

IPV & Incursion Working Group Report – March 2025

Nick Nandhra

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

IPV & Incursion Working Group Report

Guidance

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

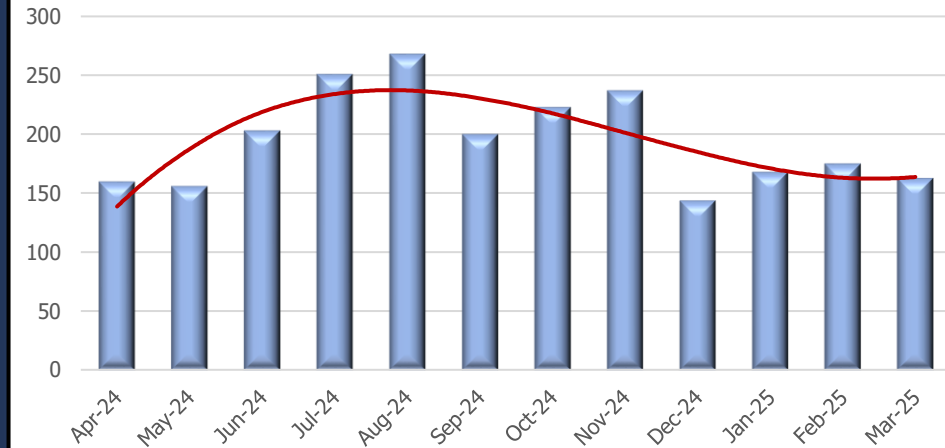
Select the following to view the [Executive Summary](#)

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

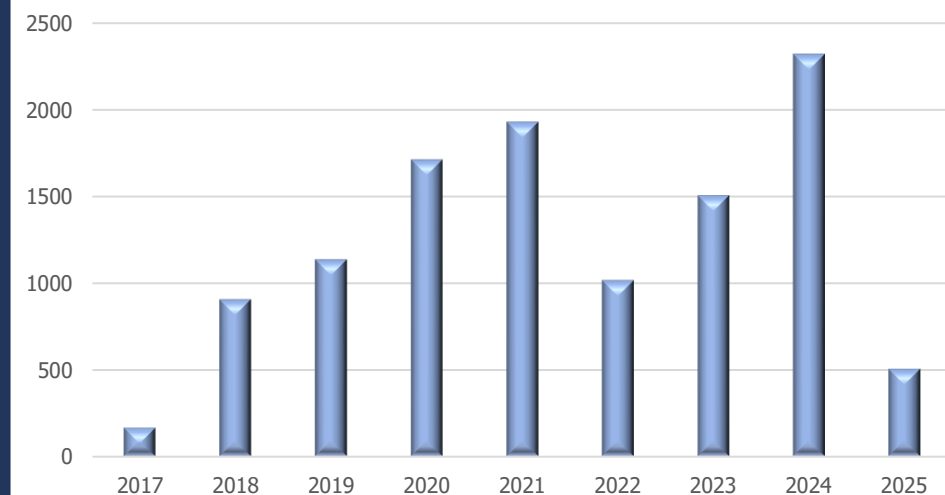
■ Executive Summary – Overview

- Significant increase in medium and high-risk incursions associated with the construction of the 13 NEAR schemes by Major Projects from Q2 2024. The trend is expected to continue until Q1 2025.
 - Incursions recorded by Operations Directorate supply chain remains relatively flat.
 - The 320km of NEAR projects have recorded a significant number of Breakdowns occurring monthly. A rich source of data for any future education campaign.
 - Technology utilisation (such as Intellicone usage) is around 46% per night.
-
- 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 April 2024 & March 2025**



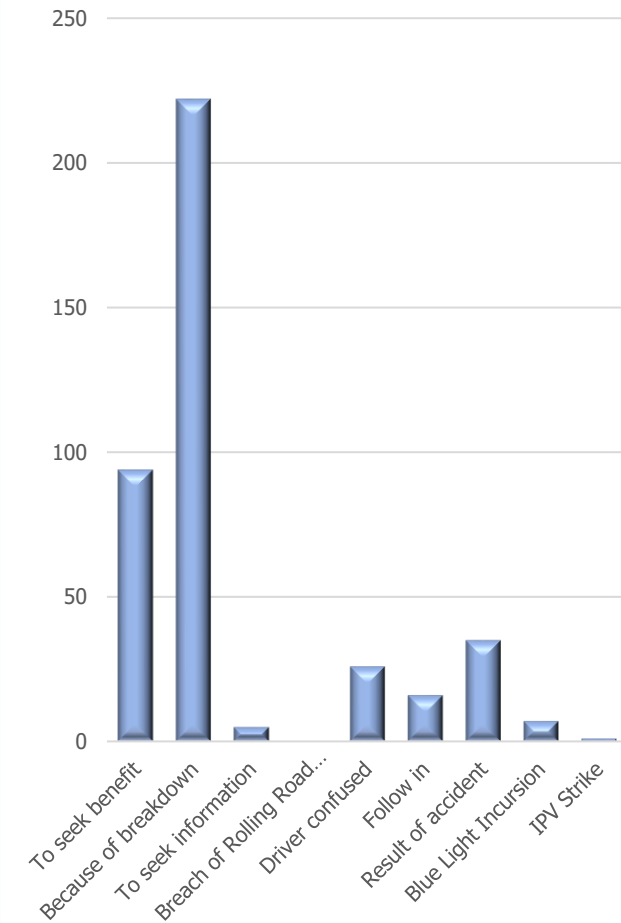
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **March 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 **163** medium and high-risk incursions recorded. This has continued the trend of increased incursions since the commencement of the NEAR projects.
- During the month there were **7** Blue light incursions. There was **1** IPV strikes.
- Including breakdown and Low Risk incursions, **243** incursions were recorded. Of which, **222** were breakdowns.
- The NEAR projects accounted for **206** of all incursions reported. Analysing the NEAR breakdown incursions, records suggest that 84 (**41%**) break downs occurred within the work zone area and 122 (**59%**) within the coned off lane.
- Removing the NEAR breakdown incursions, brings the number in month within the typical average monthly number of incursion.
- M&R Ten - A member of the public, intoxicated and armed with a Stanley knife, broke down and crossed the live lane seeking assistance from a team member.

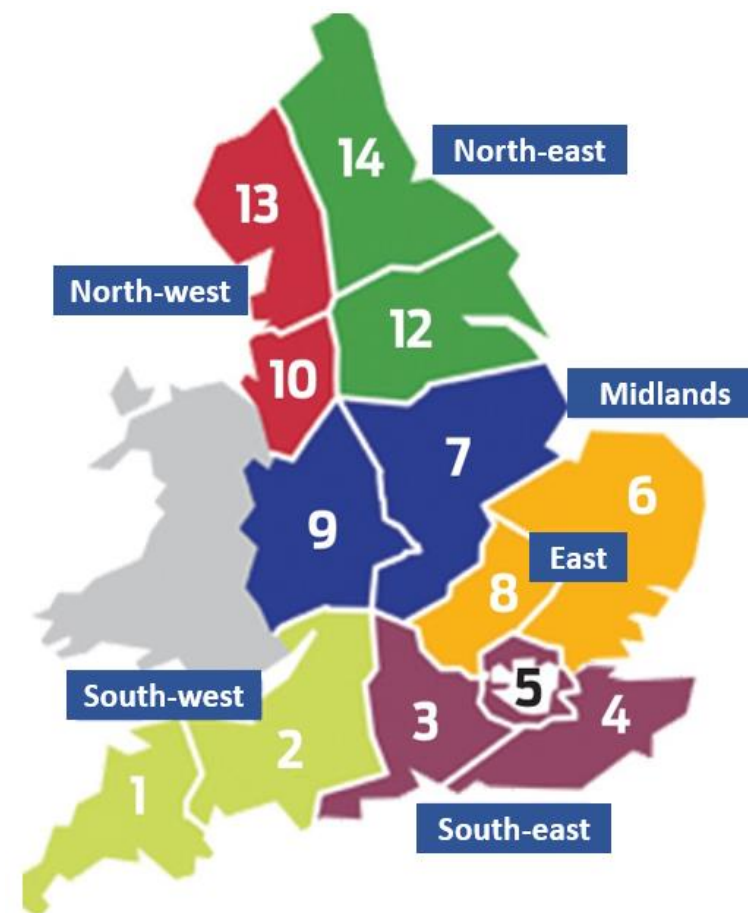
March 2025 – All Incursions



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 March 2025	406
IPV Strike's recorded in March 2025	1
Blue Light Incursions recorded in March 2025	7

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

Top incursions categories for March 2025:

1. Incursion; Intentional - To seek benefit [94]; equating to 23% of all incursions
2. Incursion; Unintentional - Result of accident [35]; equating to 9% of all incursions
3. Incursion; Unintentional - Driver confused [26]; equating to 6% of all incursions
4. Incursion; Unintentional - Follow in [16]; equating to 4% of all incursions
5. Incursions; Intentional - Blue Light Incursion [7]; equating to 2% of all incursions
6. Incursion; Intentional – To seek information [5]; equating to 1% of all incursions
7. IPV Strike [1]; equating to 0% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [222]; equating to 55% of all incursions

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

South East Region

Major Projects (excl NEAR)	18
Major Projects (NEAR Only)	199
Operations	50
Total	267

Midlands Region

Major Projects (excl NEAR)	7
Major Projects (NEAR Only)	43
Operations	25
Total	75

Yorkshire & North East Region

Major Projects (excl NEAR)	1
Major Projects (NEAR Only)	0
Operations	21
Total	22

East Region

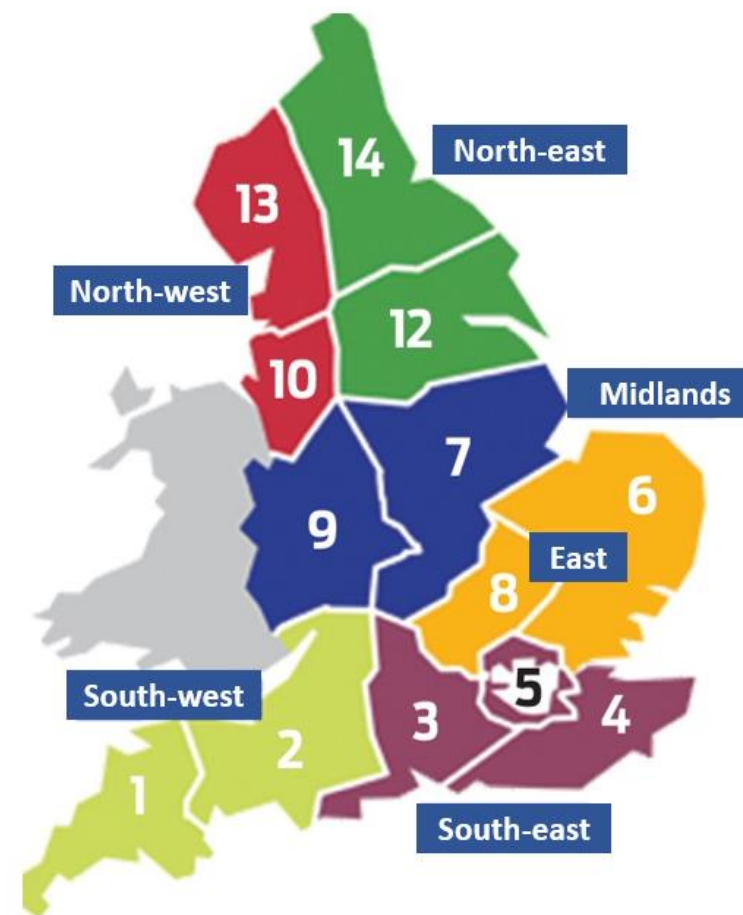
Major Projects (excl NEAR)	3
Major Projects (NEAR Only)	0
Operations	16
Total	19

North West Region

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

South West Region

Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	4
Total	4

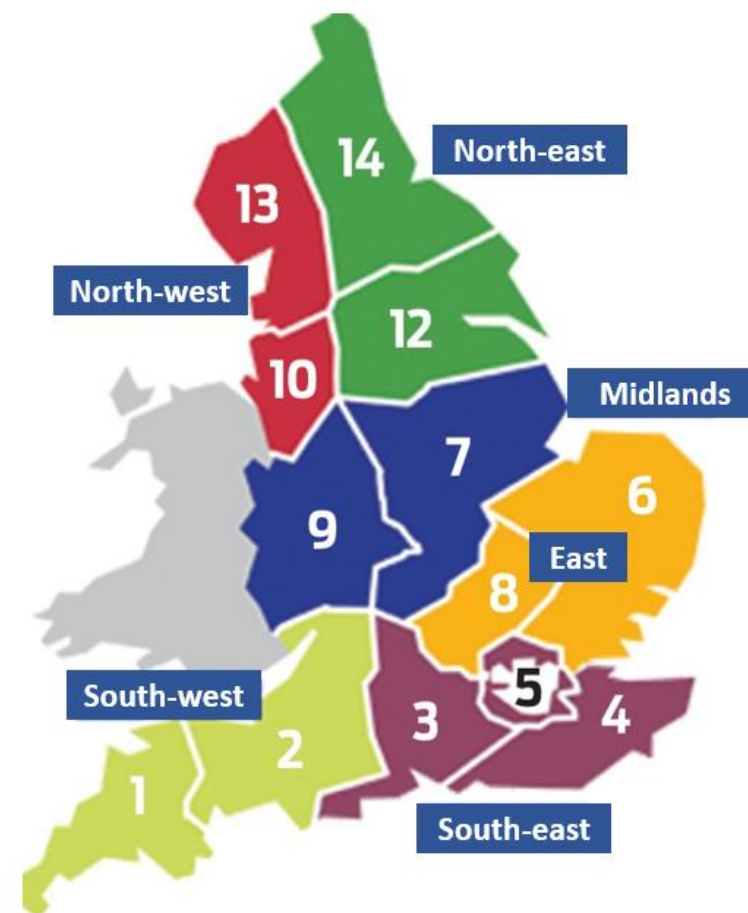


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

[Back to [Summary](#) page]

Select next page for Headline Figures & Charts



Incursions Report (All) - Headline

406 Incursions were recorded for March 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	23	67	4	0	94
Incursion; Intentional – Because of breakdown	209	13	0	0	222
Incursion; Intentional – To seek information	0	4	1	0	5
Incursion; Intentional - Breach of Rolling Road Block (TOS)	0	0	0	0	0
Incursion; Unintentional - Driver confused	15	10	1	0	26
Incursion; Unintentional - Follow in	9	7	0	0	16
Incursion; Unintentional - Result of accident	14	21	0	0	35
Incursions; Intentional - Blue Light Incursion	0	7	0	0	7
IPV Strike	1	0	0	0	1
Grand Total	271	129	6	0	406



Incursions Report – NEAR Projects only

206 Breakdown type incursions were recorded for March 2025

Summary of Breakdown Incursions Recorded on Near Projects Only	Total	Work Zone (as identified*)	Coned Off Area (as identified*)
MP-0701 - NEAR M25 J23-27	70	10	60
MP-0921 - NEAR M3 J2-4a	31	29	2
MP-0922 - NEAR M25 J5-7	24	14	10
MP-0923 - NEAR M20 J3-5	3	3	0
MP-0925 - NEAR M4 J10-12	35	28	7
MP-0920 - NEAR M1 J19-16	43	0	43
Grand Total	206	84	122

*Numbers based on HART records

Breakdown data suggests that 84 (41%) incursions occurred within the ‘Work Zone Areas’ and 122 (59%) occurred in ‘Coned Off Areas’ (i.e. where no works are taking place)

Note: this assessment is based on information recorded to suggest where the incident has occurred.

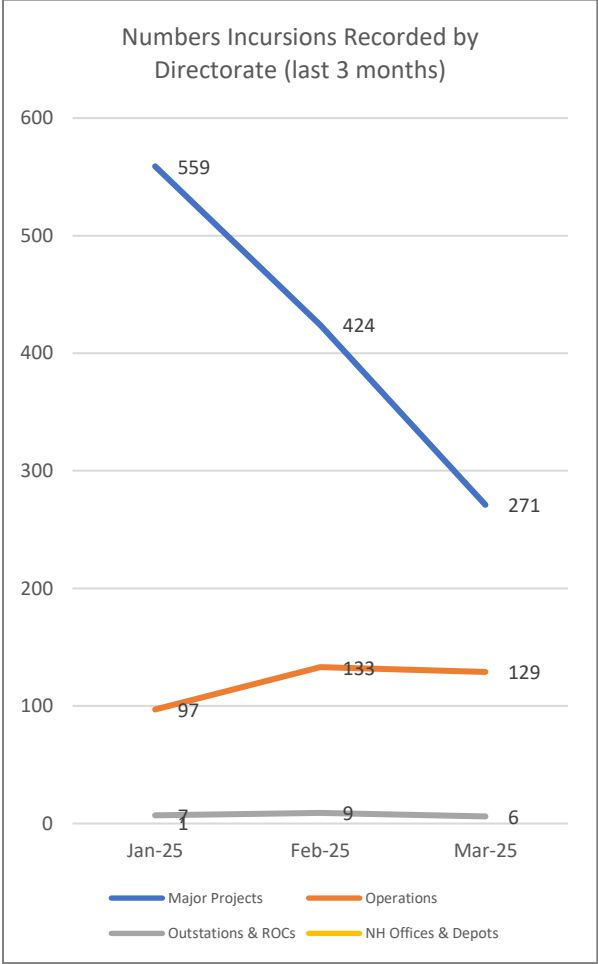
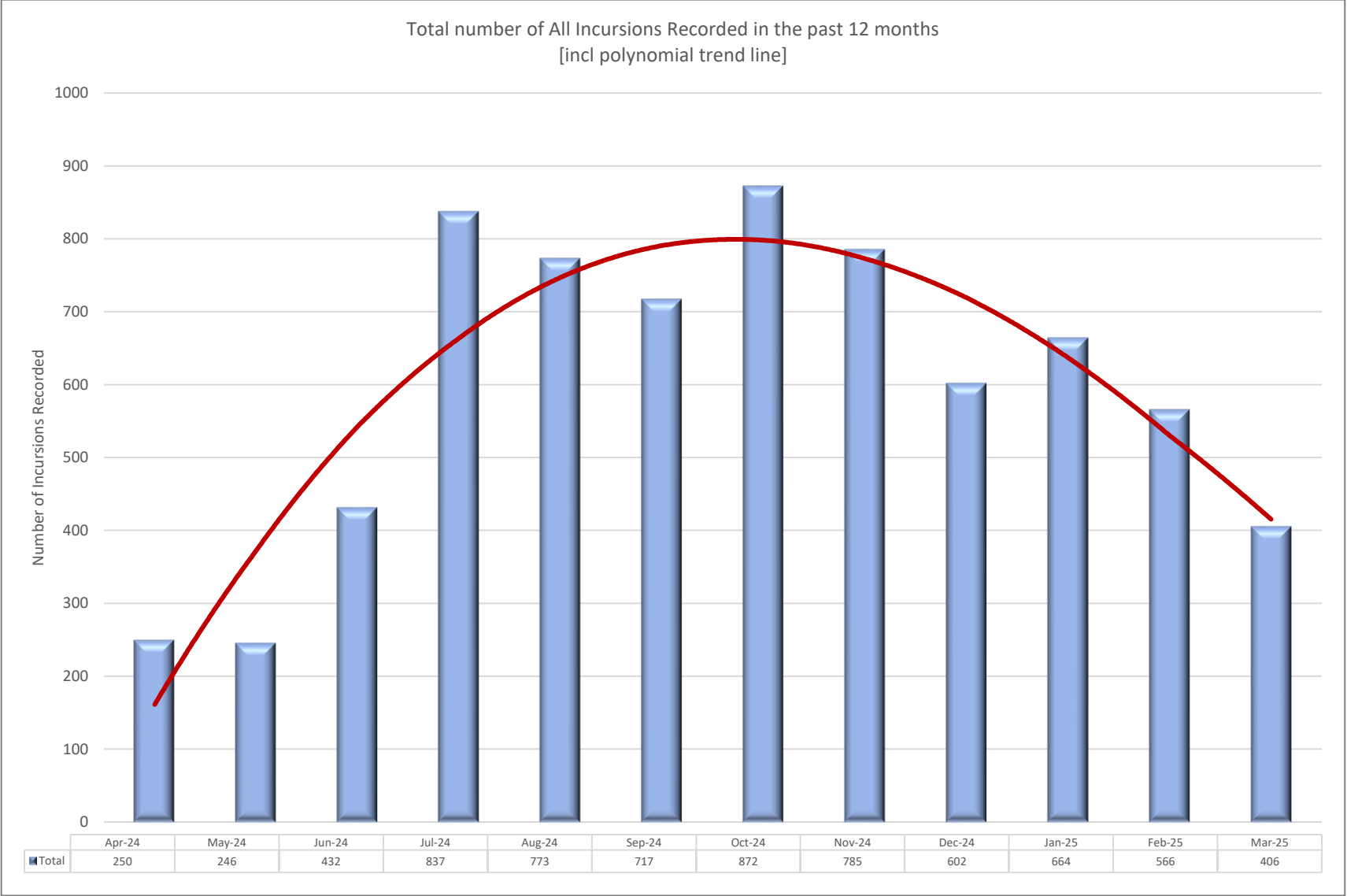
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **22790**

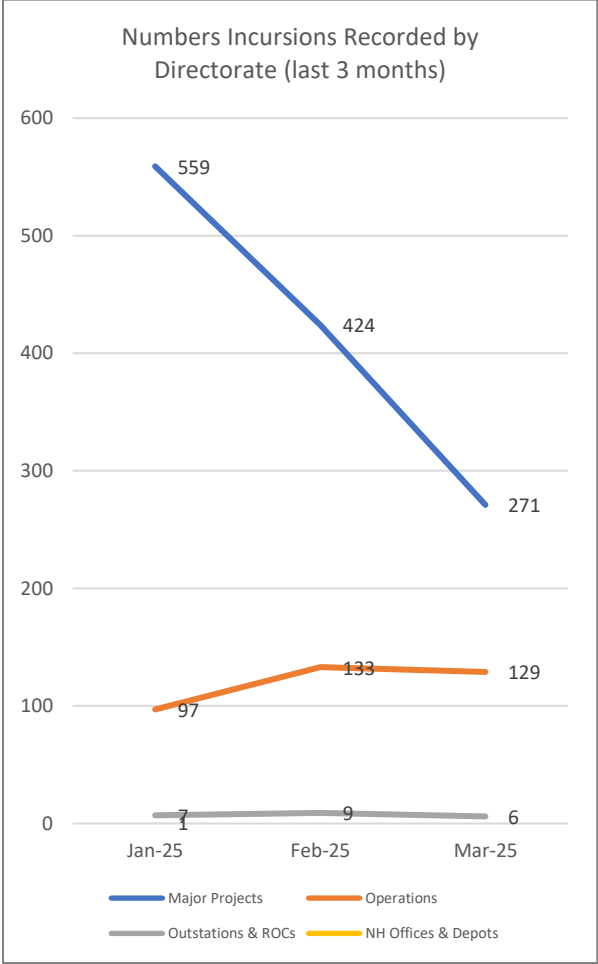
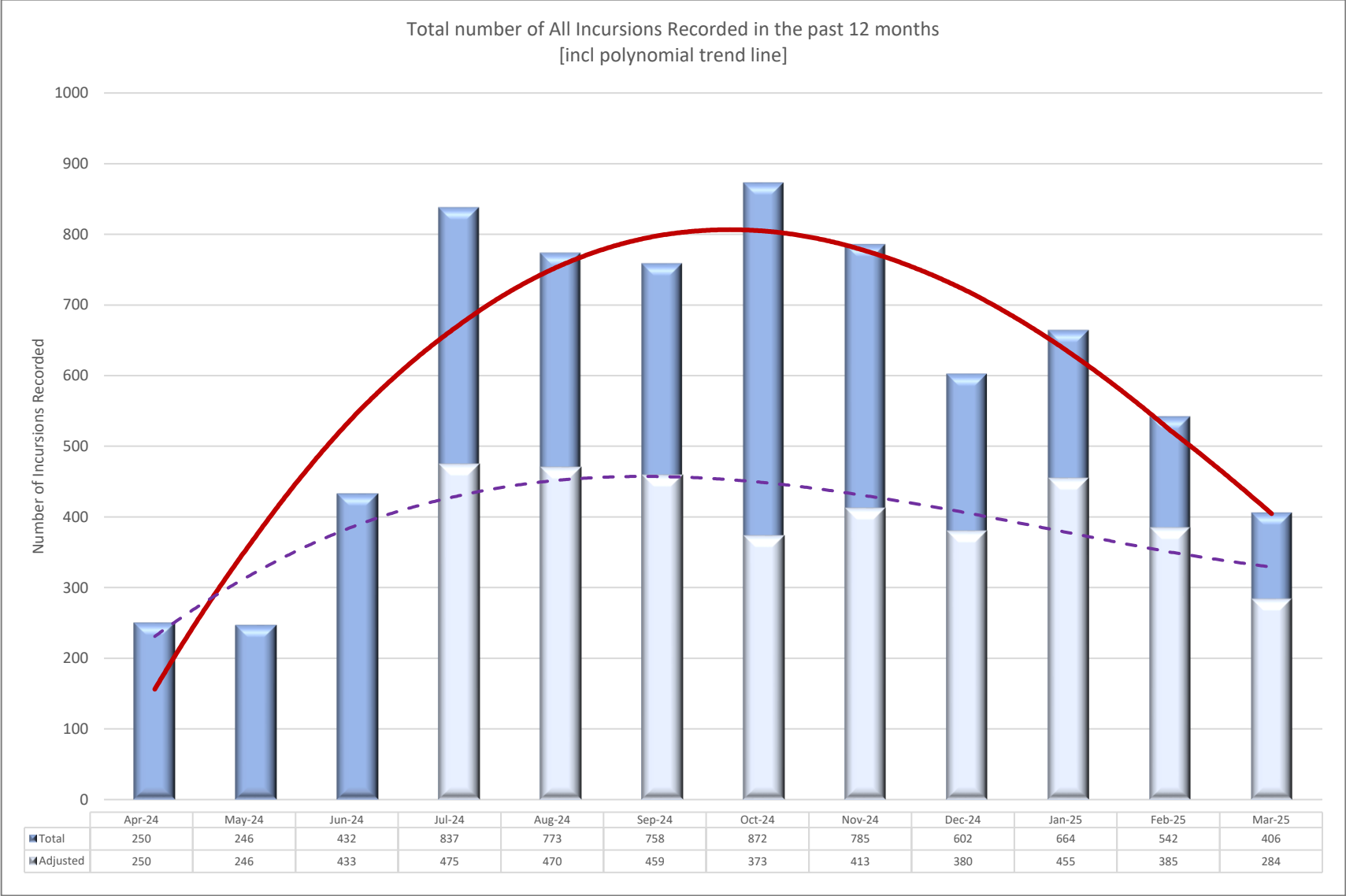
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1310	2906	666	72	4954
Incursion; Intentional – Because of breakdown	8868	592	150	3	9613
Incursion; Intentional – To seek information	100	121	31	5	257
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	26	883	8	922
Incursion; Unintentional - Driver confused	1258	997	297	43	2595
Incursion; Unintentional - Follow in	221	305	19	3	548
Incursion; Unintentional - Result of accident	800	330	71	5	1206
Incursions; Intentional - Blue Light Incursion	94	147	4	2	247
IPV Strike	23	76	13	0	112
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13093	7014	2518	165	22790

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%)	6230 (189.9%)	1636 (xx%)

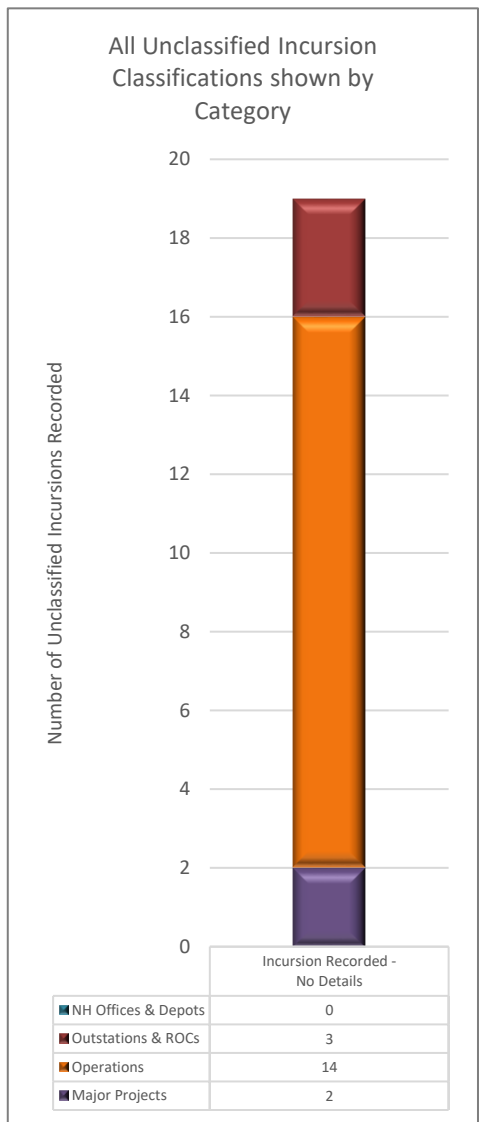
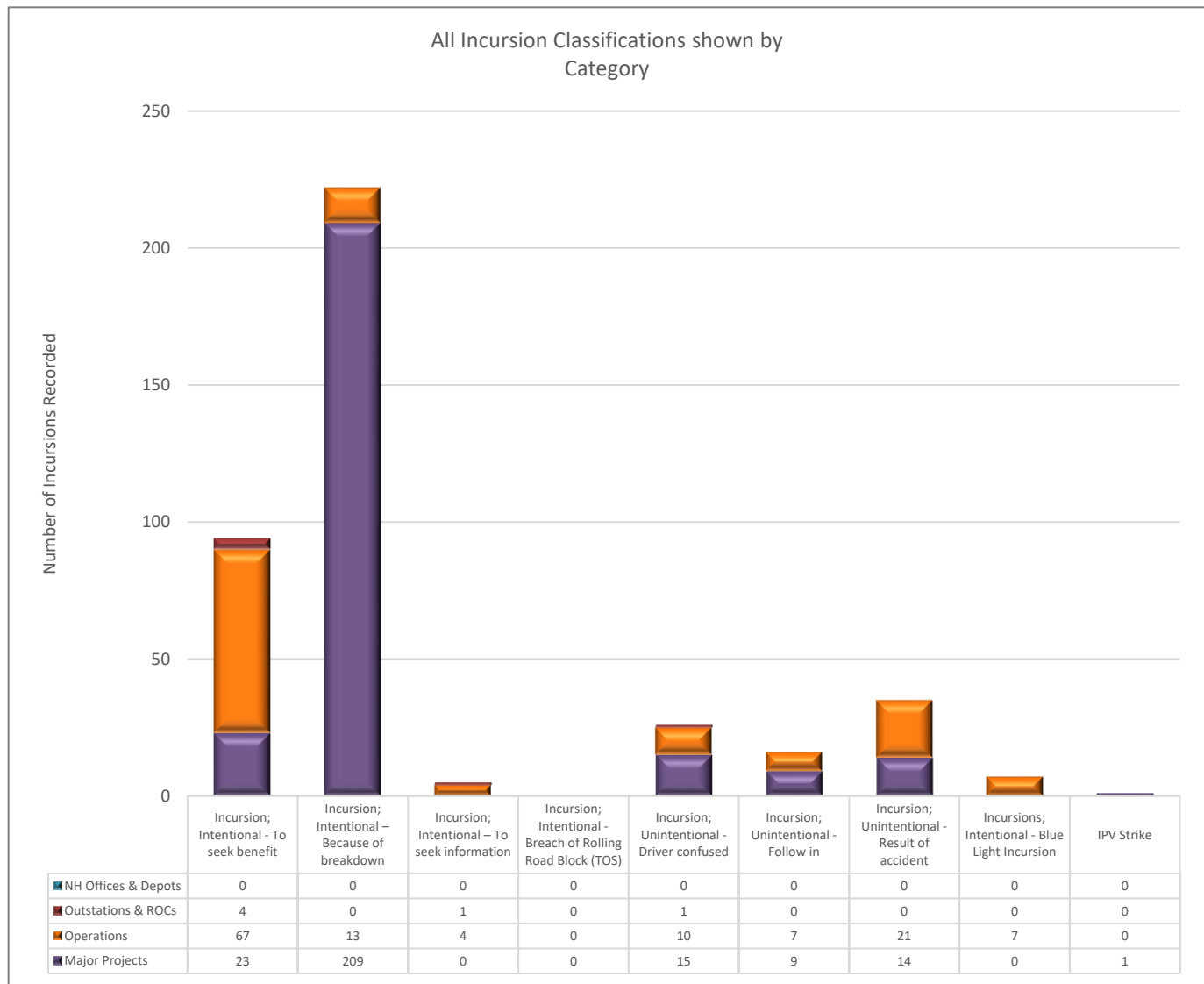
Incursions Report – All Incursions



Incursions Report – All Incursions (adjusted)



Incursions Report - All Incursions during March 2025



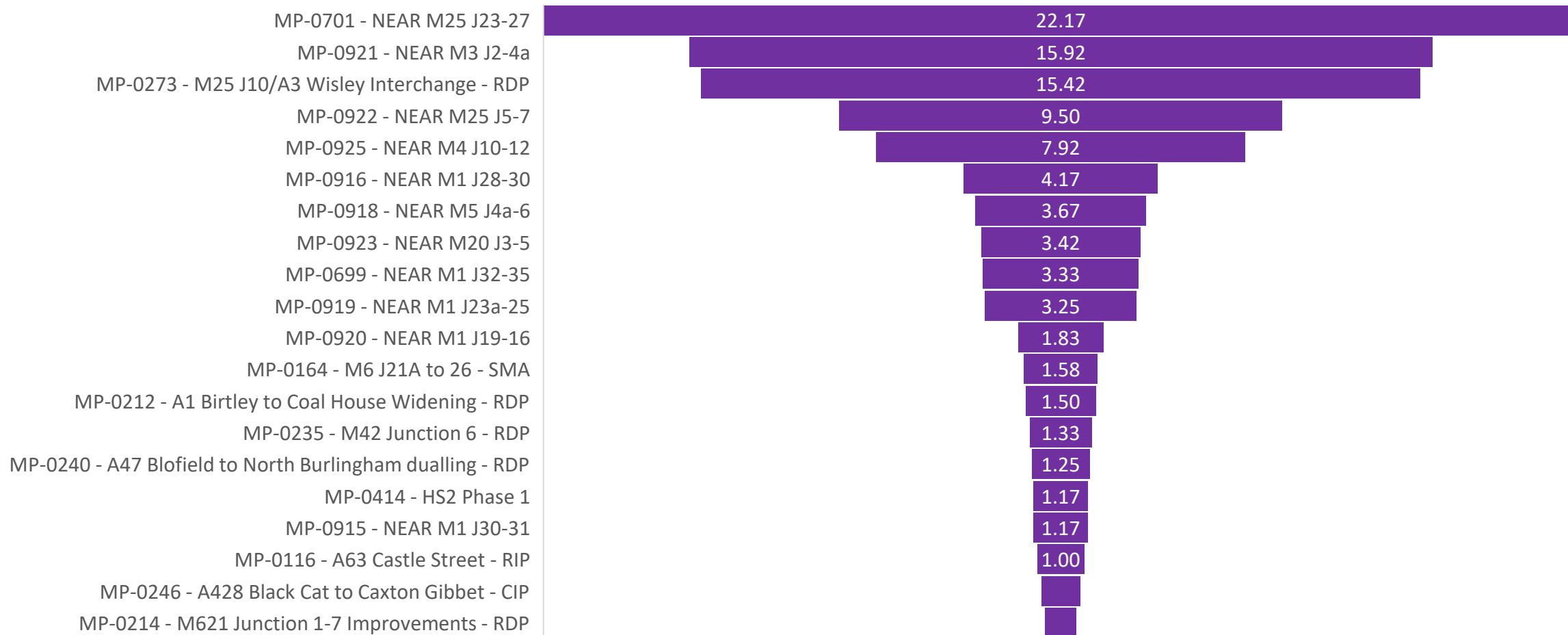
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [94]; equating to 23% of all incursions**
2. **Incursion; Unintentional - Result of accident [35]; equating to 9% of all incursions**
3. **Incursion; Unintentional - Driver confused [26]; equating to 6% of all incursions**
4. **Incursion; Unintentional - Follow in [16]; equating to 4% of all incursions**
5. **Incursions; Intentional - Blue Light Incursion [7]; equating to 2% of all incursions**
6. **Incursion; Intentional - To seek information [5]; equating to 1% of all incursions**
7. **IPV Strike [1]; equating to 0% of all incursions**
8. **Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions**

Note - Incursion; Intentional - Because of breakdown [222]; equating to 55% of all incursions

Incursions Report for Major Projects

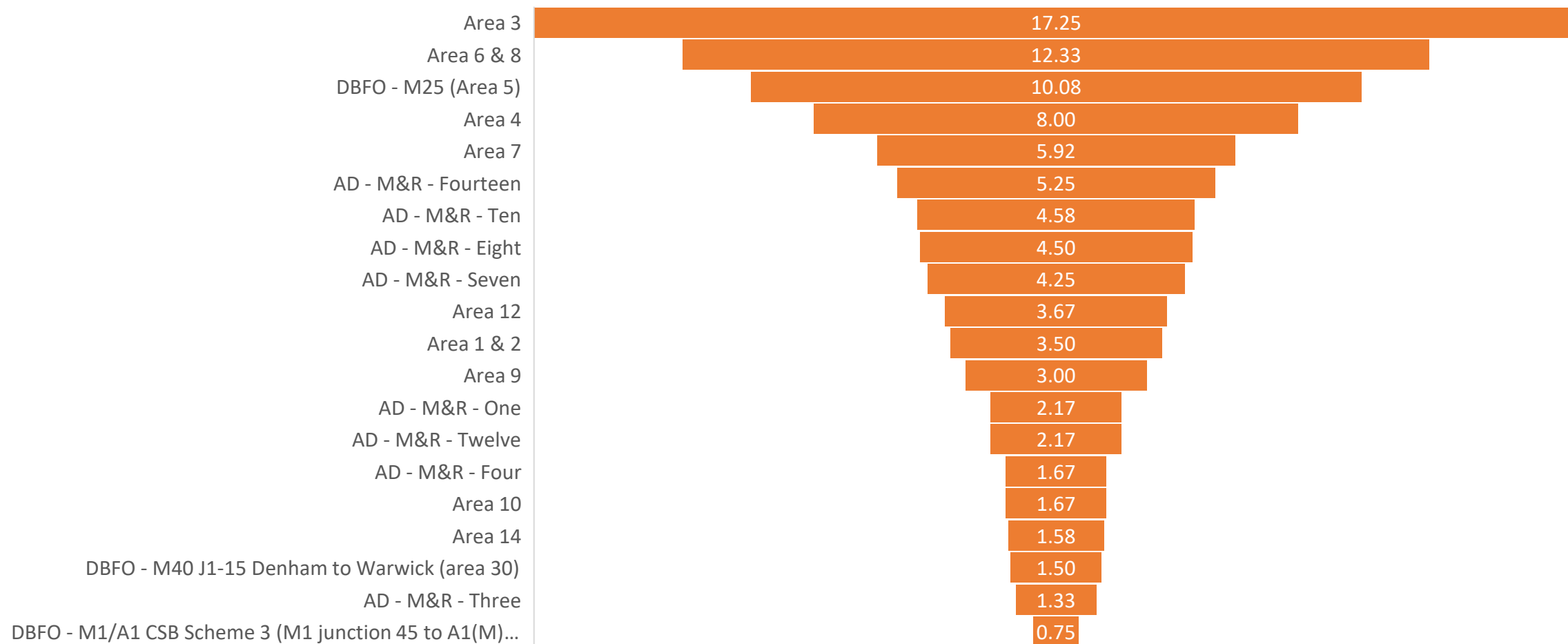
12 month rolling average of the number of all 'Incursions per Month'*



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

Incursions Report for Operations Directorate

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



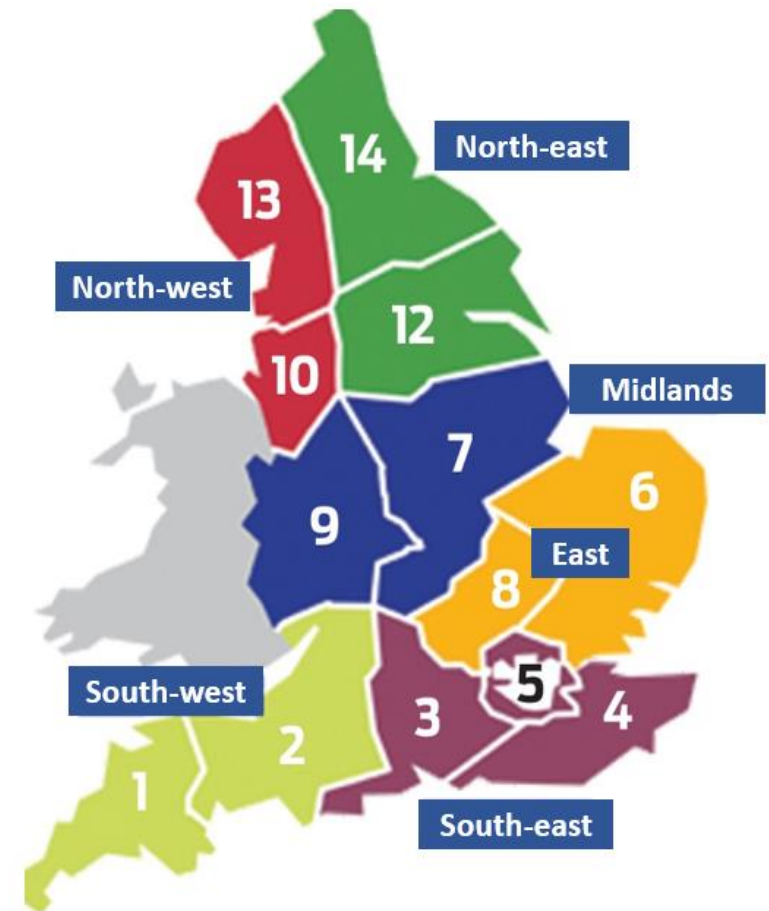
* Excluding incursions as a result of breakdown

Incursions Report

End of Headline & Charts

[Back to [Summary](#) page]

Select next page for Blue Light Incursions Report and Heat Maps





Blue Light Incursions Report - Headline

247 Blue Light Incursions have been recorded since February 2022 with **7** being recorded in March 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
165558	07/03/2025	09:30:00	Operations	South West - Operations	South West - Asset Delivery	AD - M&R - One	Not populated	Relaxation works – Lane closure	Carriageway A	A30 Redruth Bypass N/A	Traffic Management	Blue light incursion	Operatives stepped out of the way and observed the ambulance driver travelling at speed through the closure
166008	21/03/2025	01:20:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Full Closure - Mainline	Not populated	Carriageway A	M1 J28 216/9 approx.	Signals Renewal	Police entered N/B wide bay through exit driving at speed no lights on drove out of exit and down A38 west bound.	Not Populated
166009	20/03/2025	02:00:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Not populated	Not populated	Carriageway A	M1 J28 217/6A approx	Replacing signals	Whilst working in a lane 1/2 inner roundabout TM police made a force stop on a vehicle by entering into TM Unannounced forcing public vehicle to stop then bringing public vehicle into closure without any notification of what was going on.	Not Populated



Blue Light Incursions Report - Headline

247 Blue Light Incursions have been recorded since February 2022 with **7** being recorded in March 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
166166	25/03/2025	21:00:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Not populated	Not populated	Carriageway A	Not populated	Signals Renewal	Third time within 1week the police has pulled over cars within the road closure	Not Populated
166216	27/03/2025	01:00:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Not populated	Not populated	Not populated	Not populated	concrete repairs	We were working in a 2 way traffic light system on a bridge over the M25 and a Police car came up with there blues on and went through the Red light half way across they come onto on coming traffic and a lot of it so he came through the cones and past them that way.	Police car was past our working area so no vehicles had to be moved and no risk to workforce who were further upstream from entry point
166313	29/03/2025	00:02:00	Operations	Yorkshire & North East - Operations	Yorkshire & North East - Area Contracts	Area 12	Not populated	Not populated	Not populated	Not populated	RM&S Renewal	C3082 C3082A24 - M62 J23-28 RM&S Renewal Police with blue lights and sirens overtook traffic by entering the closure through cones.	Ensured staff were safe and site was set up correctly.

