incursion; Intentional – To seek information		1			1
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1		1
Incursion; Unintentional - Driver confused	10	14	1		25
Incursion; Unintentional - Follow in	2	7			9
Incursion; Unintentional - Result of accident		6	2		8
Incursions; Intentional - Blue Light Incursion	2	8			10
IPV Strike		2			2
Grand Total	26	96	10	2	134

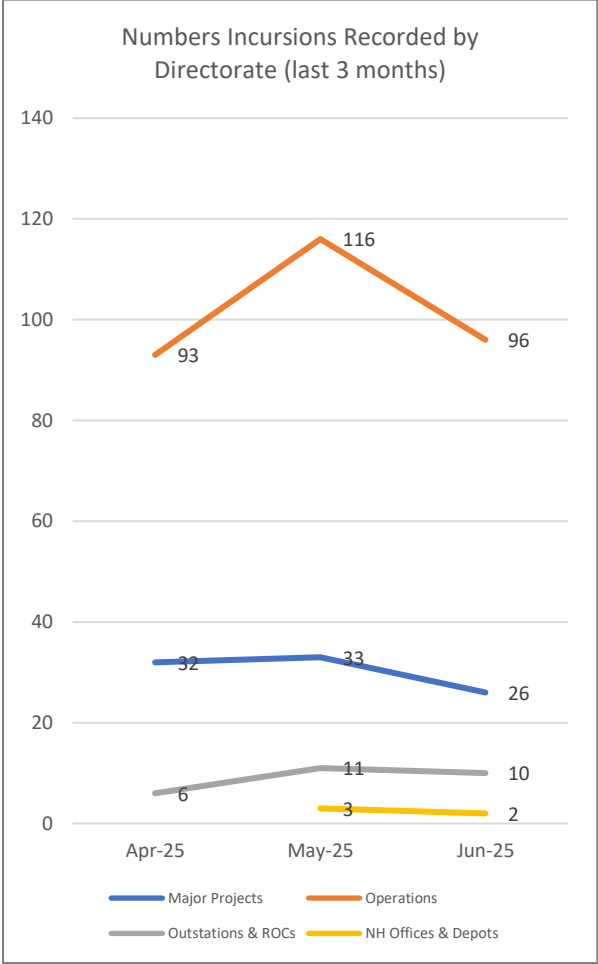
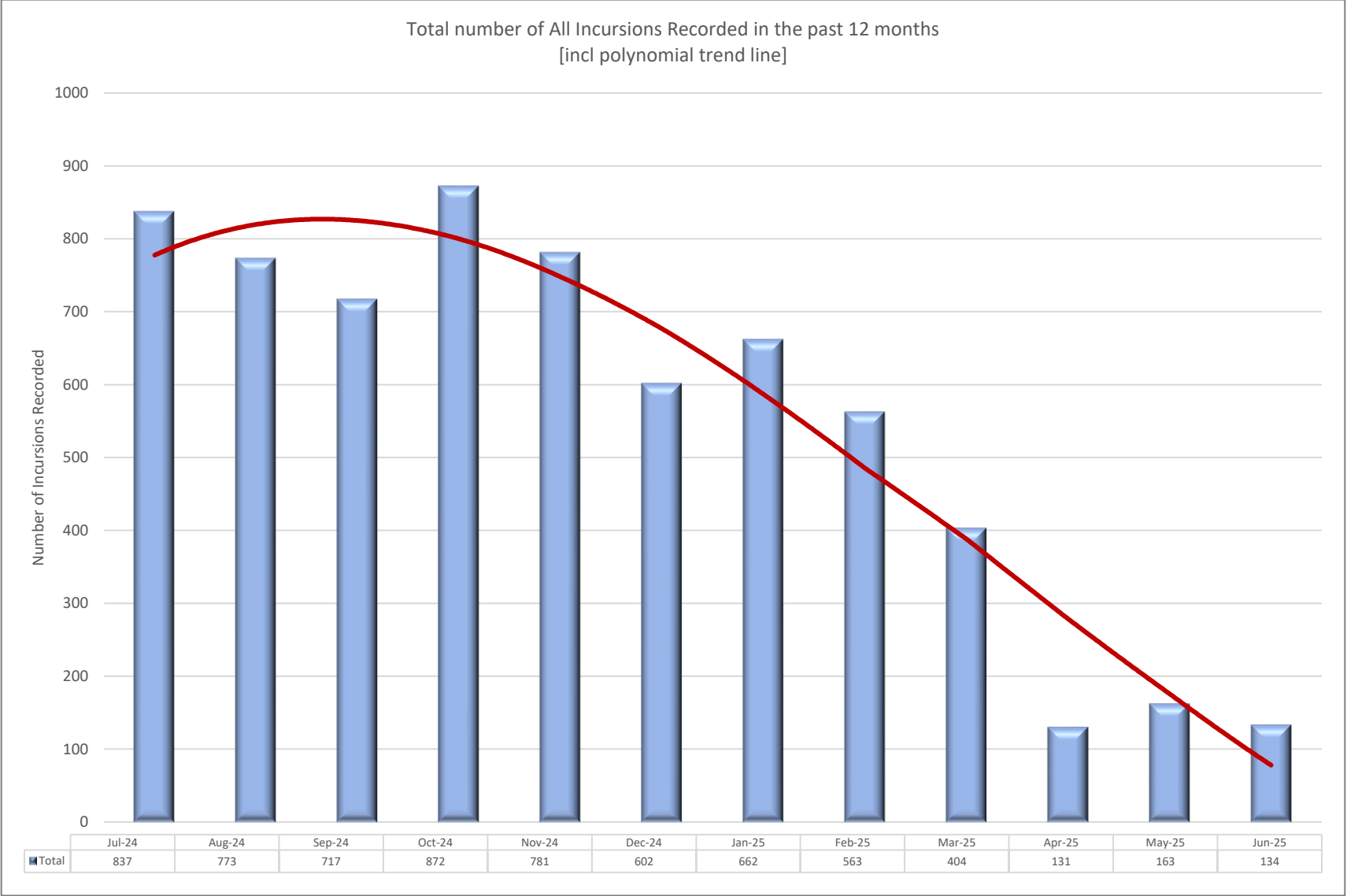
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23207**

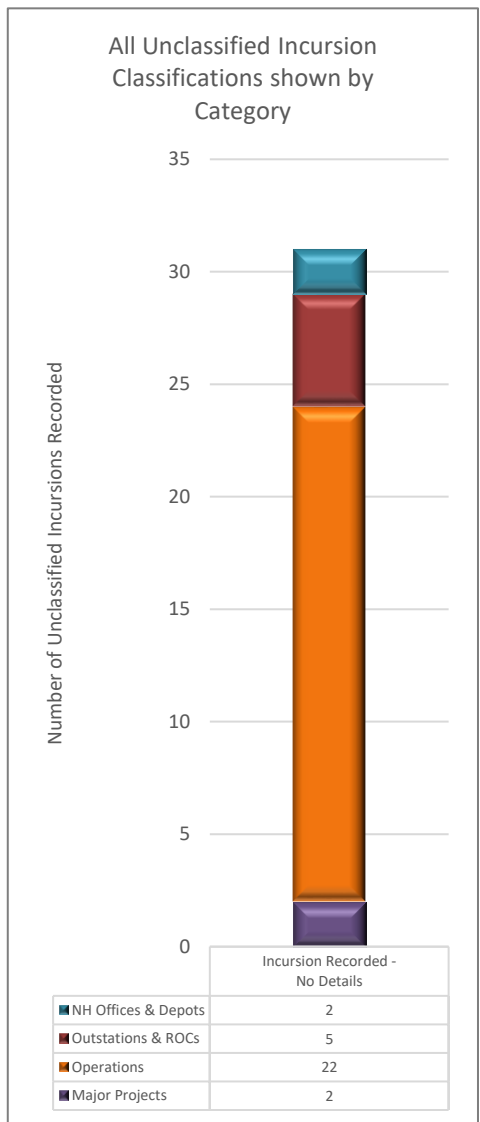
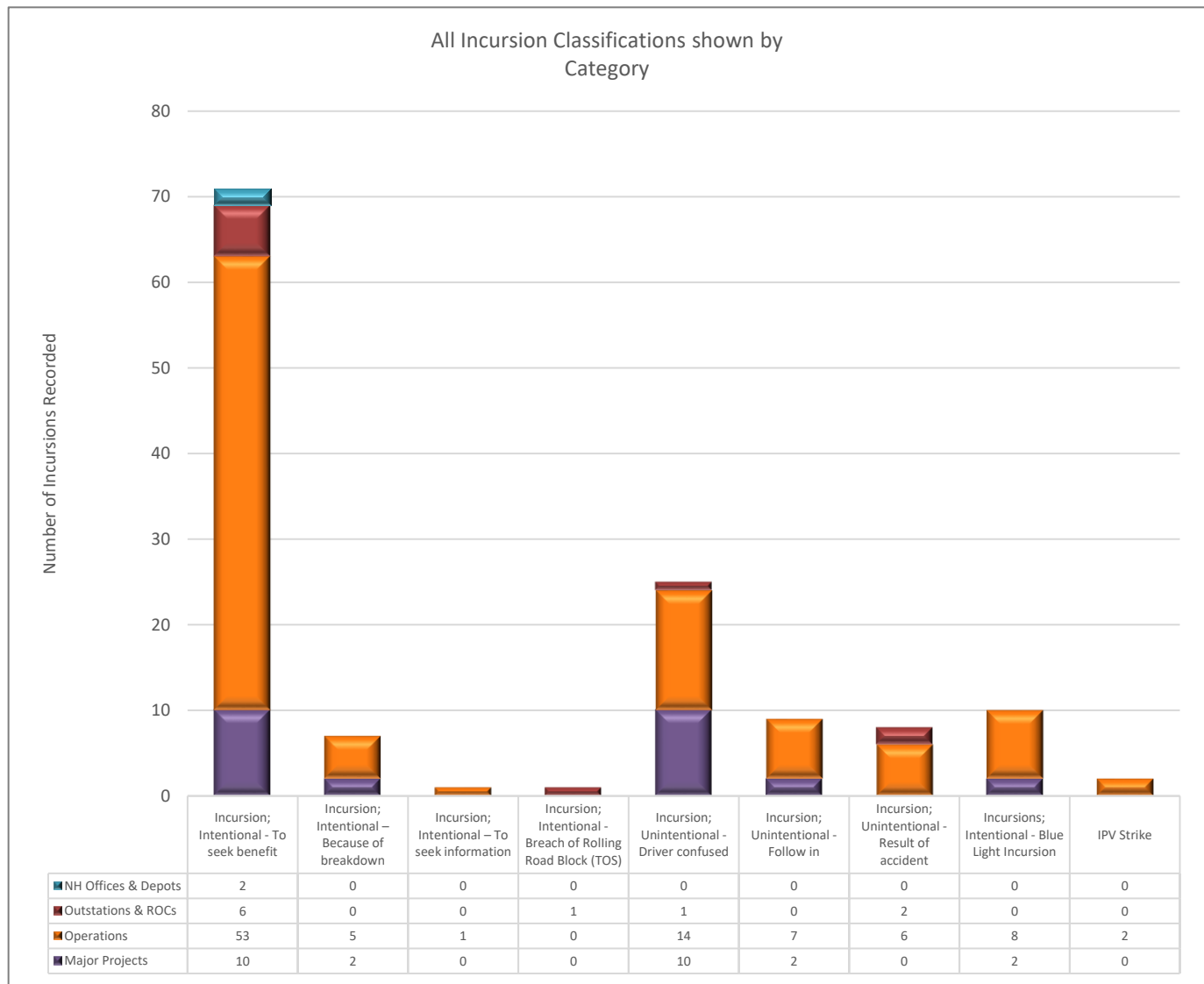
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1342	3050	686	77	5155
Incursion; Intentional – Because of breakdown	8885	607	150	3	9645
Incursion; Intentional – To seek information	101	130	32	5	268
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	26	884	8	923
Incursion; Unintentional - Driver confused	1272	1050	300	43	2665
Incursion; Unintentional - Follow in	225	333	19	3	580
Incursion; Unintentional - Result of accident	803	359	73	5	1240
Incursions; Intentional - Blue Light Incursion	104	170	4	2	280
IPV Strike	23	79	13	0	115
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13174	7318	2545	170	23207

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%)	2057 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during June 2025



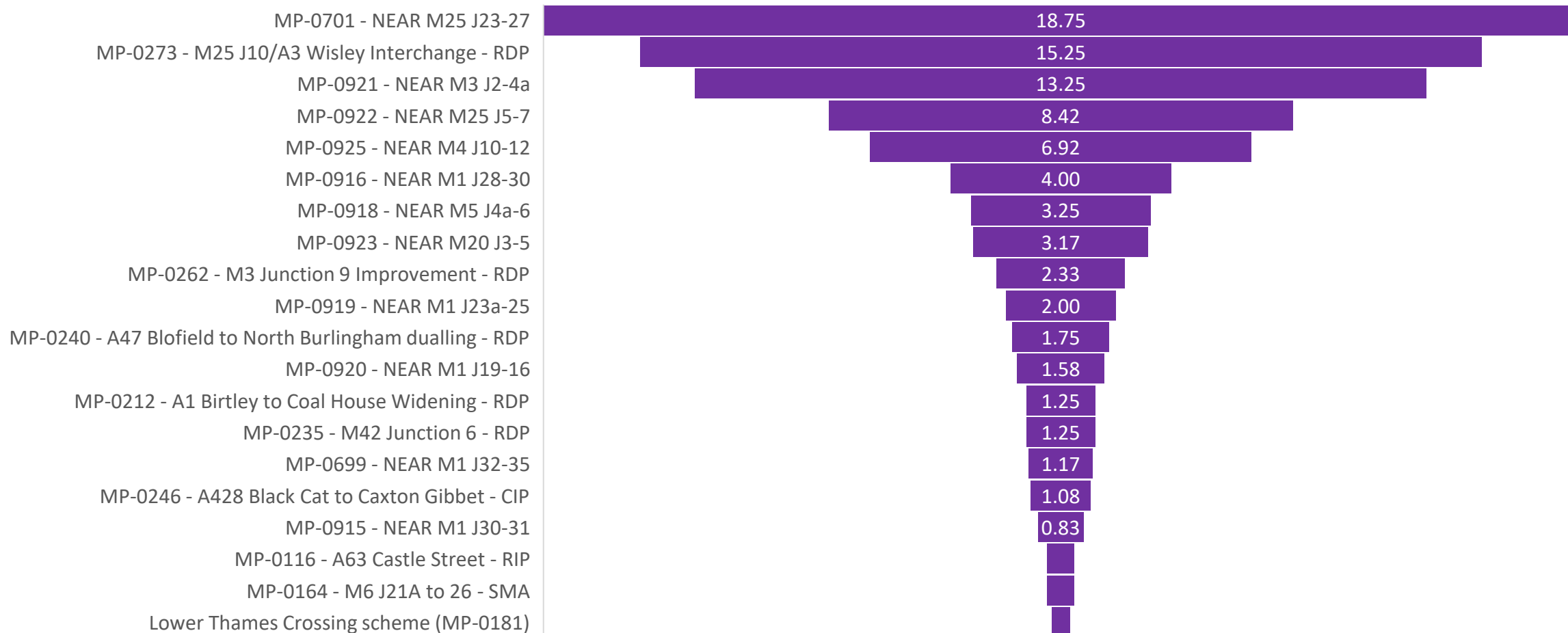
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [71]; equating to 53% of all incursions**
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Incursions Report for Major Projects

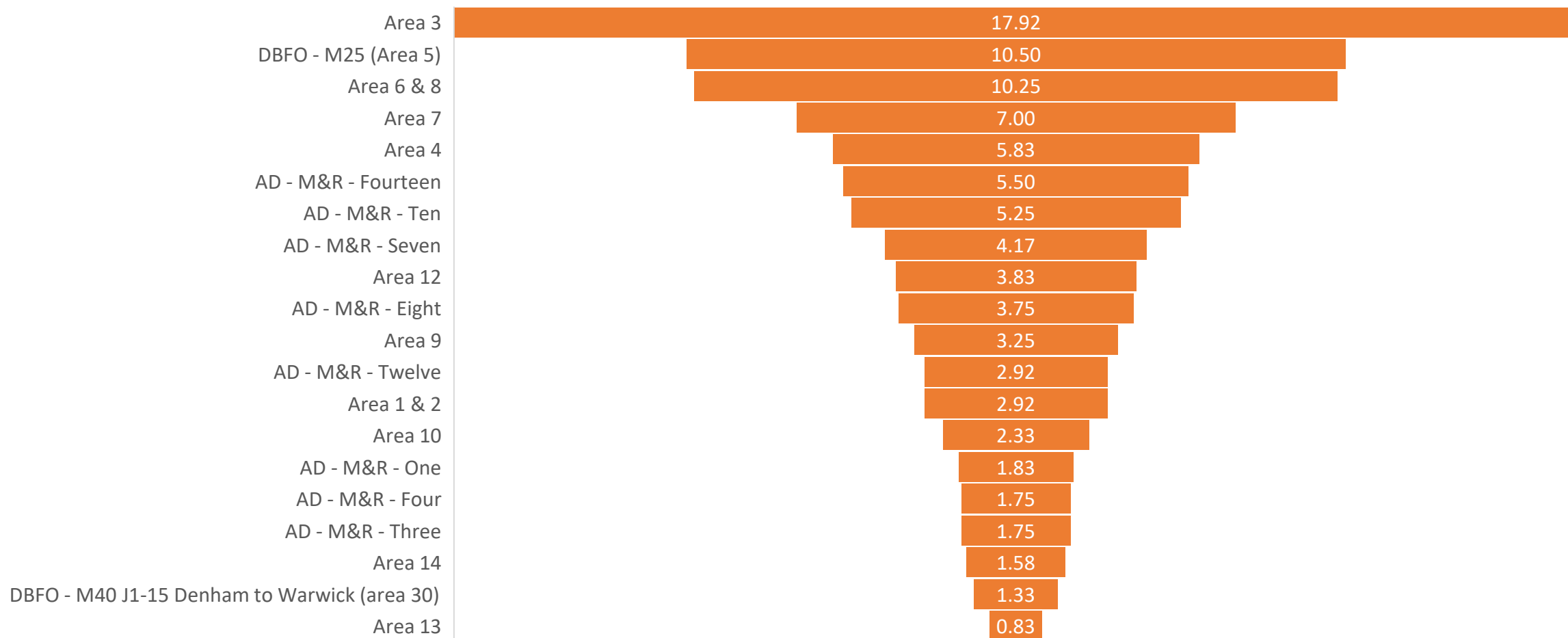
12 month rolling average of the number of all 'Incursions per Month'*



- 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'*



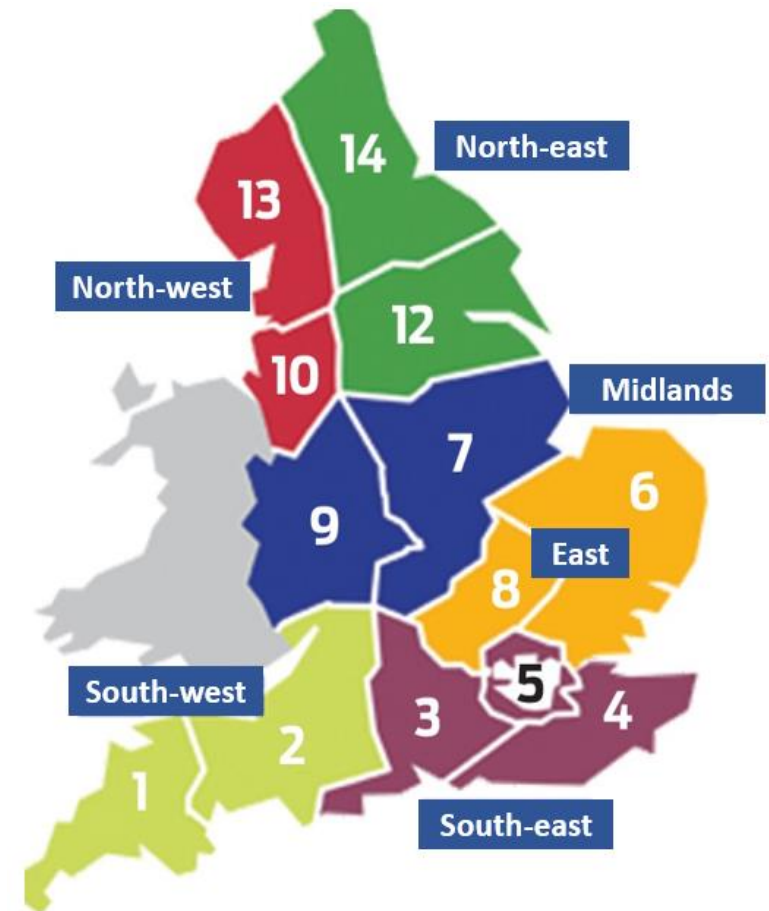
* Excluding incursions as a result of breakdown

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

280 Blue Light Incursions have been recorded since February 2022 with **10** being recorded in June 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
168052	04/06/2025	20:42:00	Major Projects	South East - Major Projects	South East - RIP	MP-0262 - M3 Junction 9 Improvement - RDP	Lane Closure - Slip Road	Standard works – Narrow Lane system inc. slips and links	Not populated	Not populated	No work activities.	VFBB received reports of a police car in the A33 works access.	VFBB supervisor spoke to the officers, who stated they were waiting for car to come down the A34 to engage them. No further action taken.
168108	05/06/2025	20:48:00	Major Projects	East - Major Projects	East - RIP	MP-0239 - A47 North Tuddenham to Easton - RDP	Lane Closure - Mainline	Relaxation works – Lane closure	Traffic management enclosure	Not populated	Vegetation clearance on night shift under single lane closure.	An ambulance under blue lights ran a red light and drove through the closure causing cars coming the other way to enter the TM. All works were stopped and the ambulance negotiated the closure and all cars that entered the TM exited the coned area. TM was made safe and works continued.	All works were stopped and the ambulance negotiated the closure and all cars that entered the TM exited the coned area. TM was made safe and works continued.



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Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
168129	06/06/2025	21:30:00	Operations	Yorkshire & North East - Operations	Yorkshire & North East - DBFO	DBFO - M1 - A1 Link Road	Not populated	Not populated	Traffic management enclosure	Not populated	Bridge painting	A vehicle that was being chased by a police car entered M1 Southbound traffic management, drove through staggered cones block past works location. A MEWP had been parked within the closure on lane 2 awaiting Impact Protection Vehicle to be positioned behind in order to commence works.	Reported to TSCO to get the cone blocks re-instated Reported to the site team
168253	10/06/2025	11:51:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Not populated	Not populated	Not populated	Not populated	Maintenance	Police car drove through at speed with blue lights on inside L1 & L2 closure	Raised it with NTOC. TM crew created near miss on his system



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Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
168274	09/06/2025	05:00:00	Operations	North West - Operations	North West - Asset Delivery	AD - Construction - Ten	Not populated	Not populated	Not populated	M60 17 M60 CW & ACW Narrow Lanes Closures	Tm Installation	0045 Unmarked Police car entered closure at high speed via a maintenance track. Informed ROC, made it explicit that no emergency vehicles were to enter. Photo taken of vehicle, but it was moving too fast to see the registration	Logged and recorded
168398	11/06/2025	23:30:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Not populated	Not populated	Traffic management enclosure	M1 J28 N/A	Signals Renewal	Marked police car vehicle registration xxxxxx Drove across closed lanes into working area	Not Populated



Blue Light Incursions Report - Headline

280 Blue Light Incursions have been recorded since February 2022 with **10** being recorded in June 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
168430	17/06/2025	00:40:00	Operations	Yorkshire & North East - Operations	Yorkshire & North East - DBFO	DBFO - M1 - A1 Link Road	Full Closure - Mainline	Relaxation works – Full main carriageway closure	Within works area / safety zone (adjacent to a Live carriageway)	M1 44 305/2	Bridge painting	A police car was chasing a vehicle, and it entered the closure and rammed the gate sending 2 pieces of Nissan barrier 30-40m up the closure, the driver only just missed the rear of the IPV by inches. The barrier was installed under the Jct at mp 305/2 approx. 400 metres south of the hatchings for the exit slip 1 mile sign is at mp 304/3. The car was then abandoned under the A61 bridge at MP 304/3	A call was quickly made to the IPV driver to position it across the closure at 302/2 to protect the cradle which is suspended from the bridge with men working in it.
168488	18/06/2025	21:36:00	Operations	South East - Operations	South East - Area Contracts	Area 3	Not populated	Not populated	Not populated	Not populated	Removal of Ash die back trees	Ambulance driving down lane 3 with blue lights on, MOP pulled into closure to get out of its way	Not Populated



Blue Light Incursions Report - Headline

280 Blue Light Incursions have been recorded since February 2022 with **10** being recorded in June 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
168491	19/06/2025	00:40:00	Operations	Yorkshire & North East - Operations	Yorkshire & North East - Asset Delivery	AD - M&R - Twelve	Not populated	Relaxation works – Lane closure	Traffic management enclosure	A58 Inner ring round about 0/0	Cyclical Works	19/6/2025 @ 00:40 A58 roundabout lane 2 closure – Police vehicle under blue light approached the round about at high speed to pass by standing traffic stood at the traffic signals, vehicle entered the closure on a blind bend where works vehicles were parked before continuing through the cones back into the live lane. No evasive action was taken by operatives onsite.	close call raised , Supervisor informed everyone onsite of the incident and the need to be extra vigilant , TM team to review layout adding additional cones where required

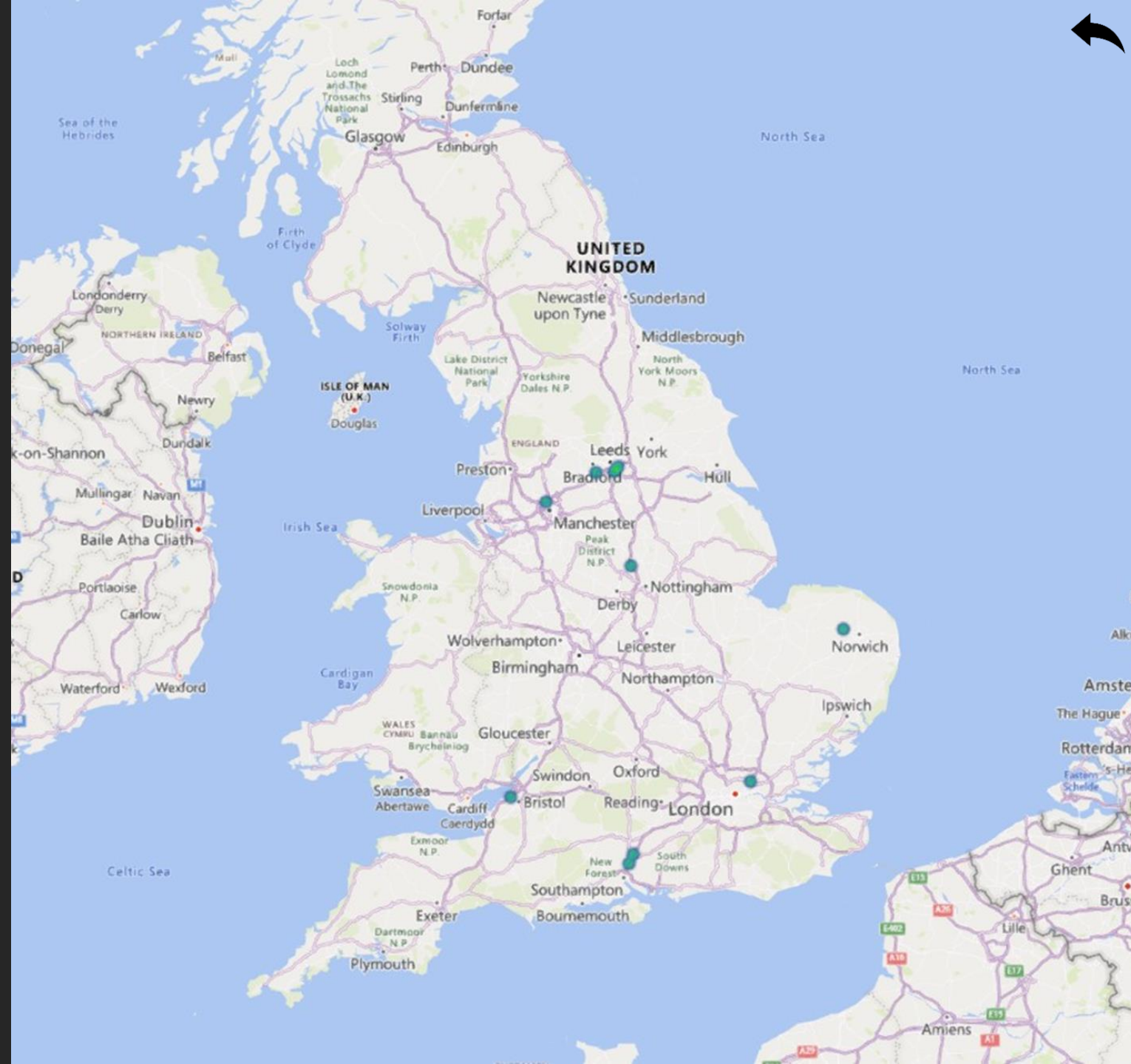


Blue Light Incursions Report - Headline

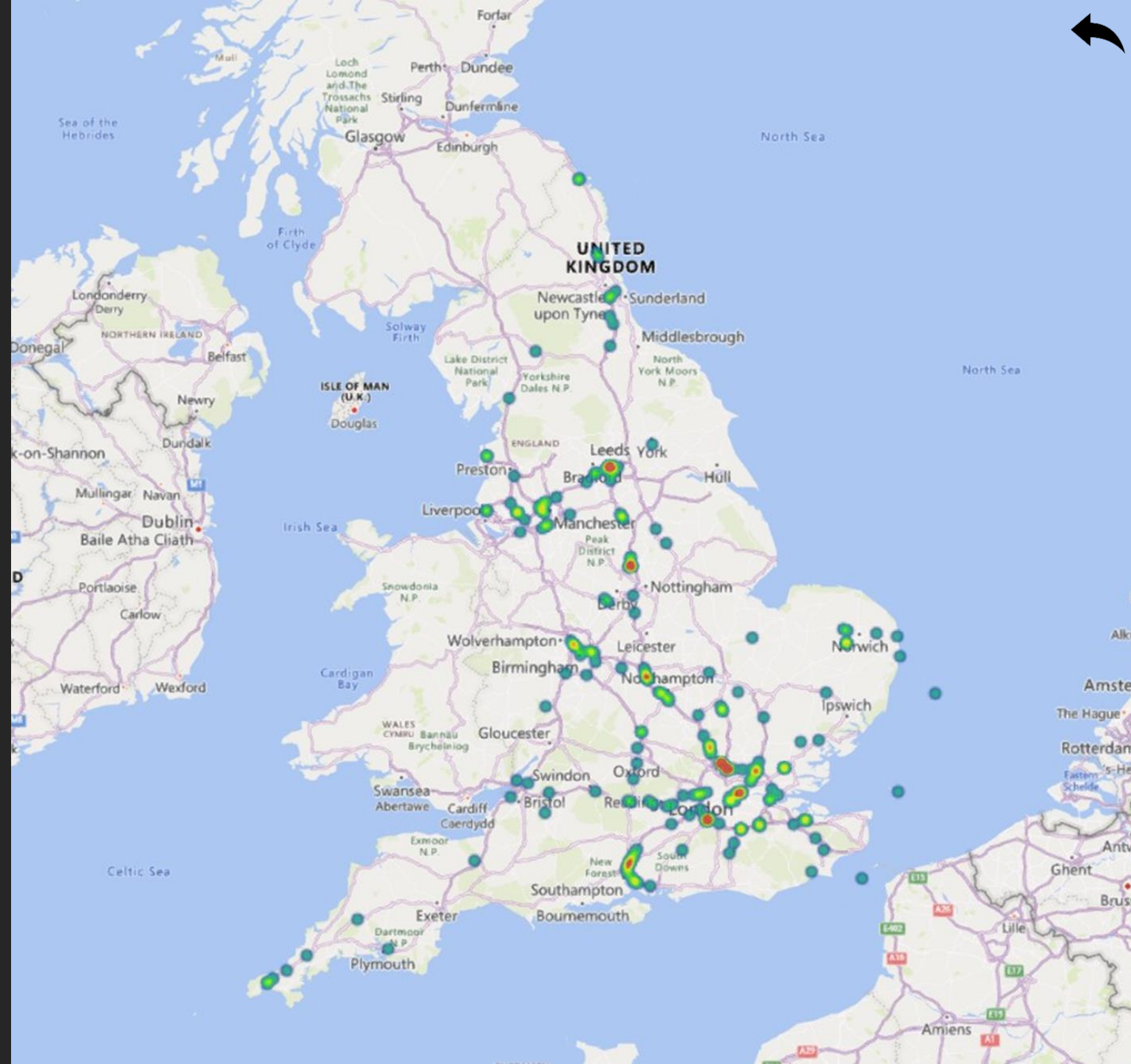
280 Blue Light Incursions have been recorded since February 2022 with **10** being recorded in June 2025 (Edited Record)

