

IPV & Incursion Working Group Report – May 2025

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IPV & Incursion Working Group Report

Guidance

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

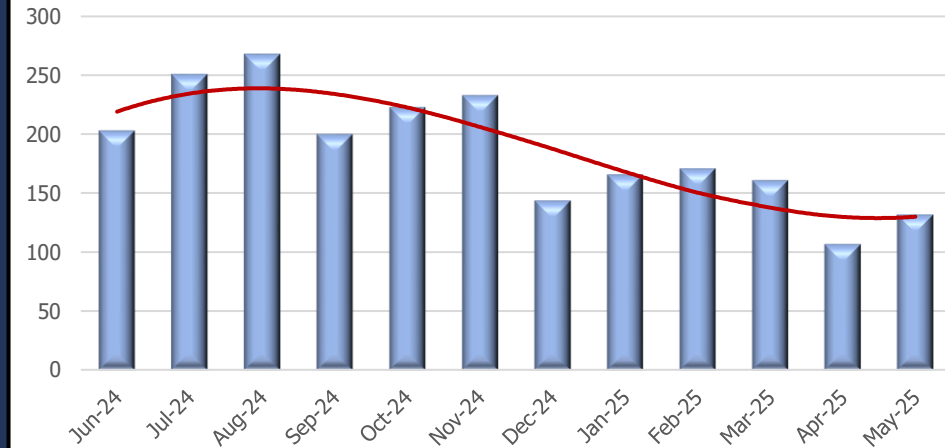
Select the following to view the [Executive Summary](#)

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

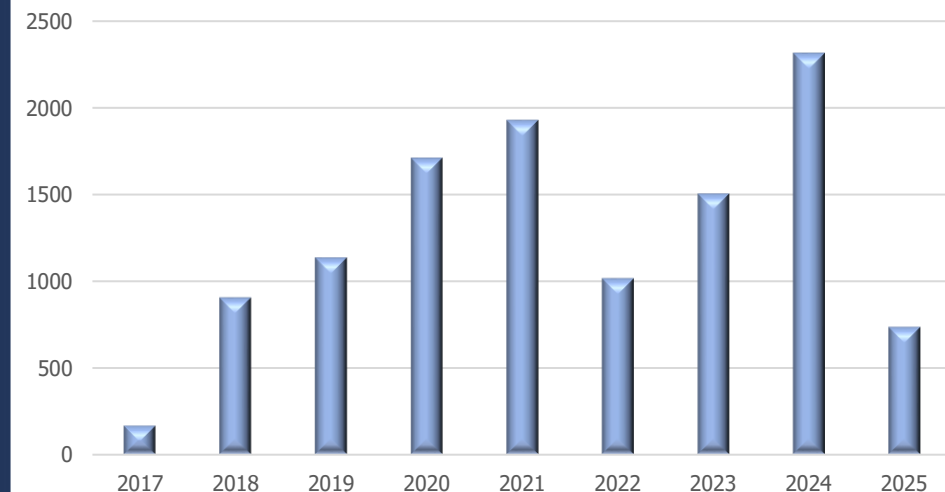
Executive Summary – Overview

- Significant increase in medium and high-risk incursions associated with the construction of the 13 NEAR schemes by Major Projects from Q2 2024. The trend is expected to continue until Q1 2025.
 - Incursions recorded by Operations Directorate supply chain remains relatively flat.
 - The 320km of NEAR projects have recorded a significant number of Breakdowns occurring monthly. A rich source of data for any future education campaign.
 - Technology utilisation (such as Intellicone usage) is around 41% per night.
-
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
 - Analysis of all incursions since 2017 indicates :
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

**High & Medium Risk Incursions Recorded
between June 2024 & May 2025**



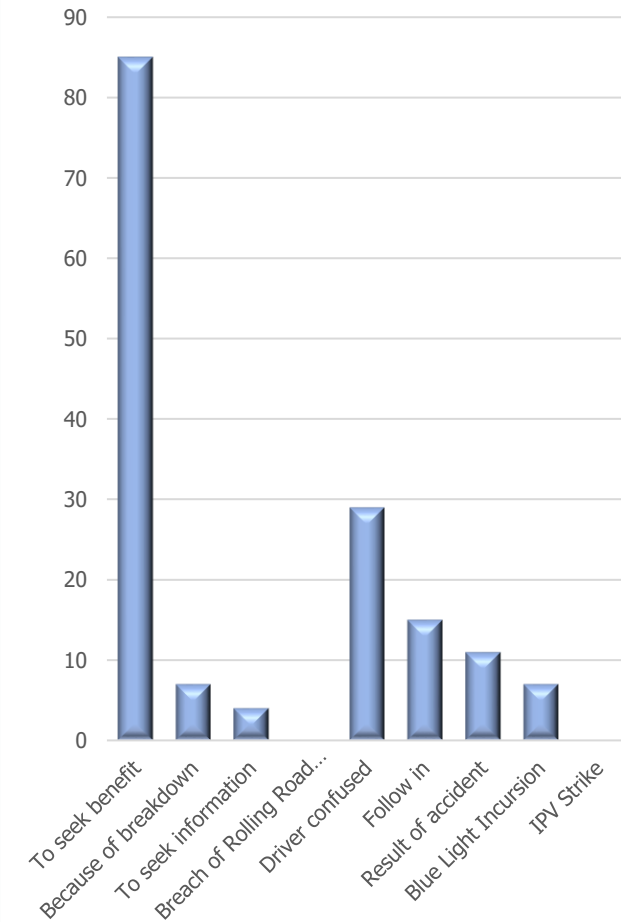
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **May 2025**, there were no recorded injuries to Customers or the Workforce from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **132** medium and high-risk incursions recorded.
- During the month there were **7** Blue light incursions with **0** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **26** incursions were recorded. Of which, **7** were breakdowns.
- The NEAR projects accounted for **1** of all incursions reported. Analysing the NEAR breakdown incursions, records suggest that no break downs occurred within the work zone area or the coned off lane.
- Removing the NEAR breakdown incursions, brings the number in month within the typical average monthly number of incursion.
- AD M&R One – recorded two incursions, one of which was wrongly classified and should have been recorded as an IPV Strike, where a MOP struck the vehicle. The incursions data set has been amended, and this change will be reflected in the next report.