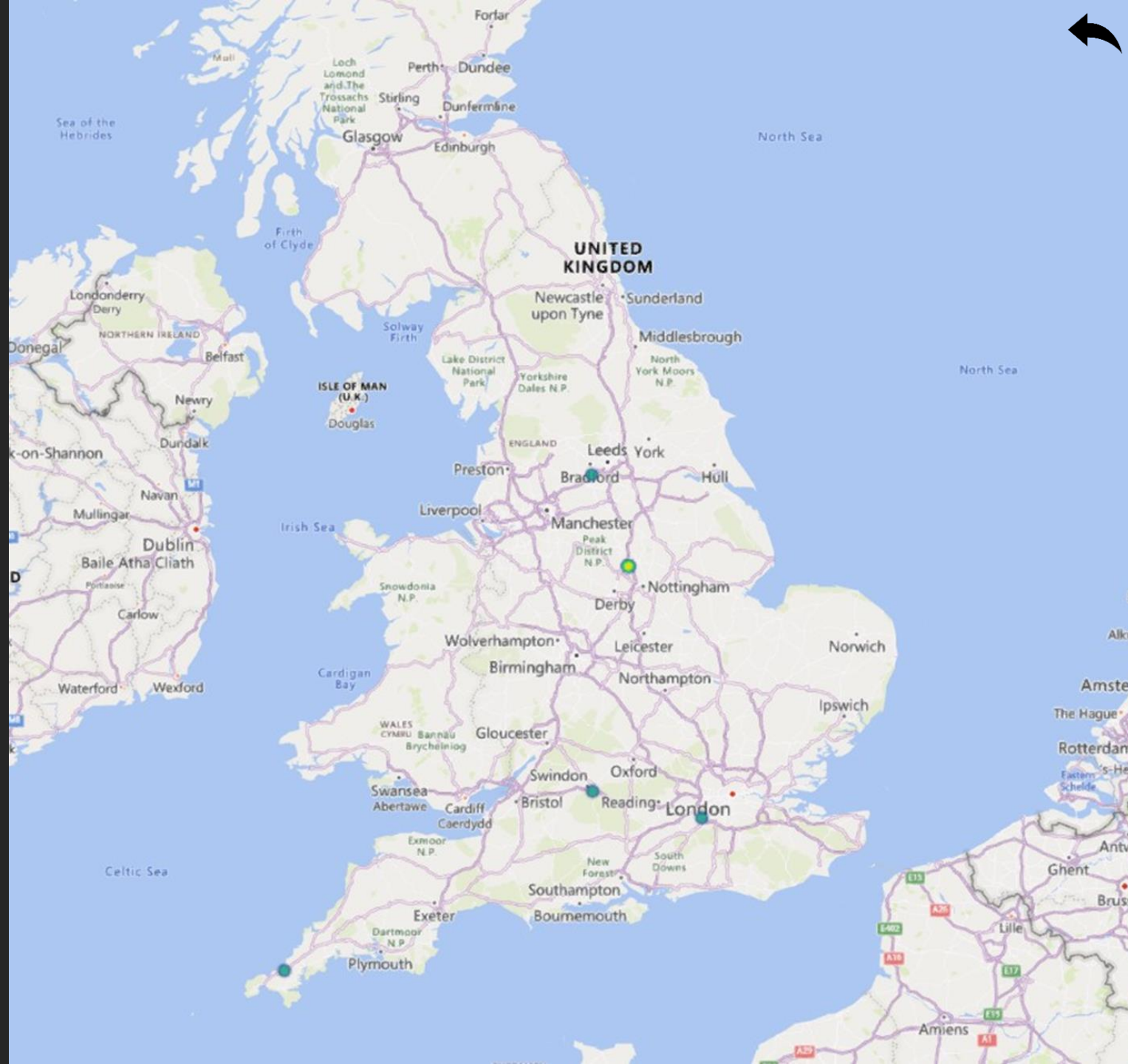


Blue Light Incursions Report - Headline

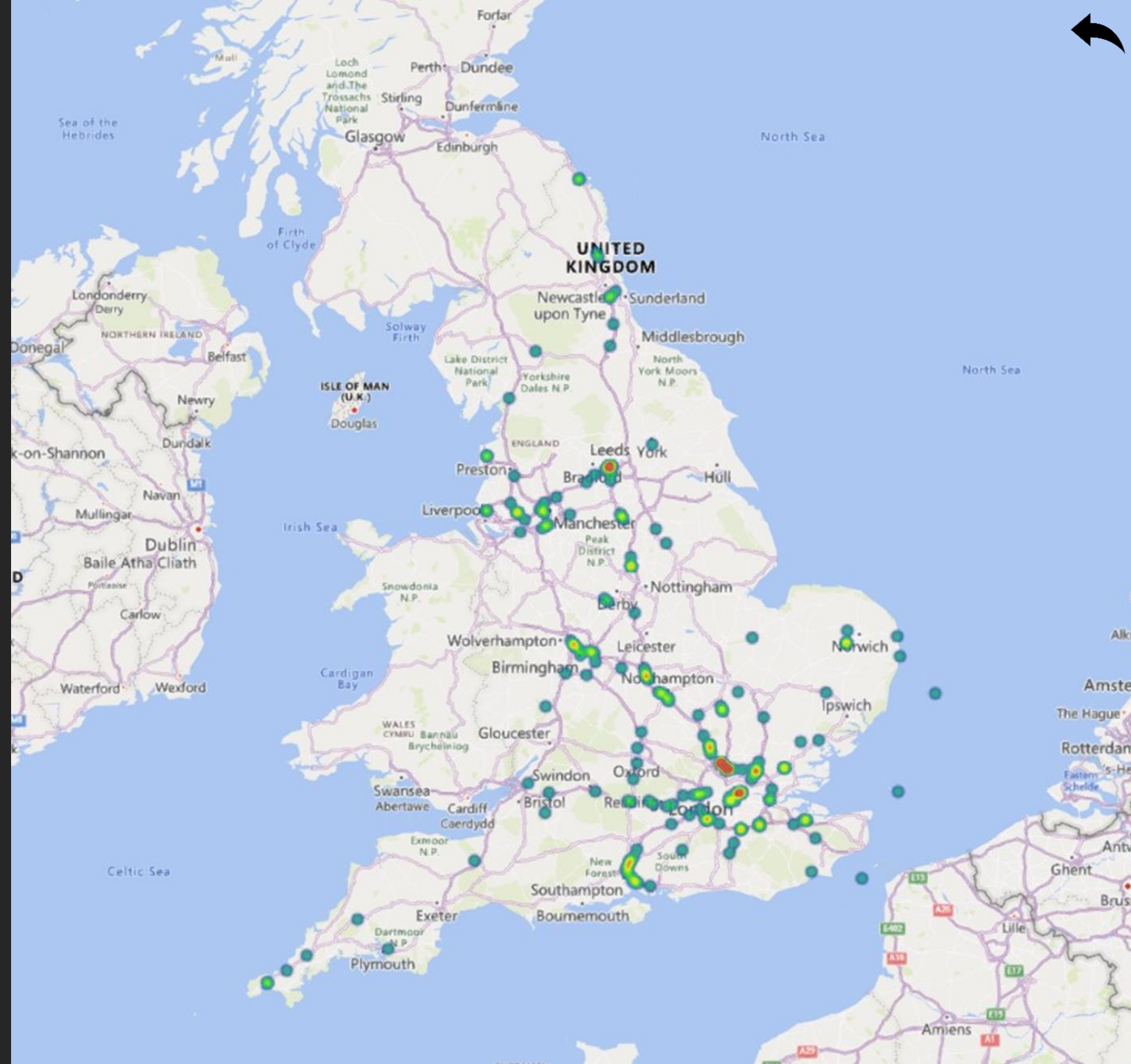
247 Blue Light Incursions have been recorded since February 2022 with **7** being recorded in March 2025 (Edited Record)

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
166322	30/03/2025	22:16:00	Operations	South West - Operations	South West - Area Contracts	Area 1 & 2	Not populated	Not populated	Not populated	Not populated	M4 EB Lane 1 Closure, leading to a closure of J15 exit slip.	Ambulance incursion after being told there is no access. roc are aware during call on procedure that it was No to emergency access. paramedics have proceeded to open gate himself and drive through site	Ambulance safely escorted away from site.

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



Heatmap of all Blue Light Incursions (BLI) recorded

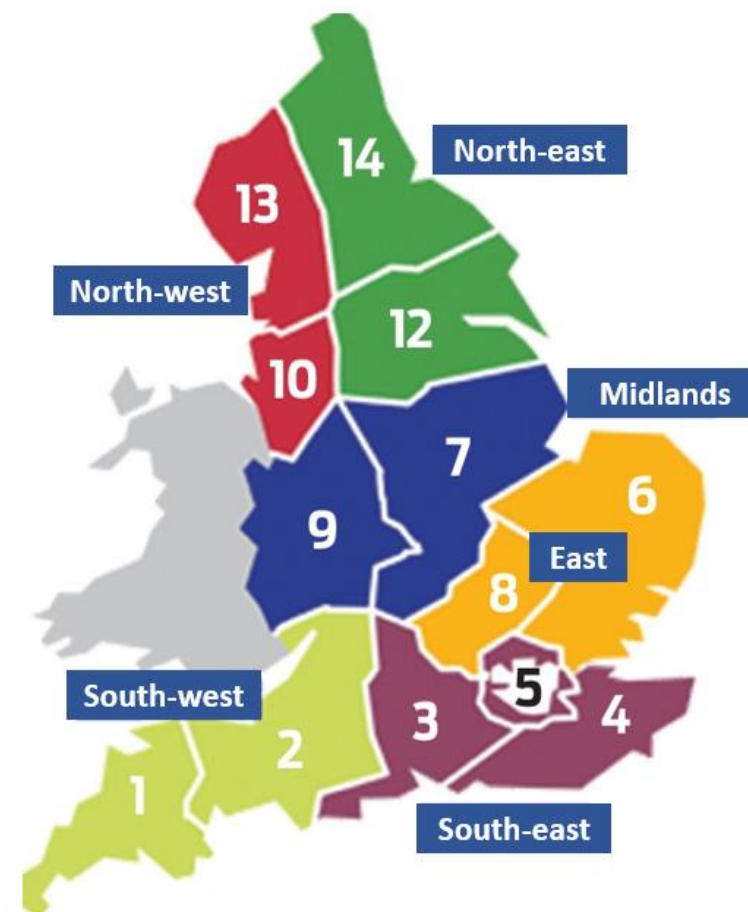


Incursions Report

End of Blue Light Incursions Report and Heatmaps

[Back to [Summary](#) page]

Select next page for IPV Strike Report and
Heatmaps



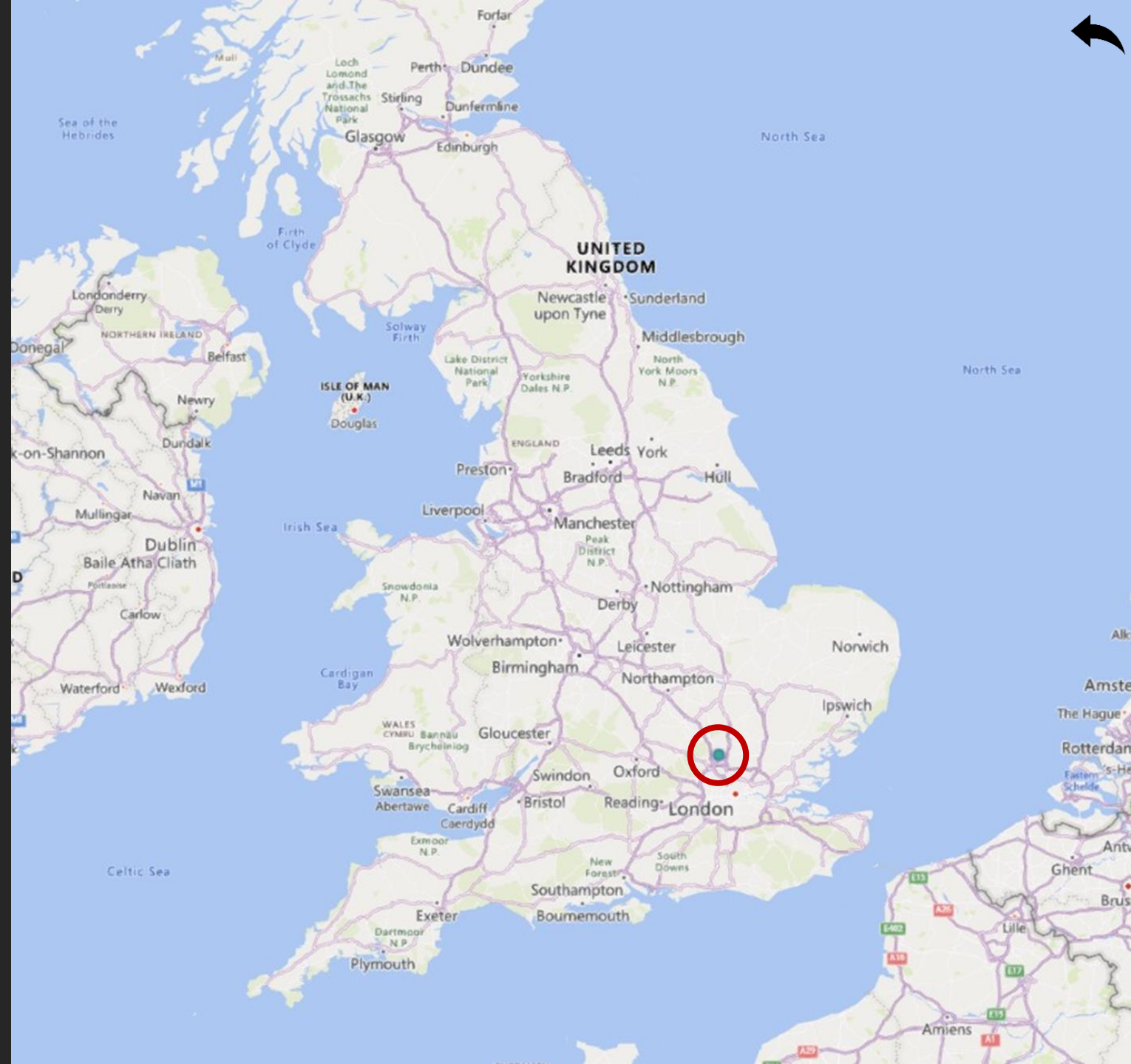


IPV Strike Report - Headline

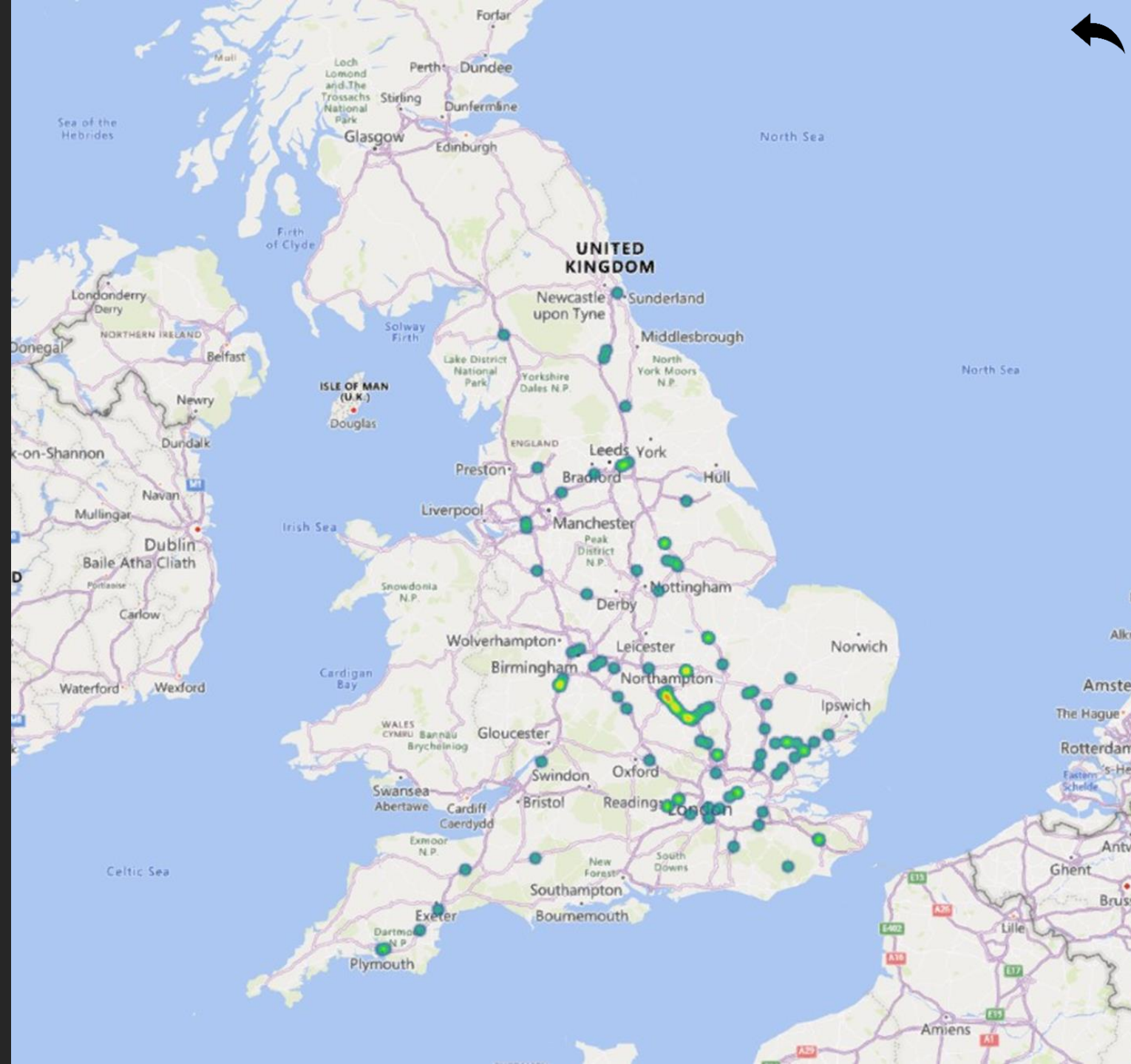
112 IPV strikes have been recorded since December 2019 with **1** being recorded in March 2025 (Edited Record)

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
165573	11/03/2025	07:14:00	Major Projects	South East - Major Projects	South East - SMP	MP-0701 - NEAR M25 J23-27	Lane Closure - Mainline	Relaxation works – Lane closure	Not populated	M25 23 134/9	N/A	REPORT OF HGV IN WORKS - NO TRACE BUT HIGHSIDED VAN THERE	REC DISPATCHED

Heatmap of IPV Strikes recorded during March 2025



Heatmap of all IPV Strikes recorded

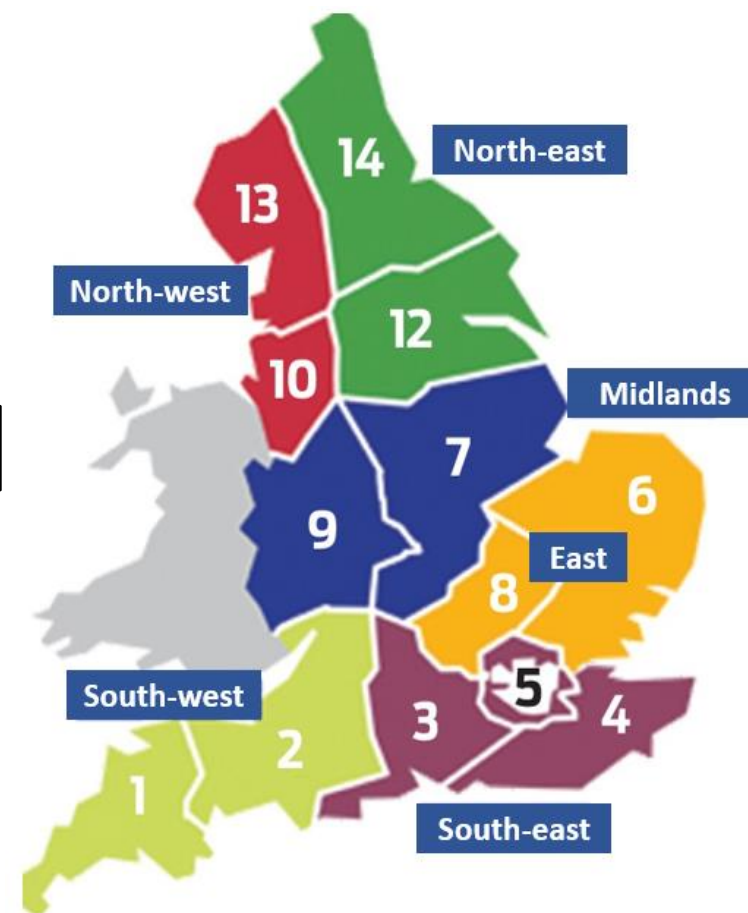


Incursions Report

End of IPV Strike Report and Heatmaps

[Back to [Summary](#) page]

Select next page for Regional Risk



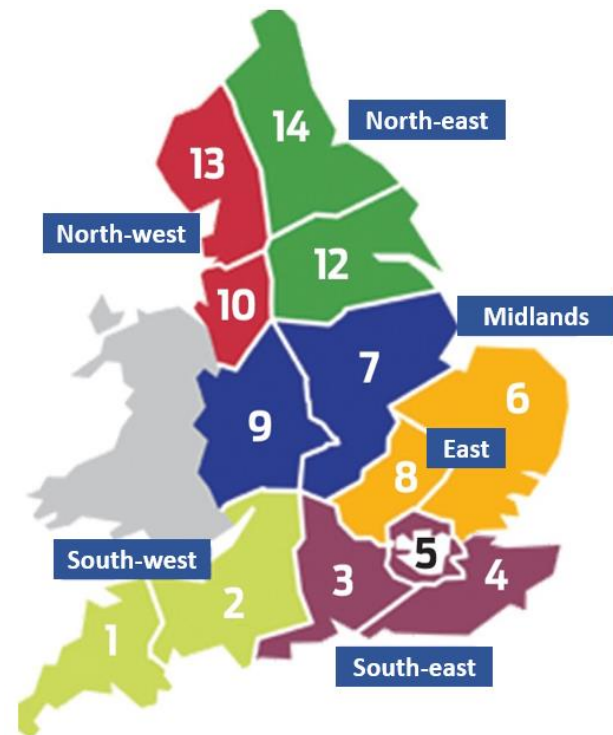
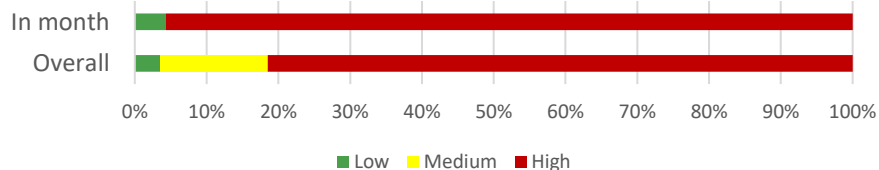
Incursions Report - North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.89%]	398 [46.99%]		7 [53.85%]
Incursion; Intentional – Because of breakdown	1181 [66.42%]	97 [11.45%]		
Incursion; Intentional – To seek information	42 [2.36%]	18 [2.13%]		2 [15.38%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.59%]		
Incursion; Unintentional - Driver confused	178 [10.01%]	203 [23.97%]		
Incursion; Unintentional - Follow in	52 [2.92%]	66 [7.79%]		
Incursion; Unintentional - Result of accident	70 [3.94%]	38 [4.49%]	4 [30.77%]	
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	16 [1.89%]		
IPV Strike	1 [0.06%]	6 [0.71%]		
Grand Total	1778 [100.00%]	847 [100.00%]	13 [100.00%]	

Technology Utilisation	Jan 25			Feb 25			Mar 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	609	122	20%	665	100	15%	605	30	5%
Area 13	40	0	0%	33	1	3%	28	0	0%

North West (MP & Ops) Incursion Risk Rating



Incursions Report - North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several incidents occurred where vehicles breached the closure zones. A silver Ford Fiesta and a silver Toyota taxi entered restricted areas, with the latter stopping behind contractors at the gate. A pedestrian walked into the closure after being escorted off a motorway, visibly intoxicated.

Traffic Incidents [*Sentiment: Negative*]

A two-vehicle RTC occurred near the J5 entry slip, causing rear and front-end damage. The involved parties were assessed by paramedics, with one vehicle requiring recovery. Additionally, there was a taper strike resulting in damage to cones and sequential lights.

Broken Down Vehicles [*Sentiment: Negative*]

A member of the public, intoxicated and armed with a Stanley knife, broke down and crossed the live lane seeking assistance from a team member.

Traffic Management Responses [*Sentiment: Neutral*]

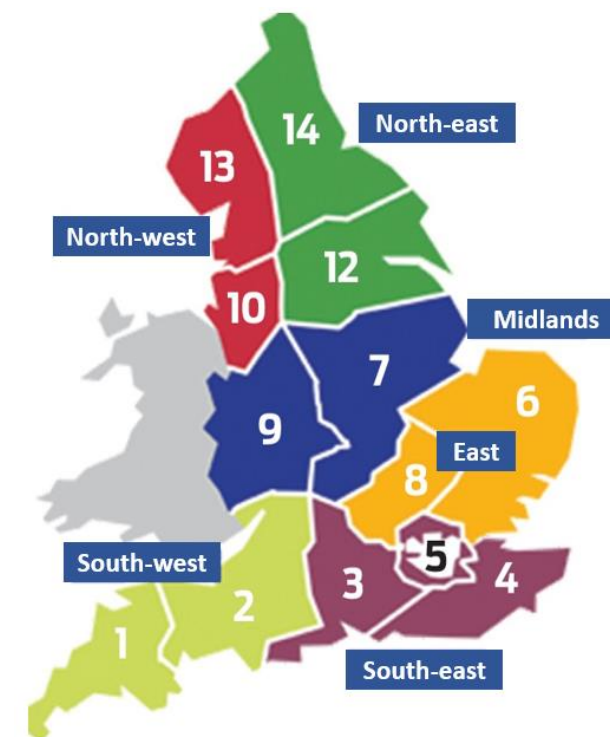
The sales rep for GAP was escorted off-site after entering the TM without Chapter 8 on their vehicle. The site team appropriately handled the situation, ensuring the rep was informed of the breach.

Overall [*Sentiment: Negative*]

Incidents involving vehicle incursions, pedestrian access, and traffic disruptions were addressed promptly by the site team. The situation required increased vigilance, particularly around intoxicated individuals.

Recommendations

To enhance safety, RTB 27's guidelines suggest improving signage, particularly around high-risk areas, ensuring all vehicles are monitored via CCTV/ANPR for enforcement. Further training on identifying and dealing with intoxicated individuals should be provided. Stronger physical barriers may also help deter pedestrian incursions into closures.



Incursions Report

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

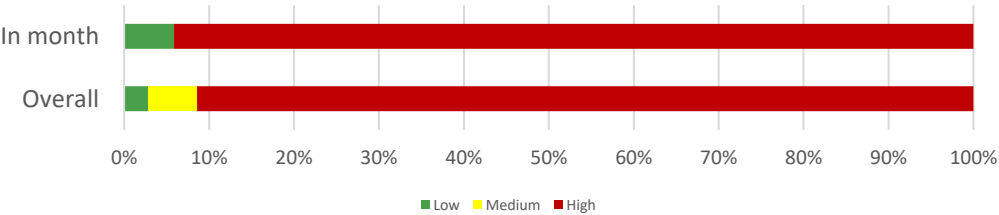
A total of 10 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 200% increase in 'To seek information' type incursions, 33% decrease in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

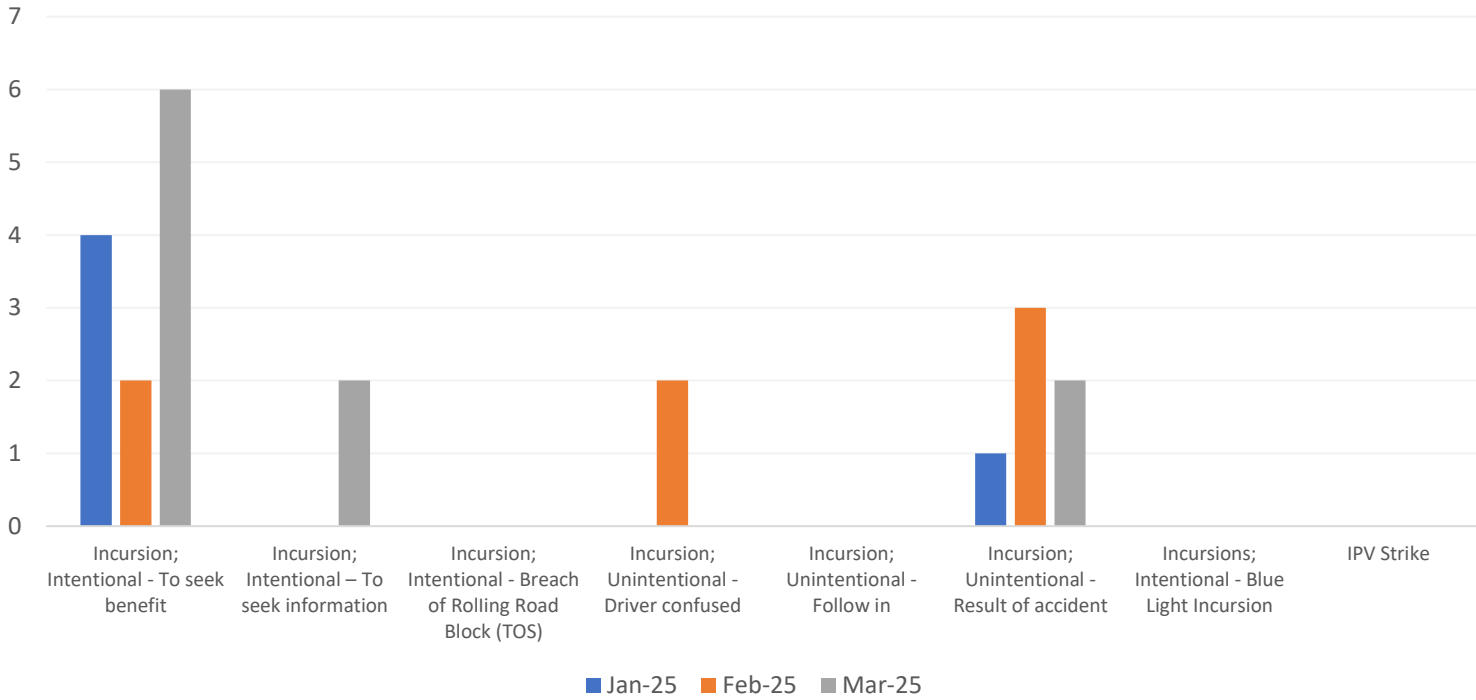
Project Risk Rating



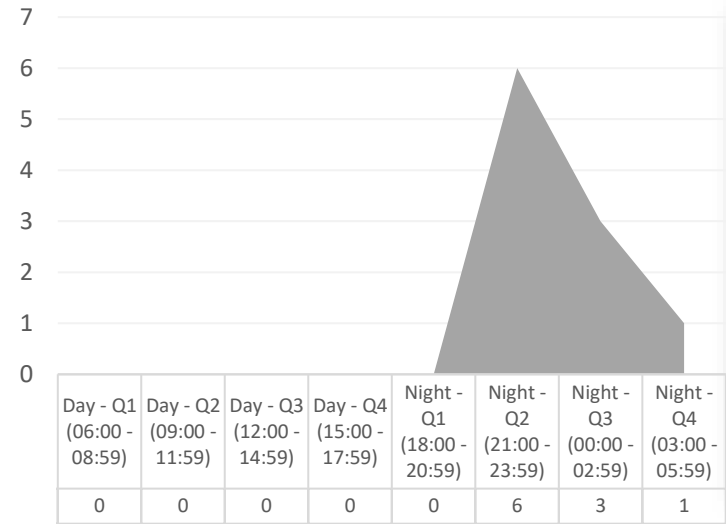
Incursion rate per length of TM (Unknown)

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

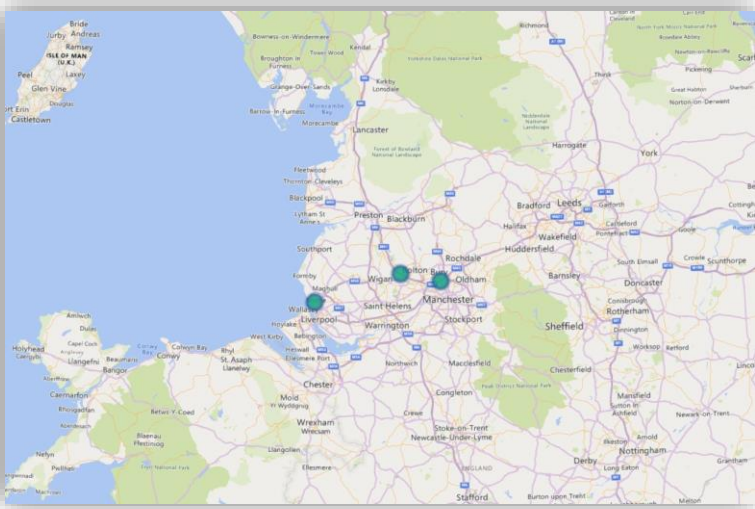
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several incidents involved vehicles breaching closures. A silver Toyota Taxi entered lane 1 through the works access, stopping at the gate. At 22:59, a black Peugeot breached the taper, proceeding at speed to exit the closure. A silver Ford Fiesta also forced its way into a closure, with the driver appearing intoxicated. A pedestrian was observed crossing a live lane, intoxicated and carrying a Stanley knife.