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
168744	20/06/2025	22:15:00	Operations	South West - Operations	South West - Asset Delivery	AD - SBIM - One	Lane Closure - Mainline	Standard works – Narrow Lane system inc. slips and links	Structure/Bridge	M5 Avonmouth Bridge Northbound carriageway lane 1,2,3 closure	Amey SBIM were carrying out Demag replacement works	Quantum TM foreman reported to Amey PIC that an ambulance entered the closure and made its way across the bridge. The ambulance had its sirens and blue lights on. Upon approaching the works location, the ambulance re-entered the live lane. The TM had an IPV in position 50m before the work and its assumed as this came in to view for the ambulance, it re-entered the live lane	TM foreman contacted the ROCC to report incident. Issue log no 4244. TM foreman then informed Amey PIC of occurrence. Quantum TM then raised an internal safety observation close call

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



Heatmap of all Blue Light Incursions (BLI) recorded

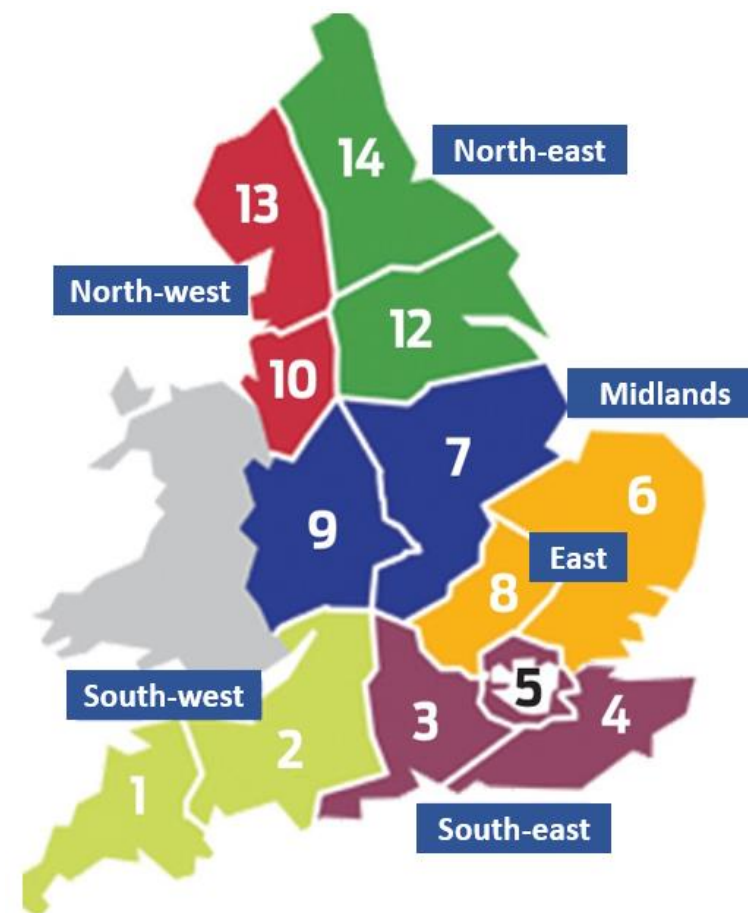


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps



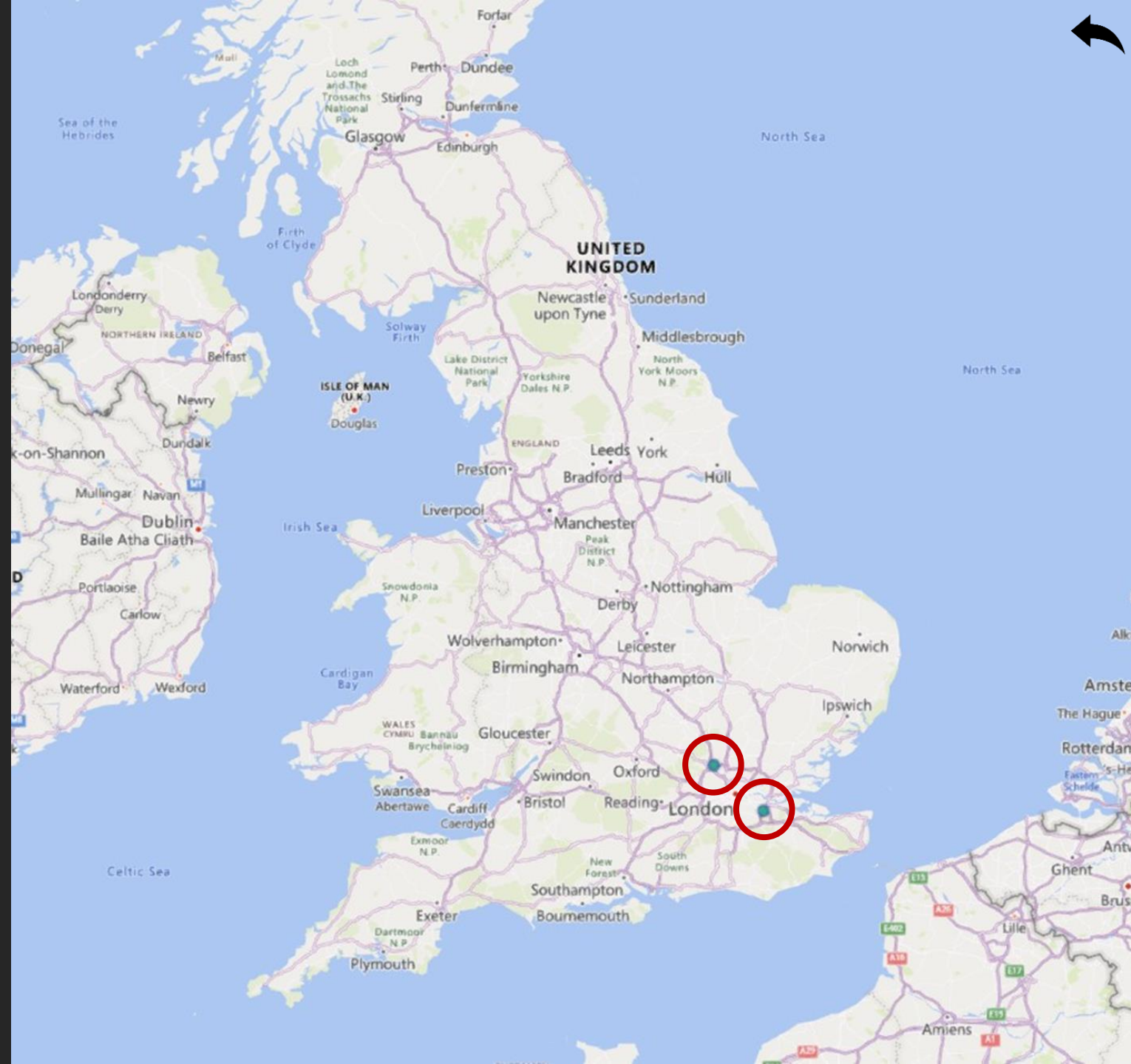


IPV Strike Report - Headline

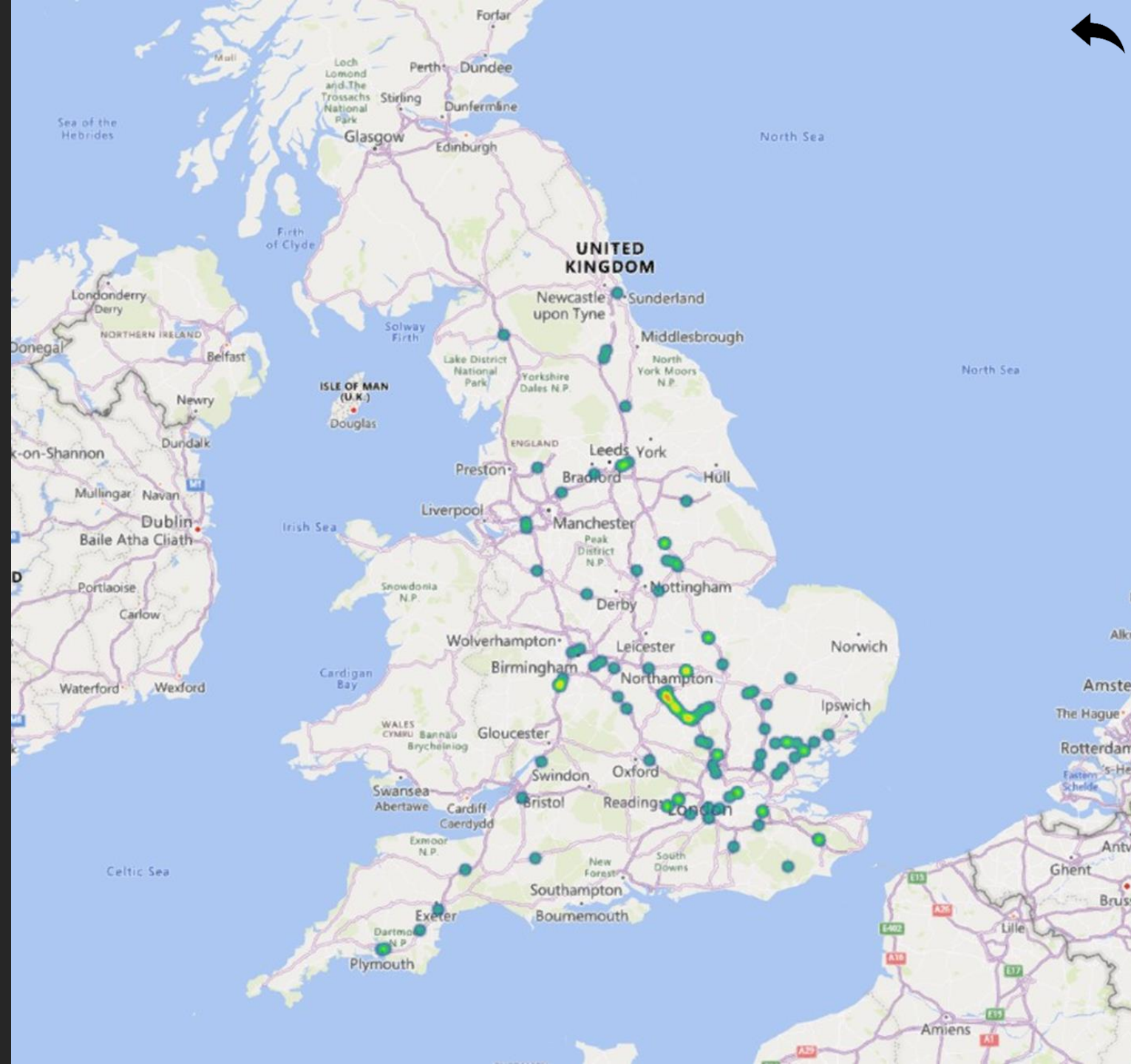
115 IPV strikes have been recorded since December 2019 with **2** being recorded in June 2025 (Edited Record)

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
168448	17/06/2025	02:46:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Not populated	Not populated	Not populated	Not populated	Maintenance	A20 M20A MP28/1 L1, L2 Closure pushing travelling public off at J3 Off Slip At 02.40 an artic struck about 10 cones throwing towards our work area. A couple of the workforce nearly got struck by flying cones.	I contacted the Swanley Shift Manager who contacted the Chevron TMF who came within minutes to reinstall cones. Workforce stopped works and stood in a Safe location next to the Central res. Once cones were Reinstated work could resume.
168657	23/06/2025	22:51:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Not populated	Not populated	Not populated	Not populated	barrier/fencing	M1 northbound junction 1, near Hendon Station. During a two-lane closure, while CD Fencing was conducting work, a third-party lorry traversed the remaining lane and unfortunately lost its trailer. The trailer subsequently collided with the welfare vehicle positioned within the closure.	Call NTOC

Heatmap of IPV Strikes recorded during June 2025



Heatmap of all IPV Strikes recorded

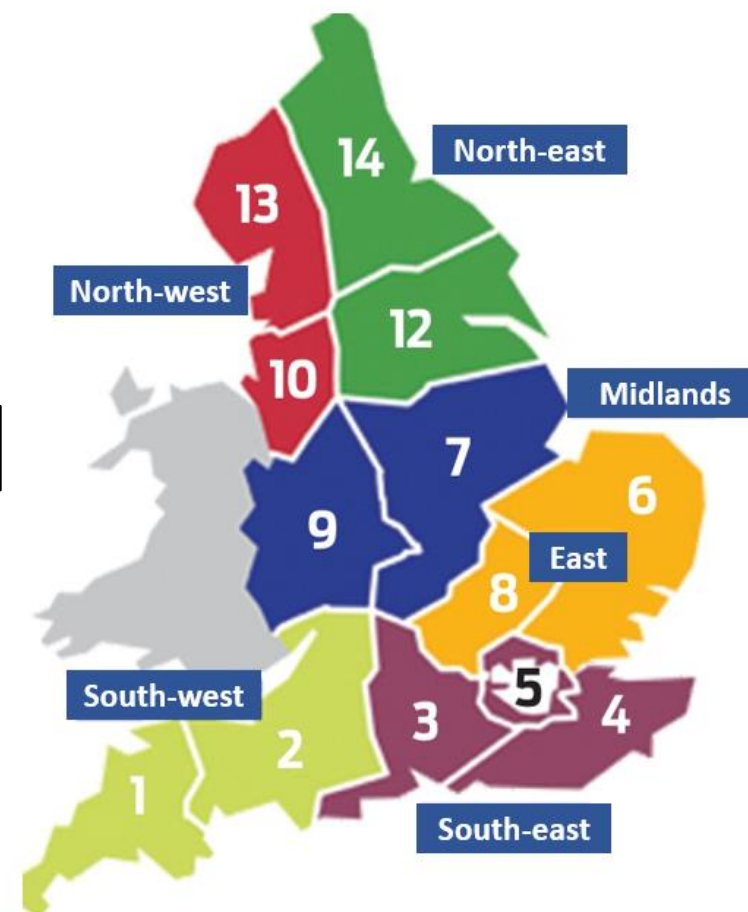


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



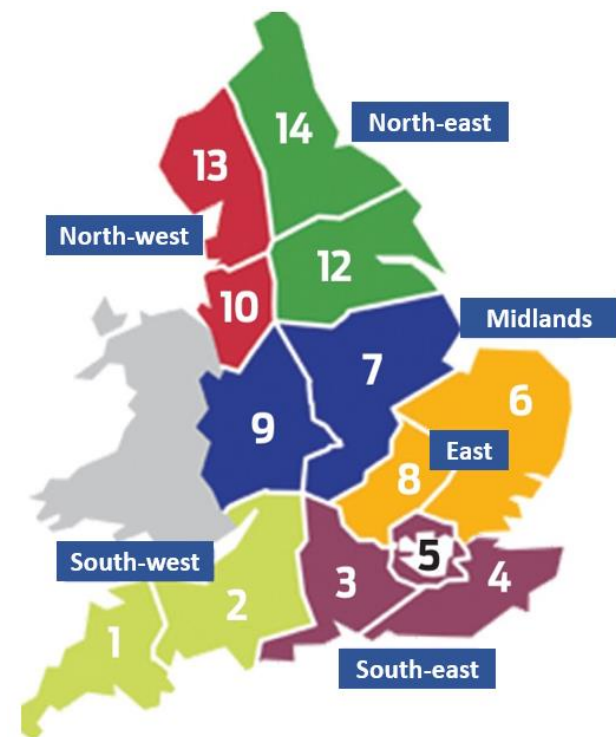
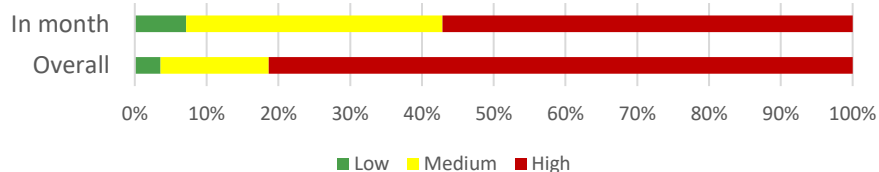
Incursions Report - North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.89%]	410 [46.07%]		3 [23.08%]
Incursion; Intentional – Because of breakdown	1181 [66.42%]	100 [11.24%]		2 [15.38%]
Incursion; Intentional – To seek information	42 [2.36%]	20 [2.25%]		1 [7.69%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.56%]		
Incursion; Unintentional - Driver confused	178 [10.01%]	214 [24.04%]		5 [38.46%]
Incursion; Unintentional - Follow in	52 [2.92%]	71 [7.98%]		1 [7.69%]
Incursion; Unintentional - Result of accident	70 [3.94%]	45 [5.06%]		
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	19 [2.13%]		1 [7.69%]
IPV Strike	1 [0.06%]	6 [0.67%]		
Grand Total	1778 [100.00%]	890 [100.00%]		13 [100.00%]

Technology Utilisation	Apr 25			May 25			June 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	740	126	17%	801	120	15%	644	45	7%
Area 13	44	2	4%	33	1	3%	31	1	3%

North West (MP & Ops) Incursion Risk Rating



Incursions Report - North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle and pedestrian incursions occurred, including unmarked police cars, taxis, and cyclists entering the closure. Pedestrian risk identified with a male running through the taper.

Traffic Incidents *[Sentiment: Neutral]*

A broken-down vehicle obstructed the closure, requiring recovery. Additionally, a cone strike was reported from a passing vehicle.

Broken Down Vehicles *[Sentiment: Neutral]*

One vehicle, a car, broke down within the taper, causing disruption. Recovery services were called to move the vehicle safely.

Traffic Management Responses *[Sentiment: Positive]*

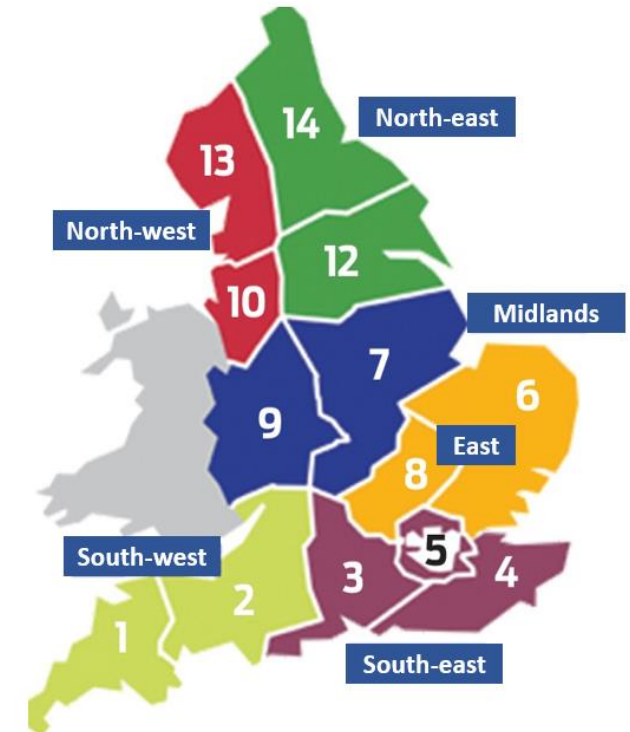
Contractor responses included halting work to safely escort vehicles out of the closure and informing the drivers about the risks of incursion.

Overall *[Sentiment: Neutral]*

Multiple incursions and safety incidents occurred, but traffic management acted promptly to ensure safety. Some disruptions were caused by vehicles entering restricted areas.

Recommendations

To improve safety, the project team should consider enhancing communication around closure boundaries, increasing visibility for vehicles and pedestrians, and ensuring more effective signage.



Incursions Report

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

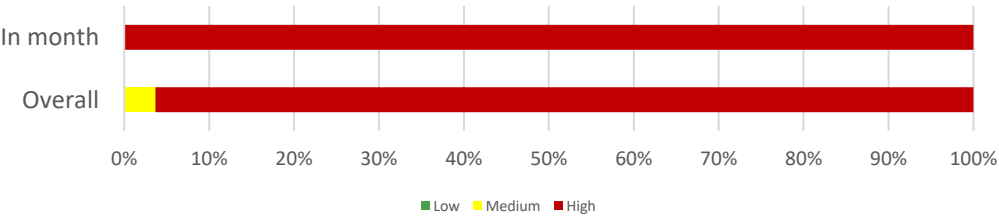
A total of 1 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions

[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)

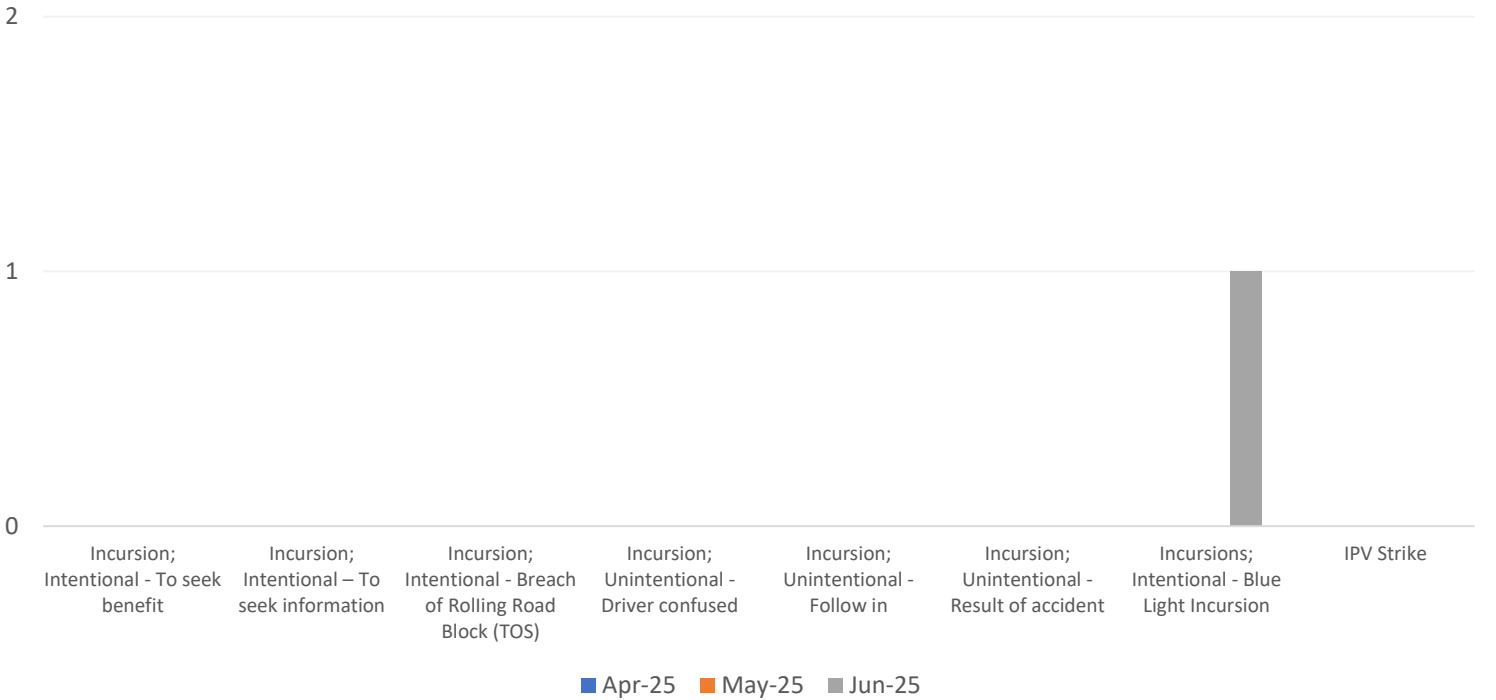
Project Risk Rating



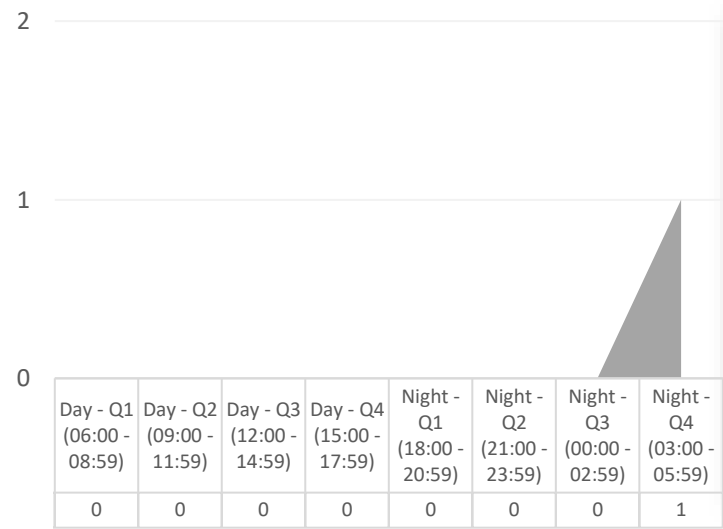
Incursion rate per length of TM (Unknown)

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

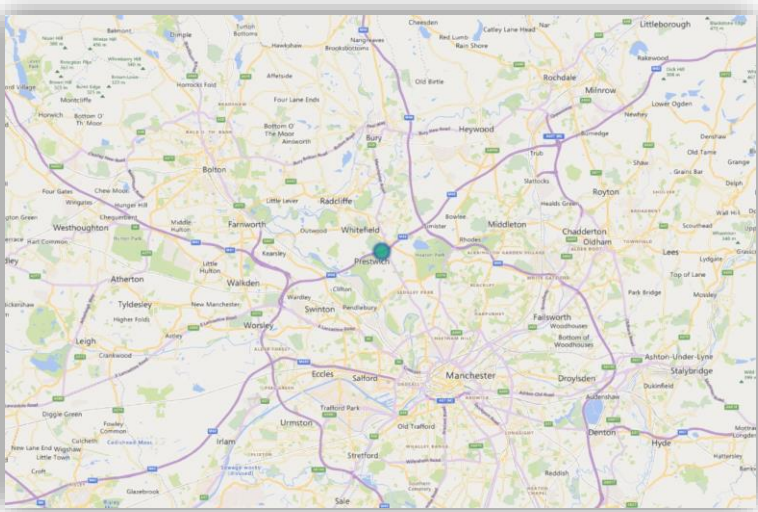
AD Construction Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD Construction Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

An unmarked police car entered the closure at high speed via a maintenance track, despite being informed that no emergency vehicles were allowed to enter. A photo was taken, but registration details were not clear.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents involving broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The ROC was informed promptly regarding the unmarked police car incursion, with clear instructions that no emergency vehicles should enter. The response was swift, but the vehicle's speed hindered full identification.

Overall *[Sentiment: Cautiously Neutral]*

A single incident involving a high-speed entry by an unmarked police car was reported, but no further traffic-related issues occurred. The incident was handled, but there was a lack of vehicle identification.

Recommendations

It is recommended that additional monitoring and control measures be implemented at entry points, ensuring clear communication with all parties regarding closures.

