

IPV & Incursion Working Group Report – March 2026

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IPV & Incursion Working Group Report

Guidance

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

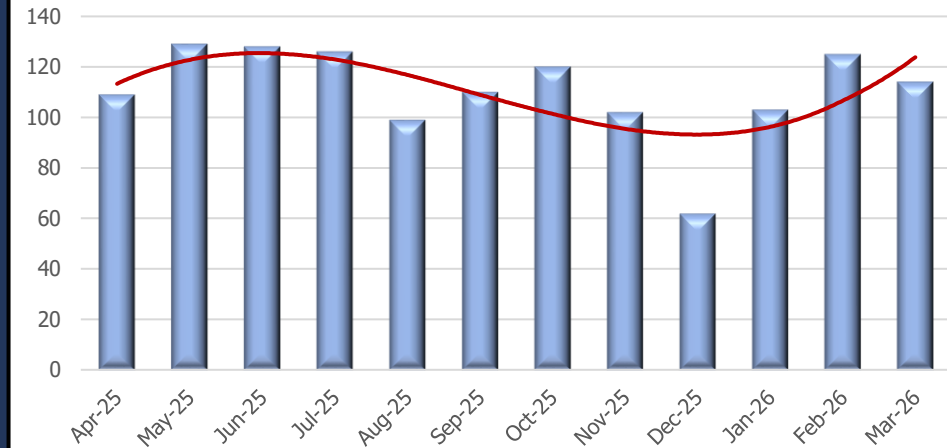
Select the following to view the [Executive Summary](#)

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

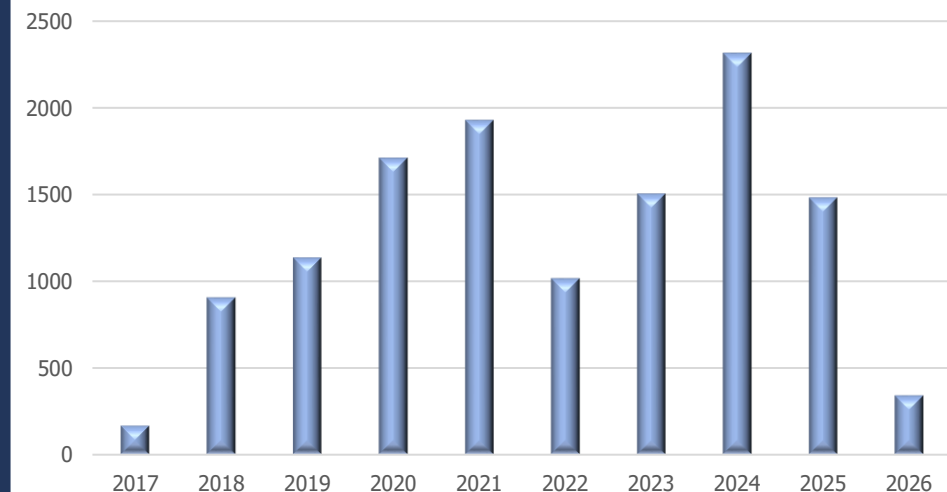
Executive Summary – Overview

- In **March 2026** a total of **188** incursions were reported of which **114** were high and medium risk incursions.
- A total of **24** Incursions were recorded by Major Projects with **154** by the Operations Directorate and **11** incursions by others.
- Technology utilisation (such as Intellicone usage) is around **44%** per night, a decrease of **8%** from the previous month.
- Numbers of medium and high-risk incursions has increased from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

High & Medium Risk Incursions Recorded between April 2025 & March 2026



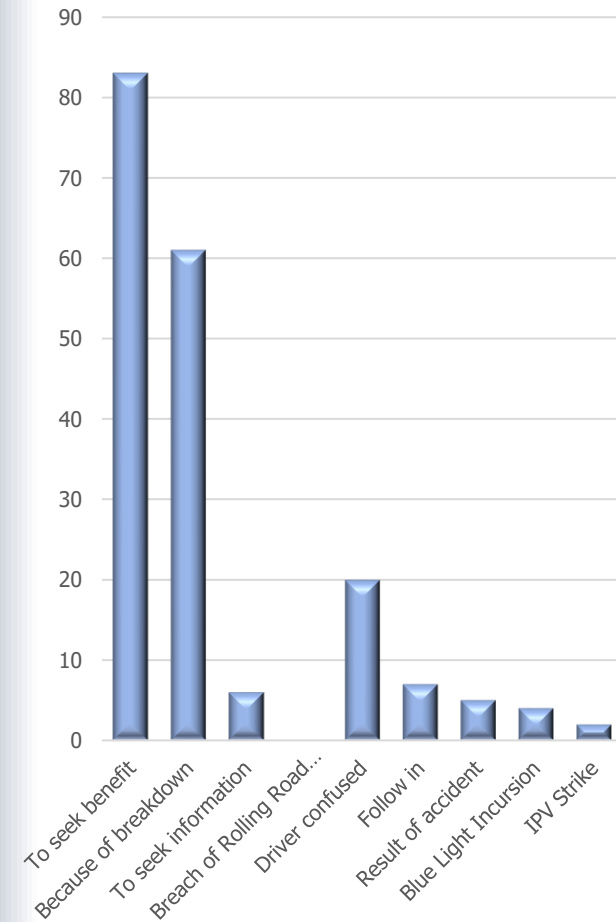
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **March 2026**, there were no recorded injuries to Customers from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **114** medium and high-risk incursions recorded, with **83** being 'Seeking Benefit' type incursions; equating to **73%** of high & medium incursions reported.
- During the month there were **4** Blue light incursions with **2** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **74** incursions were recorded. Of which, **61** were breakdowns.
- South East: This region presents the highest risk due to a combination of high-speed incursions, airlock breaches and wrong-way driving. Incidents included a police pursuit passing through an airlock during installation, vehicles forcing through barriers, driving against traffic flow, and near-misses in close proximity to operatives. Repeated breakdown-related entries, misuse of access points, and vehicles following site traffic further increased exposure. The frequency, severity and aggressive driver behaviour created a credible potential for serious harm to both the workforce and road users despite effective interventions.

March 2026 – All Incursions



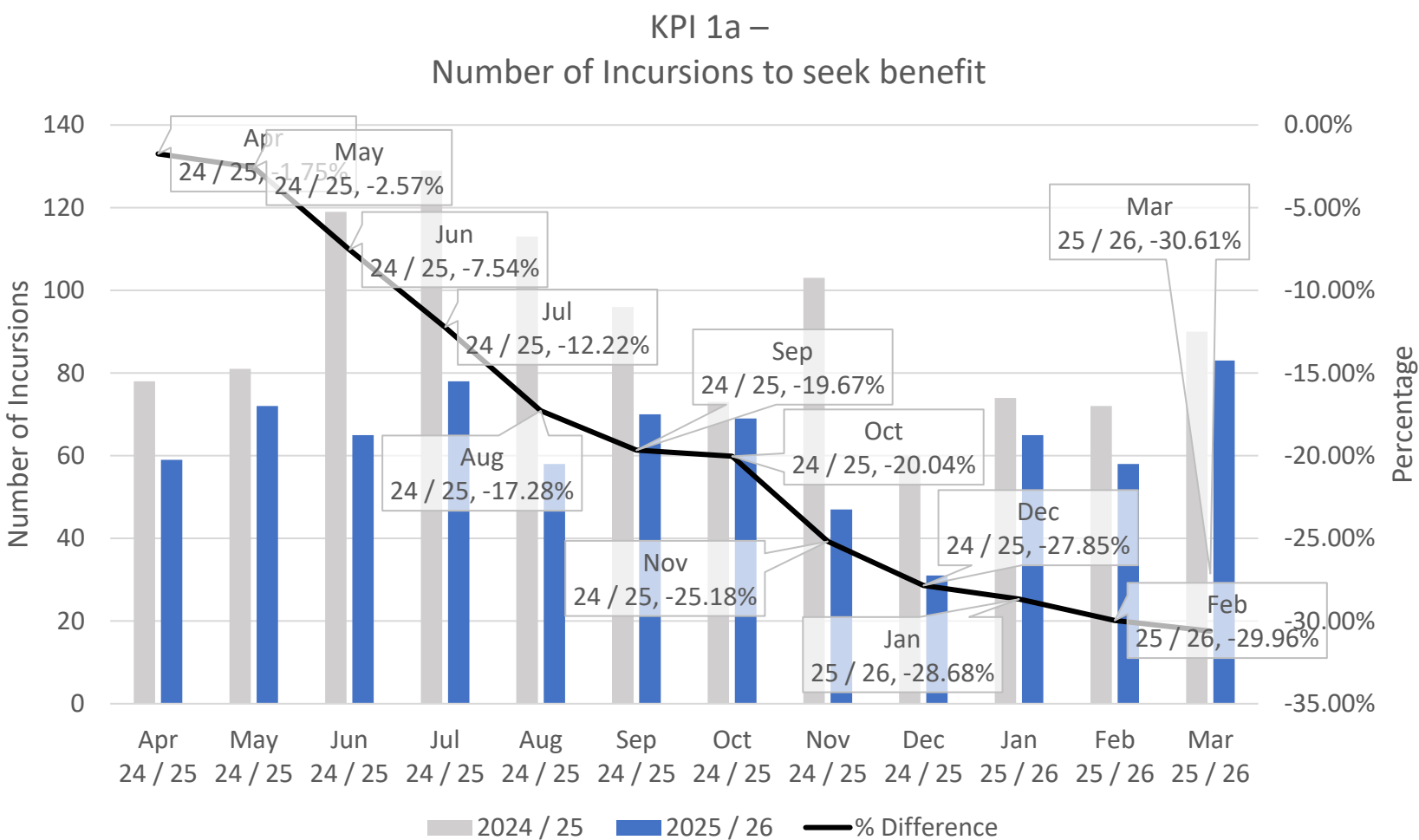
IPV & Incursion Working Group Report

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

Progress

As of March 2026, the data shows a 30% decrease in such incursions compared to March 2025

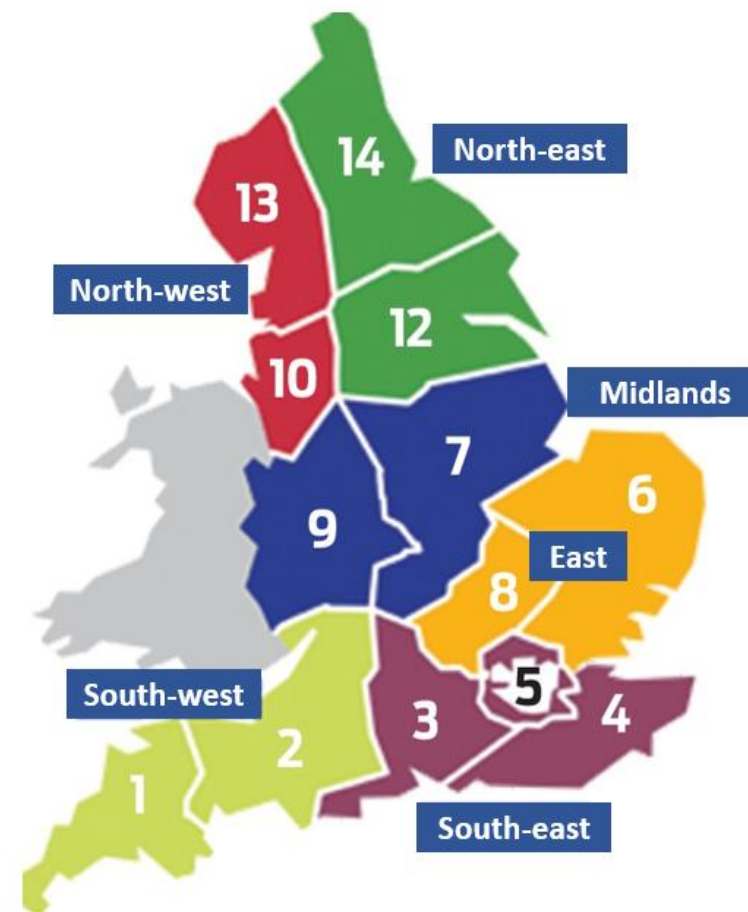
Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.



Executive Summary

End of Executive Summary

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



Incursions Report (All) - Summary

All Incursions	
Number of Incursions recorded in March 2026	188
IPV Strike's recorded in March 2026	2
Blue Light Incursions recorded in March 2026	4

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

Top incursions categories for March 2026:

1. **Incursion; Intentional - To seek benefit [83]; equating to 44% of all incursions**
2. **Incursion; Unintentional - Driver confused [20]; equating to 11% of all incursions**
3. **Incursion; Unintentional - Follow in [7]; equating to 4% of all incursions**
4. Incursion; Intentional – To seek information [6]; equating to 3% of all incursions
5. Incursion; Unintentional - Result of accident [5]; equating to 3% of all incursions
6. Incursions; Intentional - Blue Light Incursion [4]; equating to 2% of all incursions
7. IPV Strike [2]; equating to 1% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [61]; equating to 32% of all incursions

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

South East Region

Major Projects	8
Operations	77
Total	85

Yorkshire & North East Region

Major Projects	1
Operations	25
Total	26

Midlands Region

Major Projects	1
Operations	22
Total	23

East Region

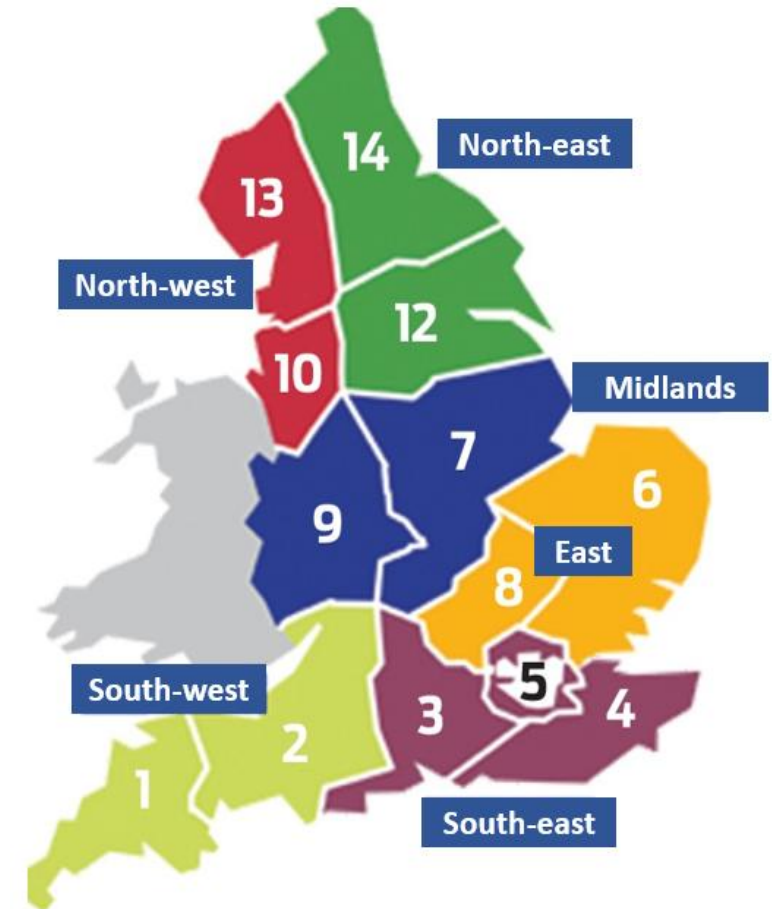
Major Projects	14
Operations	6
Total	20

North West Region

Major Projects	0
Operations	20
Total	20

South West Region

Major Projects	0
Operations	4
Total	4

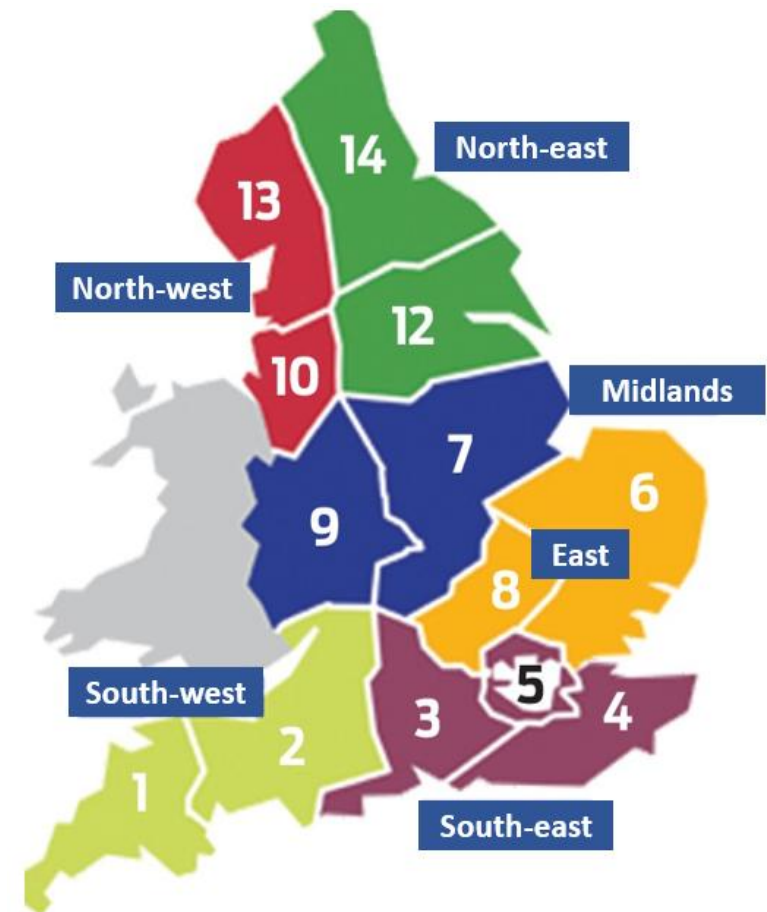


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Incursions Report (In Month) - Headline

188 Incursions were recorded for March 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	13	64	3	3	83
Incursion; Intentional - Because of breakdown	5	56			61
Incursion; Intentional - To seek information	3	1	2		6
Incursion; Intentional - Breach of Rolling Road Block (TOS)					0
Incursion; Unintentional - Driver confused	2	16	2		20
Incursion; Unintentional - Follow in		7			7
Incursion; Unintentional - Result of accident	1	4			5
Incursions; Intentional - Blue Light Incursion		4			4
IPV Strike		2			2
Grand Total	24	154	7	3	188

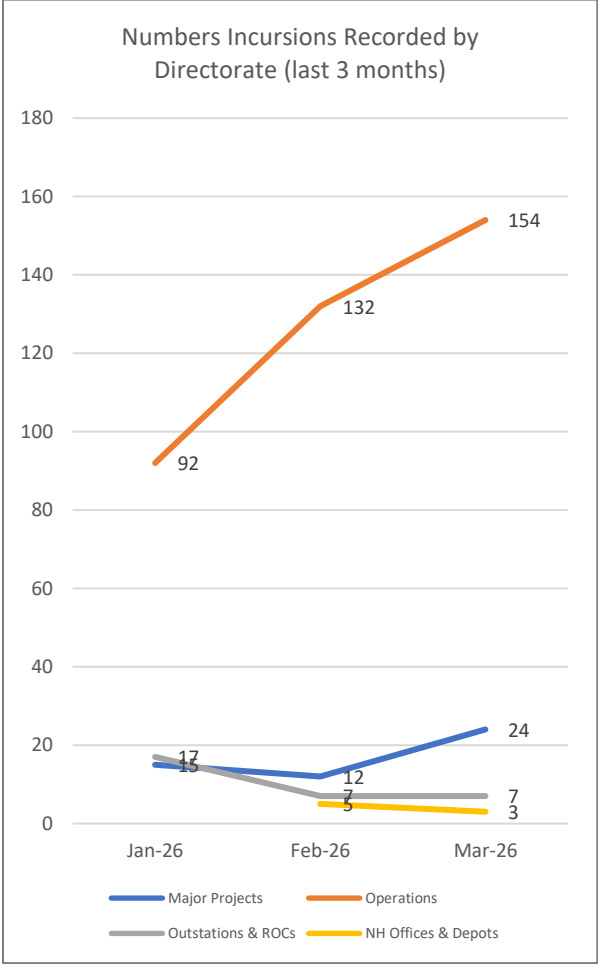
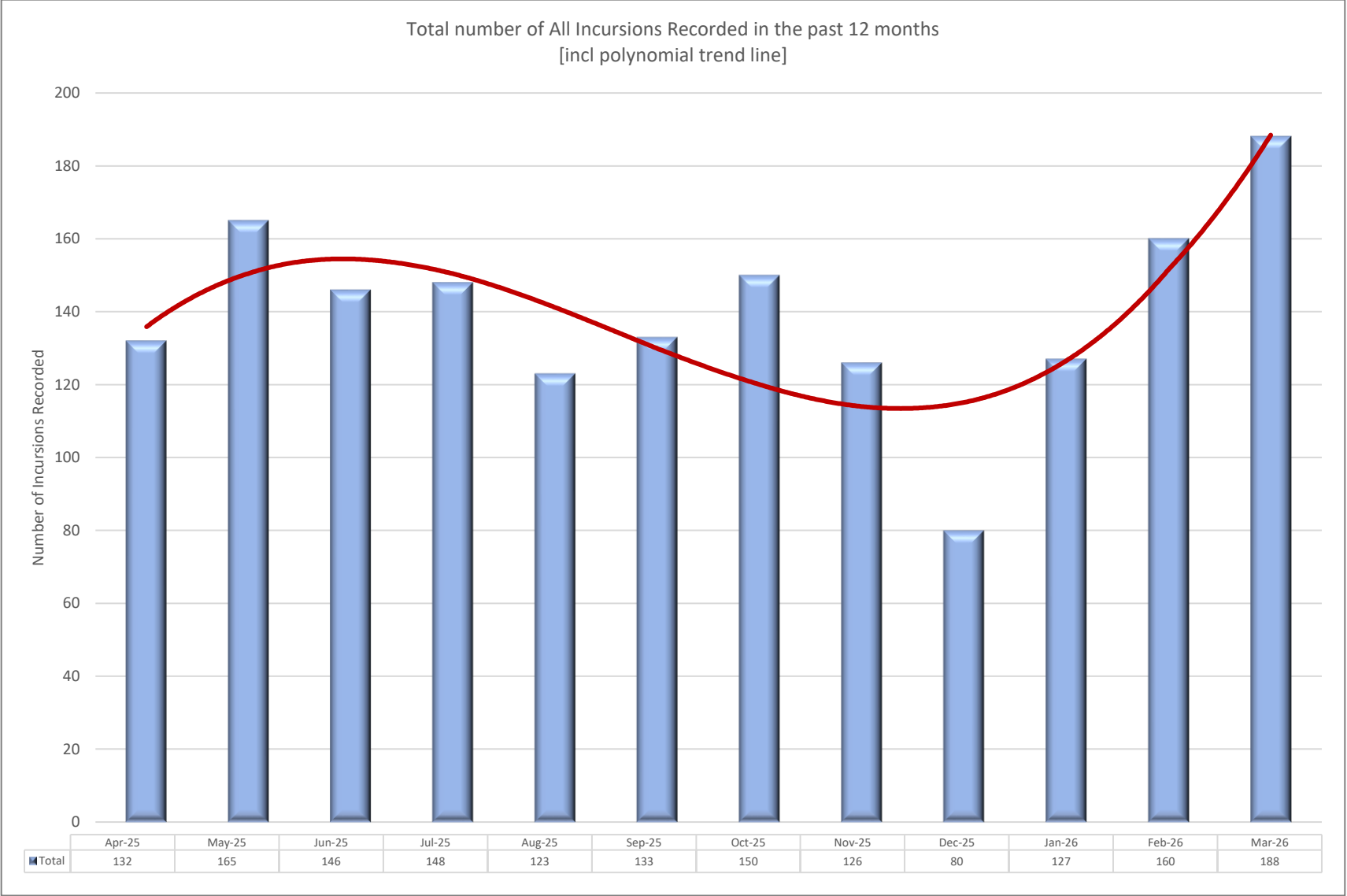
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24457**

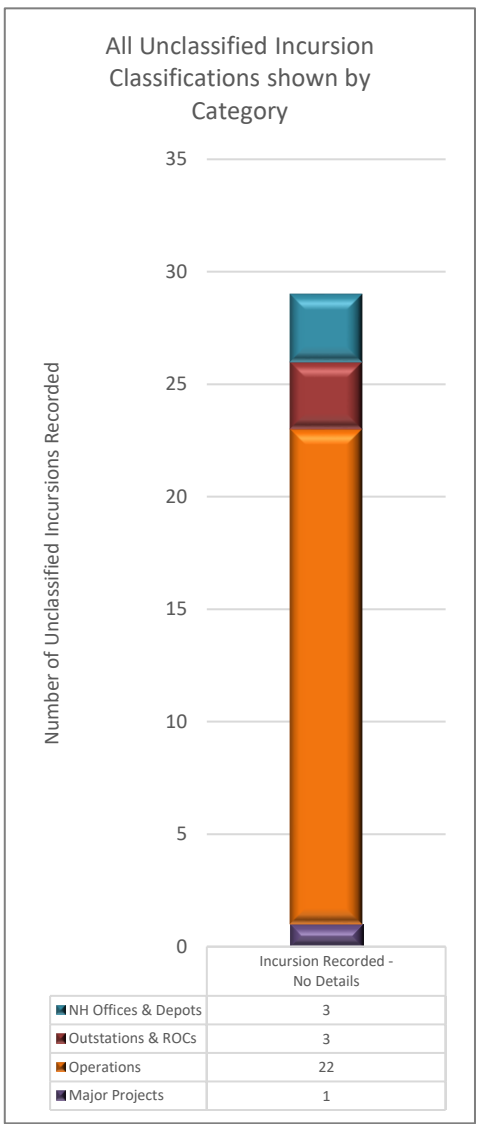
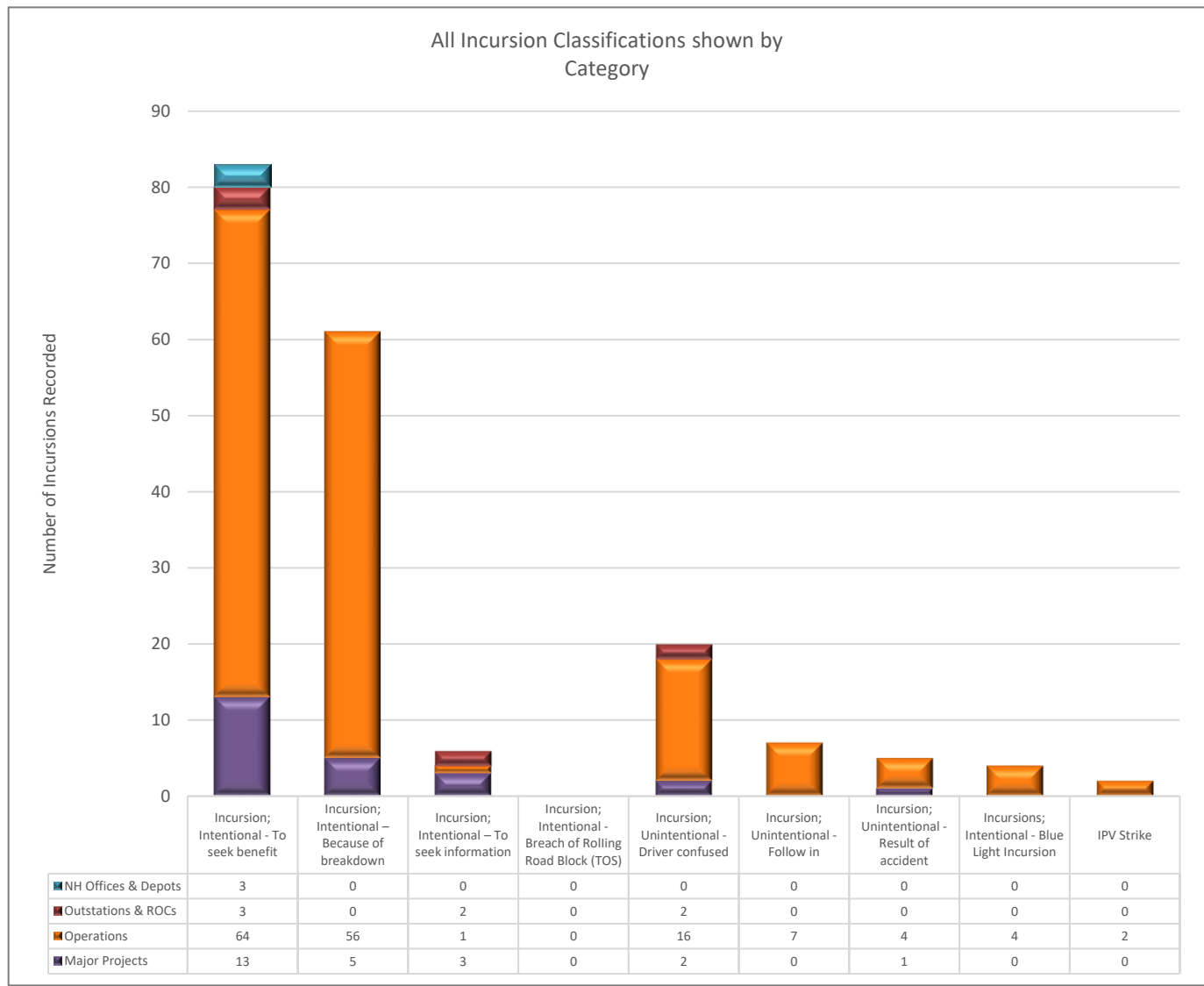
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1436	3469	717	80	5702
Incursion; Intentional – Because of breakdown	8908	759	151	4	9822
Incursion; Intentional – To seek information	113	145	35	5	298
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	898	10	940
Incursion; Unintentional - Driver confused	1324	1201	324	47	2896
Incursion; Unintentional - Follow in	229	396	20	5	650
Incursion; Unintentional - Result of accident	817	453	79	8	1357
Incursions; Intentional - Blue Light Incursion	113	196	6	2	317
IPV Strike	25	101	13	0	139
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13384	8261	2627	185	24457

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2021	2022	2023	2024	2025	2026
Number of All Incursions recorded	7030	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	2832 (-54.5%)	475 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during March 2026



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

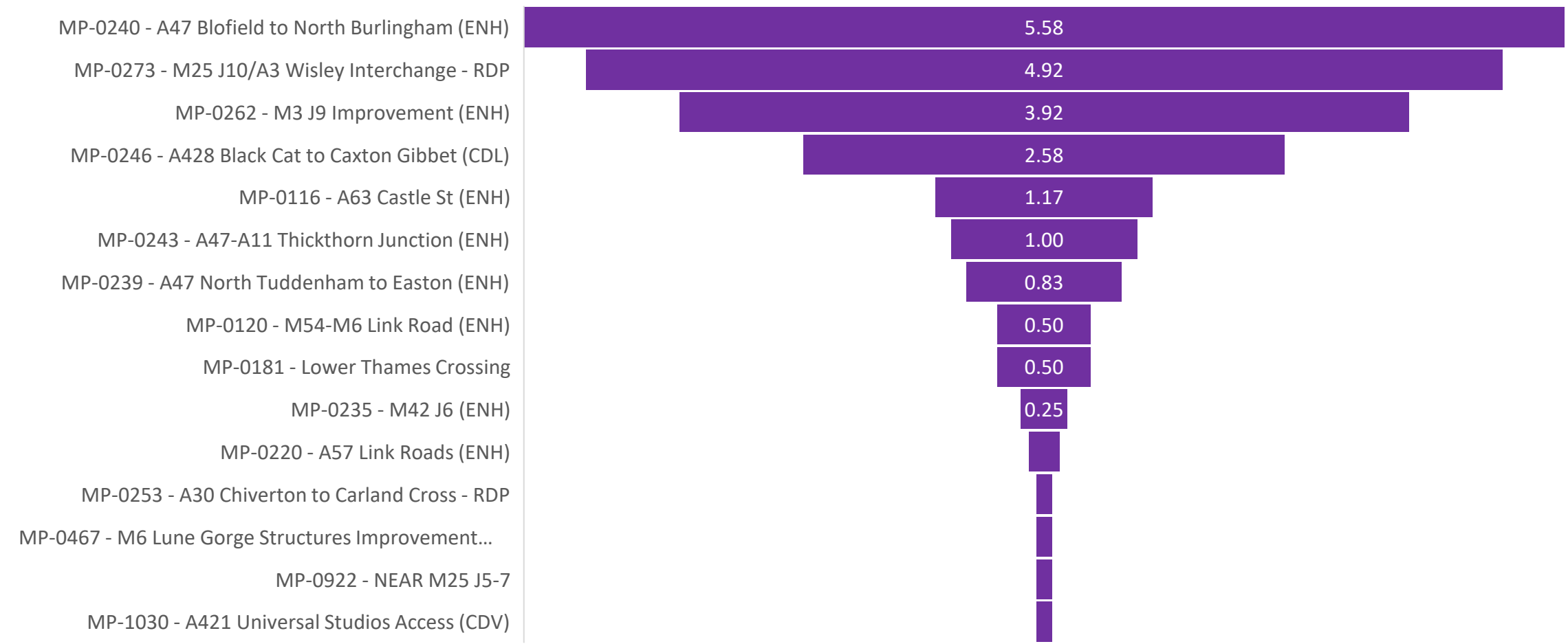
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Note - Incursion; Intentional - Because of breakdown [61]; equating to 32% of all incursions



Incursions Report for Major Projects

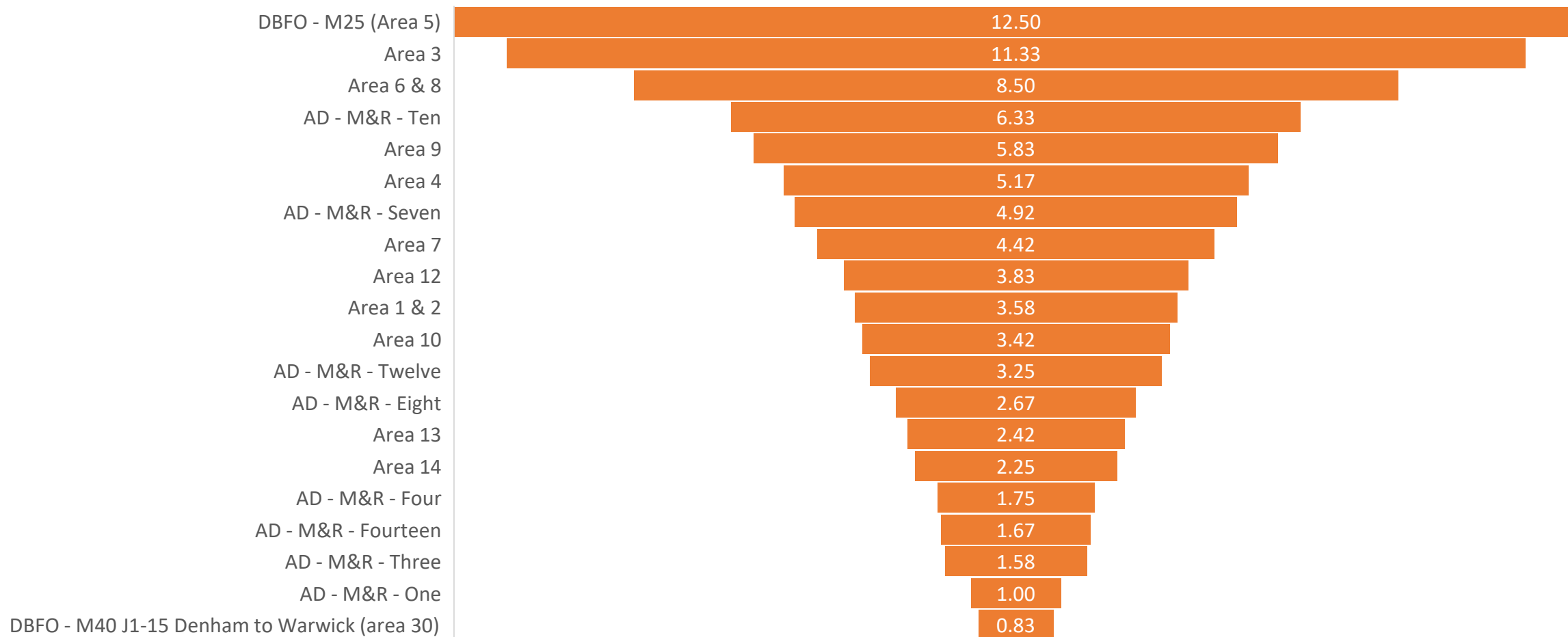
12 month rolling average of the number of all 'Incursions per Month'*



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

Incursions Report for Operations Directorate

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



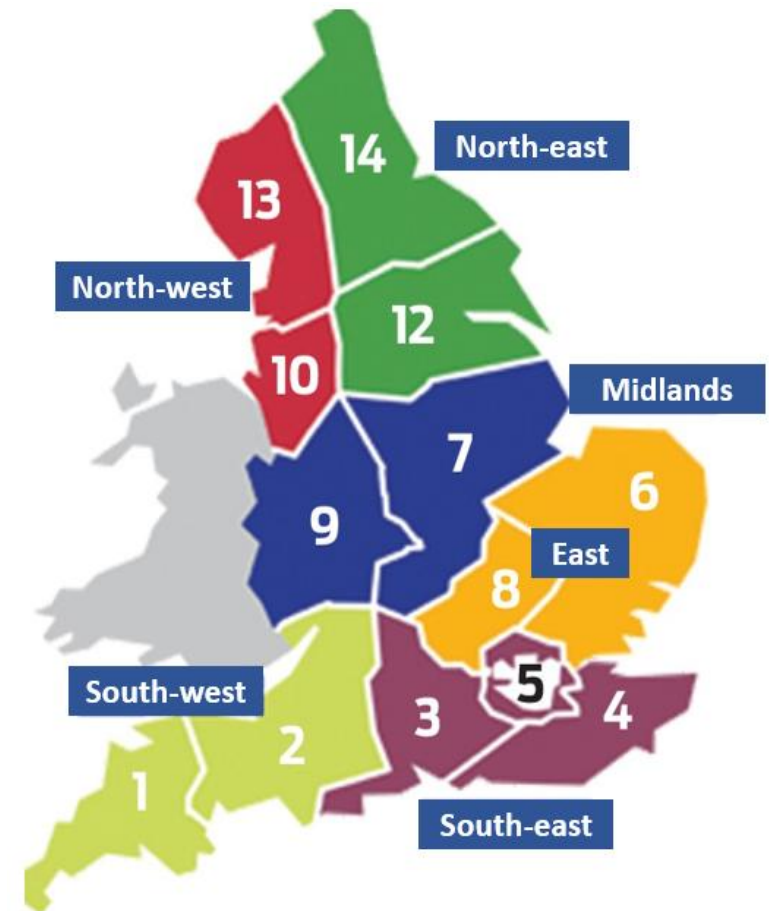
* Excluding incursions as a result of breakdown

Incursions Report

End of Headline & Charts

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Select next page for Blue Light Incursions Report and Heat Maps





Blue Light Incursions Report - Headline

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
175958	15/03/2026	23:58:00	Operations	South East	South East - DBFO	DBFO - M25 (Area 5)	Full Closure - Mainline	Relaxation works – Full main carriageway closure	Not populated	Not populated	Full Closure	At 23:58 on 15 March 2026, a member of the public entered a closure at speed on the M25 between Junctions 27 and 28, breaching an air-lock that was being installed by three traffic management operatives, while being pursued by three police vehicles; traffic management staff estimated the vehicle’s speed at approximately 100 mph, with the first police vehicle entering the closure around 28 seconds later, followed by two others at higher speed; site personnel beyond the air-lock remained in vehicles in lane 4 and did not take evasive action as the pursuit passed in lane 1; the TSCO was informed after the incident and later advised that the pursuit exited the network via the A12.	Not Populated



Blue Light Incursions Report - Headline

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176048	19/03/2026	00:21:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Not populated	Not populated	Carriageway Slip Rd K	M1 J25 K Slip	Signals Renewal	Came across a police vehicle and a MOP vehicle inside our closure, TM foreman had spoken to the police and they told him they had put their signs on telling the MOP to follow them and the MOP pulled into the TM, police dealt with MOP, TM foreman put the incident in his report	Not Populated



Blue Light Incursions Report - Headline

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176395	31/03/2026	06:20:00	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	A47 Newcut .	A47 Guyhirn roundabout to New Cut roundabout Resurf full closure	A full closure of the A47 between Newcut Roundabout and Guyhirn was in place, with teams repeatedly instructed to complete works and be off site by 04:30; however, the works overran, with the closure returned at 05:43 and removal not commencing until 06:00, leading to traffic queues forming. During the removal phase, an ambulance crew walked off the mainline taper while the closure was being removed, leaving cones and a back arrow positioned in the middle of lane 1.	The Tm on site made sure the road was safe to both the public and Tm before they continued to remove the works.