Traffic Incidents *[Sentiment: Neutral]*

At 21:30, a two-vehicle RTC occurred at the top of J5 entry slip, caused by harsh braking following a vehicle pulling back out of the closure. Three vehicles were involved, with paramedics attending to two drivers for precautionary checks.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

No incidents were reported during this period.

Overall *[Sentiment: Cautiously Neutral]*

Multiple breaches of the closure occurred, with intoxicated individuals posing a safety risk, alongside a traffic collision involving harsh braking. Effective response from paramedics and traffic management teams helped manage the situation.

Recommendations

The project team should consider reinforcing traffic management plans to prevent vehicle incursions, especially during high-risk hours. Enhanced signage and barriers may be needed to deter intoxicated individuals from entering the site. Additionally, clearer communication protocols for notifying traffic management of potential issues should be implemented to improve overall site safety.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

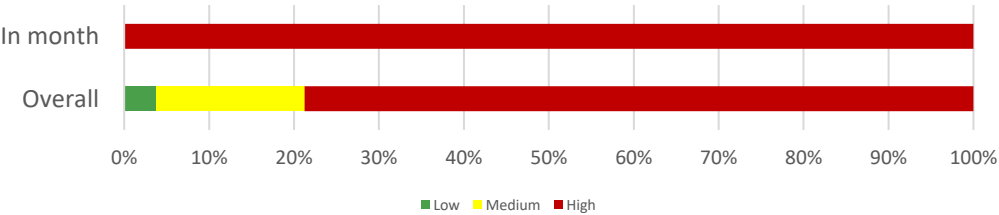
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

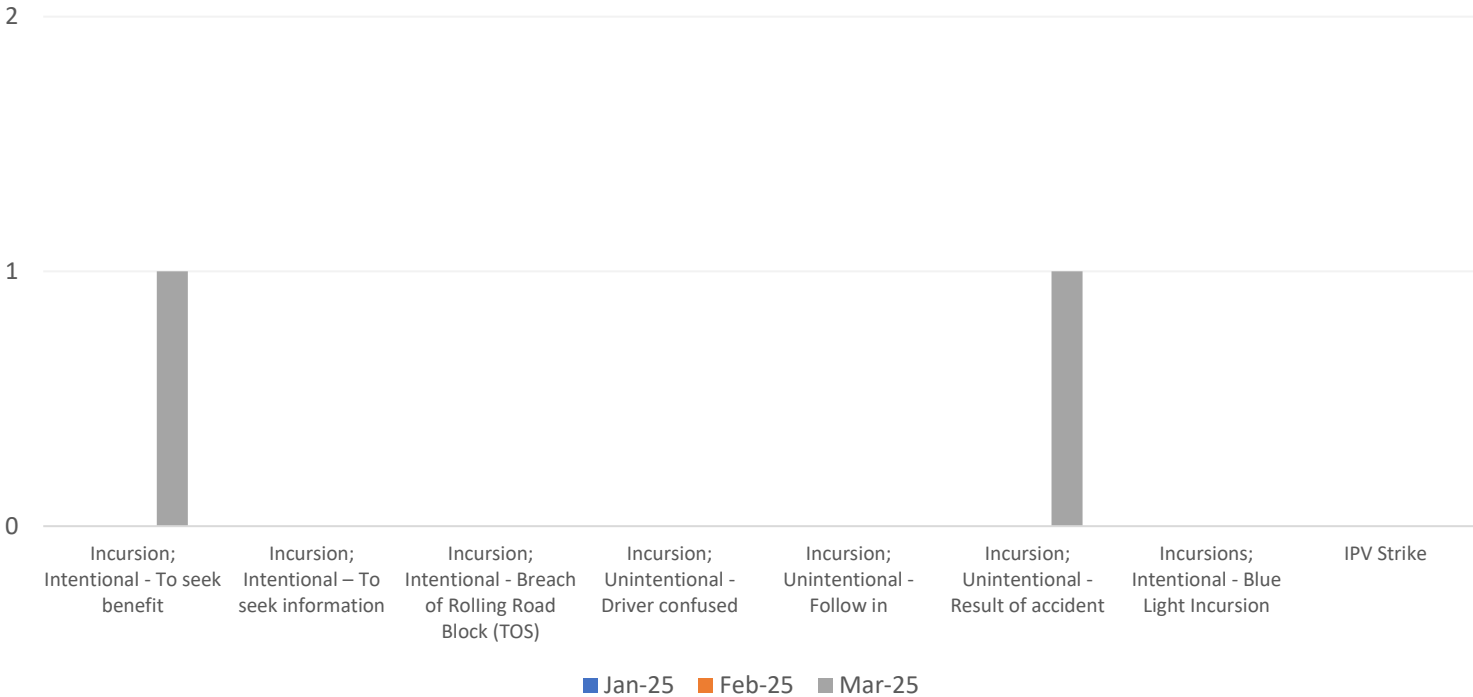
Project Risk Rating



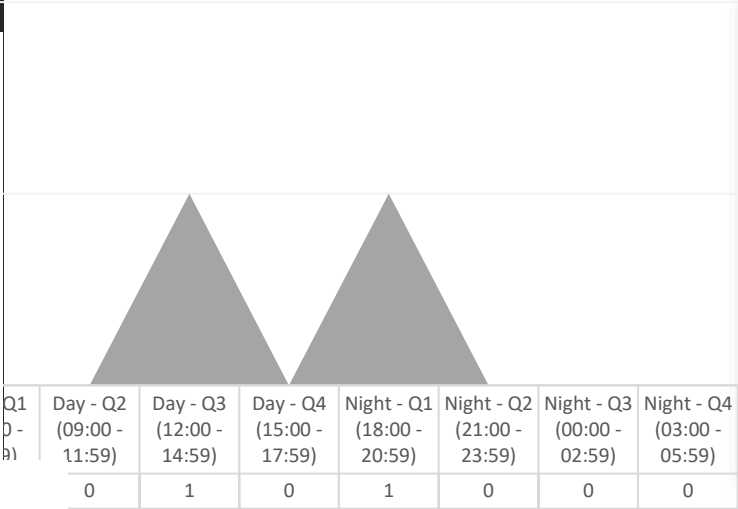
Incursion rate per length of TM (Unknown)

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

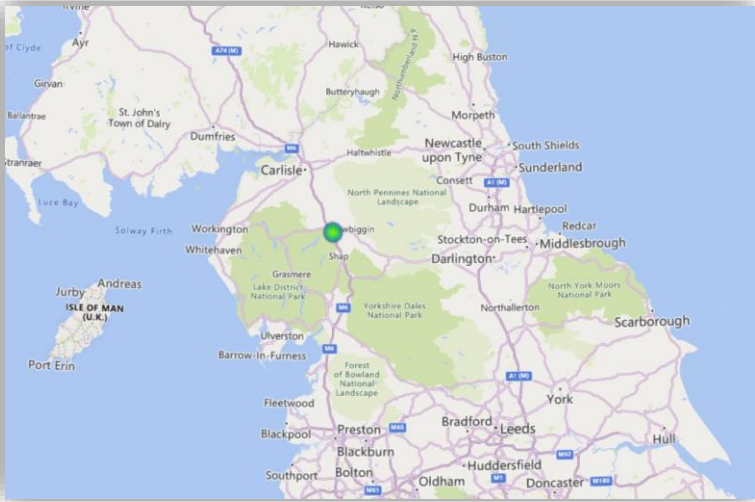
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 13



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A sales representative for GAP entered the traffic management area without Chapter 8 markings on their vehicle and proceeded to the compound area. The site team intervened, explaining that this was not permitted, and the representative was escorted off-site.

Traffic Incidents [*Sentiment: Neutral*]

No incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The site team responded appropriately to the incursion by promptly escorting the sales representative off-site and reinforcing access procedures.

Overall [*Sentiment: Cautiously Neutral*]

The site had an issue with unauthorised access, but the team effectively addressed the situation. There was minimal damage to traffic management assets, with 5 cones and 3 sequential lights being damaged.

Recommendations

To prevent future incursions, the project team should consider reinforcing access control measures, ensuring all vehicles within the TM area adhere to best practice (RTB27). Additionally, regular training or briefings for non-site personnel about site rules may help prevent similar incidents.

Incursions Report - North West Region

End of regional report

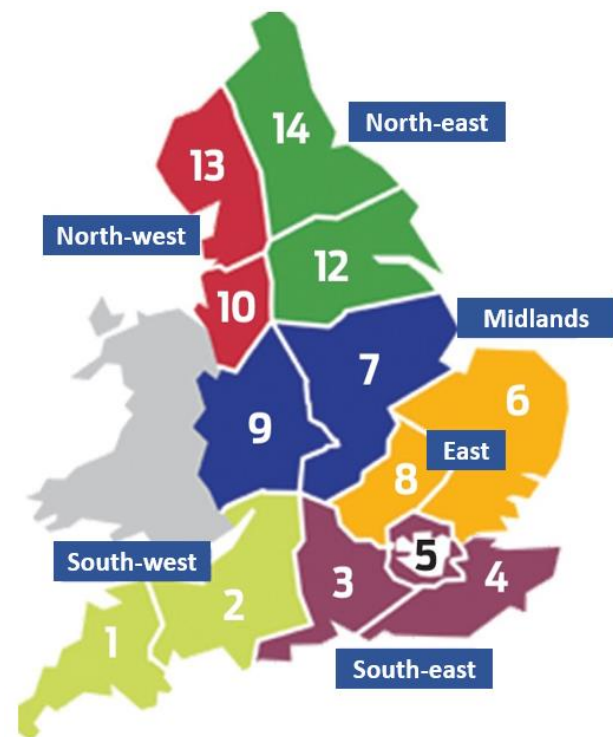
Select next page for North East Region and Project Reports

Incursions Report – Yorkshire & North East Region

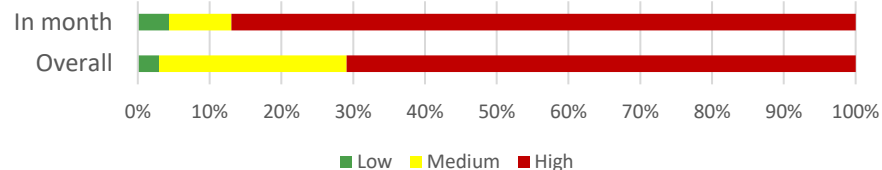
Yorkshire & North East Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	200 [16.41%]	190 [49.35%]		11 [52.38%]
Incursion; Intentional – Because of breakdown	457 [37.49%]	22 [5.71%]		1 [4.76%]
Incursion; Intentional – To seek information	17 [1.39%]	7 [1.82%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)		4 [1.04%]		
Incursion; Unintentional - Driver confused	392 [32.16%]	75 [19.48%]		3 [14.29%]
Incursion; Unintentional - Follow in	56 [4.59%]	25 [6.49%]		3 [14.29%]
Incursion; Unintentional - Result of accident	81 [6.64%]	35 [9.09%]	1 [100.00%]	2 [9.52%]
Incursions; Intentional - Blue Light Incursion	16 [1.31%]	20 [5.19%]		1 [4.76%]
IPV Strike		7 [1.82%]		
Grand Total	1219 [100.00%]	385 [100.00%]	1 [100.00%]	21 [100.00%]

Technology Utilisation	Jan 25			Feb 25			Mar 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	398	103	26%	398	175	47%	472	156	33%
Area 14	76	27	36%	120	83	69%	135	100	74%



Yorkshire North East (MP & Ops) Incursion Risk Rating



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several incursions were reported, including vehicles entering closures and accessing work zones through gaps in traffic management. For example, a grey Audi A3 sped through a closure point, and a black BMW drove through cones at speed, narrowly missing workers. A white BMW also drove the wrong way past a closure. These incidents indicate issues with vehicle control and site security.

Traffic Incidents [*Sentiment: Negative*]

A variety of traffic incidents occurred, including a breakdown in a closure, a collision involving a Honda Civic and a Toyota Yaris within the work area, and a road user entering a live carriageway, leading to minor damage and a collision.

Broken Down Vehicles [*Sentiment: Neutral*]

A broken-down vehicle was reported within the Emergency Refuge Area during a lane closure. A second vehicle delivered fuel to the breakdown, but no further action was required.

Traffic Management Responses [*Sentiment: Positive*]

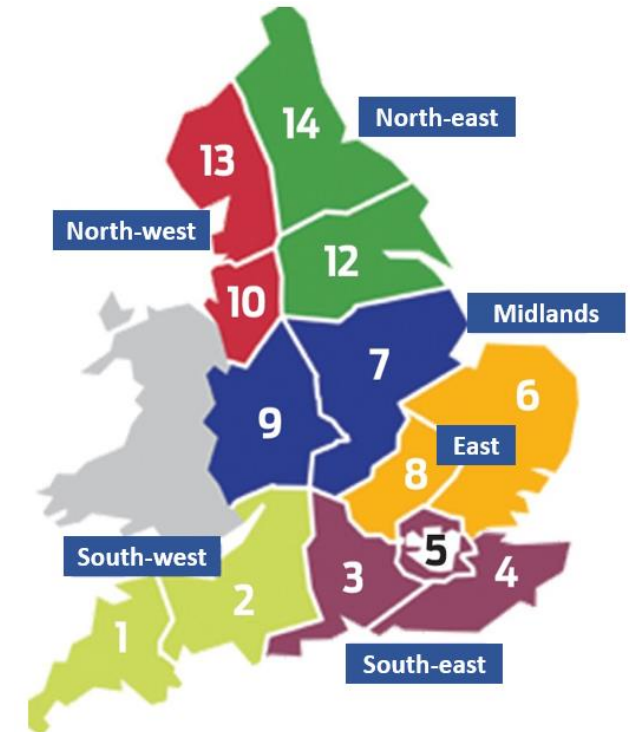
Despite the number of incursions and traffic incidents, traffic management teams were proactive and responded promptly. However, repeated breaches suggest room for improvement in ensuring compliance with traffic management measures.

Overall [*Sentiment: Neutral*]

Several incursions and incidents took place, most of which were managed effectively, with no injuries reported. The traffic management system responded promptly to rectify issues, though there were a few delays.

Recommendations

To reduce vehicle incursions, RTB 27's guidelines for robust site-specific risk assessments should be applied more stringently. Measures like enhanced signage, technology use (CCTV/ANPR), and physical barriers should be incorporated. Staff training should focus on handling aggressive behaviour, and clearer communication with road users could help reduce confusion around road closures. Enhanced monitoring and enforcement are essential to ensure compliance.



Incursions Report

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

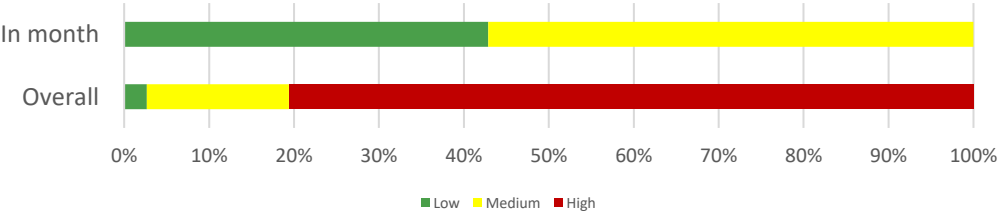
A total of 5 incursions have been recorded; with a 300% increase in 'Follow in' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

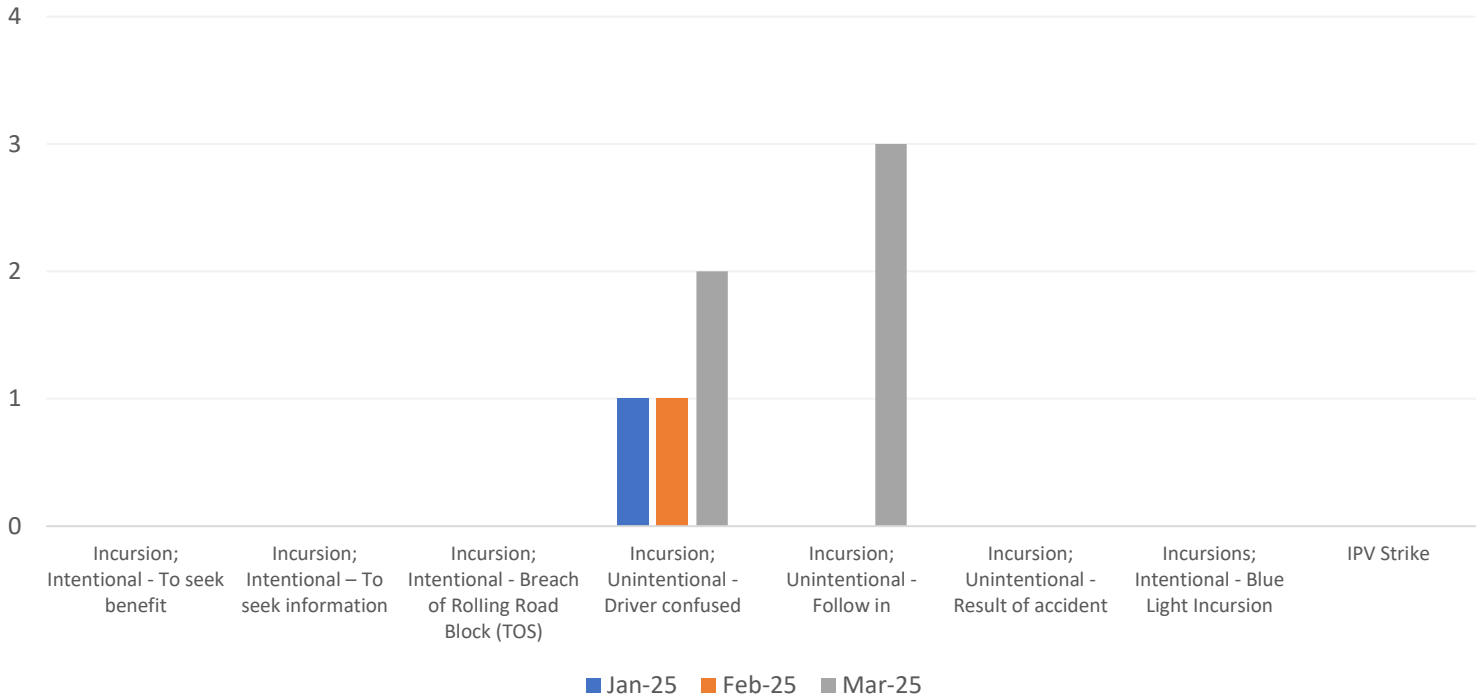
Project Risk Rating



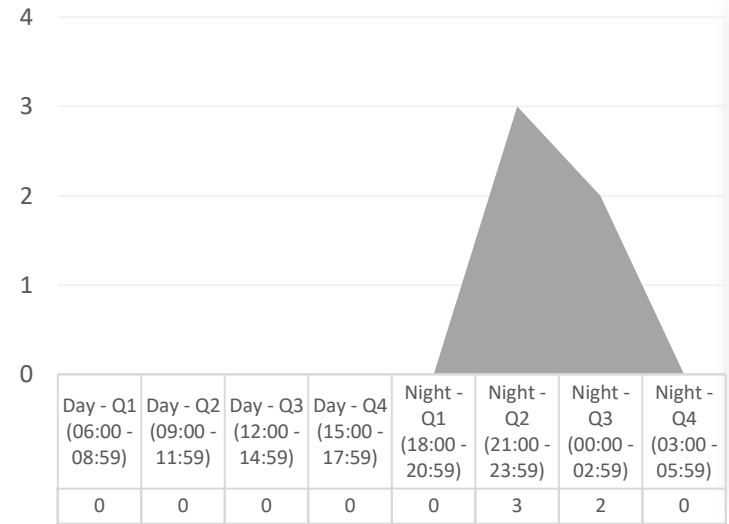
Incursion rate per length of TM (Unknown)

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

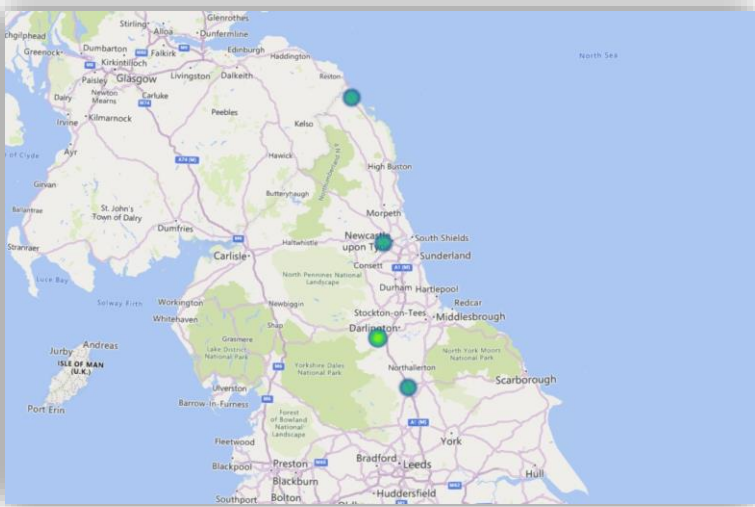
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

Several vehicles attempted to enter the work access, including one that followed a 3C concrete wagon and another that followed a tarmac wagon. Both incidents were swiftly addressed, with the vehicles being diverted by TM operatives. A member of the public caused a cone/sign strike, but no injuries occurred.

Traffic Incidents [*Sentiment: Neutral*]

There were no significant traffic incidents reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No reports of broken-down vehicles during this period.

Traffic Management Responses [*Sentiment: Positive*]

The TM operatives responded promptly to the vehicle incursions and ensured safe exits for the vehicles. Police were called to a separate incident involving a member of the public due to the smell of alcohol.

Overall [*Sentiment: Positive*]

The incidents were managed effectively, with no injuries reported. Responses were swift, and police involvement ensured additional safety.

Recommendations

The project team should consider enhancing driver awareness through additional signage and communication, particularly at access points, to reduce the likelihood of vehicle incursions. Increased visibility of traffic management personnel may help prevent vehicles from following other vehicles into restricted areas. Additionally, it would be beneficial to review and improve safety protocols for incidents involving the public to ensure prompt police intervention when necessary.

Incursions Report

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

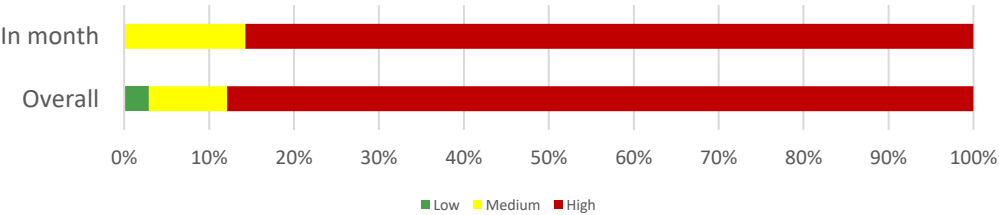
A total of 4 incursions have been recorded; with a 50% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

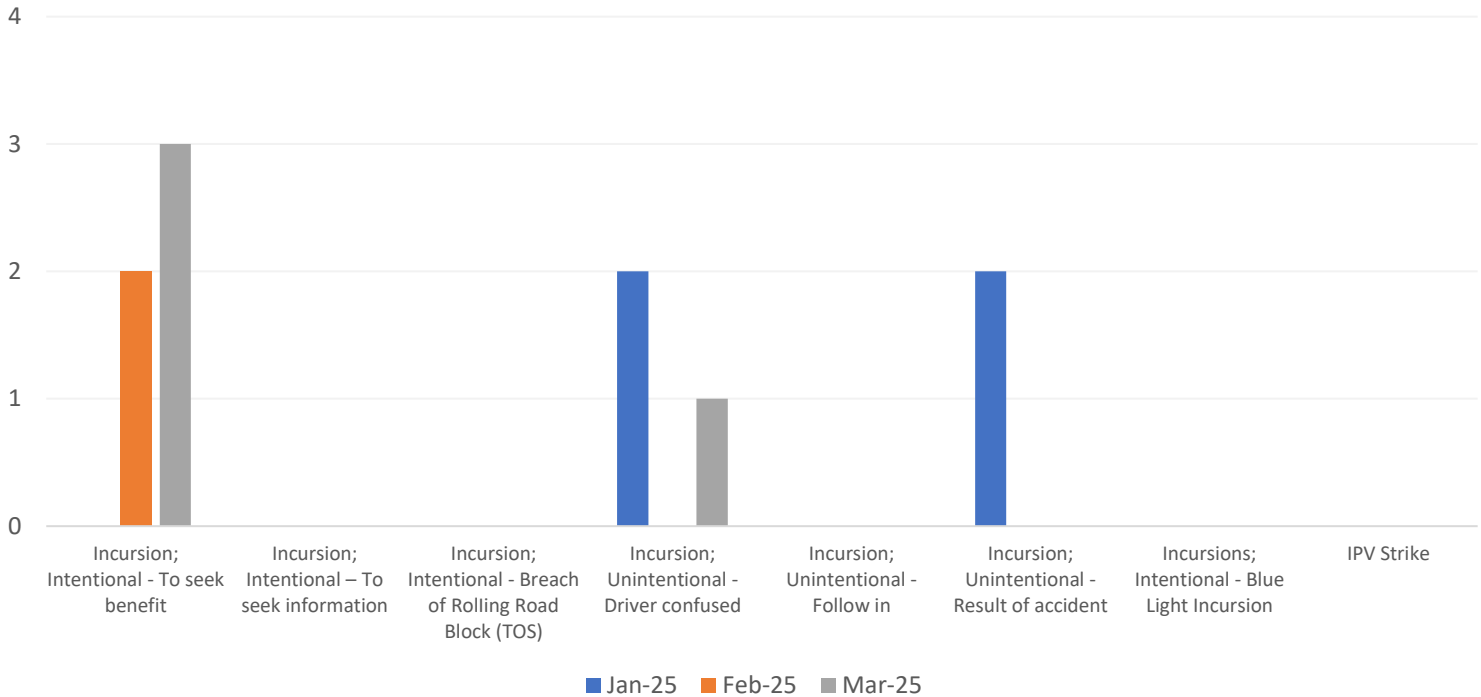
Project Risk Rating



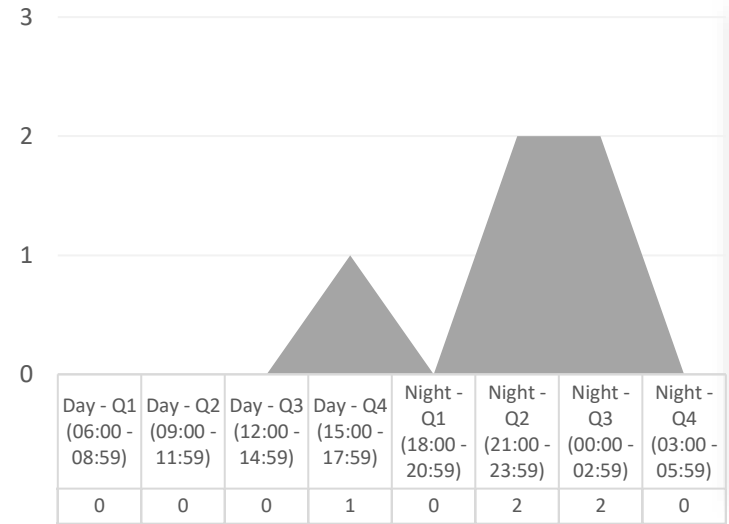
Incursion rate per length of TM (Unknown)

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

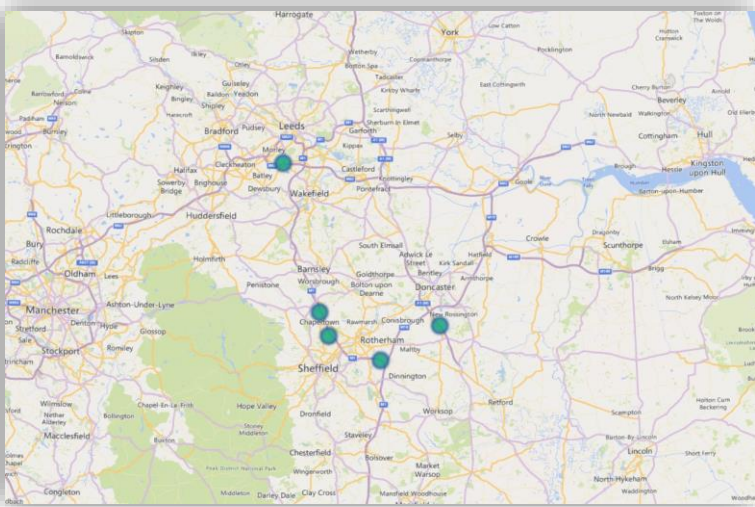
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered a lane closure through longitudinal cones on 05/03/2025 at 21:30 following a tyre blowout, contacting a parent for assistance. No incidents were reported during the second part of this period.

Traffic Incidents *[Sentiment: Negative]*

On 05/03/2025 at 02:10, an HGV travelled Southbound on the Northbound carriageway, clipping a cone and stopping on the hard shoulder, with the occupant fleeing the scene.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was observed at 21:48 on 05/03/2025 within a lane closure. A second vehicle arrived to deliver fuel.

Traffic Management Responses *[Sentiment: Negative]*

An RTC at A616 Newton Chambers prompted additional traffic management support. Traffic was released before TM teams received instructions to remove closures, but no evasive action was taken.

Overall *[Sentiment: Negative]*

The report highlights incidents involving vehicle incursions, traffic incidents, and non-compliant vehicles but notes no injuries or evasive actions required.

Recommendations

The project team should reinforce vehicle compliance checks prior to site access, particularly ensuring that contractors adhere to safety standards. Furthermore, clearer communication protocols between traffic management teams and incident responders could help prevent uncontrolled traffic releases. Enhanced training on incident management and site compliance could improve safety outcomes.

Incursions Report

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

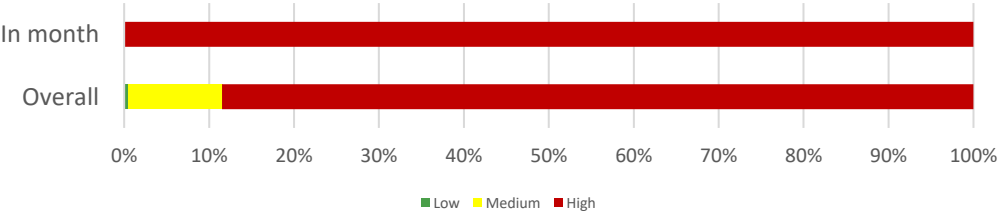
A total of 7 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, 33% increase in 'Seeking Benefit' type incursions, no change from the previous month in Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

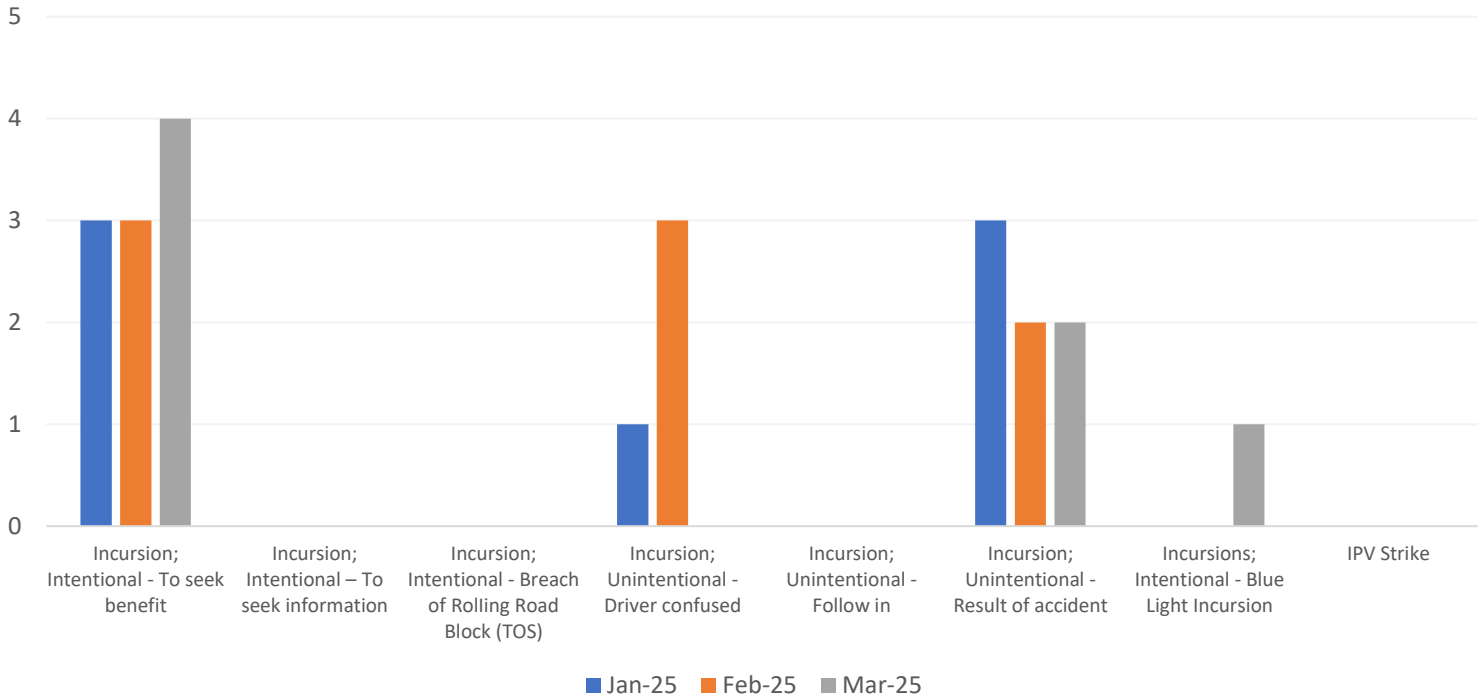
Project Risk Rating



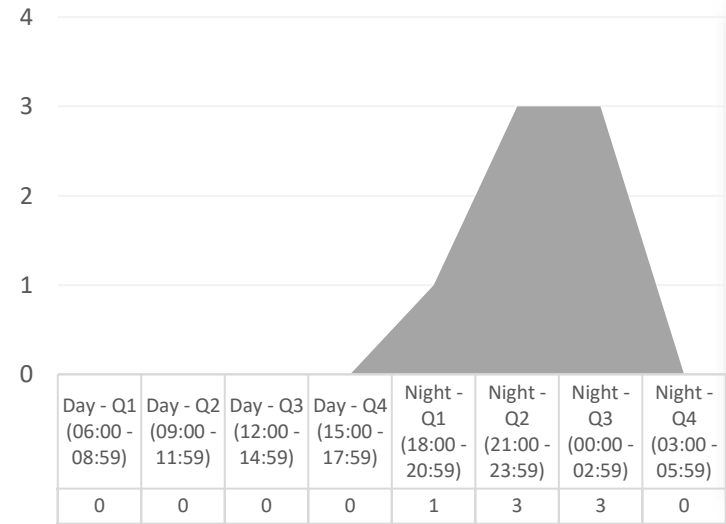
Incursion rate per length of TM (Unknown)

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

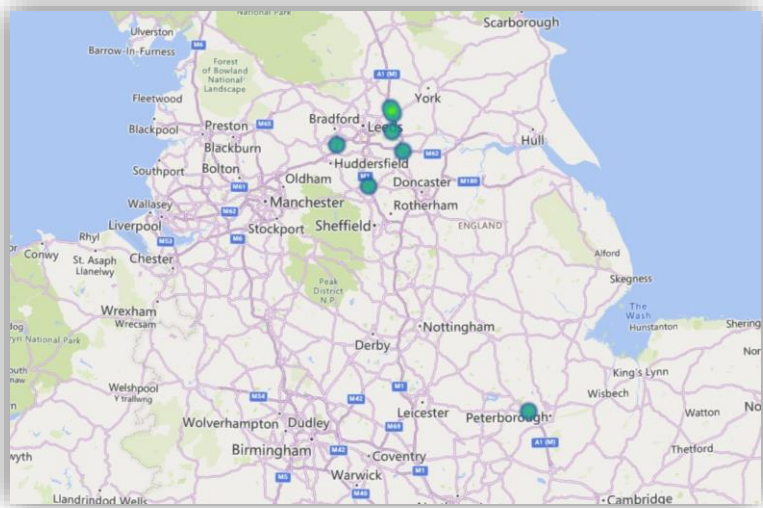
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

An unmarked police car was parked on lane one closure without lights. Additionally, a black BMW drove through the cones at the main closure point, scattering them and narrowly missing works vehicles. A member of the public also entered the M1 CSB works in a recovery truck while work was ongoing.

Traffic Incidents [*Sentiment: Negative*]

A white Toyota Yaris collided with a Honda Civic within the works area on the M62, causing a blockage. The driver of the Honda Civic later drove away, leaving the vehicle in the works area. Both vehicles were removed by recovery services.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management was promptly initiated at all incidents, with HETO units and traffic officers responding accordingly. Traffic officers ensured that the recovery of vehicles was conducted safely and in line with procedures.

Overall [*Sentiment: Negative*]

There were multiple vehicle incursions and a traffic collision within the works area, which highlighted issues with site access and enforcement of closures. However, traffic management responses were swift and effective.

Recommendations

The project team should reinforce site security to prevent unauthorised vehicle access, particularly by ensuring closures are clearly marked and enforced. Additionally, reviewing the positioning of emergency vehicles and improving traffic management procedures around active worksites will help minimise risks to the workforce and site equipment.