Incursions Report

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

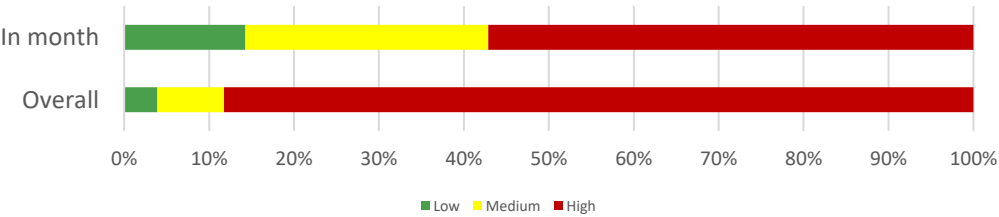
A total of 6 incursions have been recorded; with a no change from the previous month in To seek information' type incursions together with an no change from the previous month in Follow in' 33% decrease in 'Driver confused' 33% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

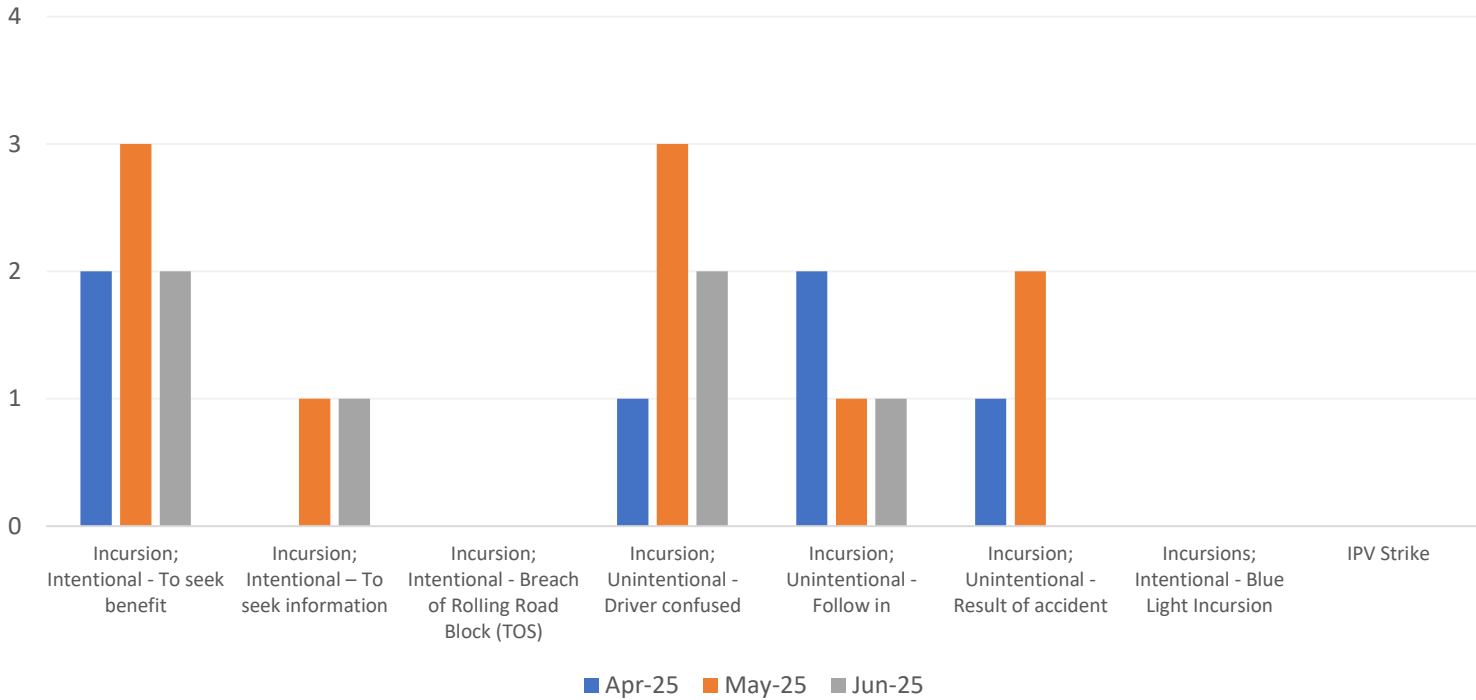
Project Risk Rating



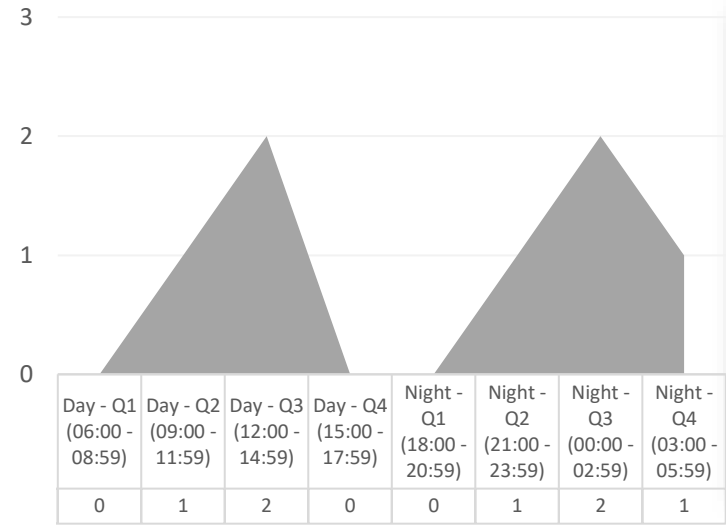
Incursion rate per length of TM (Unknown)

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

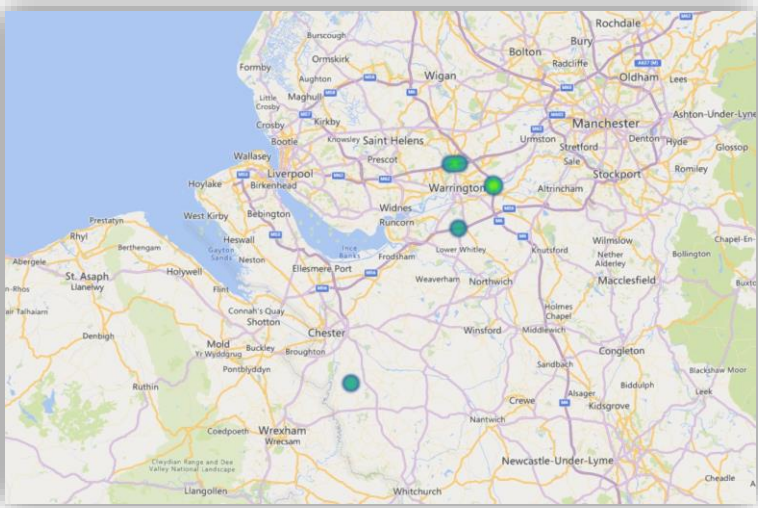
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Five vehicles followed plant into the closure via the works access. A black Nissan taxi attempted to exit at J6, driving through the closure at MP 14/5. Pedestrian was seen running through the closure.

Traffic Incidents *[Sentiment: Neutral]*

A broken-down vehicle was reported within the closure. A VOSA vehicle also entered the established HS closure for arb works and waited inside the area.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle was found broken down within the closure. No further incidents related to broken-down vehicles were reported.

Traffic Management Responses *[Sentiment: Positive]*

A contractor carrying out arb works witnessed a vehicle attempting to enter the closure at MP 14/2, which was closed. Evacuation measures were taken by contractors, and no injuries occurred.

Overall *[Sentiment: Cautiously Neutral]*

Several vehicles entered the closure during works, and a pedestrian was observed in the area. Despite a few disturbances, traffic management responded effectively with no injuries.

Recommendations

The project team should review and enhance traffic management to prevent vehicles from accessing closures. Improved signage and active monitoring could reduce such incursions, ensuring safety for both workers and pedestrians.

Incursions Report

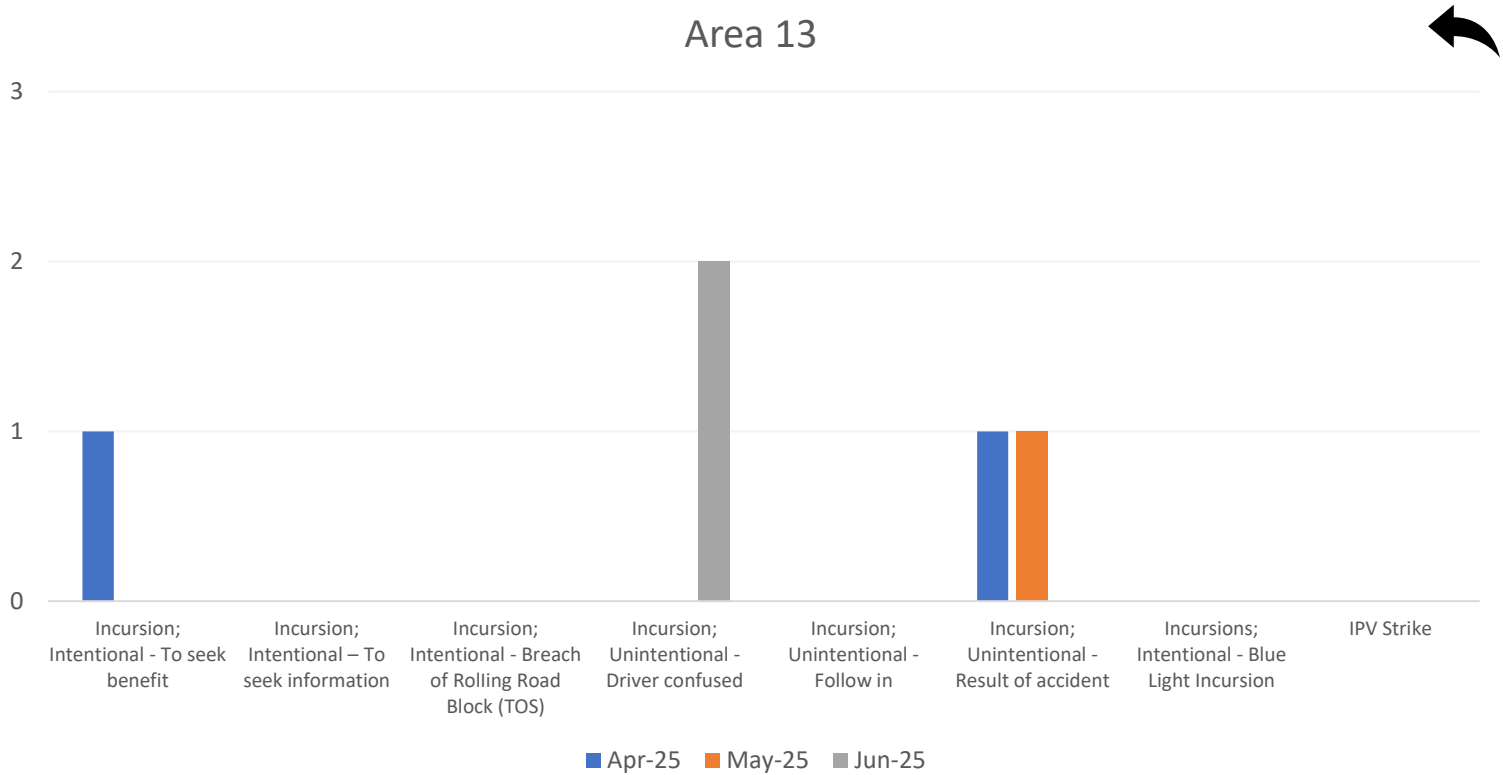
Directorate: Operations
Region: North West
Project: Area 13

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

[1 - Incursions resulting from breakdowns were recorded]

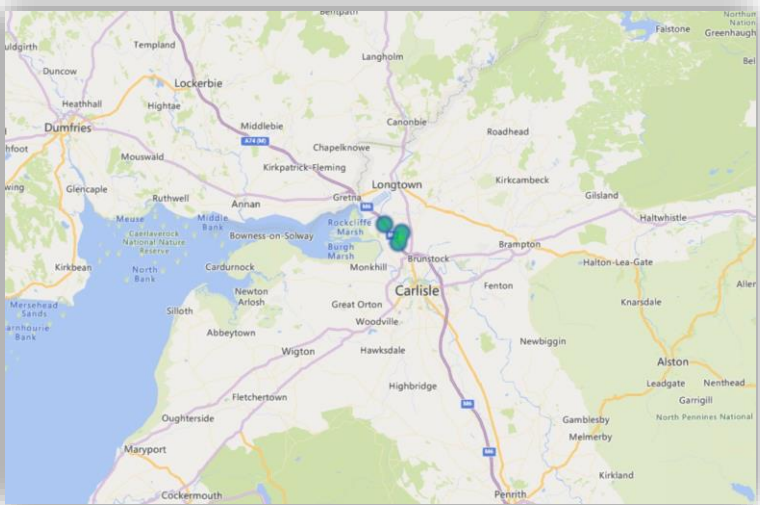
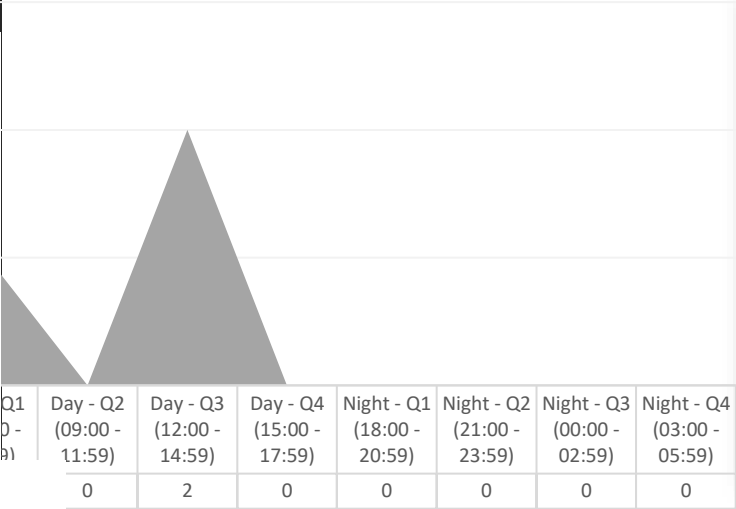
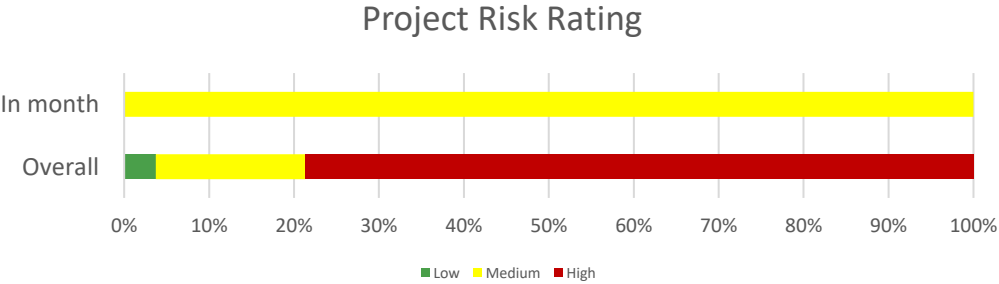
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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



Time Profile of Incursions recorded

Heatmap



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

Incursions Report

Directorate: Operations

Region: North West

Project: Area 13



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Negative]*

A vehicle broke down on 502/8 southbound within the taper area and was unable to relocate to a safer location; recovery services were called to assist.

Traffic Management Responses *[Sentiment: Neutral]*

A cone strike was reported; traffic management measures were in place and addressed the situation accordingly without further complications.

Overall *[Sentiment: Cautiously Neutral]*

Minimal disruption occurred; the response to the breakdown and cone strike was timely, preventing escalation of incidents on site.

Recommendations

Consider reviewing taper zone safety protocols and improving breakdown contingency planning, including quicker response options or designated refuge areas to reduce risk in future occurrences.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

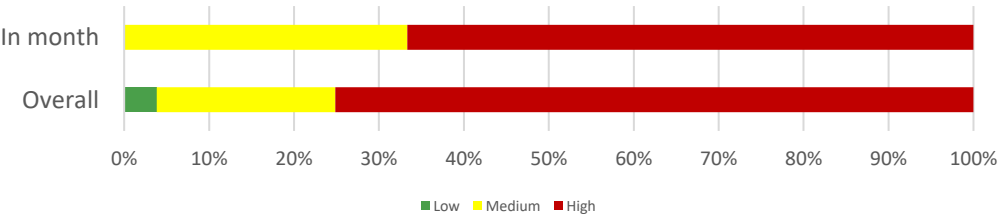
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an no change from the previous month in Seeking Benefit' type incursions

[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)

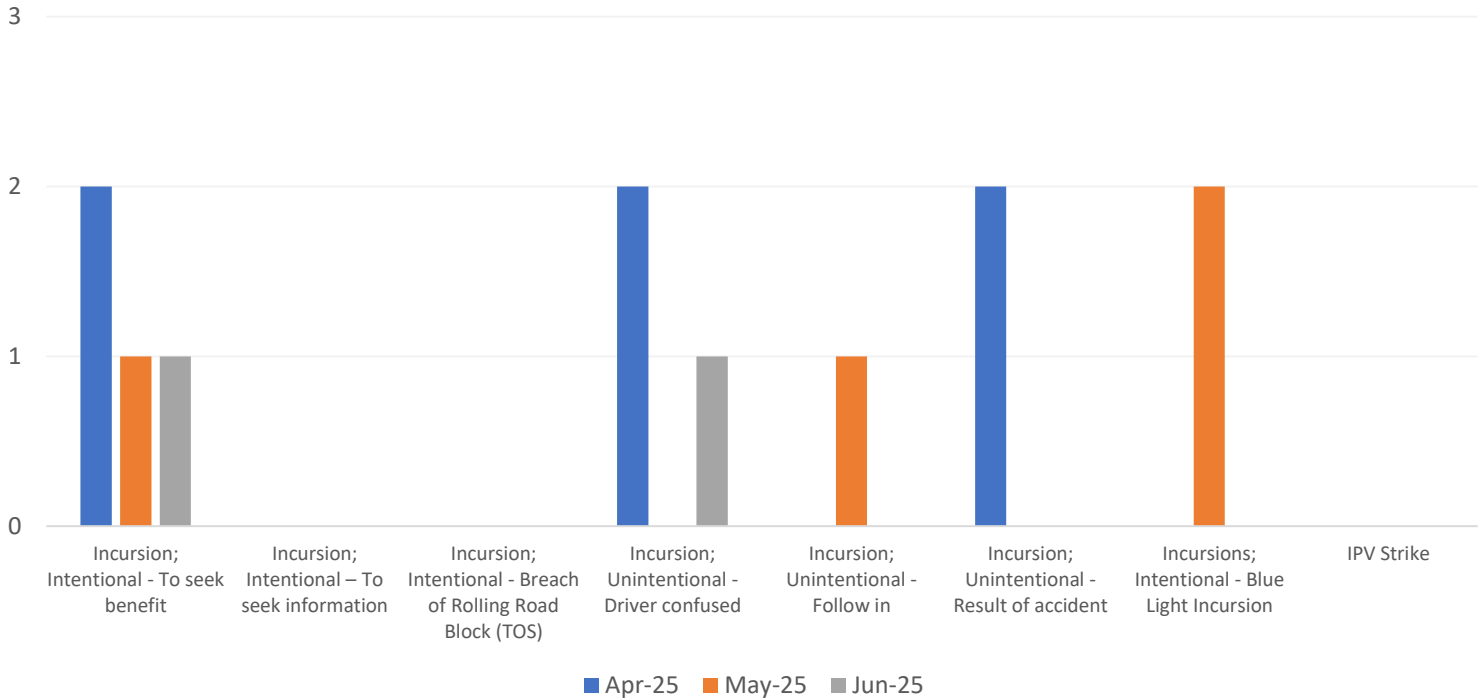
Project Risk Rating



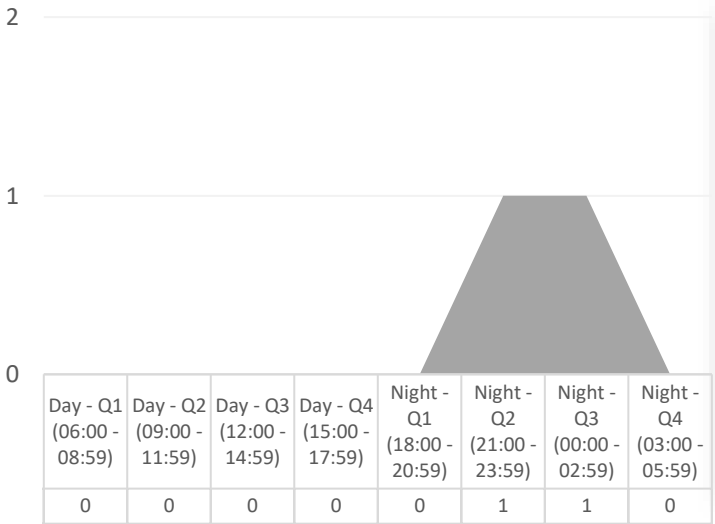
Incursion rate per length of TM (Unknown)

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

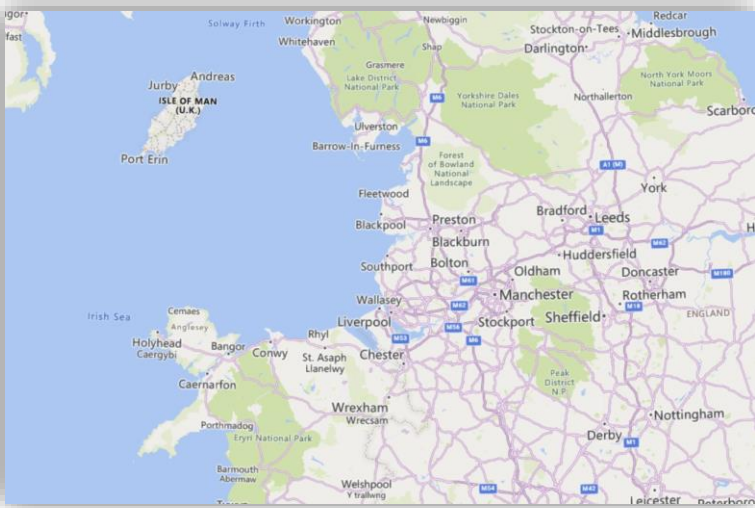
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Two separate vehicle incursions occurred during the reporting period. In both cases, drivers entered closed sections of the site and were safely escorted out by traffic management operatives.

Traffic Incidents [*Sentiment: Neutral*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

TM operatives responded promptly and effectively, halting works and safely guiding unauthorised vehicles out of the closure zone without incident. Communication with the drivers was clear and assertive.

Overall [*Sentiment: Neutral*]

The prompt response of the traffic management team ensured safety was maintained despite incursions. However, the repeat nature of such events highlights the need for enhanced preventative measures.

Recommendations

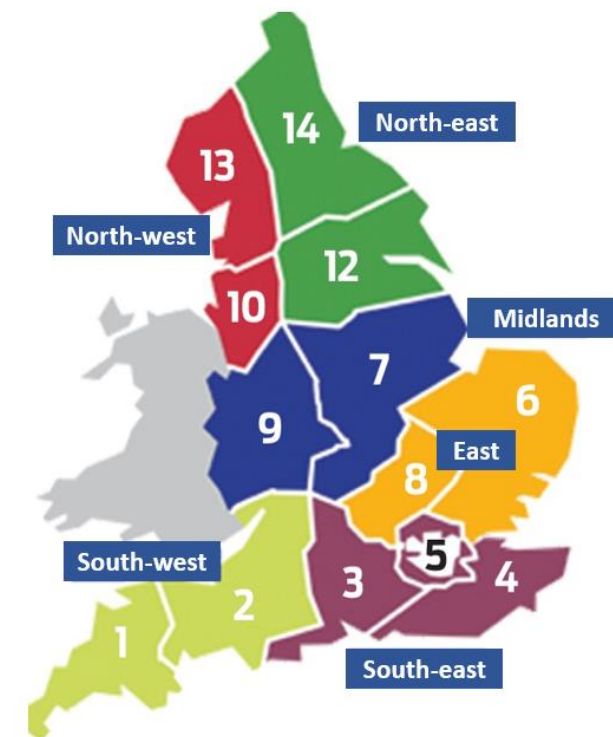
Consider reinforcing signage and barriers at entry points, particularly near J31A, and increasing visibility or patrolling to deter accidental access.

Incursions Report - North West Region

End of regional report

[Back to [Summary](#) page]

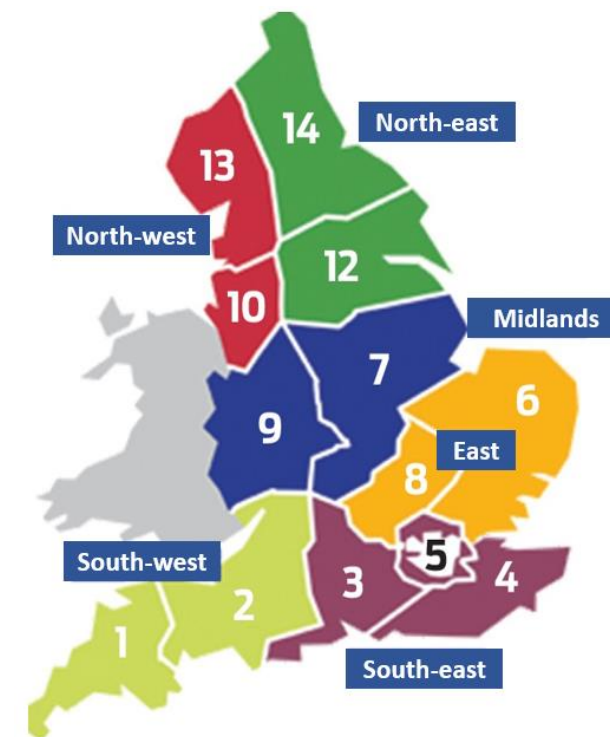
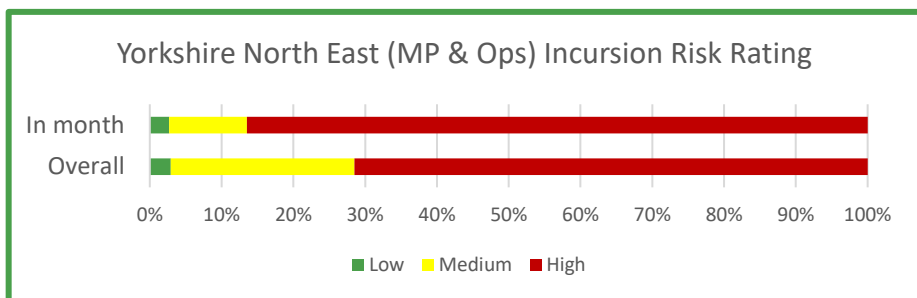
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	200	[16.38%]	213	[49.65%]	
Incursion; Intentional – Because of breakdown	457	[37.43%]	24	[5.59%]	
Incursion; Intentional – To seek information	18	[1.47%]	7	[1.63%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.93%]	
Incursion; Unintentional - Driver confused	393	[32.19%]	83	[19.35%]	1 [100.00%]
Incursion; Unintentional - Follow in	56	[4.59%]	28	[6.53%]	2 [9.09%]
Incursion; Unintentional - Result of accident	81	[6.63%]	40	[9.32%]	2 [9.09%]
Incursions; Intentional - Blue Light Incursion	16	[1.31%]	23	[5.36%]	3 [13.64%]
IPV Strike			7	[1.63%]	
Grand Total	1221	[100.00%]	429	[100.00%]	1 [100.00%]

Technology Utilisation	Apr 25			May 25			June 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	427	158	37%	490	83	17%	533	27	5%
Area 14	80	49	61%	104	40	38%	42	17	40%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incidents occurred, including vehicles and pedestrians entering closures. These included private cars, police cars, and motorcyclists driving through closures, posing risks.

Traffic Incidents *[Sentiment: Neutral]*

Several vehicles entered closures at high speed, including police chases and unmarked vehicles. A minor RTC was reported, causing temporary disruptions.

Broken Down Vehicles *[Sentiment: Neutral]*

There were multiple incidents involving broken-down vehicles within closures, with a recovery vehicle called to assist. One vehicle was moved to safety.

Traffic Management Responses *[Sentiment: Positive]*

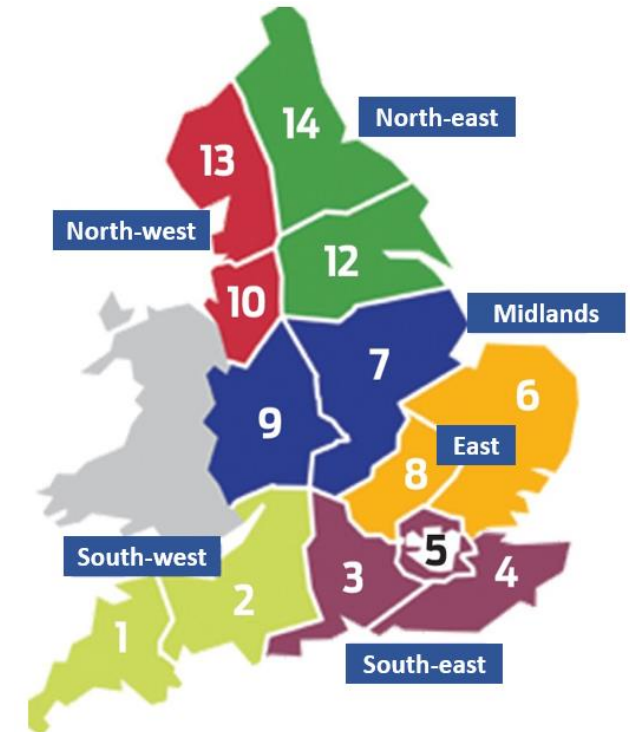
Traffic management teams took appropriate actions, including halting work and guiding drivers out of the closures. Some incidents went unaddressed due to speed.

Overall *[Sentiment: Neutral]*

Numerous vehicle and pedestrian incursions, including high-speed entries and minor accidents, disrupted the site. Traffic management responded promptly to ensure safety.

Recommendations

To improve safety, more visible barriers and clearer signage should be installed. Increased enforcement and staff presence could prevent high-speed incursions and reduce confusion.