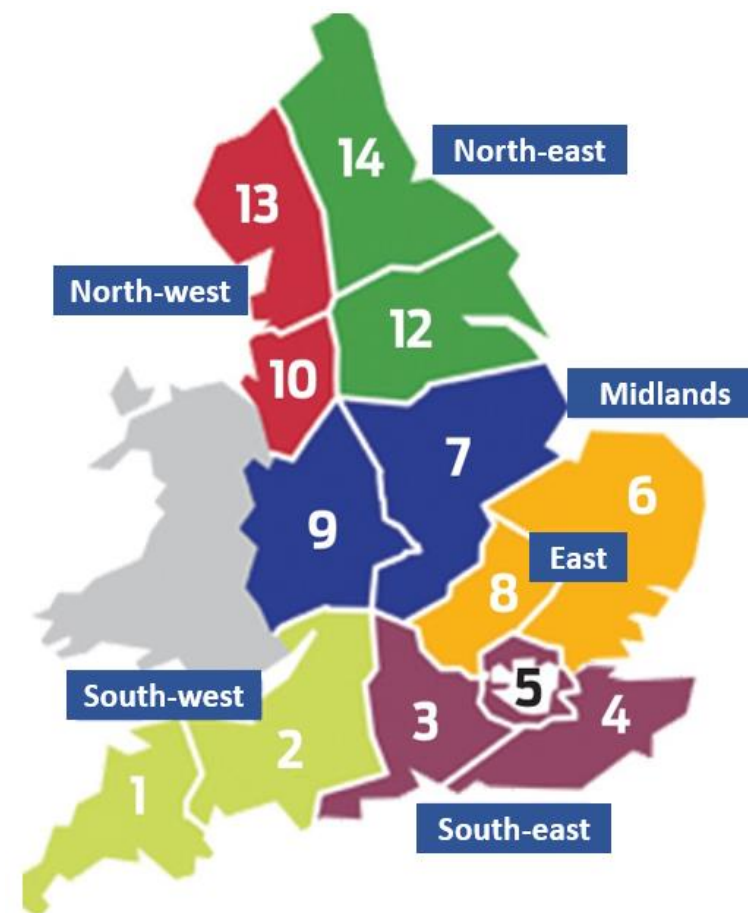
May 2025 – All Incursions



Executive Summary

End of Executive Summary

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



Incursions Report (All) - Summary

All Incursions	
Number of Incursions recorded in May 2025	158
IPV Strike's recorded in May 2025	0
Blue Light Incursions recorded in May 2025	7

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

Top incursions categories for May 2025:

1. Incursion; Intentional - To seek benefit [85]; equating to 54% of all incursions
2. Incursion; Unintentional - Driver confused [29]; equating to 18% of all incursions
3. Incursion; Unintentional - Follow in [15]; equating to 9% of all incursions
4. Incursion; Unintentional - Result of accident [11]; equating to 7% of all incursions
5. Incursions; Intentional - Blue Light Incursion [7]; equating to 4% of all incursions
6. Incursion; Intentional – To seek information [4]; equating to 3% of all incursions
7. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions
8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [7]; equating to 4% of all incursions

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

South East Region

Major Projects (excl NEAR)	21
Major Projects (NEAR Only)	1
Operations	44
Total	66