Incursions Report

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

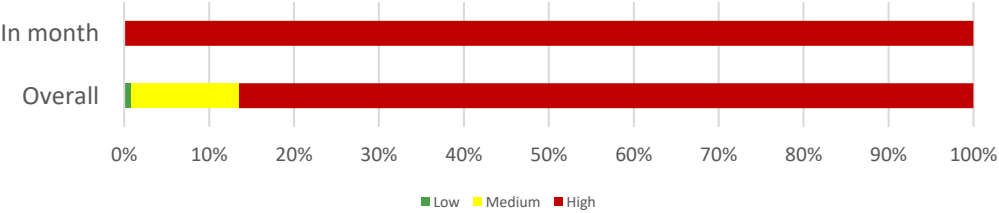
A total of 4 incursions have been recorded; with a 33% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

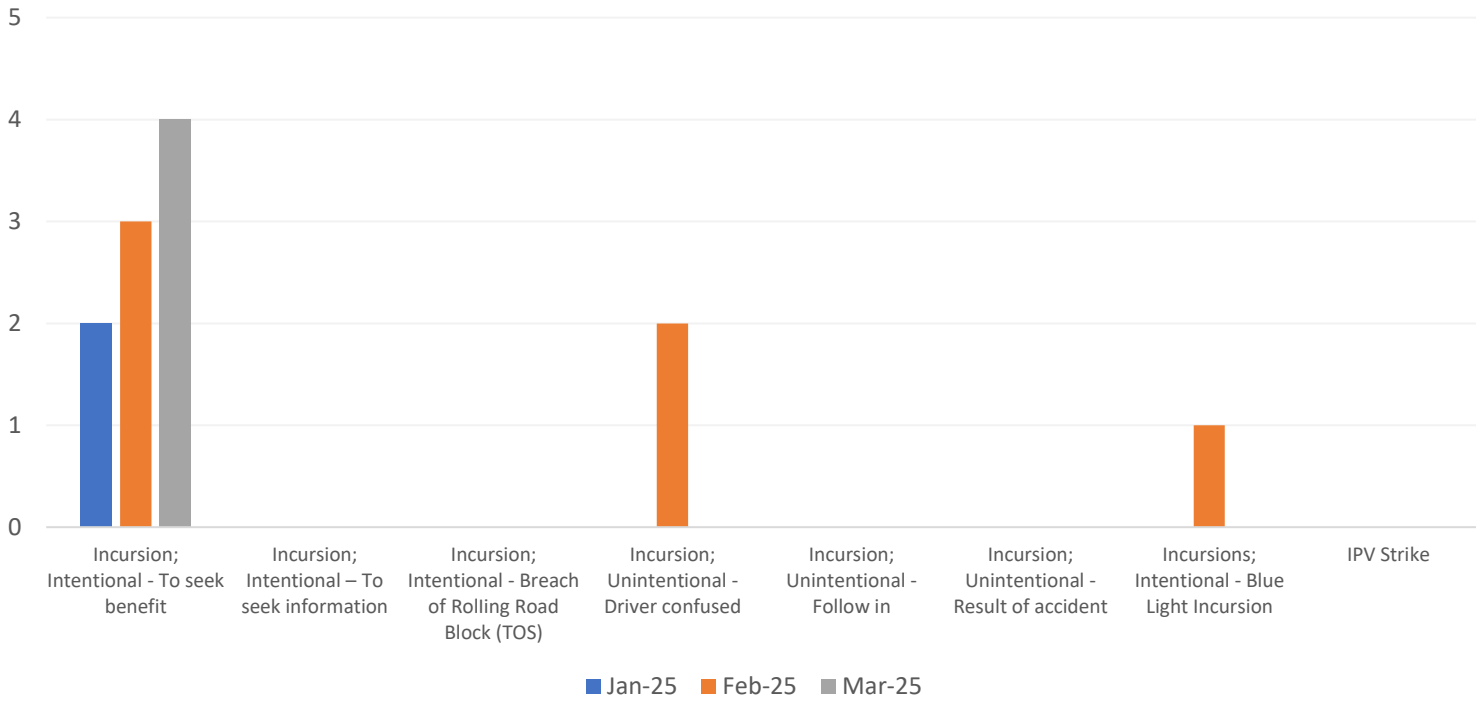
Project Risk Rating



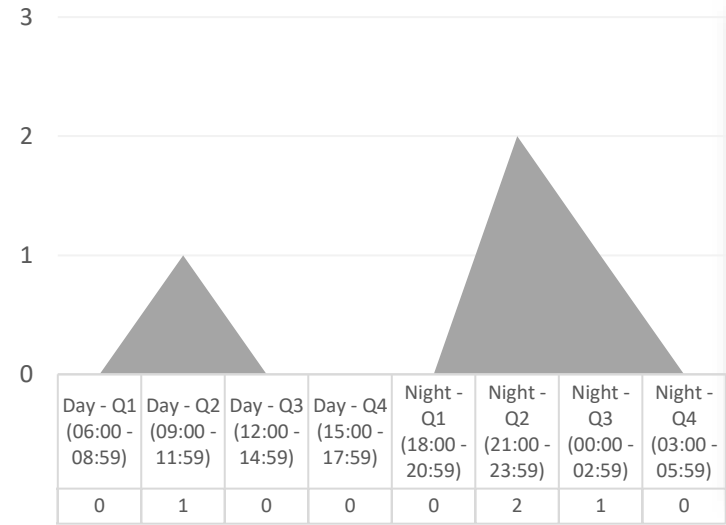
Incursion rate per length of TM (Unknown)

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

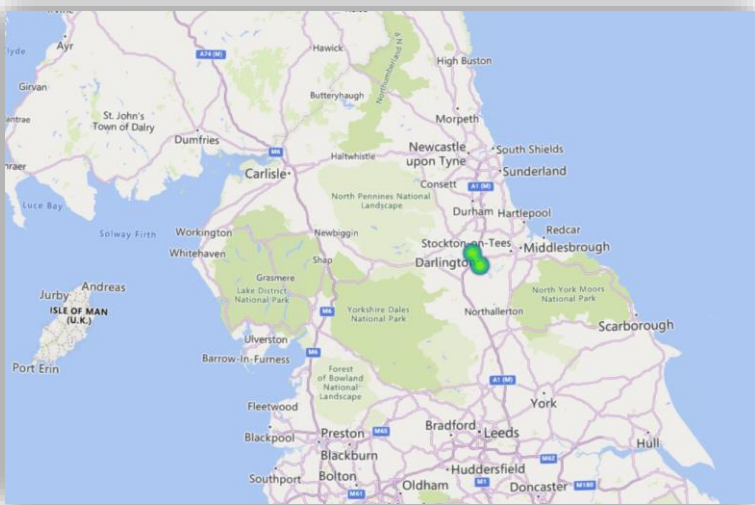
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

There were multiple vehicle incursions reported across various locations. A silver Skoda drove the wrong way on the A68 after reaching a road closure. A taxi was escorted through the site but later overtook the escort vehicle while workforce were working. At A66 Croft Road, a grey Audi and a white BMW sped through the closure point, with the latter driving on the wrong side of the road. Additionally, a series of incursions occurred on the A68, including a threatening encounter with a driver.

Traffic Incidents [*Sentiment: Neutral*]

No significant traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents involving broken down vehicles were reported.

Traffic Management Responses [*Sentiment: Positive*]

The site team responded to incursions promptly, with personnel managing vehicles effectively and reinforcing road closures. In one case, a member of the workforce was subjected to abusive language and threats, but the team ensured safety by capturing vehicle details and staying vigilant.

Overall [*Sentiment: Negative*]

There were numerous incursions involving vehicles bypassing road closures, some accompanied by threatening behaviour. Despite these challenges, the traffic management team responded swiftly to mitigate risks.

Recommendations

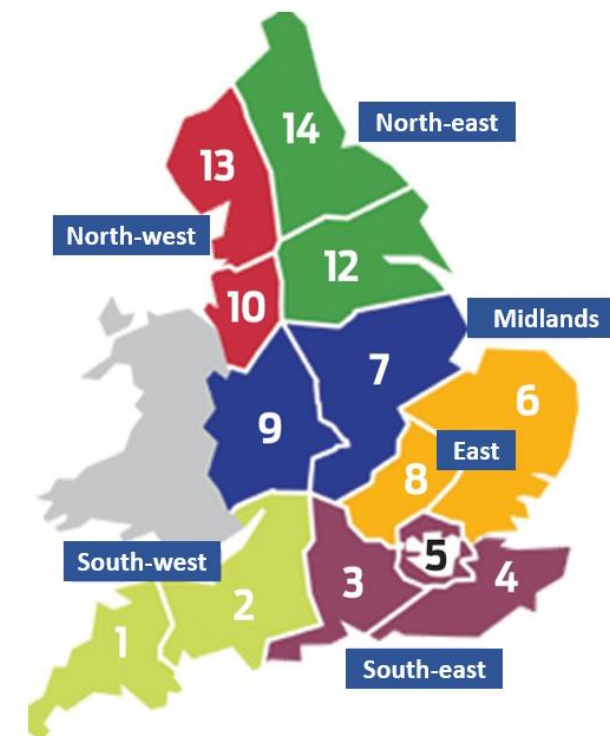
The project team should consider enhancing security at closure points, possibly with additional barriers or personnel, to prevent such incursions. Increased signage and communication to drivers about the consequences of bypassing closures may also be beneficial. Training for staff on managing aggressive behaviour and ensuring safety in such situations should be reinforced.

Incursions Report - North East Region

End of regional report

[Back to [Summary](#) page]

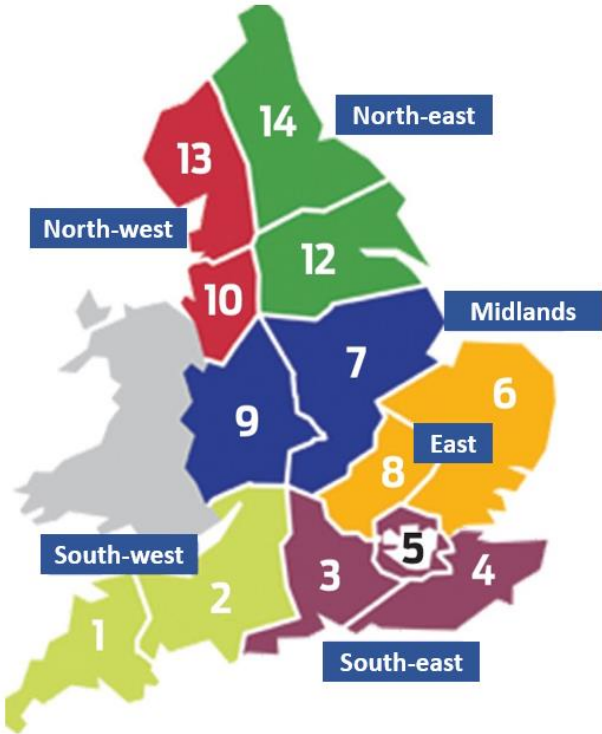
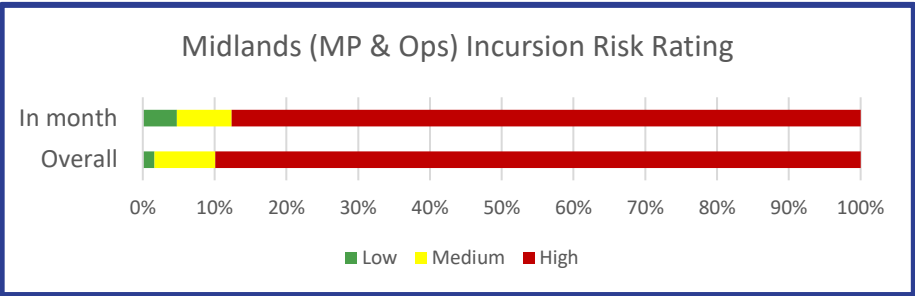
Select next page for Midlands Region and Project Reports



Incursions Report - Midlands Region

Midlands Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations		Major Projects	
Incursion; Intentional - To seek benefit	131	[4.40%]	591	[60.68%]	1	[2.00%]
Incursion; Intentional – Because of breakdown	2502	[84.07%]	46	[4.72%]	43	[86.00%]
Incursion; Intentional – To seek information	12	[0.40%]	40	[4.11%]		1 [4.00%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.82%]		
Incursion; Unintentional - Driver confused	121	[4.07%]	171	[17.56%]	2	[4.00%]
Incursion; Unintentional - Follow in	25	[0.84%]	34	[3.49%]	3	[6.00%]
Incursion; Unintentional - Result of accident	163	[5.48%]	57	[5.85%]	1	[2.00%]
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	12	[1.23%]		3 [12.00%]
IPV Strike	4	[0.13%]	15	[1.54%]		
Grand Total	2976	[100.00%]	974	[100.00%]	50	[100.00%]

Technology Utilisation	Jan 25			Feb 25			Mar 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	368	169	46%	443	213	48%	556	284	51%
Area 9	335	199	56%	312	197	63%	314	160	51%



Incursions Report - Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported during the period, including instances where vehicles mistakenly entered the work zones, such as a silver Ford Mondeo following a delivery truck and a van entering via incorrect access points. Police were informed and attended some incidents, ensuring safe exits.

Traffic Incidents *[Sentiment: Neutral]*

Multiple breakdowns were reported, with vehicles stranded in the works lanes. A few involved light vehicles, HGVs, and vans, which were safely recovered by Crouch recovery teams. Some incidents involved minor collisions within the closure, but no injuries occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

A series of breakdowns occurred, with vehicles such as a Toyota and a Volvo requiring assistance. Recovery teams were promptly deployed to clear the sites.

Traffic Management Responses *[Sentiment: Positive]*

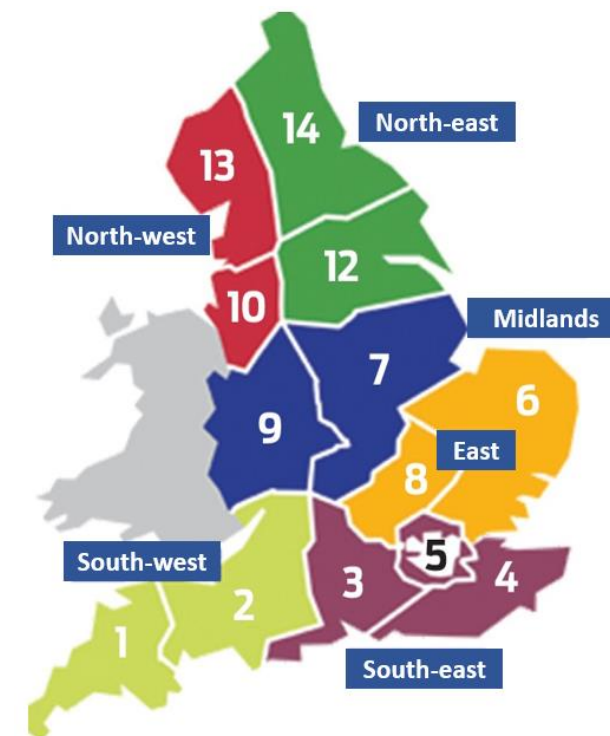
Traffic management teams responded effectively to these incidents, often in coordination with recovery vehicles. Several vehicles were cleared promptly, ensuring minimal disruption to the works area.

Overall *[Sentiment: Neutral]*

The period saw a high volume of vehicle-related incidents, particularly breakdowns and occasional incursions into work zones. Despite the frequency of incidents, response times were efficient.

Recommendations

The project team should review and reinforce traffic management signage and barriers to prevent further incursion issues. Enhanced communication and quicker identification of vehicles entering the closure may improve response times and minimise risk to site operatives. Regular checks of access points could help mitigate these issues.



Incursions Report

Directorate: Major Projects
Region: Midlands
Project: MP-0235 – M42 Junction 6 - RDP

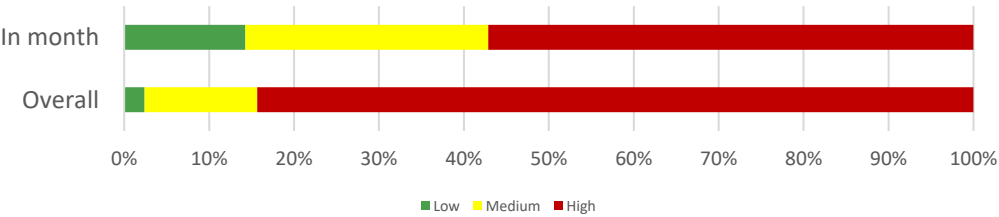
A total of 6 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' 100% increase in 'Result of accident' 200% increase in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

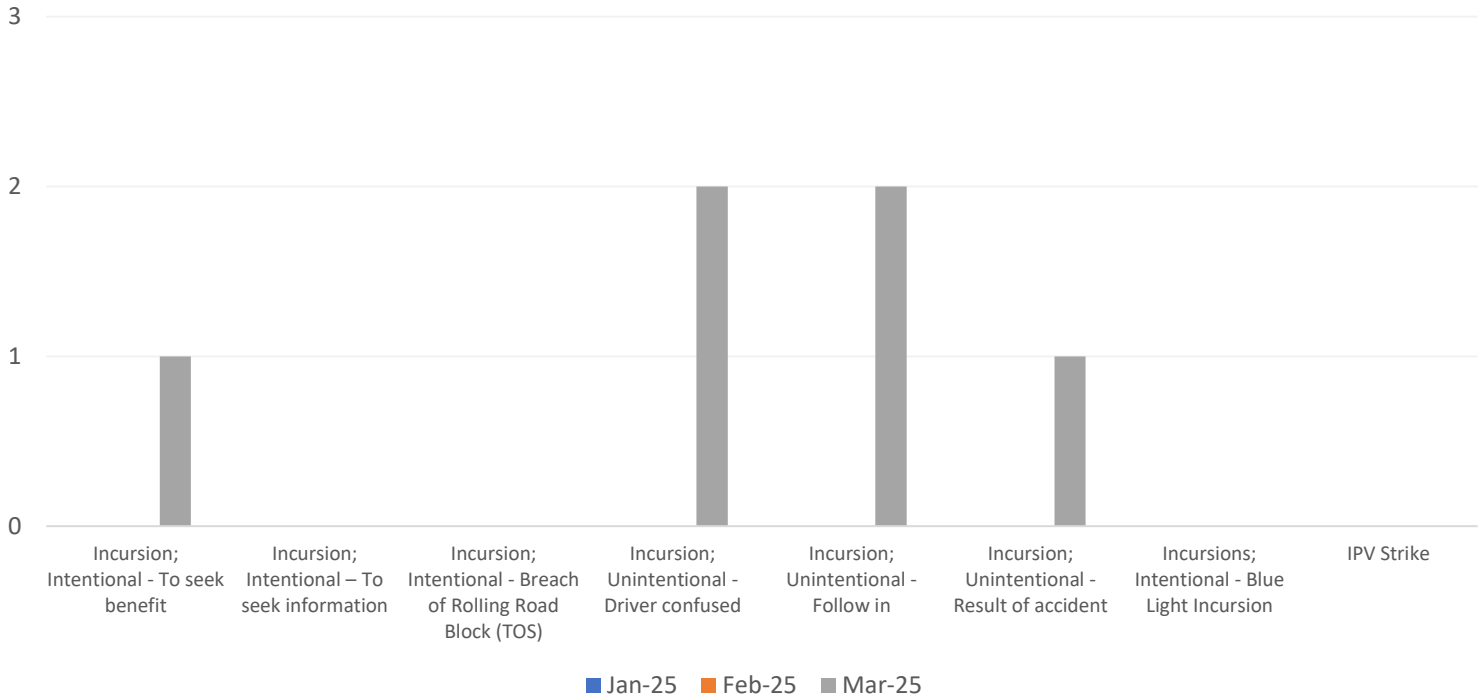
Project Risk Rating



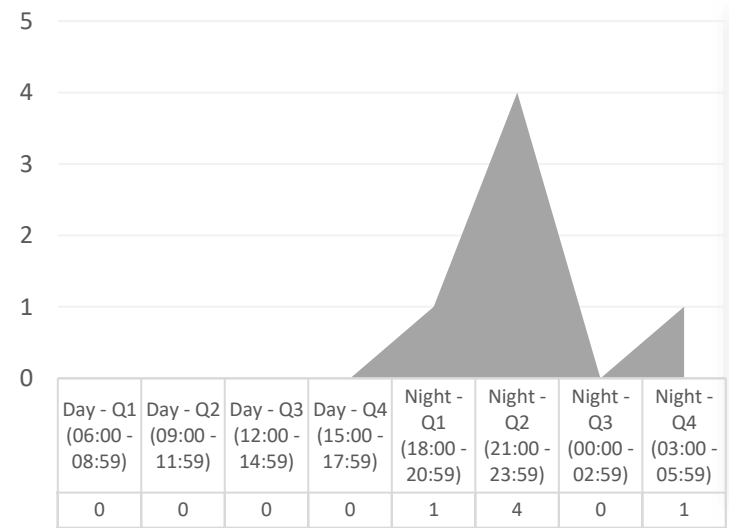
Incursion rate per length of TM (Unknown)

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

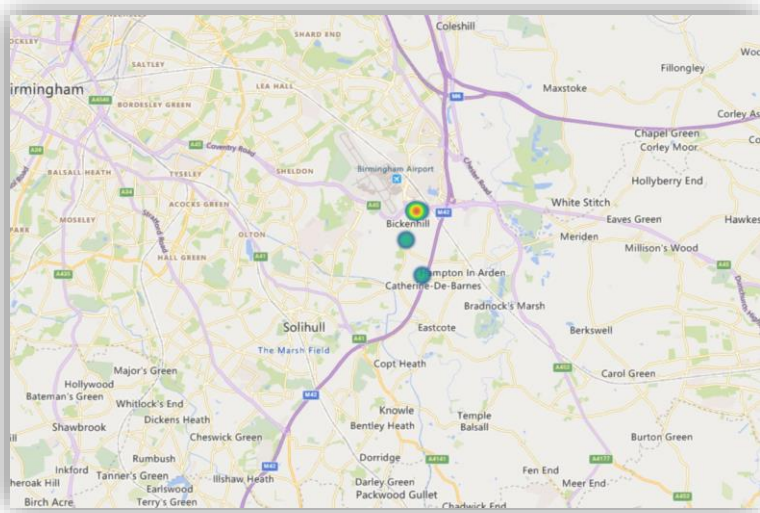
MP-0235 – M42 Junction 6 - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Midlands

Project: MP-0235 – M42 Junction 6 - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

There were multiple vehicle incursions reported during the period. A silver Renault Van entered the closed A4545 southbound carriageway, turned around, and returned to the Clock Roundabout. Another vehicle, a silver Ford Mondeo, accessed a closed area through cones and barriers without works being present. An HGV entered the A4545 southbound carriageway heading north, mistakenly following a site dumper. A public vehicle also followed an asphalt delivery lorry into the closed A4545 northbound carriageway.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The project team responded to multiple incursions by deploying appropriate personnel and notifying the police. The temporary traffic management was reinstated where required.

Overall *[Sentiment: Neutral]*

The period saw multiple vehicle incursions into closed areas, highlighting potential gaps in traffic management. There were no significant traffic incidents, and all incursions were resolved with minimal disruption.

Recommendations

Consider enhancing signage and barriers to prevent incorrect vehicle access and better monitor entry points. Increased visibility for night shifts and a review of current traffic management processes may also help reduce these types of incursions. Enhanced communication with the police could ensure quicker responses when such events occur.

Incursions Report

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

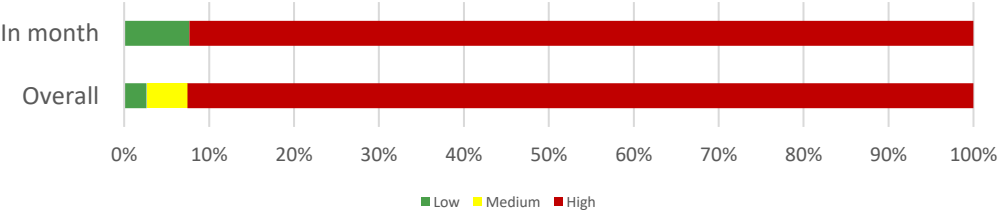
A total of 4 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions, 100% increase in 'To seek information' type incursions

[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)

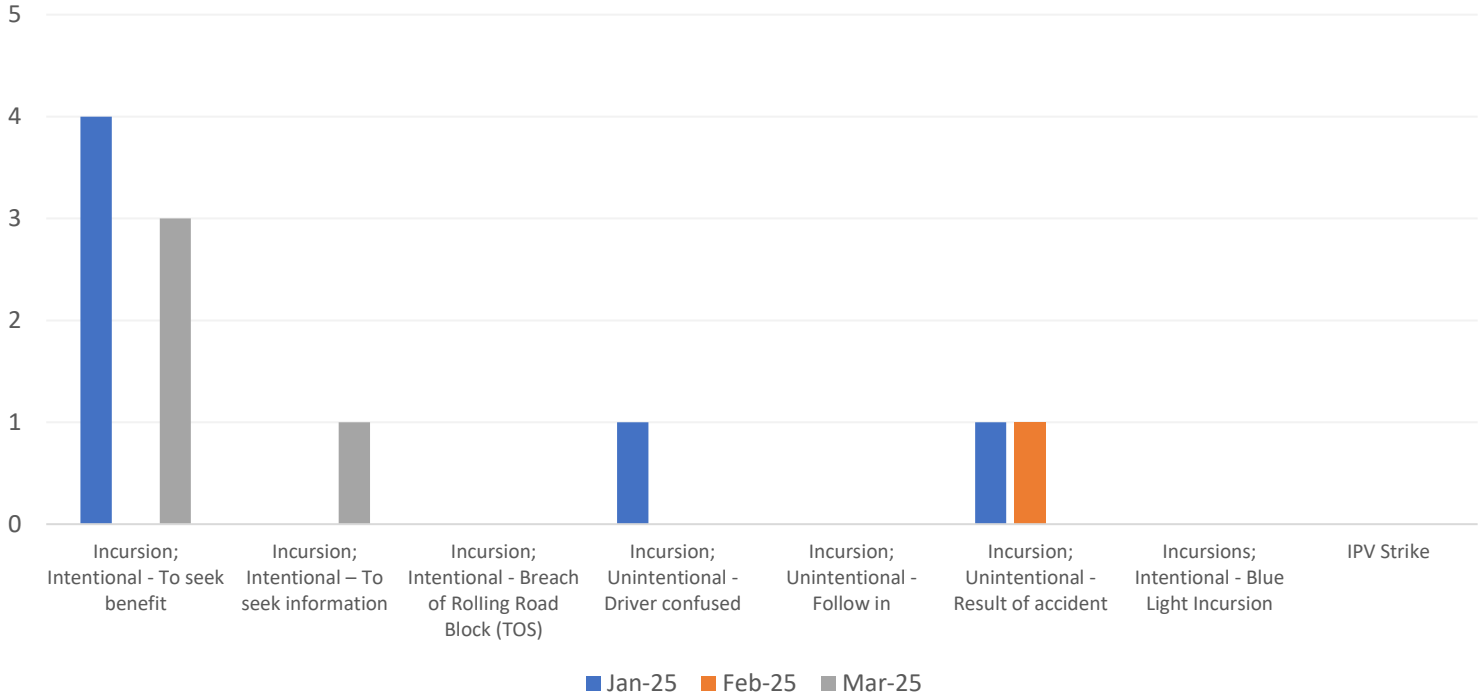
Project Risk Rating



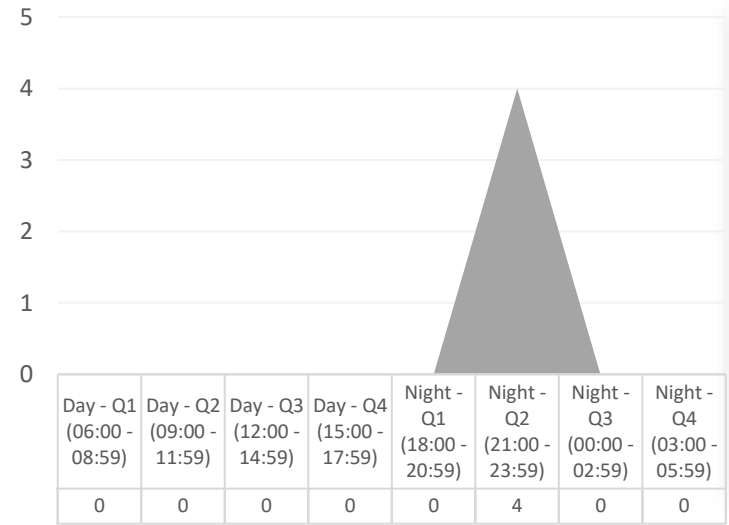
Incursion rate per length of TM (Unknown)

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

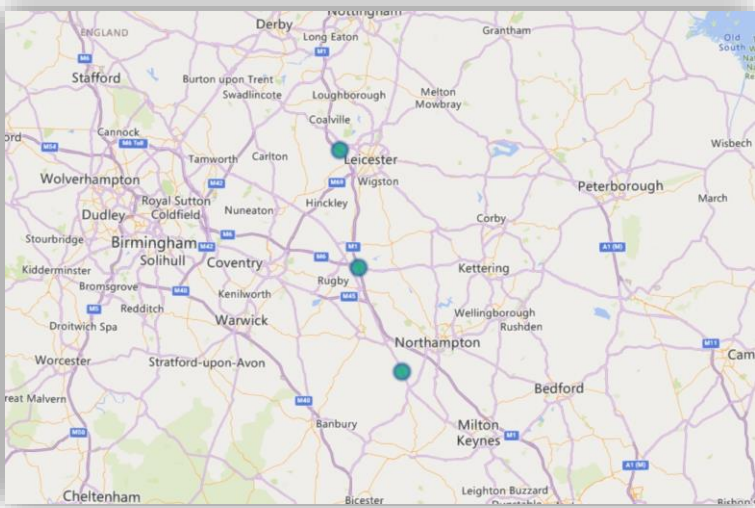
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A delivery vehicle mistakenly entered the closure, confusing it with a work site 4km away. Additionally, an individual, claiming to be a TSCO from TraffSec, entered the 12D traffic management area without prior knowledge or authority from Amey.

Traffic Incidents *[Sentiment: Neutral]*

A minor collision occurred between a lorry and a car within the closure. Both vehicles were escorted out safely by the SMSTS team.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The established traffic management was successful in managing both incidents, ensuring the vehicles were safely escorted out.

Overall *[Sentiment: Neutral]*

Two separate incidents occurred, including an unauthorised entry and a minor traffic collision. Both were managed effectively.

Recommendations

To improve traffic management and safety, it is recommended that clearer signage be implemented for delivery vehicles and more robust identification protocols for personnel entering the traffic management area. Enhanced communication between teams and better verification processes for external personnel may help avoid similar issues in the future.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

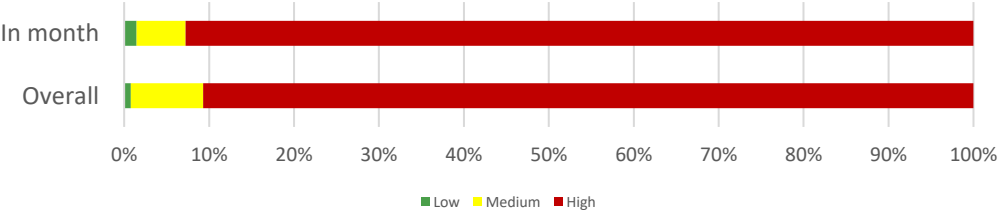
A total of 19 incursions have been recorded; with a 500% increase in 'Result of accident' type incursions, 300% increase in 'Blue Light' type incursions, 200% increase in 'Driver confused' type incursions, 75% increase in 'Seeking Benefit' and type incursions, 100% increase in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

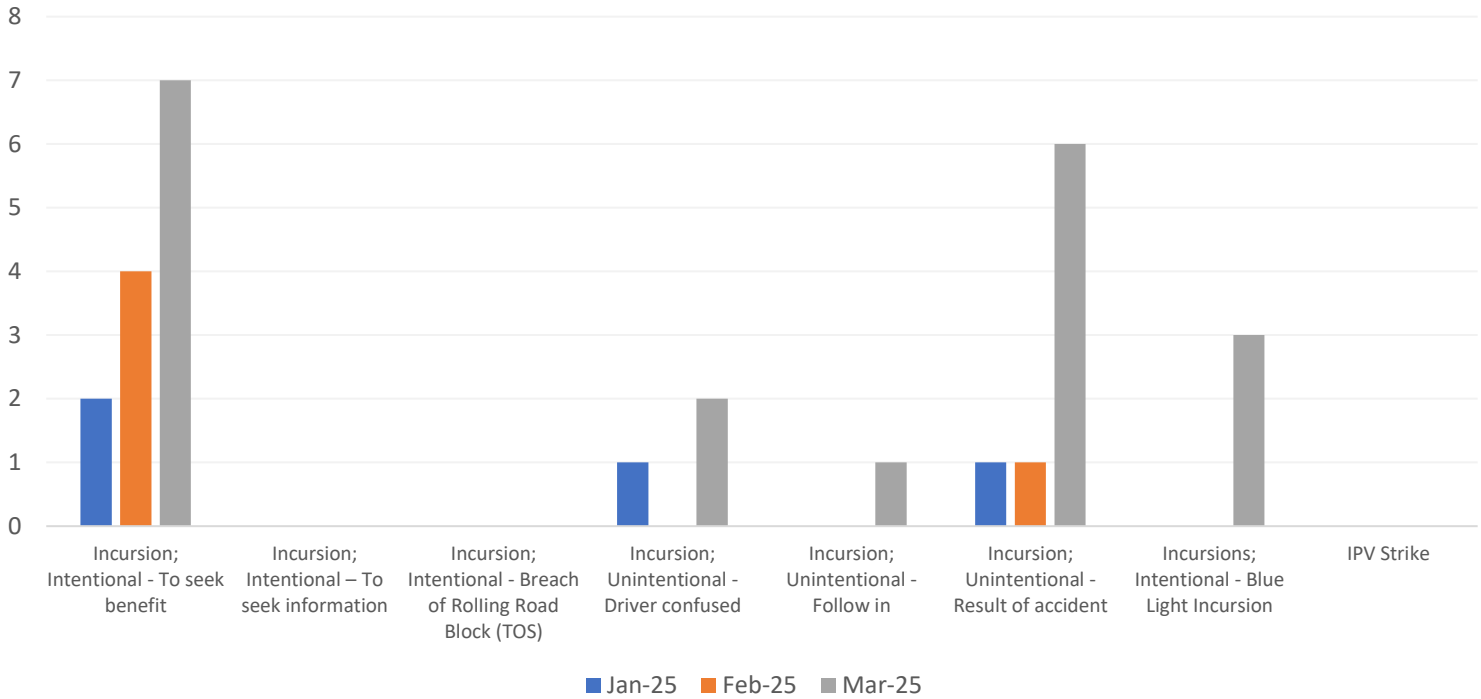
Project Risk Rating



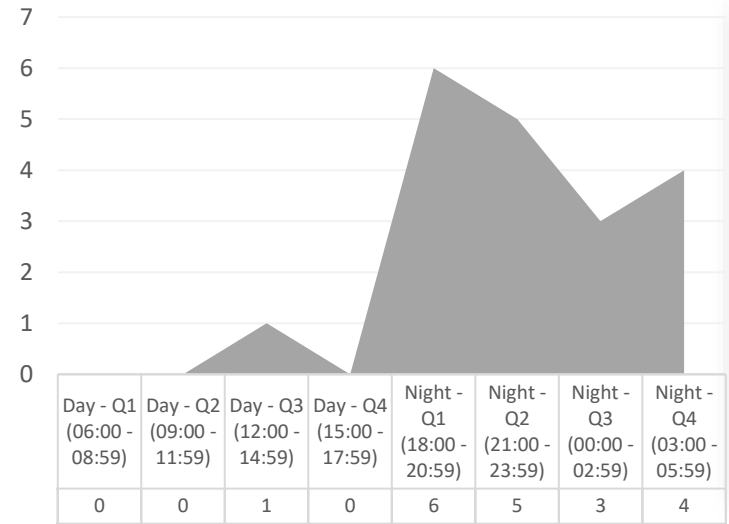
Incursion rate per length of TM (Unknown)

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

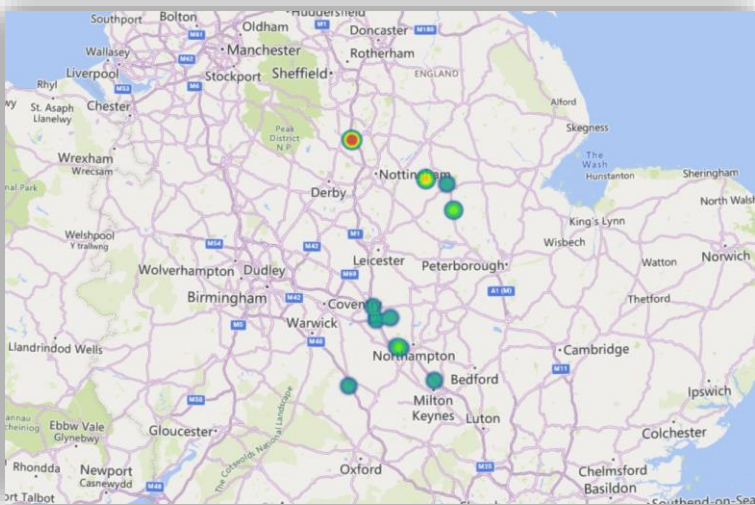
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple incidents of vehicles entering closure areas without proper authorisation were reported. Notable incursions involved a Merc sprinter van, Tarmac lorry, and gypsies driving onto the site without warning. A tractor also tried accessing his field but was redirected. The lack of communication in some cases led to confusion.

Traffic Incidents [*Sentiment: Negative*]

Several traffic incidents occurred, including vehicles entering restricted areas, such as motorbikes and cars causing disturbances. Additionally, a police vehicle entered the closure area with no prior notification.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

Incursions were promptly addressed, with traffic management officers escorting vehicles out of the area and ensuring safety measures were in place. Some incidents involved miscommunication or lack of follow-up.

Overall [*Sentiment: Neutral*]

There were multiple incursions involving vehicles and pedestrians, with poor communication contributing to some of the issues. Despite this, traffic management responses were generally effective, though more proactive measures could improve the situation.