Incursions Report

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

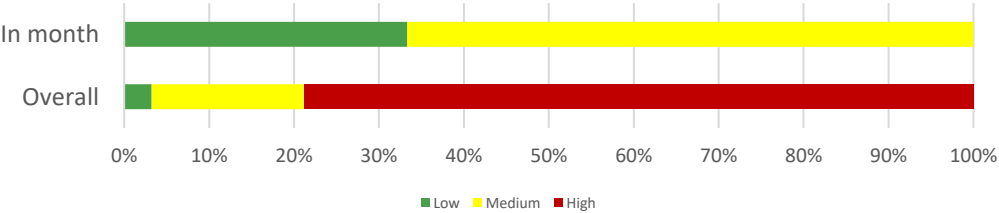
A total of 2 incursions have been recorded; with a type incursions together with an no change from the previous month in Driver confused' no change from the previous month in Follow in' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

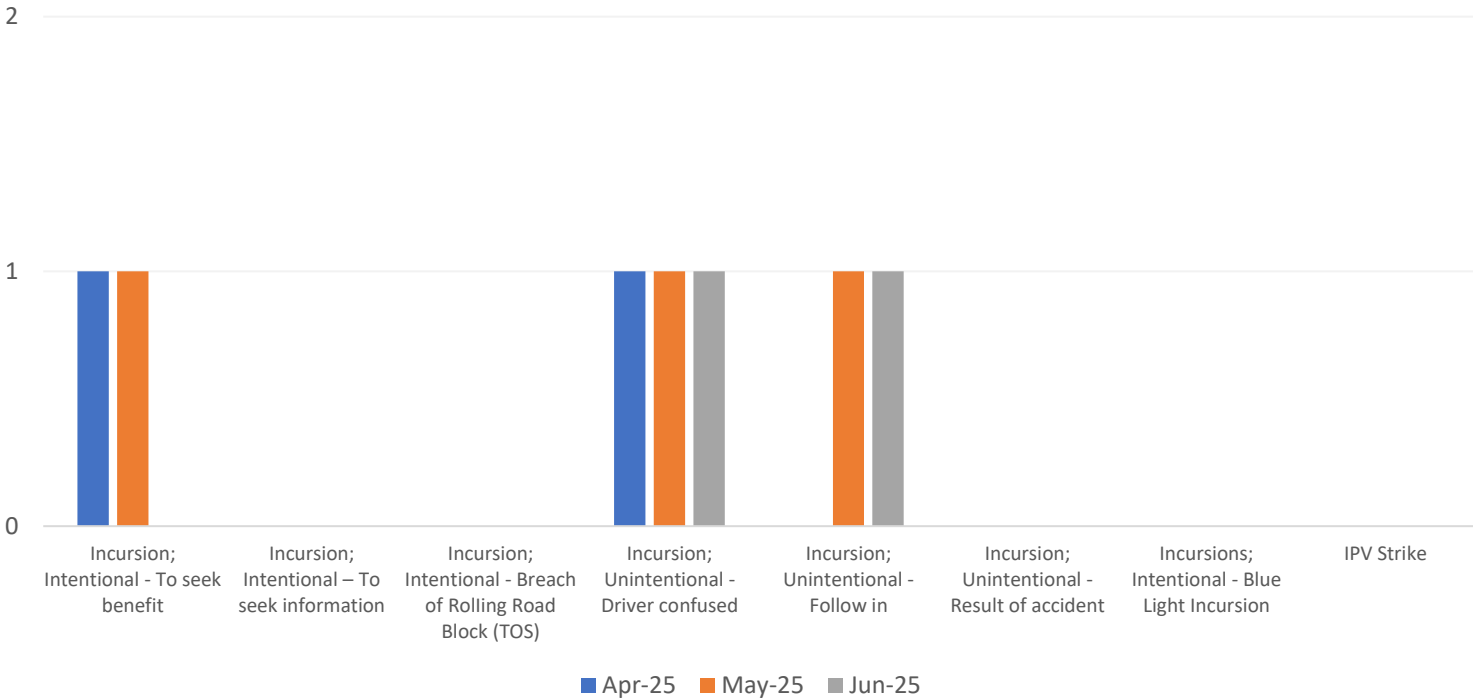
Project Risk Rating



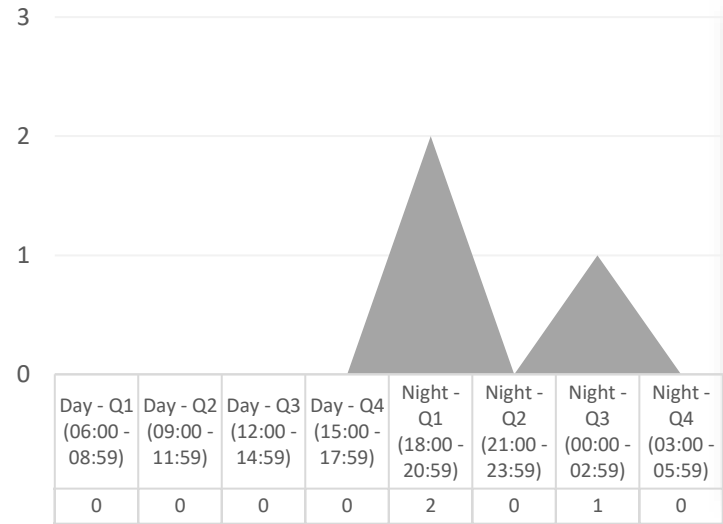
Incursion rate per length of TM (Unknown)

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

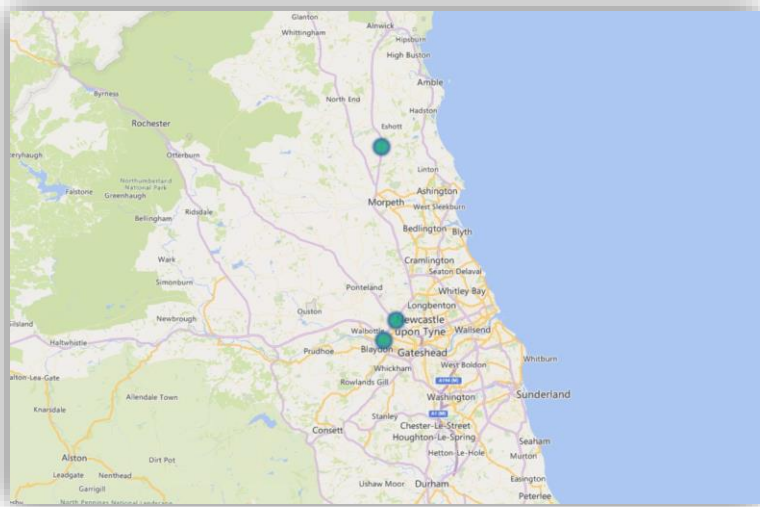
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

During the period, a total of 11 vehicle incursions occurred, with passing vehicles manoeuvring between the IPV and the works vehicle (gully cart). Three third-party vehicles followed a site vehicle into the traffic management area.

Traffic Incidents [*Sentiment: Neutral*]

No incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

A car was reported broken down in the Lane 1 closure, potentially causing minor disruption.

Traffic Management Responses [*Sentiment: Neutral*]

Traffic management efforts were implemented to address the vehicle incursions. However, the continued issue of passing vehicles navigating between the IPV and the works vehicle remains a concern.

Overall [*Sentiment: Neutral*]

There were 11 vehicle incursions, with a significant peak of 7 incursions between 20:45 and 22:57. The broken down vehicle in Lane 1 added to the congestion, though no major incidents occurred.

Recommendations

To improve traffic management, the project team should consider enhancing vehicle deterrents and better segregation between the IPV and works vehicles. Project team should have raised a total of 11 records to capture all incidents instead of 1 record.

Incursions Report

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

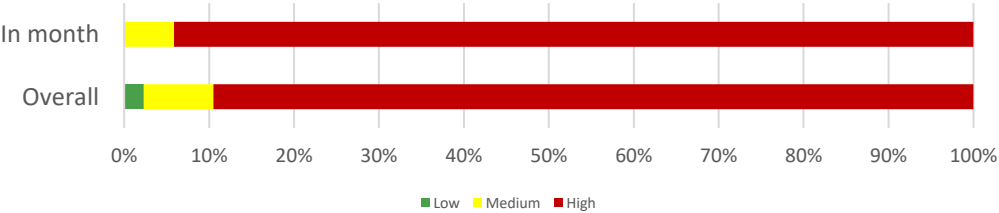
A total of 9 incursions have been recorded; with a 250% increase in 'Seeking Benefit' type incursions, 100% increase in 'Blue Light' type incursions, 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

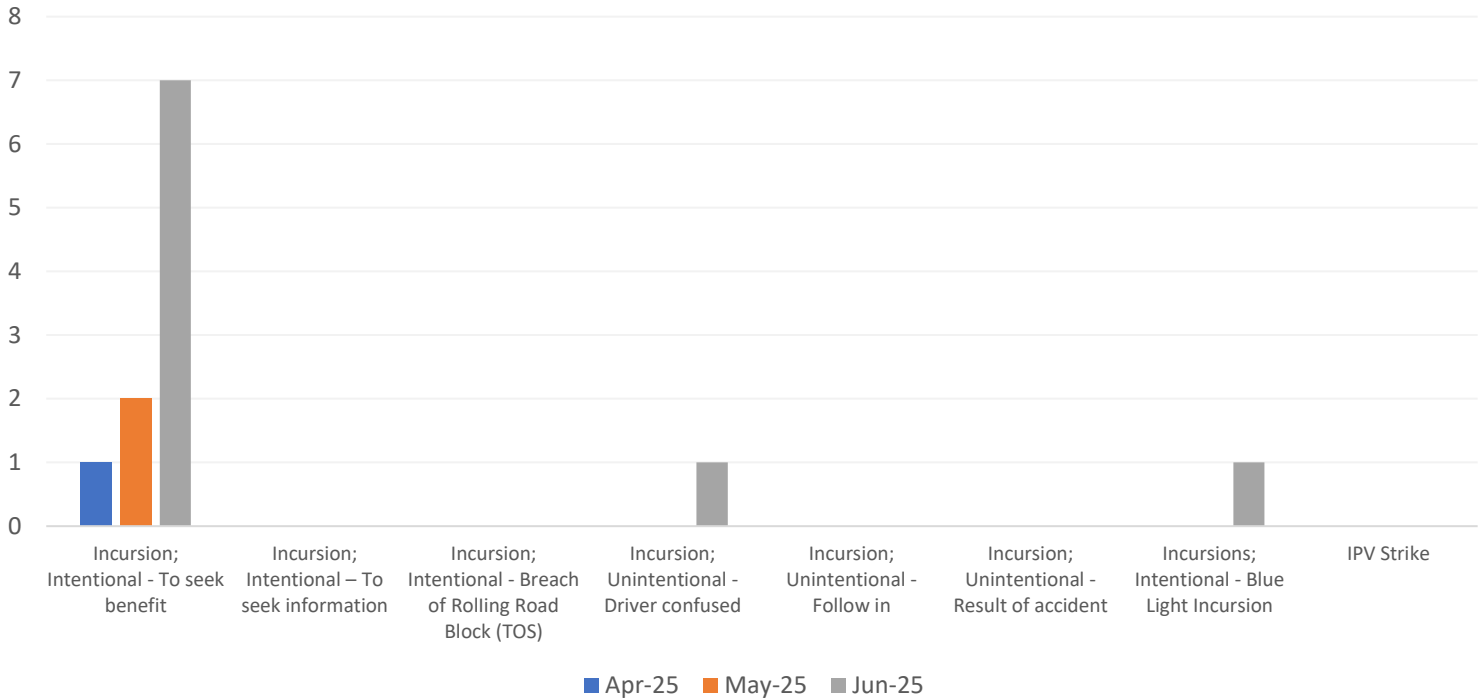
Project Risk Rating



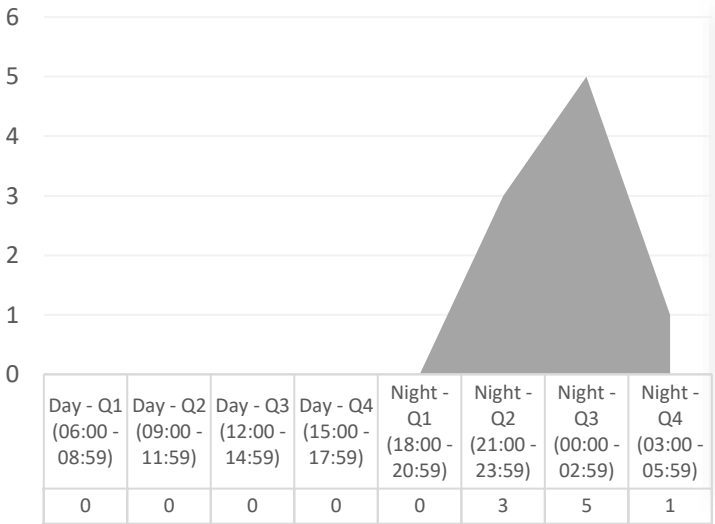
Incursion rate per length of TM (Unknown)

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

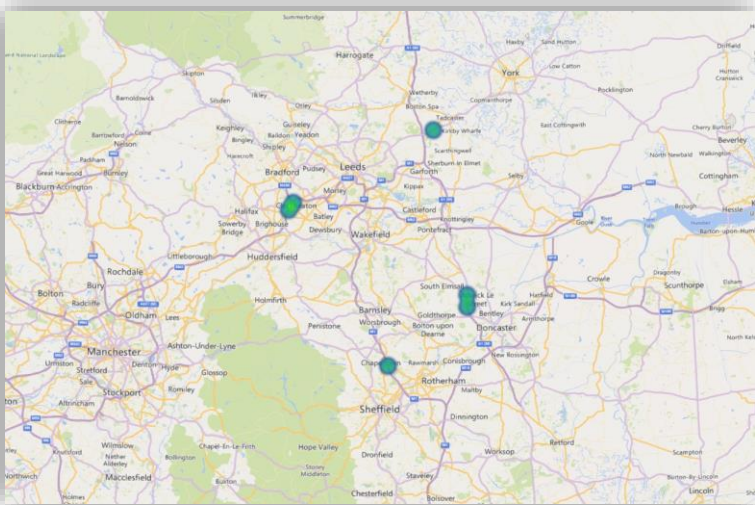
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported, including incidents involving members of the public (MOP) driving into full closures and ignoring safety measures. These included high-speed entries through longitudinal cones and verge manoeuvres, creating significant risks.

Traffic Incidents *[Sentiment: Neutral]*

A collision between a Mini and a Skoda was reported on 16/6/2025. The Skoda ended up facing the wrong direction within the lane closure. No injuries occurred, and police intervention was prompt.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period regarding broken down vehicles.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management responded to several incursions, but no evasive actions were reported for most of the incidents. Authorities were quick to address the Mini and Skoda crash, demonstrating swift coordination.

Overall *[Sentiment: Negative]*

Incidents predominantly involved vehicle incursions into closures and a collision, highlighting safety concerns. Traffic management responses were limited by the high-speed nature of the incursions. The risk to onsite workers was evident.

Recommendations

To mitigate risks, consider enhancing vehicle monitoring, increasing visibility of closure points, and installing more robust barriers to prevent unauthorised access. Improved signage and communication for vehicles entering closures could also help ensure safety.

Incursions Report

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

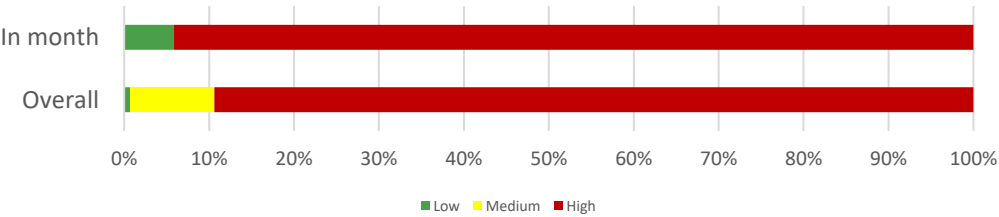
A total of 5 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Follow in' no change from the previous month in Seeking Benefit' type incursions

[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)

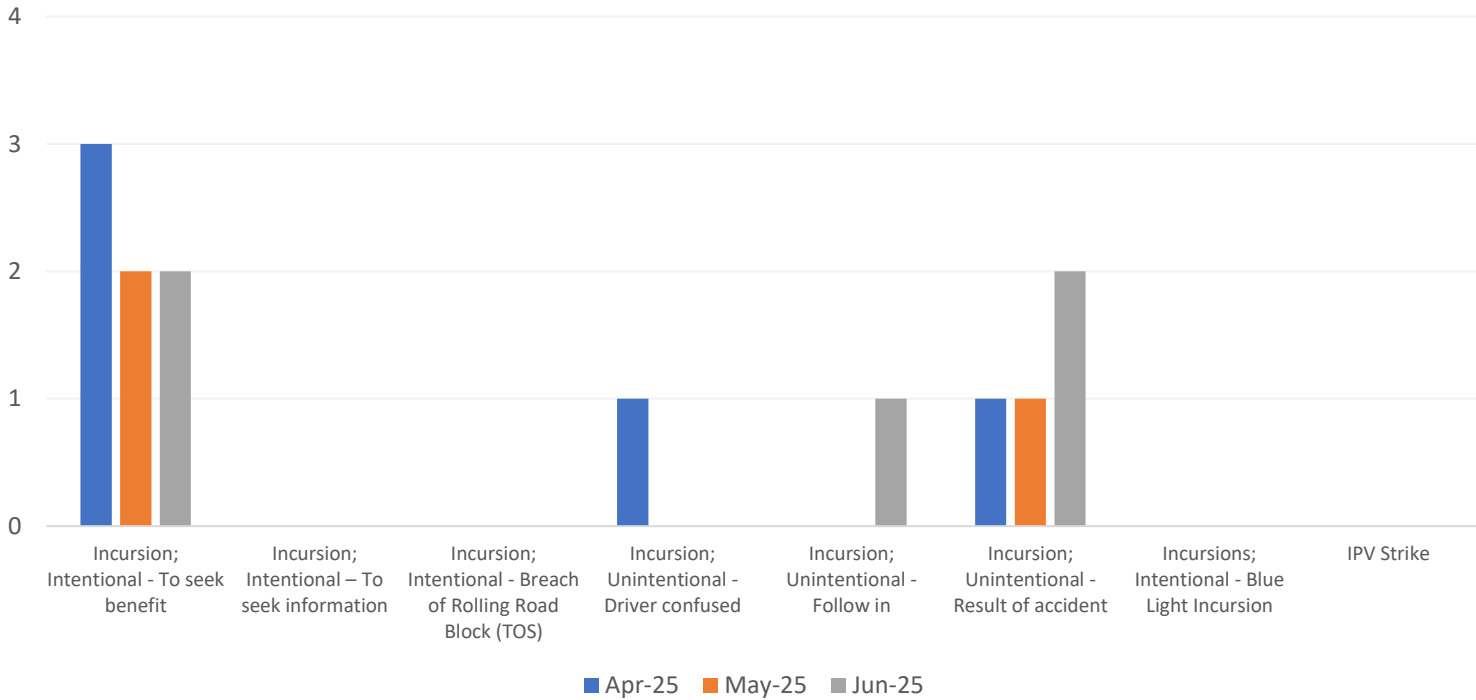
Project Risk Rating



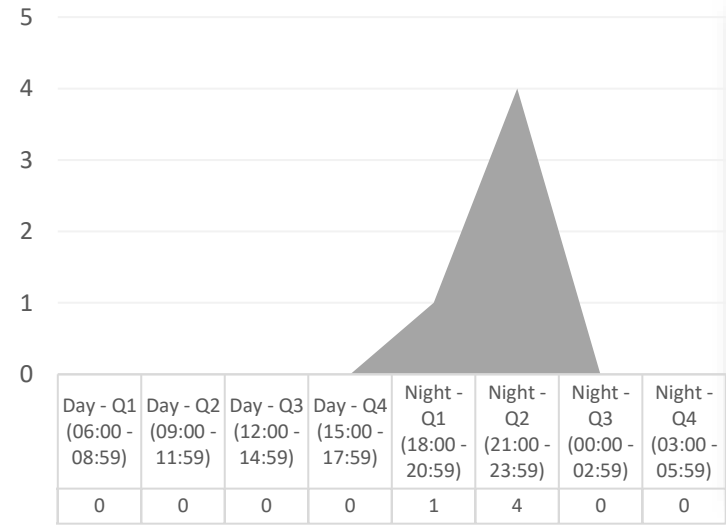
Incursion rate per length of TM (Unknown)

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

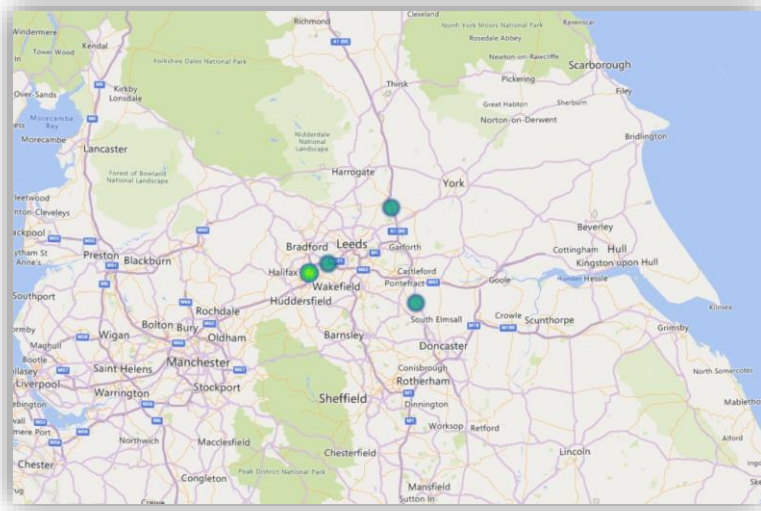
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Three cars entered a closed slip road at J26 eastbound, misled by sat nav. Additionally, a vehicle followed a works vehicle into the M621 EB closure, causing a near-miss with a HGV.

Traffic Incidents *[Sentiment: Negative]*

Two vehicles racing on the A1 northbound at Wentbridge resulted in significant cone and lamp damage, suggesting a high-risk behaviour with potential safety implications.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

Second taper was struck, damaging cones and two syncs, one beyond reuse. This indicates a need for improved visibility and possibly enforcement presence to deter erratic driving near closures.

Overall *[Sentiment: Negative]*

Multiple incursions and taper strikes indicate poor driver compliance and a need for enhanced traffic control measures. Situational awareness and public messaging should be urgently reviewed to prevent recurrence.

Recommendations

Enhance signage clarity near closures and review sat nav data with relevant providers. Consider deploying additional enforcement or TM vehicles to deter incursions and racing.

Incursions Report

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

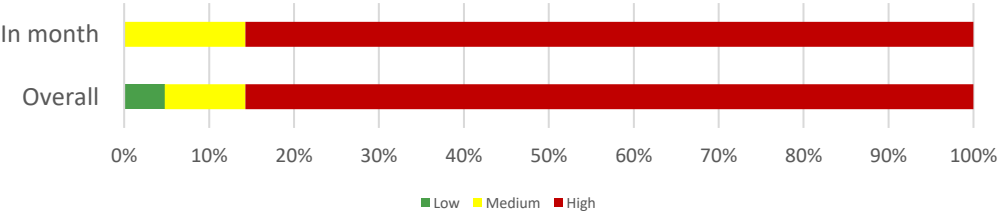
A total of 4 incursions have been recorded; with a 200% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[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)

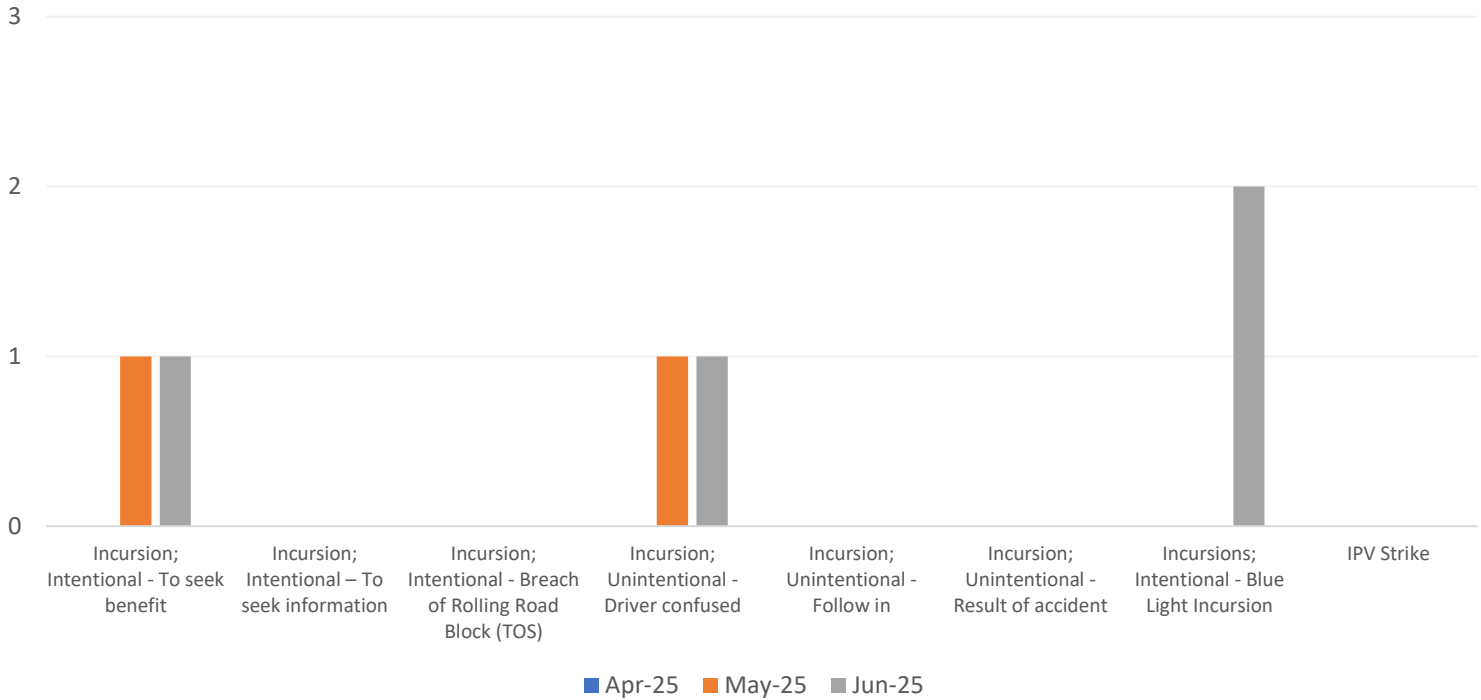
Project Risk Rating



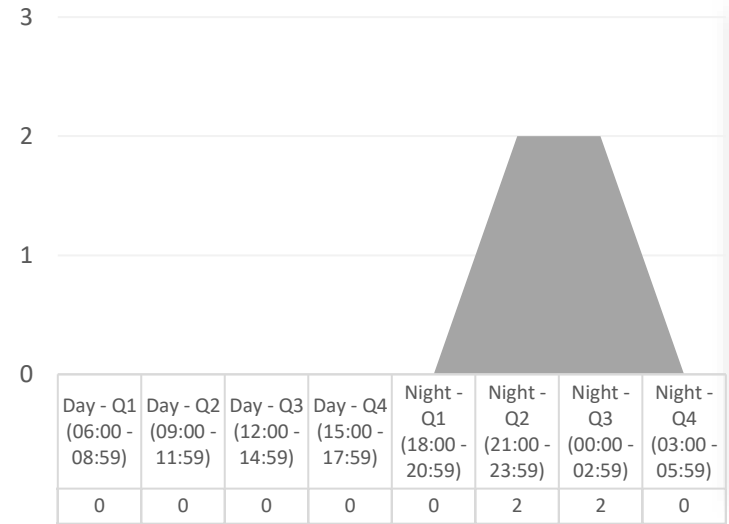
Incursion rate per length of TM (Unknown)

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

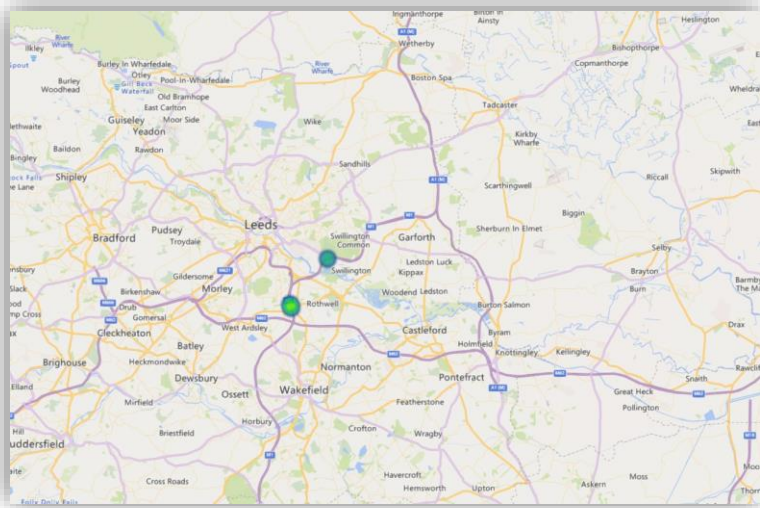
DBFO M1/A1 Link



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 motorcyclist unintentionally entered the works area and was safely escorted through by the team after blasting was halted. Barriers were opened to allow a safe exit.

Traffic Incidents *[Sentiment: Negative]*

A police pursuit resulted in a vehicle ramming the gate and displacing barriers by up to 40m, narrowly missing the IPV. The car was later abandoned under the A61 bridge.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The supervisor and team responded quickly to both incidents—halting works for pedestrian safety and managing barrier damage from the police pursuit, ensuring minimal risk to operatives.

Overall *[Sentiment: Neutral]*

The shift was challenging due to unforeseen incursions and a high-risk traffic incident, but the team's response was effective and prioritised safety throughout.