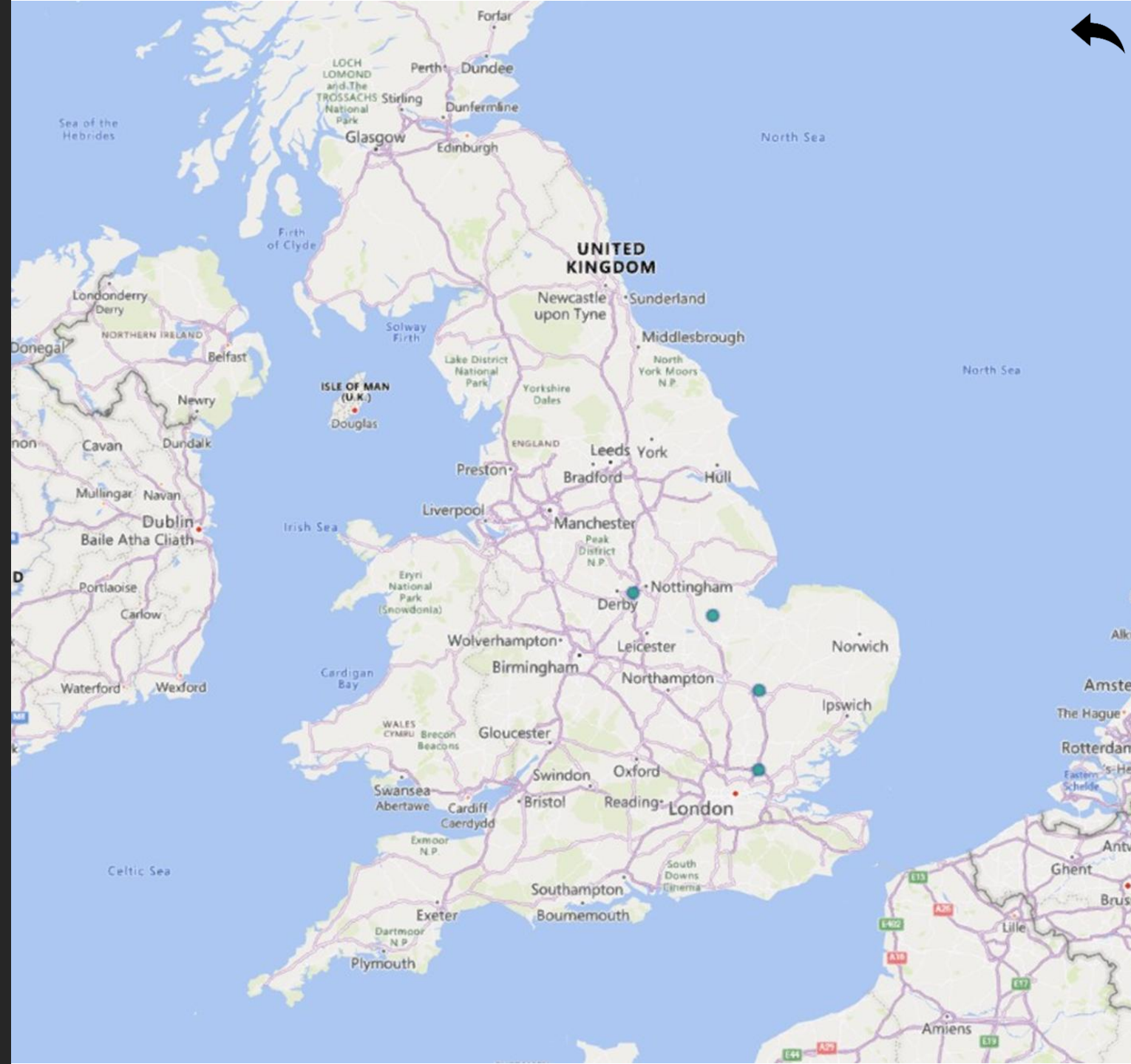


Blue Light Incursions Report - Headline

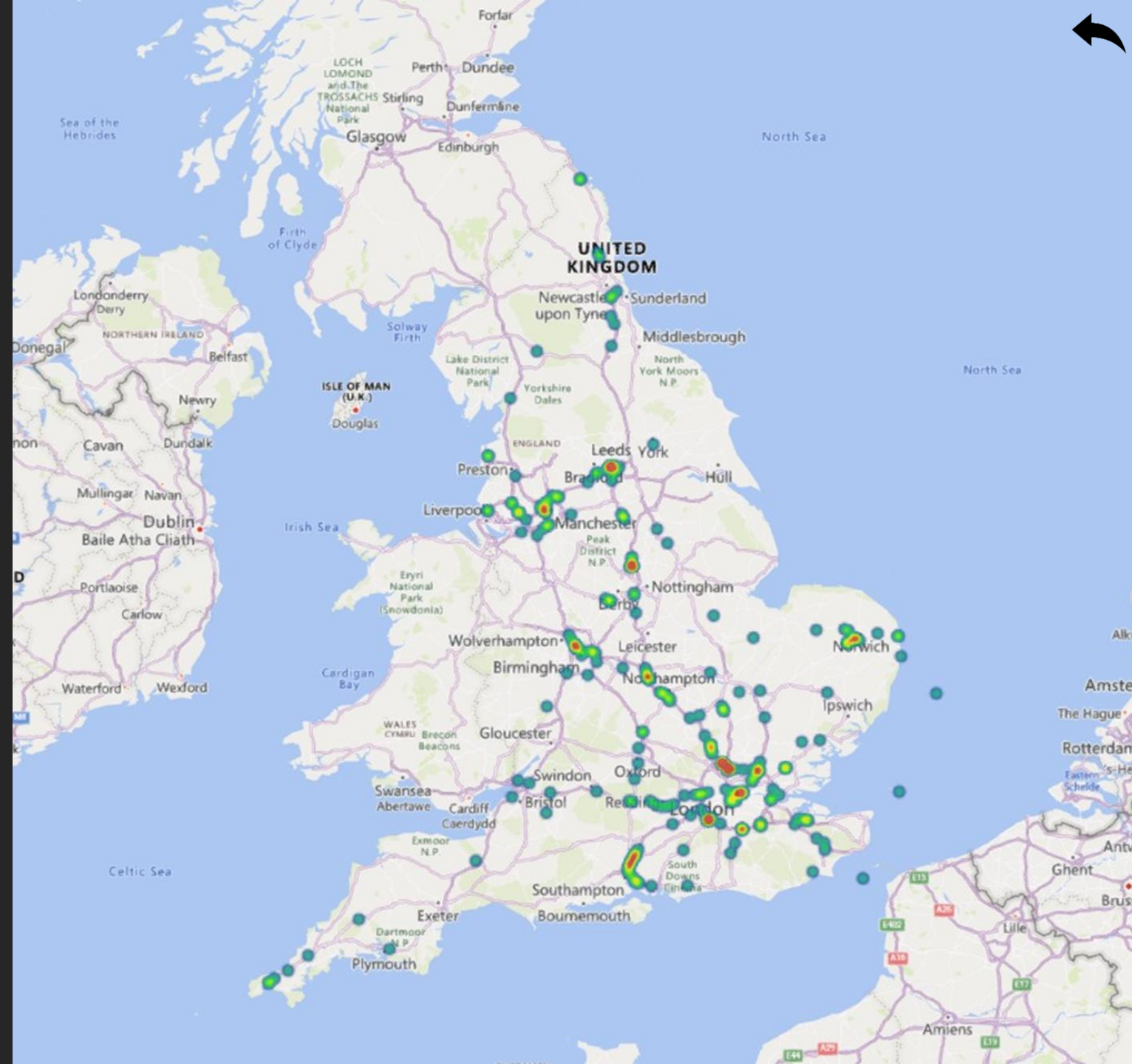
317 Blue Light Incursions have been recorded since March 2022 with **4** being recorded in March 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176423	31/03/2026	23:07:00	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	A14 33 .	lane 1-2 closure on the a14 eastbound towards junction 33 A14 E From MP 99/8 to MP 101/1 with splitter	Police car pulled into closure at junction 33 on A14 with blue lights on. driving down the lane closure past the workforce and pulled out at the splitter back onto the main line.	The vehicle had exited site so no details could be obtained.

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



Heatmap of all Blue Light Incursions (BLI) recorded

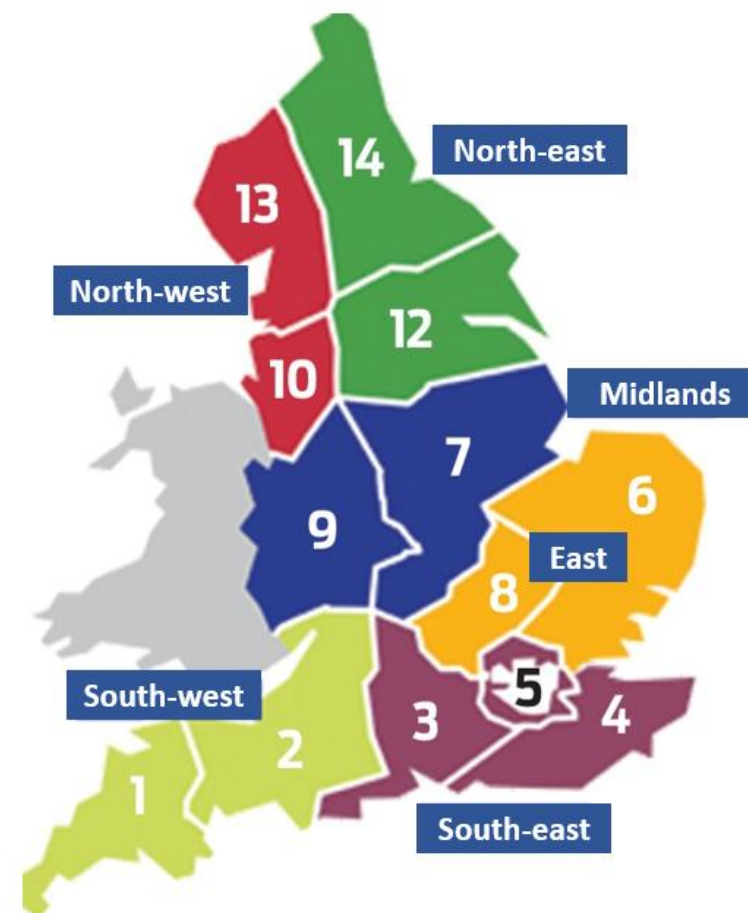


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps





IPV Strike Report - Headline

134 IPV strikes have been recorded since December 2019 with **2** being recorded in March 2026 (Edited Record)

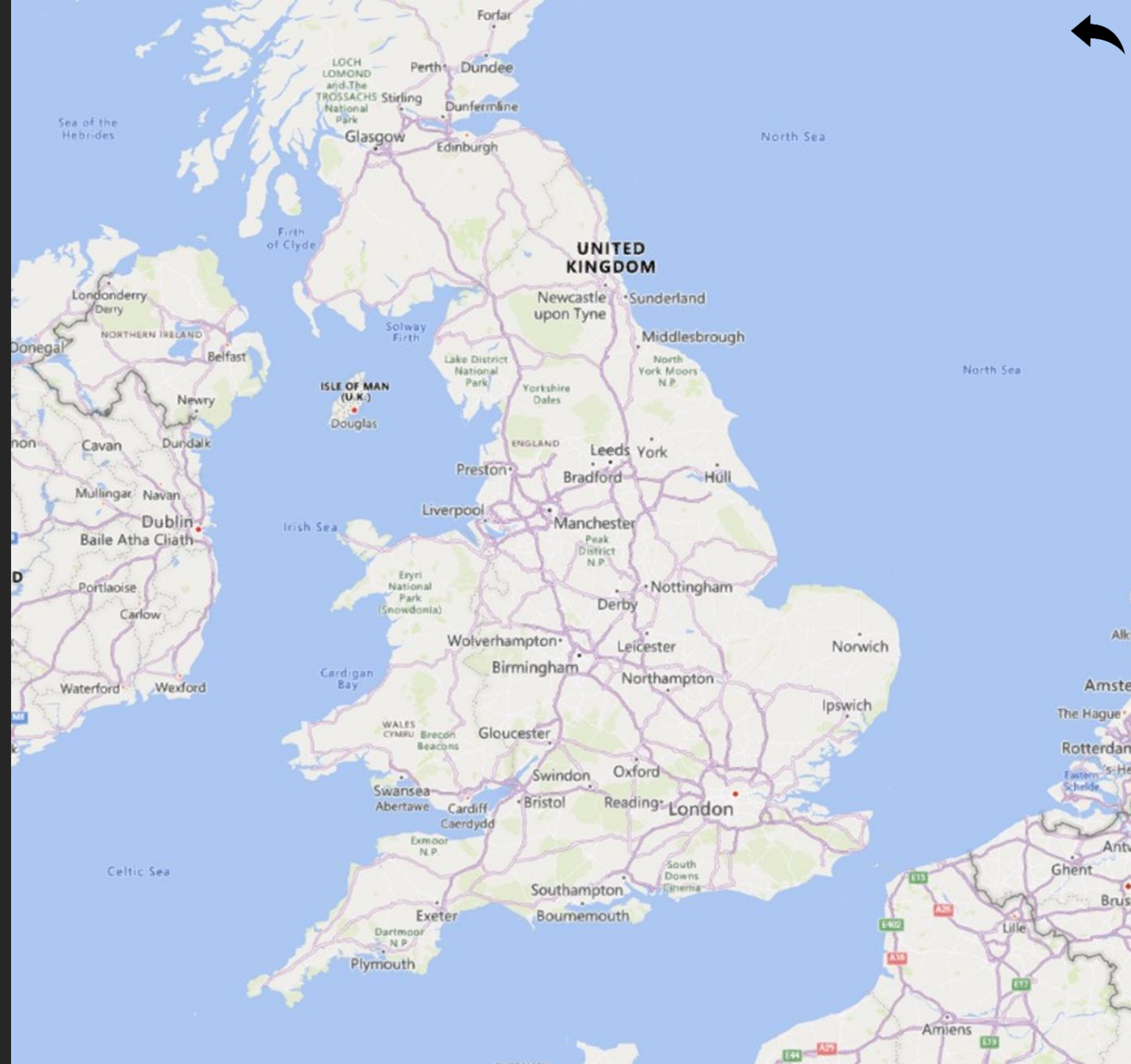
Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
175999	18/03/2026	11:30:00	Operations	South West	South West - Asset Delivery	AD - M&R - One	Lane Closure - Mainline	Not populated	Carriageway A	Not populated	Setting out lane closure	Supply Chain Partner - IPV strike. No injury to personal. A Ford Ranger hit the side of the 'Scorpion' Cushion, lost its front wheel and travelled an additional 150 to 200m before coming to a stop, Police attended and investigated, no initial blame with Supply chain partner	stopped work and informed police, checked safety of staff on site and removed the IPV from site

IPV Strike Report - Headline

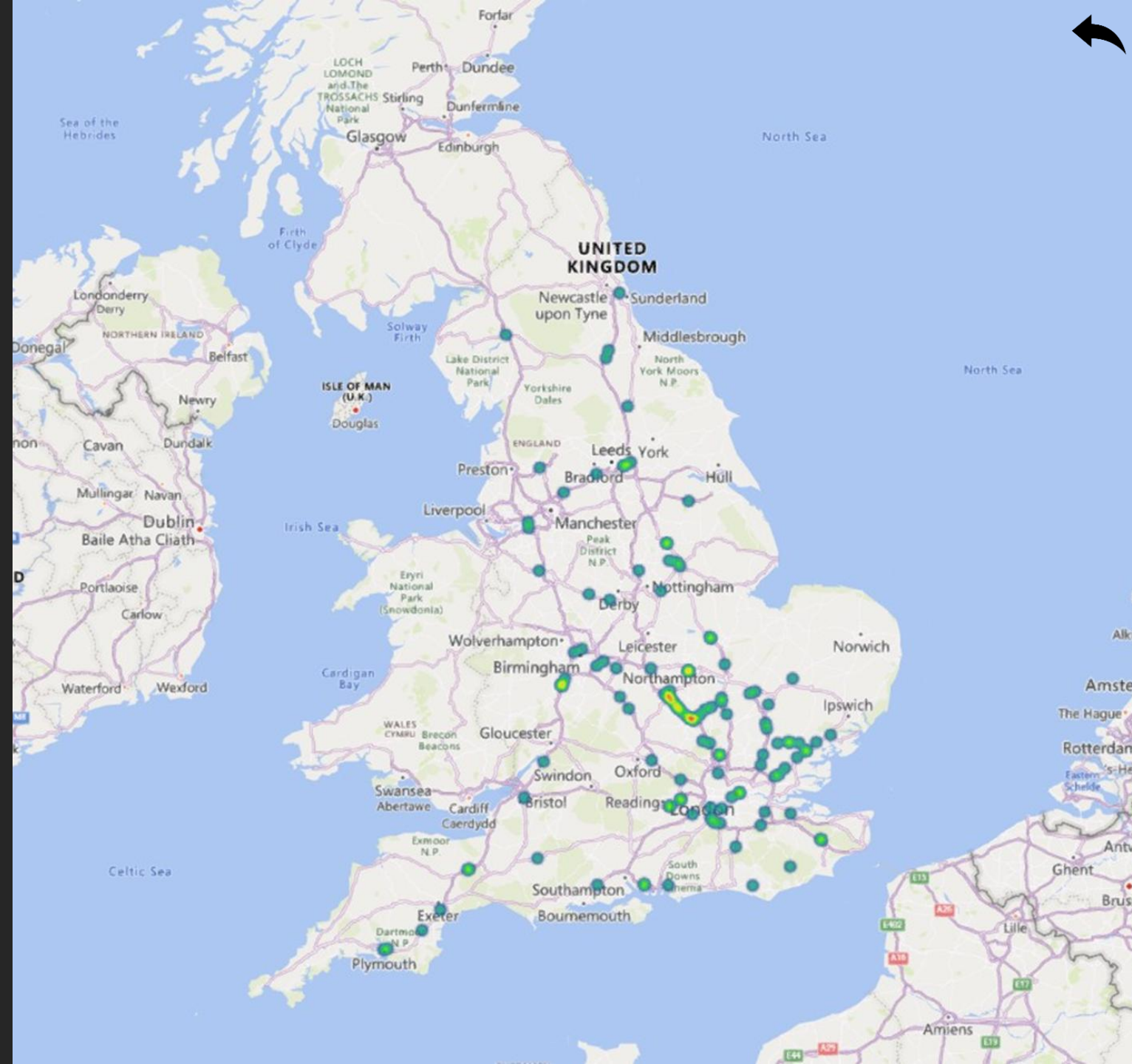
134 IPV strikes have been recorded since December 2019 with **2** being recorded in March 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176155	23/03/2026	14:22:00	Operations	Midlands - Operations	Midlands - Asset Delivery	AD - M&R - Nine	Not populated	Not populated	Carriageway hard shoulder	M5 Southbound J7/8 59/9 - 60/0	mobile hard shoulder works with ipv protection	S&R completing verge litter collection with IPV protection. 3 x HGV's passed me in the IPV on the hard shoulder close together and the middle HGV which I believe was a car transporter side swiped me and hit my wing mirror on IPV smashing the mirrors on the IPV.	operative reported the incident to their line manager. stopped works and returned to Strensham depot to complete an accident form, witness statement etc

Heatmap of IPV Strikes recorded during March 2026



Heatmap of all IPV Strikes recorded

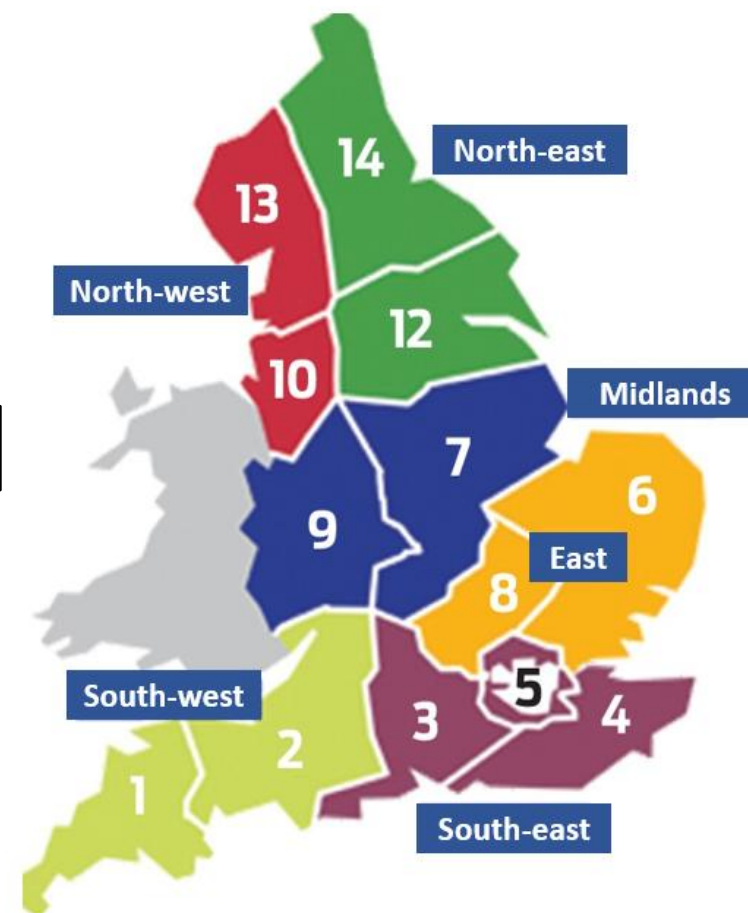


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



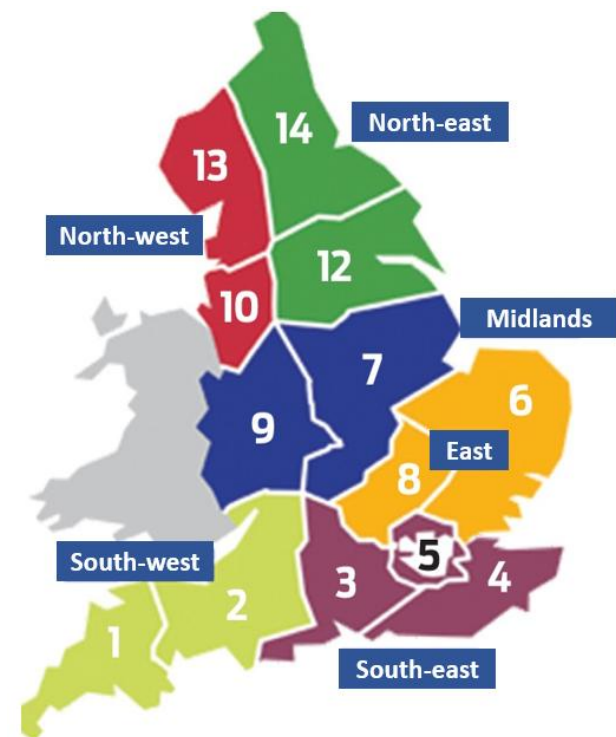
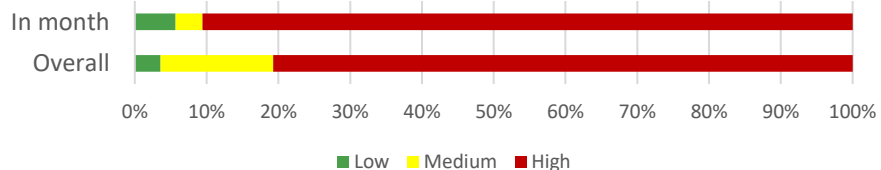
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	443 [43.99%]		11 [55.00%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	111 [11.02%]		4 [20.00%]
Incursion; Intentional – To seek information	42 [2.36%]	23 [2.28%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.50%]		
Incursion; Unintentional - Driver confused	179 [10.06%]	251 [24.93%]		1 [5.00%]
Incursion; Unintentional - Follow in	52 [2.92%]	80 [7.94%]		3 [15.00%]
Incursion; Unintentional - Result of accident	70 [3.93%]	64 [6.36%]		1 [5.00%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	24 [2.38%]		
IPV Strike	1 [0.06%]	6 [0.60%]		
Grand Total	1779 [100.00%]	1007 [100.00%]		20 [100.00%]

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 10	539	32	6%	538	59	11%	668	53	8%
Area 13	57	0	0%	83	15	18%	68	5	7%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred, including vehicles following works traffic into closures and airlocks. Several incidents involved motorists entering enclosures and approaching active work areas, creating elevated risk to the workforce.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included vehicles entering closures incorrectly, cone and taper strikes, and a loss-of-control collision within the closure. These events disrupted works and required intervention to maintain safety.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles with flat tyres or blowouts entered the traffic management area or safety zone. Vehicles were managed on site, with traffic management and supervisors mitigating risk while awaiting recovery assistance.

Traffic Management Responses *[Sentiment: Neutral]*

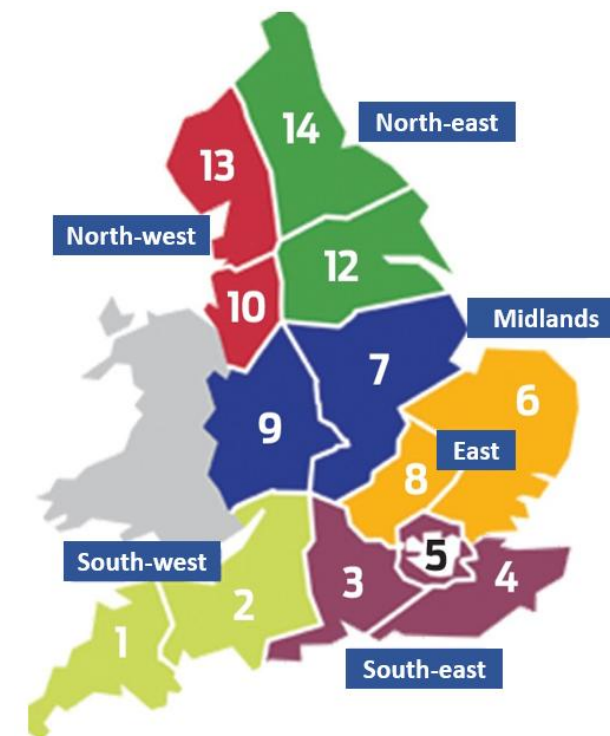
Traffic management operatives and supervisors responded promptly by intercepting vehicles, correcting tapers, monitoring stranded vehicles, and escalating aggressive behaviour to the Police where required to protect the workforce.

Overall *[Sentiment: Negative]*

The period saw a high frequency of vehicle incursions, breakdown-related entries, and disruptive driver behaviour. While responses were effective, recurring access control issues increased exposure to risk within live works.

Recommendations

Project team should review their approach and where required strengthen works access controls, gate procedures, and airlock discipline, improve sign quality and visibility, reinforce workforce briefings.



Incursions Report

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

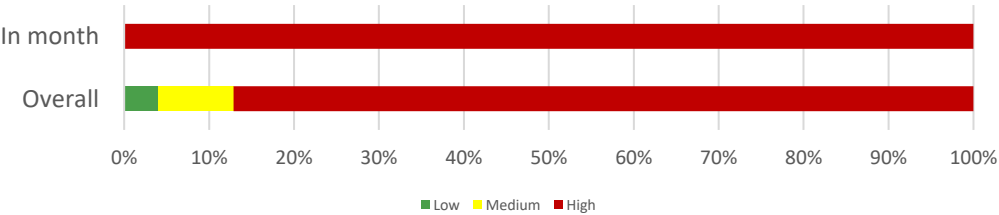
A total of 9 incursions have been recorded; with a 350% increase in 'Seeking Benefit' type incursions

[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)

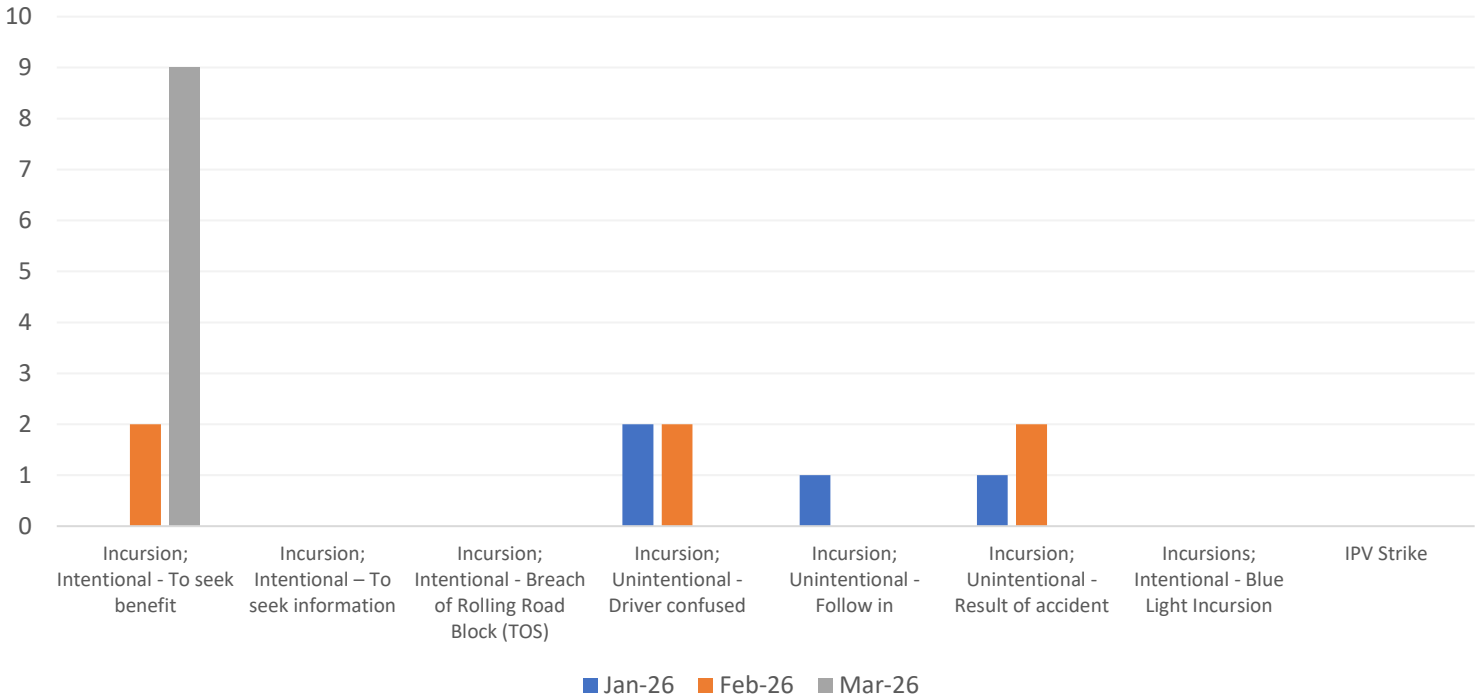
Project Risk Rating



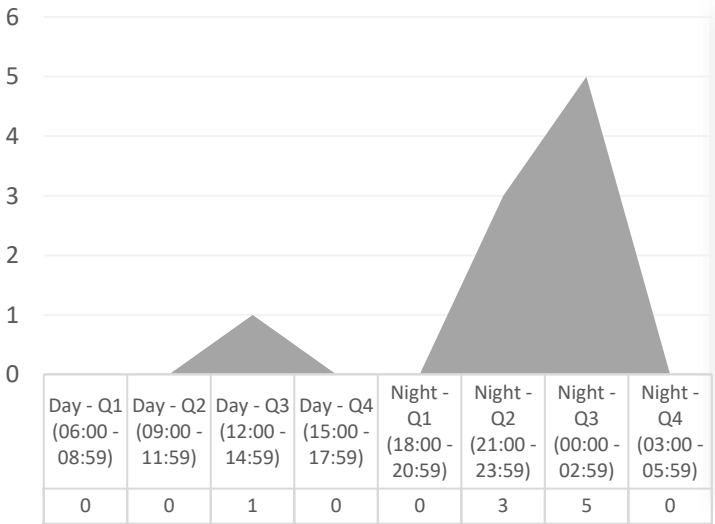
Incursion rate per length of TM (Unknown)

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

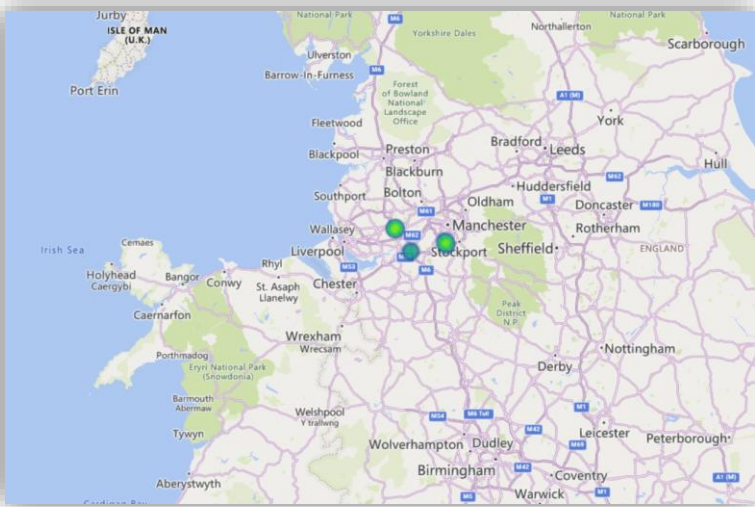
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicle incursions occurred, including vehicles entering closures, travelling in the wrong direction, following works vehicles through access points, and displacing cones, creating repeated exposure risks to the workforce.