Recommendations

To reduce the frequency of incursions, a more rigorous check and communication system should be implemented, particularly at site access points. Ensuring all personnel are well-informed and can clearly communicate with drivers could help prevent further confusion. Additionally, better coordination with police and clearer notifications when vehicles are stopped would help manage situations more safely.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

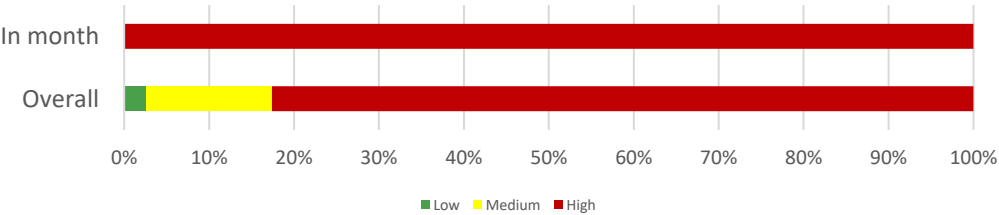
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

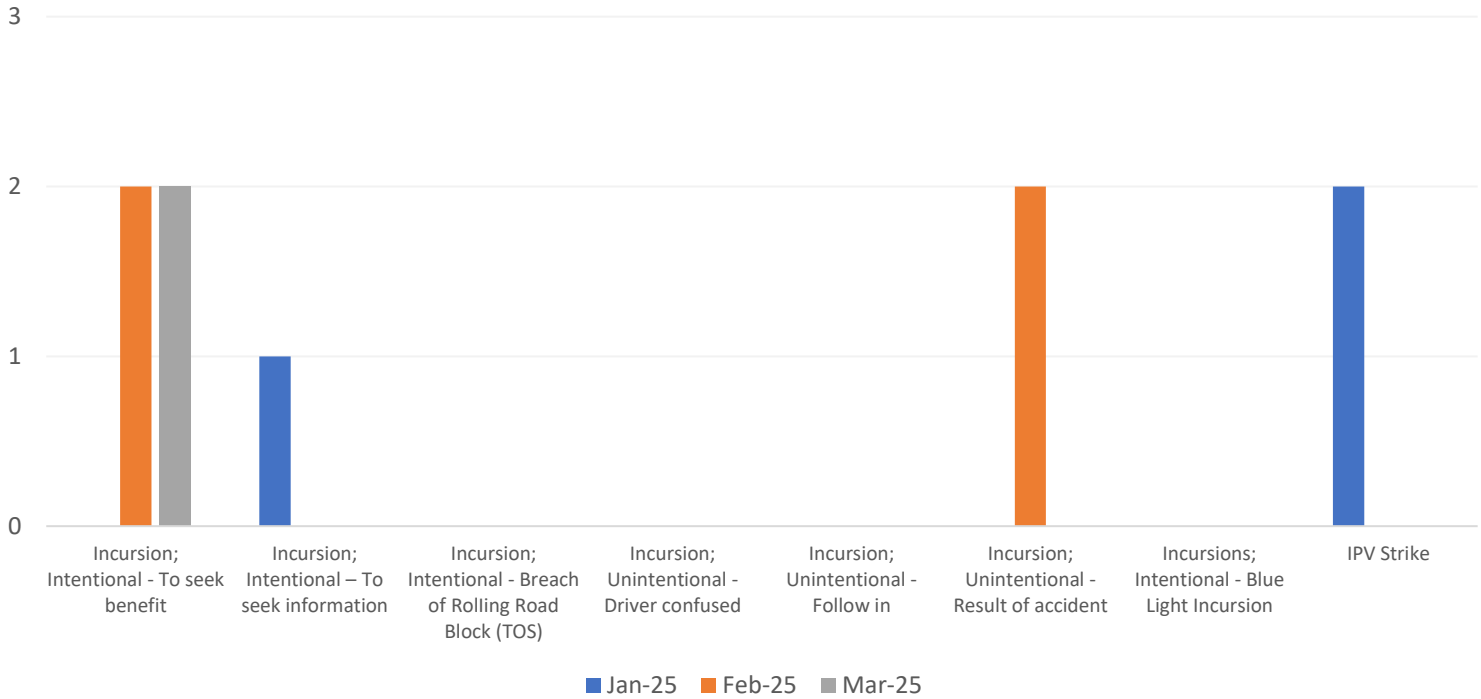
Project Risk Rating



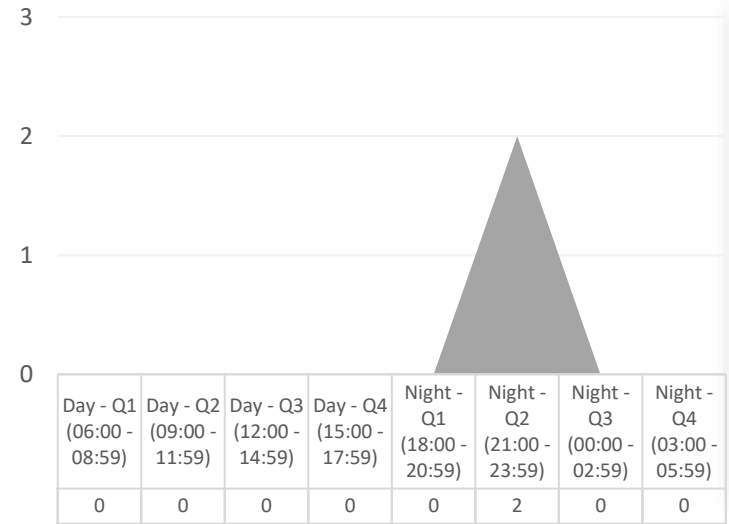
Incursion rate per length of TM (Unknown)

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

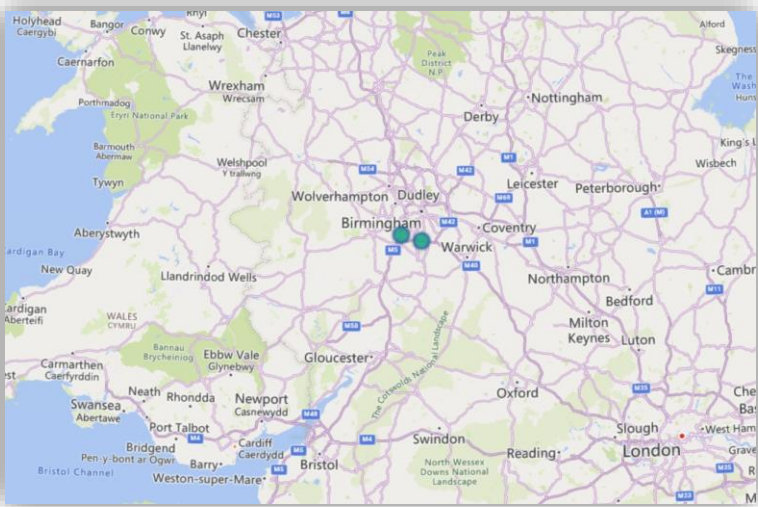
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two vehicles breached the TTL section of the island closure. The first, an Audi A3, pulled into the works area, was spoken to by the NH representative, and then exited after claiming not to have seen the TTLs. The second, a Lexus, executed a three-point turn and left the area.

Traffic Incidents *[Sentiment: Neutral]*

An RTC involving two MOP vehicles occurred as they drove in L2 past our L1 closure. The incident forced the vehicles into the lane closure. Fortunately, no injuries were reported to the occupants or personnel on-site.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

No incidents were reported during this period.

Overall *[Sentiment: Negative]*

The reported incidents highlight concerns with vehicle incursions into the work zone, as well as the traffic incident involving MOP vehicles. However, no injuries were sustained, and response actions appear to have been promptly carried out.

Recommendations

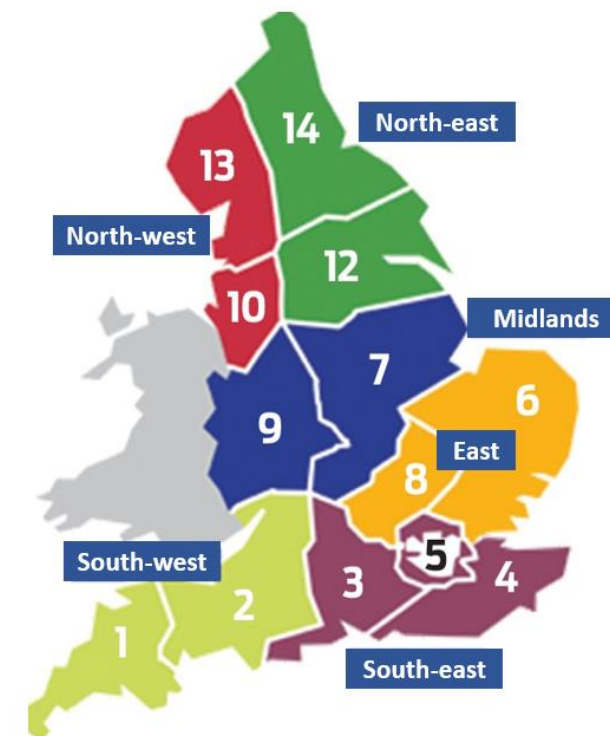
The project team should enhance traffic management signage to ensure better visibility and adherence to lane closures, particularly on the TTL section. Consider implementing additional physical barriers or warning systems to prevent vehicles from breaching the closure, and increase awareness of the risks associated with incursion areas.

Incursions Report - Midlands Region

End of regional report

[Back to [Summary](#) page]

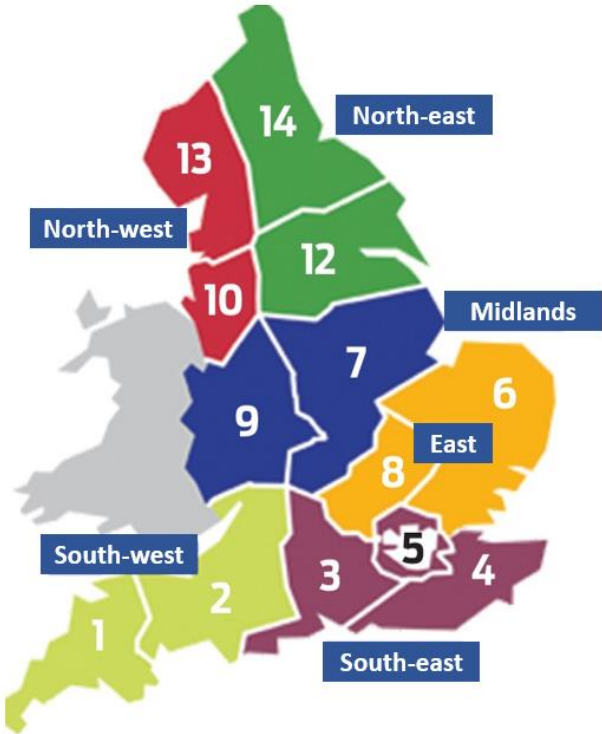
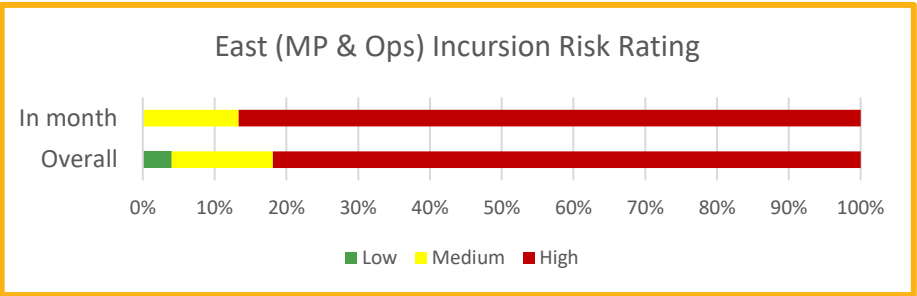
Select next page for East Region and
Project Reports



Incursions Report - East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects	Operations	Major Projects	Operations		
Incursion; Intentional - To seek benefit	198 [13.26%]	386 [45.47%]	2 [66.67%]	9 [56.25%]		
Incursion; Intentional – Because of breakdown	941 [63.03%]	79 [9.31%]		2 [12.50%]		
Incursion; Intentional – To seek information	73 [4.89%]	10 [1.18%]				
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3 [0.20%]	1 [0.12%]				
Incursion; Unintentional - Driver confused	123 [8.24%]	218 [25.68%]	1 [33.33%]	3 [18.75%]		
Incursion; Unintentional - Follow in	60 [4.02%]	49 [5.77%]				
Incursion; Unintentional - Result of accident	63 [4.22%]	53 [6.24%]		2 [12.50%]		
Incursions; Intentional - Blue Light Incursion	18 [1.21%]	24 [2.83%]				
IPV Strike	14 [0.94%]	29 [3.42%]				
Grand Total	1493 [100.00%]	849 [100.00%]	3 [100.00%]	16 [100.00%]		

Technology Utilisation	Jan 25			Feb 25			Mar 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	226	156	69%	238	145	61%	248	136	55%
Area 8	143	74	52%	180	119	66%	177	44	25%



Incursions Report - East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several vehicle incursions were reported, including a driver speeding through a full road closure and bypassing site personnel, as well as vehicles entering the closure without proper barriers. There were multiple instances of vehicles driving over grass verges and into restricted areas. A pedestrian also entered the site without PPE, creating confusion.

Traffic Incidents [*Sentiment: Negative*]

A taper strike resulted in damage to cones, syncs, and barriers. Several vehicles entered closures at high speeds, damaging equipment. A motorbike was seen entering the closure but left after a brief period.

Broken Down Vehicles [*Sentiment: Neutral*]

A vehicle breakdown occurred within a full road closure, requiring additional management.

Traffic Management Responses [*Sentiment: Neutral*]

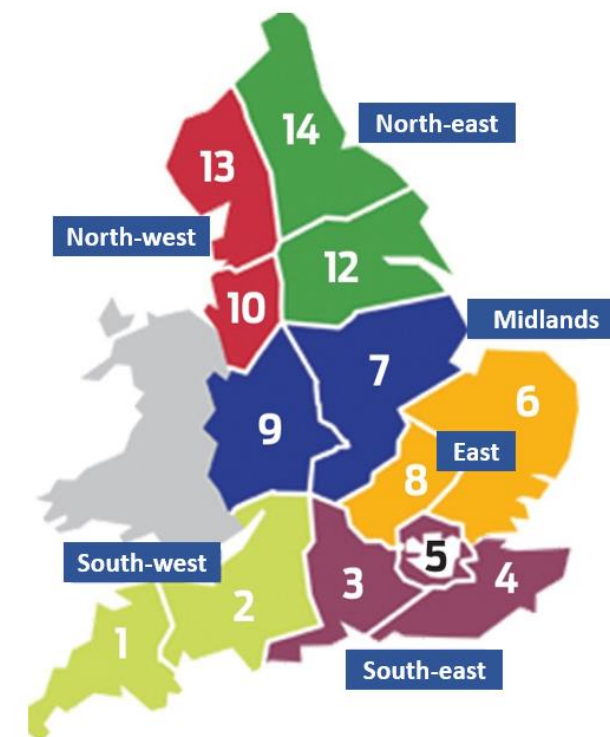
Multiple incidents were escalated to police, and site personnel responded quickly to stop vehicles and ensure safety. There was an issue with alarms not activating correctly at a specific breach point.

Overall [*Sentiment: Negative*]

Incidents of vehicles and pedestrians entering closed sites, along with equipment damage, highlighted several safety concerns. Effective responses were made, though several issues remain to be addressed.

Recommendations

To improve safety, the project team should consider installing more effective barriers and signage to prevent incursions. Ensuring alarms are functioning properly and increasing patrols during road closures would enhance security. Additionally, better communication with external contractors (like Anglian Water) is essential for smoother operations.



Incursions Report

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

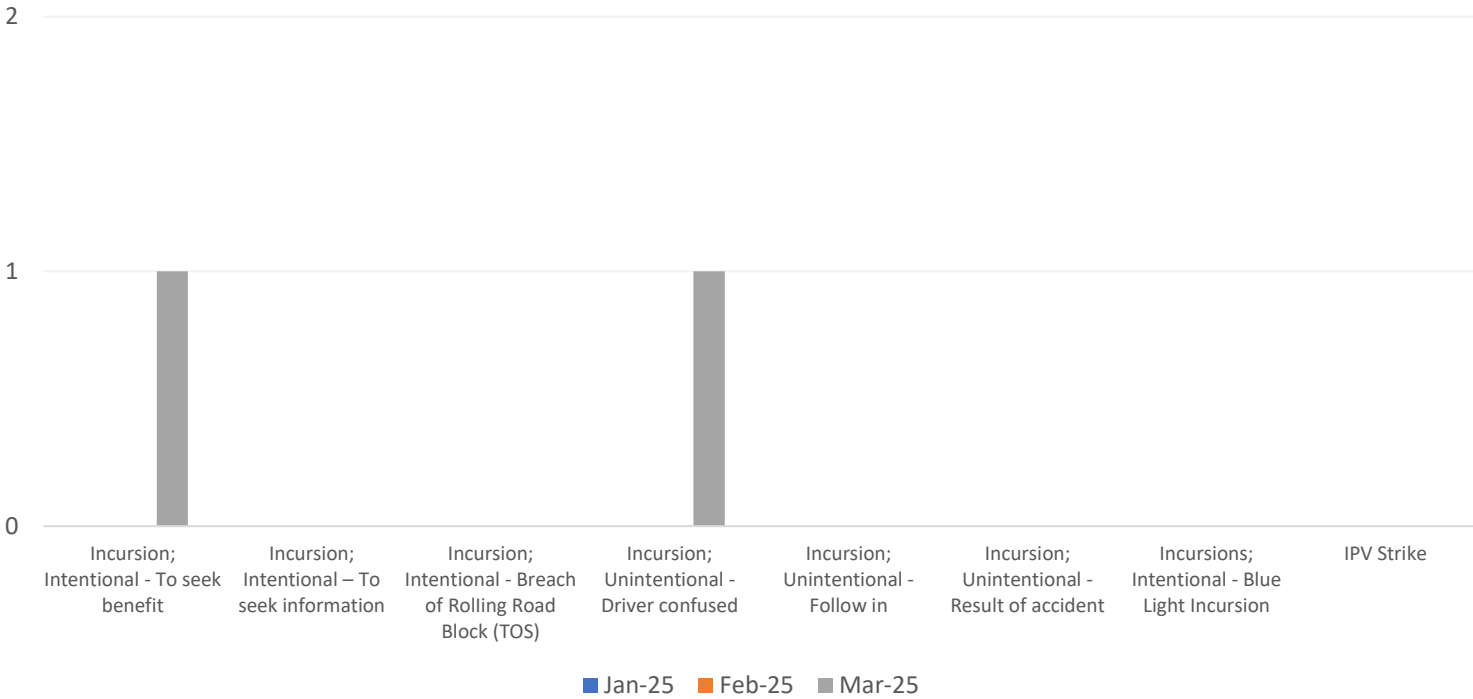
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

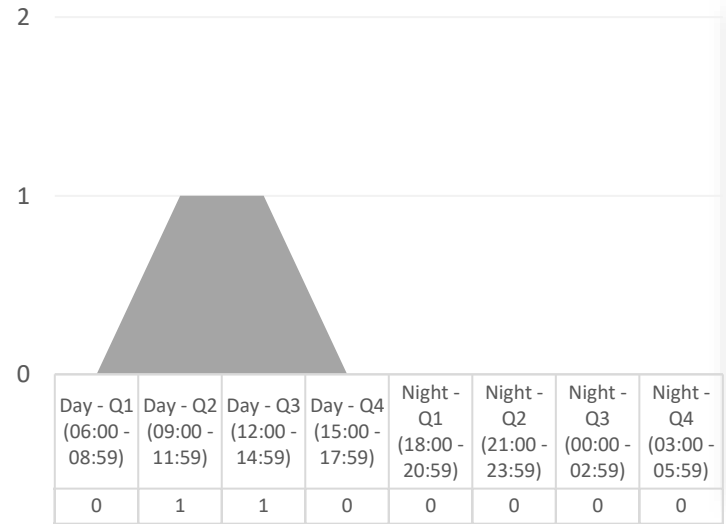
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

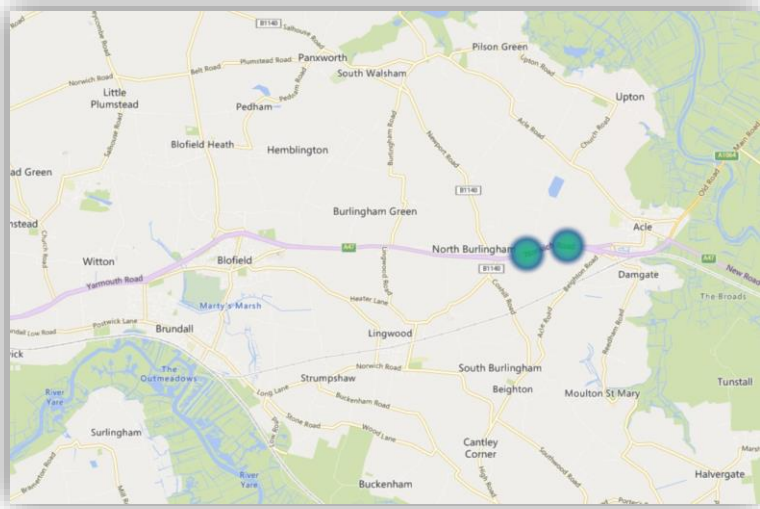
MP-0240 – A47 Blofield to North Burlington Dualling



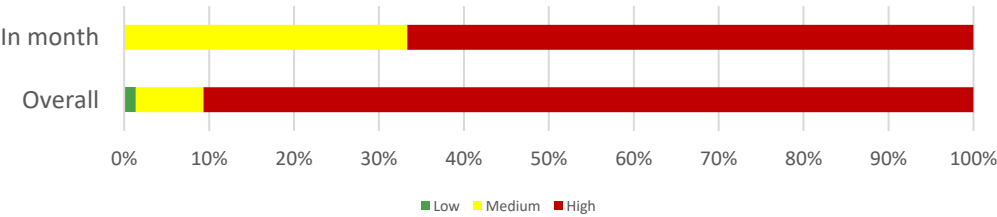
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

There were several vehicle incursions reported. A vehicle reversed into the works area at the eastbound lane 2 closure and attempted to drive onto the westbound carriageway. Another van, with a Polish registration, entered the traffic management area and reversed into the works exit. Additionally, two vehicles entered the works access from the westbound carriageway, driving down lane 2 before being escorted out.

Traffic Incidents [*Sentiment: Neutral*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The TM maintenance crew effectively responded to the incursions by challenging and escorting the vehicles out of the works area. They also ensured that drivers followed the correct exit route.

Overall [*Sentiment: Neutral*]

Multiple vehicle incursions were observed, but the TM crew responded promptly and safely escorted the drivers out. Traffic management was maintained effectively despite these incidents.

Recommendations

Enhance signage and barriers at the work area to better prevent incursions. Consider clearer communication methods for foreign drivers to understand traffic management rules. Additionally, review the works access points to avoid confusion and ensure they are more clearly marked for correct entry and exit.

Incursions Report

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

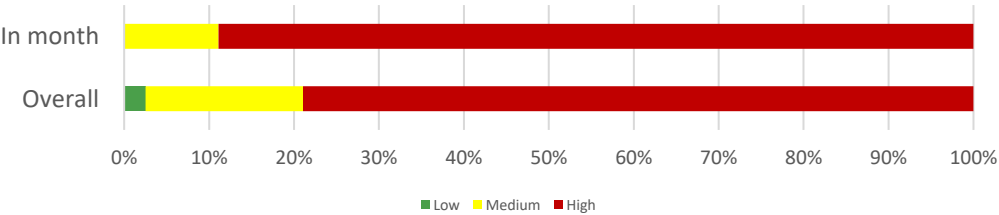
A total of 10 incursions have been recorded; with a 600% increase in 'Seeking Benefit' type incursions, 33% decrease in 'Driver confused' type incursions, incursions, with a 60% decrease in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

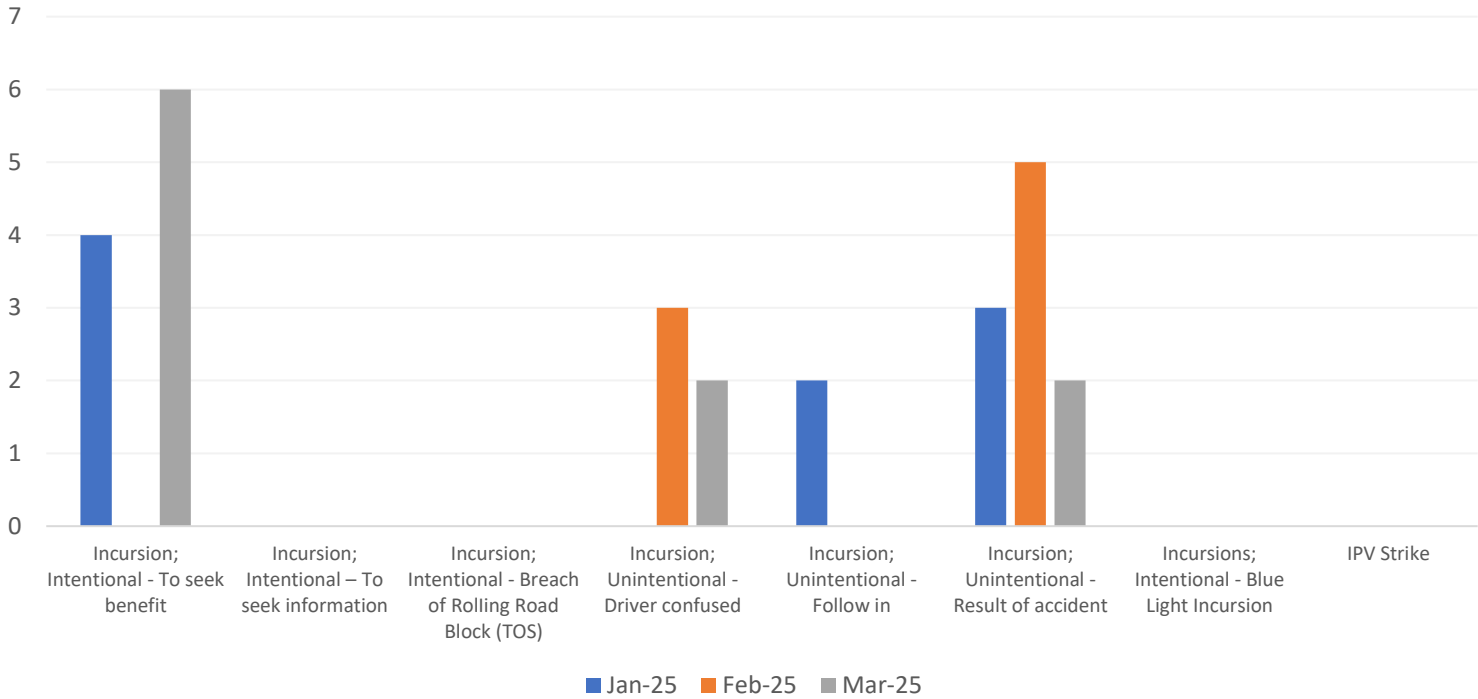
Project Risk Rating



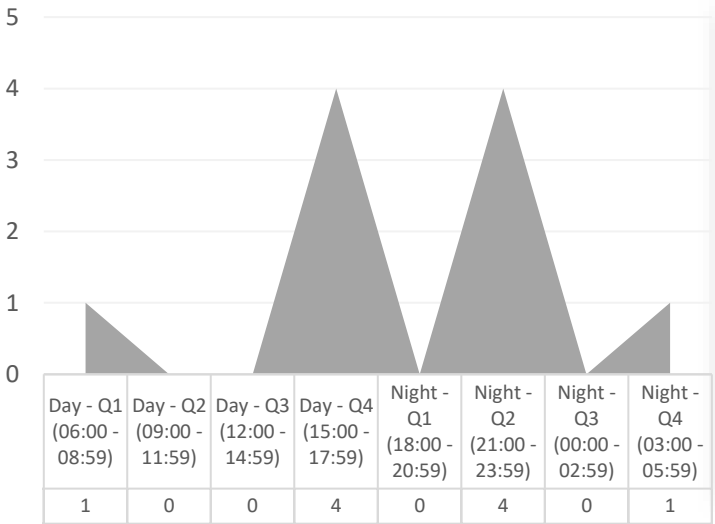
Incursion rate per length of TM (Unknown)

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

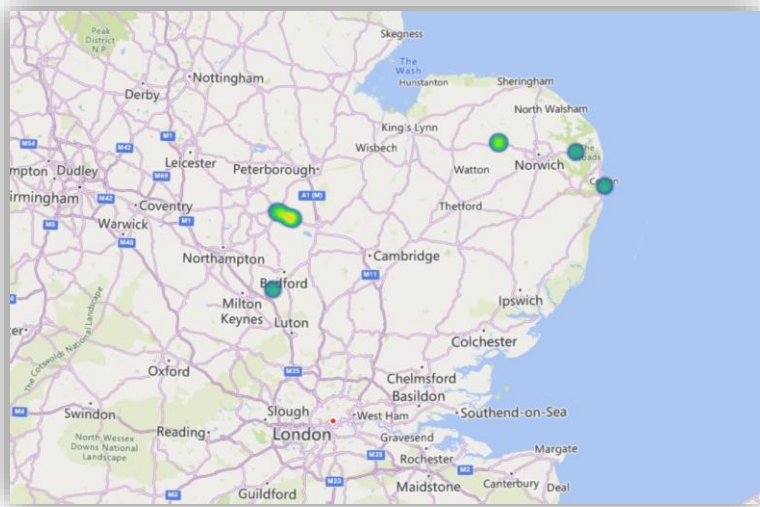
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Several vehicles entered the closure zones at high speed or without permission, including a black Fiat Punto and a Ford Mondeo. In one incident, an elderly driver demanded to pass through the site but was escorted out. No injuries occurred.

Traffic Incidents *[Sentiment: Negative]*

A taper strike on the A14 Eastbound caused destruction of cones and syncs. Several vehicles, including a black SUV and motorcycle, entered restricted areas, with some causing damage. A motorcyclist was stopped for driving recklessly.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Multiple repairs to barriers and closures were needed, and police involvement was required for some incidents.

Overall *[Sentiment: Negative]*

There were multiple incursions and damage to road closures, with persistent violations despite efforts to manage traffic.

Recommendations

The project team should consider reinforcing the closure barriers and increasing signage to deter vehicle entry. Enhanced communication could improve response time and prevent repeated violations. Regular checks and prompt repairs are also crucial to maintaining site integrity and safety.

Incursions Report

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

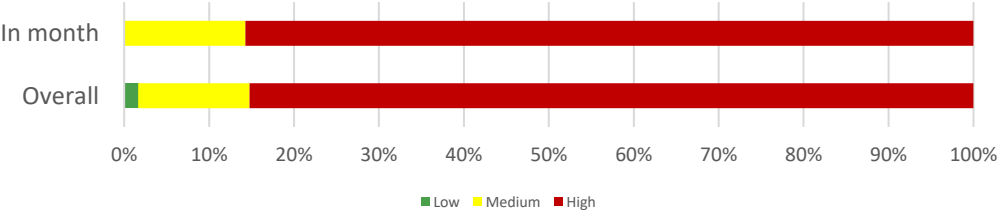
A total of 4 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

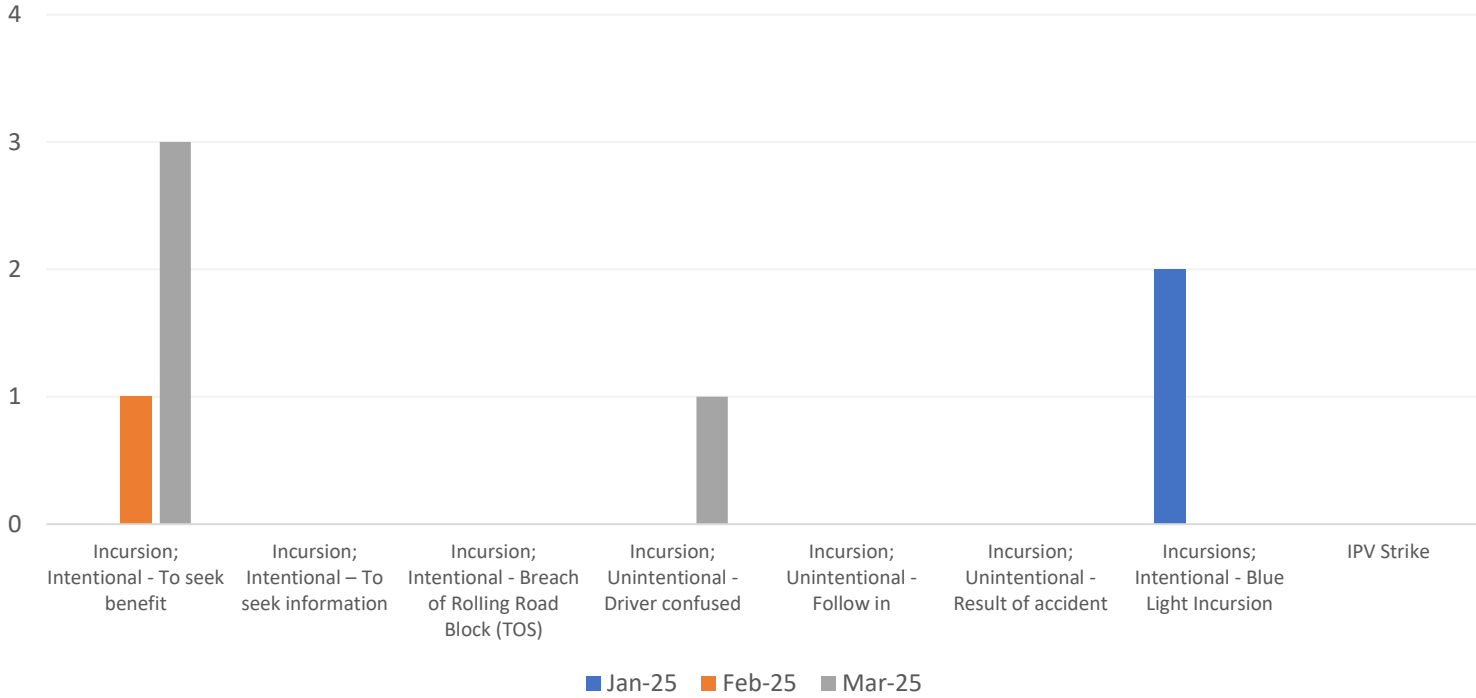
Project Risk Rating



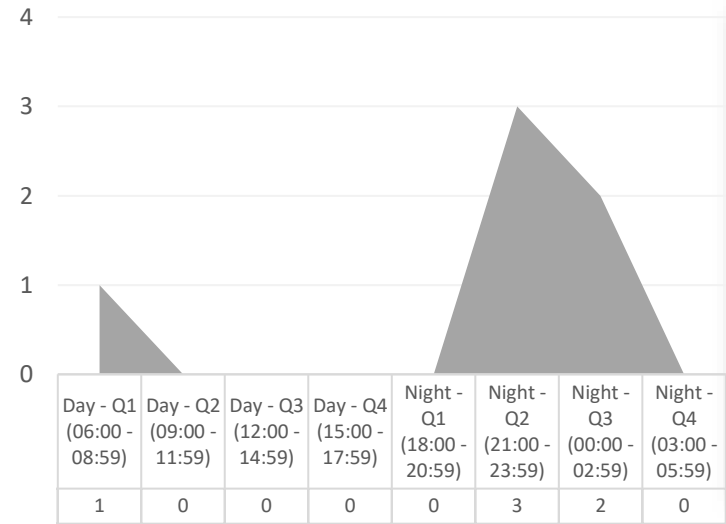
Incursion rate per length of TM (Unknown)

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

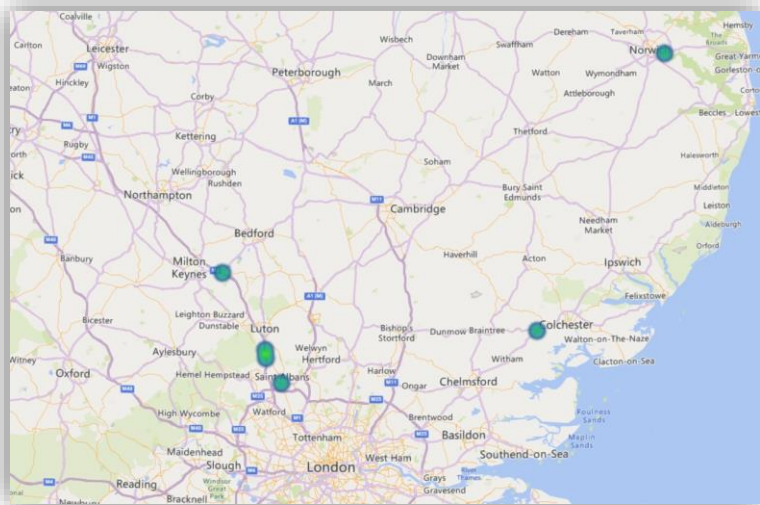
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

An individual entered the road closure area without PPE, complaining about signage theft by Mac Projects and demanding a supervisor's contact. He then caused a further incursion by performing a U-turn within the closure.

Traffic Incidents *[Sentiment: Negative]*

A broken-down vehicle was found inside the road closure, while a speeding car endangered the workforce. Additionally, a site breach occurred when a motorist drove on the wrong side of the road and along a footpath.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was reported within the road closure, posing a potential hazard.

Traffic Management Responses *[Sentiment: Neutral]*

The Traffic Management (TM) crew denied any misconduct during the altercation with the irate individual. However, taper strike equipment was damaged during the operation.

Overall *[Sentiment: Negative]*

A total road closure was implemented, but issues occurred with incursions, vehicle breakdowns, and safety concerns.

Recommendations

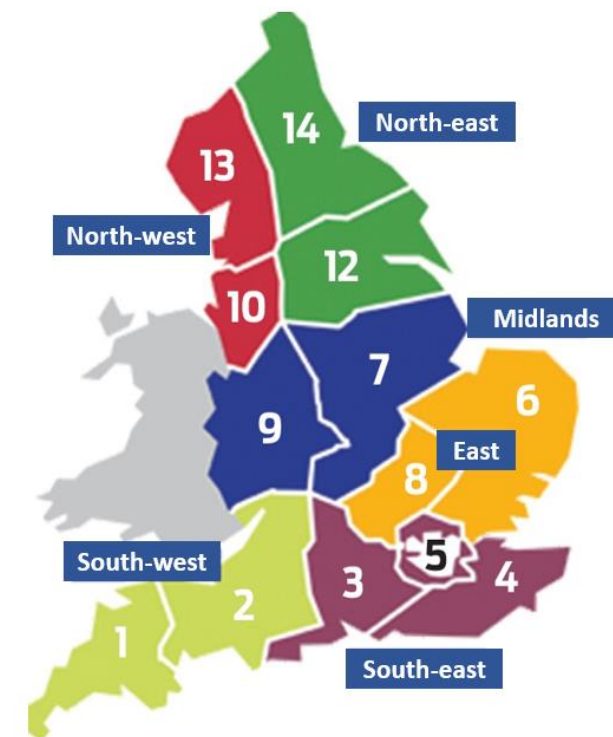
The project could consider improve signage and communication protocols to prevent misunderstandings, look at how to enhance site security and ensure the HRS system is fully operational and provide better training for managing hostile encounters and improve safety measures for road closure areas.

Incursions Report - East Region

End of regional report

[Back to [Summary](#) page]

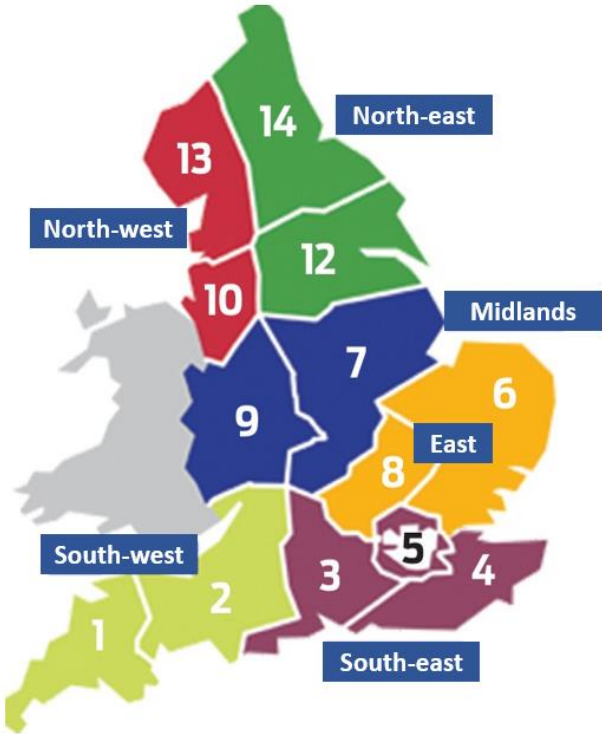
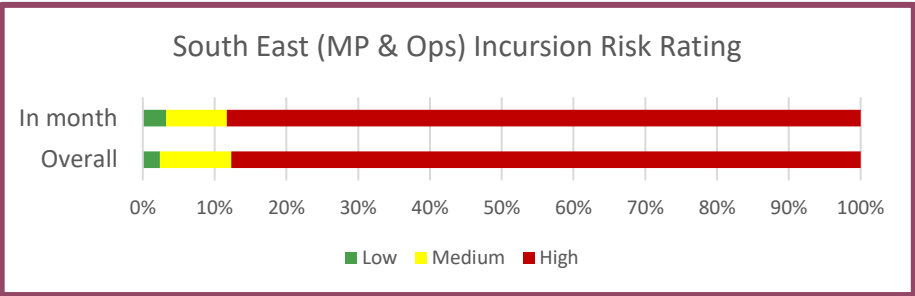
Select next page for South East Region and
Project Reports



Incursions Report - South East Region

Kind of Event	South East Region					
	Overall			In Month		
	Major Projects		Operations	Major Projects		Operations
Incursion; Intentional - To seek benefit	542	[10.73%]	1237 [61.48%]	20 [9.22%]	27 [54.00%]	
Incursion; Intentional – Because of breakdown	3494	[69.16%]	200 [9.94%]	166 [76.50%]	10 [20.00%]	
Incursion; Intentional – To seek information	51	[1.01%]	62 [3.08%]		1 [2.00%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1 [0.05%]			
Incursion; Unintentional - Driver confused	447	[8.85%]	260 [12.92%]	12 [5.53%]	1 [2.00%]	
Incursion; Unintentional - Follow in	95	[1.88%]	126 [6.26%]	6 [2.76%]	3 [6.00%]	
Incursion; Unintentional - Result of accident	386	[7.64%]	53 [2.63%]	12 [5.53%]	7 [14.00%]	
Incursions; Intentional - Blue Light Incursion	35	[0.69%]	64 [3.18%]		1 [2.00%]	
IPV Strike	2	[0.04%]	9 [0.45%]	1 [0.46%]		
Grand Total	5052	[100.00%]	2012 [100.00%]	217 [100.00%]	50 [100.00%]	

Technology Utilisation	Jan 25			Feb 25			Mar 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	370	255	69%	359	266	74%	413	281	68%
Area 4	458	229	50%	374	172	46%	407	171	42%
Area 5	362	293	8%	363	294	81%	421	354	84%



Incursions Report - South East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous incidents of unauthorised vehicles entering the work area were reported. These included members of the public driving into the closure, with several being escorted out by Traffic Management (TM) crews. In some cases, drivers were uncooperative, and vehicles were removed safely from the site.