Recommendations

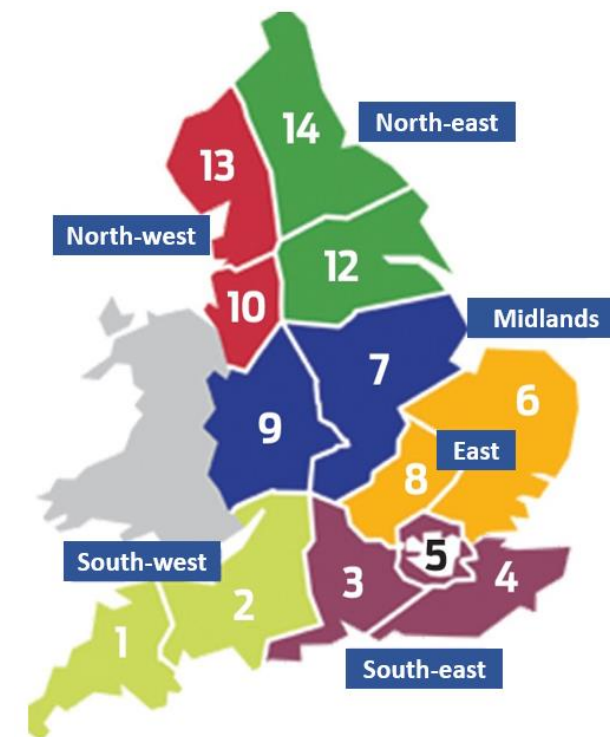
The project team should consider enhanced perimeter security, such as reinforced gates or additional barriers, and clearer external signage to deter unauthorised entry, especially during high-risk periods or pursuits.

Incursions Report - North East Region

End of regional report

[Back to [Summary](#) page]

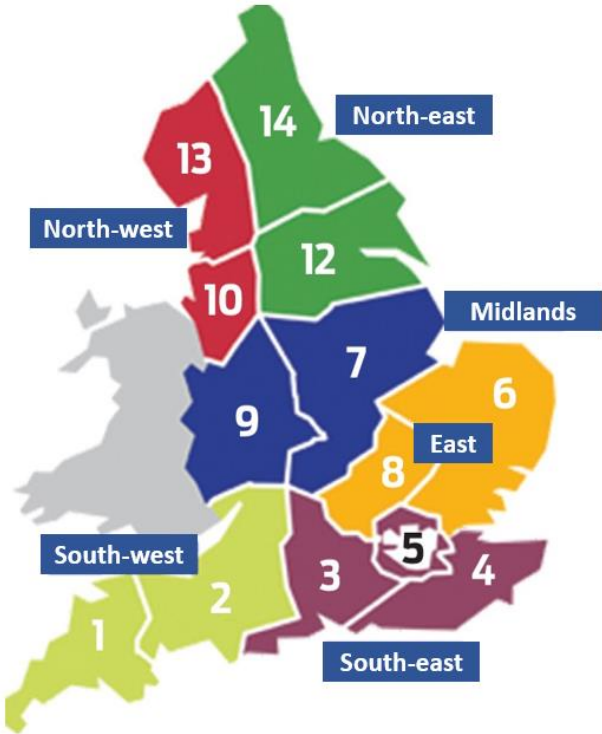
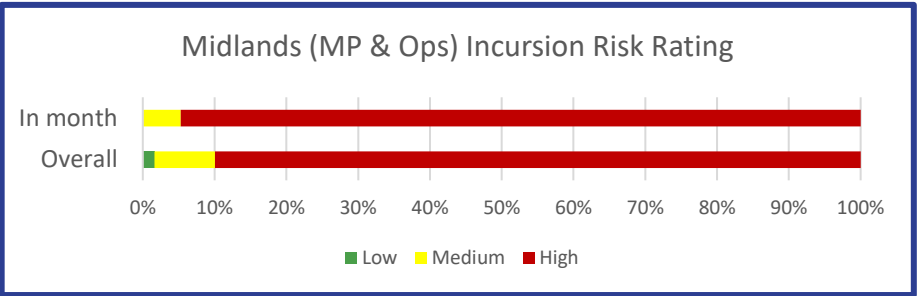
Select next page for Midlands Region and Project Reports



Incursions Report - Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	131	[4.40%]	619	[60.39%]	8 [72.73%]
Incursion; Intentional – Because of breakdown	2502	[84.07%]	52	[5.07%]	1 [9.09%]
Incursion; Intentional – To seek information	12	[0.40%]	42	[4.10%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.78%]	
Incursion; Unintentional - Driver confused	121	[4.07%]	176	[17.17%]	1 [9.09%]
Incursion; Unintentional - Follow in	25	[0.84%]	35	[3.41%]	
Incursion; Unintentional - Result of accident	163	[5.48%]	58	[5.66%]	
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	20	[1.95%]	1 [9.09%]
IPV Strike	4	[0.13%]	15	[1.46%]	
Grand Total	2976	[100.00%]	1025	[100.00%]	11 [100.00%]

Technology Utilisation	Apr 25			May 25			June 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	492	187	38%	486	175	36%	320	64	20%
Area 9	378	238	63%	295	209	71%	373	131	35%



Incursions Report - Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions occurred, including a member of the public entering the lane closure and two MOPs entering via Queenswood Country Park. These were promptly addressed with no injuries or damage.

Traffic Incidents *[Sentiment: Negative]*

A variety of incidents were reported, including a vehicle reversing in a lane closure and a marked police car entering a closed area. Fortunately, no workers were harmed.

Broken Down Vehicles *[Sentiment: Neutral]*

A breakdown incident involved a Black Audi entering the works and later a recovery truck arriving. Additionally, a grey BMW and silver Toyota taxi entered lane closures but were escorted out safely.

Traffic Management Responses *[Sentiment: Positive]*

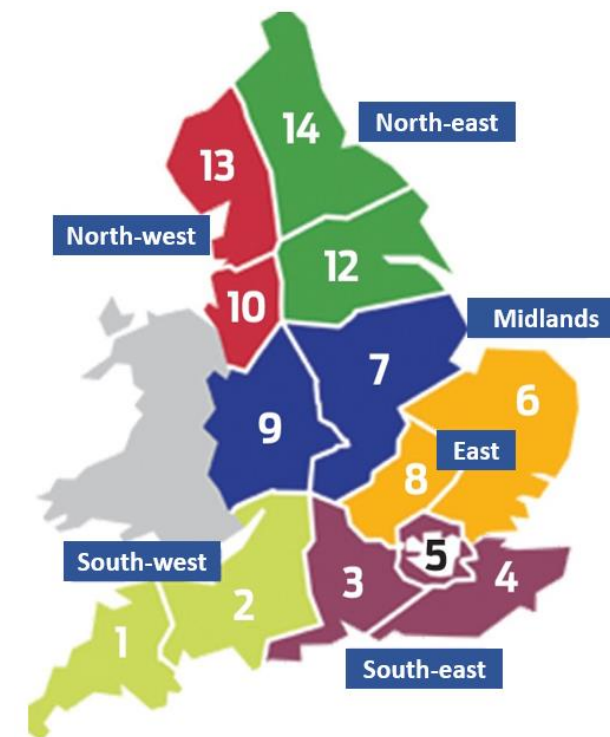
Traffic management responses included stopping works, clearing lane closures, and escorting vehicles out of restricted areas. Effective measures were taken to prevent further risks.

Overall *[Sentiment: Neutral]*

Multiple vehicle and pedestrian incursions occurred, along with some traffic incidents. However, safety protocols were followed, preventing serious issues.

Recommendations

Improved communication and clearer signage could help prevent unauthorised vehicles from entering site areas.



Incursions Report

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

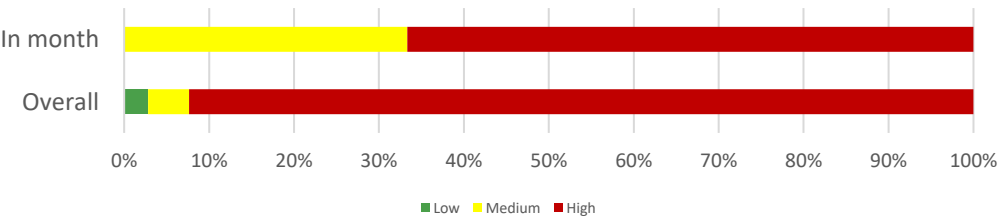
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an incursions, with a 67% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

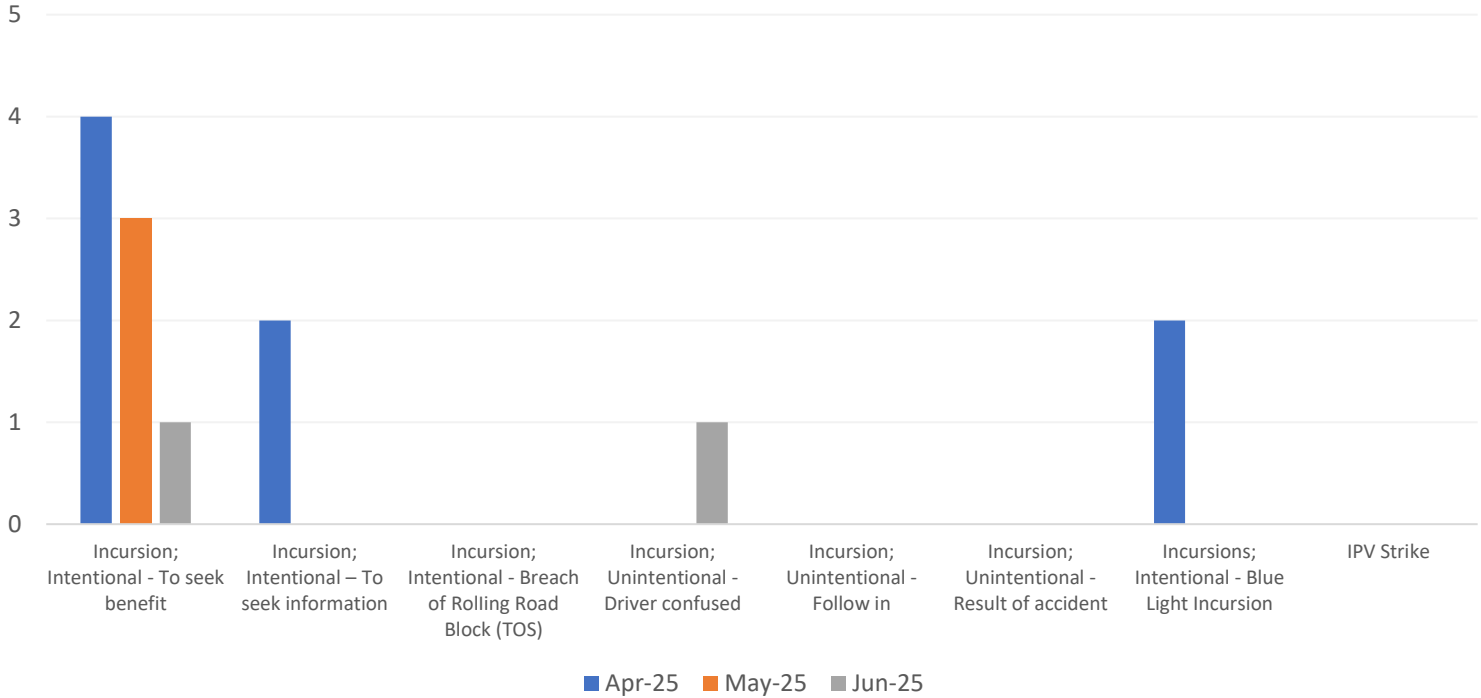
Project Risk Rating



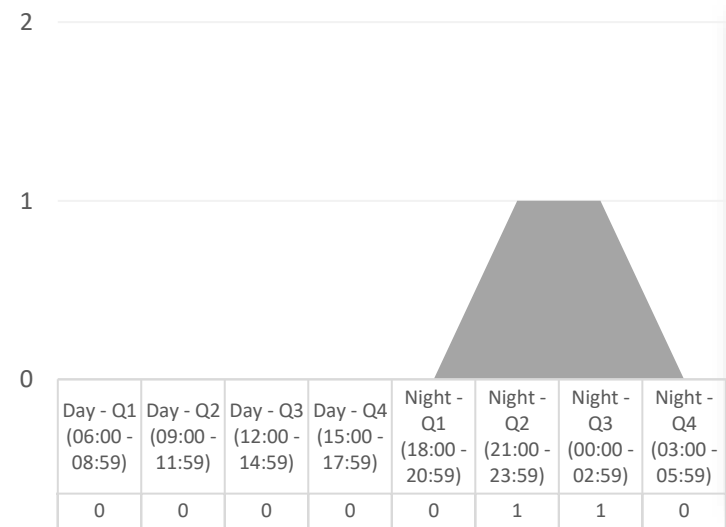
Incursion rate per length of TM (Unknown)

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

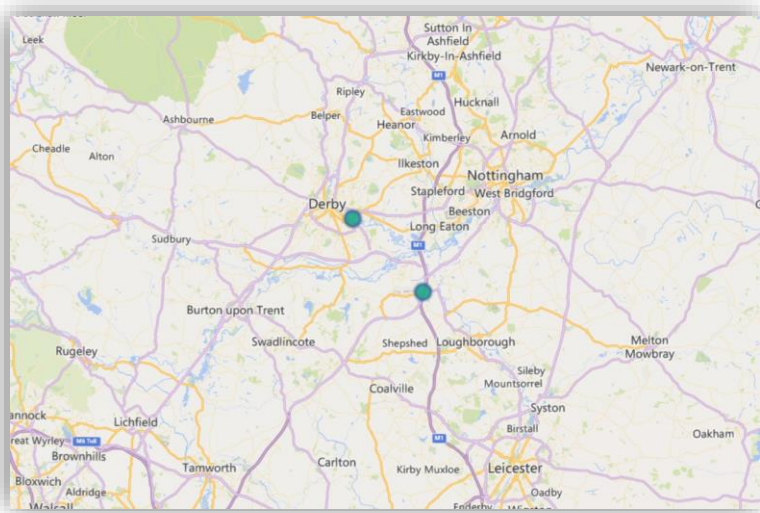
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

During the period, a taxi entered the lane closure on the A453, attempting to access the layby. The driver was spoken to and safely escorted out of the closure.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The sub-contractor (Triple H) reported the incursion, and the driver was swiftly dealt with and escorted out of the closure. No further disruptions occurred.

Overall *[Sentiment: Neutral]*

A single vehicle incursion was reported during the period, but no significant disruptions were caused. Traffic management responded promptly to the situation.

Recommendations

It is recommended to improve signage and barriers around lane closures to prevent vehicle incursions. Additionally, further training for site workers to deal with such incidents may help reduce disruptions.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

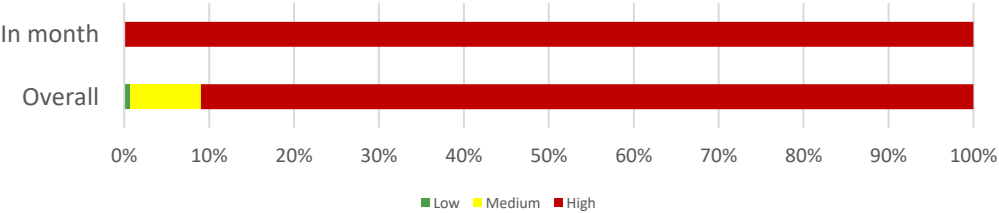
A total of 3 incursions have been recorded; with a type incursions together with an 33% decrease in 'Seeking Benefit' 50% decrease in 'Blue Light' type incursions

[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)

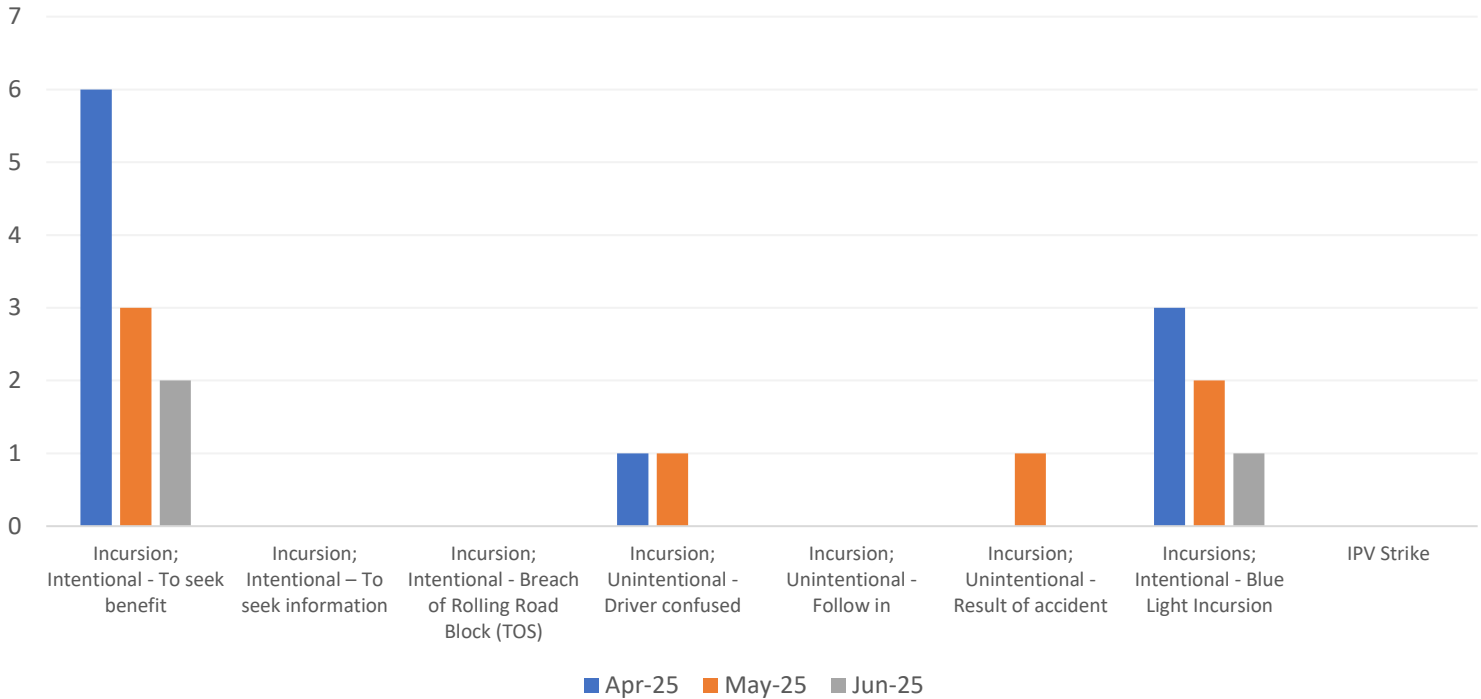
Project Risk Rating



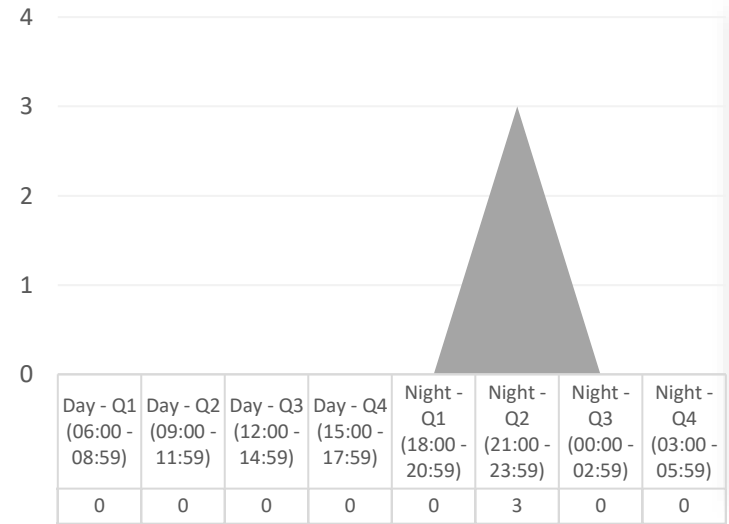
Incursion rate per length of TM (Unknown)

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

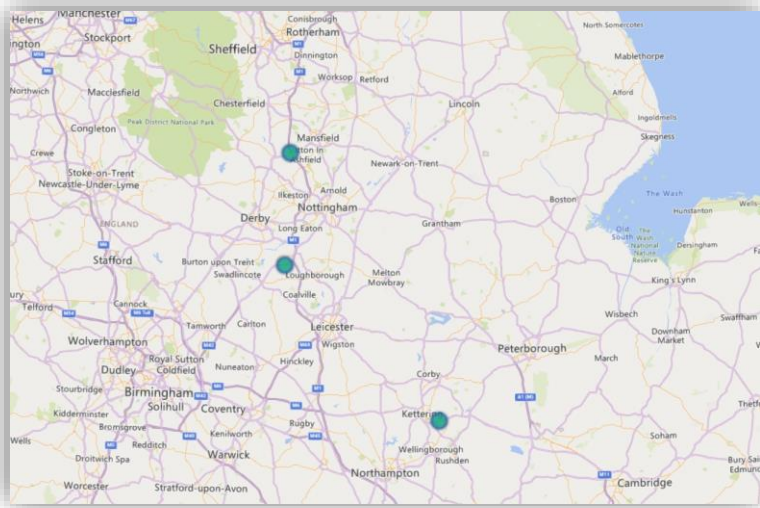
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A marked police car entered closed lanes and drove into the working area. A separate incident involved an HGV breaching the closure and driving north.

Traffic Incidents *[Sentiment: Negative]*

One HGV reversed over a kerb and drove off at speed through the closure heading towards the M1. No injuries occurred, but the incident posed a serious safety risk.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle entered the closure area for safety reasons. No interference with operations was reported, and it was managed without incident.

Traffic Management Responses *[Sentiment: Neutral]*

Due to the multiple HGVs parked in the layby and a significant equipment failure (Intellicone alert system), works were suspended and closures were removed by Crown Highways for safety.

Overall *[Sentiment: Negative]*

The shift faced multiple safety breaches, primarily due to unauthorised vehicle movements and equipment failure. Quick response by staff prevented potential harm.

Recommendations

Review and upgrade Intellicone alert systems to ensure breach detection. Enhance layby monitoring and enforce stricter entry control to prevent unauthorised HGV access during closures. Deploy additional CCTV if needed.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

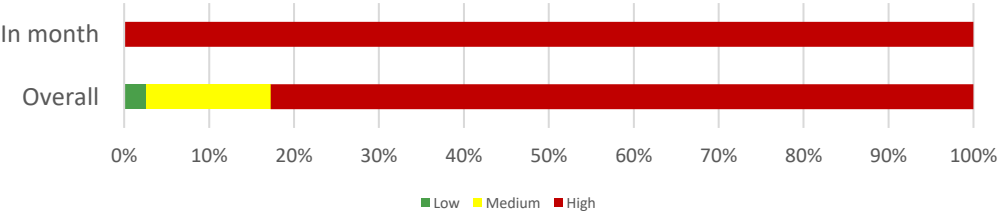
A total of 5 incursions have been recorded; with a 25% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

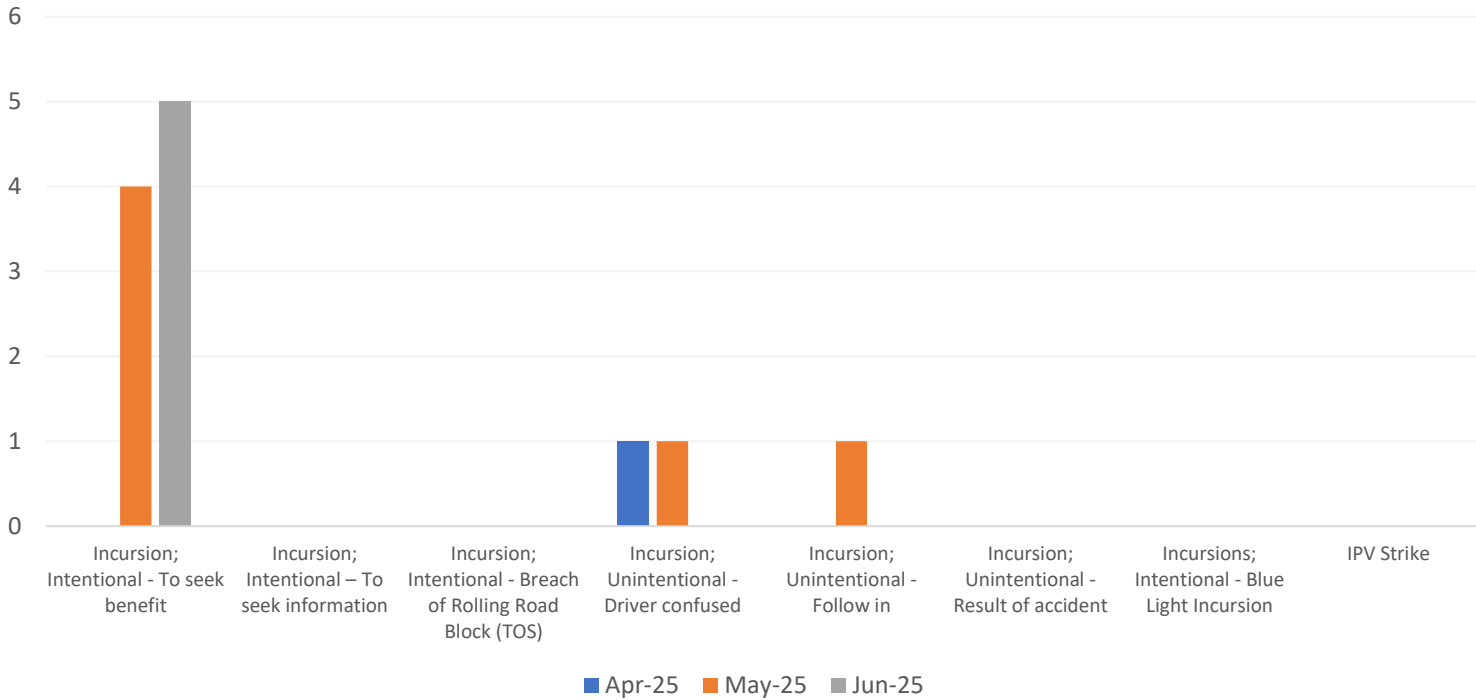
Project Risk Rating



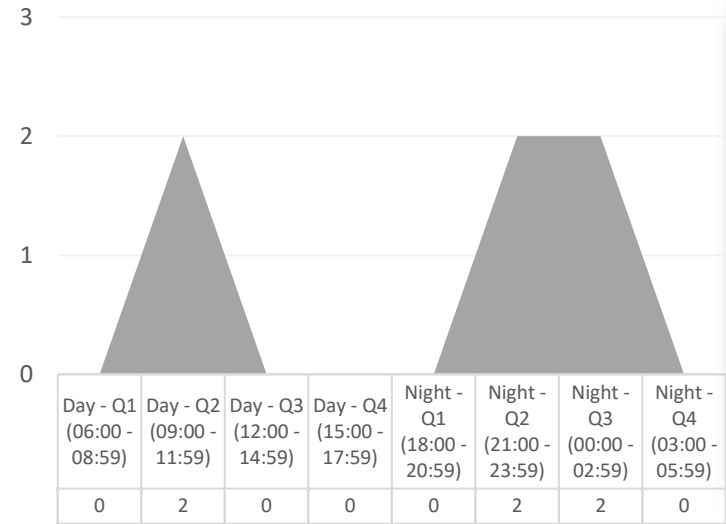
Incursion rate per length of TM (Unknown)

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

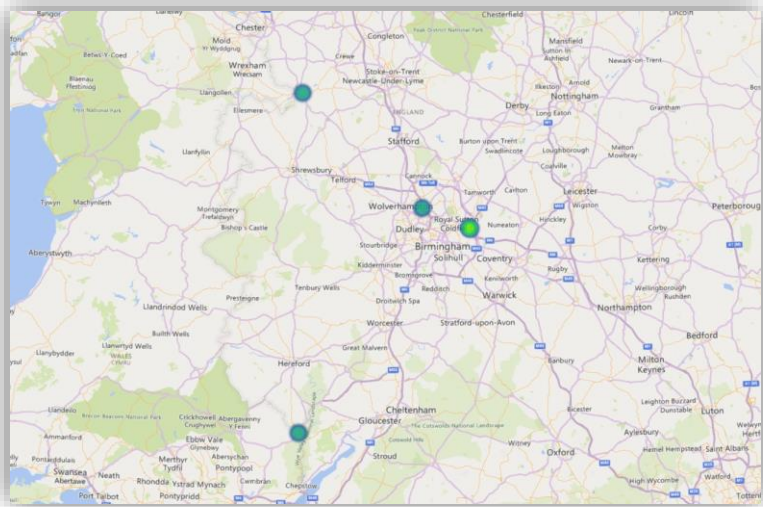
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised pedestrian entries occurred via Queenswood Country Park but were swiftly managed. Additionally, two separate vehicle incursions were reported, including one high-speed entry. No injuries or damage occurred.

Traffic Incidents *[Sentiment: Negative]*

A driver entered a coned-off area to overtake cyclists within a contraflow and exited through the works area. This incident highlighted risky behaviour within the traffic-controlled zone.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down car entered the works area around 10:00pm. Occupants temporarily went missing but returned with a recovery truck. Incident managed without further complication.

Traffic Management Responses *[Sentiment: Positive]*

The TM team responded effectively to all incidents. Public and vehicle incursions were swiftly managed, and coordination with recovery services ensured minimal disruption. Protocols were followed in all cases.

Overall *[Sentiment: Neutral]*

While no injuries occurred, the number of incursions highlights the need for enhanced access control. Site personnel responded well, but unauthorised entries remain a concern for ongoing operations.