Traffic Incidents *[Sentiment: Neutral]*

Minor traffic incidents were recorded, including cone and taper strikes with limited asset damage. No collisions involving the workforce or members of the public were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

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

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams intervened appropriately, stopping vehicles, correcting tapers, and restoring traffic management layouts. Police support was requested where aggressive behaviour from a member of the public posed a safety concern.

Overall *[Sentiment: Neutral]*

The works experienced multiple vehicle incursions and instances of non-compliance. While traffic management measures were installed, repeated breaches indicate ongoing challenges with driver behaviour and access control effectiveness.

Recommendations

Project team should review their approach and where required strengthen access controls, signage quality, and works vehicle protocols, while reinforcing conflict management guidance for operatives to reduce incursion frequency and exposure to aggressive public behaviour.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

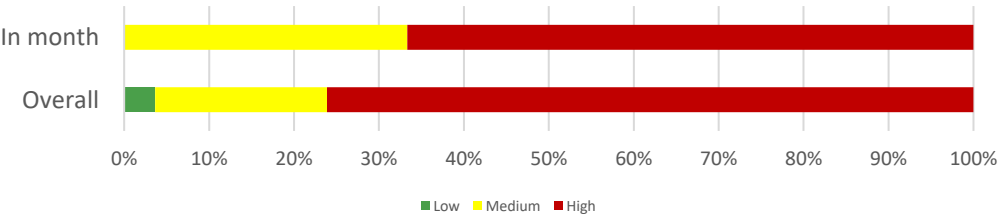
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions, incursions, with a 94% decrease in 'Driver confused' type incursions

[4 - 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)

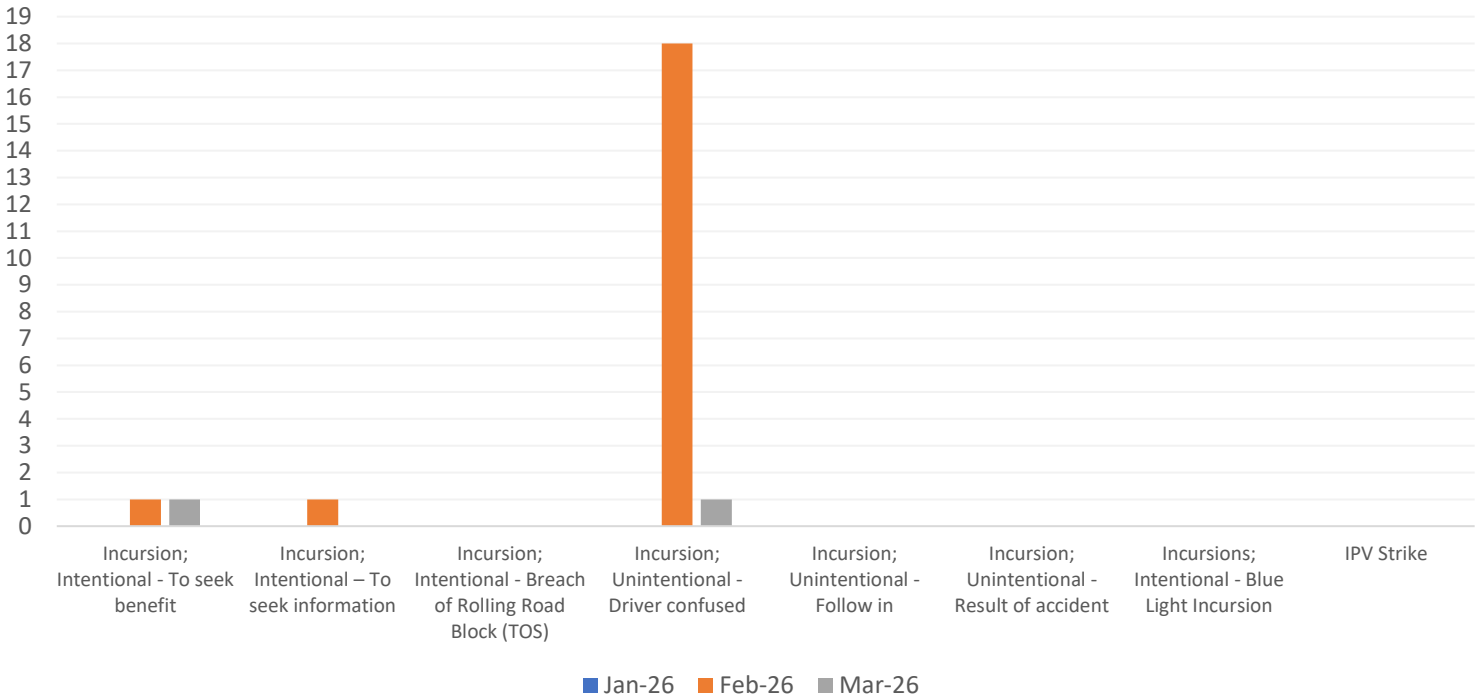
Project Risk Rating



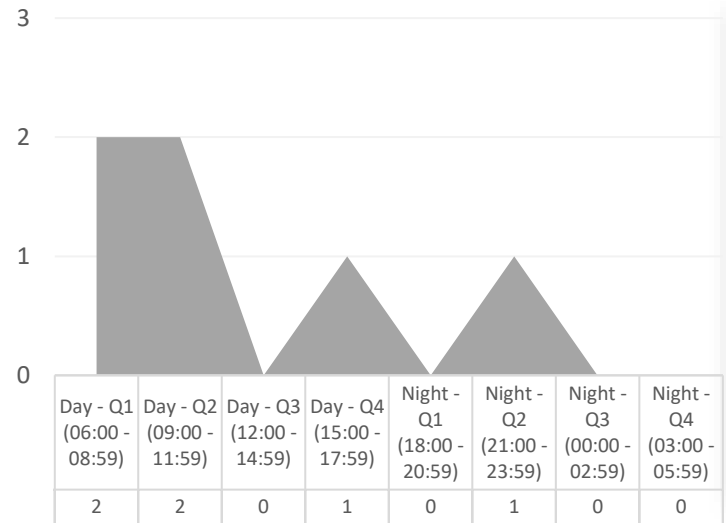
Incursion rate per length of TM (Unknown)

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

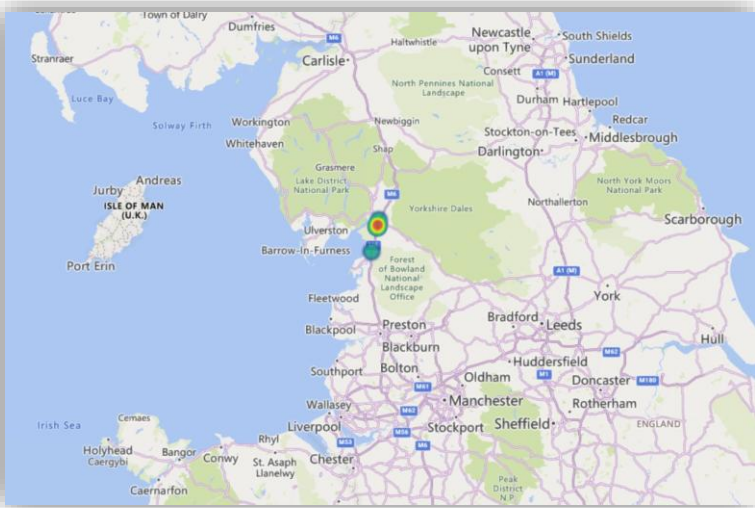
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 13



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered the works area after following diversion signage and travelled behind installed barriers. The vehicle was safely intercepted, remained compliant with instructions, and exited only when it was confirmed safe.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions or traffic-related incidents were reported during this period beyond vehicles entering the traffic management due to breakdown circumstances. No secondary impacts to live traffic flows were identified.

Broken Down Vehicles *[Sentiment: Neutral]*

Multiple vehicles experienced flat tyres and pulled into traffic management safety zones or works areas. All occupants were confirmed safe and vehicles awaited breakdown recovery without escalation. No injuries to the public were reported.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly, maintained control of the affected areas, and remained with broken-down vehicles to prevent movement through the closure towards the workforce, ensuring continued site safety.

Overall *[Sentiment: Positive]*

The period was managed safely despite several vehicle breakdowns within traffic management areas. Effective communication and compliance mitigated risk to the workforce and members of the public. No injuries were reported.

Recommendations

Project team should review their approach and where required reinforce diversion clarity, access control, and response arrangements for vehicle breakdowns within closures to further reduce the likelihood of vehicles entering traffic management areas.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

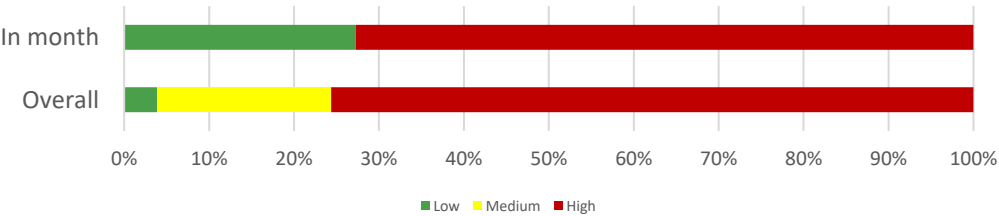
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 300% increase in 'Follow in' type incursions, no change from the previous month in Result of accident' type incursions

[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)

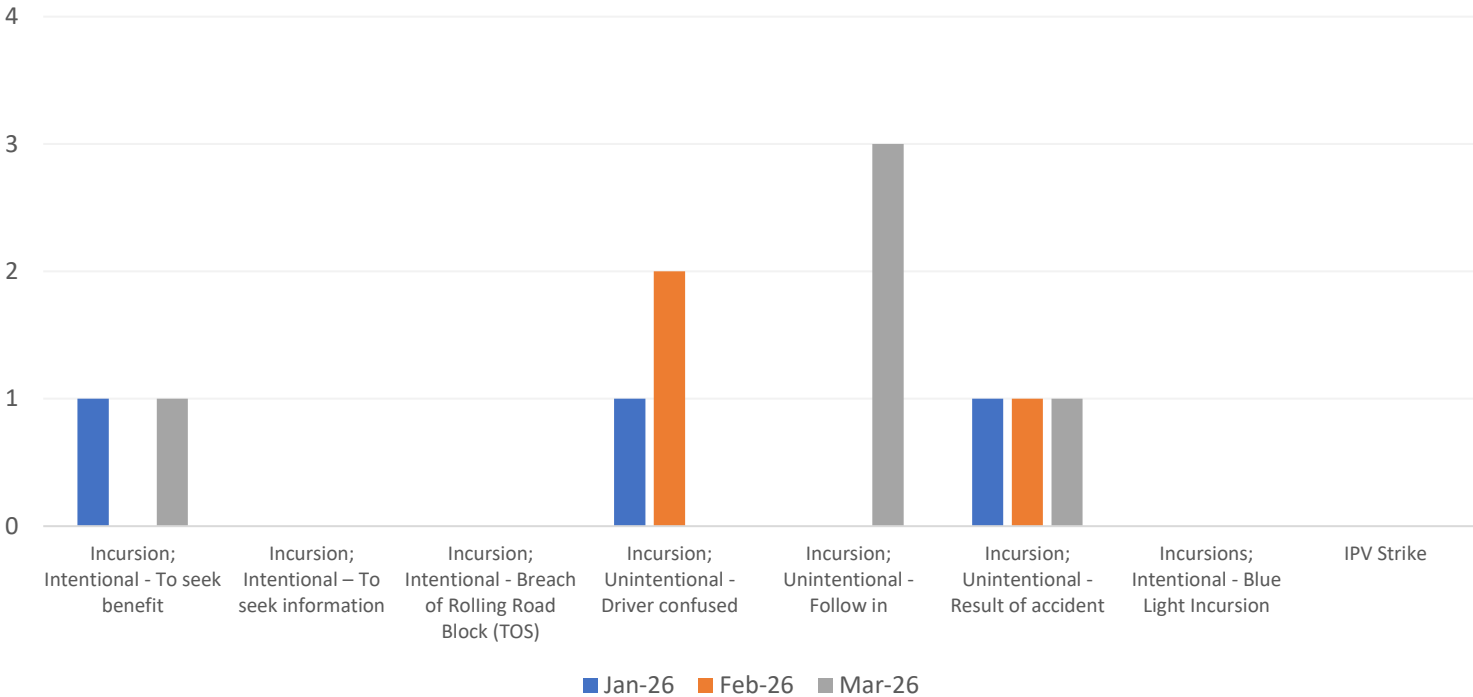
Project Risk Rating



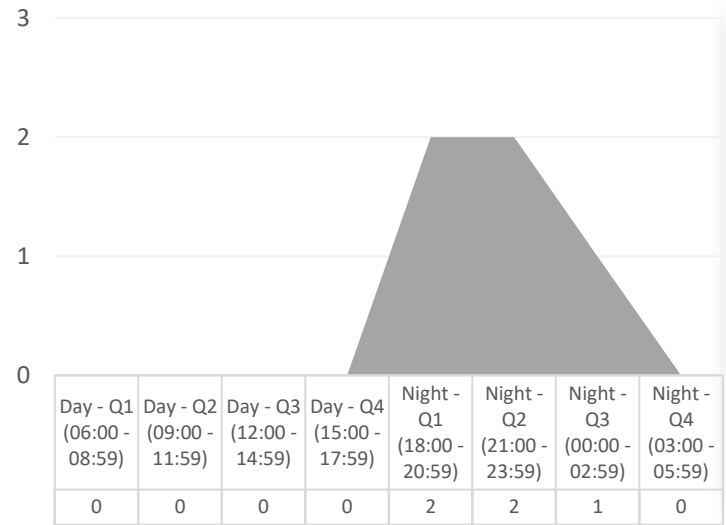
Incursion rate per length of TM (Unknown)

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

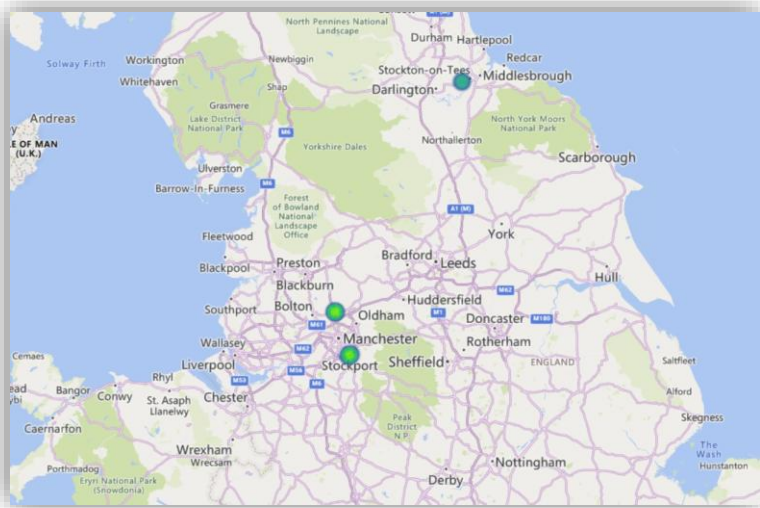
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple follow-in incursions occurred while operatives were entering the enclosure. Several vehicles followed works traffic through access points after being permitted through airlock arrangements, increasing exposure to moving traffic within the site.

Traffic Incidents *[Sentiment: Negative]*

A vehicle entered the closure during installation activity and collided with the central reservation after failing to observe traffic conditions ahead. Response vehicles attended and the incident was managed without reported injuries.

Broken Down Vehicles *[Sentiment: Negative]*

A vehicle with a flat tyre entered the enclosure and was moved to the hard shoulder. Additional vehicles entered, occupants exited their vehicles and disruption followed, later escalating to a vehicle fire requiring emergency attendance.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded by engaging control centres and emergency services, managing vehicles within the works area, and supporting safe clearance. Site layouts, drawings, and observation reports were referenced to assist incident management.

Overall *[Sentiment: Negative]*

The period saw several vehicle incursions and incidents within the works area, presenting challenges to site control and safety. Incidents were managed, however repeated access breaches highlighted weaknesses in segregation and control measures.

Recommendations

Project team should review their approach and where required strengthen gate and airlock controls, reinforce access discipline, and improve supervision during live traffic movements to reduce the risk of unauthorised vehicle entry into the works area.

Incursions Report – North West Region

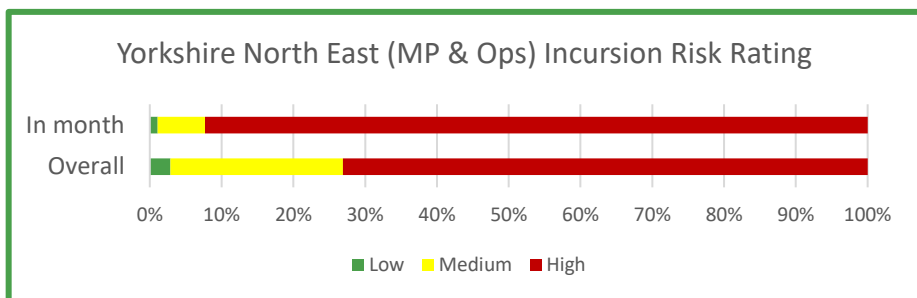
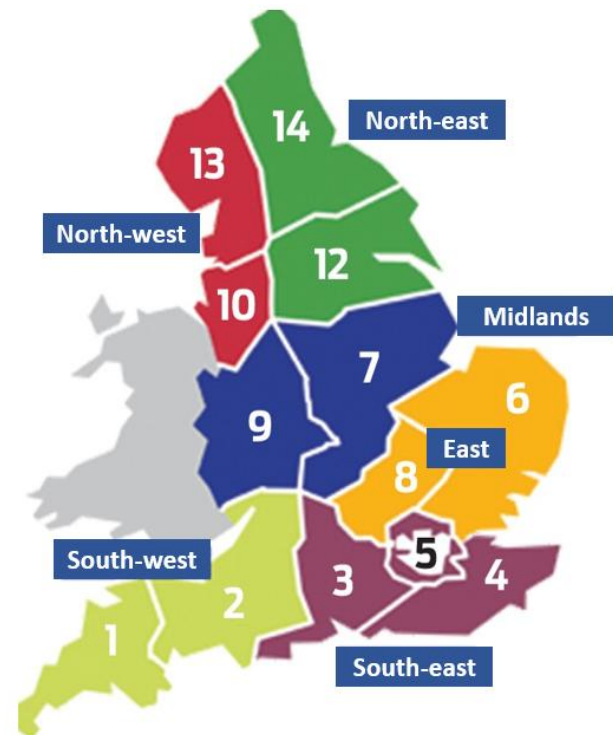
End of regional report

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		
Incursion; Intentional - To seek benefit	207	[16.76%]	278	[50.82%]	1 [100.00%]
Incursion; Intentional – Because of breakdown	457	[37.00%]	36	[6.58%]	1 [4.00%]
Incursion; Intentional – To seek information	18	[1.46%]	11	[2.01%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.73%]	
Incursion; Unintentional - Driver confused	398	[32.23%]	99	[18.10%]	3 [12.00%]
Incursion; Unintentional - Follow in	57	[4.62%]	32	[5.85%]	1 [4.00%]
Incursion; Unintentional - Result of accident	82	[6.64%]	56	[10.24%]	1 [4.00%]
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	24	[4.39%]	
IPV Strike			7	[1.28%]	
Grand Total	1235	[100.00%]	547	[100.00%]	25 [100.00%]

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 12	788	402	51%	764	367	48%	841	227	27%
Area 14	163	72	44%	180	67	37%	296	145	49%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous unauthorised vehicle and non-motorised entries occurred, including vehicles breaching closures, following convoys, driving through cones and gates, and quad bikes accessing closed sections via footpaths. No pedestrian injuries were reported.

Traffic Incidents [*Sentiment: Negative*]

Traffic incidents included vehicles jumping signals, entering closures at speed, striking traffic management equipment, travelling against traffic flow, and near-miss situations within live works areas. No injuries to workforce or members of the public were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

Several vehicles entered traffic management areas following breakdowns or tyre failures. These were managed within closures or safety zones, with vehicles escorted or awaiting recovery to reduce risk to ongoing works.

Traffic Management Responses [*Sentiment: Neutral*]

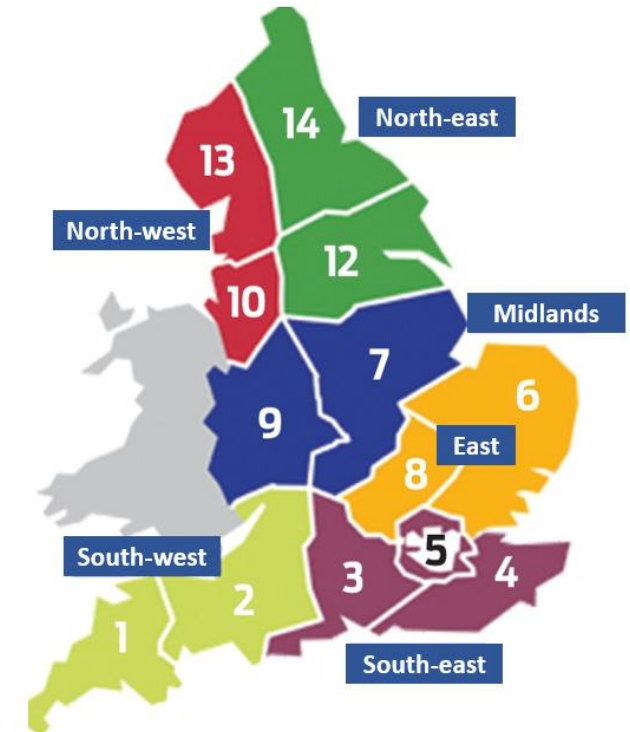
Traffic management teams acted to intercept unauthorised vehicles, escort confused drivers safely out, manage breakdowns, reinstate disturbed layouts, and brief operatives. Police involvement was limited, with no injuries reported.

Overall [*Sentiment: Negative*]

The period experienced a high volume of incursions, signal violations, and driver confusion within traffic management layouts, increasing exposure to risk despite effective on-site responses and no reported harm to personnel.

Recommendations

Project team should review their approach and where required strengthen access control, convoy discipline, and signal compliance, improve layout clarity and signage, reinforce public interface management, and enhance communication.



Incursions Report

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

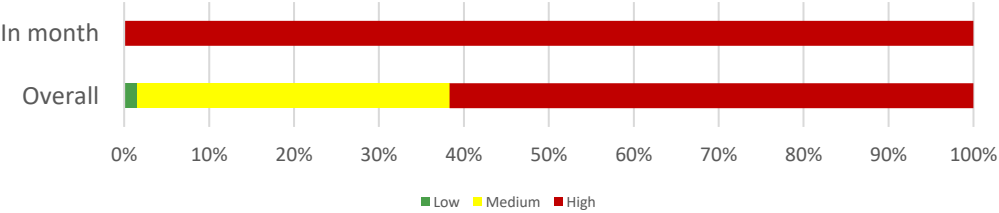
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

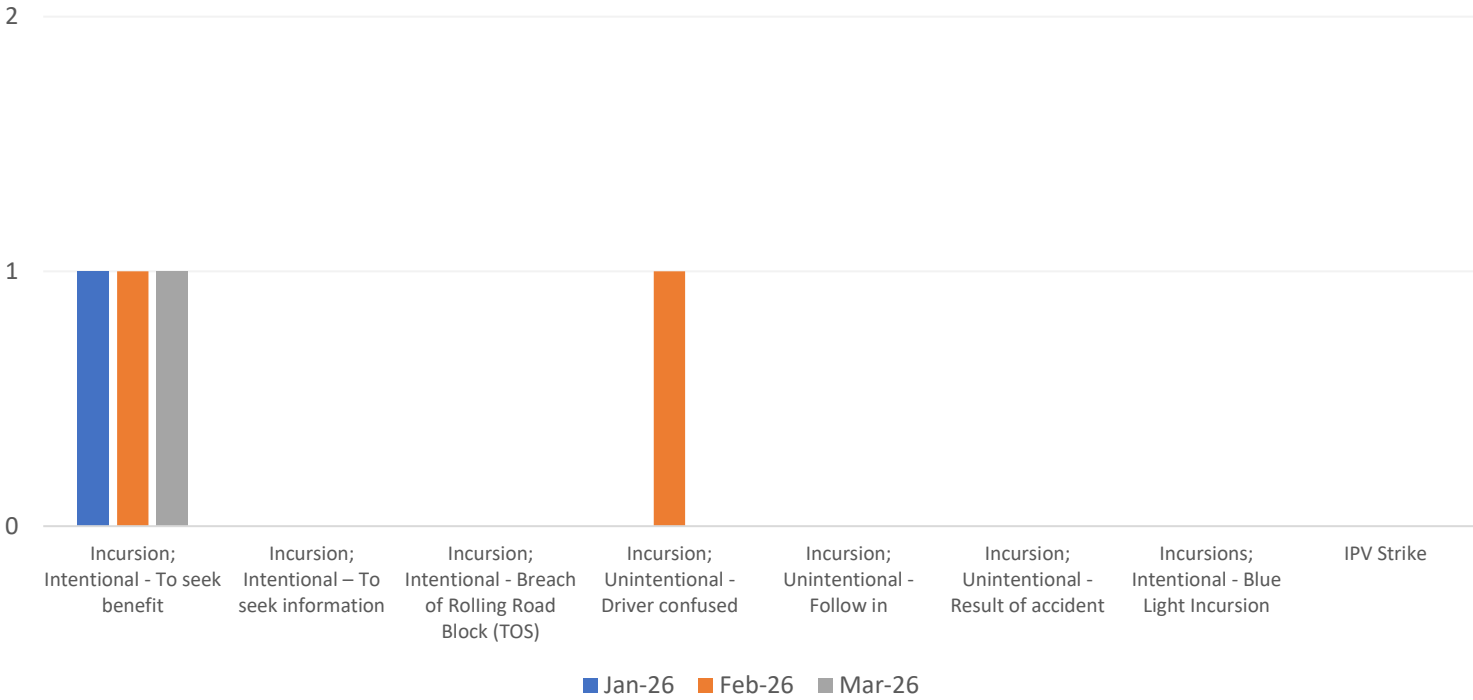
Project Risk Rating



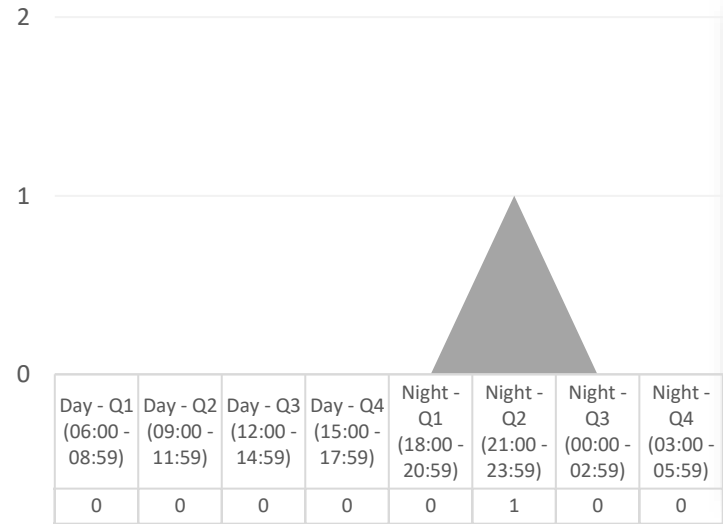
Incursion rate per length of TM (Unknown)

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

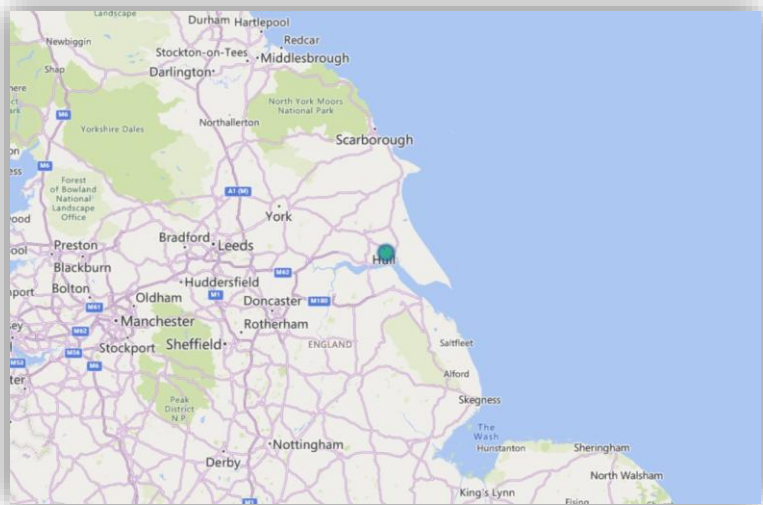
MP-0116 – A63 Castle Street (ENH)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Yorkshire & North East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Summary: An unauthorised recovery vehicle entered the works, travelled against traffic controls, and was halted by site arrangements. The vehicle was safely escorted from site and traffic management promptly reinstated.

Traffic Incidents *[Sentiment: Positive]*

Summary: No collisions or contact with the workforce or road users occurred. Site controls prevented interface with live working areas and ensured safe resolution without escalation.

Broken Down Vehicles *[Sentiment: Neutral]*

Summary: A recovery operation was present within the works area; however, it did not relate to a breakdown within the site and was managed without disruption or harm.

Traffic Management Responses *[Sentiment: Positive]*

Summary: Site staff intervened promptly, controlled the situation, escorted the vehicle via a safe exit route, and reinstated removed traffic management to restore full site compliance.

Overall *[Sentiment: Positive]*

Summary: The incident was managed effectively with no risk to the workforce or public. Prompt supervision and reinstatement of controls ensured continued safe operation of the scheme.

Recommendations

Summary: Project team should review their approach and where required strengthen advance signing, access control, and liaison with third-party recovery operators to reduce the likelihood of unauthorised vehicle access into the works area.

Incursions Report

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

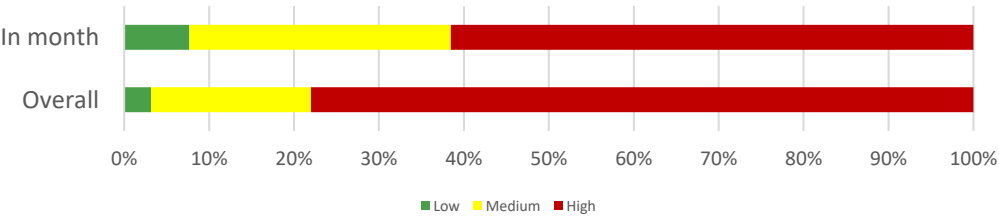
A total of 5 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 200% increase in 'Driver confused' type incursions, 100% increase in 'Follow in' type incursions

[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)

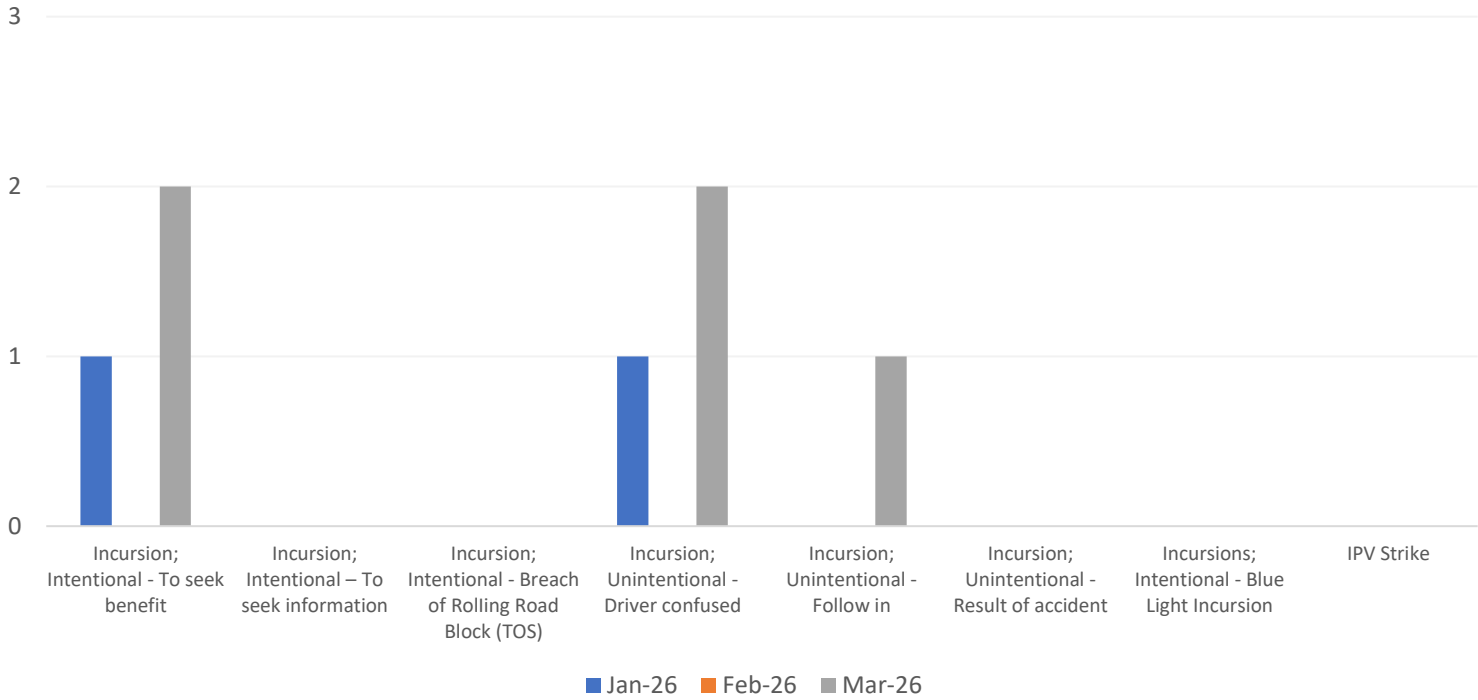
Project Risk Rating



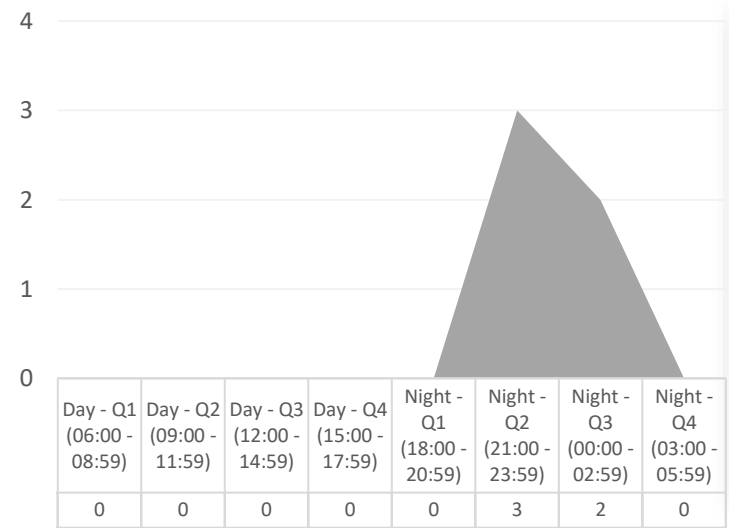
Incursion rate per length of TM (Unknown)

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

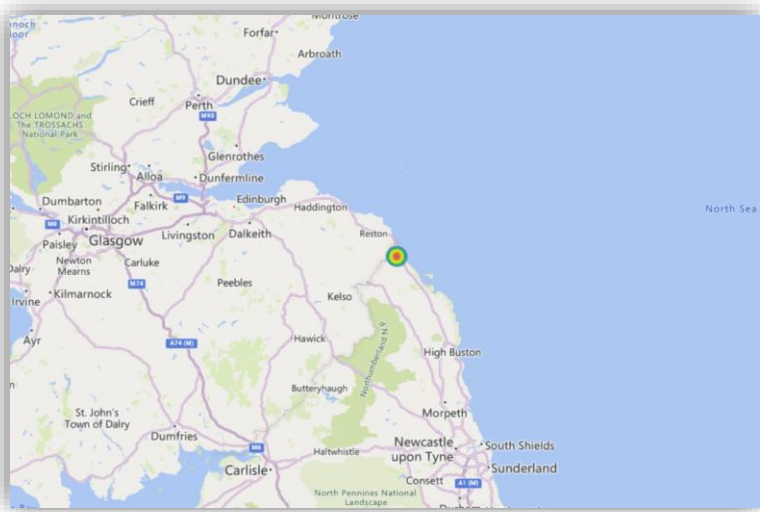
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicles entered the works area, including vehicles passing traffic signals and a motorcycle travelling through closures, creating conflict with oncoming traffic and increasing risk within the controlled site environment.