Traffic Incidents [*Sentiment: Neutral*]

There were several traffic incidents, including collisions and vehicles breaking down within the works area. A notable incident involved a van colliding with a crash cushion, causing damage but no injuries. Other breakdowns were managed with recovery assistance.

Broken Down Vehicles [*Sentiment: Neutral*]

A high volume of BDVs were recovered across the site. These included both cars and HGVs, many with flat tyres or mechanical issues. Recovery services were dispatched promptly, and in some cases, vehicles resumed travel after self-repairs.

Traffic Management Responses [*Sentiment: Positive*]

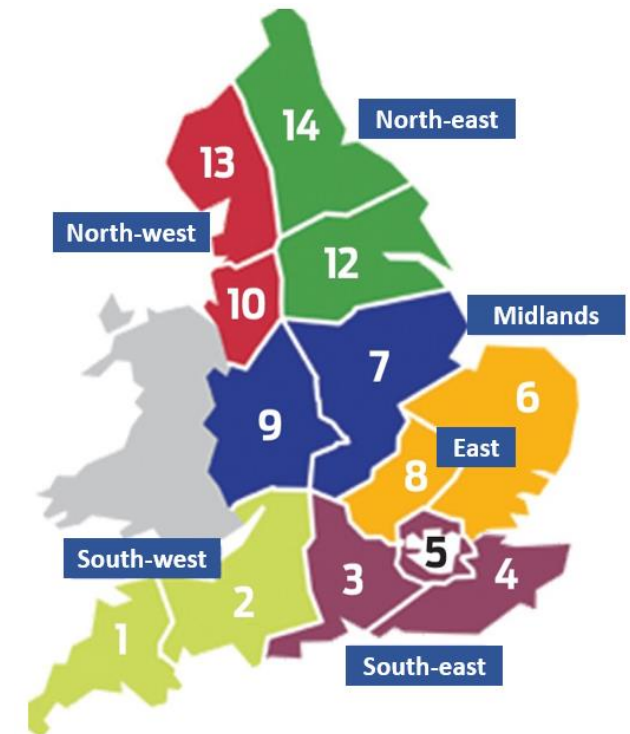
TM crews responded effectively to incursions, providing clear interventions and ensuring the safety of site operatives. Several vehicles were escorted out or assisted with recovery. TM interventions were generally positive, with swift action to rectify incidents.

Overall [*Sentiment: Neutral*]

The shift saw a mixture of traffic incidents, BDVs, and public incursions. Traffic Management responded efficiently to the incidents, though several vehicles entered restricted areas, causing minor disruptions. The overall response was largely effective.

Recommendations

To improve safety and efficiency, the project team should focus on increasing signage and visibility around closure points to reduce the number of unauthorised incursions. Enhanced training for both TM crews and public-facing personnel on handling aggressive or uncooperative drivers would also be beneficial.



Incursions Report

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

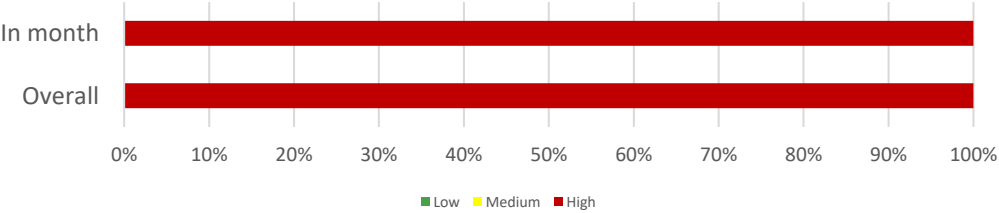
A total of 7 incursions have been recorded; with a 700% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

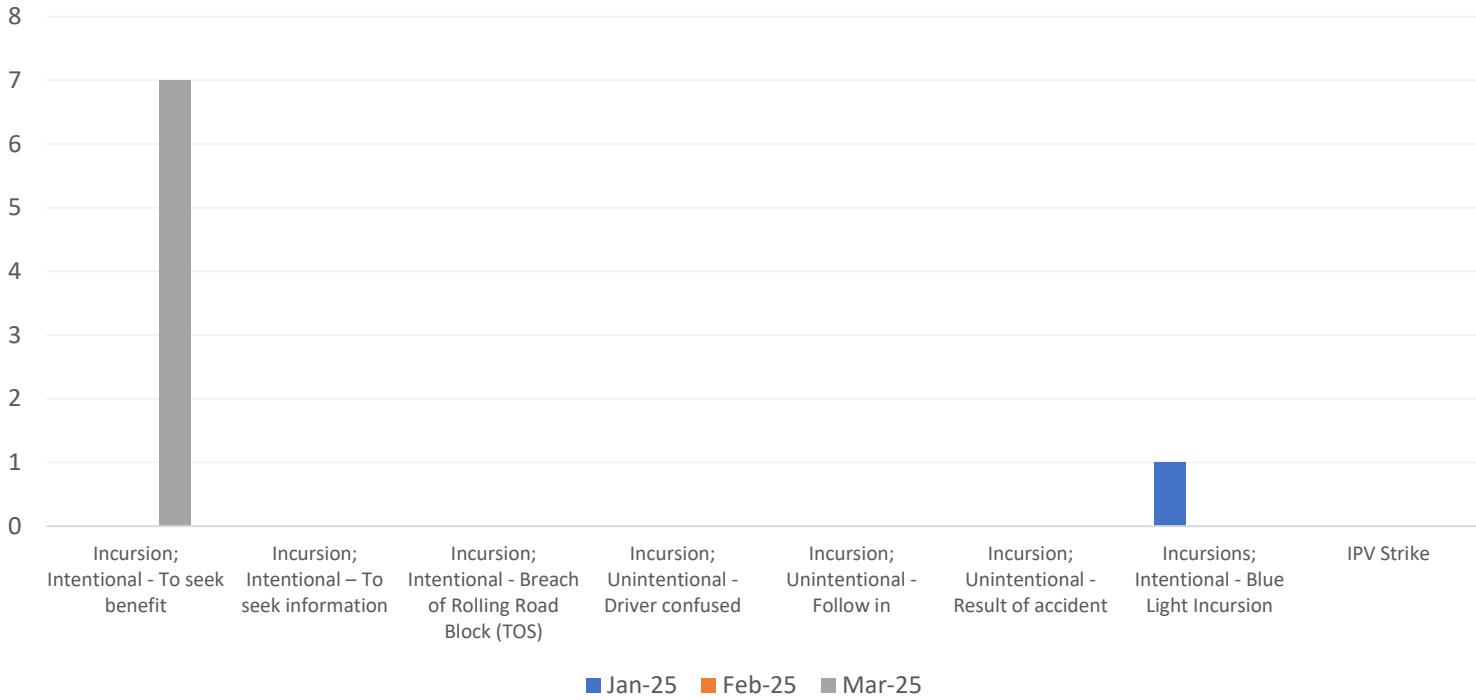
Project Risk Rating



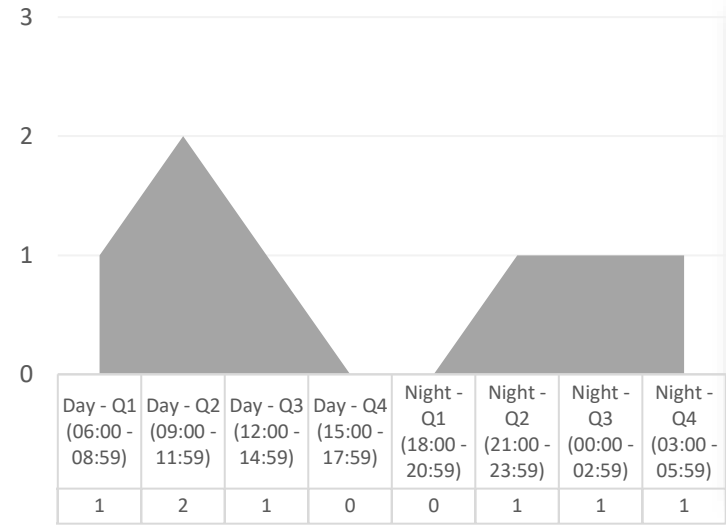
Incursion rate per length of TM (Unknown)

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

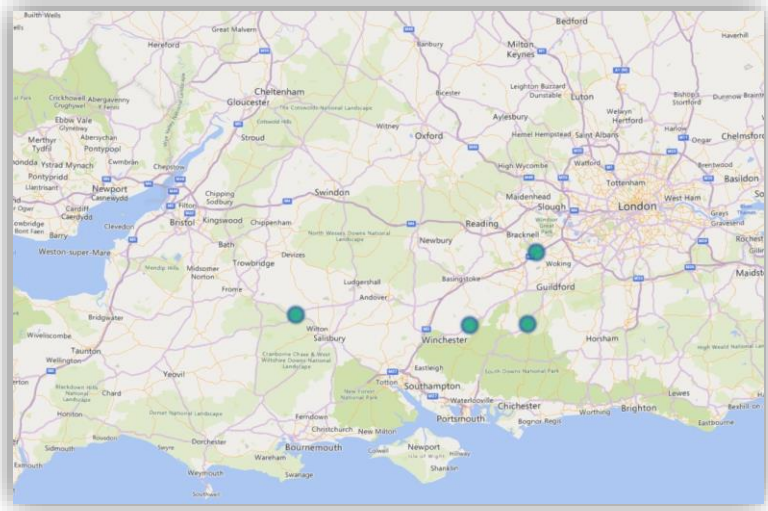
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

There were multiple incursions reported. At 6:45 AM, a drunken member of the public crashed into the closure, damaging a barrier. The driver was verbally abusive and fled the scene, later being arrested. Additionally, two vehicles entered the site via an airlock but were quickly stopped by the gate crew.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

There were multiple interventions to prevent unauthorised access. Staff were effective in managing incidents, including assisting with a member of the public attempting to bypass the airlock.

Overall *[Sentiment: Neutral]*

The site experienced a few security breaches, but interventions were handled promptly, and no major incidents occurred.

Recommendations

Improved monitoring and reinforcement of access points could help prevent future incursions. Additionally, clearer signage and reinforced security procedures, including more visible staffing during high-risk times, might deter unauthorised entry. Regular briefings for crews on dealing with aggressive individuals and enhancing barrier sturdiness are also recommended.

Incursions Report

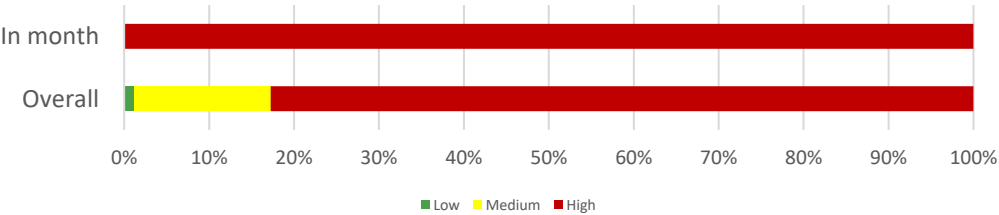
Directorate: Operations
Region: South East
Project: AD – M&R - Four

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

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

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

Project Risk Rating



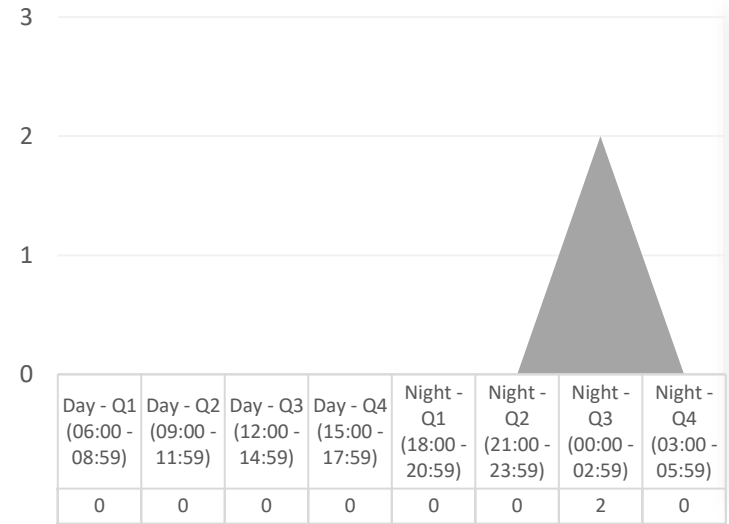
Incursion rate per length of TM (Unknown)

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

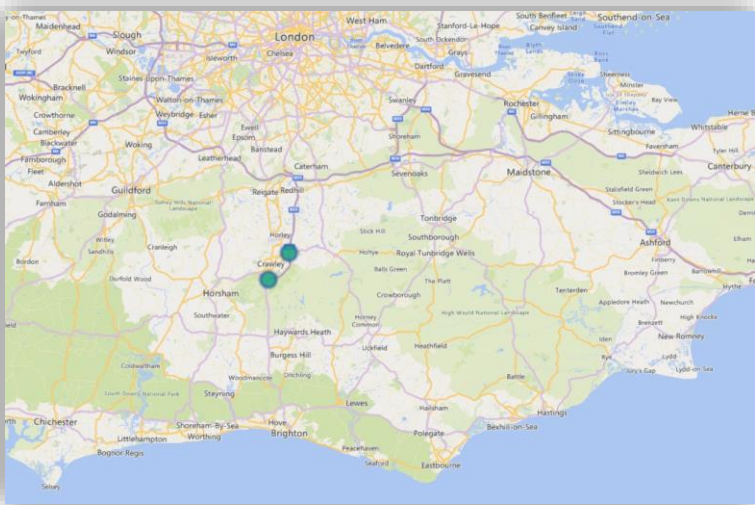
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

At approximately 01:15am, a dark-coloured Mercedes CLK entered the traffic management area, driving down the hard shoulder. Additionally, a member of the public drove into the closure due to a flat tyre.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public drove into the closure due to a flat tyre.

Traffic Management Responses *[Sentiment: Neutral]*

No incidents were reported requiring a response during this period.

Overall *[Sentiment: Negative]*

The reported incident involved a vehicle entering the traffic management area and another vehicle entering the closure with a flat tyre.

Recommendations

It is recommended that enhanced signage and clearer barriers be implemented to prevent unauthorised vehicles from entering traffic management areas. Consideration should be given to more frequent patrols to address any emergency vehicle issues, such as flat tyres, promptly before they enter potentially hazardous zones.

Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0701 - NEAR M25 J23-27

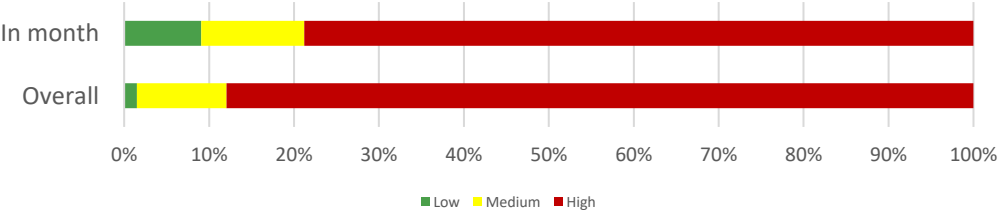
A total of 23 incursions have been recorded; with a 300% increase in 'Driver confused' type incursions together with an 600% increase in 'Follow in' 100% increase in 'Seeking Benefit' 100% increase in 'IPV Strike' and 43% decrease in 'Result of accident' type incursions

[70 - 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

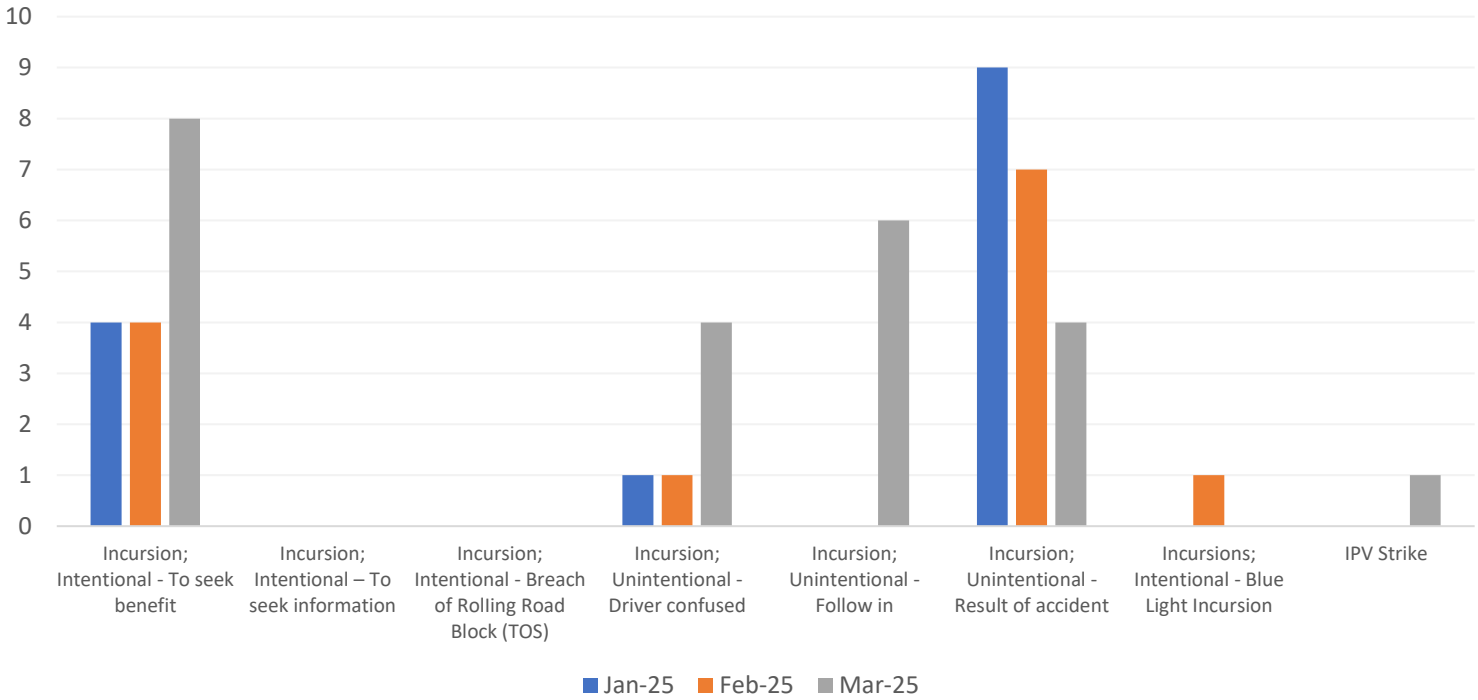


Incursion rate per length of TM (48.00 km / 29.83 miles)

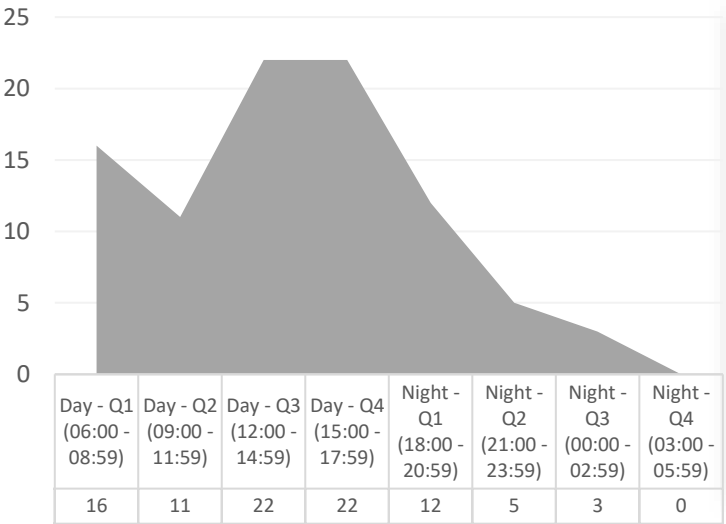
Project Incursion Rate: 5.10 incursions/km or 8.21 incursions/miles

Breakdown Rate: 20.08 incidents/km or 32.31 incidents/miles

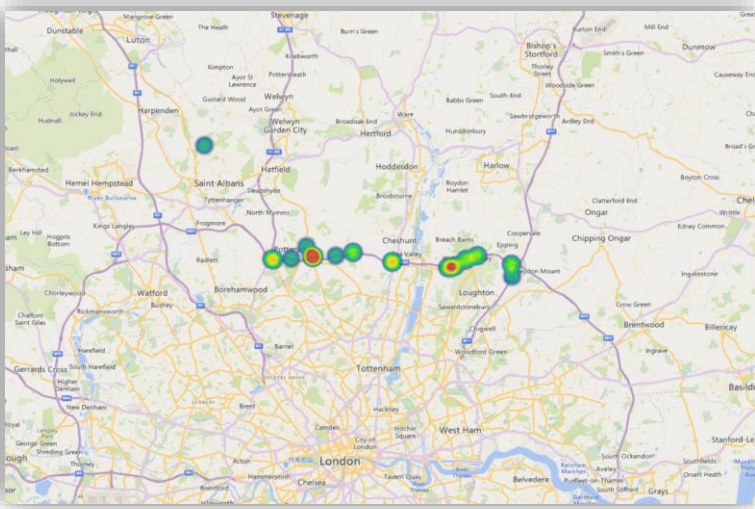
MP-0701 - NEAR M25 J23-27



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0701 - NEAR M25 J23-27



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported during this period, including incidents involving multiple vehicles such as a Black Range Rover, Grey Skoda Kodiaq, and Black Jaguar XK. The incursions occurred over a large area, and TSCO and ROC were notified for escalation. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Neutral]*

A variety of traffic incidents were observed, including an RTC involving an HGV and a car, and multiple breakdowns. Notably, two vehicles were involved in a rear-end collision, but there were no injuries or major damage.

Broken Down Vehicles *[Sentiment: Neutral]*

Numerous vehicles broke down within the works, including a variety of cars, vans, and HGVs. Most breakdowns were resolved with recovery or self-repair, with some vehicles requiring assistance from Free Recovery.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management responses were prompt, with multiple reports of vehicles being escorted or recovered from the works. Traffic was temporarily stopped due to RTCs, but flow was restored quickly.

Overall *[Sentiment: Neutral]*

Overall, the period saw a mix of minor traffic incidents and breakdowns, with prompt responses from the traffic management and recovery teams. The incursion of multiple vehicles in the works caused some confusion but was addressed.

Recommendations

The project team should consider implementing clearer signage or barriers to prevent confusion and avoid vehicle incursions. Increased visibility of traffic management may also help reduce breakdown-related incidents.

Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0921 - NEAR M3 J2-4a

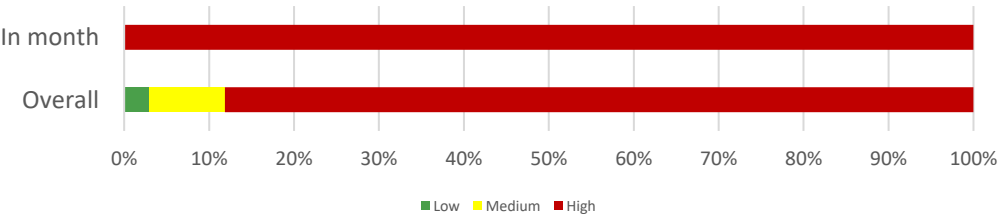
A total of 7 incursions have been recorded; with a type incursions together with an 25% decrease in 'Result of accident' incursions, with a 56% decrease in 'Seeking Benefit' type incursions

[31 - 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

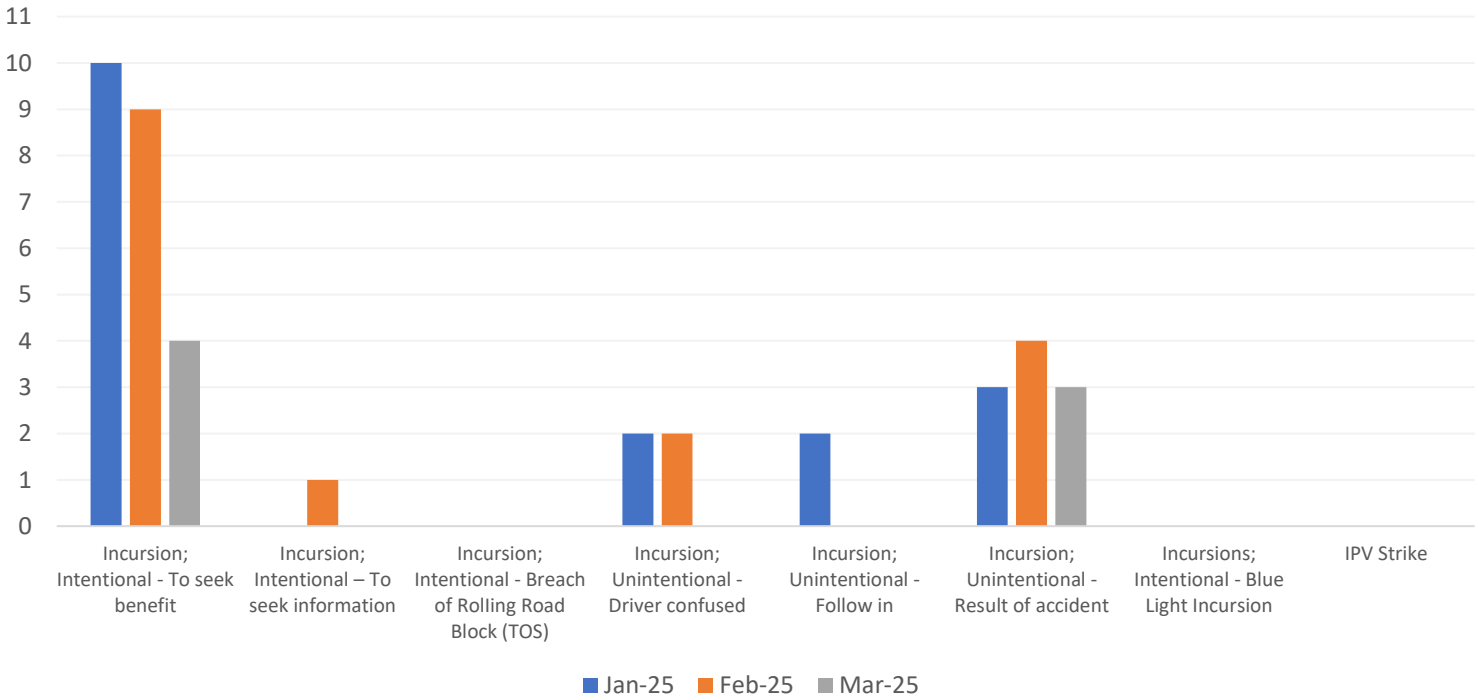


Incursion rate per length of TM (40.00 km / 24.86 miles)

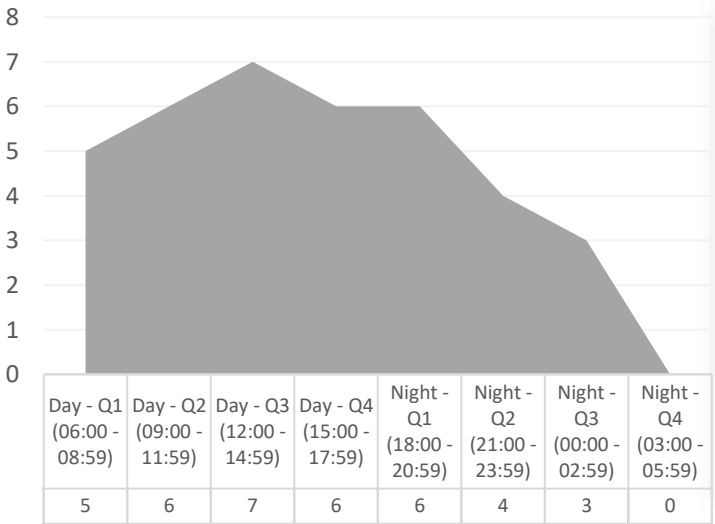
Project Incursion Rate: 4.78 incursions/km or 7.68 incursions/miles

Breakdown Rate: 13.25 incidents/km or 21.32 incidents/miles

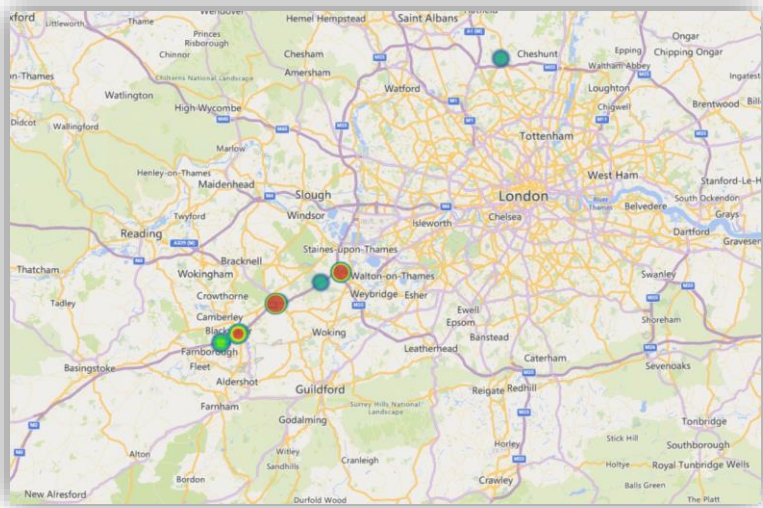
MP-0921 - NEAR M3 J3-4a



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0921 - NEAR M3 J2-4a



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Neutral]*

Three car RTCs occurred; two involved vehicles being pulled into works and cleared by maintenance crews, while the third involved a BMW and Ford crash, where the Fire Service blocked the lane, and vehicles were moved into works by HETO.

Broken Down Vehicles *[Sentiment: Neutral]*

Numerous vehicles were reported as broken down, including cars, vans, and an HGV, all of which were recovered or assisted by Free Recovery or HETO. Several vehicles resumed movement after recovery or were escorted off-site.

Traffic Management Responses *[Sentiment: Positive]*

Effective traffic management was observed, with HETO stopping traffic, moving vehicles, and providing assistance to broken-down vehicles. TSCO and maintenance crews also responded promptly to incidents.

Overall *[Sentiment: Neutral]*

The period saw a variety of incidents, including RTCs and broken-down vehicles. However, traffic management responses were quick, and vehicles were recovered with minimal disruption.

Recommendations

Ensure clearer communication with Free Recovery services for quicker vehicle clearance and consider more proactive monitoring of vehicle conditions to prevent incidents like flat tires and fuel shortages. Additionally, enhance coordination with recovery teams to ensure a faster response time.

Incursions Report

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

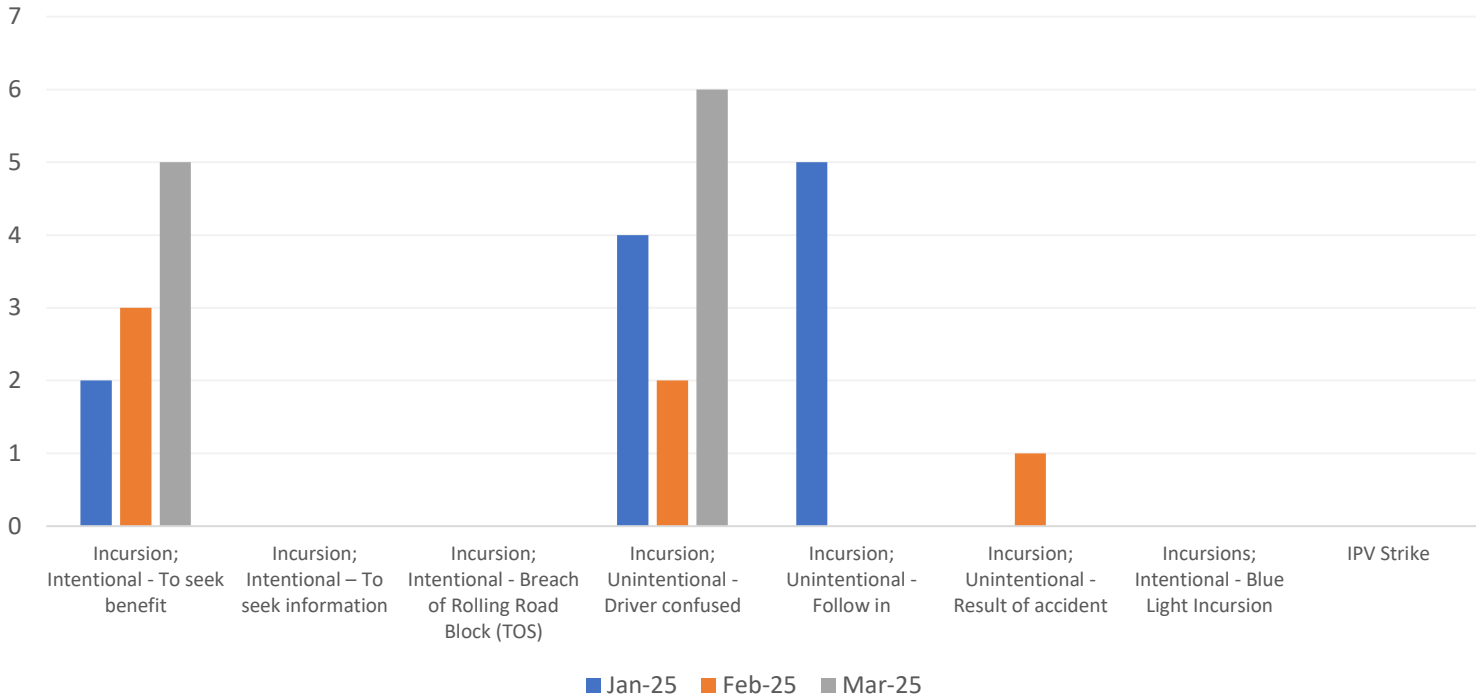
A total of 11 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an 67% increase in 'Seeking Benefit' type incursions

[3 - Incursions resulting from breakdowns were recorded]

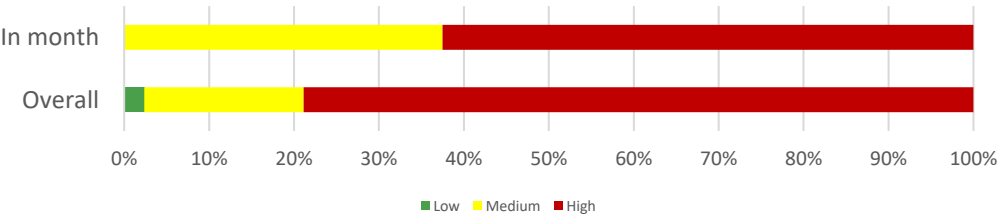
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

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



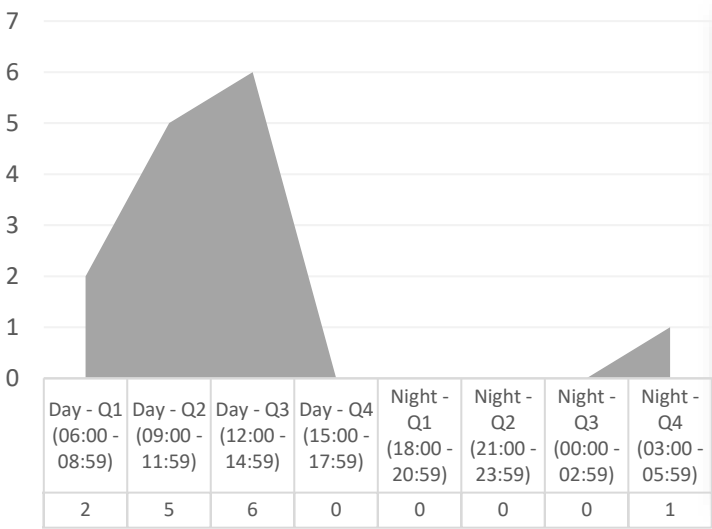
Project Risk Rating



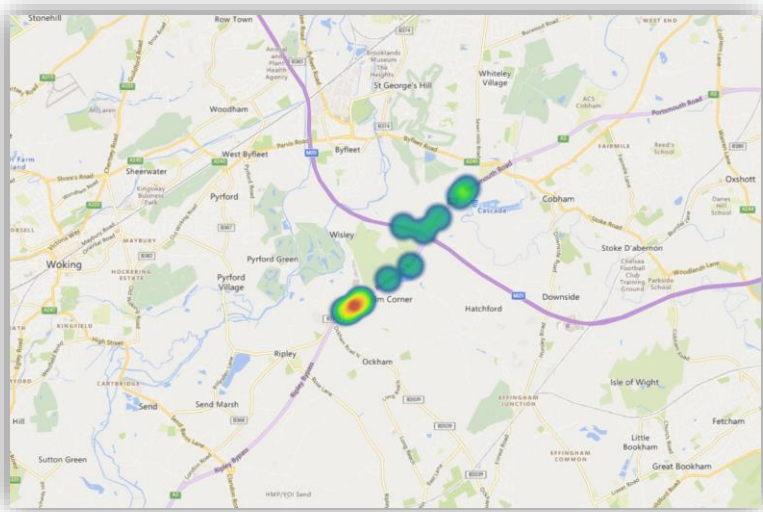
Incursion rate per length of TM (17.35 km / 10.78 miles)

Project Incursion Rate: 14.64 incursions/km or 23.56 incursions/miles
Breakdown Rate: 2.88 incidents/km or 4.64 incidents/miles

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A series of incidents involving members of the public (MOP) entering or driving through restricted areas occurred during the period. Notably, an HGV entered the works area instead of following the correct slip road, but was stopped by a gate barrier. Additionally, a silver Toyota drove through traffic management (TM) on the A3 southbound slip, and an MOP entered the A3 southbound exit at Oakham wrong-way at speed. No injuries or damage were reported.