Recommendations

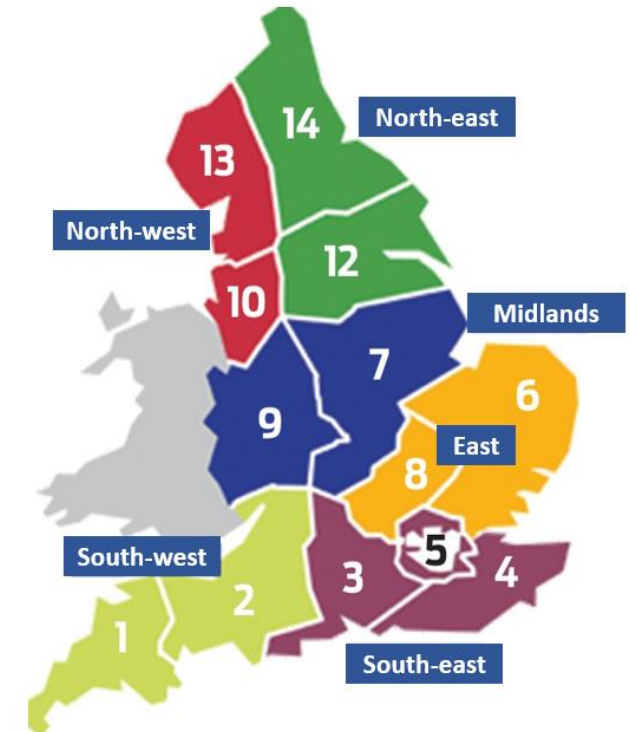
Reinforce site access protocols with clear signage and barrier improvements. Consider pre-notification procedures for external operatives and explore use of additional perimeter monitoring or surveillance to deter incursions.

Incursions Report - Midlands Region

End of regional report

[Back to [Summary](#) page]

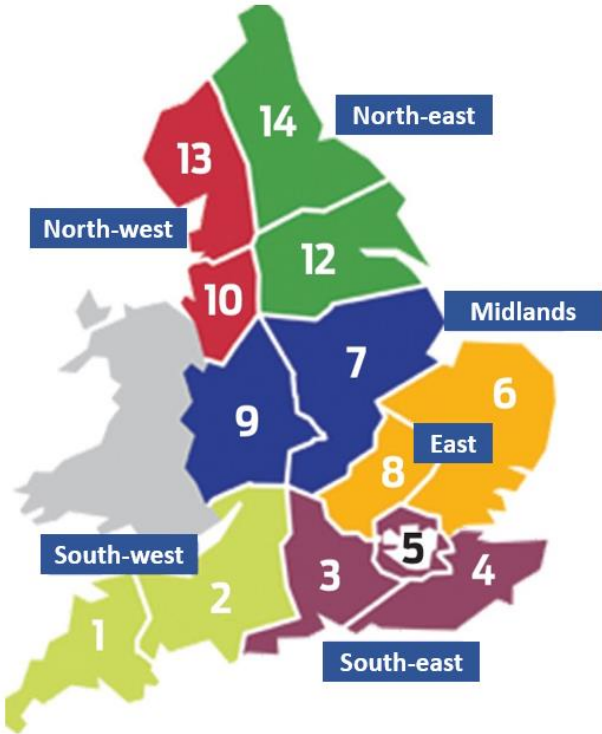
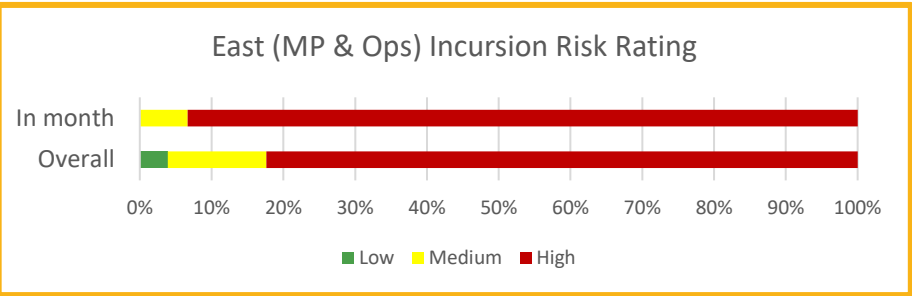
Select next page for East Region and
Project Reports



Incursions Report - East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects	Operations	Major Projects	Operations		
Incursion; Intentional - To seek benefit	208 [13.77%]	412 [45.98%]	2 [66.67%]	8 [61.54%]		
Incursion; Intentional – Because of breakdown	944 [62.48%]	79 [8.82%]				
Incursion; Intentional – To seek information	73 [4.83%]	11 [1.23%]				
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3 [0.20%]	1 [0.11%]				
Incursion; Unintentional - Driver confused	123 [8.14%]	225 [25.11%]		2 [15.38%]		
Incursion; Unintentional - Follow in	61 [4.04%]	51 [5.69%]				
Incursion; Unintentional - Result of accident	65 [4.30%]	62 [6.92%]		3 [23.08%]		
Incursions; Intentional - Blue Light Incursion	20 [1.32%]	26 [2.90%]	1 [33.33%]			
IPV Strike	14 [0.93%]	29 [3.24%]				
Grand Total	1511 [100.00%]	896 [100.00%]	3 [100.00%]	13 [100.00%]		

Technology Utilisation	Apr 25			May 25			June 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	229	135	59%	222	100	45%	200	112	56%
Area 8	199	133	67%	253	94	37%	180	50	28%



Incursions Report - East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple incursions occurred, including two vans driving through Heras fencing at The Lane and a motorbike squeezing past a barrier. A taxi and several vehicles also violated closures, with one even damaging traffic management equipment.

Traffic Incidents [*Sentiment: Negative*]

A motorcycle and ambulance ran through closures, causing disruptions. An ambulance in particular bypassed the TM, forcing vehicles into the coned area, which was later cleared.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

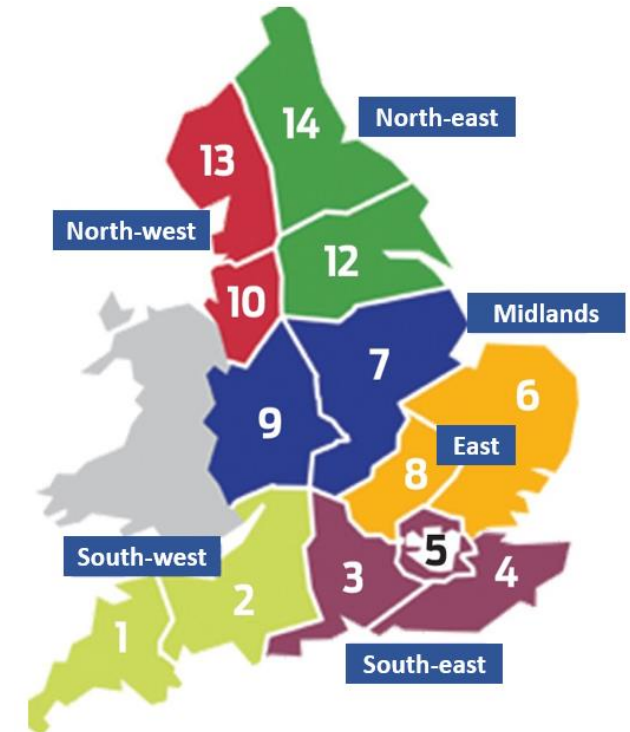
Despite incursions and disruptions, traffic management teams acted swiftly, stopping vehicles and ensuring safety. However, there were incidents of damage to cones and barriers.

Overall [*Sentiment: Negative*]

There were several notable breaches of traffic management, including vehicles bypassing barriers and entering closure zones. Multiple instances of equipment damage occurred, affecting the flow.

Recommendations

It is recommended to enhance barrier security and increase surveillance at closure points to deter incursion.



Incursions Report

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

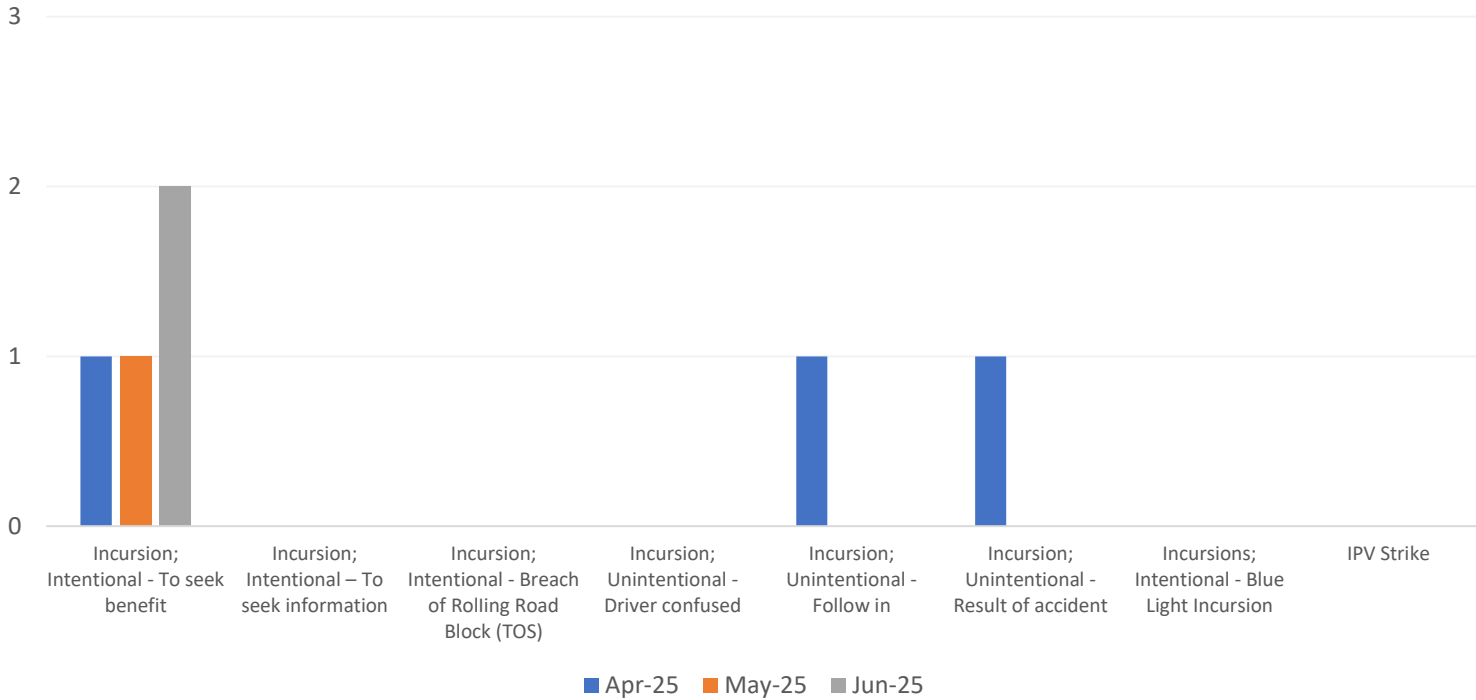
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

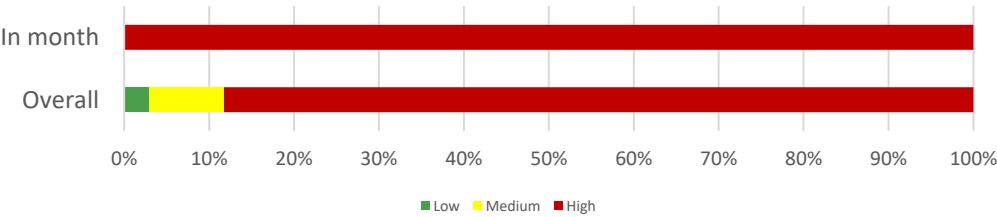
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

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



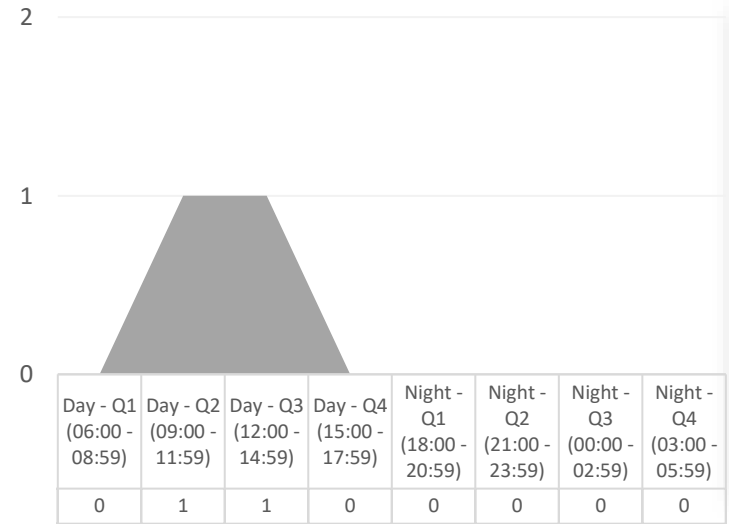
Project Risk Rating



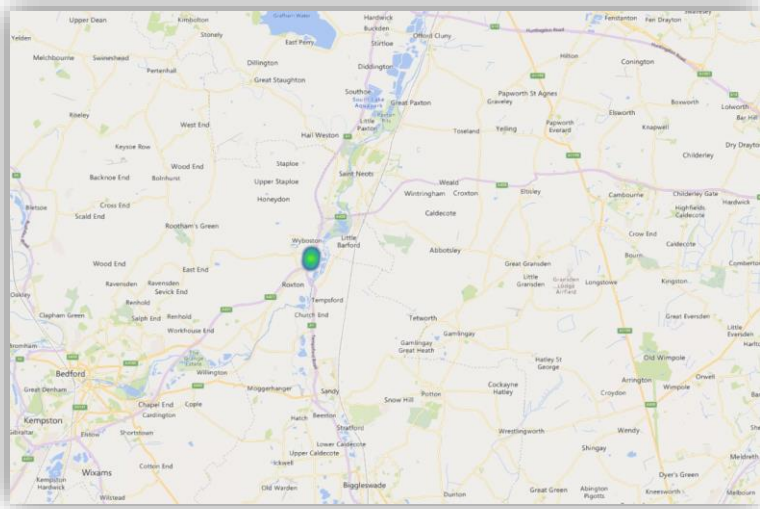
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two vans bypassed Heras fencing on The Lane attempting to access Chawston Lane via a closed compound, with one driving over freshly laid tarmac. This caused site disruption and potential surface damage.

Traffic Incidents *[Sentiment: Negative]*

A vehicle forced entry at a manned closure on Chawston Lane, swearing at operatives, forcibly removing barriers, and using the vehicle to push a gateman. The incident posed a serious safety risk.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives acted appropriately during both incursions, attempting to assist and de-escalate situations. However, response measures were insufficient to physically prevent unauthorised entry.

Overall *[Sentiment: Negative]*

Incidents reflect aggressive and unsafe behaviour from drivers, causing serious safety concerns for workers and potential project delays due to damage and disruption.

Recommendations

Increase physical barriers and reinforce gate control measures. Install CCTV or bodycams for evidence collection.

Incursions Report

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

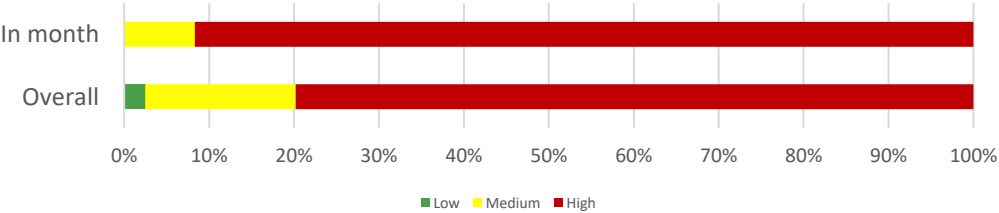
A total of 13 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an 50% increase in 'Result of accident' 14% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

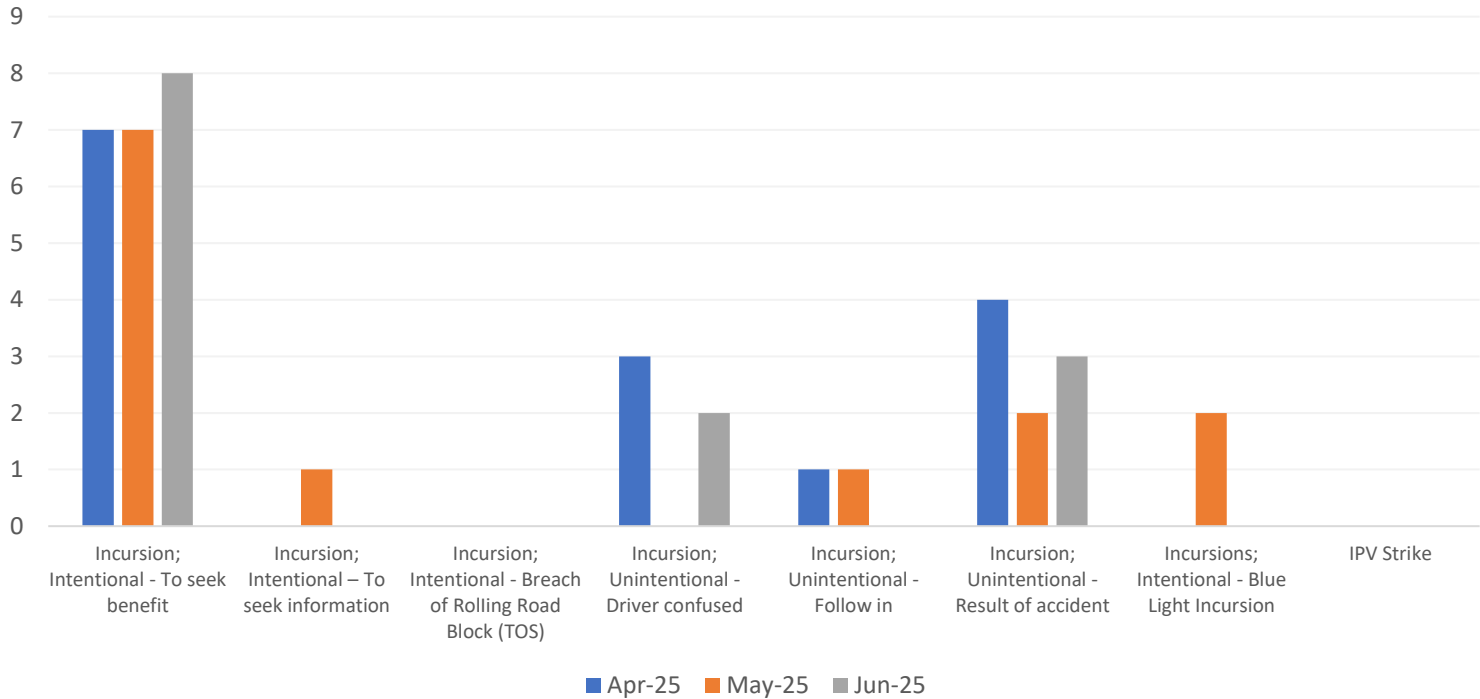
Project Risk Rating



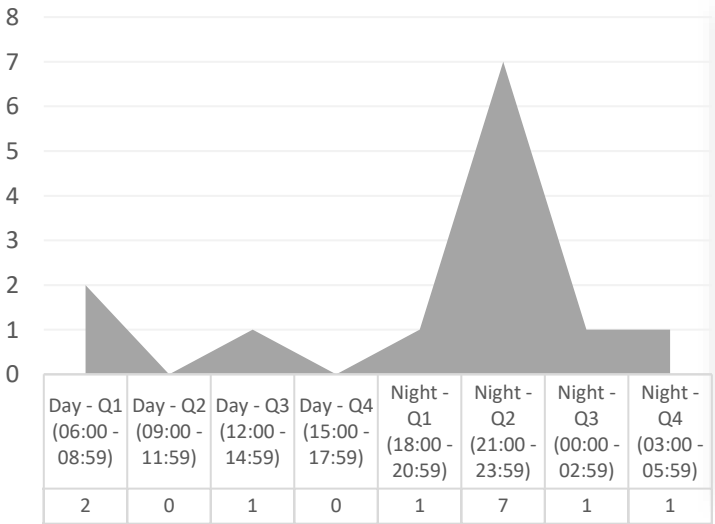
Incursion rate per length of TM (Unknown)

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

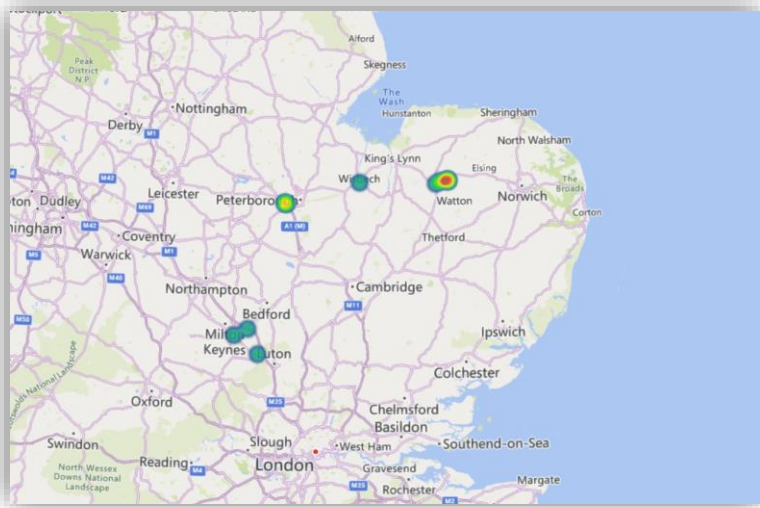
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Several unauthorised vehicle incursions occurred, including motorcycles and cars bypassing closures, with one instance of aggressive behaviour involving multiple vehicles. There were also attempts to remove or bypass cones and barriers.

Traffic Incidents *[Sentiment: Neutral]*

No major collisions reported, but near-misses were noted, such as a close call involving a vehicle performing a U-turn near the IPV. Minor damage to cones and lamps occurred.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

TM teams acted promptly, stopping unauthorised entries where possible, repositioning cones/barriers, and engaging with drivers. HRS alarms responded effectively to barrier movement.

Overall *[Sentiment: Negative]*

The site experienced a high number of incursions, with behaviours indicating disregard for closures. Although there were no serious accidents, the situation presents safety risks to crews and the public.

Recommendations

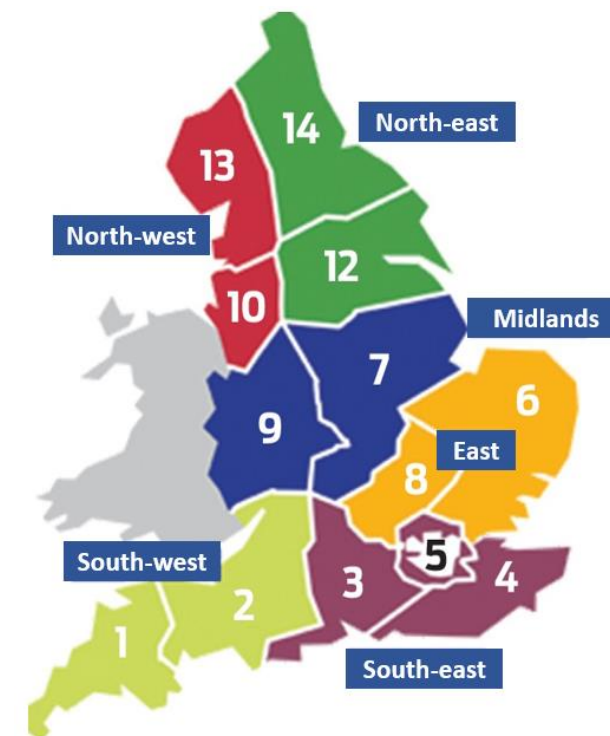
Enhanced physical barriers, increased CCTV coverage, and stronger signage are advised. Consider liaison with local police for enforcement support. Public awareness campaigns could reduce aggressive or entitled driver behaviour.

Incursions Report - East Region

End of regional report

[Back to [Summary](#) page]

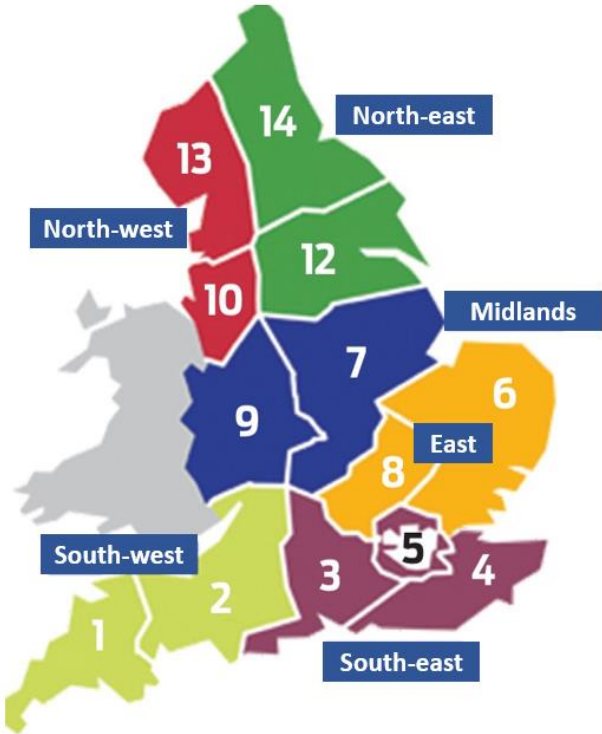
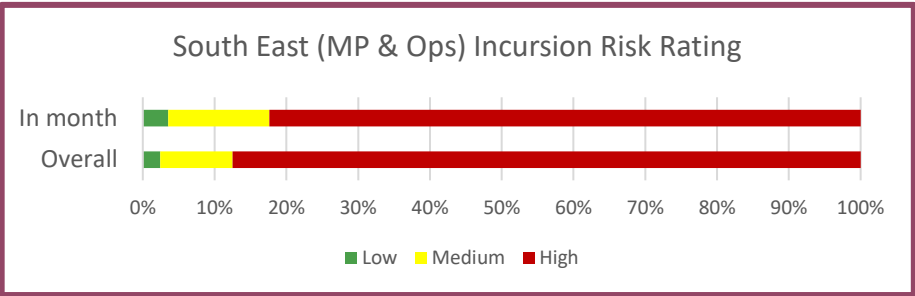
Select next page for South East Region and Project Reports



Incursions Report - South East Region

South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	568	[11.06%]	1286	[60.75%]	7	[33.33%]
Incursion; Intentional – Because of breakdown	3524	[68.61%]	204	[9.64%]	2	[9.52%]
Incursion; Intentional – To seek information	51	[0.99%]	65	[3.07%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1	[0.05%]		
Incursion; Unintentional - Driver confused	461	[8.98%]	281	[13.27%]	9	[42.86%]
Incursion; Unintentional - Follow in	98	[1.91%]	141	[6.66%]	2	[9.52%]
Incursion; Unintentional - Result of accident	389	[7.57%]	60	[2.83%]		
Incursions; Intentional - Blue Light Incursion	43	[0.84%]	68	[3.21%]	1	[4.76%]
IPV Strike	2	[0.04%]	11	[0.52%]		
Grand Total	5136	[100.00%]	2117	[100.00%]	21	[100.00%]

Technology Utilisation	Apr 25			May 25			June 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	289	185	64%	286	140	49%	270	116	43%
Area 4	246	103	42%	274	104	38%	335	90	27%
Area 5	307	215	70%	379	299	79%	368	177	48%



Incursions Report - South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were reported, including vehicles entering the work area, such as a VW and a blue Volvo. Several police vehicles also entered. A member of the public walked through the site near camera 3305.

Traffic Incidents *[Sentiment: Negative]*

A third-party lorry lost its trailer, striking a welfare van. A motorbike and various other vehicles entered or exited the works area, including a grey MG that damaged vans.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was spotted on access B2 and required swift coordination for removal. A few incidents involved unreported broken-down vehicles.

Traffic Management Responses *[Sentiment: Positive]*

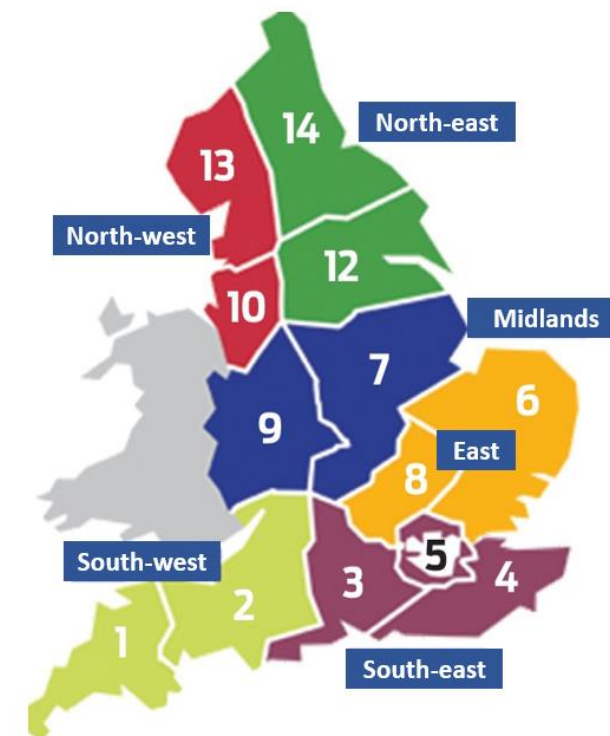
Several positive interventions were made, such as addressing confused members of the public, informing the workforce about incidents, and escorting vehicles from restricted areas.

Overall *[Sentiment: Neutral]*

The period saw multiple incursions and traffic incidents with some instances of effective traffic management. Despite disruptions, personnel and equipment remained mostly unharmed.

Recommendations

Enhanced signage and communication protocols are essential to minimise public confusion. Staff training on handling pedestrian safety and unauthorised access should be prioritised. Increased monitoring of closure points may prevent vehicle intrusions.