Traffic Incidents *[Sentiment: Negative]*

Multiple traffic incidents were reported involving vehicles failing to comply with traffic signals and convoy controls, resulting in head-on conflicts within the closure and heightened exposure to potential collisions.

Broken Down Vehicles *[Sentiment: Neutral]*

One vehicle broke down within the traffic management layout, obstructing convoy movements and contributing to a temporary traffic conflict until it was removed, allowing controlled traffic release to resume.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams intervened by stopping traffic, escorting vehicles out of the works area, coordinating recovery arrangements and issuing instructions to operatives to prevent recurrence and restore safe traffic flow.

Overall *[Sentiment: Negative]*

The period was characterised by repeated non-compliance with traffic controls and communication issues, increasing exposure to safety risks within the works, although prompt interventions helped prevent escalation.

Recommendations

Project team should review their approach and where required strengthen communication protocols, reinforce convoy and signal compliance, improve control of site traffic, and brief all personnel clearly on managing breakdowns and unauthorised vehicle movements.

Incursions Report

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

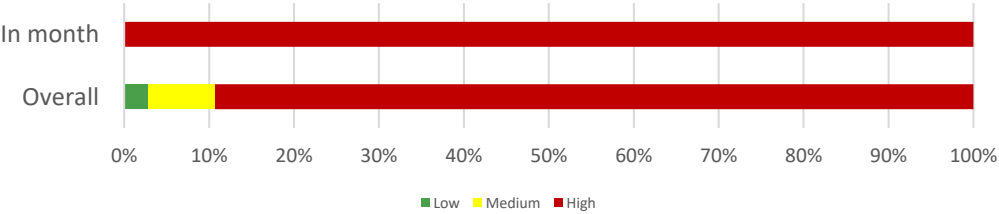
A total of 4 incursions have been recorded; with a 33% increase in 'Seeking Benefit' type incursions

[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)

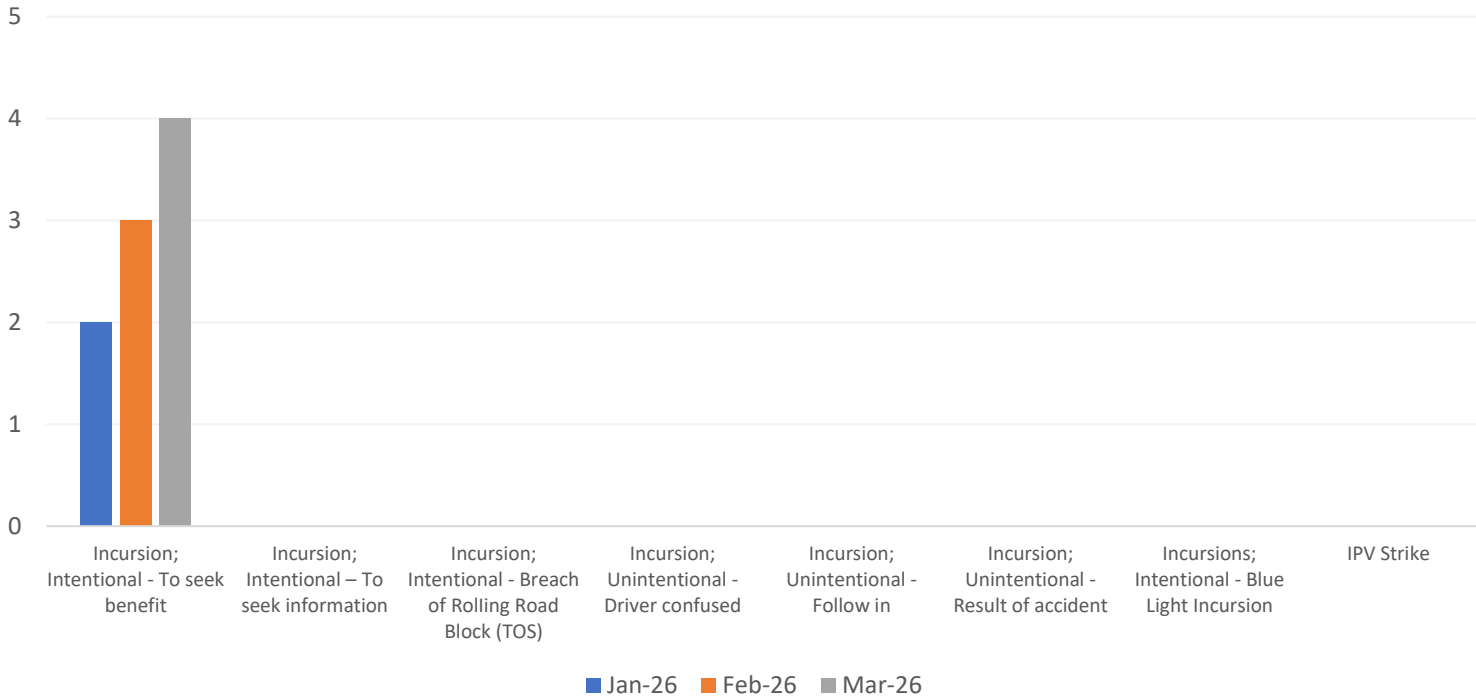
Project Risk Rating



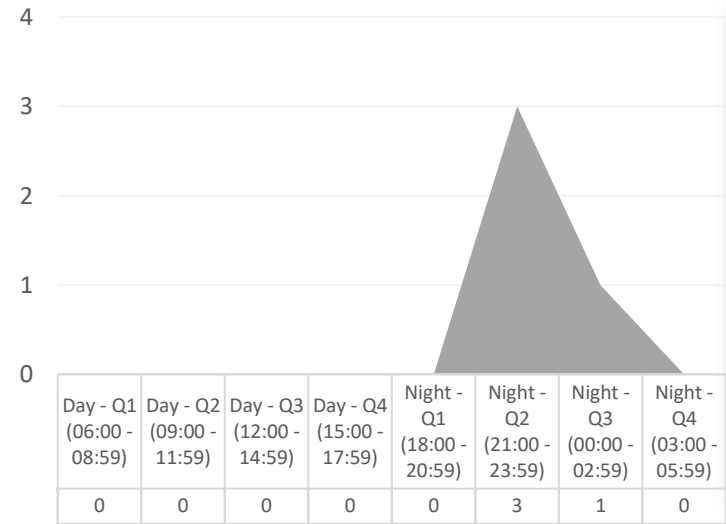
Incursion rate per length of TM (Unknown)

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

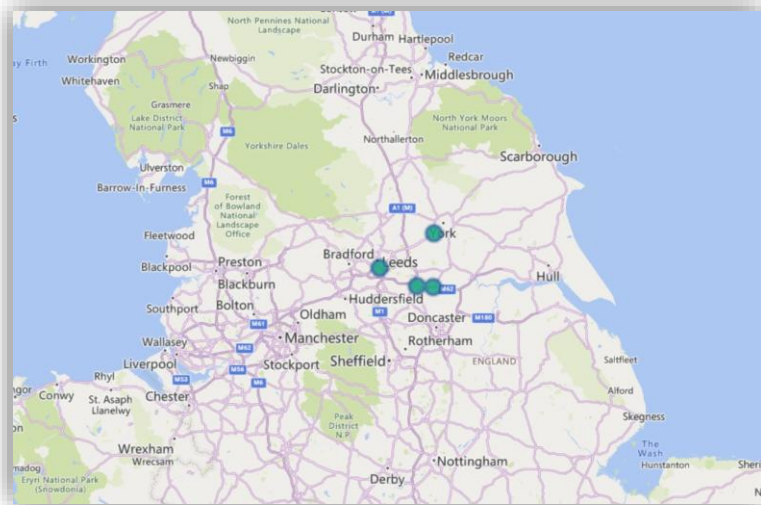
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions entered established traffic management closures, travelling in the wrong direction and passing operatives working within the site. These actions significantly increased risk exposure, although no injuries occurred.

Traffic Incidents *[Sentiment: Neutral]*

No reportable traffic collisions or secondary traffic incidents occurred within or adjacent to the works area during this period. All site activities continued without further disruption following the incursions.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public entered the traffic management closure after breaking down and passing through the cone taper. The vehicle's presence introduced additional risk; however, no injuries to the workforce or public were reported.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements were in place, including full closures, cone systems and protective vehicles. The configurations remained operational, and workforce safety procedures were maintained throughout despite non-compliant road user behaviour.

Overall *[Sentiment: Negative]*

The period was characterised by repeated non-compliant vehicle movements within closures, creating elevated risk conditions. Although no injuries occurred, the severity of incursions highlights ongoing vulnerability to unauthorised access.

Recommendations

Project team should review their approach and where required strengthen closure resilience through enhanced ingress prevention, clearer advance warning, improved night-time conspicuity, and reinforced workforce briefings to manage unauthorised entry and broken-down vehicle scenarios more effectively.

Incursions Report

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

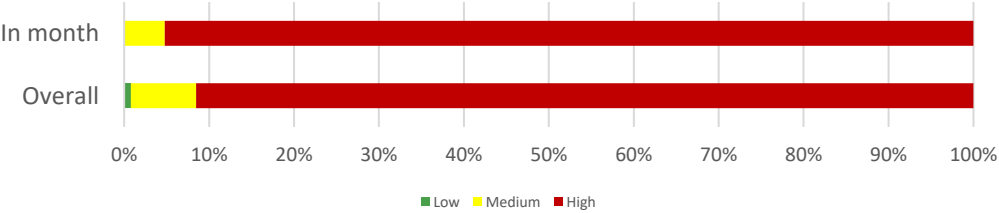
A total of 11 incursions have been recorded; with a 150% increase in 'Seeking Benefit' type incursions, 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

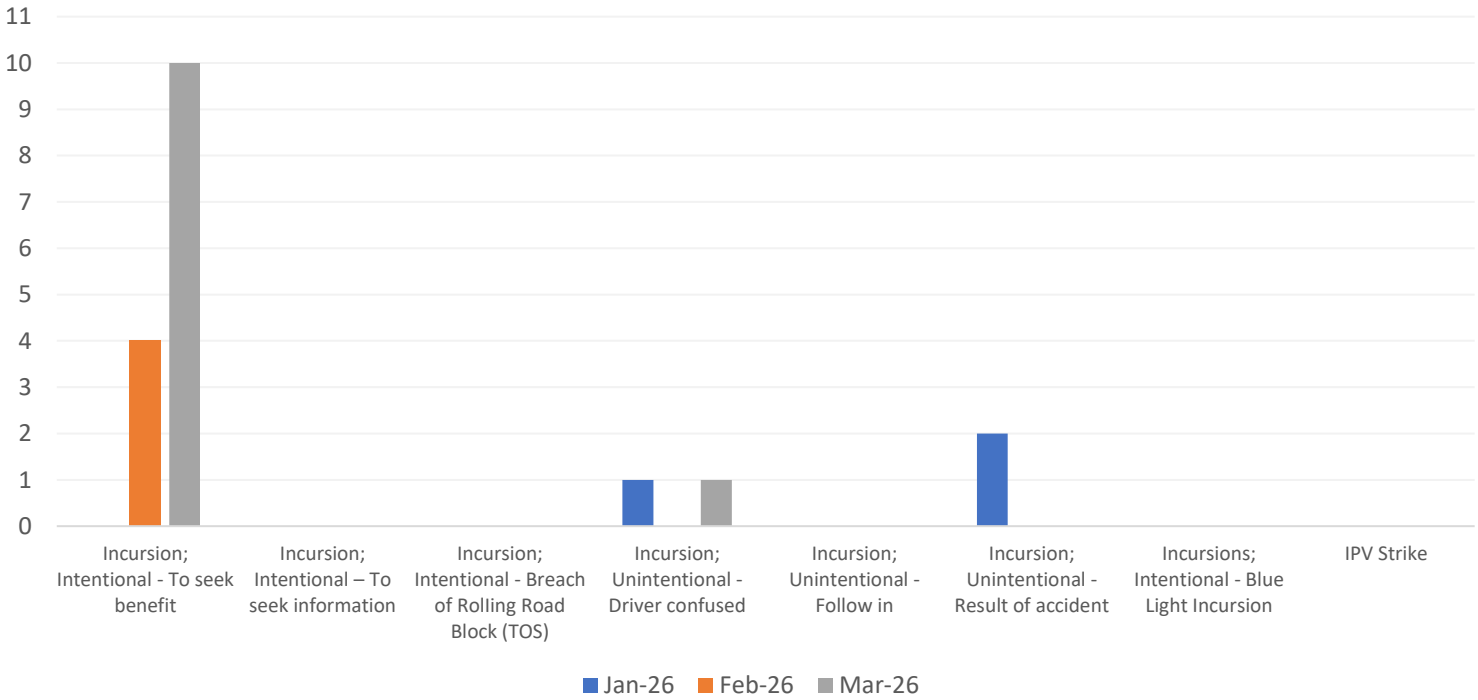
Project Risk Rating



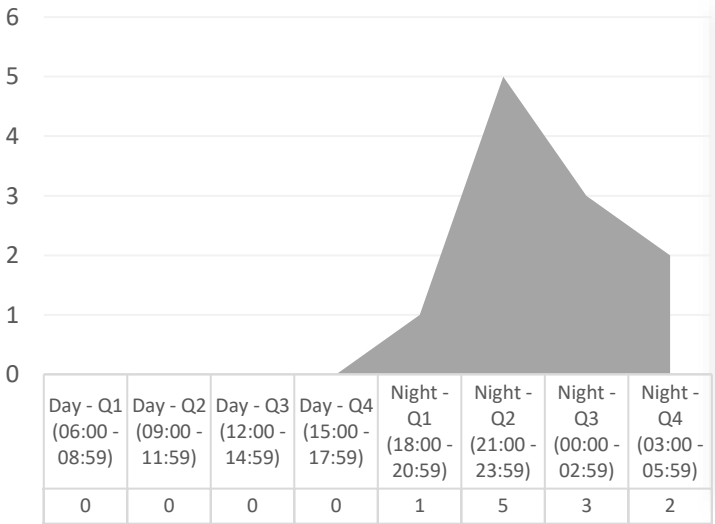
Incursion rate per length of TM (Unknown)

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

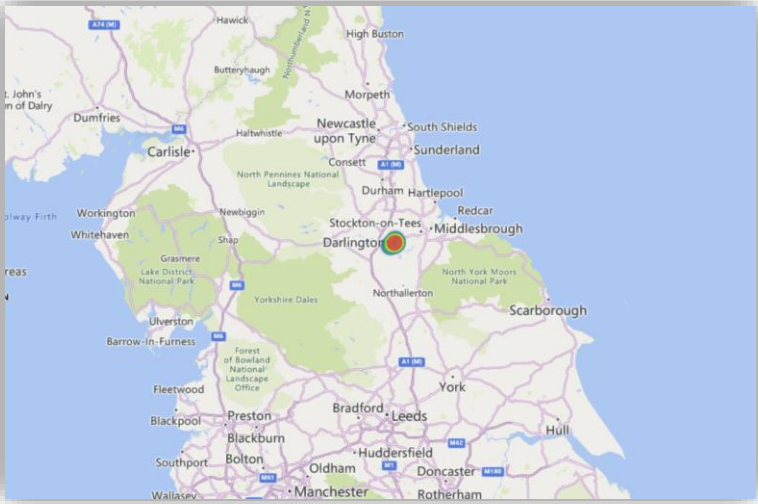
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicles and pedestrians breached hard closures, including vans, motorcycles and private vehicles passing gates and cones. Incursions occurred via footpaths, verges and convoy movements. No identifiers were retained.

Traffic Incidents *[Sentiment: Negative]*

Several vehicles ignored traffic signals or entered closures incorrectly, resulting in cone strikes and disruption. One vehicle manoeuvred through multiple closure points before exiting and re-entering incorrectly. No injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures were in place including gates, cones and convoy controls. Closures were reinstated where possible, although multiple incursions occurred before intervention. No workforce injuries or contact were reported.

Overall *[Sentiment: Negative]*

The period experienced repeated non-compliance with closures and traffic controls. While no injuries to the workforce or members of the public were reported, the frequency of incursions presented ongoing operational challenges.

Recommendations

Project team should review their approach and where required strengthen closure integrity through enhanced physical measures, clearer advance signing, targeted monitoring at repeat breach points, reinforced convoy discipline and improved deterrence to reduce unauthorised access.

Incursions Report

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

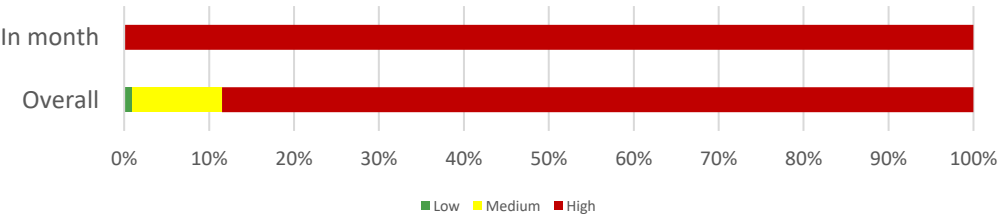
A total of 4 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions, 100% increase in 'Result of accident' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

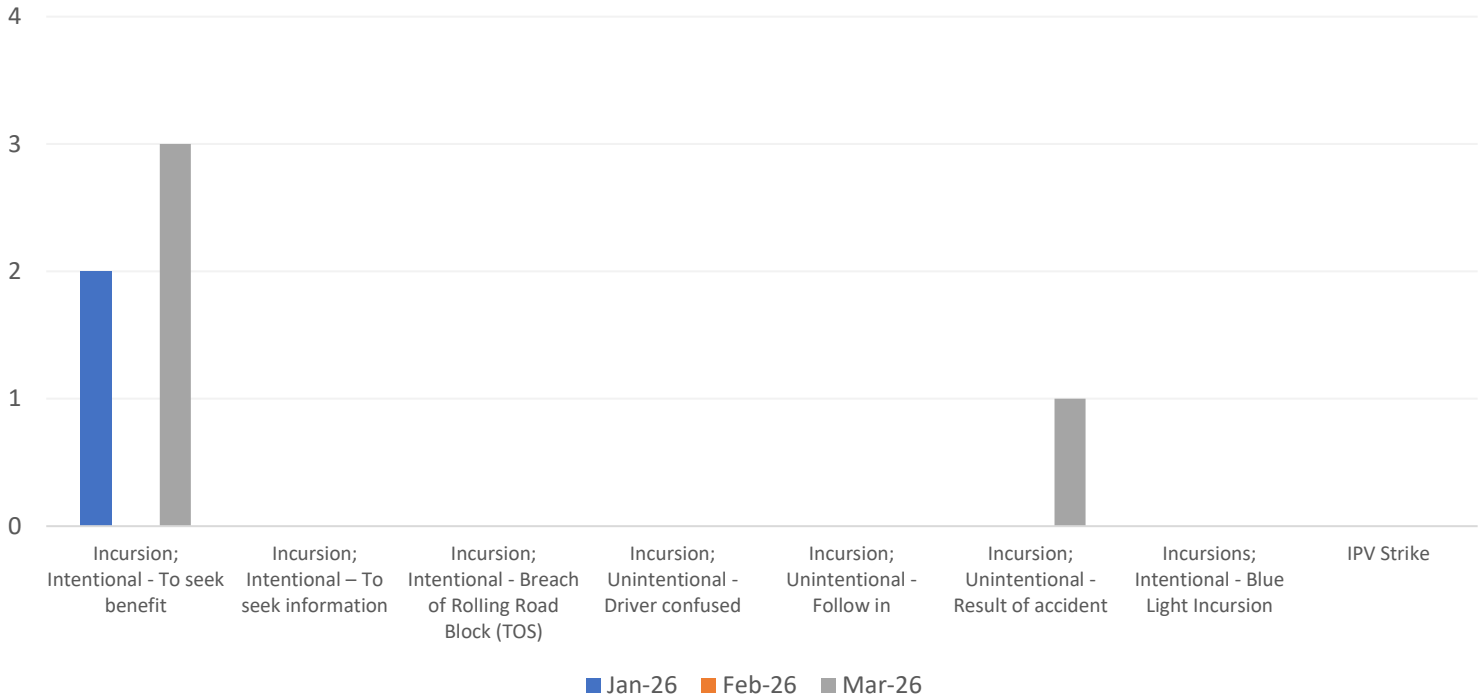
Project Risk Rating



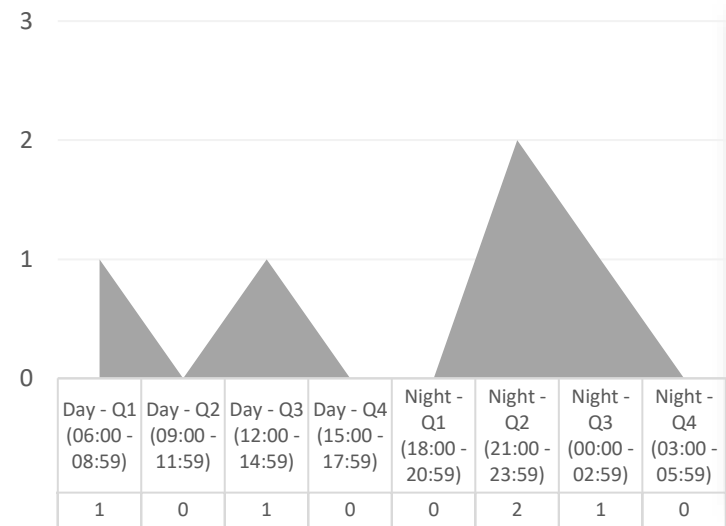
Incursion rate per length of TM (Unknown)

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

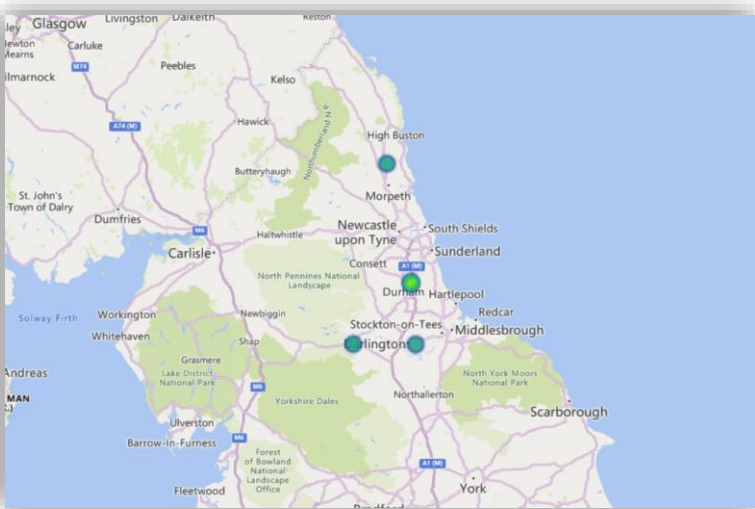
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred, including vehicles entering live works areas, travelling against traffic flow, and passing close to the workforce. No pedestrian incursions were reported and no injuries occurred.

Traffic Incidents *[Sentiment: Negative]*

Several traffic incidents were recorded, including impacts with temporary equipment, vehicles passing through works following signal breaches, and near-collision scenarios. Vehicles exited the area without escalation. No injuries to workforce or public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the works access with a mechanical defect, becoming stationary within the works area. The situation was contained without further impact on traffic flow, workforce safety, or the operation of traffic management arrangements.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures were in place and continued to operate, including convoy working and traffic signal control. Despite non-compliant driver behaviour, incidents were managed without reported injury or requirement for emergency service attendance.

Overall *[Sentiment: Negative]*

The period experienced repeated non-compliant driver behaviour increasing risk within the works area. While controls mitigated outcomes, the frequency and nature of incidents indicates ongoing exposure to safety risk, despite no reported injuries.

Recommendations

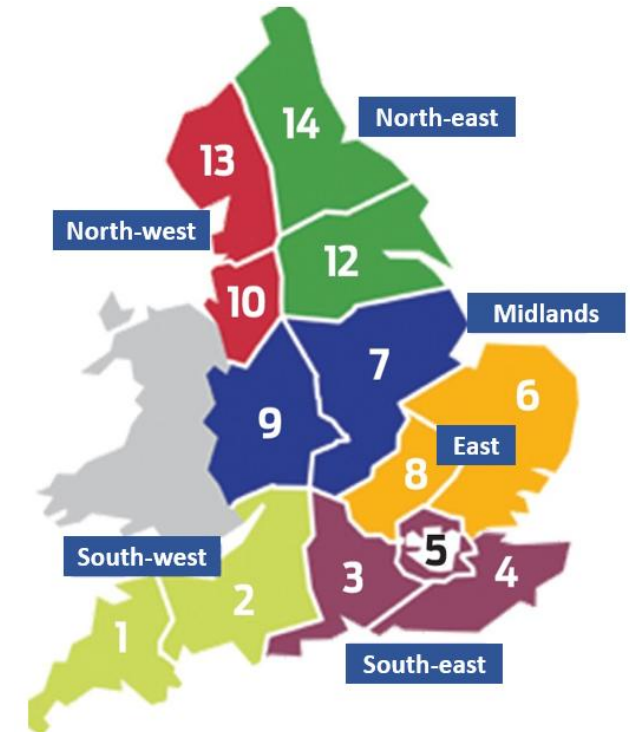
Project team should review their approach and where required strengthen measures around traffic signal compliance, visibility at side roads, convoy control interfaces, and early intervention to deter unauthorised access into works areas, protecting workforce safety.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

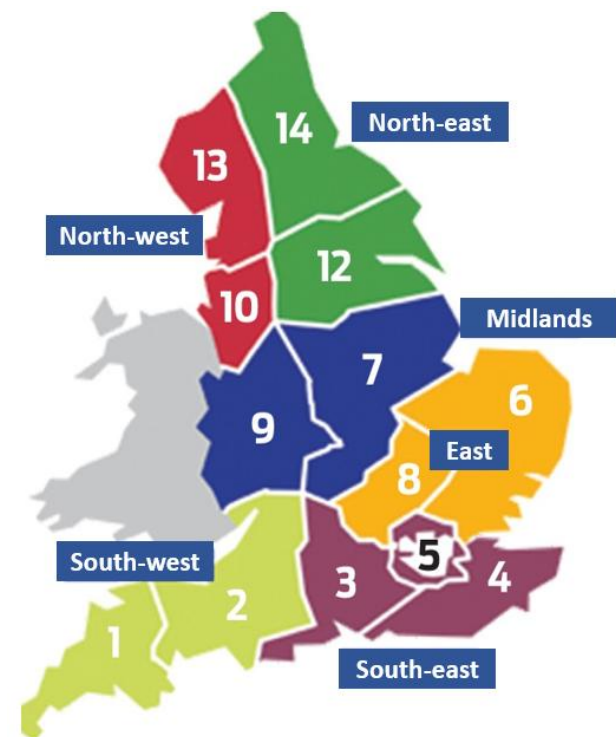
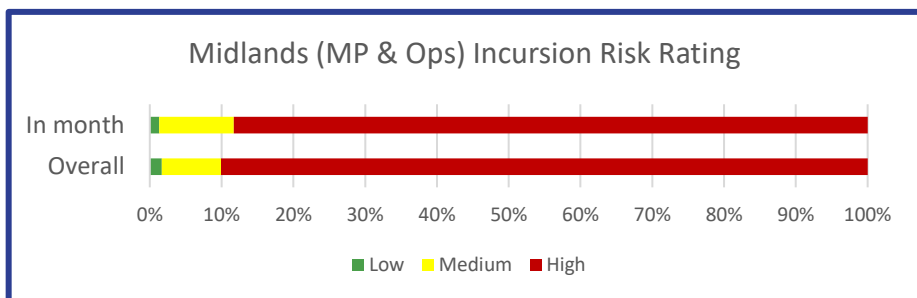
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects	Operations	Major Projects	Operations	
Incursion; Intentional - To seek benefit	138 [4.62%]	711 [60.20%]	1 [100.00%]	14 [63.64%]	
Incursion; Intentional – Because of breakdown	2502 [83.82%]	62 [5.25%]		1 [4.55%]	
Incursion; Intentional – To seek information	13 [0.44%]	42 [3.56%]			
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.03%]	8 [0.68%]			
Incursion; Unintentional - Driver confused	121 [4.05%]	193 [16.34%]		4 [18.18%]	
Incursion; Unintentional - Follow in	26 [0.87%]	43 [3.64%]		1 [4.55%]	
Incursion; Unintentional - Result of accident	163 [5.46%]	78 [6.60%]			
Incursions; Intentional - Blue Light Incursion	17 [0.57%]	26 [2.20%]		1 [4.55%]	
IPV Strike	4 [0.13%]	18 [1.52%]		1 [4.55%]	
Grand Total	2985 [100.00%]	1181 [100.00%]	1 [100.00%]	22 [100.00%]	

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area7	327	183	56%	501	346	69%	449	171	38%
Area 9	347	219	63%	363	225	62%	491	236	48%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised entries occurred, including vehicles and cyclists following site traffic, breaching closures, using gaps in cones, and entering at speed. Several incursions passed close to the workforce.

Traffic Incidents [*Sentiment: Negative*]

Traffic incidents included cone and taper strikes, barrier impacts, vehicles entering closures incorrectly, and collisions within closures. One member of the public was involved in a collision and required ambulance attendance.

Broken Down Vehicles [*Sentiment: Neutral*]

Several members of the public entered lane or traffic light closures due to vehicle breakdowns. These were generally managed under supervision, with vehicles escorted or removed without injury to the workforce.

Traffic Management Responses [*Sentiment: Neutral*]

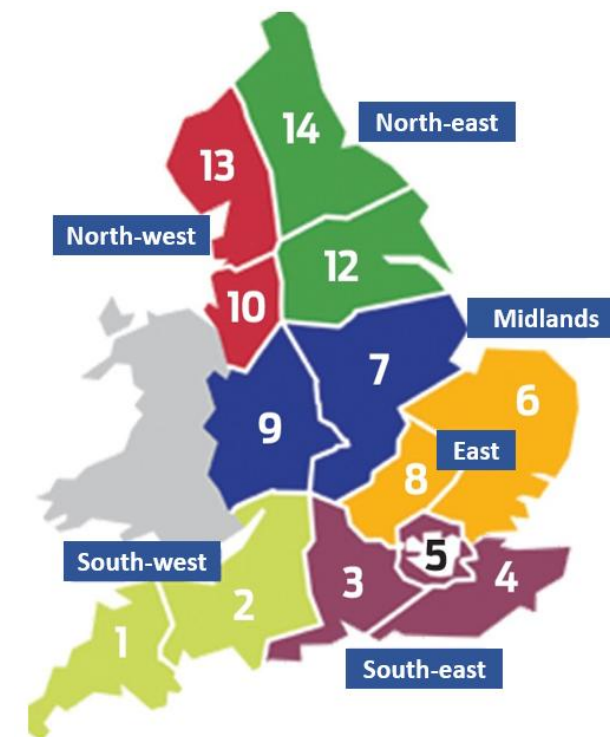
Traffic management teams intervened promptly by stopping vehicles, escorting them safely from closures, reinstating layouts, correcting damaged tapers, and coordinating with emergency services where required to maintain site safety.

Overall [*Sentiment: Negative*]

The period experienced a high frequency of incursions, traffic management breaches, and erratic driver behaviour, increasing risk exposure within live works despite effective intervention and no injuries to the workforce.

Recommendations

Project team should review their approach and where required strengthen access control, gate protocols, cone continuity, and convoy discipline, reinforce procedures for cyclists and emergency interfaces, and ensure alarms, briefings, and to escalate.



Incursions Report

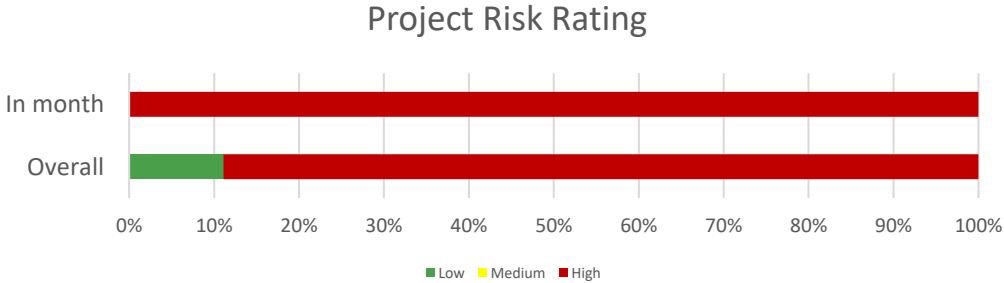
Directorate: Major Projects
Region: Midlands
Project: MP-0120 M54 – M6 / M6 Toll - RDP

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

[0 - Incursions resulting from breakdowns were recorded]

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

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



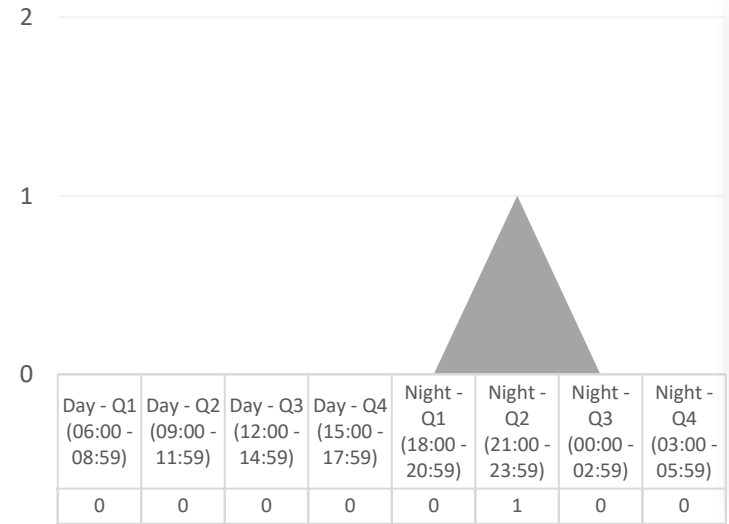
Incursion rate per length of TM (Unknown)

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

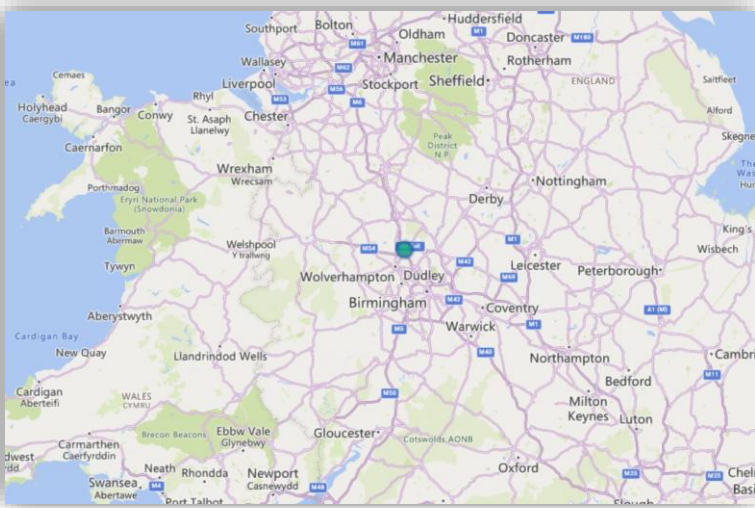
MP-0120 M54 – M6 / M6 Toll - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Midlands

Project: MP-0120 M54 – M6 / M6 Toll -
RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A goods vehicle entered the coned-off area and gained access to a closed running lane within the works. The vehicle was contained within the isolated area and no contact occurred with the workforce or pedestrians.

Traffic Incidents *[Sentiment: Negative]*

No collisions or secondary traffic incidents were reported during this period. Traffic continued to flow in the remaining open lane, with no reported impact to the wider network arising from the incursion.

Broken Down Vehicles *[Sentiment: Positive]*

No broken-down vehicles were reported within or adjacent to the works area during this period. Network reliability was maintained and no additional interventions were required.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures successfully prevented vehicle access beyond the protected works area. The incursion vehicle was brought to a controlled stop and managed safely until escorted from site by the traffic management contractor.