Traffic Incidents *[Sentiment: Neutral]*

A MOP, confused by satnav directions, drove into the works area, stopping in the middle of an access point. The driver was directed out after the site team intervened. Another MOP attempted to bypass traffic by driving through the site but turned back after realising there was no exit.

Broken Down Vehicles *[Sentiment: Positive]*

One MOP broke down on the A3 SB/Ockham Roundabout exit slip and sought refuge in Works Exit S8. Recovery was promptly dispatched.

Traffic Management Responses *[Sentiment: Positive]*

The site team responded efficiently to traffic incursions and breakdowns, ensuring MOPs were safely redirected. A breakdown vehicle was cleared, and misdirected vehicles were escorted back to proper routes.

Overall *[Sentiment: Neutral]*

The majority of incidents involved misdirected vehicles and members of the public entering restricted areas. Quick responses from the site team ensured no accidents or damage occurred.

Recommendations

For RTB 27, the project team should consider improving signage and physical barriers to prevent vehicles from accidentally entering restricted areas. Increased public awareness campaigns, including better route guidance to reduce confusion. Enhanced monitoring and faster response protocols for breakdowns and incursion events may also improve site security and safety.

Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0414 – HS2 Phase 1

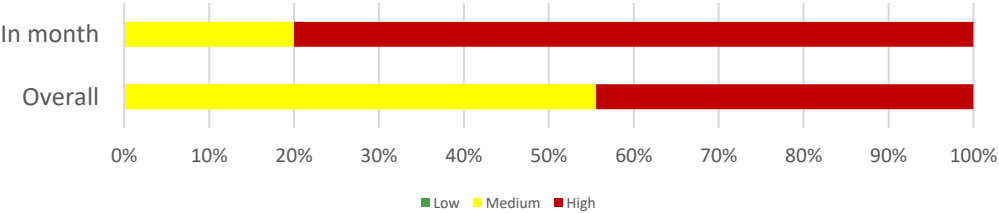
A total of 3 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Result of accident' incursions, with a 50% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

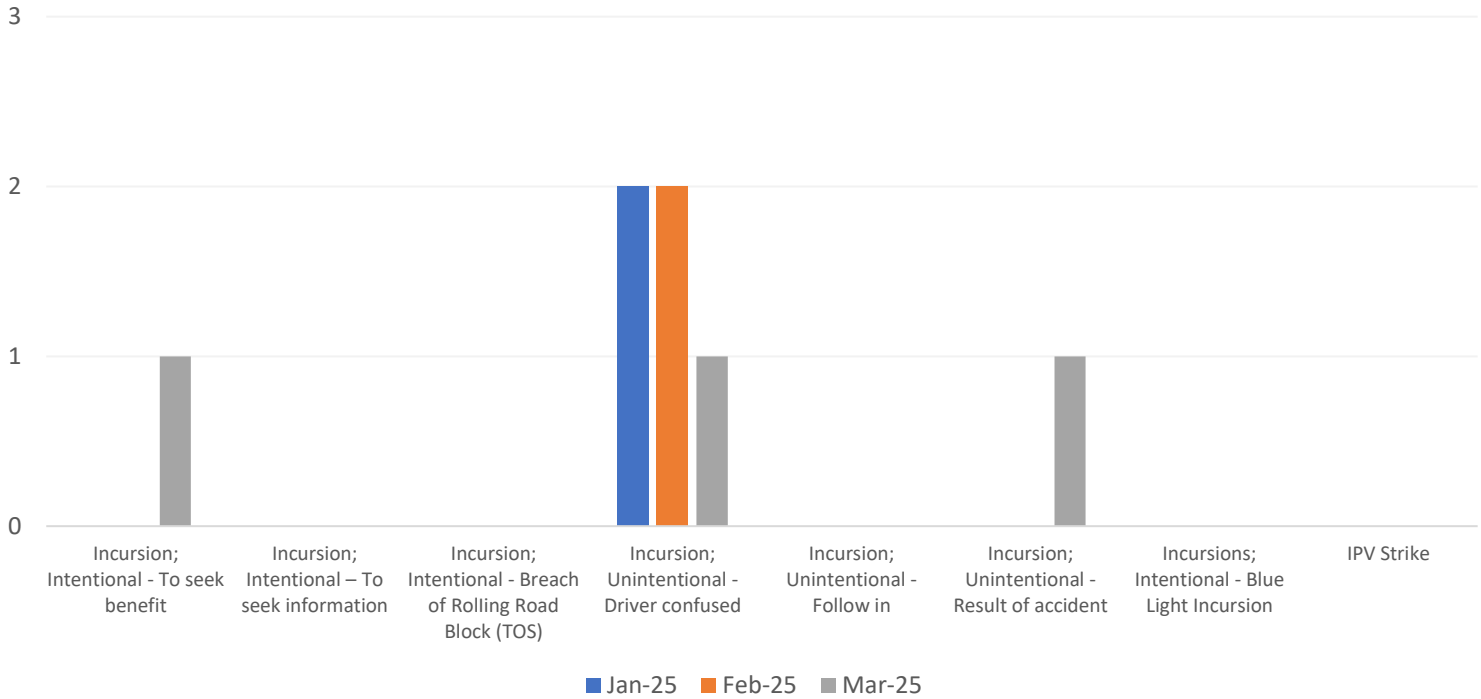


Incursion rate per length of TM (0.00 km / 0.00 miles)

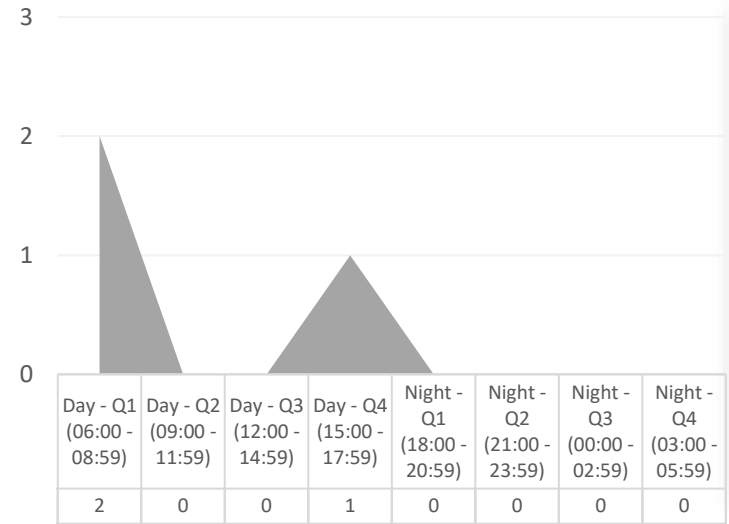
Project Incursion Rate: TM Length required

Breakdown Rate: TM Length required

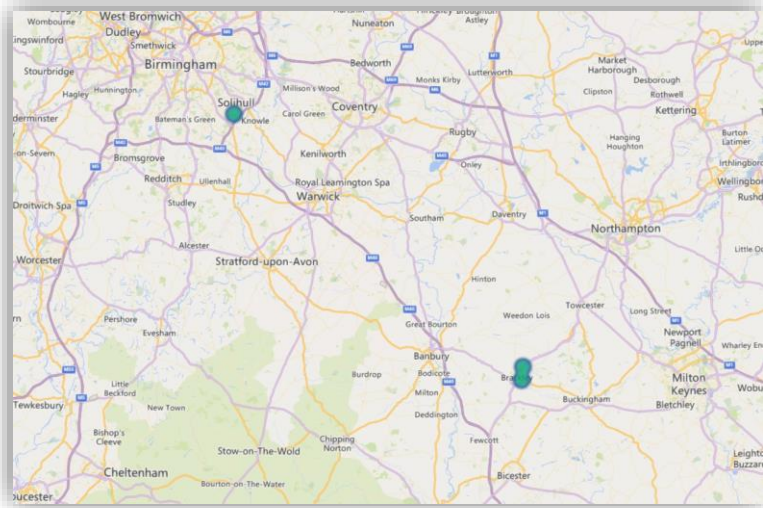
MP-0414 – HS2 Phase 1



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0414 – HS2 Phase 1



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A Speedy Delivery driver for EKFB mistakenly entered the Northbound Island site access. The TSCO escorted the driver from the site as per procedure.

Traffic Incidents *[Sentiment: Moderate Negative]*

A Mercedes Sprinter van collided with the varioguard crash cushion on the westbound link road from the M42 south to the M6 northbound. The driver was unharmed, but the van lost its nearside front wheel, brake disc, and suspension. A small fluid spill was also dealt with by the HETO officers.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TSCO escorted the driver who entered the wrong site access, and HETO officers addressed the fluid spill from the traffic incident.

Overall *[Sentiment: Neutral]*

The period saw minor traffic incidents, including a vehicle collision and an incorrect site entry. The team effectively managed these situations.

Recommendations

Improvements could include enhanced signage to reduce site access errors and further streamline incident response protocols for quicker vehicle recovery and spill management.

Incursions Report

Directorate: Major Projects
Region: South East
Project: MP-0922 - NEAR M25 J5-7

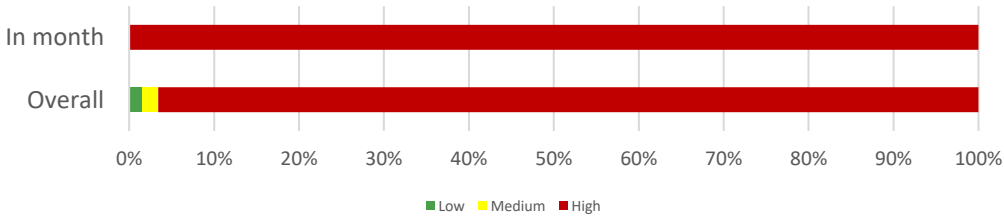
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an incursions, with a 71% decrease in 'Result of accident' type incursions

[24 - 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)

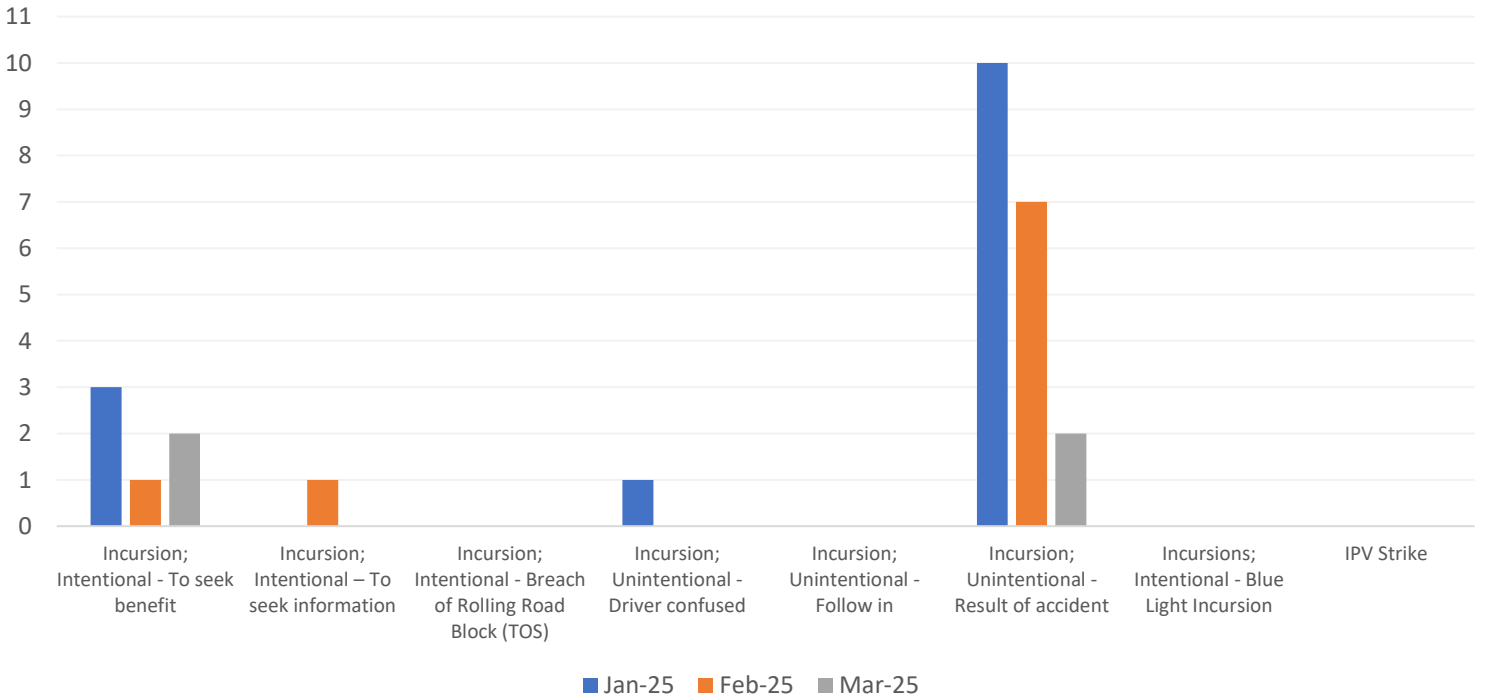
Project Risk Rating



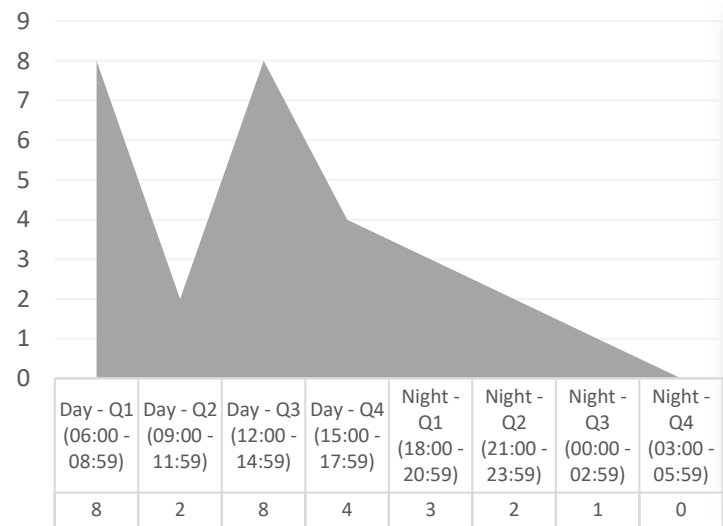
Incursion rate per length of TM (30.00 km / 18.56 miles)

Project Incursion Rate: 3.90 incursions/km or 6.28 incursions/miles
Breakdown Rate: 14.80 incidents/km or 23.81 incidents/miles

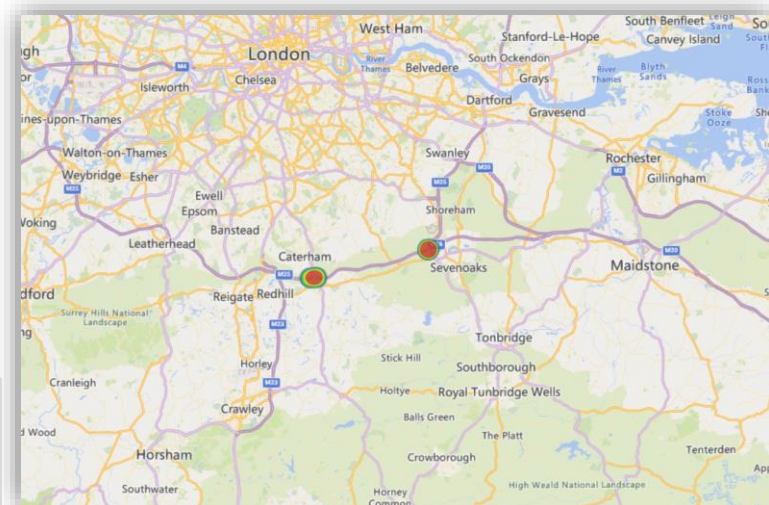
MP-0922 - NEAR M25 J5-7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0922 - NEAR M25 J5-7



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Neutral]*

A minor RTC involving a car and a deer occurred. HETOs were dispatched to check for debris, and the site was cleared. Multiple incidents of vehicles in the works were reported, with some driving off before recovery or assistance.

Broken Down Vehicles *[Sentiment: Neutral]*

A flat-bed van with a blown tyre, a cherry picker, and multiple other vehicles experienced breakdowns. Recovery was arranged in most cases, and vehicles were cleared to Clackett Lane Services or resumed travel.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly to incidents, moving cones and managing recovery processes. No major issues were reported, and areas were cleared efficiently.

Overall *[Sentiment: Neutral]*

No significant disruptions occurred, and recovery processes were mostly successful. A few vehicles refused assistance but resolved issues independently.

Recommendations

Consider improving communication with drivers to avoid confusion over recovery assistance. Ensure that recovery vehicles are dispatched more promptly to avoid delays. Increased monitoring of high-risk areas could reduce potential breakdowns.

Incursions Report

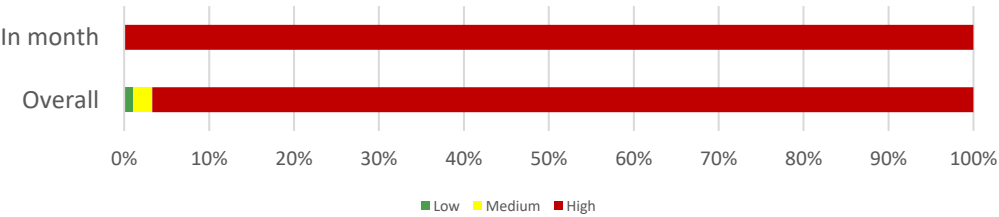
Directorate: Major Projects
Region: South East
Project: MP-0925 - NEAR M4 J10-12

A total of 2 incursions have been recorded; with a type incursions
[35 - 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)

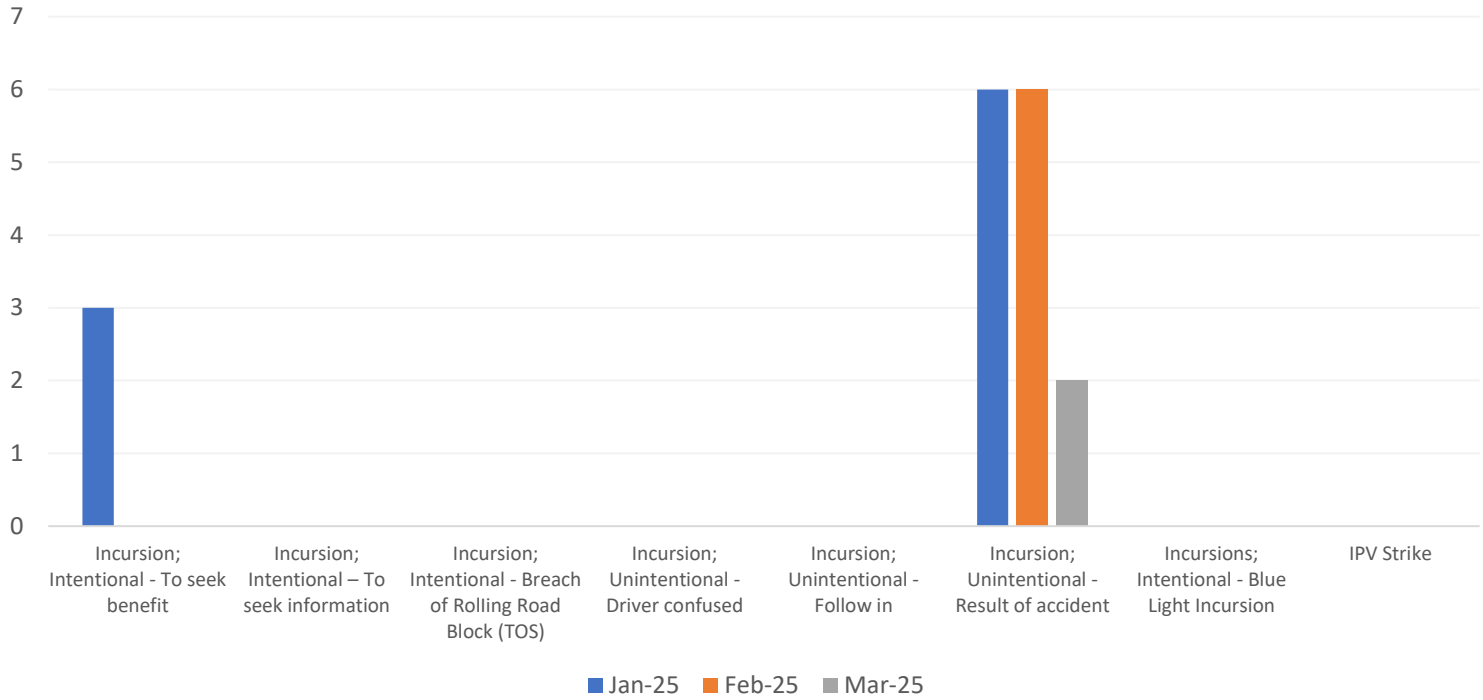
Project Risk Rating



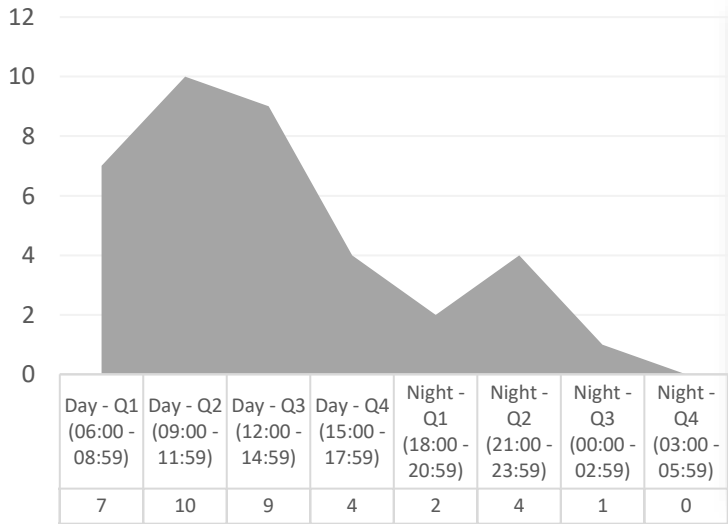
Incursion rate per length of TM (30.00 km / 18.65 miles)

Project Incursion Rate: 3.20 incursions/km or 5.15 incursions/miles
Breakdown Rate: 17.53 incidents/km or 28.21 incidents/miles

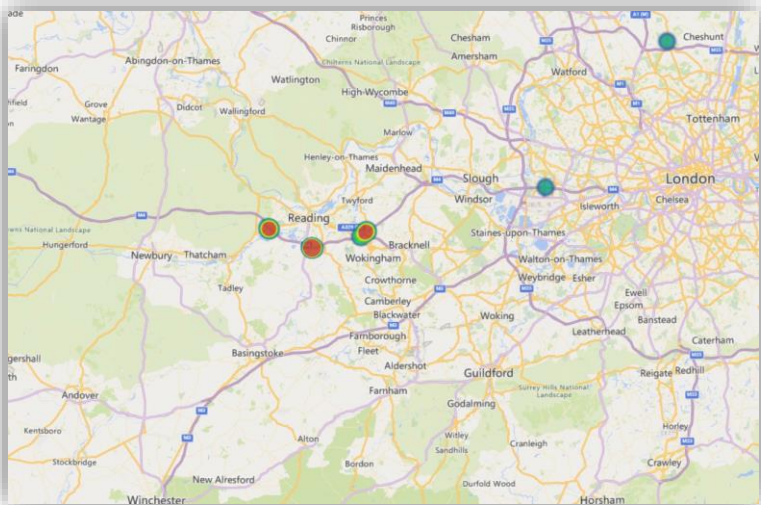
MP-0925 - NEAR M4 J10-12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0925 - NEAR M4 J10-12



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Neutral]*

A few minor traffic incidents occurred, including an RTC between two cars, with both vehicles moved into the works and recovery called. Additionally, a car broke down after suffering a rear blowout, with free recovery involved. A car and HGV were also involved in a collision, requiring recovery.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles broke down within the works, including a blue Ford, a white Sprinter van, and a grey BMW. Most were recovered with free recovery services, while one car refused recovery and arranged its own.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams were responsive, with HETOS and IPV teams attending to incidents promptly. Some vehicles were cleared quickly, ensuring minimal disruption.

Overall *[Sentiment: Neutral]*

The period saw several breakdowns and traffic incidents but was well-managed, with appropriate responses from recovery teams and traffic management.

Recommendations

The project team should consider improving communication with recovery teams to ensure quicker resolutions and minimise traffic disruption. Regular updates from recovery teams would help streamline responses and improve efficiency.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

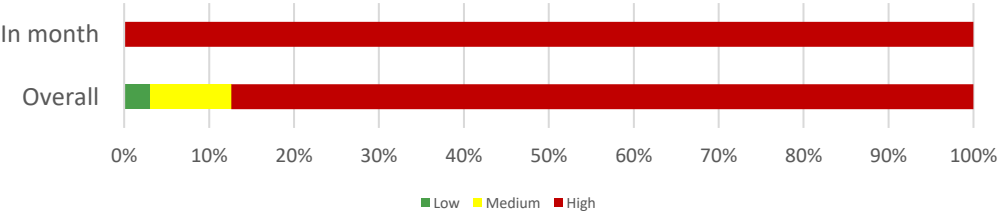
A total of 2 incursions have been recorded; with a 33% decrease in 'Seeking Benefit' type incursions

[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)

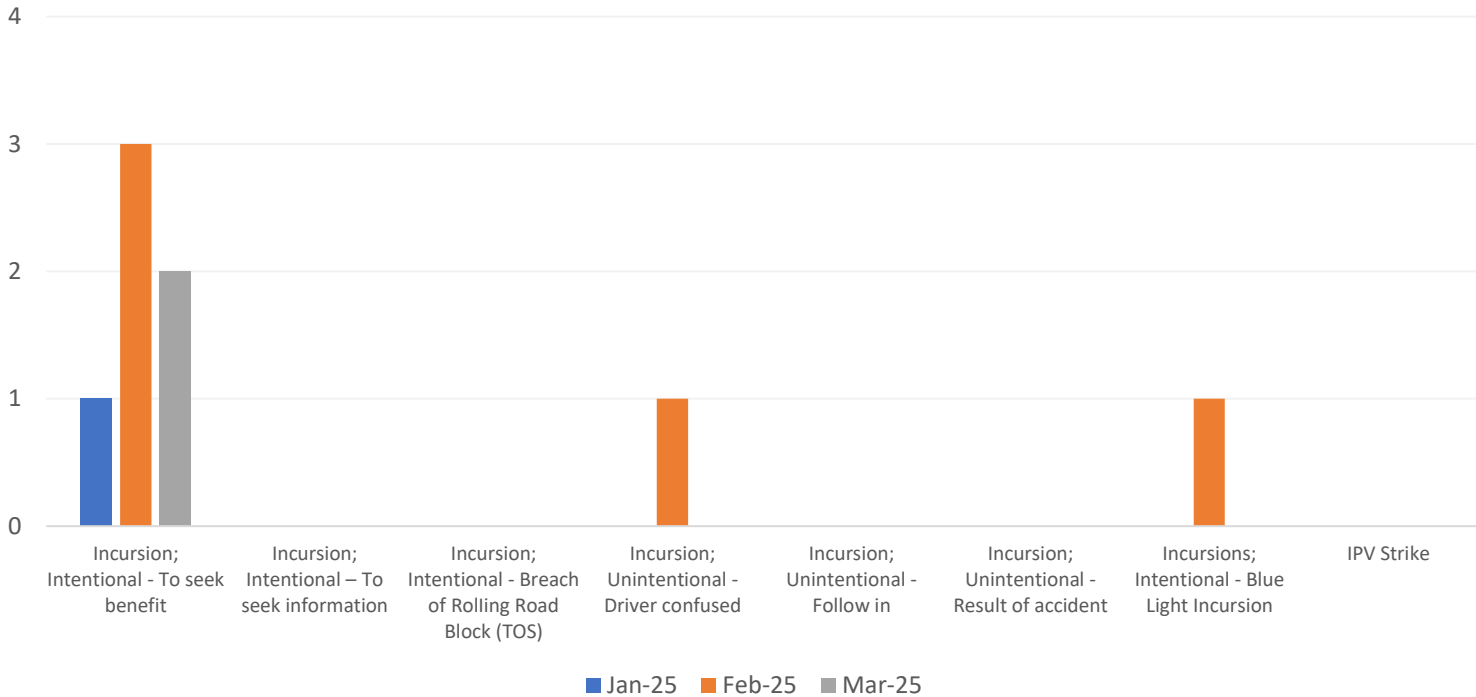
Project Risk Rating



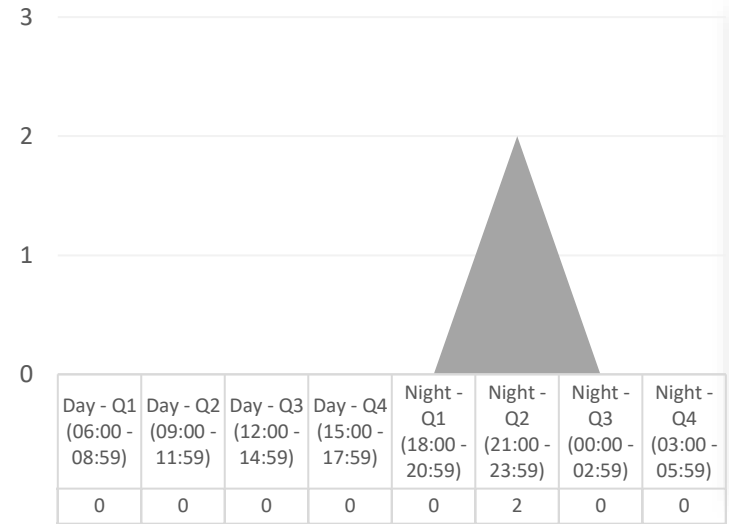
Incursion rate per length of TM (Unknown)

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

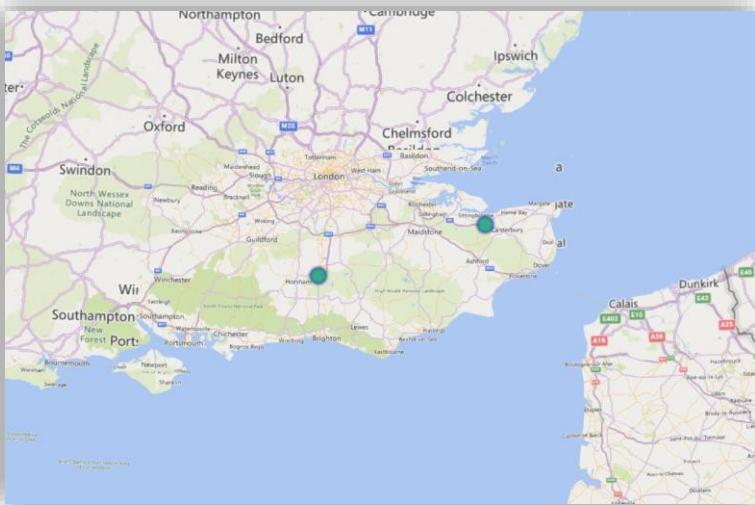
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Five vehicles entered the site off the roundabout, bypassing the road closure. The Traffic Management (TM) crew stopped the vehicles at the airlock system, explained the closure, and safely turned them around with traffic assistance. A silver van also attempted to enter the closure by moving cones. The TM crew intervened, directed the driver to the main gate, and escorted the vehicle out safely.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TM crew acted quickly to address unauthorised vehicles and ensured their safe exit. They managed the situation calmly, prioritising safety at all times.

Overall *[Sentiment: Positive]*

The TM crew responded effectively to incidents and managed traffic flow safely, ensuring minimal disruption.

Recommendations

To improve safety and reduce such incidents, the project team could consider increasing visible signage or implementing additional barriers to deter vehicles from entering the closed areas. Regular communication with the TSCO and more proactive monitoring of entry points could further enhance security.

Incursions Report

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

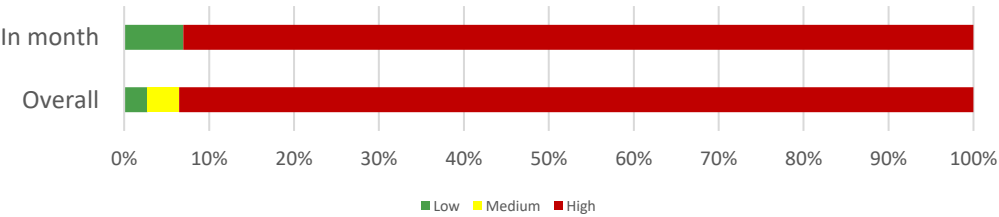
A total of 13 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Blue Light' no change from the previous month in Follow in' incursions, with a 60% decrease in 'Seeking Benefit' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

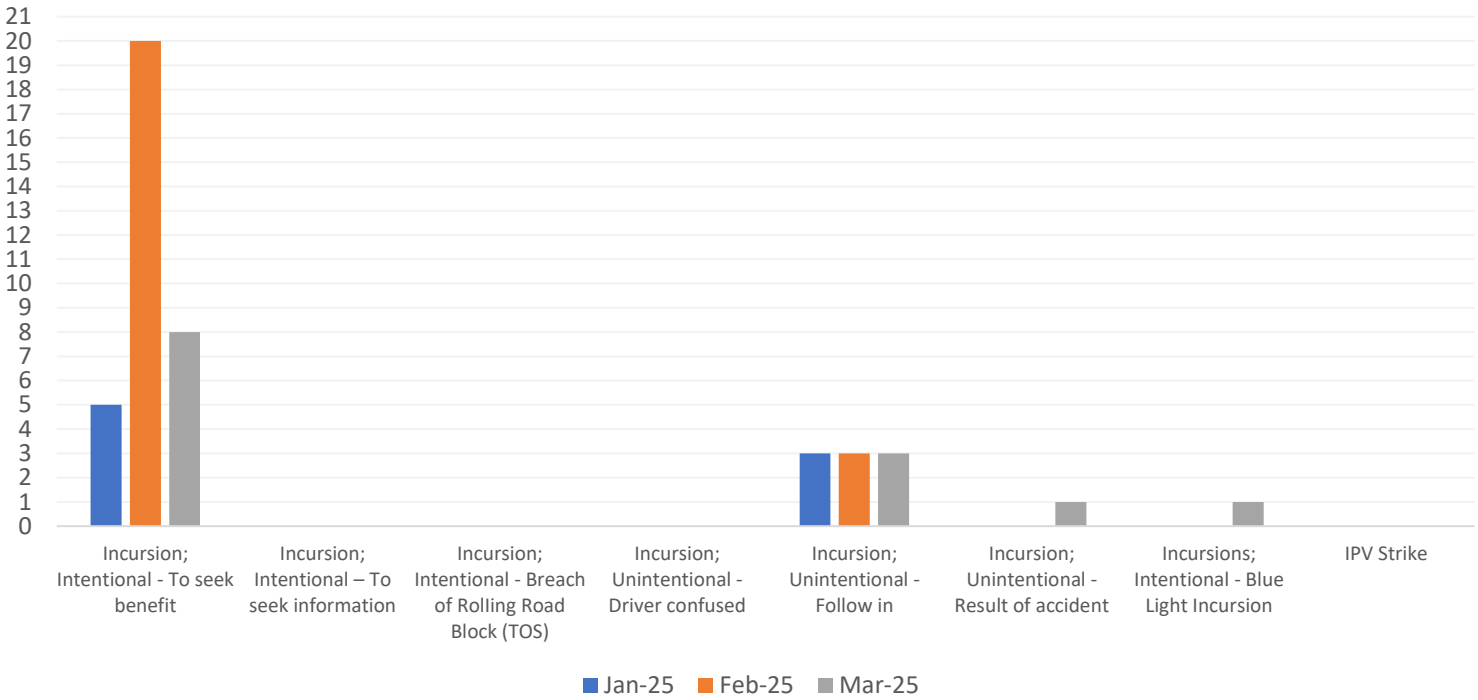
Project Risk Rating



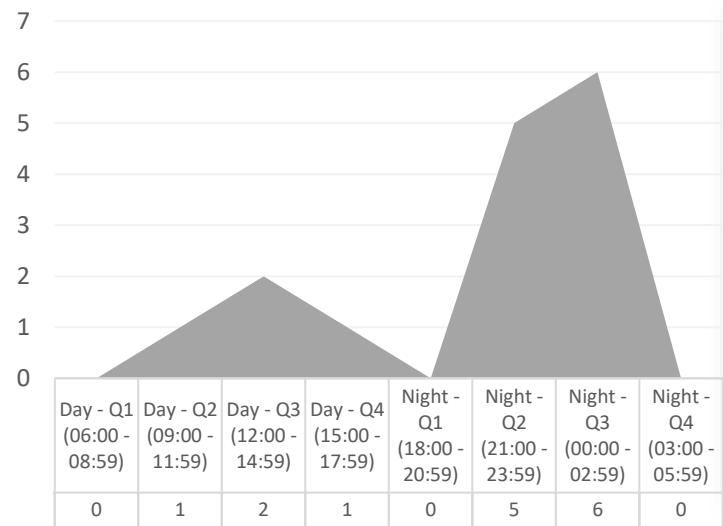
Incursion rate per length of TM (Unknown)

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

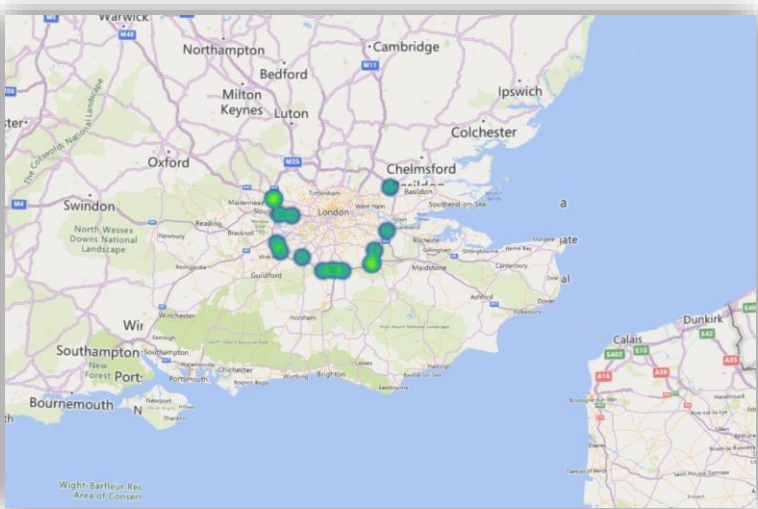
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were reported, including vehicles entering closures, such as a red Mercedes broken down in the access area between lanes 2 and 3, and several MOP vehicles driving through closures behind operatives' vans. Other incidents included a foreign HGV cutting through the longitudinal run, a member of the public entering the closure and subsequently realising their mistake, and motorcycles approaching the closure at night.

Traffic Incidents *[Sentiment: Negative]*

A vehicle entered the coned area on Star Lane, narrowly avoiding a collision with a works vehicle and personnel, requiring evasive action. No vehicle details were obtained. Additionally, a member of the public collided with the back of the IPV.