Incursions Report

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

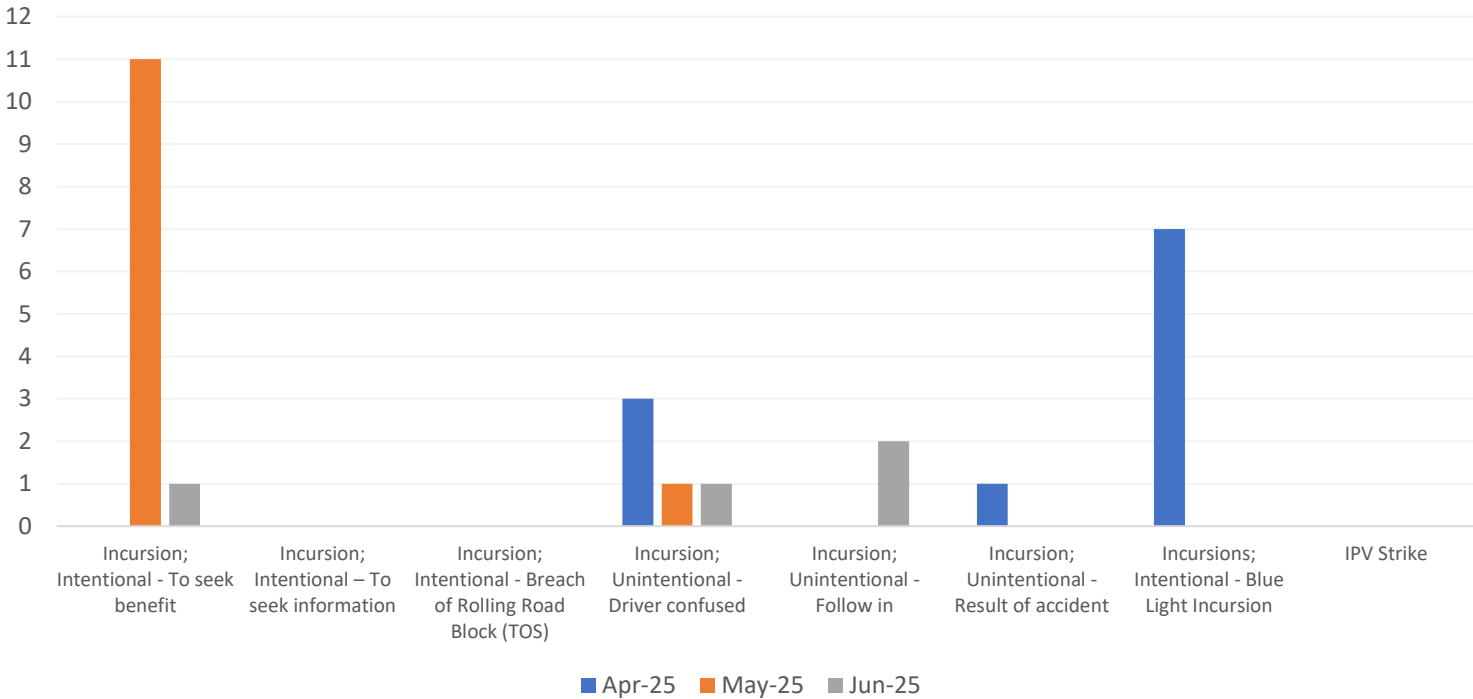
A total of 4 incursions have been recorded; with a 200% increase in 'Follow in' type incursions together with an no change from the previous month in Driver confused' incursions, with a 91% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

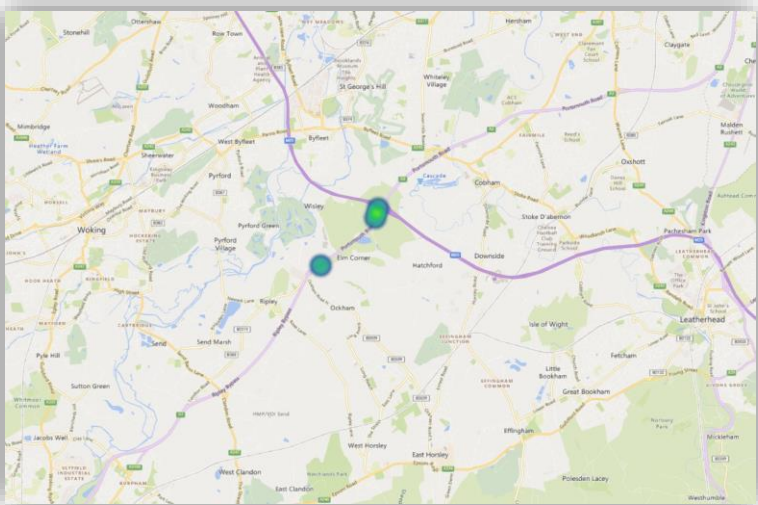
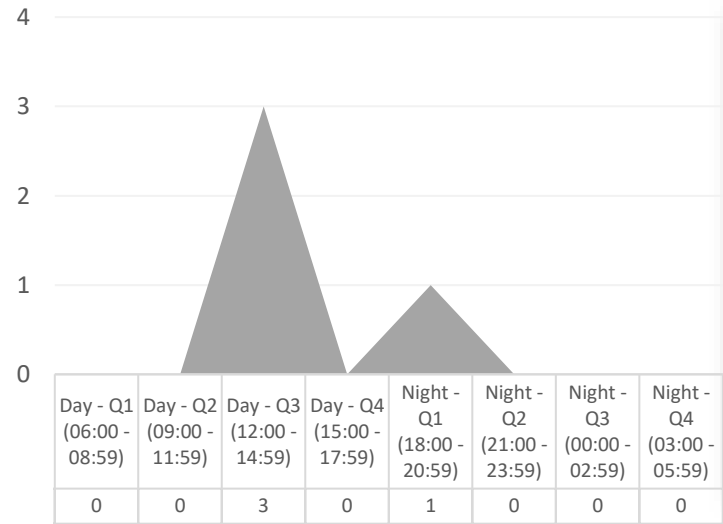
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

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

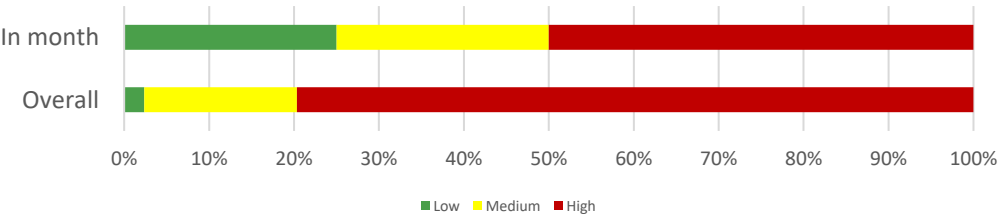


Time Profile of Incursions recorded

Heatmap



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

Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Two vehicles followed a K2 recovery vehicle into the works area. The driver stopped and informed both vehicles they were in a restricted area. Both vehicles then left.

Traffic Incidents *[Sentiment: Negative]*

At approximately 19:00, a black Land Rover Discovery drove through traffic cones and sped past the airlock in front of a Traffic Management IPV, CCTV footage is available.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The Traffic Management team approved access to the A3 northbound airlock for J10 Roundabout at 19:00. The team responded promptly to the incident involving the Land Rover Discovery.

Overall *[Sentiment: Negative]*

Two vehicles entered the works area, and one driver ignored traffic management protocols, driving through cones. The team responded effectively, but incidents of non-compliance remain an issue.

Recommendations

The project team should consider increasing signage and barrier visibility to prevent unauthorized vehicles from entering the works area.

Incursions Report

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

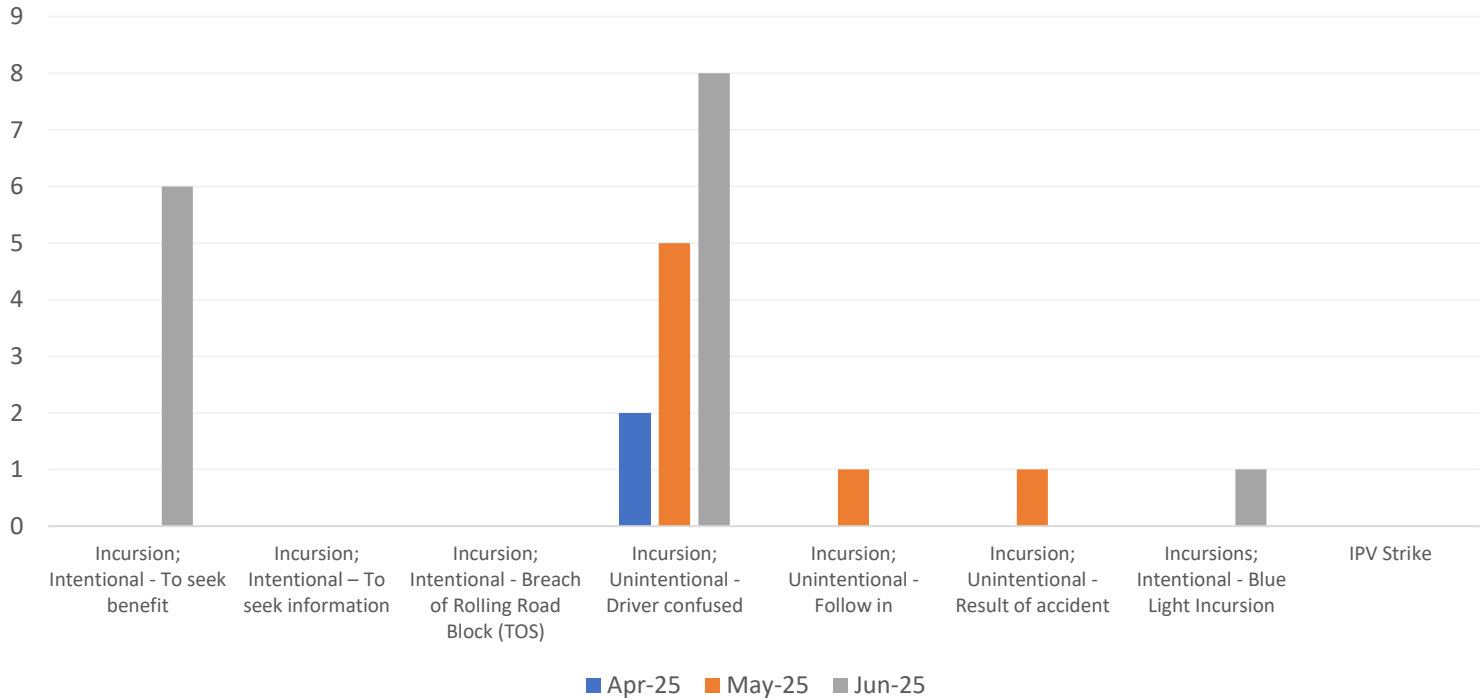
A total of 15 incursions have been recorded; with a 600% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Blue Light' 60% increase in 'Driver confused' type incursions

[2 - Incursions resulting from breakdowns were recorded]

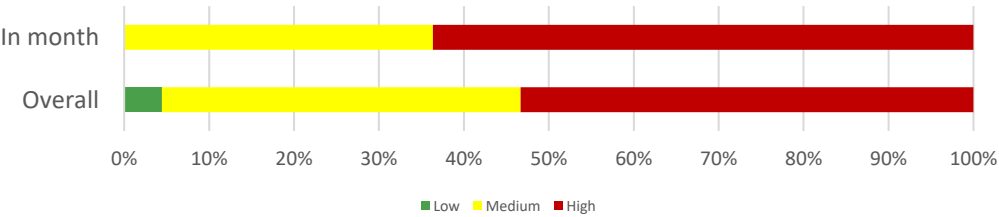
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

MP-0262 – M3 Jct 9 Improvement - RDP



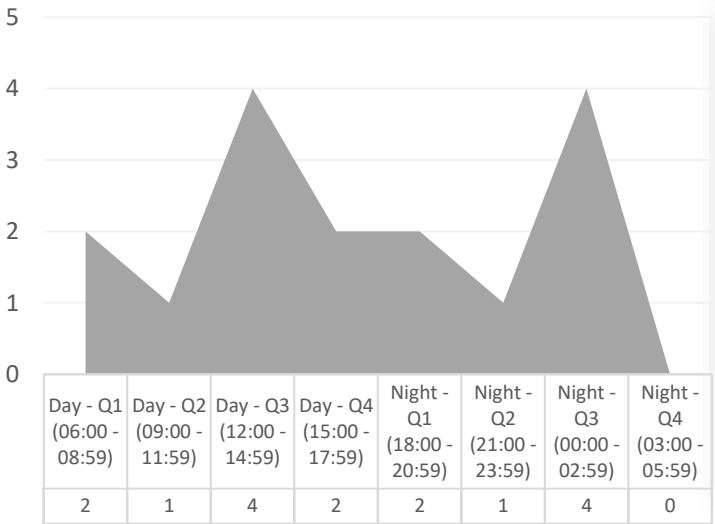
Project Risk Rating



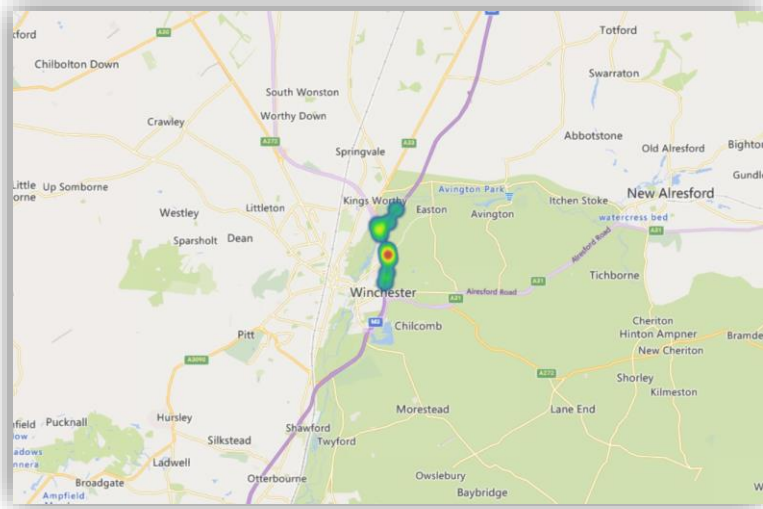
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several pedestrian incursions occurred, including a group of teenagers entering the works zone, multiple reports of members of the public (MoPs) walking through or near closures, and a cyclist heading along the southbound carriageway. TSCO and CCTV teams took prompt action in each case to redirect individuals and alert appropriate services.

Traffic Incidents *[Sentiment: Neutral]*

A car entered the A33 temporary traffic management area and exited through the closure. Additionally, a police vehicle was reported within the A33 works access without prior notice. No further disruption was noted.

Broken Down Vehicles *[Sentiment: Positive]*

A vehicle broke down near the B2 access. TSCO responded promptly by coordinating with recovery and adjusting traffic access points via WhatsApp communication. The situation was resolved efficiently.

Traffic Management Responses *[Sentiment: Positive]*

TSCO and CCTV teams responded effectively to incidents by alerting police, adjusting closures, and maintaining site safety. The use of WhatsApp for real-time updates proved valuable in managing the broken-down vehicle.

Overall *[Sentiment: Neutral]*

Multiple incursions and cone strikes reflect continued challenges with public interface and traffic compliance. However, swift and coordinated responses helped mitigate safety risks.

Recommendations

Consider increased physical barriers or signage at vulnerable entry points to deter pedestrian incursions. Further engagement with the public on site boundaries are advised.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

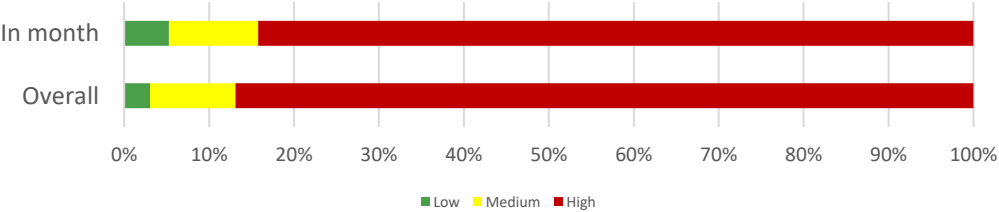
A total of 6 incursions have been recorded; with a 33% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Follow in' 67% decrease in 'Driver confused' type incursions

[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

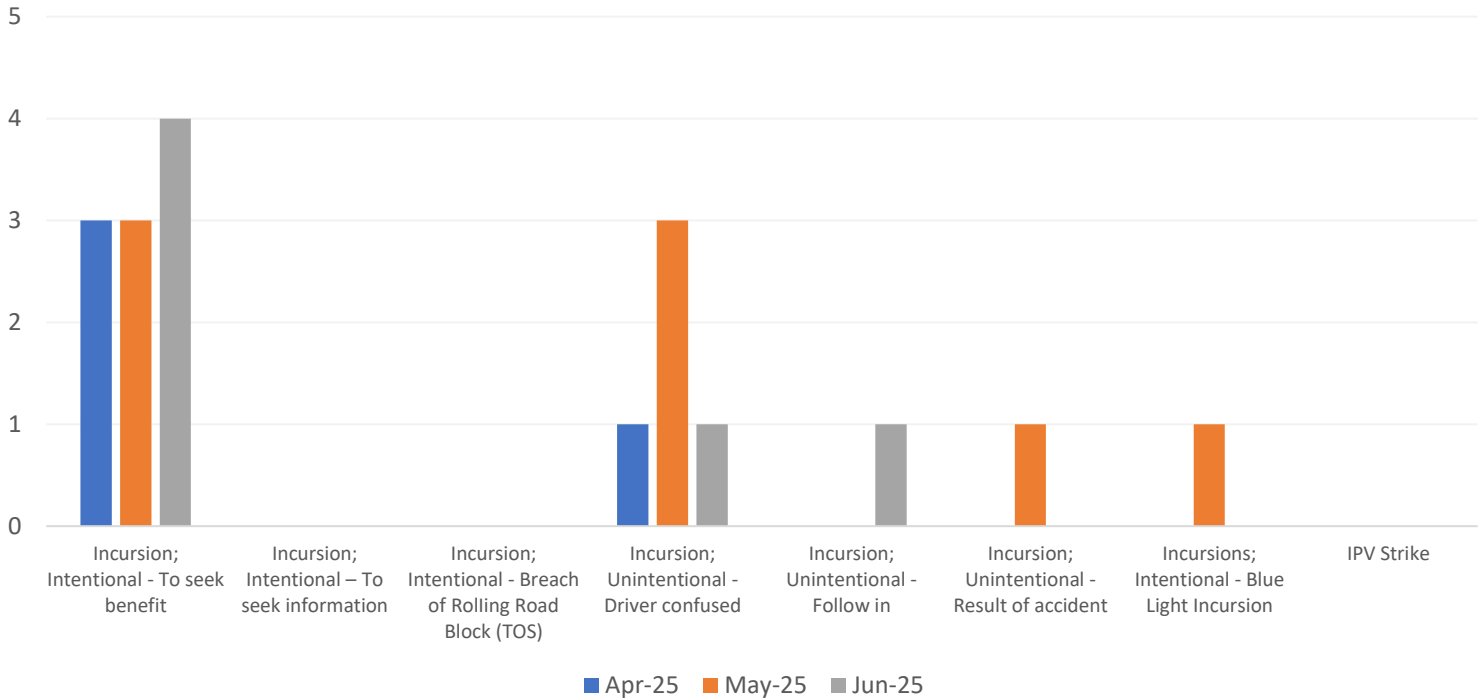


Incursion rate per length of TM (Unknown)

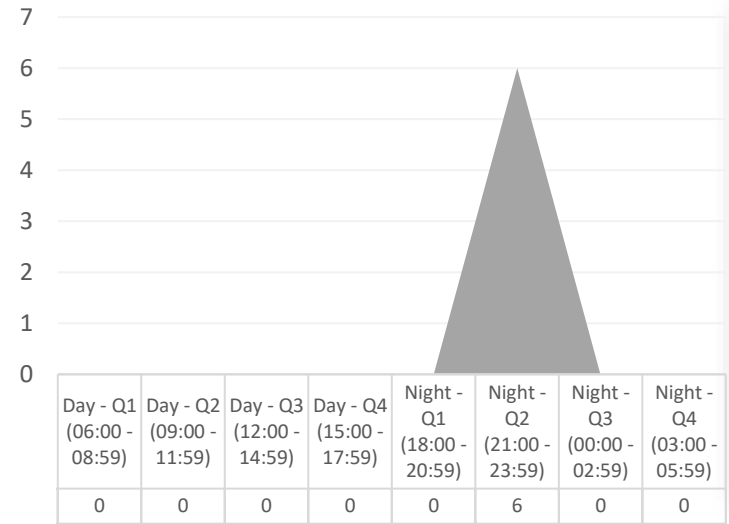
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

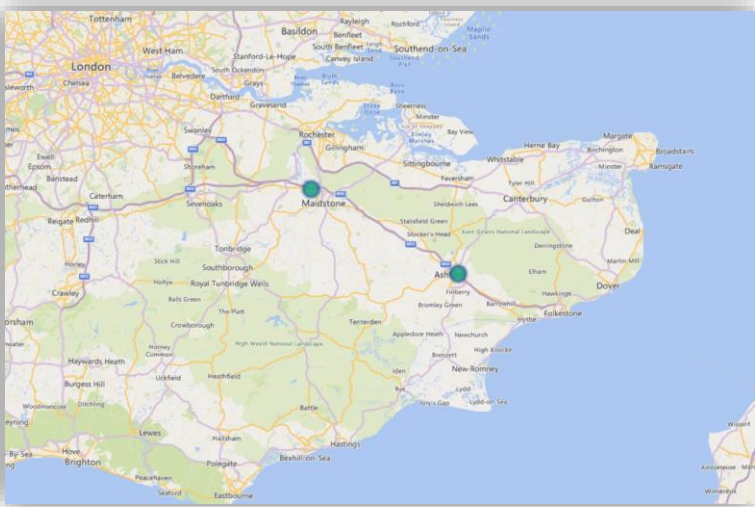
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Three vehicles entered the works access; the first two exited via the mainline upon realising their error. A third vehicle was stopped in the gated air lock. Additional public incursions occurred, including one vehicle entering through cones and another via the tiger tail.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or injuries were reported despite multiple unauthorised vehicle entries into the closure area, indicating good on-site awareness and control.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management effectively prevented a deeper incursion by halting one vehicle in the gated air lock, with quick response minimising risk to the workforce.

Overall *[Sentiment: Negative]*

While safety was maintained, the repeated unauthorised entries highlight a persistent issue with closure integrity. The need for improved access control is evident.

Recommendations

Enhance closure visibility and enforcement with additional signage, physical deterrents, or barrier vehicles. Review current access protocols during vehicle movements, particularly during periods of planned access (e.g. grab lorry arrivals).

Incursions Report

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

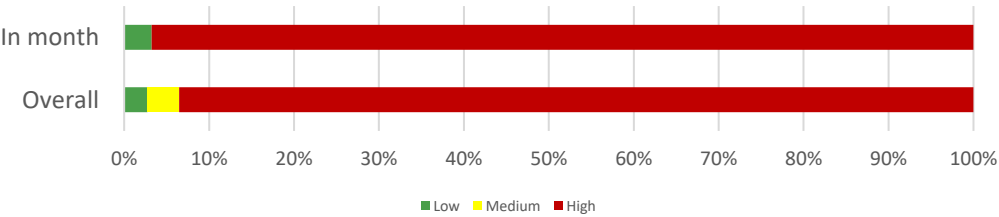
A total of 17 incursions have been recorded; with a 200% increase in 'IPV Strike' type incursions, 200% increase in 'Follow in' type incursions, 33% increase in 'Seeking Benefit' type incursions, no change from the previous month in Blue Light' type incursions

[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)

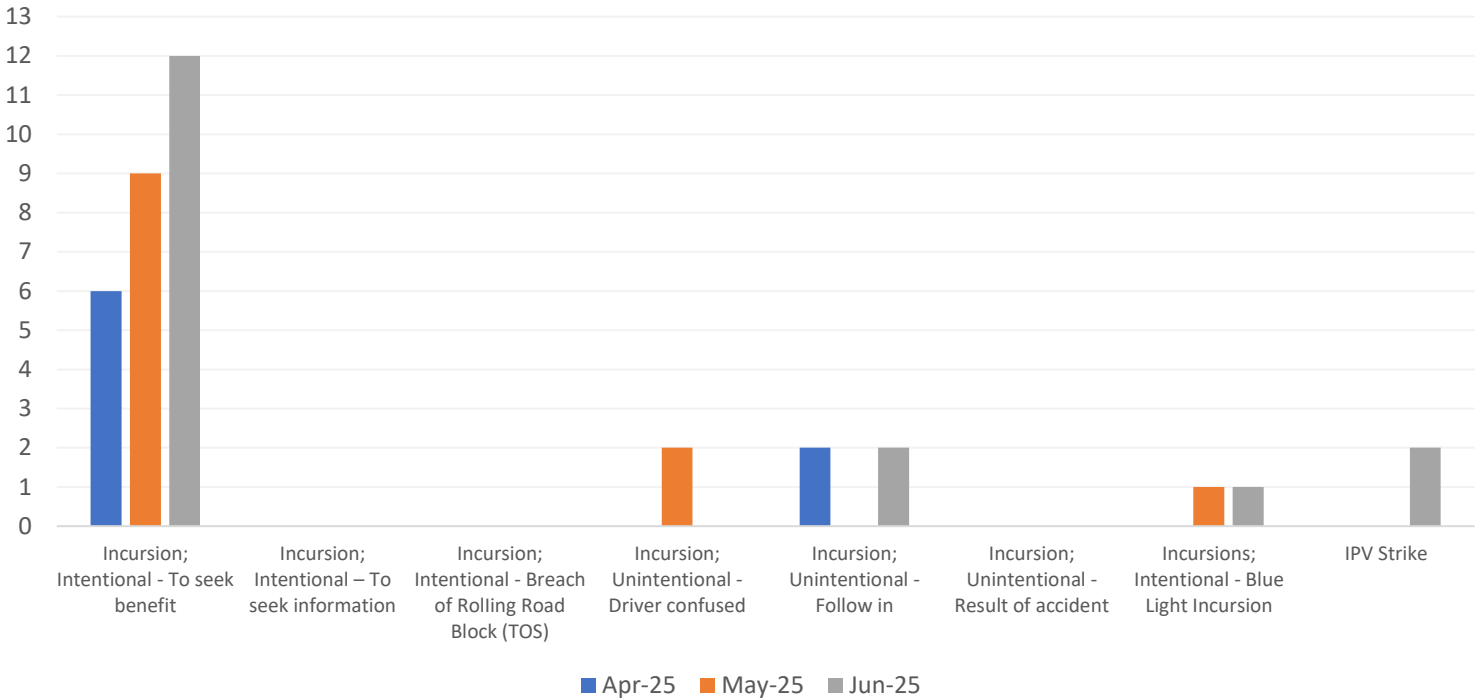
Project Risk Rating



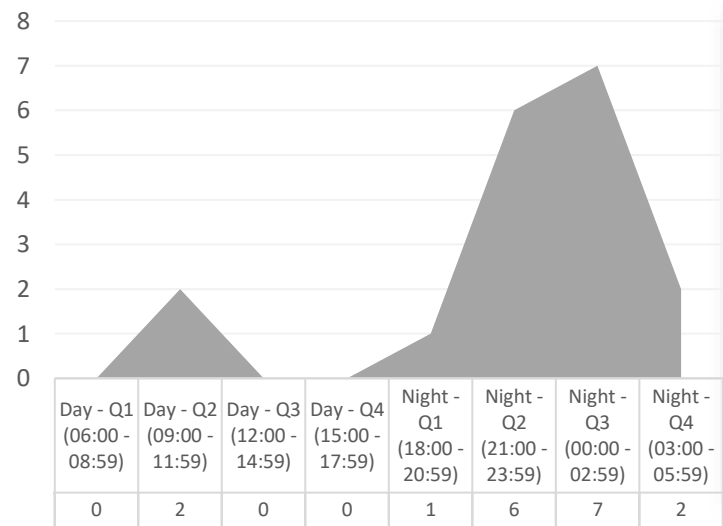
Incursion rate per length of TM (Unknown)

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

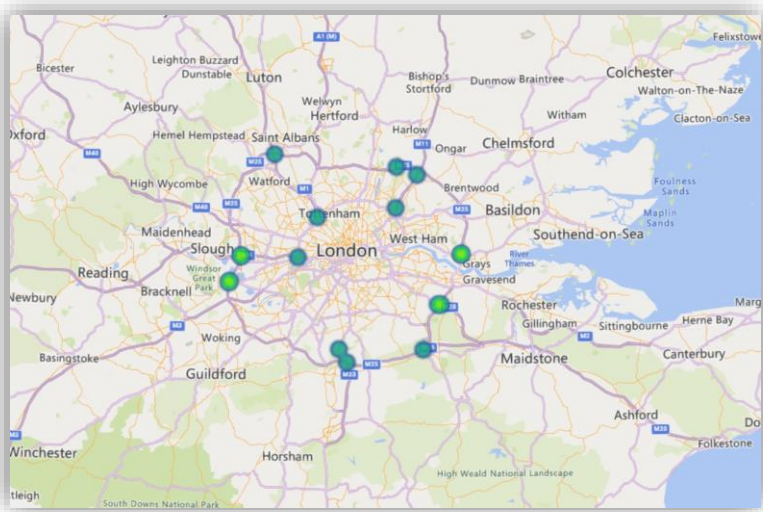
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised incursions occurred, including police vehicles, an ambulance, a motorcycle, and civilian cars breaching closures. High-speed entries and access via central reservations posed major risks to workforce safety.

Traffic Incidents *[Sentiment: Negative]*

A third-party lorry lost its trailer in live traffic, striking the welfare van, and another artic scattered cones near the workforce. These events endangered workers and disrupted operations.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

TM teams acted promptly by notifying relevant authorities, controlling unauthorised access where possible, and ensuring closures were respected after breaches occurred. The situation with the HATO unit was escalated appropriately.

Overall *[Sentiment: Negative]*

This reporting period showed a significant number of serious incursions and near-miss incidents, highlighting systemic non-compliance by road users and emergency services within closures. Worker safety remains a critical concern.