Overall *[Sentiment: Neutral]*

The incident involved an unauthorised vehicle entry into the works area but was effectively controlled through existing traffic management measures, preventing escalation and avoiding any injury to the workforce or road users.

Recommendations

Project team should review their approach and where required strengthen advance signing, lane closure clarity, and taper protection to further reduce the risk of unauthorised vehicle entry into closed lanes and live works areas.

Incursions Report

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

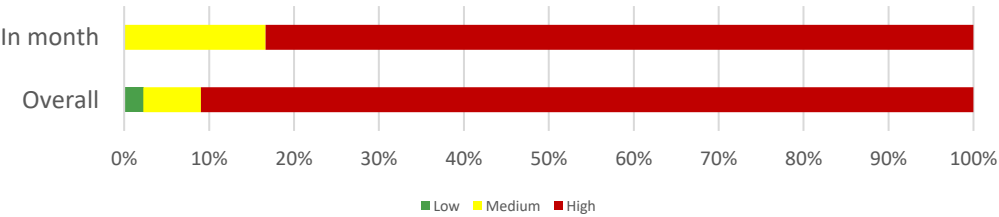
A total of 7 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions, incursions, with a 17% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

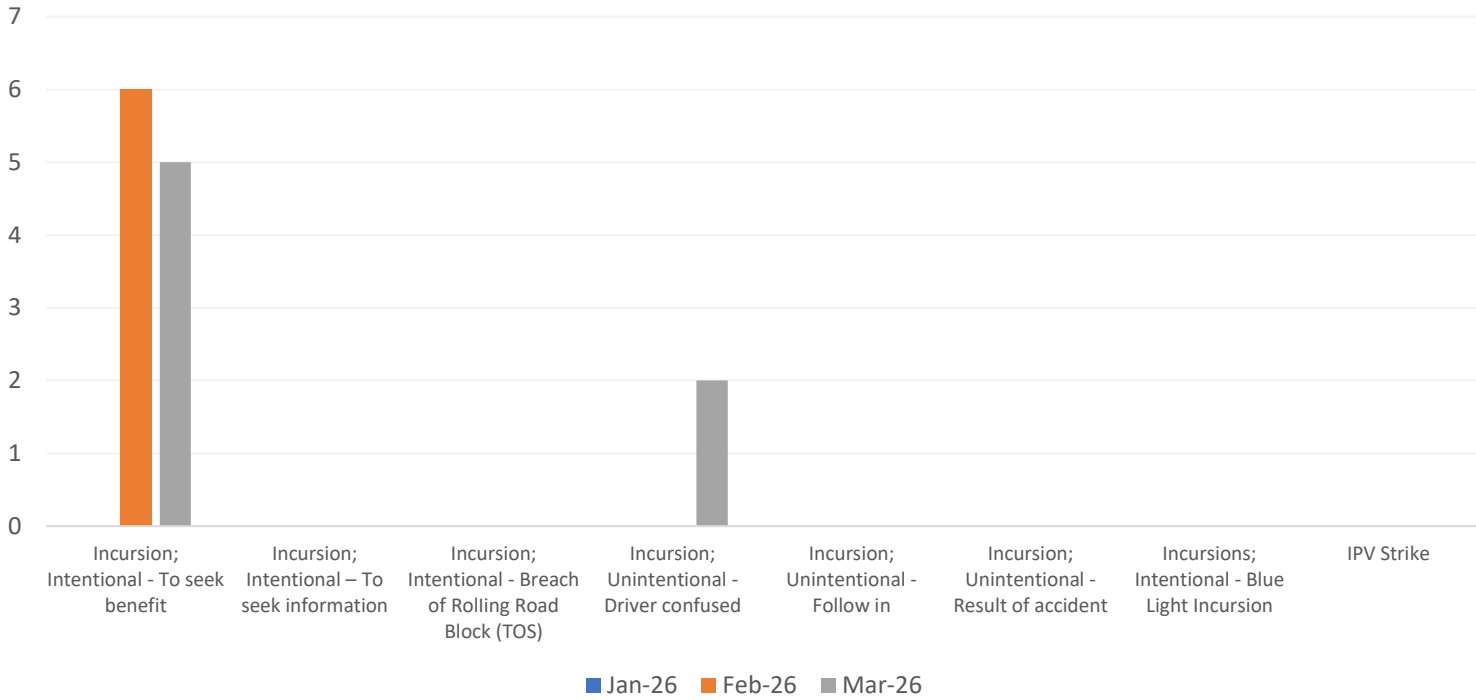
Project Risk Rating



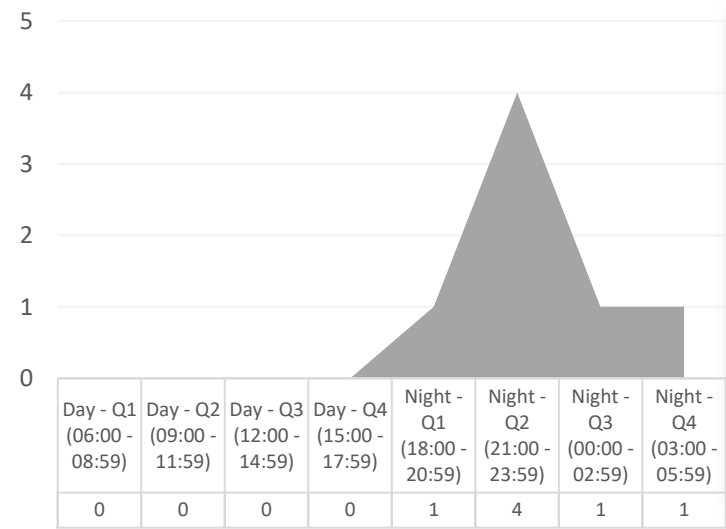
Incursion rate per length of TM (Unknown)

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

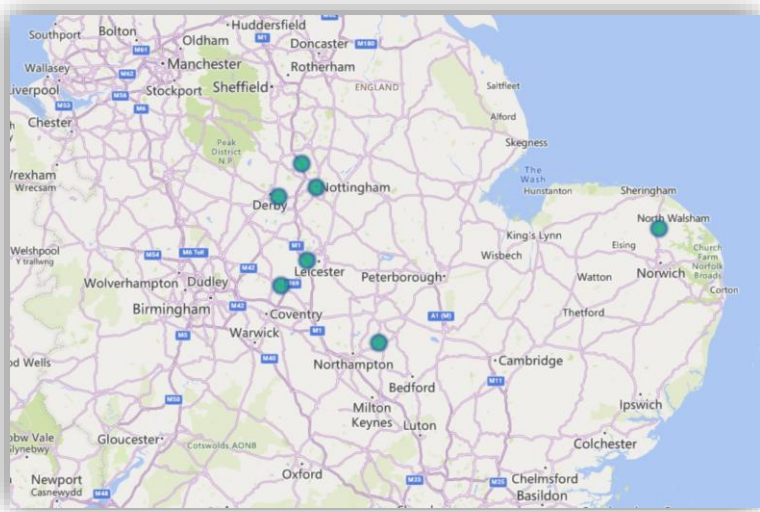
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several members of the public entered the established closure, including vehicles, pedestrians and a cyclist. Incidents involved wrong-way movements, following works vehicles, and intentional diversion avoidance, presenting ongoing safety risks to the workforce.

Traffic Incidents *[Sentiment: Negative]*

Multiple traffic collisions occurred within the closure, including impacts with cones and the central barrier. Vehicle ingress was observed across different vehicle types, indicating ineffective deterrence at closure entry points.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The closure remained in place, with incidents reported and witnessed by site supervision. Vehicles that entered the closure generally exited shortly afterwards, limiting prolonged disruption but highlighting repeated non-compliance.

Overall *[Sentiment: Negative]*

The period was characterised by repeated unauthorised access into the closure by members of the public, including serious breaches of traffic management, resulting in collisions and increased risk exposure to the workforce.

Recommendations

Project team should review their approach and where required strengthen closure integrity, improve physical and visual deterrents, enhance diversion clarity, and consider additional monitoring or enforcement measures to reduce repeated traffic ingress and unsafe public behaviour.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Pavement - Seven

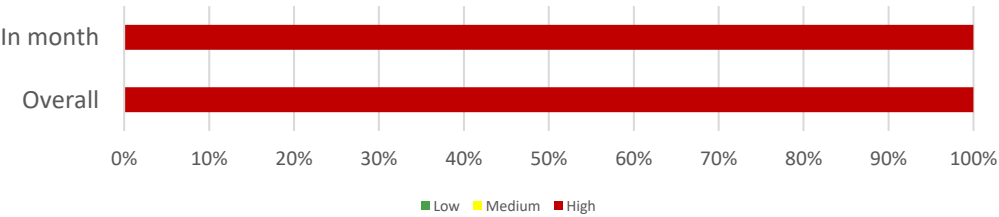
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



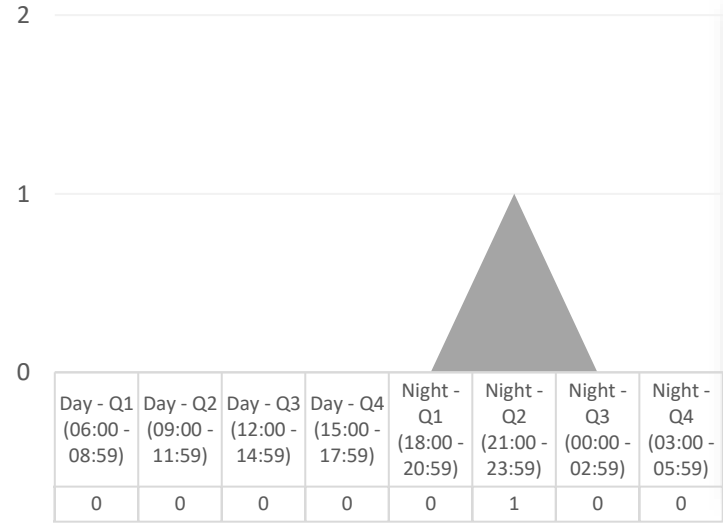
Incursion rate per length of TM (Unknown)

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

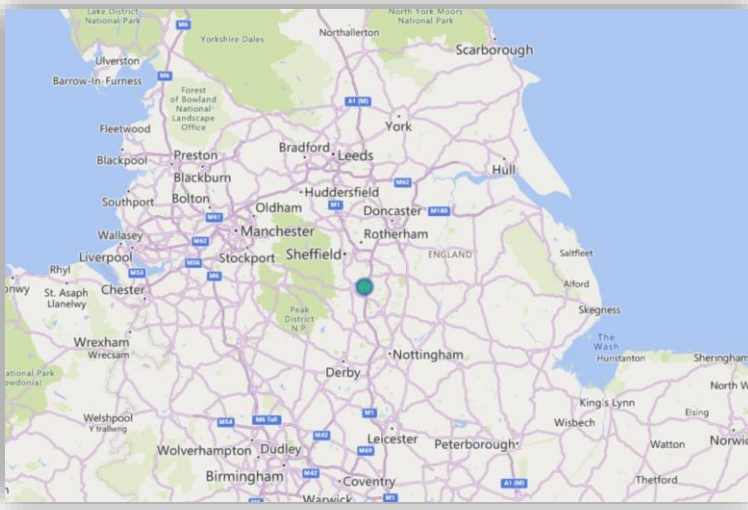
Pavement - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Pavement - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered the works area through a gap in the coning layout. The incursion was contained without escalation, and no injuries to the workforce or members of the public were reported.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements were adjusted following the incursion to restore delineation integrity and maintain a clear separation between live traffic and the works area.

Overall *[Sentiment: Neutral]*

Overall activity was largely controlled with one minor incursion identified and managed. No wider disruption, collisions or injuries were reported during the period.

Recommendations

Project team should review their approach and where required strengthen coning continuity, ensure regular inspections of traffic management layouts, and reinforce controls to prevent gaps forming that could enable unauthorised vehicle access.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

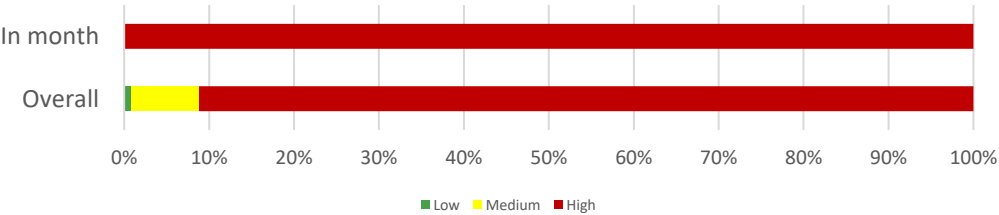
A total of 4 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 100% increase in 'Blue Light' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

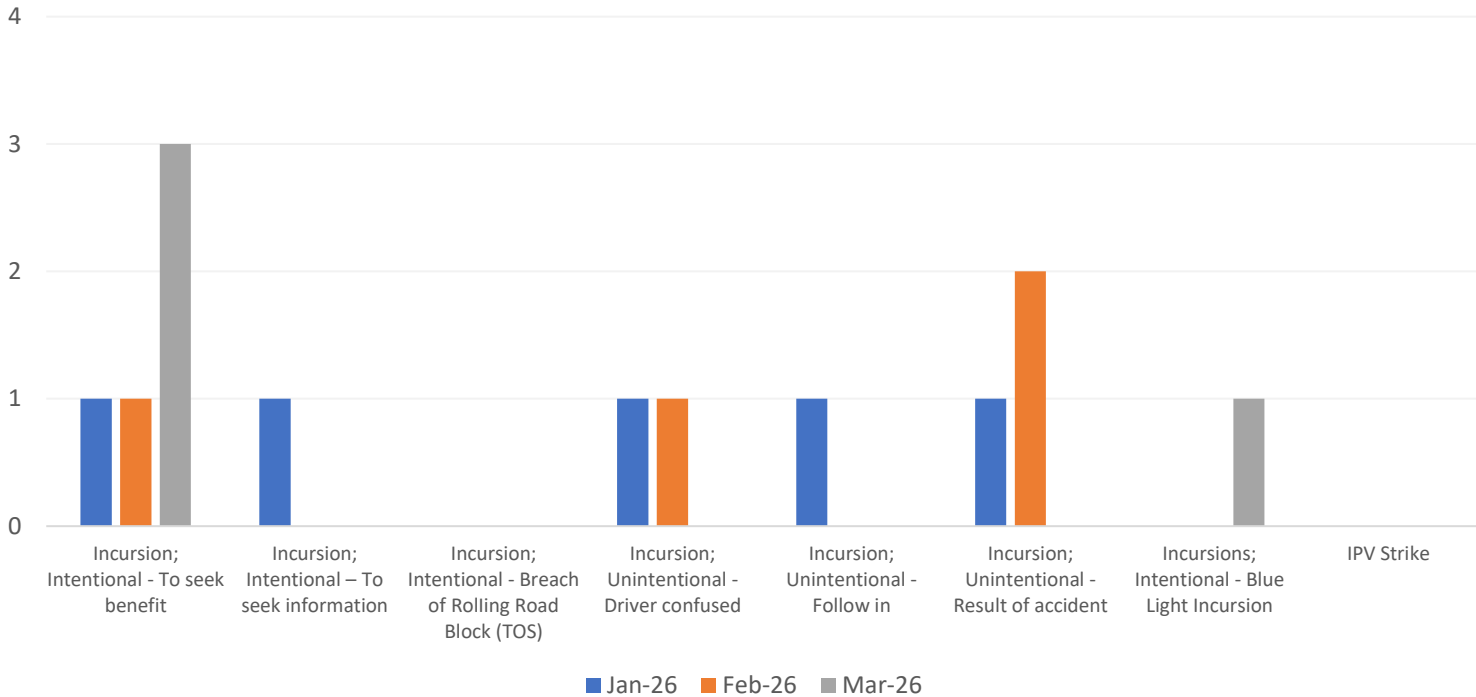
Project Risk Rating



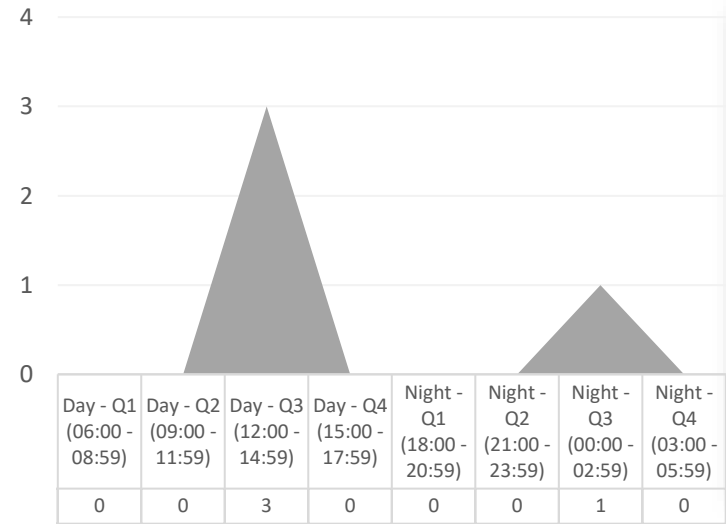
Incursion rate per length of TM (Unknown)

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

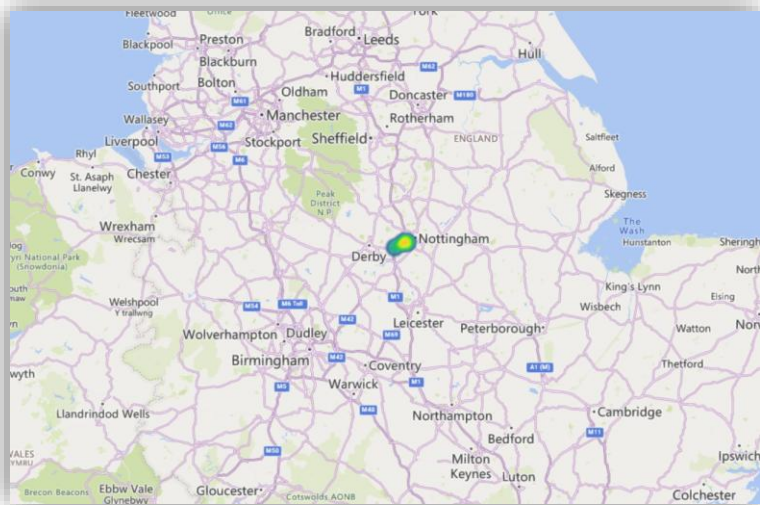
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle entries occurred within traffic management closures, including members of the public entering without escort. These incidents created uncontrolled access points and increased exposure risk to the workforce.

Traffic Incidents *[Sentiment: Neutral]*

Traffic-related incidents involved vehicles unintentionally breaching closures due to confusion or following emergency services movements. All vehicles were safely managed out of the works without collision or injury reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicle incidents were reported within the traffic management arrangements during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded promptly by stopping vehicles, providing clear briefings, safely escorting vehicles out of closures, adjusting airlock arrangements and reinforcing protocols with operatives to reduce recurrence.

Overall *[Sentiment: Neutral]*

The period was characterised by repeated unauthorised entries, managed without injury or damage. While controls generally functioned, several events highlighted vulnerabilities in access management and compliance with escort procedures.

Recommendations

Project team should review their approach and where required strengthen gate controls, reinforce HRS alarm use, refresh operative briefings, and improve public-facing signage and escort management to reduce unauthorised access risks.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

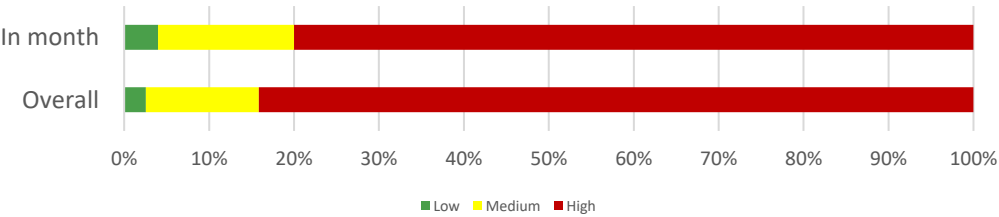
A total of 8 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions, 67% increase in 'Seeking Benefit' type incursions, 50% decrease in 'Follow in' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

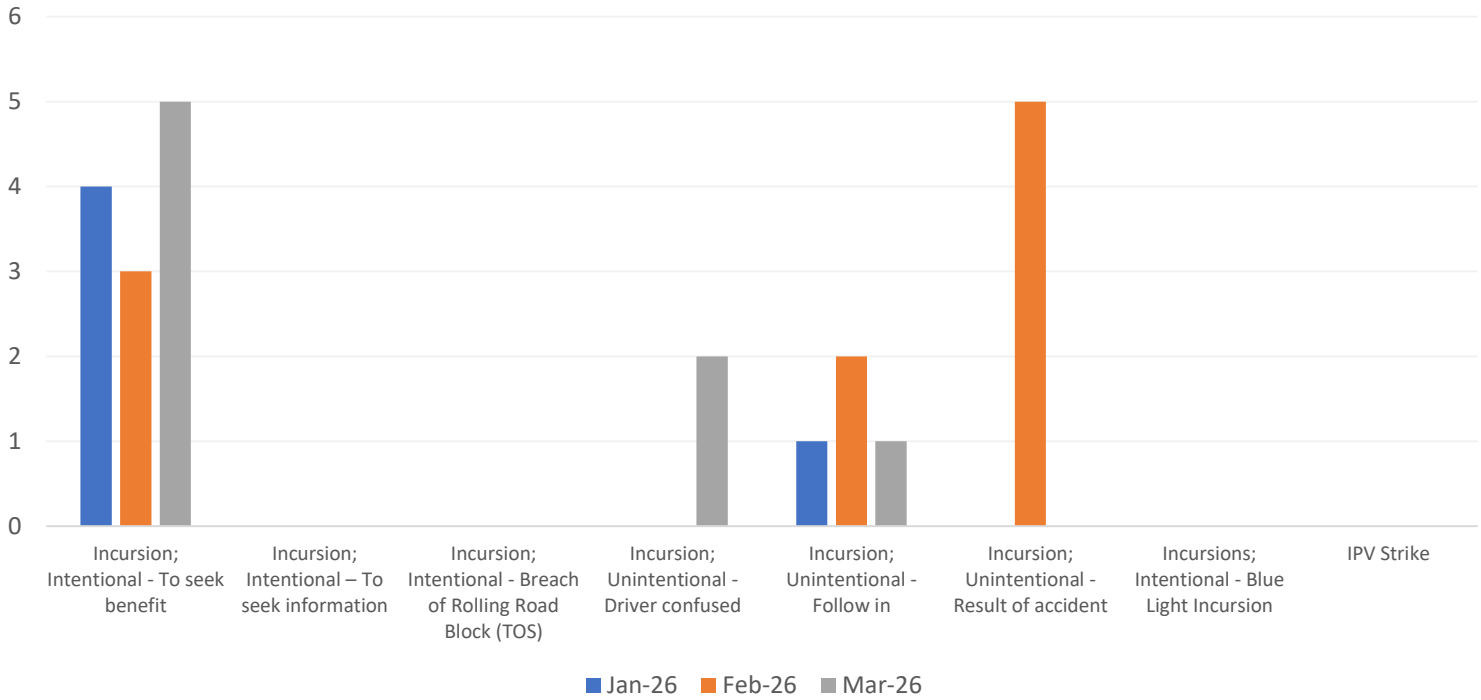
Project Risk Rating



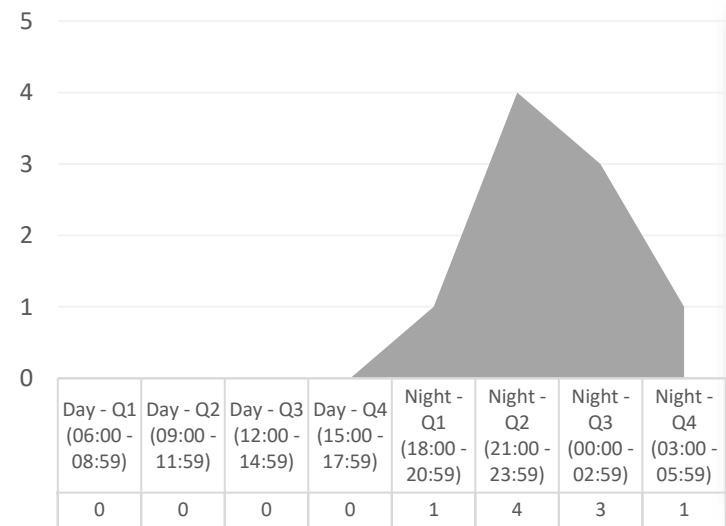
Incursion rate per length of TM (Unknown)

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

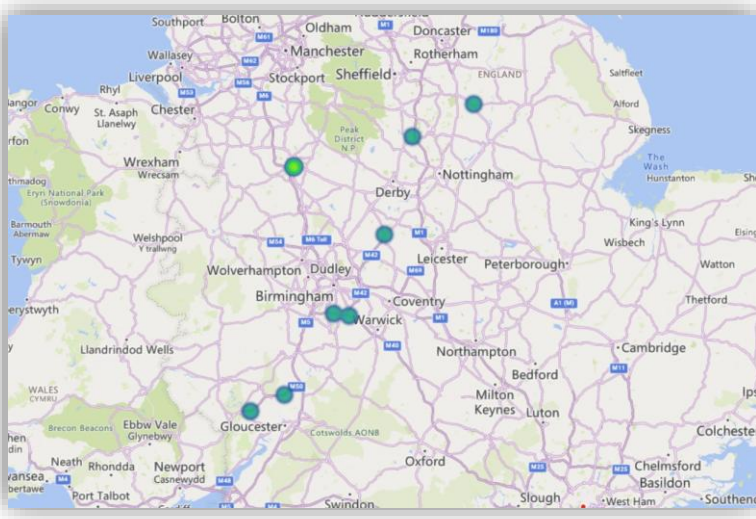
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple members of the public entered live lane and traffic light closures, including vehicles, a cyclist, and a site-follow incident. Several incursions progressed through closures before controlled exits could be implemented.

Traffic Incidents *[Sentiment: Negative]*

A member of the public entered the closure at speed and collided with the central reserve. Emergency services attended and the individual was conveyed by ambulance. No workforce injuries were reported during this incident.

Broken Down Vehicles *[Sentiment: Neutral]*

One broken-down vehicle entered a lane closure. The situation was managed without reported damage or injury and did not escalate into a wider traffic or safety incident during the period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded to multiple incursions and cone strikes, including damage to longitudinal runs. Affected assets were realigned or removed promptly, escort procedures were applied, and observation reporting was completed.

Overall *[Sentiment: Negative]*

The period experienced a high frequency of public non-compliance with closures, resulting in repeated incursions, cone strikes, and one significant collision involving a member of the public, increasing risk exposure to the workforce.

Recommendations

Project team should review their approach and where required reinforce closure integrity, review escort and access controls, enhance public warning measures, and consider additional mitigation to reduce incursion risk and protect workforce and public safety.

Incursions Report

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

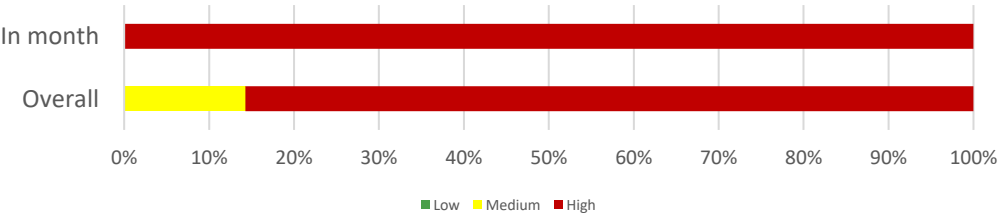
A total of 1 incursions have been recorded; with a 100% increase in 'IPV Strike' type incursions

[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



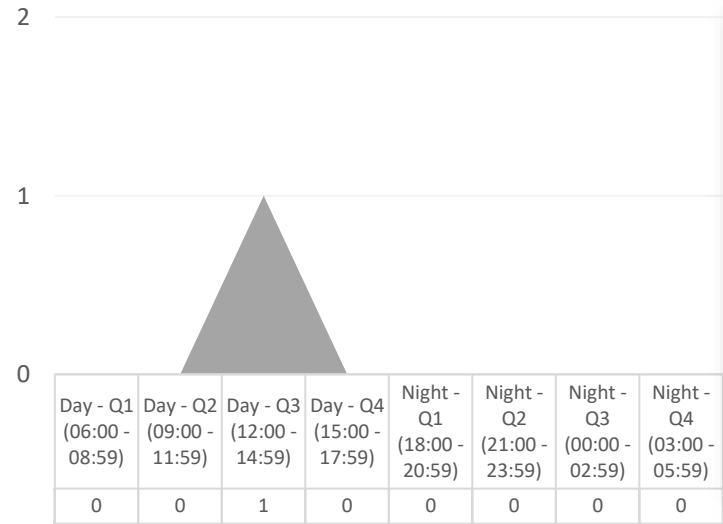
Incursion rate per length of TM (Unknown)

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

AD - M&R - Nine



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Nine



Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

No vehicle or pedestrian incursions were reported during this period. Operations were undertaken within the designated working area, with no unauthorised access to the worksite observed.

Traffic Incidents [*Sentiment: Negative*]

A traffic incident occurred involving a passing heavy goods vehicle striking the impact protection vehicle, resulting in damage to vehicle equipment. No injury to the workforce or members of the public was reported.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken-down vehicles were reported during this period that affected the works or network operation.

Traffic Management Responses [*Sentiment: Neutral*]

Traffic management was in place using impact protection vehicle measures to support verge litter collection activities and provide protection to the workforce during live network operations.

Overall [*Sentiment: Neutral*]

Works were delivered as planned with appropriate protection in place. One traffic-related incident caused equipment damage, but there were no reported injuries or wider network disruptions.

Recommendations

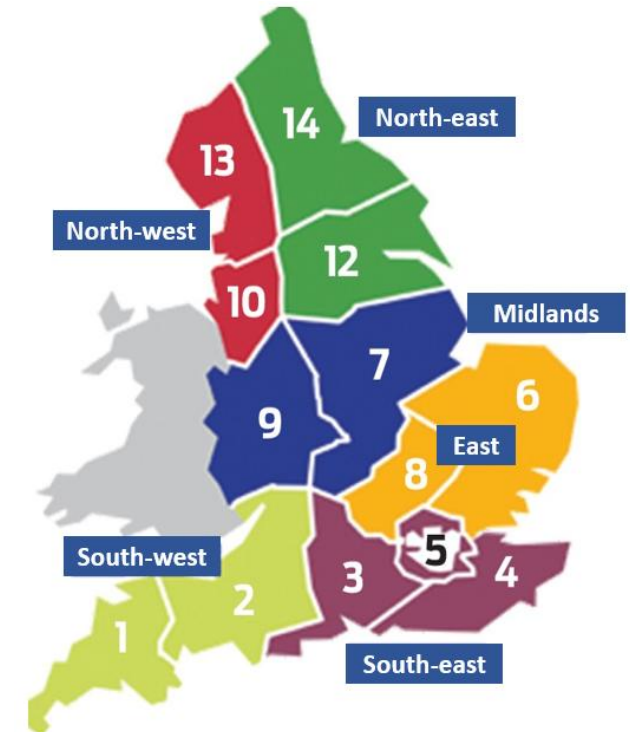
Project team should review their approach and where required reinforce spacing and positioning of protective vehicles, review exposure to passing traffic, and consider additional measures to reduce risk from closely travelling heavy goods vehicles.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

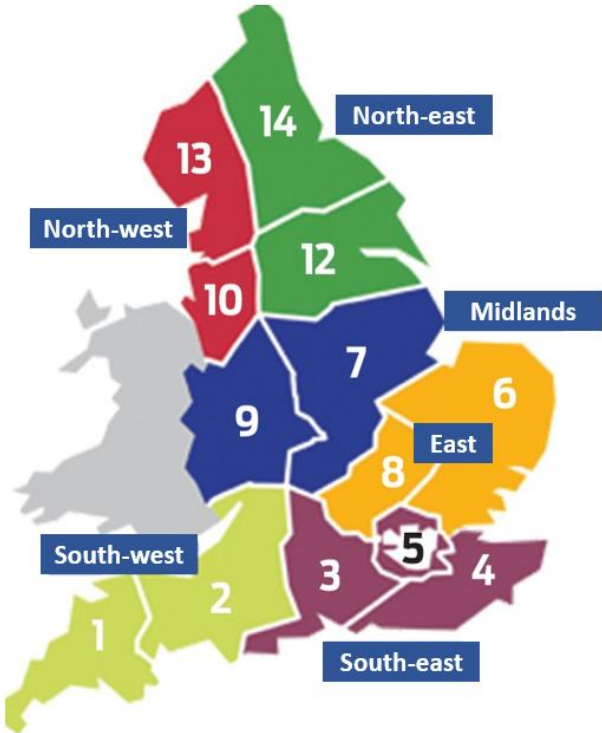
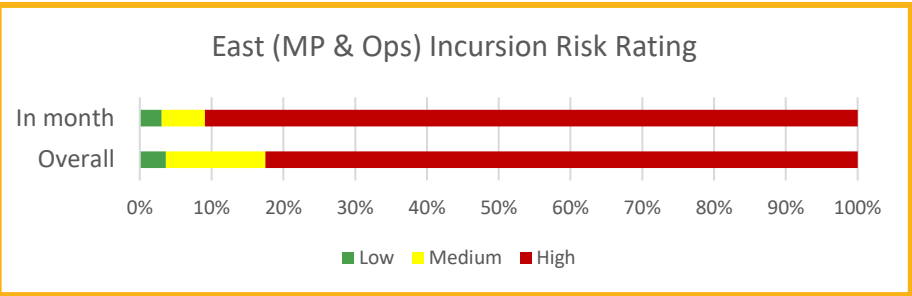
Select next page for East Region and
Project Reports



Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	253	[15.54%]	461	[46.61%]	8	[57.14%]
Incursion; Intentional – Because of breakdown	955	[58.66%]	79	[7.99%]	1	[7.14%]
Incursion; Intentional – To seek information	80	[4.91%]	13	[1.31%]	2	[14.29%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.18%]	1	[0.10%]		
Incursion; Unintentional - Driver confused	159	[9.77%]	238	[24.06%]	2	[14.29%]
Incursion; Unintentional - Follow in	63	[3.87%]	51	[5.16%]		
Incursion; Unintentional - Result of accident	72	[4.42%]	78	[7.89%]	1	[7.14%]
Incursions; Intentional - Blue Light Incursion	27	[1.66%]	33	[3.34%]		2 [33.33%]
IPV Strike	16	[0.98%]	35	[3.54%]		
Grand Total	1628	[100.00%]	989	[100.00%]	14	[100.00%]

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 6	137	105	77%	252	192	76%	362	264	73%
Area 8	135	95	70%	194	85	44%	392	188	48%



Incursions Report – East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle entries occurred, including vehicles following site traffic, accessing works via exits, entering against closures, and confusion caused by layout or navigation systems. One pedestrian crossed the works area.

Traffic Incidents *[Sentiment: Negative]*

Incidents included vehicles travelling the wrong way through closures, high-speed incursions past the workforce, near misses involving site vehicles, and police or third-party vehicles entering live traffic management areas. No injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles entered closures due to breakdowns, punctures, or abandonment. These were generally managed within lane closures or works access areas to reduce risk while awaiting recovery.

Traffic Management Responses *[Sentiment: Neutral]*

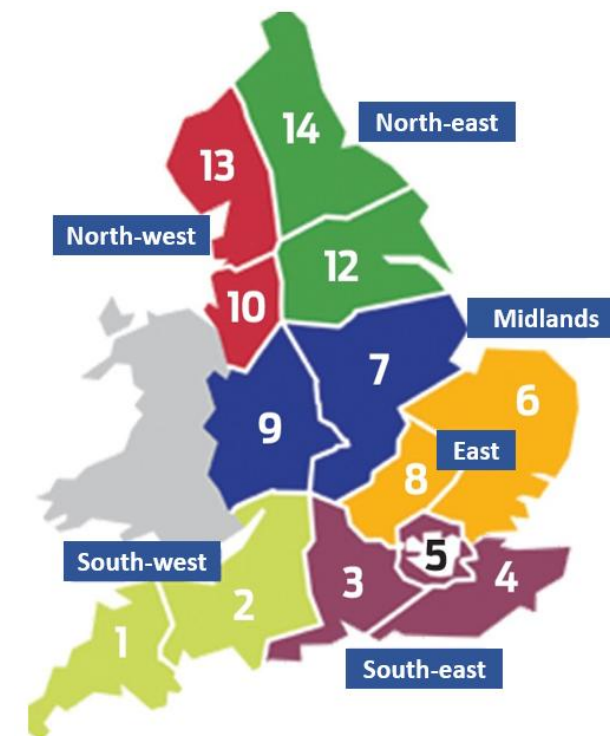
Traffic management teams intercepted vehicles, escorted drivers safely off site, instructed workforce to step back where required, reinstated disturbed layouts, and coordinated with supervisors, police, and control rooms to maintain safety.