Broken Down Vehicles *[Sentiment: Neutral]*

A red Mercedes and a Milestone vehicle experienced breakdowns within the closure area, with assistance provided. A broken-down vehicle obstructed access near the vario guard, and a lorry was observed handling material removal.

Traffic Management Responses *[Sentiment: Positive]*

A TM vehicle was placed at the corner to block the road following a near-miss, and HETO's were called to assist with the broken-down vehicles. Increased awareness and response to vehicle incursions were evident.

Overall *[Sentiment: Negative]*

Numerous vehicle incursions, breakdowns, and traffic incidents were observed, with some requiring evasive actions to avoid accidents. However, responses were timely, with improvements in traffic management measures following incidents.

Recommendations

The project team should consider enhancing physical barriers, such as additional roadblocks or traffic control measures, to prevent unauthorised access to closure areas. Increased signage and awareness campaigns could help reduce vehicle incursions, particularly by members of the public unfamiliar with the closures. Improved coordination with emergency services and a review of the layout of traffic management setups could further minimise risk.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

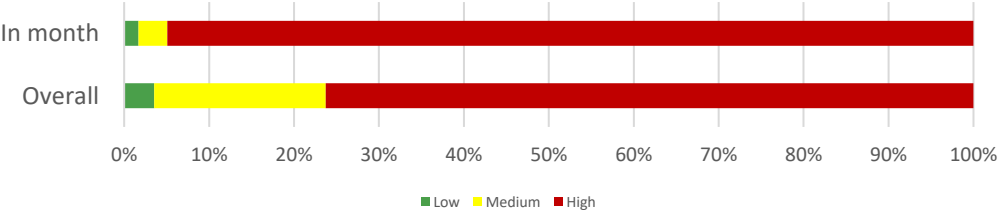
A total of 16 incursions have been recorded; with a 14% increase in 'Seeking Benefit' type incursions, no change from the previous month in 'To seek information' type incursions, 14% decrease in 'Result of accident' type incursions, incursions, with a 92% decrease in 'Driver confused' type incursions

[7 - 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)

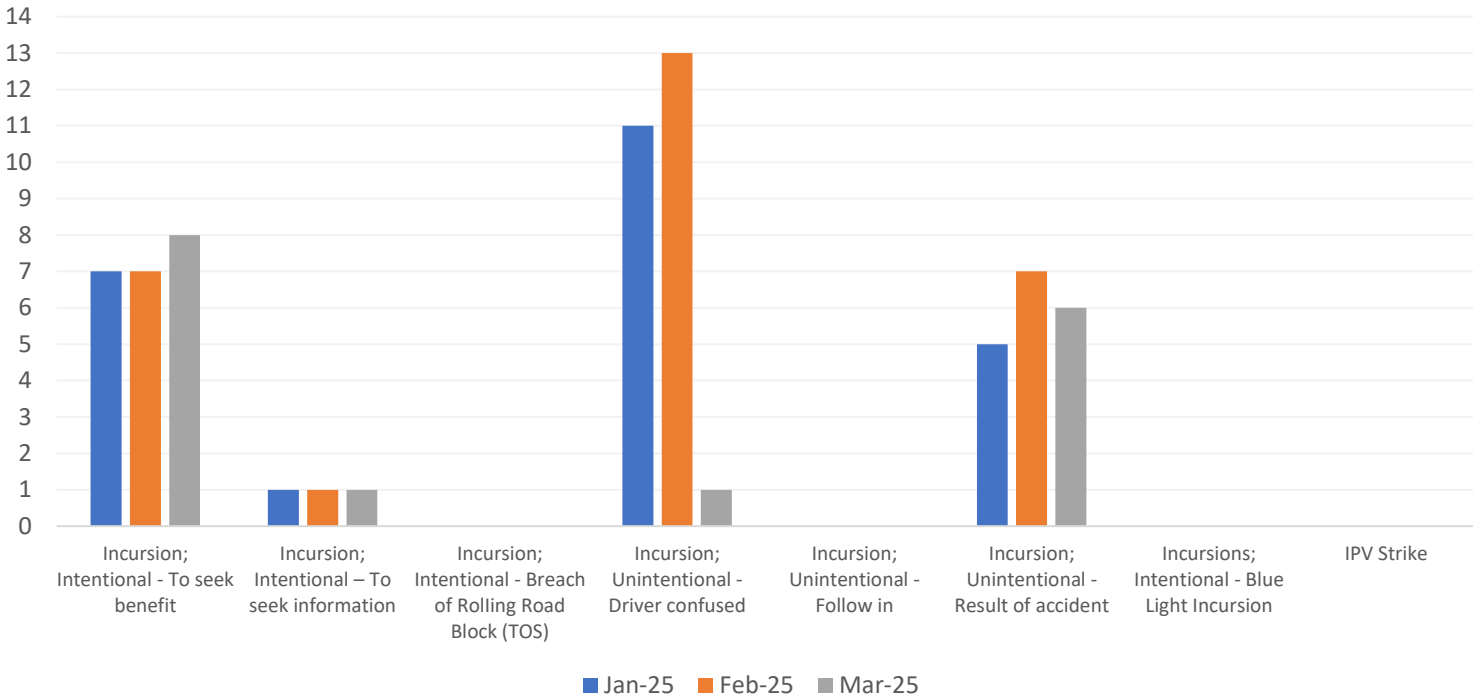
Project Risk Rating



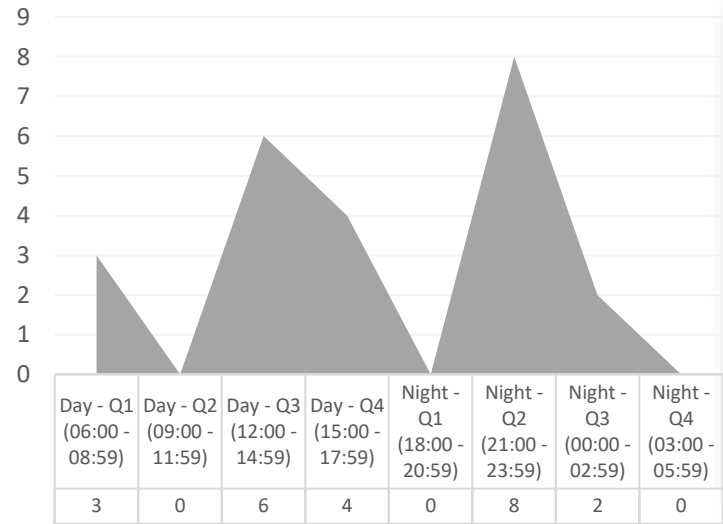
Incursion rate per length of TM (Unknown)

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

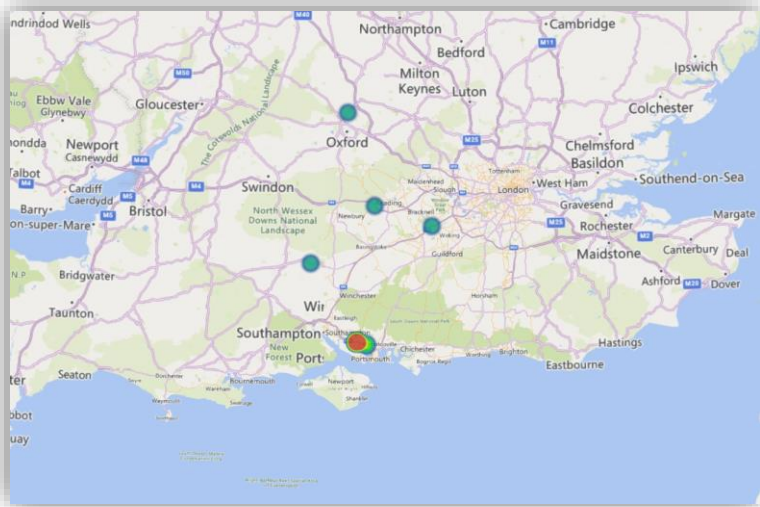
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions were reported, including several breakdowns and vehicles entering coned areas. Notable incidents involved a silver VW and a lorry entering restricted zones. Positive interventions were made, such as escorting vehicles from the site and blocking roads to prevent unsafe access.

Traffic Incidents [*Sentiment: Moderate Negative*]

A series of traffic incidents occurred, including multiple RTCs with vehicles inside coned areas. Noteworthy incidents included a multi-vehicle RTC (22/7) and minor collisions (14/7, 19/7). Recovery teams responded promptly.

Broken Down Vehicles [*Sentiment: Neutral*]

Several BDVs occurred, blocking access or coned areas, including a Kia Sportage and a grey van. All were cleared by recovery services.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management responded well to the incidents, with quick intervention to stop vehicles from entering restricted zones. Supervisors worked closely with drivers and recovery teams.

Overall [*Sentiment: Neutral*]

The project experienced multiple incidents, including incursions and RTCs. However, positive interventions and prompt responses from the TM team ensured safety and effective management.

Recommendations

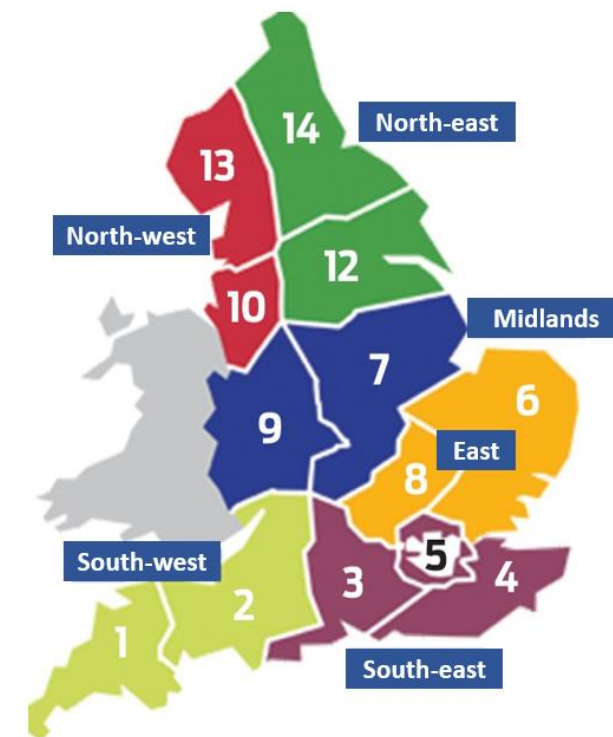
It is recommended that the project team enhance vehicle access control by reinforcing driver briefings and increasing monitoring at entry points. Implementing stricter protocols for incursion prevention could help minimise disruptions, while providing further training for drivers could improve compliance with traffic management procedures. Improved communication and coordination between traffic management, recovery teams, and the police would ensure smoother resolution of incidents.

Incursions Report - South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



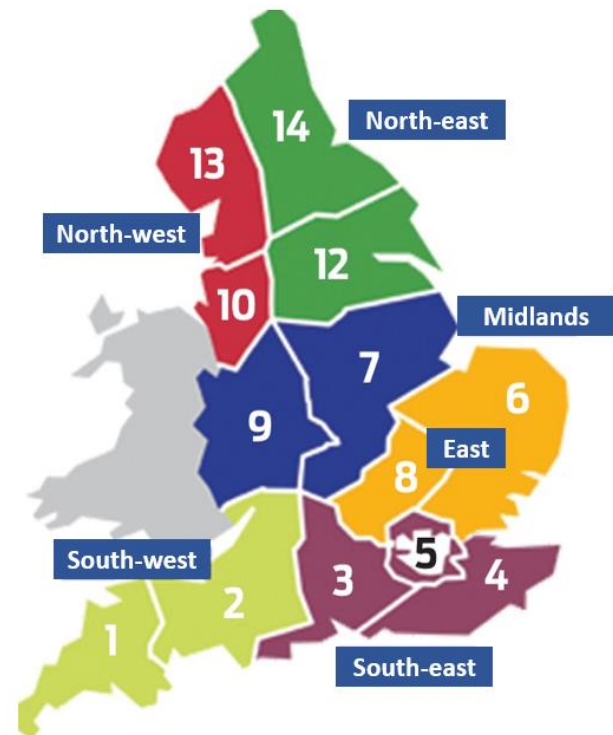
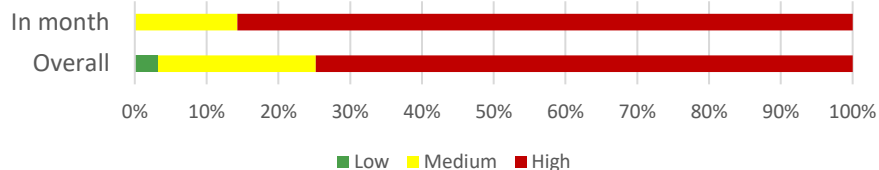
Incursions Report - South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	9 [21.43%]	93 [41.15%]		1 [25.00%]
Incursion; Intentional – Because of breakdown	3 [7.14%]	19 [8.41%]		
Incursion; Intentional – To seek information		3 [1.33%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [50.00%]	63 [27.88%]		1 [25.00%]
Incursion; Unintentional - Follow in	7 [16.67%]	14 [6.19%]		
Incursion; Unintentional - Result of accident	1 [2.38%]	16 [7.08%]		
Incursions; Intentional - Blue Light Incursion	1 [2.38%]	11 [4.87%]		2 [50.00%]
IPV Strike		7 [3.10%]		
Grand Total	42 [100.00%]	226 [100.00%]		4 [100.00%]

Technology Utilisation	Jan 25			Feb 25			Mar 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	122	70	57%	138	86	62%	204	137	67%
Area 2	186	82	44%	195	86	44%	218	89	41%

South West (MP & Ops) Incursion Risk Rating



Incursions Report - South West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

A significant traffic incident involved a vehicle smashing through a closure point on the A46, driving up a grass banking and attempting to ram a works van.

Traffic Incidents [*Sentiment: Negative*]

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

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

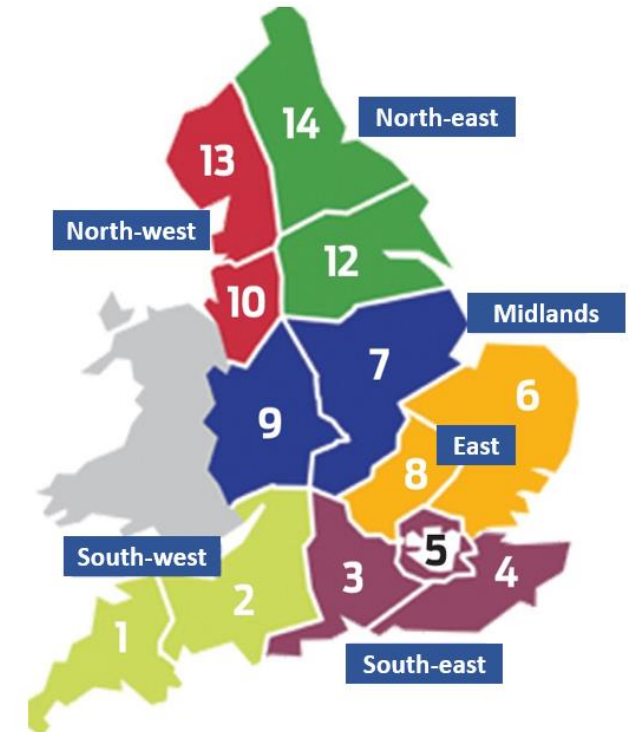
Traffic management responded to incursions promptly, with clear procedures in place. The situation with the ambulance and blue light vehicle was managed, though the breach of the A46 closure point was more concerning.

Overall [*Sentiment: Negative*]

The period saw multiple incursions and a serious traffic incident involving a vehicle ramming a works van. While responses were generally effective, the breaches highlight areas for improvement in site security.

Recommendations

To reduce incursions, the project team should consider installing more robust barriers and improving access control points. Increased staff awareness of security procedures and enhanced training on handling emergency vehicle access may help prevent such incidents. Additionally, reviewing the site's security protocol could further minimise risks from aggressive or reckless drivers.



Incursions Report

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

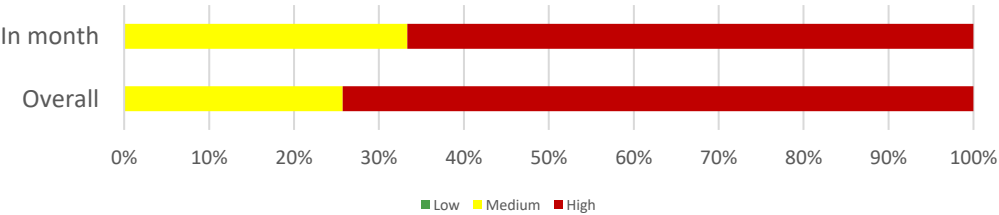
A total of 2 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

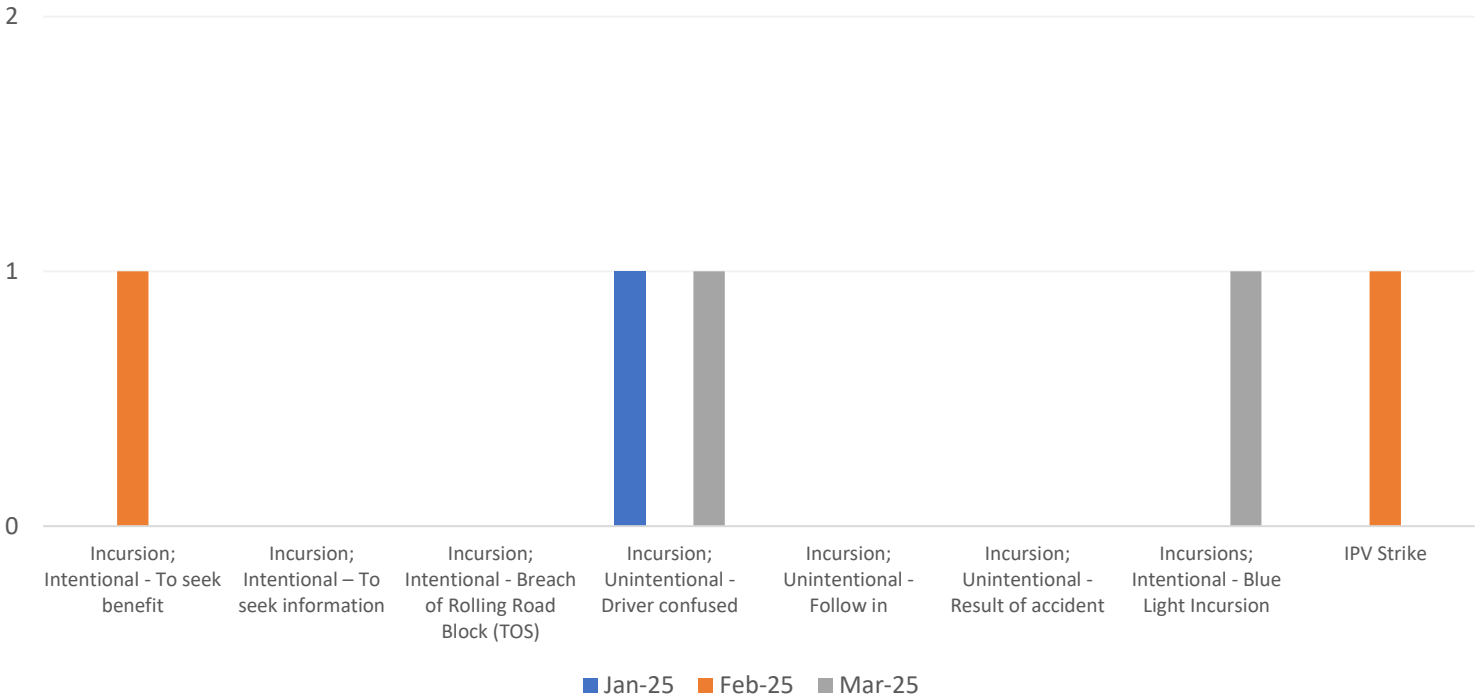
Project Risk Rating



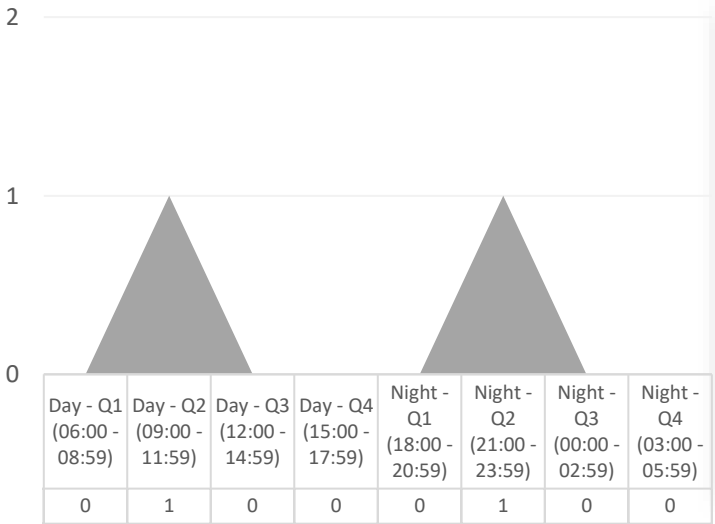
Incursion rate per length of TM (Unknown)

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

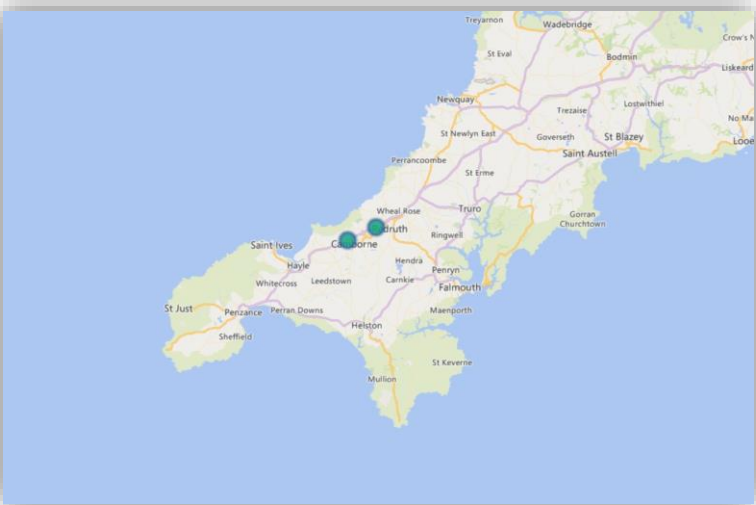
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A 3rd party vehicle travelled within the traffic management area, arriving at the airlock, reversing, and exiting through the works exit.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management team effectively responded to the blue light incursion.

Overall *[Sentiment: Neutral]*

There was one notable traffic incident involving a 3rd party vehicle within the managed area and a blue light incursion, though responses were appropriate.

Recommendations

To improve safety, the project team should consider enhancing signage and monitoring systems to better control access to restricted areas, ensuring all vehicles are directed appropriately. Regular checks of airlocks and exits could prevent similar incidents.

Incursions Report

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

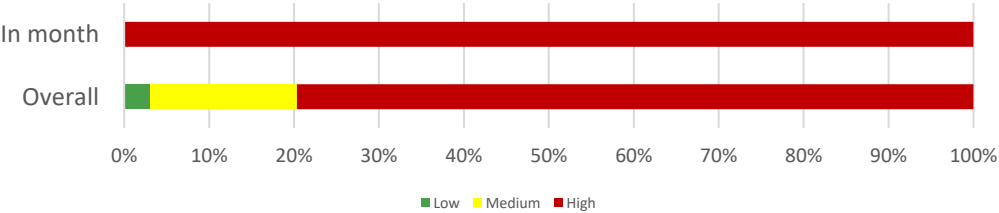
A total of 2 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

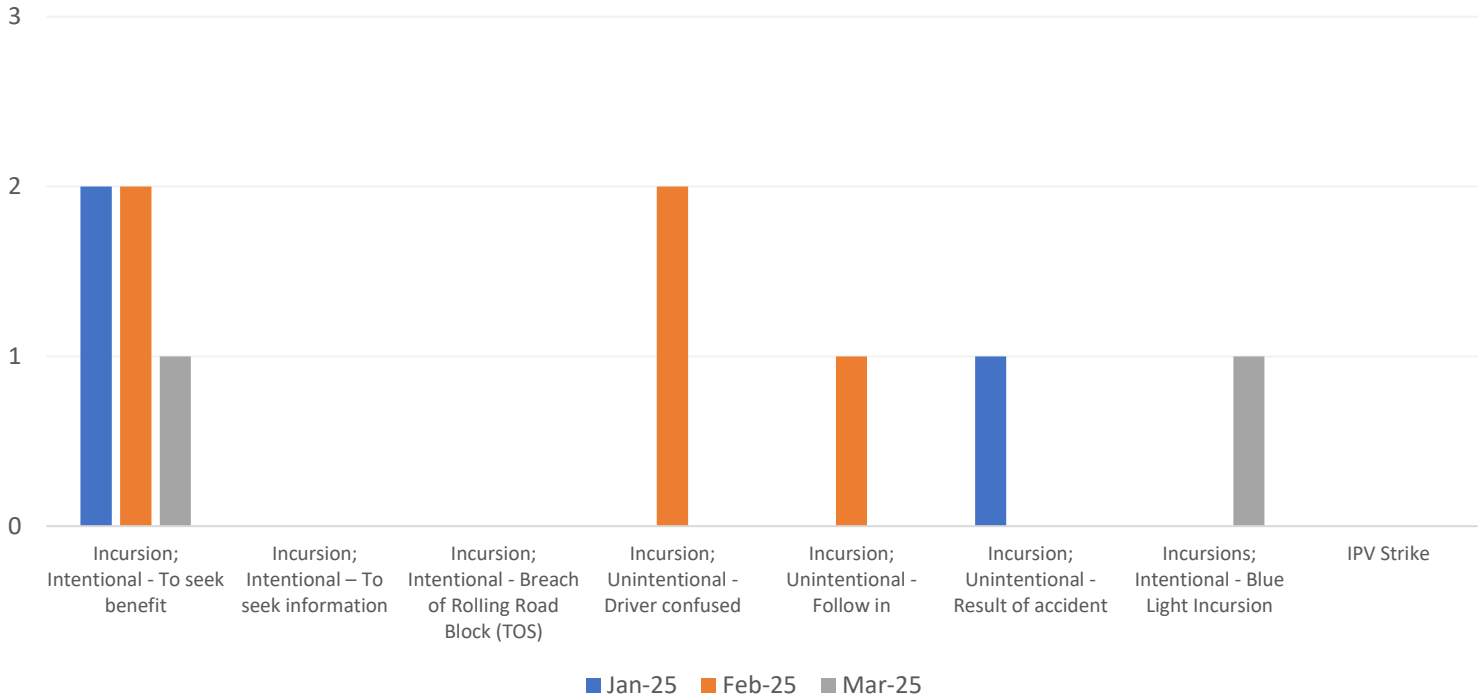
Project Risk Rating



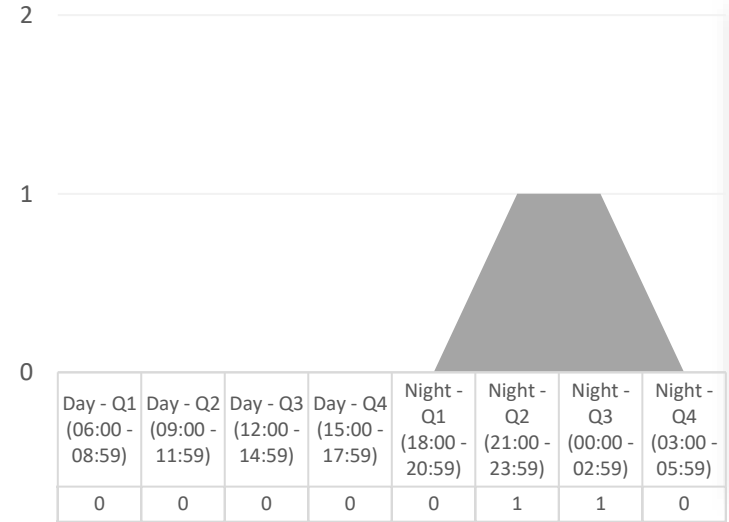
Incursion rate per length of TM (Unknown)

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

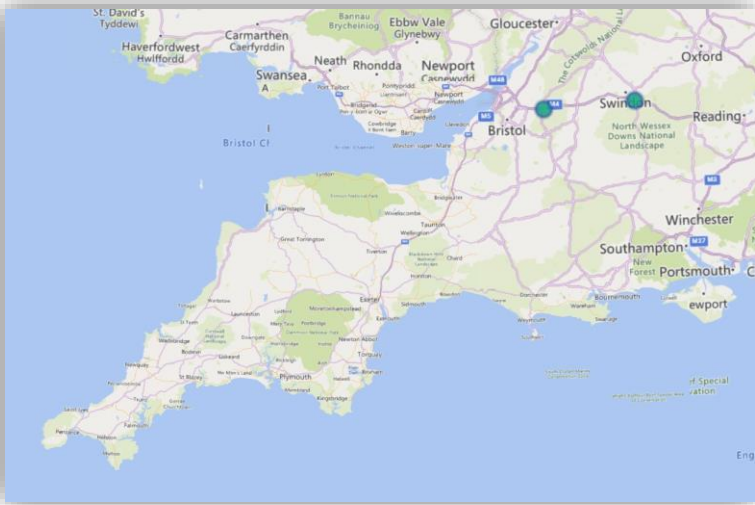
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle breached the closure point on the A46 near the M4 end, driving through the site. The vehicle drove up the grass banking and attempted to ram into a works van.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The response was initiated promptly with ROC being aware of the situation. The procedure for emergency access was communicated, indicating that no emergency access was allowed.

Overall *[Sentiment: Negative]*

The situation with the vehicle breach and attempted ramming of the works van was concerning, requiring a review of site security measures.

Recommendations

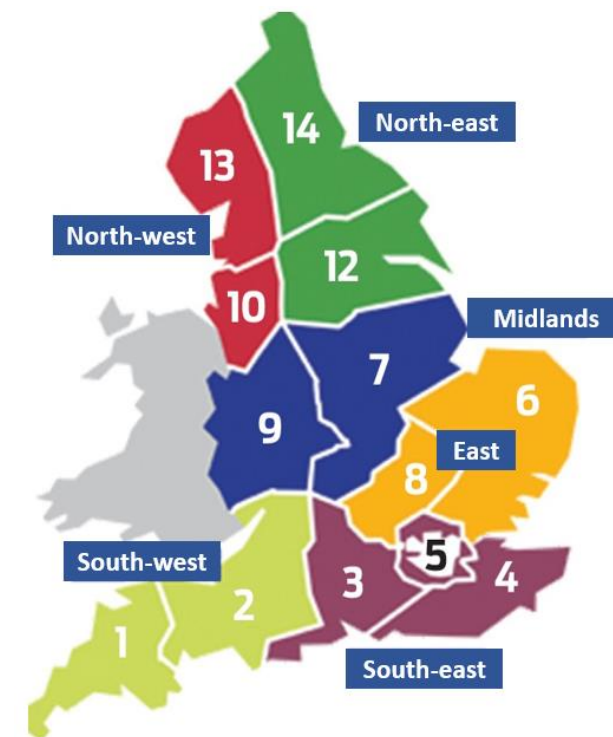
The project team should consider reviewing access protocols to ensure no vehicle can breach closure points. Further, enhanced security measures, such as physical barriers or monitoring systems, may help prevent similar incidents.

Incursions Report - South West Region

End of regional report

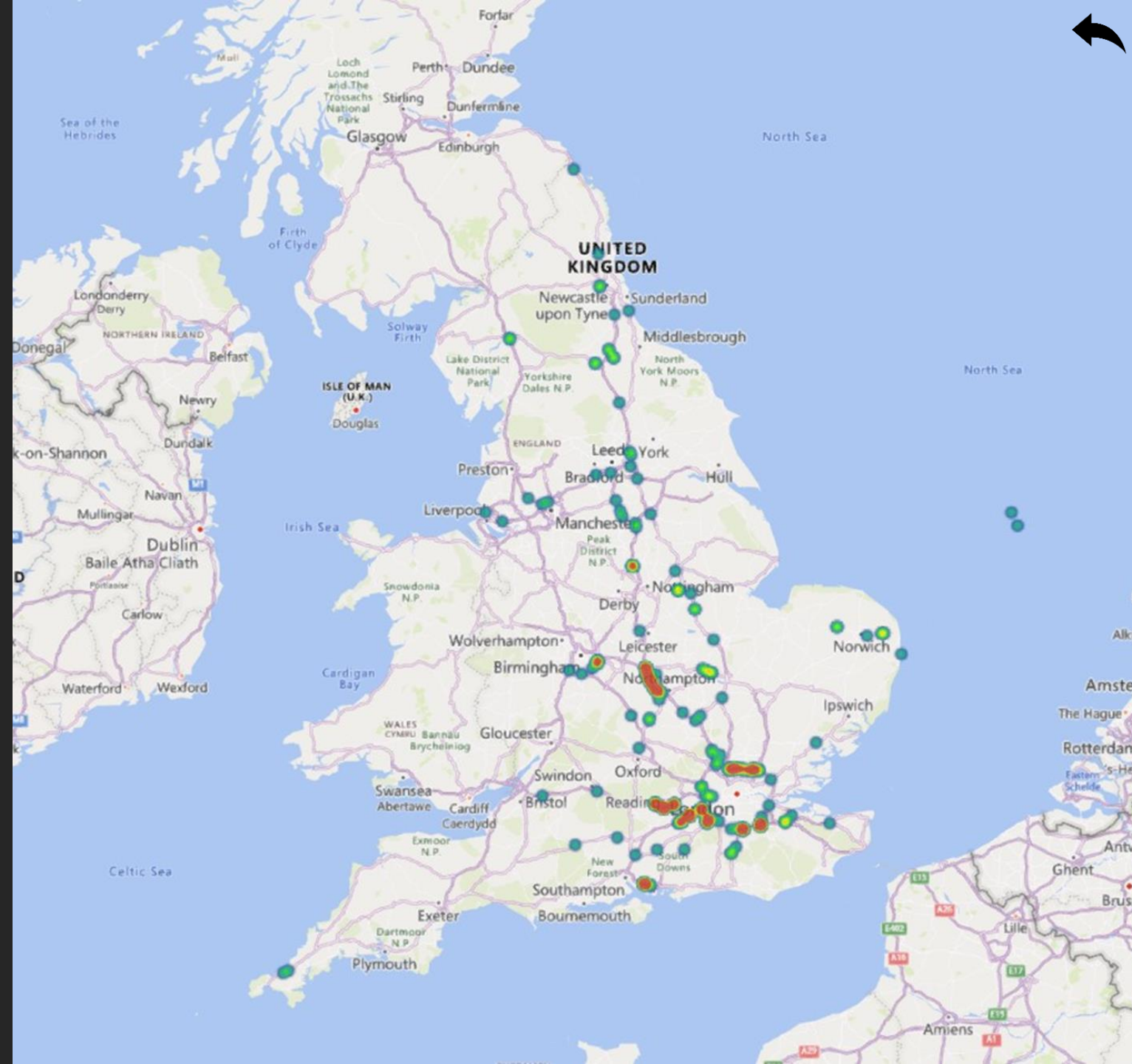
[Back to [Summary](#) page]

Select next page for Heatmaps

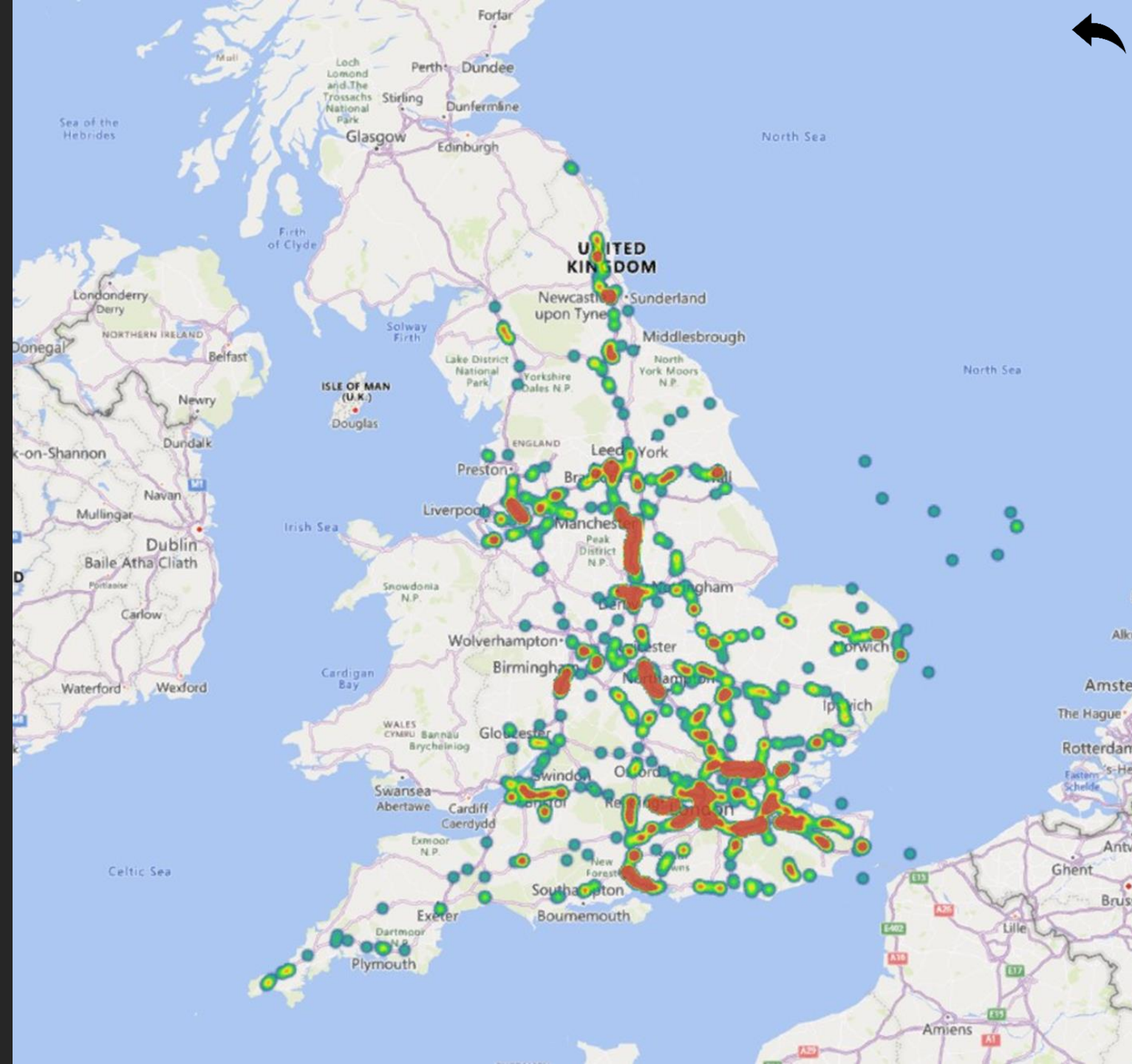


Heatmap of Incursions recorded in March 2025

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



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



Incursions Report

End of Incursions Report