Recommendations

Consider enhanced physical barriers, clearer signage, and increased police coordination to deter incursions. Install temporary CCTV to capture number plates and investigate breaches more effectively, while improving workforce communication tools.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

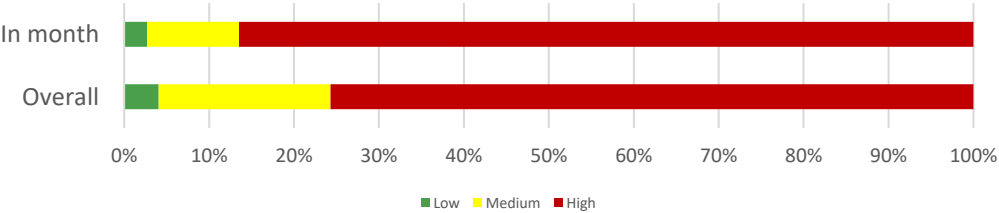
A total of 11 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Blue Light' 50% increase in 'Seeking Benefit' 89% decrease in 'Follow in' incursions, with a 71% decrease in 'Driver confused' type incursions

[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)

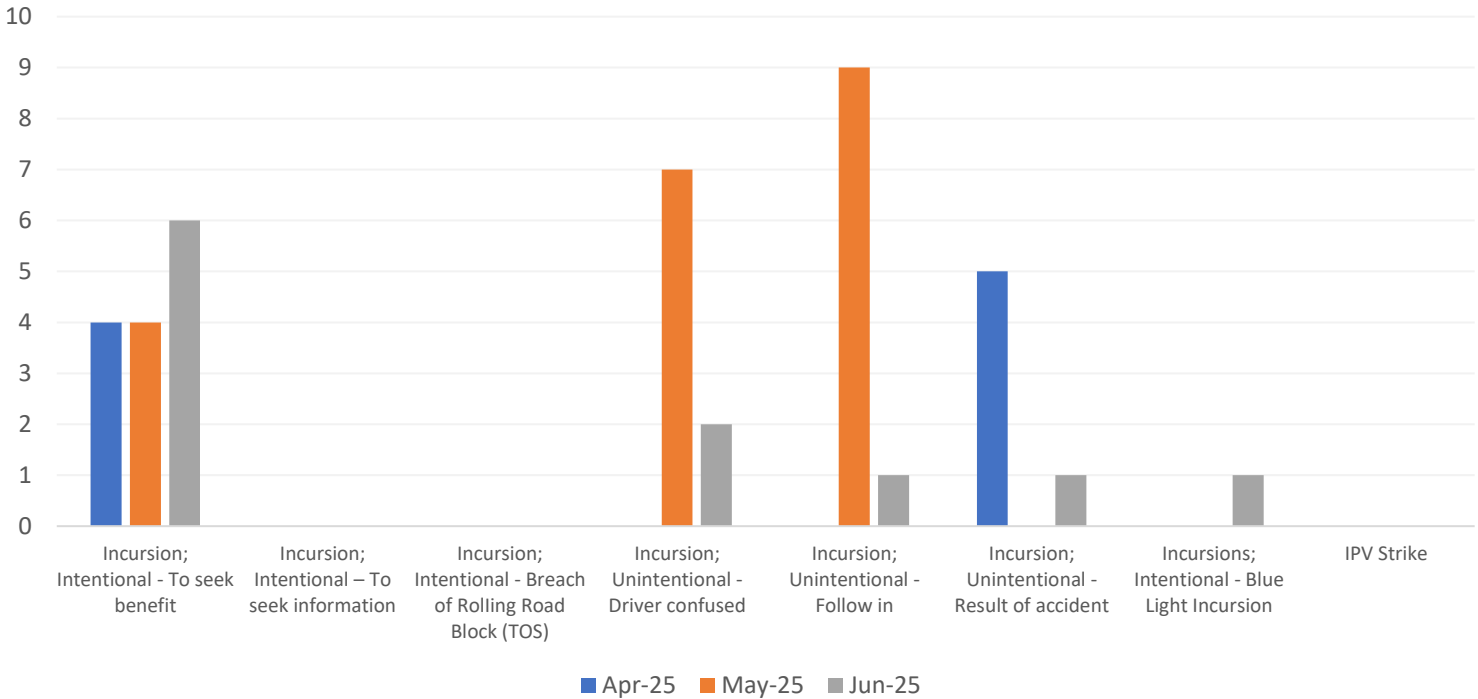
Project Risk Rating



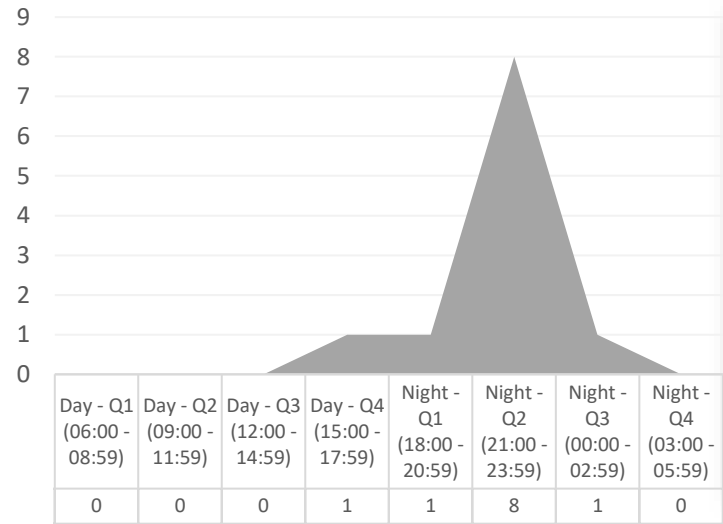
Incursion rate per length of TM (Unknown)

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

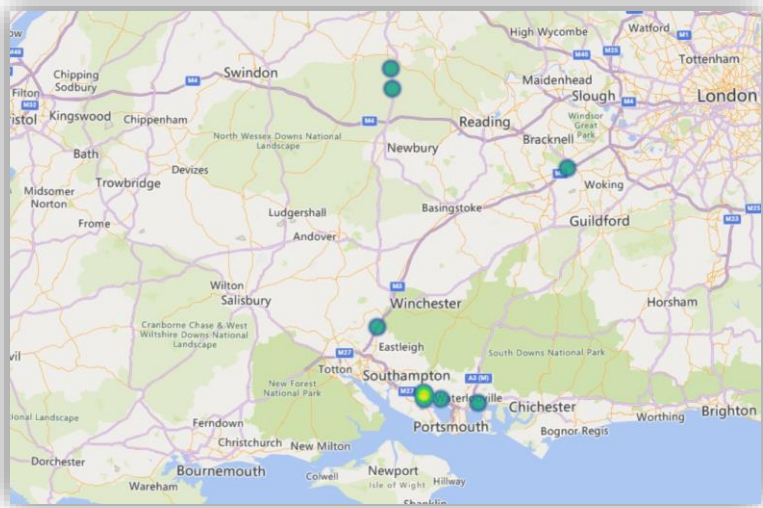
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple incursions were reported, with members of the public entering closures via access points or by following contractors. All were safely intercepted and escorted off site. No injuries occurred.

Traffic Incidents [*Sentiment: Negative*]

A serious traffic incident occurred involving a dark grey MG colliding at speed with two parked TM vans. The driver was arrested, and thankfully, no injuries were sustained.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

TM crews and TSCOs responded swiftly and appropriately to all incidents, including safe escorts, proactive communication, and alerting emergency services. Positive interventions helped prevent harm.

Overall [*Sentiment: Neutral*]

While responses were handled effectively, the number of incursions and one major collision highlight risks to site safety. Continued vigilance and improved access controls are essential.

Recommendations

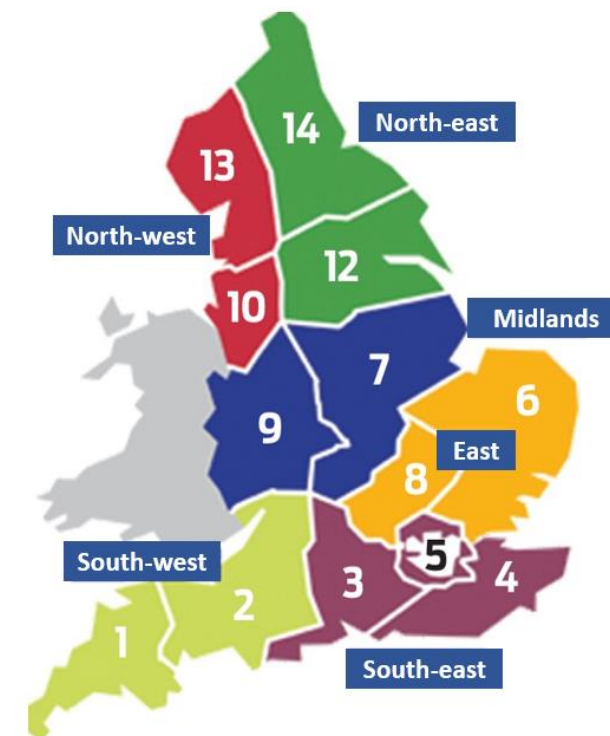
The project team should review closure access security, increase signage at key points, and consider additional physical deterrents to prevent MOP entry.

Incursions Report - South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



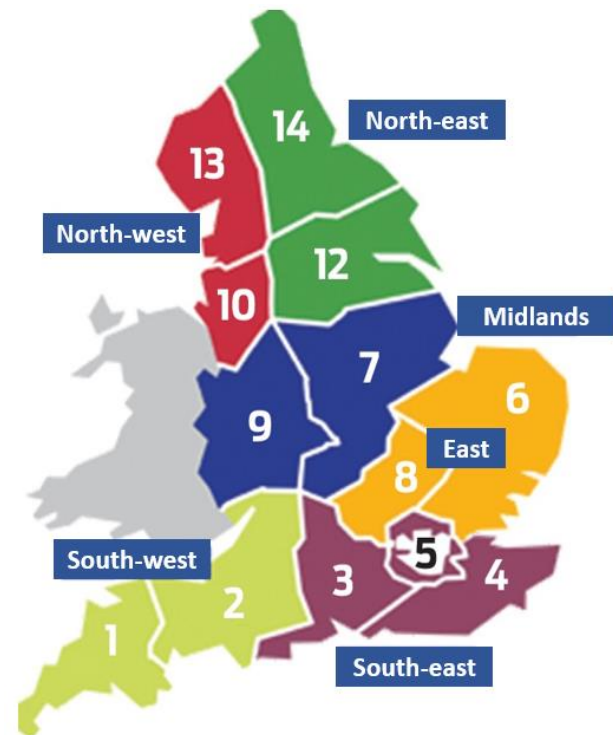
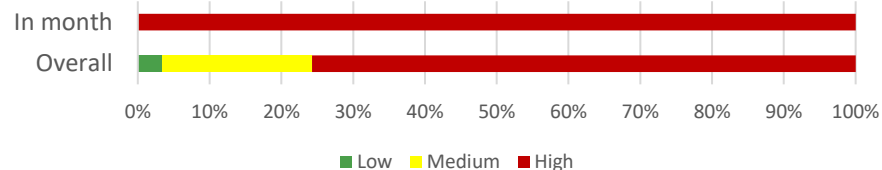
Incursions Report - South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	99 [41.25%]	1 [100.00%]	1 [50.00%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	19 [7.92%]		
Incursion; Intentional – To seek information		4 [1.67%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	64 [26.67%]		
Incursion; Unintentional - Follow in	7 [16.28%]	16 [6.67%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	16 [6.67%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [5.83%]		1 [50.00%]
IPV Strike		8 [3.33%]		
Grand Total	43 [100.00%]	240 [100.00%]	1 [100.00%]	2 [100.00%]

Technology Utilisation	Mar 25			May 25			June 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	130	55	42%	151	115	76%	115	62	54%
Area 2	137	53	39%	123	48	39%	203	37	18%

South West (MP & Ops) Incursion Risk Rating



Incursions Report - South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Positive]*

A learner motorcycle rider mistakenly entered the wrong lane and ended up on the motorway slip road. While a MOP car was left unattended in the closure zone but was safely escorted out by the Traffic Management team.

Traffic Incidents *[Sentiment: Neutral]*

An ambulance, with sirens and lights on, entered the closure and briefly re-entered the live lane. No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

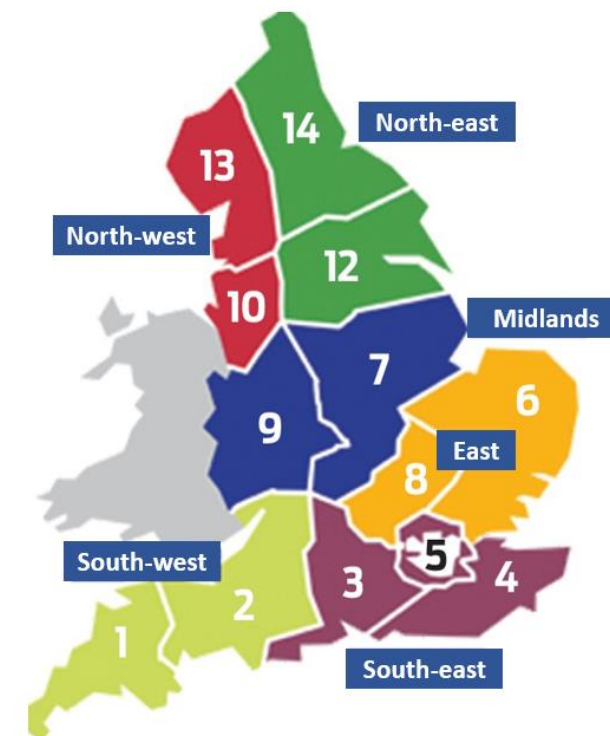
The Traffic Management team responded promptly to the MOP car and ensured the closure area was secure. The TM foreman communicated the ambulance incident to Amey PIC, ensuring the safety protocol was followed.

Overall *[Sentiment: Neutral]*

No major incidents occurred during the period, with some minor lapses in lane usage and vehicle movement.

Recommendations

Ensure clearer communication protocols for learners and MOP vehicles and reinforce lane discipline during night works. Enhanced monitoring of emergency vehicle movements may also reduce risks.



Incursions Report

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

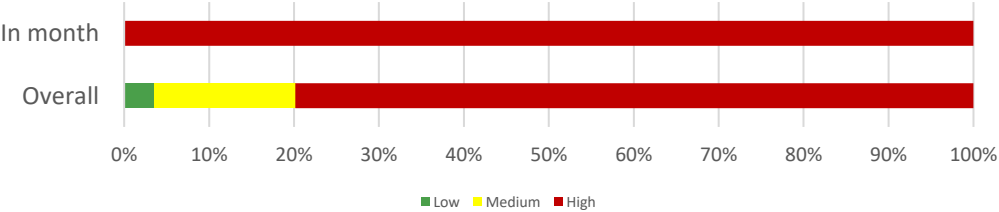
A total of 1 incursions have been recorded; with a 67% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

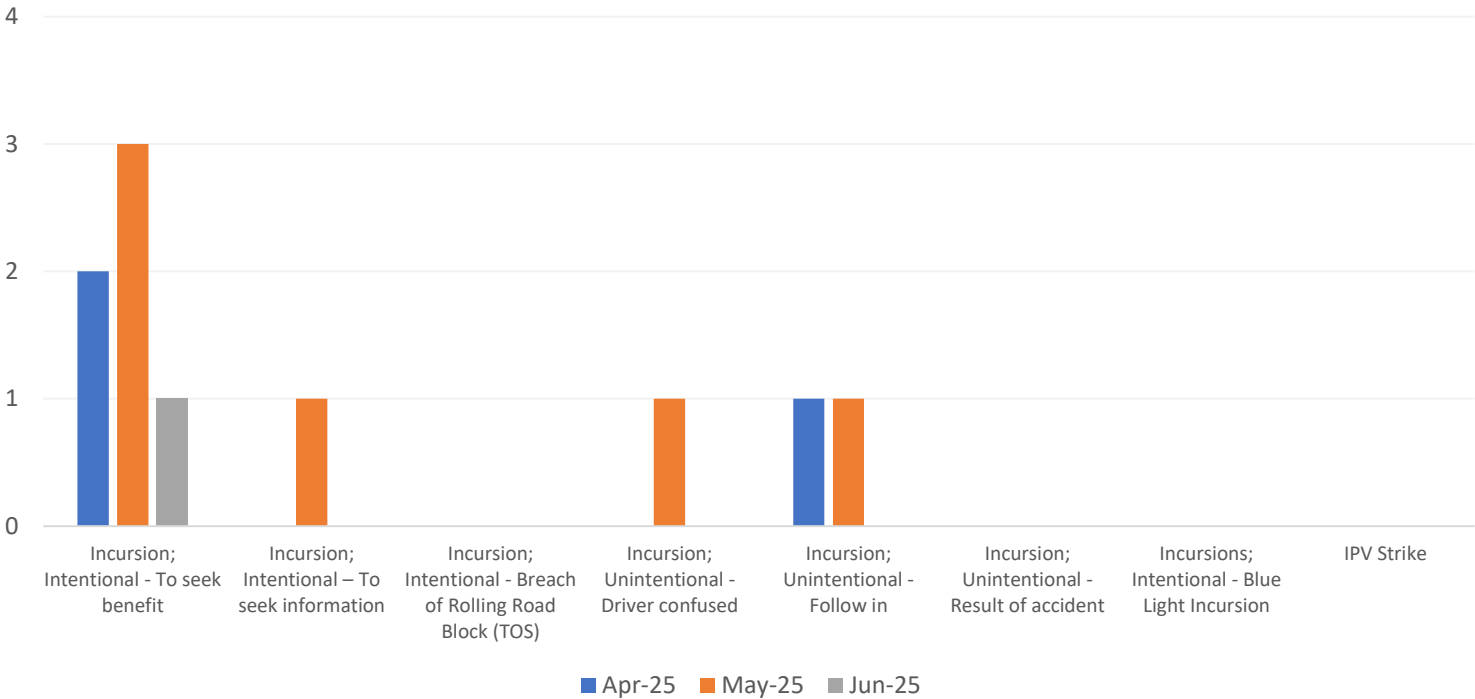
Project Risk Rating



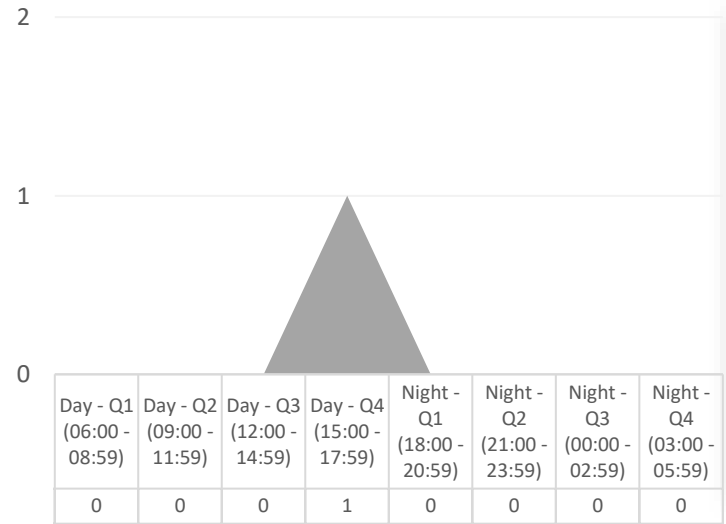
Incursion rate per length of TM (Unknown)

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

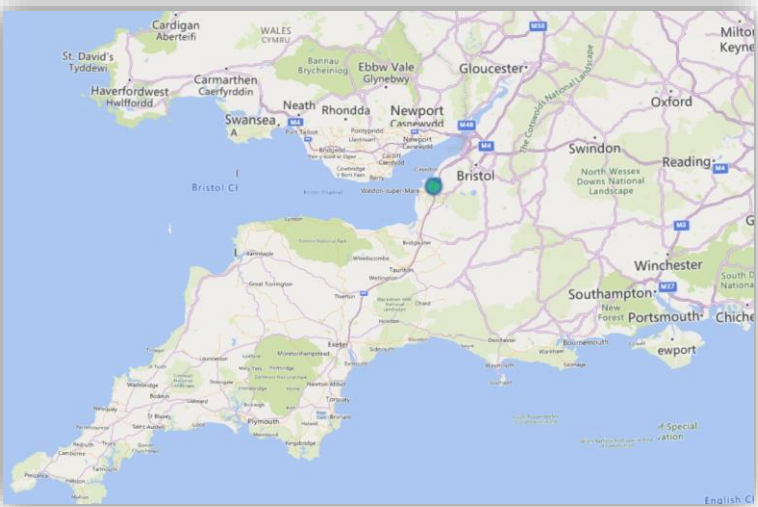
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A learner motorcyclist unintentionally entered the M5 motorway slip road from lane 1, a dedicated route for motorway access. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Neutral]*

The incident involved a minor traffic breach with no collision or injuries reported. The rider's quick recognition of the error helped prevent further escalation.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

There was no need for active intervention from traffic management due to the rider correcting their course without causing disruption.

Overall *[Sentiment: Positive]*

The incident was minor and swiftly corrected by the road user, with no negative impact on traffic flow or safety.

Recommendations

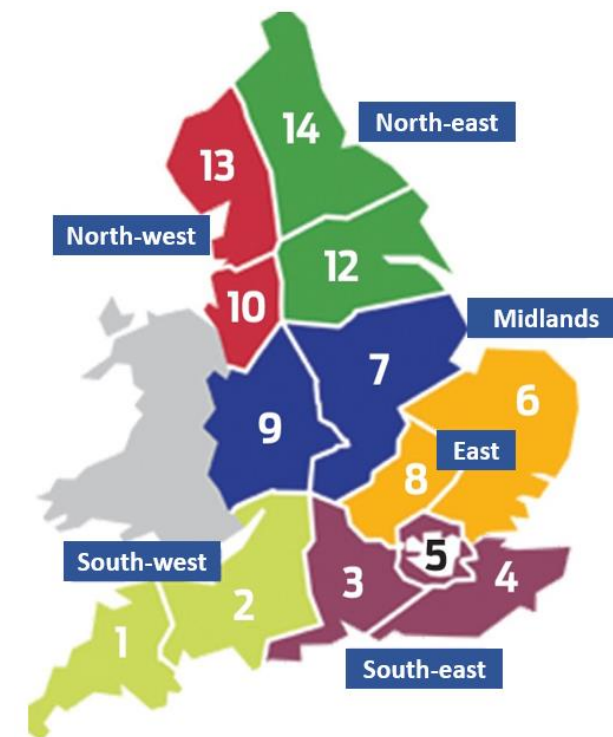
Consider additional signage or road surface markings at the junction to clearly differentiate the motorway slip lane, helping prevent confusion among less experienced drivers or motorcyclists.

Incursions Report - South West Region

End of regional report

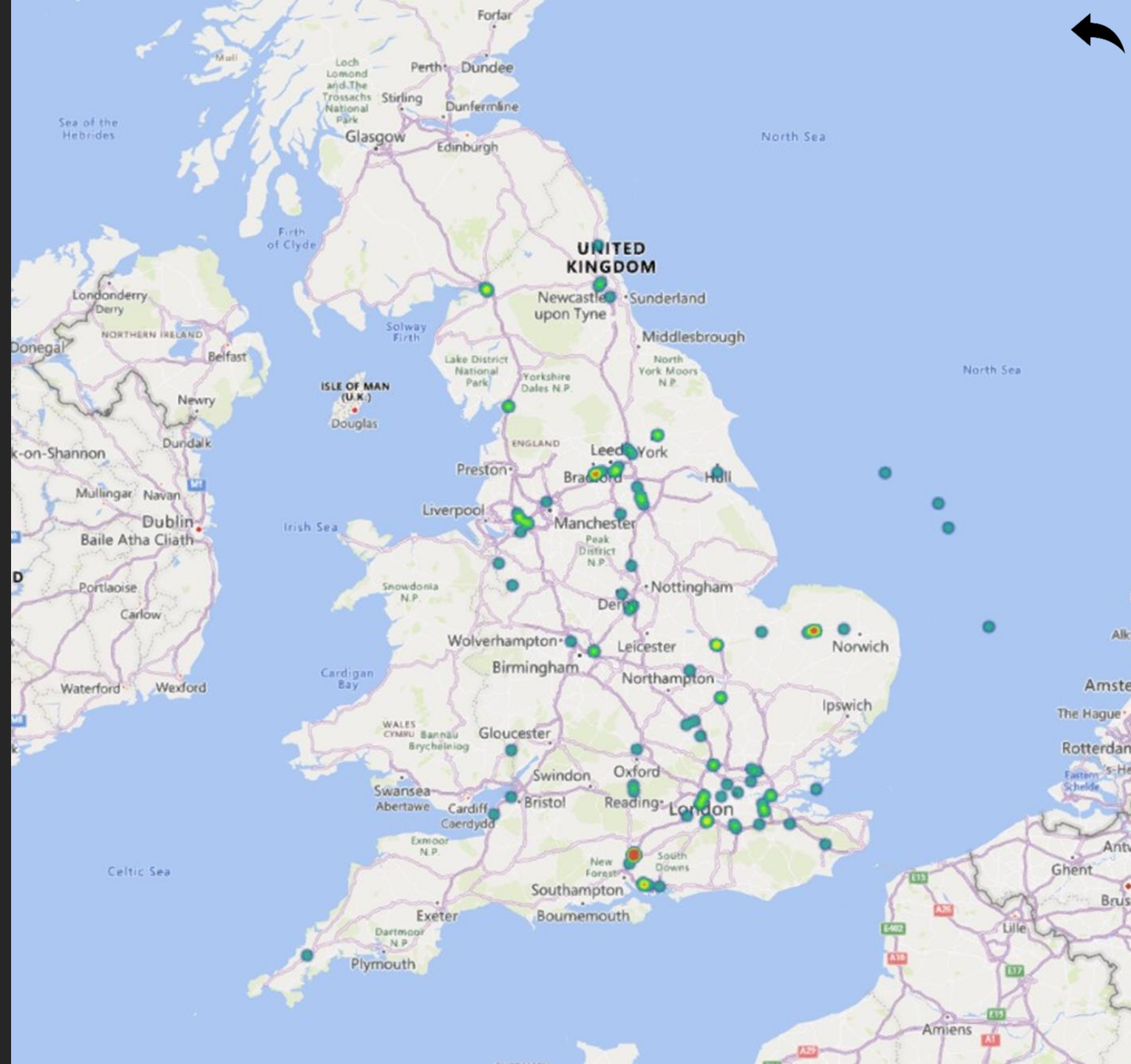
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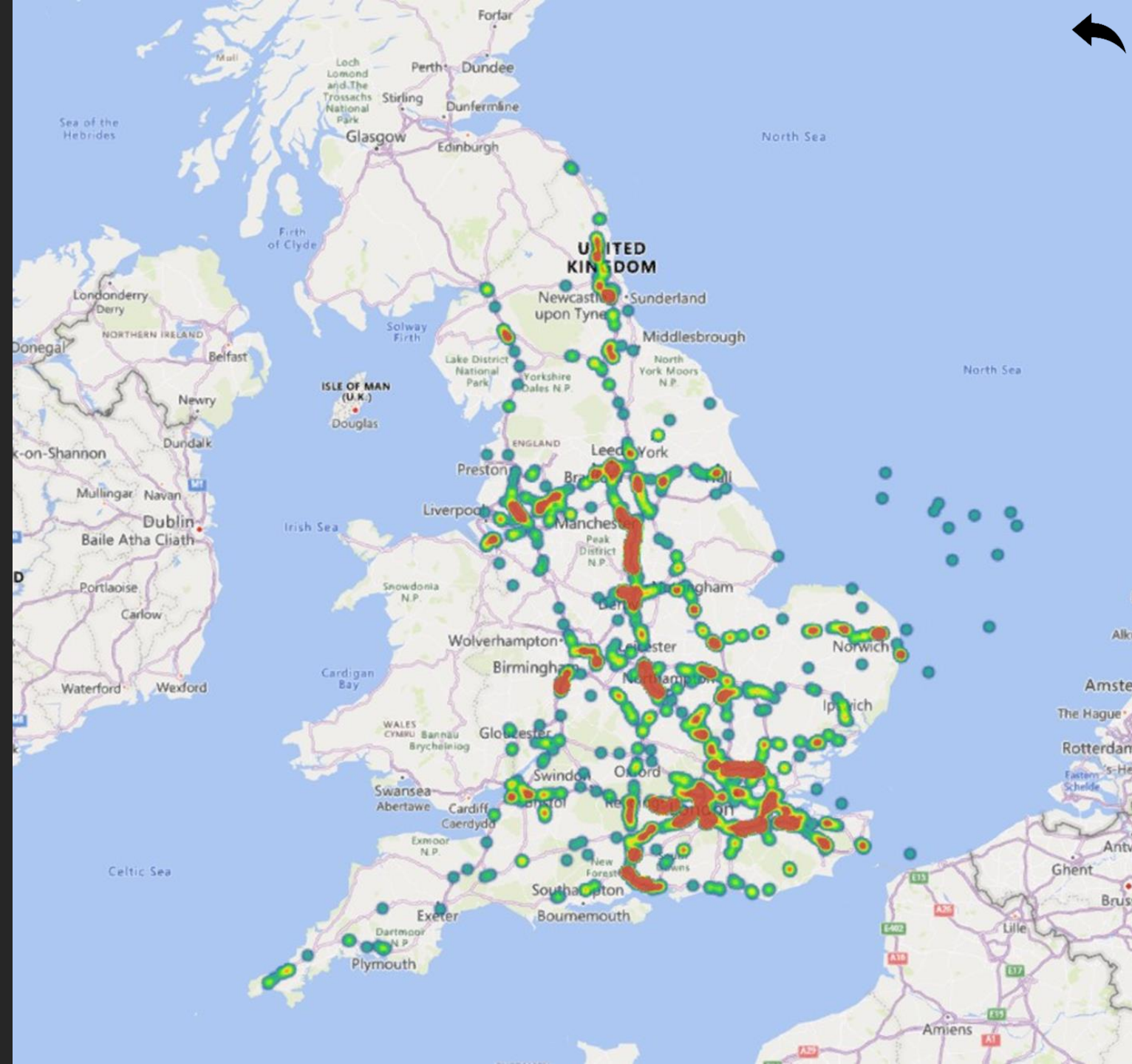


Heatmap of Incursions recorded in June 2025

- “93% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