Overall *[Sentiment: Negative]*

The period saw frequent unauthorised access, driver confusion, and poor compliance with closures, increasing exposure to risk despite timely traffic management interventions and no reported injuries to the workforce.

Recommendations

Project team should review their approach and where required improve access control at RVPs, strengthen layout clarity, manage sat nav impacts, reinforce escort protocols, and ensure strict compliance for authorised vehicles and third-party interfaces.



Incursions Report

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

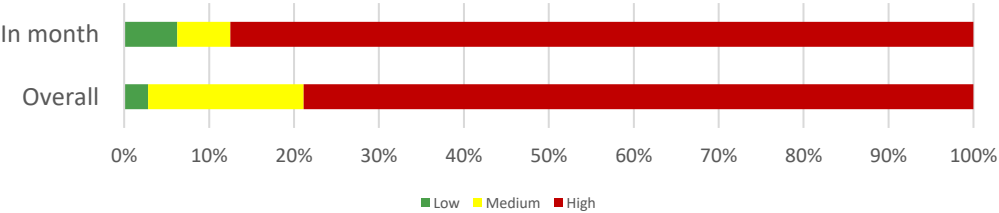
A total of 10 incursions have been recorded; with a 133% increase in 'Seeking Benefit' type incursions, 100% increase in 'Driver confused' type incursions, 100% increase in 'To seek information' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

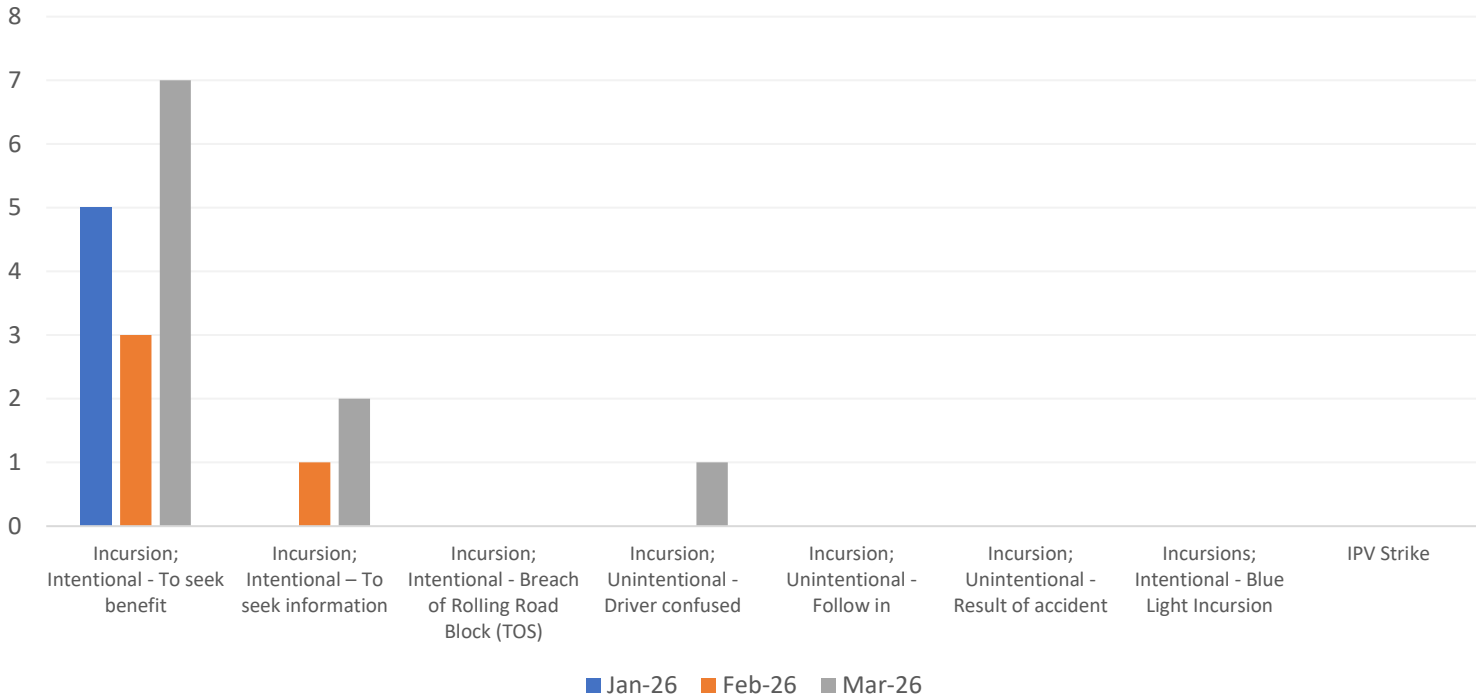
Project Risk Rating



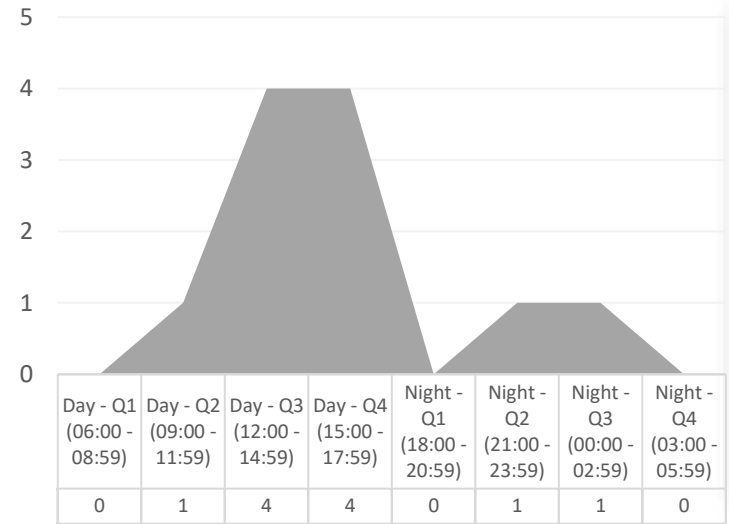
Incursion rate per length of TM (Unknown)

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

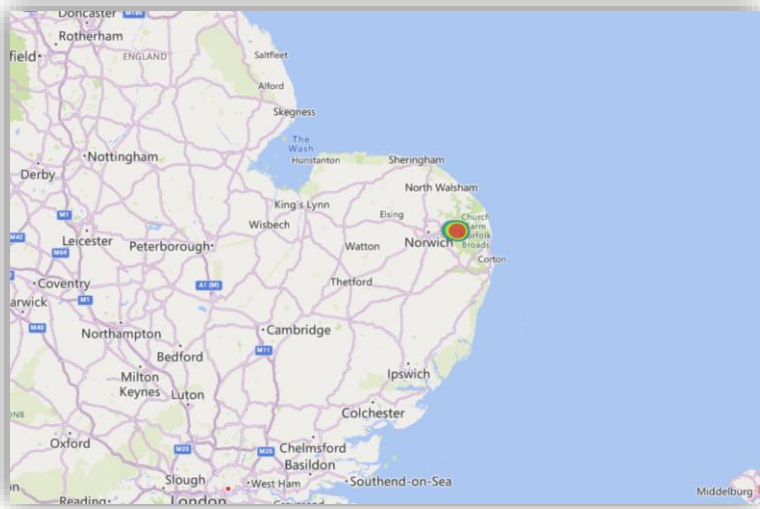
MP-0240 – A47 Blofield to North Burlington Dualling



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle entries occurred at access points and through works areas, largely due to confusion with the temporary layout and navigation errors. All vehicles were intercepted and safely escorted from site.

Traffic Incidents *[Sentiment: Neutral]*

Isolated instances of members of the public incorrectly entering the works area and temporary alignments were observed, including vehicles following works traffic or travelling contra to the cone layout. No collisions were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Several unattended or broken-down vehicles were identified within or adjacent to the traffic management layout. These were managed to reduce risk, with vehicles relocating or leaving the area prior to escalation.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by stopping unauthorised vehicles, escorting them from site, adjusting vehicle positions where required, and safeguarding the workforce through clear direction and controlled interventions.

Overall *[Sentiment: Neutral]*

The period was characterised by repeated access-related incursions linked to driver confusion. Effective on-site management prevented escalation, with no reported injuries to the workforce or members of the public.

Recommendations

Project team should review their approach and where required strengthen access control arrangements, enhance advance signing and wayfinding, and reinforce gateman and escort procedures to further reduce public confusion and unauthorised site access.

Incursions Report

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

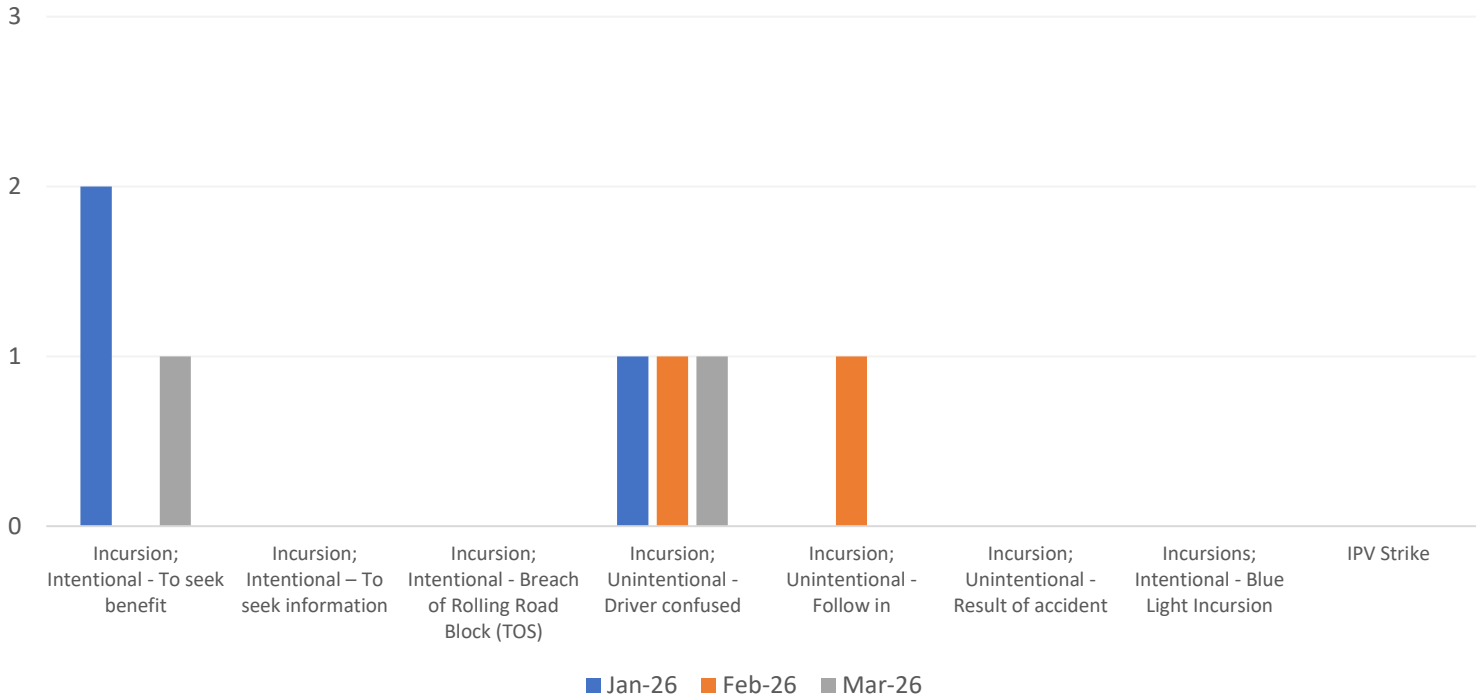
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

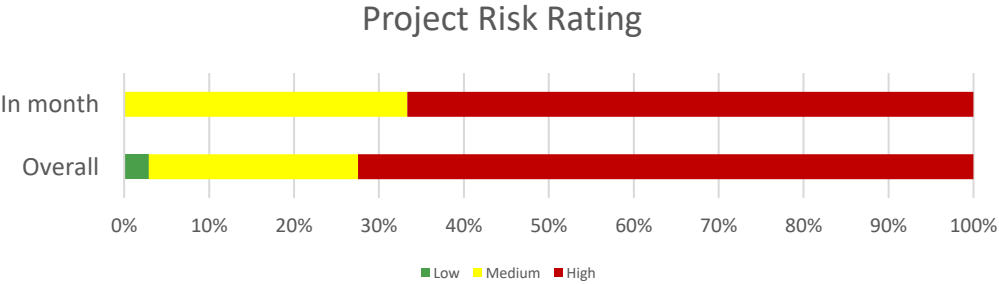
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

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



Time Profile of Incursions recorded

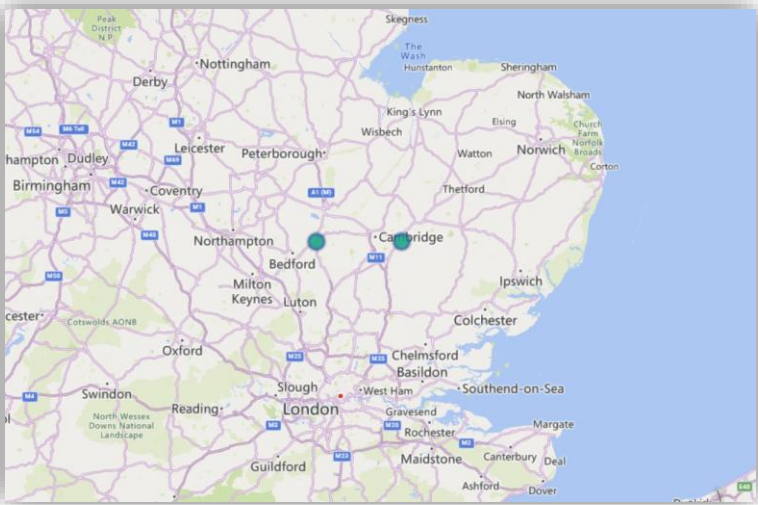
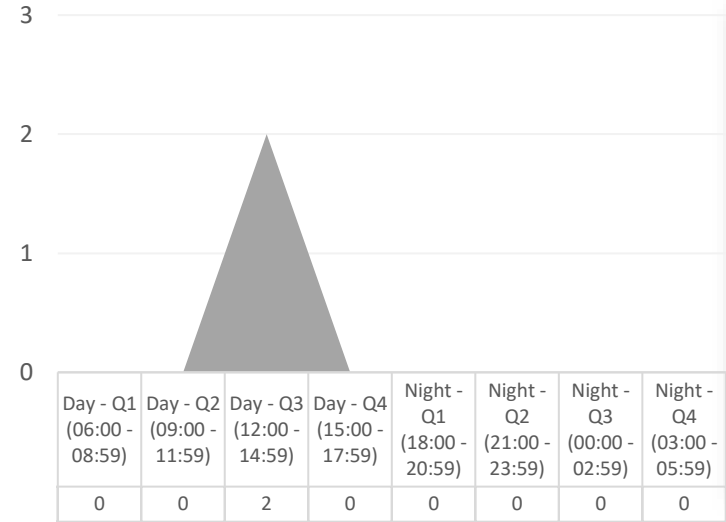
Heatmap



Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle stopped at the site access while a pedestrian entered the works area and crossed live carriageways before returning. A separate member of public accessed the site and interfered with traffic management arrangements.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions or loss of vehicle control were reported during this period. Traffic continued to flow, although movements were briefly affected by unauthorised stopping and crossing activity near the site access.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period that required intervention or caused disruption to the works, workforce, or the surrounding strategic road network.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management remained in place; however, unauthorised entry allowed cones to be moved, temporarily compromising the layout. No formal escalation or emergency response was required during this period.

Overall *[Sentiment: Negative]*

The period was marked by unauthorised public access and unsafe pedestrian and vehicle movements through the works area, increasing exposure to risk despite no reported injuries to the workforce or members of the public.

Recommendations

Project team should review their approach and where required strengthen site access control, public interface management, and passive measures to prevent unauthorised entry and pedestrian movements through live traffic and works areas.

Incursions Report

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

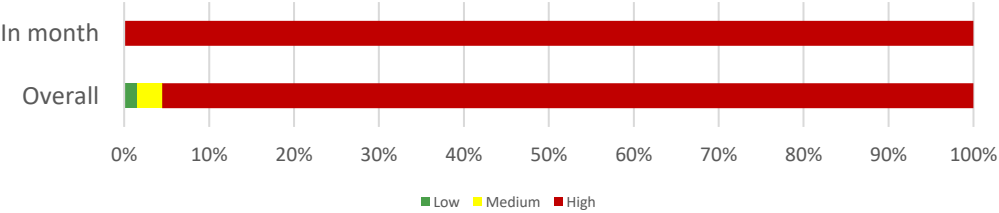
A total of 1 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions

[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)

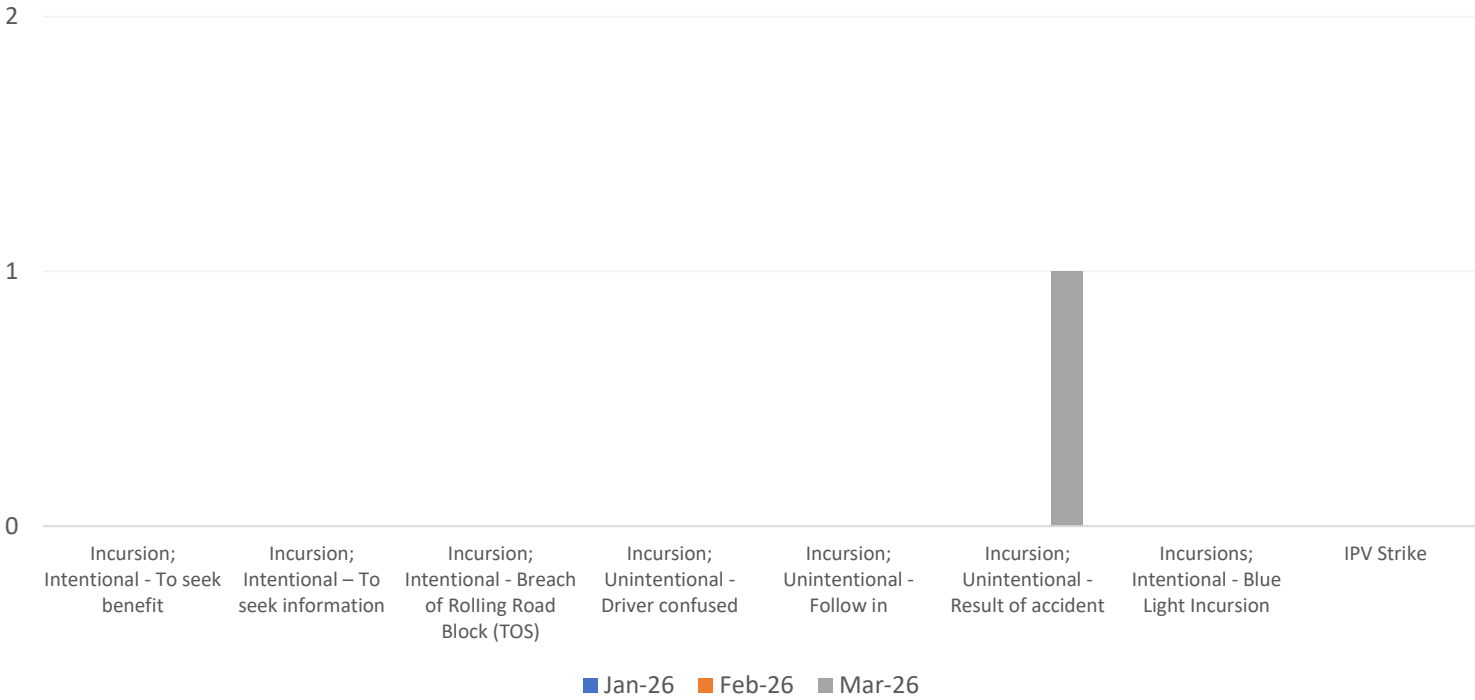
Project Risk Rating



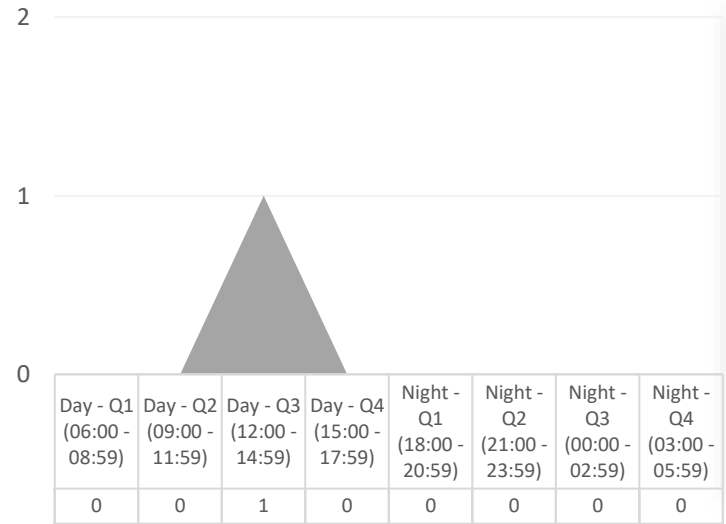
Incursion rate per length of TM (Unknown)

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

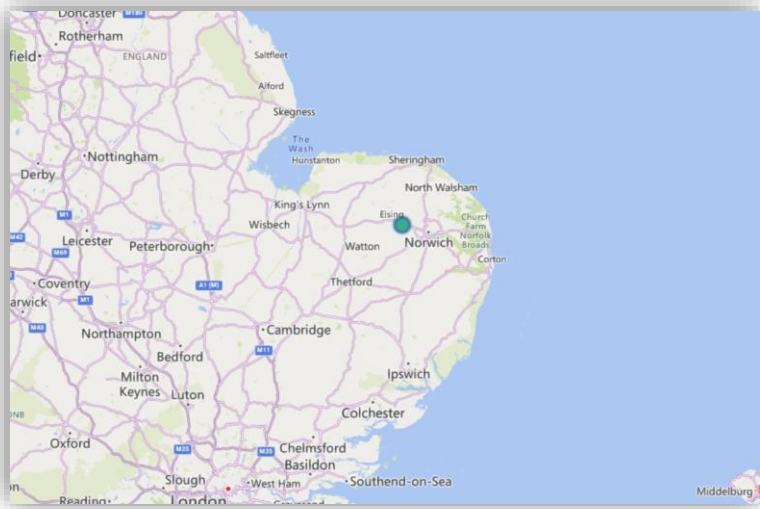
MP-0239 - A47 North Tuddenham to Easton - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle experiencing a puncture entered a designated works access point rather than remaining on the live roundabout. No pedestrians accessed the works area and no unauthorised site access occurred.

Traffic Incidents *[Sentiment: Positive]*

No traffic collisions, road traffic incidents or loss of control events were reported. The network continued to operate as intended, with traffic successfully managed through the roundabout arrangement.

Broken Down Vehicles *[Sentiment: Neutral]*

One vehicle with a mechanical issue was accommodated within the works access area. The vehicle did not obstruct live traffic lanes and was managed without disruption to network operation.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management arrangements remained effective, allowing safe segregation between live traffic and works access. Site access points were used appropriately, preventing additional congestion or safety risk to road users.

Overall *[Sentiment: Positive]*

The situation was managed appropriately through existing traffic management measures. There were no injuries to the workforce or members of the public, and no adverse impact on safety or traffic flow.

Recommendations

Project team should review their approach and where required reinforce public awareness of emergency-safe locations and ensure clear delineation of works access points to further discourage unplanned entry and support safe driver decision-making.

Incursions Report

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

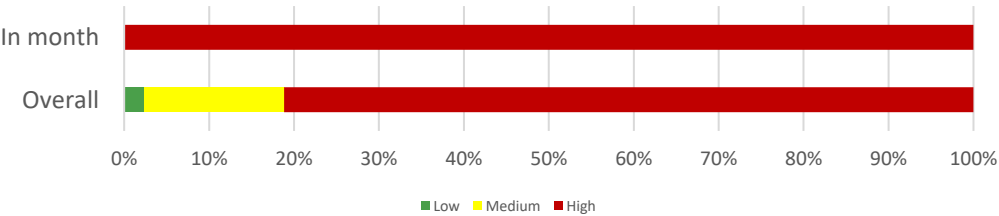
A total of 4 incursions have been recorded; with a 200% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

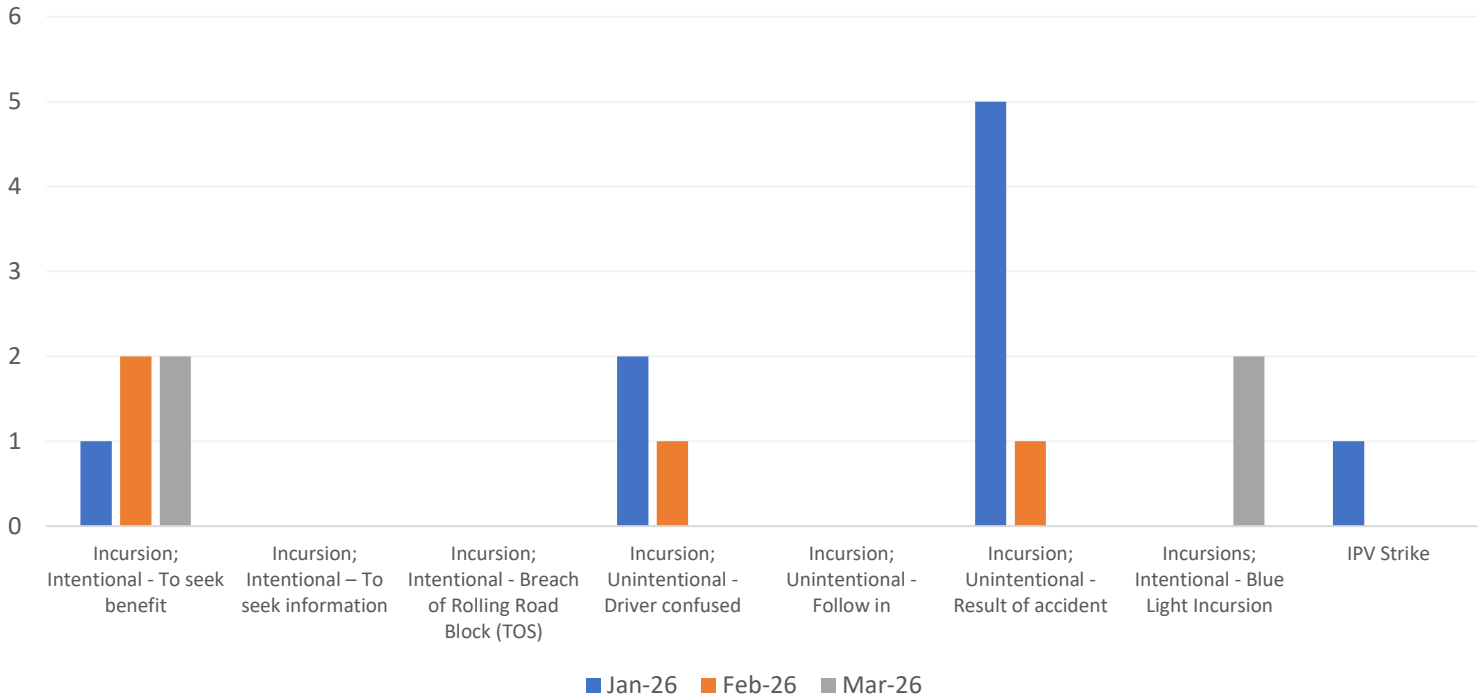
Project Risk Rating



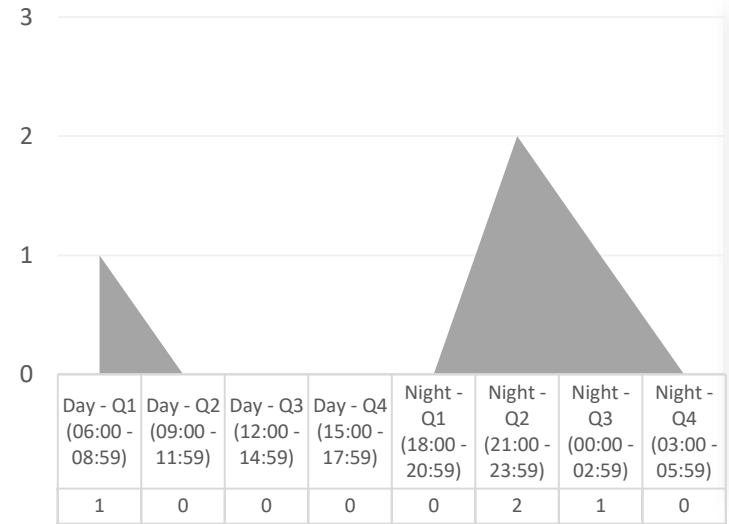
Incursion rate per length of TM (Unknown)

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

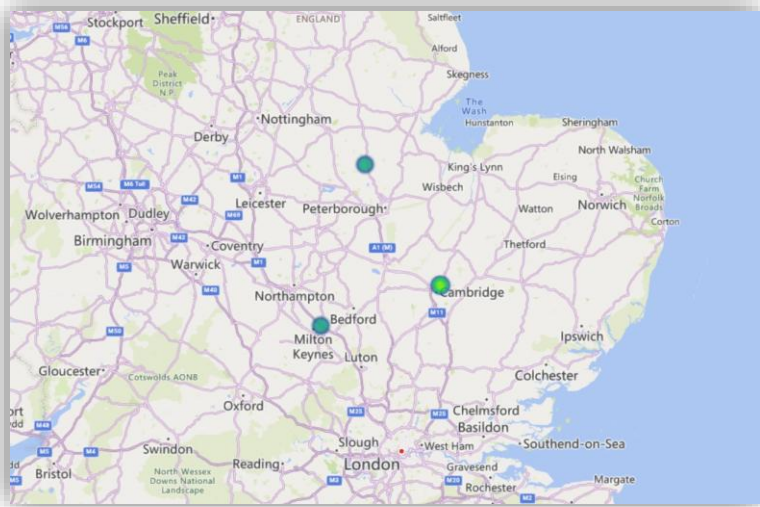
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Multiple vehicle incursions occurred within closures, including vehicles entering via slips and the wrong direction. One ambulance crew accessed the taper on foot, leaving traffic management equipment within a live lane. No injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

Traffic disruption occurred due to works overrunning planned completion, resulting in extended full closures and significant queuing. Emergency and police vehicles accessed closures, passing the workforce before rejoining live traffic. No collisions were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives intervened to stop unauthorised vehicles before reaching the workforce. Closures were eventually removed; however, overruns and equipment left within live lanes increased exposure for road users and workforce.

Overall *[Sentiment: Negative]*

The period experienced several unauthorised incursions and extended closures, increasing risk to the workforce and road users. While no injuries were sustained, incidents highlighted vulnerabilities within traffic control and closure management arrangements.

Recommendations

Project team should review their approach and where required strengthen control of access points, coordination with emergency services, adherence to closure timings and checks to ensure all traffic management equipment is fully removed before reopening to traffic.

Incursions Report

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

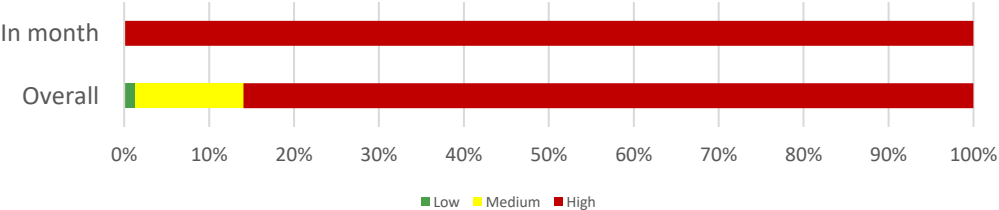
A total of 2 incursions have been recorded; with a 33% decrease in 'Seeking Benefit' type incursions

[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)

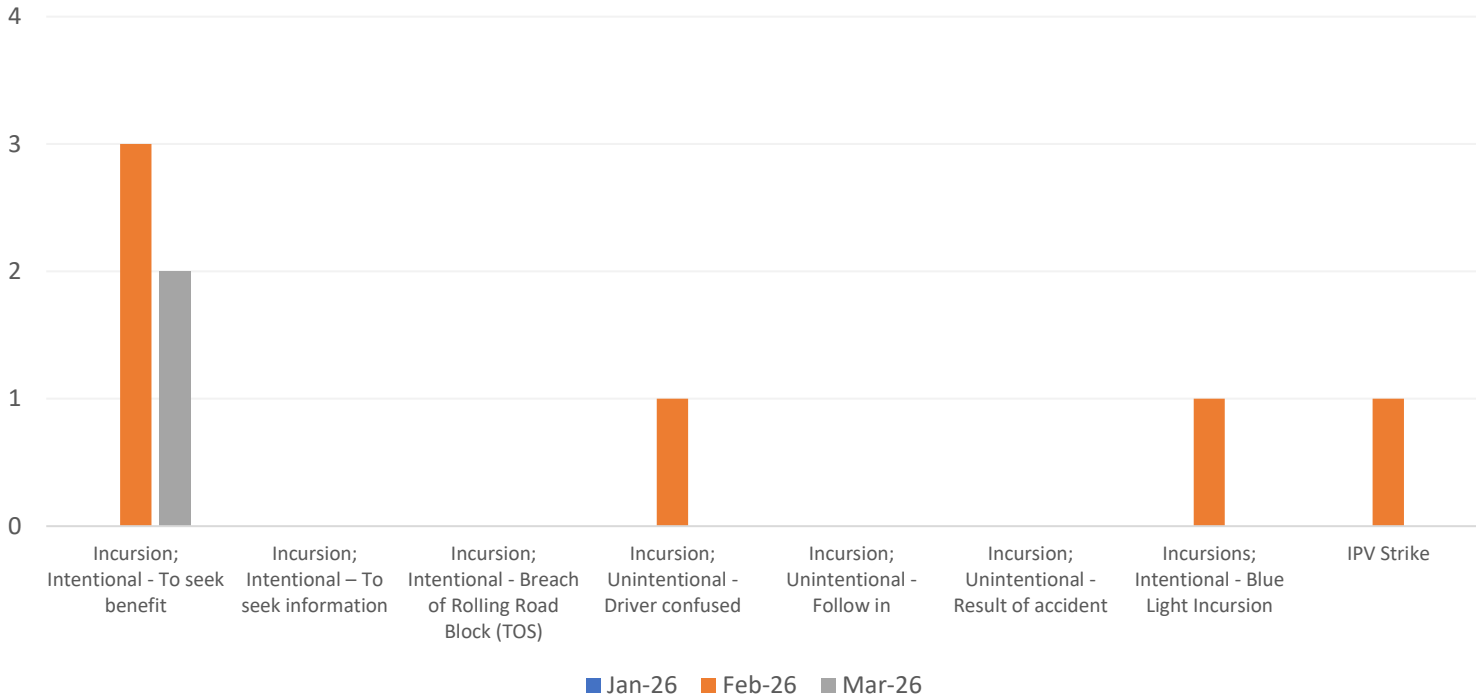
Project Risk Rating



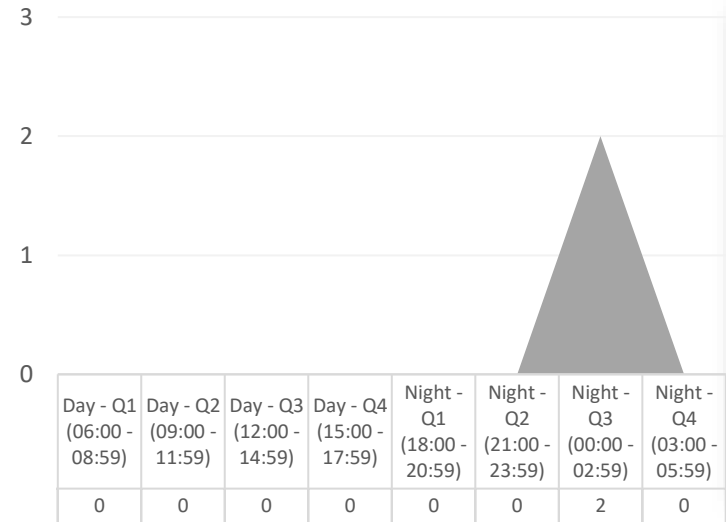
Incursion rate per length of TM (Unknown)

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

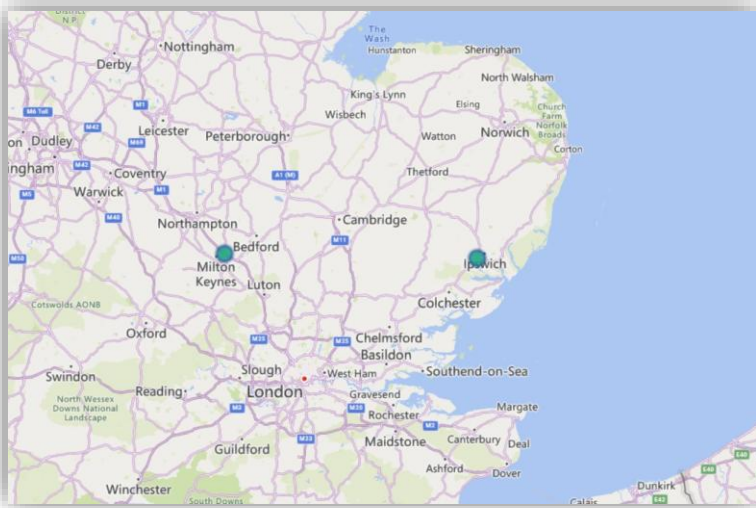
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A controlled closure was breached when an unauthorised vehicle entered the site and passed through active works at speed, creating a near miss with the workforce. No pedestrians were involved.

Traffic Incidents *[Sentiment: Negative]*

A serious road traffic collision required a full carriageway closure. During the deployment, an unidentified heavy vehicle entered the closed section, travelling at speed towards the incident scene before being safely stopped and escorted out.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures were in place; however, access control failures and ineffective communication resulted in unauthorised vehicle movements within closures, increasing risk to operatives during live activities.

Overall *[Sentiment: Negative]*

Near miss incidents occurred due to unauthorised access and poor communication within closures. No injuries to the workforce or members of the public were reported, but the risk level was elevated.

Recommendations

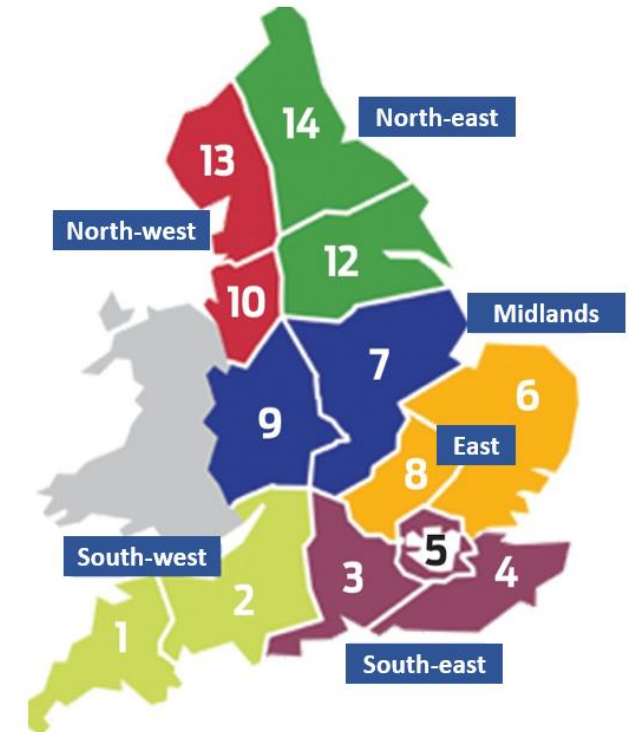
Project team should review their approach and where required strengthen access control, reinforce closure discipline, improve communication escalation, and ensure all teams clearly understand and comply with entry authorisation and protocols.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

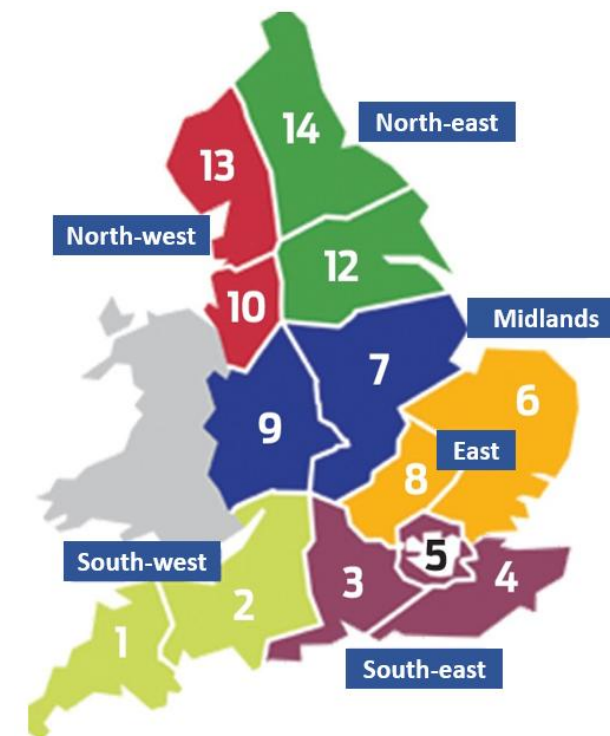
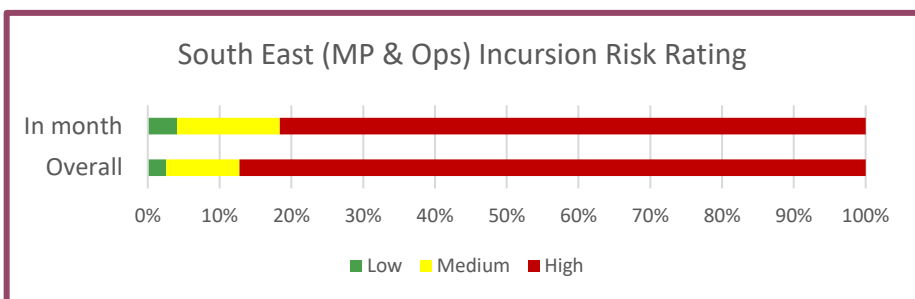
Select next page for South East Region and Project Reports



Incursions Report – South East Region

South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	603	[11.59%]	1435	[57.08%]	3	[37.50%]
Incursion; Intentional – Because of breakdown	3536	[67.93%]	315	[12.53%]	4	[50.00%]
Incursion; Intentional – To seek information	55	[1.06%]	70	[2.78%]	1	[12.50%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]		
Incursion; Unintentional - Driver confused	471	[9.05%]	340	[13.52%]		
Incursion; Unintentional - Follow in	98	[1.88%]	180	[7.16%]		
Incursion; Unintentional - Result of accident	395	[7.59%]	80	[3.18%]		
Incursions; Intentional - Blue Light Incursion	45	[0.86%]	75	[2.98%]		
IPV Strike	2	[0.04%]	17	[0.68%]		
Grand Total	5205	[100.00%]	2514	[100.00%]	8	[100.00%]

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 3	224	172	77%	256	184	72%	350	245	70%
Area 4	165	74	45%	212	74	35%	297	143	48%
Area 5	302	254	84%	369	299	81%	445	347	78%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised vehicle and pedestrian incursions occurred, including vehicles following site traffic, breaching airlocks or cones, accessing works for refuge or convenience, and pedestrians entering closed sections on foot.

Traffic Incidents [*Sentiment: Negative*]

Traffic incidents included high-speed incursions, police pursuits through closures, vehicles striking cones or impact protection vehicles, vehicles driving the wrong way, and near-miss situations in close proximity to the workforce. No injuries reported.

Broken Down Vehicles [*Sentiment: Neutral*]

Several broken-down vehicles entered closures or tapers seeking refuge or recovery assistance. These were managed within traffic management areas and cleared once recovery was arranged, without harm to workforce members.

Traffic Management Responses [*Sentiment: Neutral*]

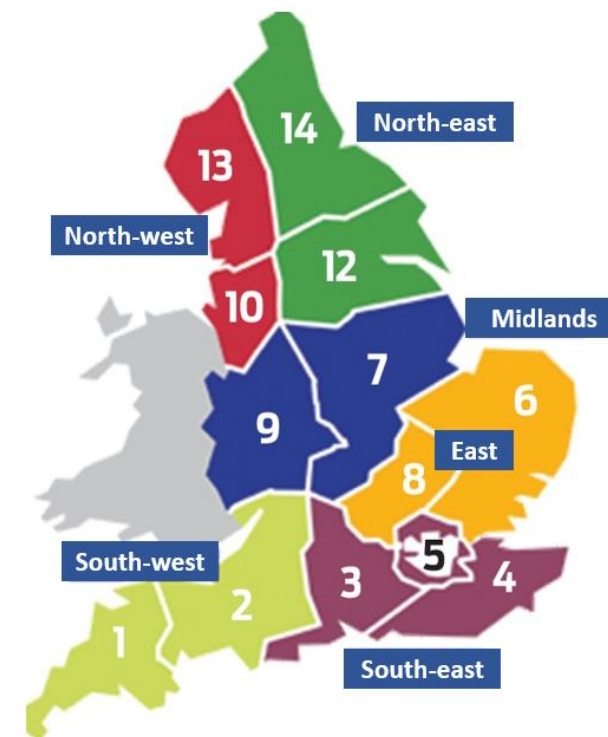
Traffic management teams intercepted incursions, escorted vehicles safely from site, managed breakdown refuge, reinstated displaced equipment, escalated incidents to control rooms, and coordinated with emergency services when required.

Overall [*Sentiment: Negative*]

The period experienced a high frequency of incursions, driver non-compliance, and breakdown-related entries, increasing exposure to risk despite effective traffic management interventions and no reported injuries to workforce or public.

Recommendations

Project team should review their approach and where required reinforce access control, airlock discipline, cone integrity, escort protocols, breakdown refuge procedures, and early coordination with emergency services to reduce unauthorised access and repeat incursions.



Incursions Report

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

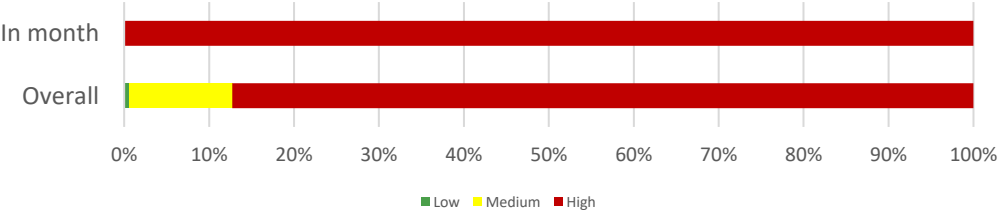
A total of 4 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

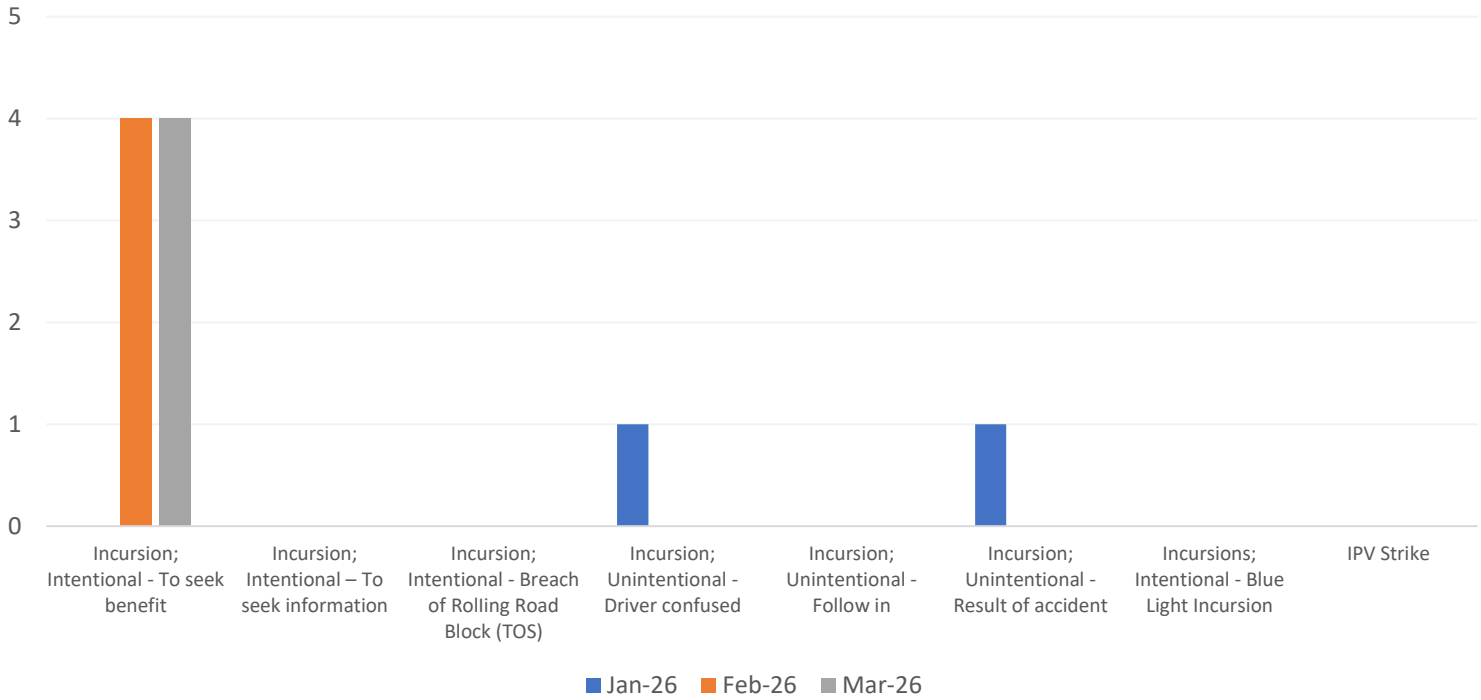
Project Risk Rating



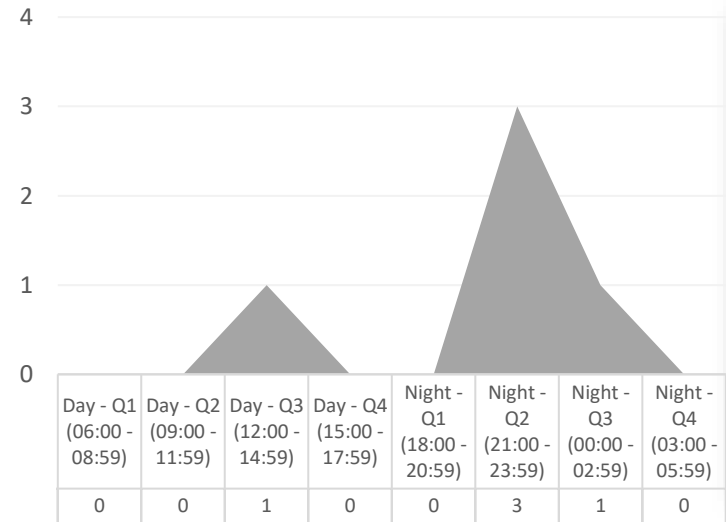
Incursion rate per length of TM (Unknown)

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

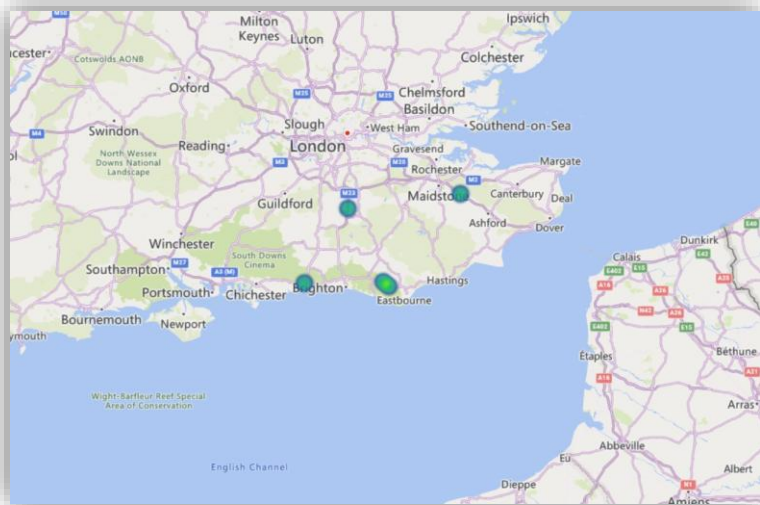
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicle movements were recorded, including vehicles entering traffic management and travelling the wrong way within controlled areas. These actions increased risk exposure but were managed without injury.

Traffic Incidents *[Sentiment: Neutral]*

No reportable traffic collisions occurred during this period. However, multiple instances of incorrect vehicle routing and access through traffic management arrangements were observed, requiring intervention to maintain safety.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the closure area while in the process of breaking down. The situation was managed within the traffic management layout, preventing further disruption or safety escalation.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded promptly by controlling access, guiding vehicles safely through layouts, and facilitating turning manoeuvres where required to minimise risk and maintain safe operation.

Overall *[Sentiment: Negative]*

While no injuries were reported, repeated unauthorised access and wrong-way movements highlight ongoing challenges with driver compliance and awareness around temporary traffic management arrangements.

Recommendations

Project team should review their approach and where required strengthen measures around layout visibility, access control, and driver awareness to reduce unauthorised movements and improve compliance within traffic management areas.

Incursions Report

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

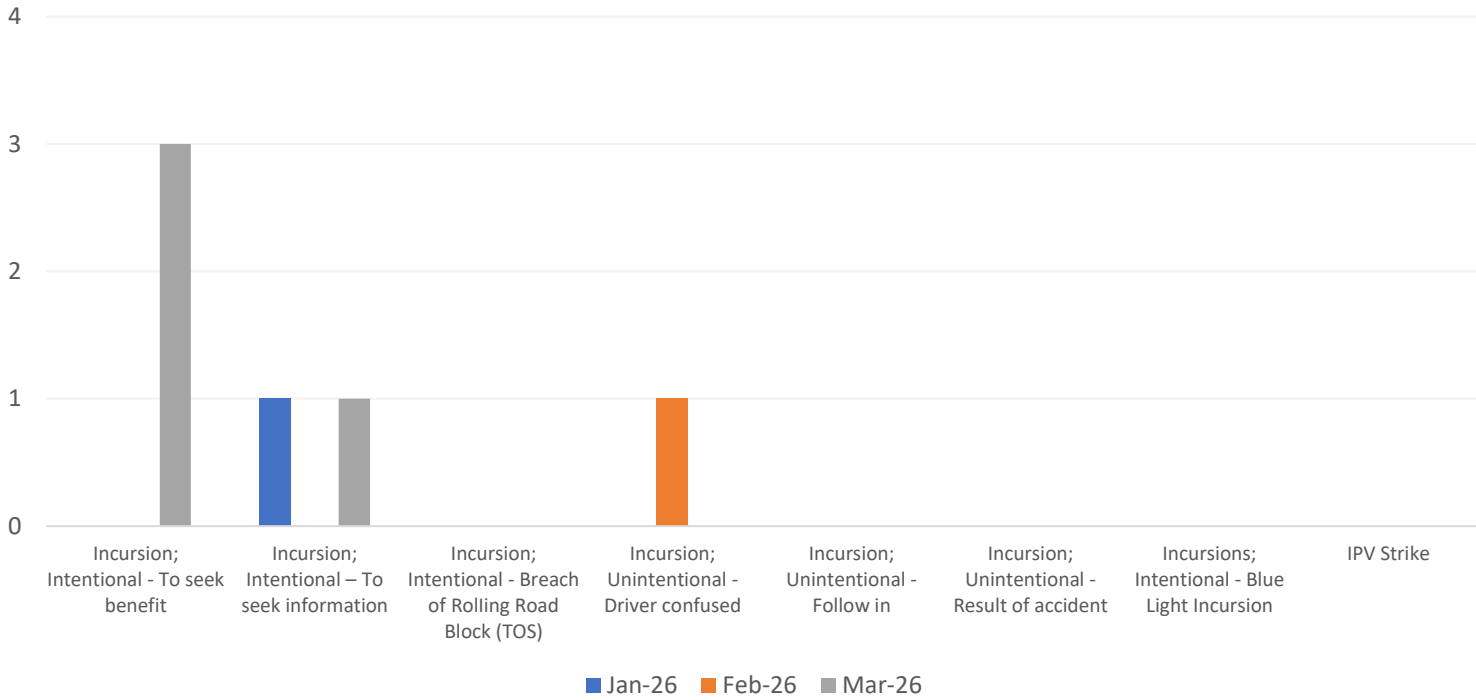
A total of 4 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions, 100% increase in 'To seek information' type incursions

[4 - Incursions resulting from breakdowns were recorded]

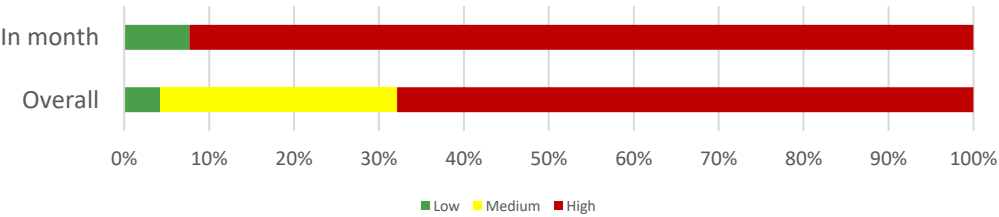
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

MP-0262 – M3 Jct 9 Improvement - RDP



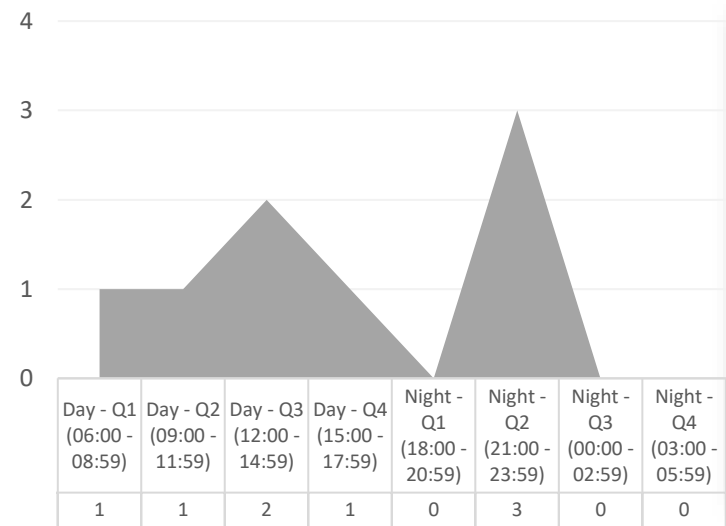
Project Risk Rating



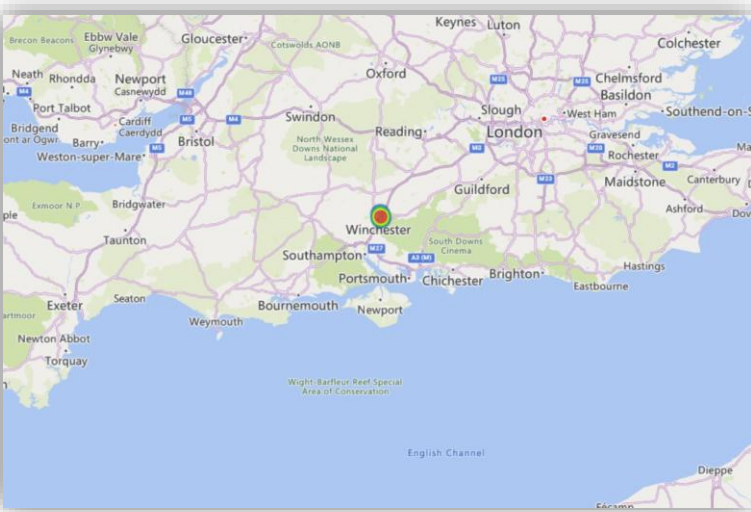
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle and pedestrian movements were reported through traffic management, including access via cones and closed sections to reach private routes, increasing exposure to live works areas.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions or reportable traffic incidents were recorded during this period that required emergency intervention or resulted in network disruption.

Broken Down Vehicles *[Sentiment: Neutral]*

Several members of the public experienced vehicle breakdowns and sought refuge within temporary traffic management areas, including tapers and designated refuge points, with recovery support provided and vehicles subsequently cleared.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management controls enabled refuge access and supported recovery activity. Site teams monitored movements through closures and ensured breakdowns were managed without escalation or extended disruption.

Overall *[Sentiment: Neutral]*

The period was characterised by minor breakdown-related events and repeated unauthorised access through traffic management. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen access control arrangements, improve physical deterrents at tapers and closures, and reinforce communication to reduce unauthorised vehicle and pedestrian movements through traffic management.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

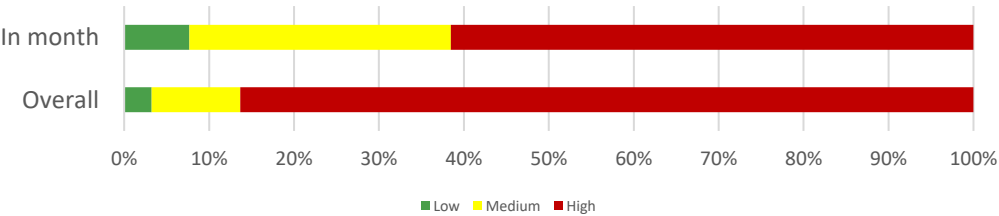
A total of 5 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

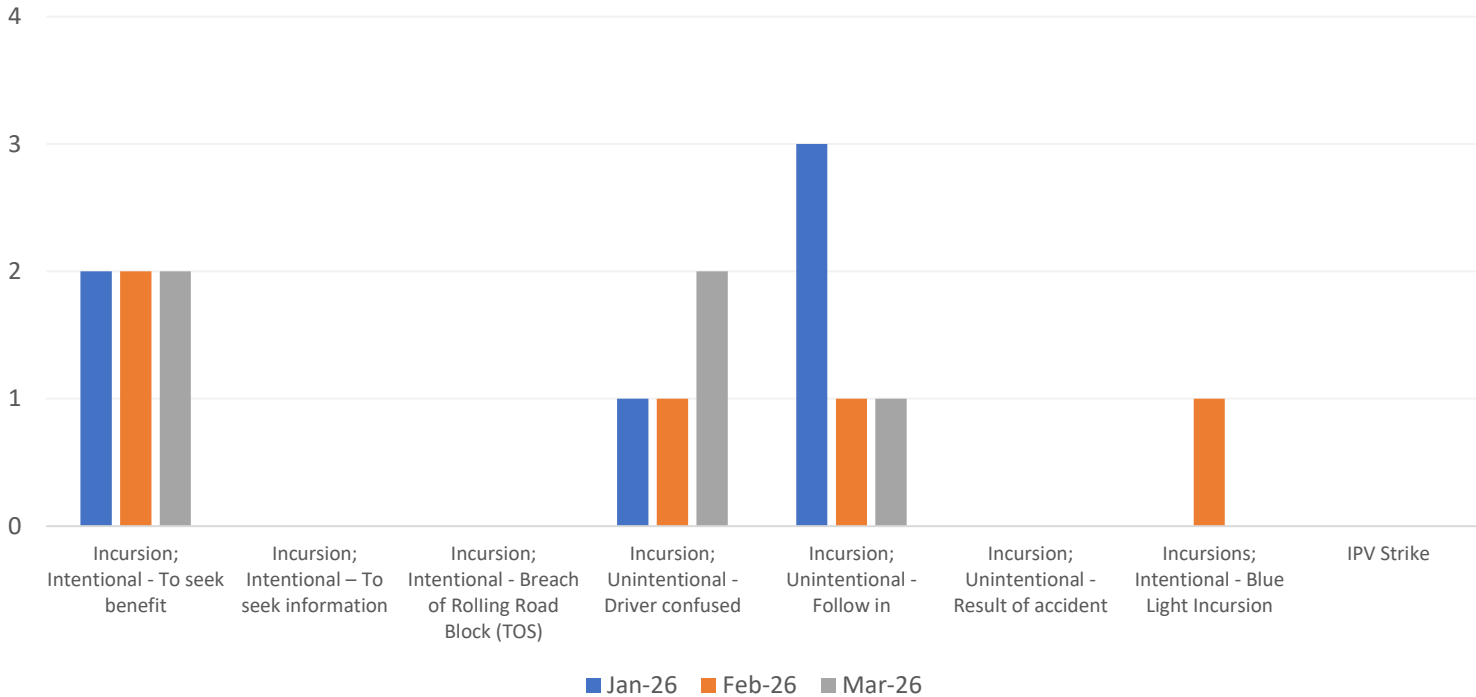
Project Risk Rating



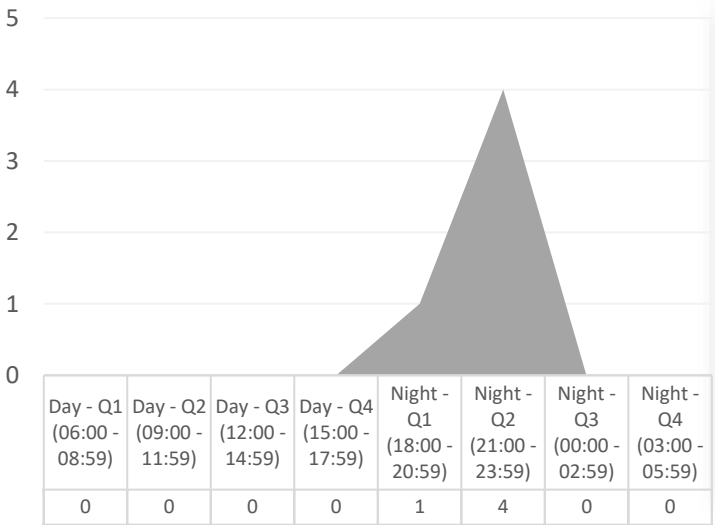
Incursion rate per length of TM (Unknown)

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

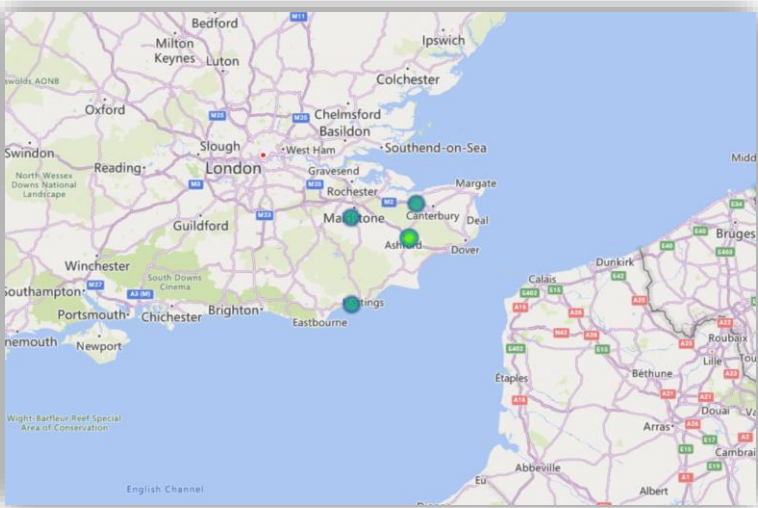
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicles entered the works area via tapers and access points, reaching airlocks. One pedestrian-related confrontation involved barrier interference. Vehicles were stopped or exited site without injury or damage reported.

Traffic Incidents [*Sentiment: Neutral*]

No traffic collisions or secondary incidents were reported. Vehicle movements were limited to incursions within the works area, with no impact on the wider carriageway or live traffic conditions recorded.

Broken Down Vehicles [*Sentiment: Positive*]

No broken down vehicles were reported within the works area or surrounding network during this period.

Traffic Management Responses [*Sentiment: Neutral*]

Traffic management measures remained in place. Vehicles were challenged, stopped at airlocks where possible, and safely escorted off site. Intelligence systems were activated and appropriate notifications made internally.

Overall [*Sentiment: Neutral*]

A number of unauthorised site entries occurred, some involving non-compliant behaviour. However, incidents were managed without injury to the workforce or members of the public and without escalation to emergency services.

Recommendations

Project team should review their approach and where required strengthen access control at works entry points, improve visibility of closures, and reinforce airlock procedures to reduce the likelihood of unauthorised vehicle and pedestrian access.

Incursions Report

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

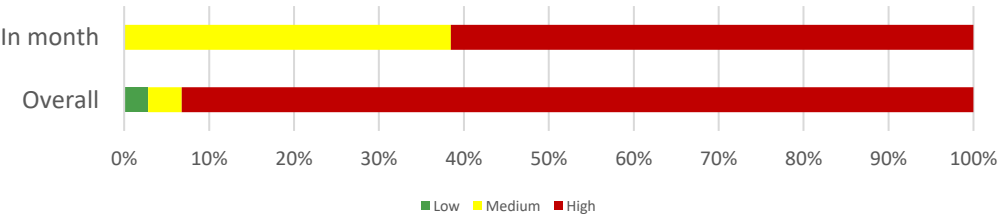
A total of 9 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, 25% increase in 'Driver confused' type incursions, 67% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

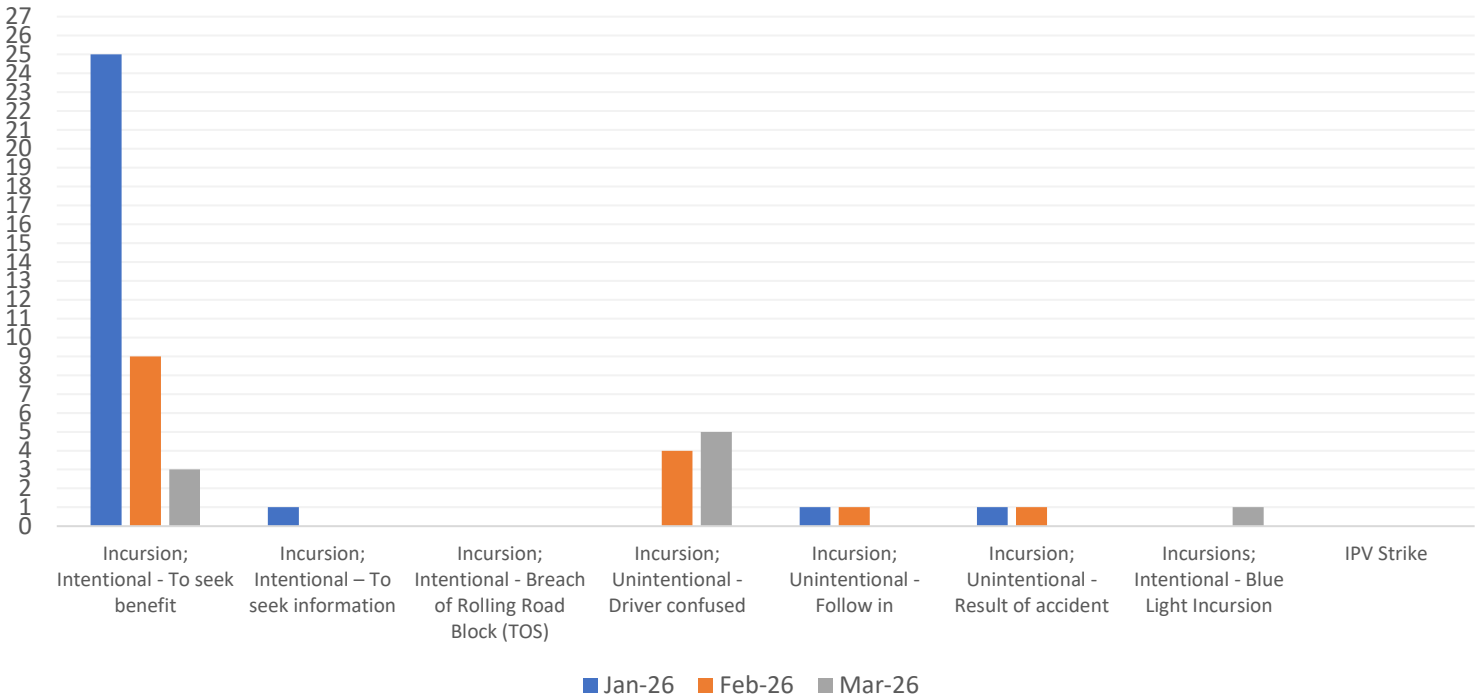
Project Risk Rating



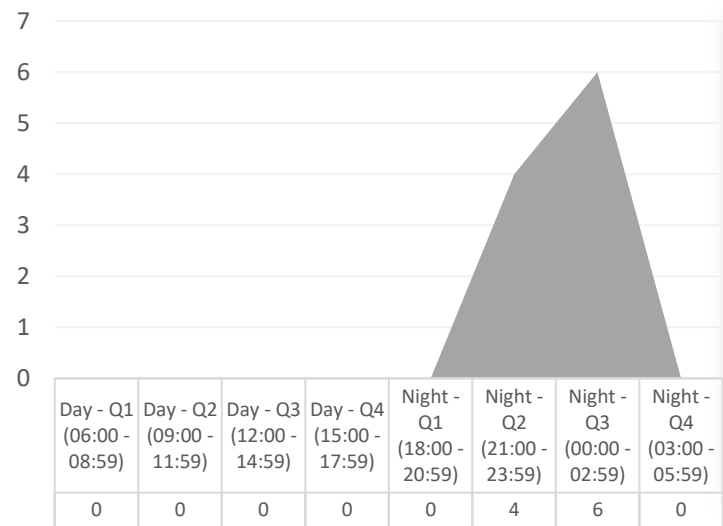
Incursion rate per length of TM (Unknown)

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

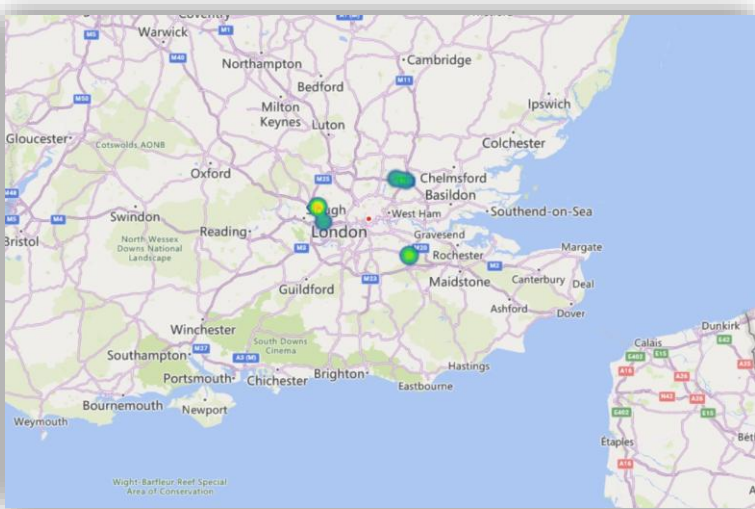
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Multiple unauthorised vehicle incursions occurred within closures, including access via works entrances and coned sections. Vehicles were intercepted where possible, escorted safely off site, and closure integrity was checked and reinstated.

Traffic Incidents *[Sentiment: Negative]*

A high-speed vehicle entered a live closure during a police pursuit while installation activities were underway. Operatives were in proximity; however, no evasive action was required and no injuries to workforce or public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

One unattended broken-down vehicle was identified within a closure escape bay. The driver was located, confirmed to be safe, and had appropriate breakdown support arranged, resulting in no further impact to works activities.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by stopping traffic, escorting unauthorised vehicles from closures, closing works access points, replacing damaged equipment, and inspecting installations to confirm closure security and compliance.

Overall *[Sentiment: Neutral]*

The period included several unauthorised incursions and one serious traffic-related incident. Actions taken by traffic management mitigated risk, maintained site control, and prevented injury to the workforce and members of the public.

Recommendations

Project team should review their approach and where required strengthen closure integrity, access control, and monitoring arrangements, particularly during installation phases, to further reduce the likelihood of unauthorised access and high-risk incursions.

Incursions Report

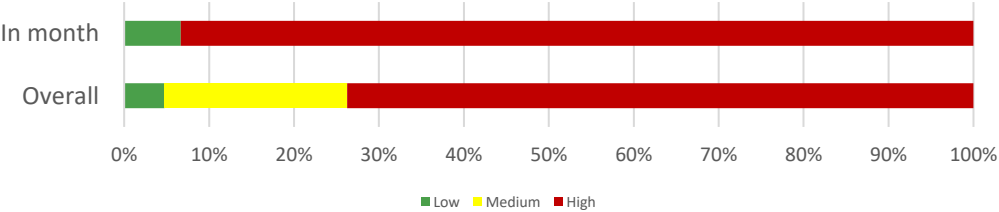
Directorate: Operations
Region: South East
Project: Area 3

A total of 9 incursions have been recorded; with a 200% increase in 'Result of accident' type incursions, 150% increase in 'Seeking Benefit' type incursions, 100% increase in 'To seek information' type incursions, 100% increase in 'Follow in' and type incursions [48 - Incursions resulting from breakdowns were recorded]

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

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

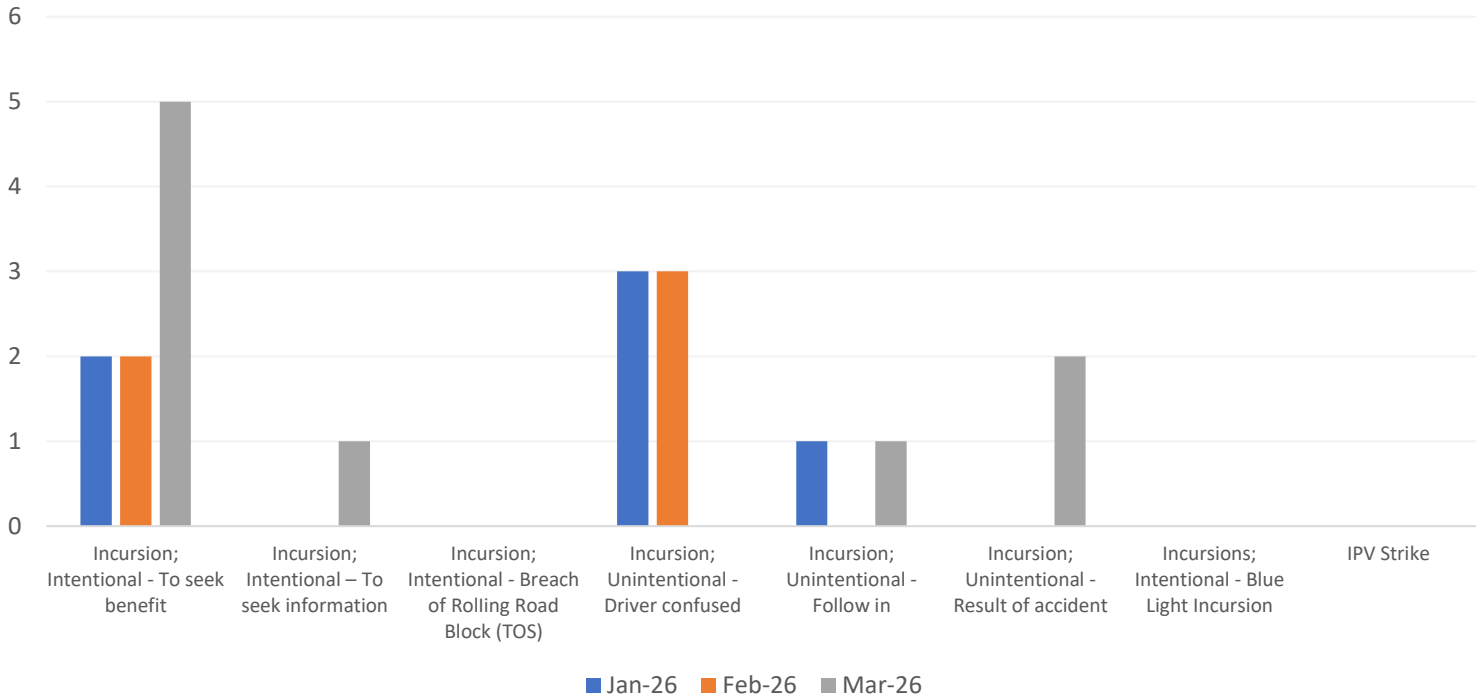
Project Risk Rating



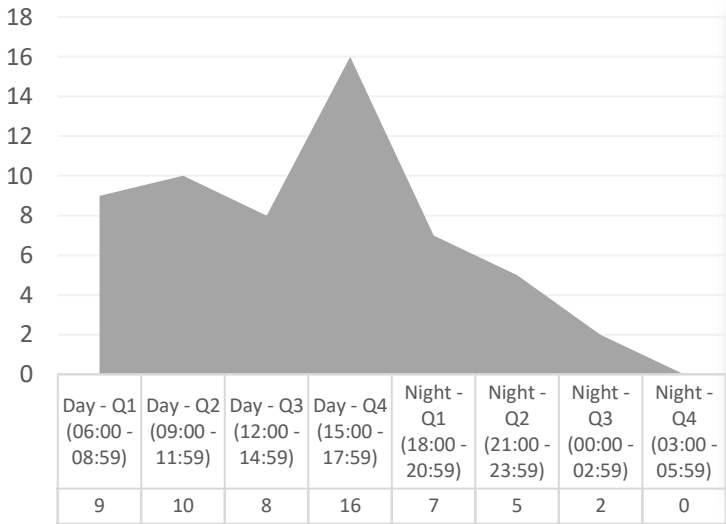
Incursion rate per length of TM (Unknown)

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

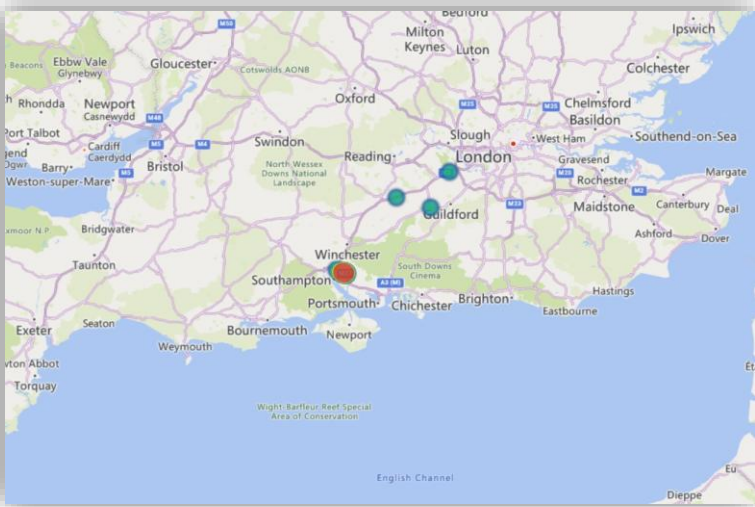
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred within closures, including entry against traffic flow and a red-signal violation, resulting in vehicles entering the works area in close proximity to the workforce. No workforce injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

A multi-vehicle road traffic collision and an impact protection vehicle strike occurred within traffic management limits. Police and highway authorities attended. No injuries were reported and no damage to road infrastructure was identified.

Broken Down Vehicles *[Sentiment: Neutral]*

Several broken down vehicles were reported at network locations and site accesses. Recovery was delayed in one instance due to a mechanical fault, requiring specialist equipment. All vehicles were eventually recovered without further escalation.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly to incidents, including stopping unauthorised vehicles, escorting them from closures, checking layouts and maintaining compliant signage. Set-ups were reviewed on site and confirmed as correctly implemented.

Overall *[Sentiment: Neutral]*

The period experienced a mix of incursions, vehicle incidents and breakdowns. Controls remained effective, responses were timely, and no injuries to the workforce or members of the public were reported.

Recommendations

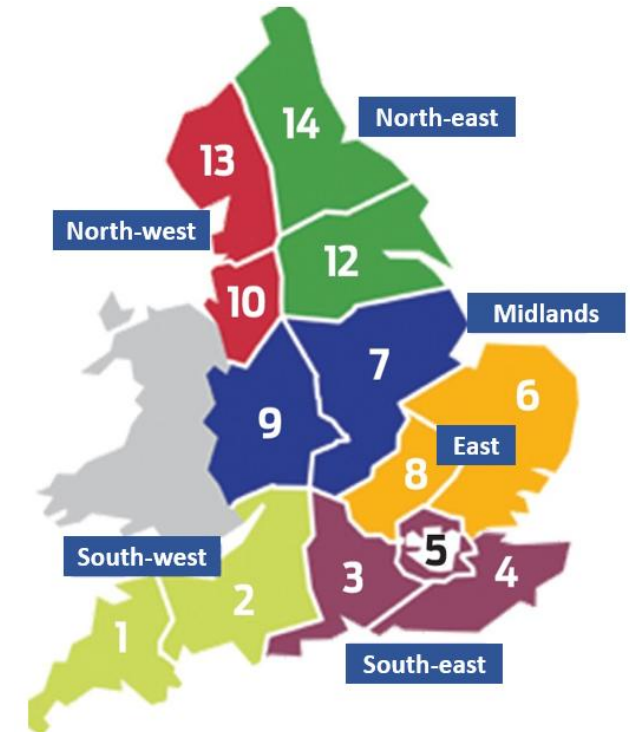
Project team should review their approach and where required strengthen access control at site entries, reinforce driver compliance measures, and consider additional mitigation to prevent unauthorised access and wrong-way movements within closures.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports





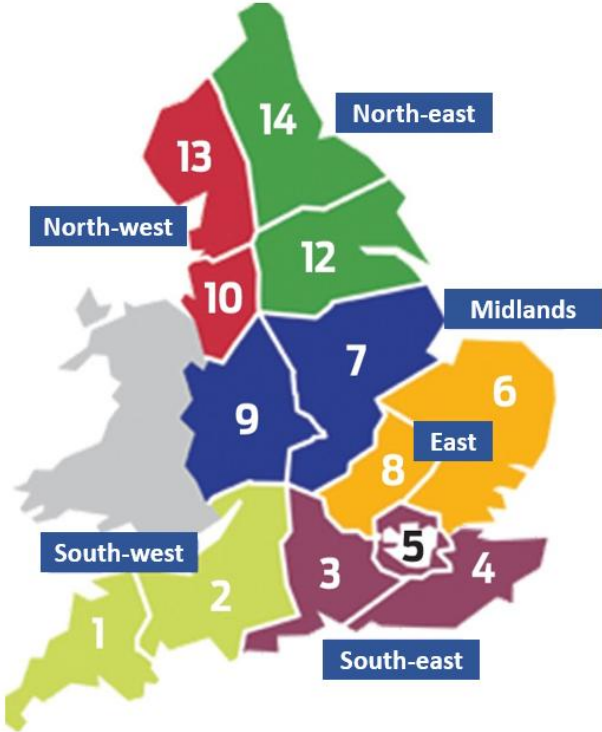
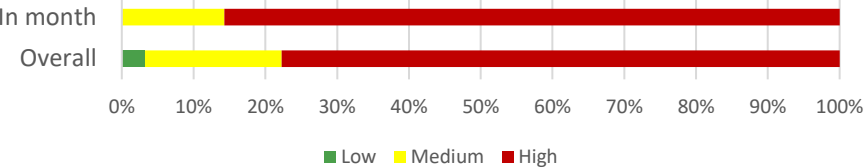
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	130 [43.77%]		2 [50.00%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	27 [9.09%]		
Incursion; Intentional – To seek information		5 [1.68%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	73 [24.58%]		1 [25.00%]
Incursion; Unintentional - Follow in	7 [16.28%]	19 [6.40%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [6.40%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [4.71%]		
IPV Strike		10 [3.37%]		1 [25.00%]
Grand Total	43 [100.00%]	297 [100.00%]		4 [100.00%]

Technology Utilisation	Jan 26			Feb 26			Mar 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 1	84	71	85%	158	106	67%	162	105	65%
Area 2	180	77	43%	208	108	52%	310	143	46%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Unauthorised incursions occurred, including a motorcycle entering a lane closure and multiple vehicles following contractors through works access. These movements created near-miss risk within live traffic management areas.

Traffic Incidents *[Sentiment: Negative]*

A near-miss incident occurred involving a motorcyclist and site plant within a lane closure. An impact protection vehicle was struck by a road user vehicle. No injuries to workforce or public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported to have entered traffic management areas during this period.

Traffic Management Responses *[Sentiment: Neutral]*

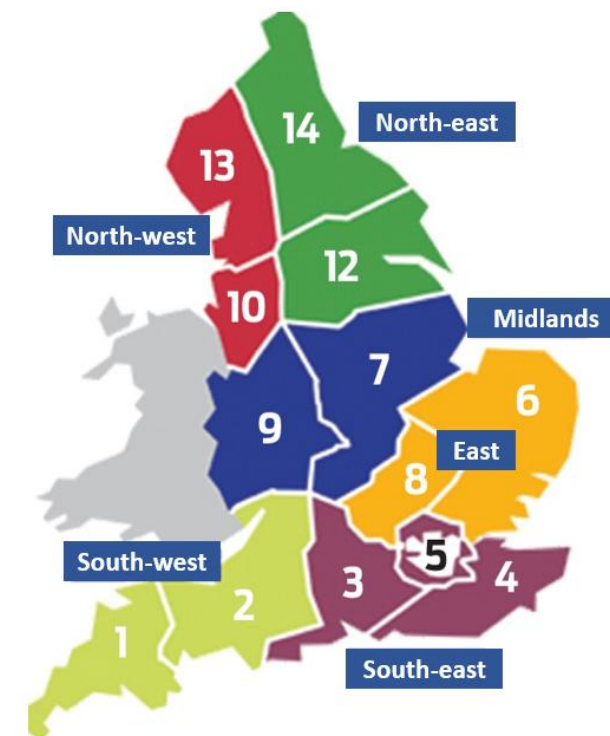
Traffic management teams adjusted layouts following incidents, intercepted unauthorised vehicles, escorted drivers safely off site, and implemented additional controls to prevent repeat incursions. All traffic management installations remained compliant.

Overall *[Sentiment: Negative]*

The period experienced incursions and vehicle impacts within closures, increasing risk exposure. Prompt traffic management actions reduced escalation, and no harm to the workforce or members of the public occurred.

Recommendations

Project team should review their approach and where required strengthen works access control, prevent vehicles following contractors, review lane closure integrity, and apply proactive layout adjustments following near-miss or incursion events.



Incursions Report

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

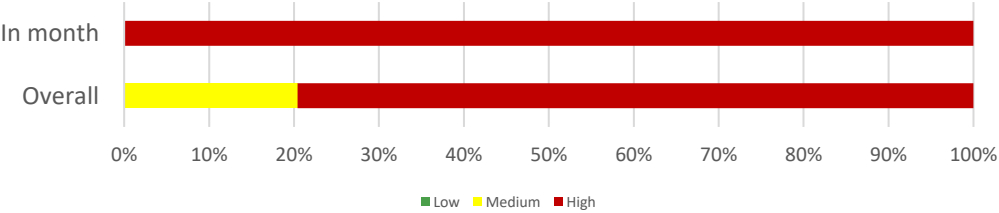
A total of 1 incursions have been recorded; with a 100% increase in 'IPV Strike' type incursions

[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



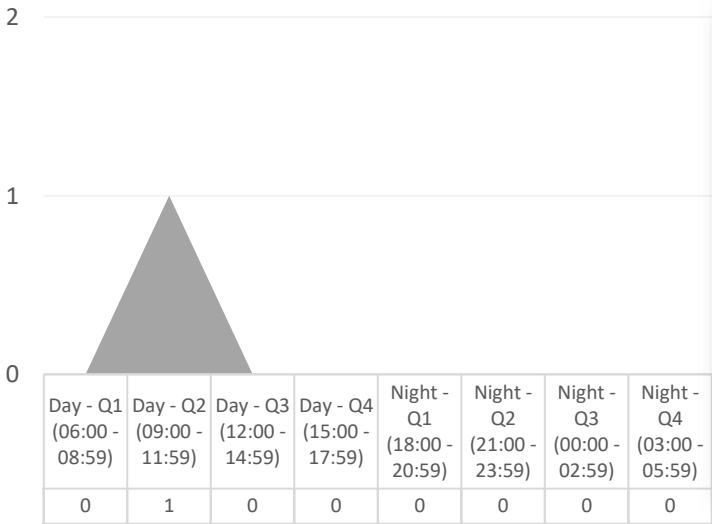
Incursion rate per length of TM (Unknown)

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 vehicle or pedestrian incursions were reported during this period. Activity was contained within the established traffic management layout, with no unauthorised entry into the works area or interface with the workforce.

Traffic Incidents *[Sentiment: Neutral]*

A traffic incident occurred involving an impact with a protective cushion, resulting in vehicle damage and secondary travel. No injury to the workforce or members of the public was reported, and an external investigation was undertaken.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period. Network operation continued without disruption arising from mechanical failures within or adjacent to the traffic management arrangement.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures remained in place and functioned as intended following the incident. The response supported containment of the event and enabled follow-up investigation without further escalation or safety impacts.

Overall *[Sentiment: Neutral]*

Overall performance remained stable despite a single traffic incident. The absence of injuries and effective functioning of protective systems indicate that risk controls broadly performed as designed during this period.

Recommendations

Project team should review their approach and where required strengthen the positioning, visibility and protection of traffic management equipment, alongside reinforcing incident learning and driver awareness to further reduce the likelihood and impact of similar events.

Incursions Report

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

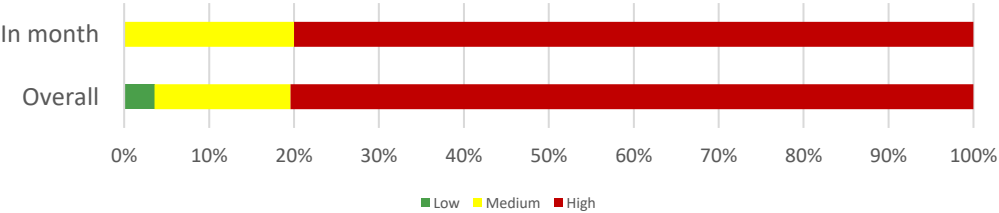
A total of 3 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[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)

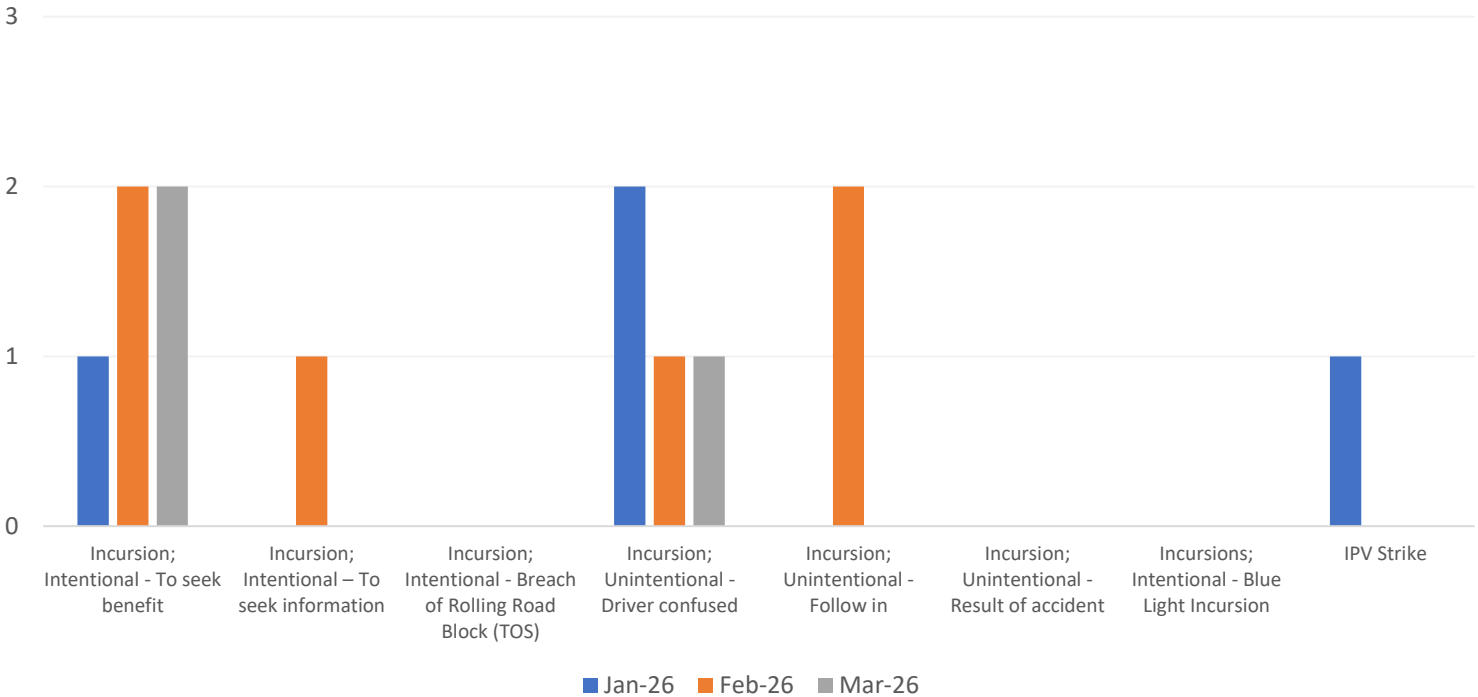
Project Risk Rating



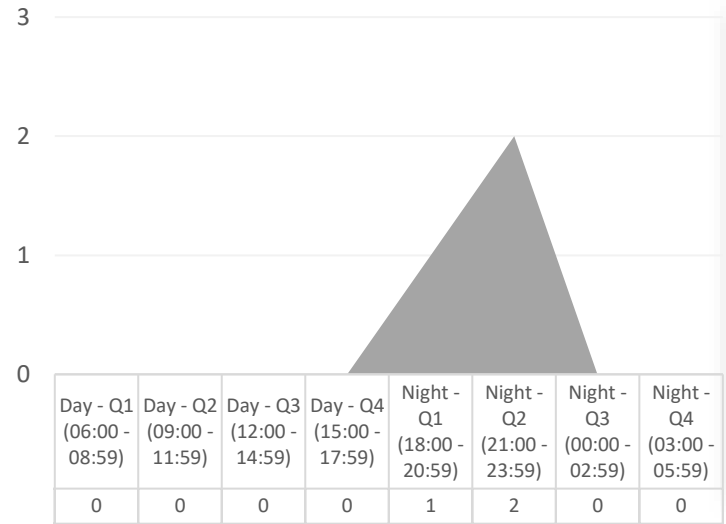
Incursion rate per length of TM (Unknown)

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

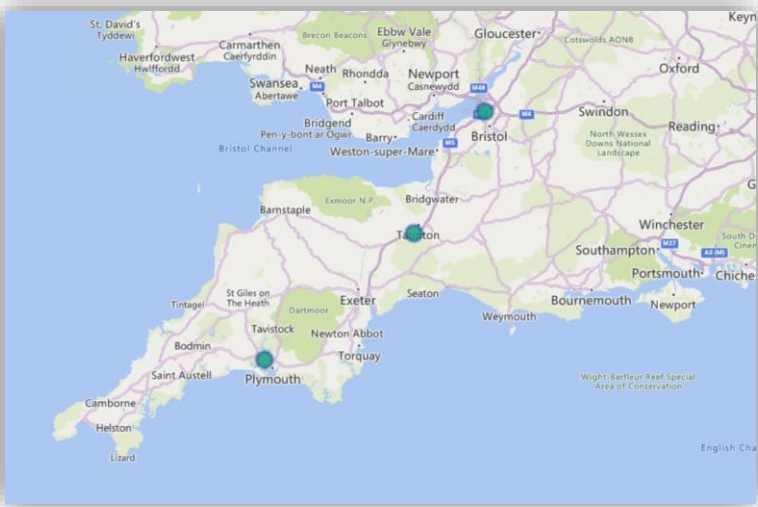
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A motorcyclist entered a live lane closure and passed contractor activity before exiting via a slip road. Separately, multiple members of the public followed contractors into a works access. Investigations are ongoing.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle approached a closure at a services area, attempted an incorrect manoeuvre, and was safely intercepted and escorted by traffic management staff. No collisions or injuries were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management arrangements were adjusted following a near-miss to prevent recurrence. Additional physical deterrents were deployed at a services exit slip road. All measures were compliant with required standards.

Overall *[Sentiment: Neutral]*

The period included several incursions and one near-miss, all managed without injury. Corrective actions were promptly implemented, and traffic management remained compliant and responsive to emerging risks.

Recommendations

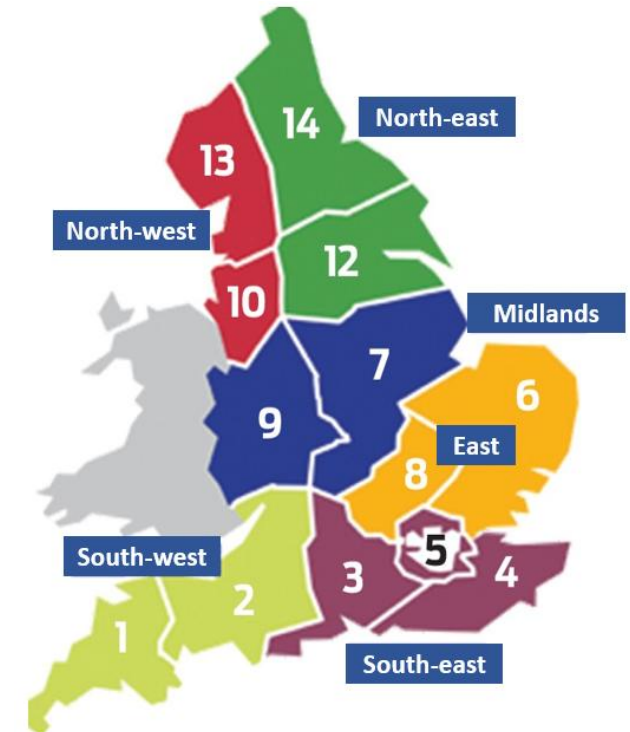
Project team should review their approach and where required strengthen access control, lane closure integrity, and public interface at closure points, ensuring deterrents and supervision are proportionate to risk and operational activities.

Incursions Report – South West Region

End of regional report

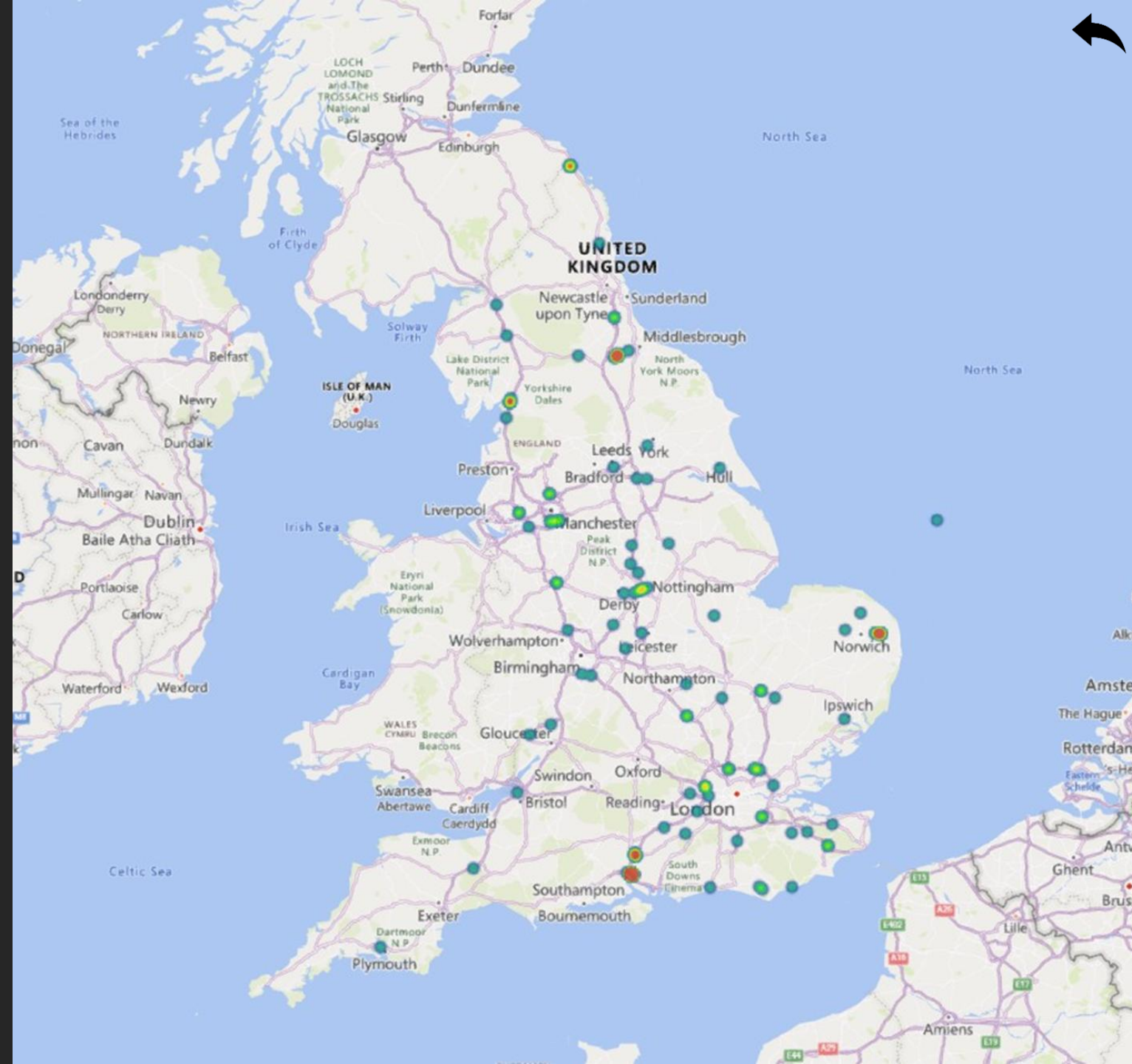
[Back to [Summary](#) page]

Select next page for Heatmaps

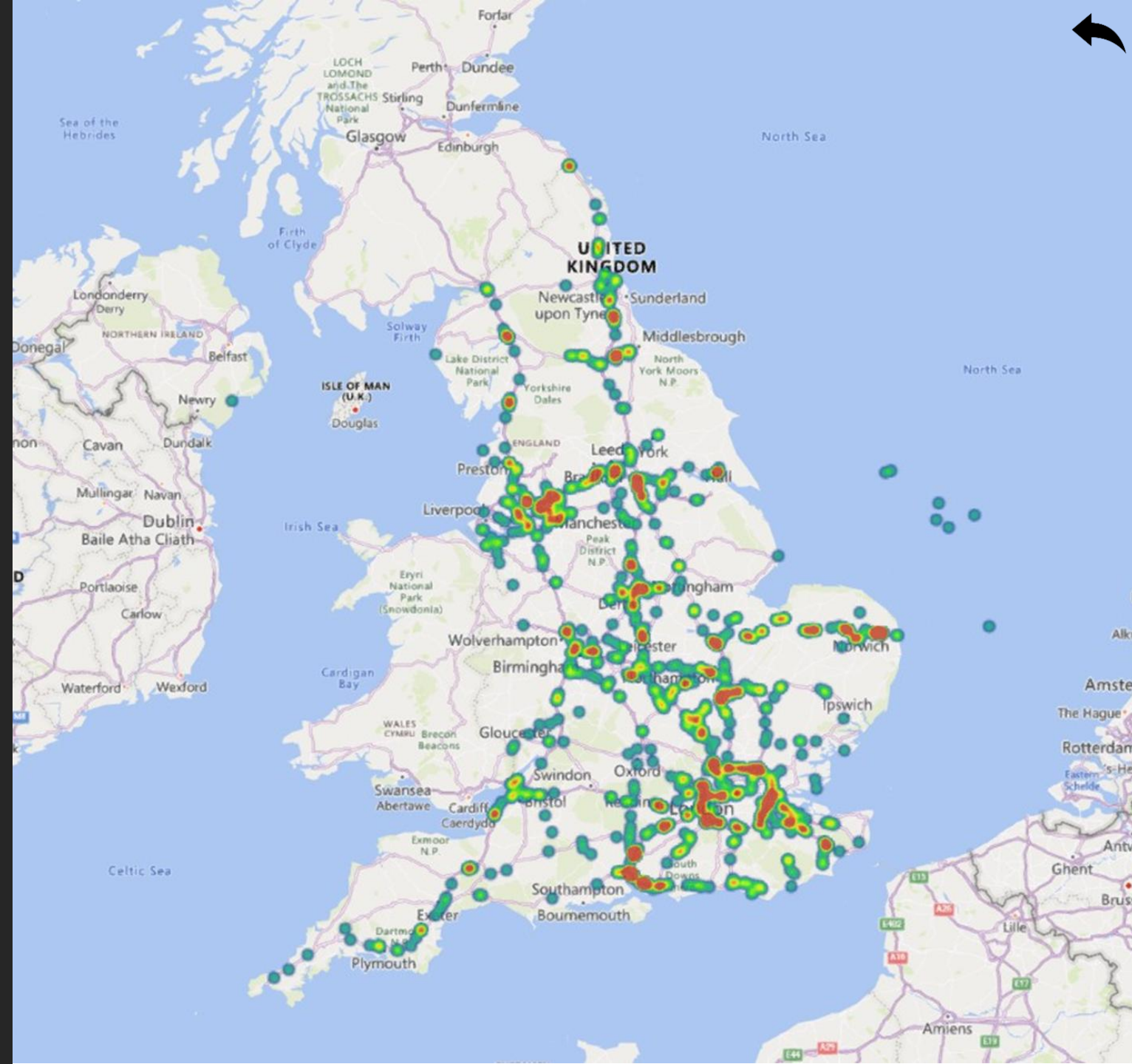


Heatmap of Incursions recorded in March 2026

“95% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