East Region

Major Projects (excl NEAR)	5
Major Projects (NEAR Only)	0
Operations	13
Total	18

Yorkshire & North East Region

Major Projects (excl NEAR)	1
Major Projects (NEAR Only)	0
Operations	12
Total	13

North West Region

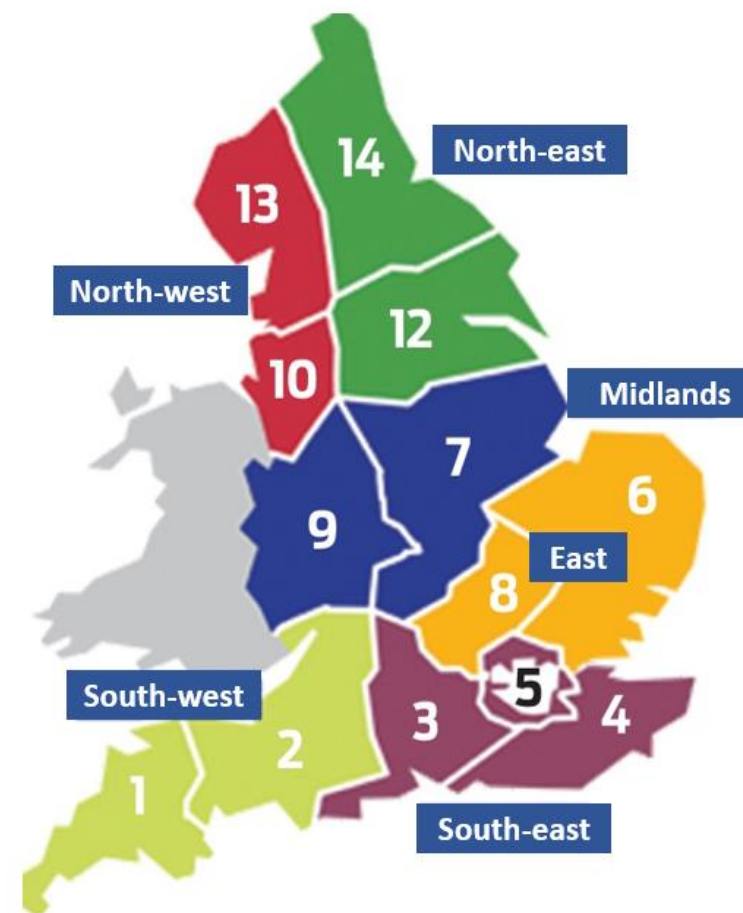
Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	19
Total	19

Midlands Region

Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	18
Total	18

South West Region

Major Projects (excl NEAR)	0
Major Projects (NEAR Only)	0
Operations	9
Total	9

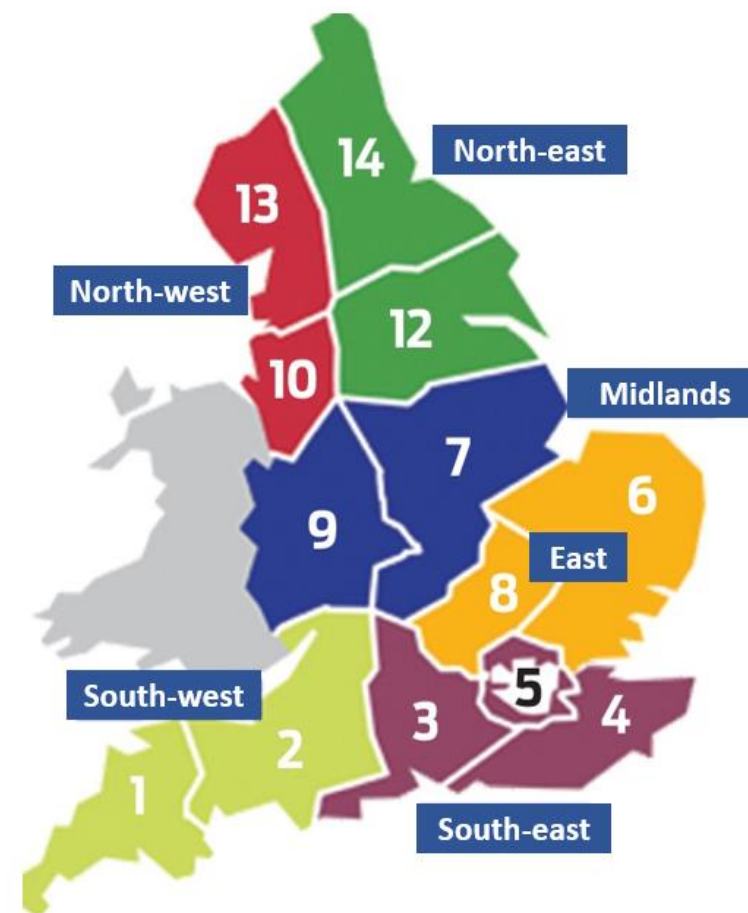


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (All) - Headline

158 Incursions were recorded for May 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	17	58	10		85
Incursion; Intentional – Because of breakdown	5	2			7
Incursion; Intentional – To seek information	1	3			4
Incursion; Intentional - Breach of Rolling Road Block (TOS)					0
Incursion; Unintentional - Driver confused	6	22	1		29
Incursion; Unintentional - Follow in	1	14			15
Incursion; Unintentional - Result of accident	2	9			11
Incursions; Intentional - Blue Light Incursion		7			7
IPV Strike					0
Grand Total	32	115	11	0	158



Incursions Report – NEAR Projects only

0 Breakdown type incursions were recorded for May 2025

Summary of Breakdown Incursions Recorded on Near Projects Only	Total	Work Zone (as identified*)	Coned Off Area (as identified*)
Grand Total	0	0	0

*Numbers based on HART records

Nil Return

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

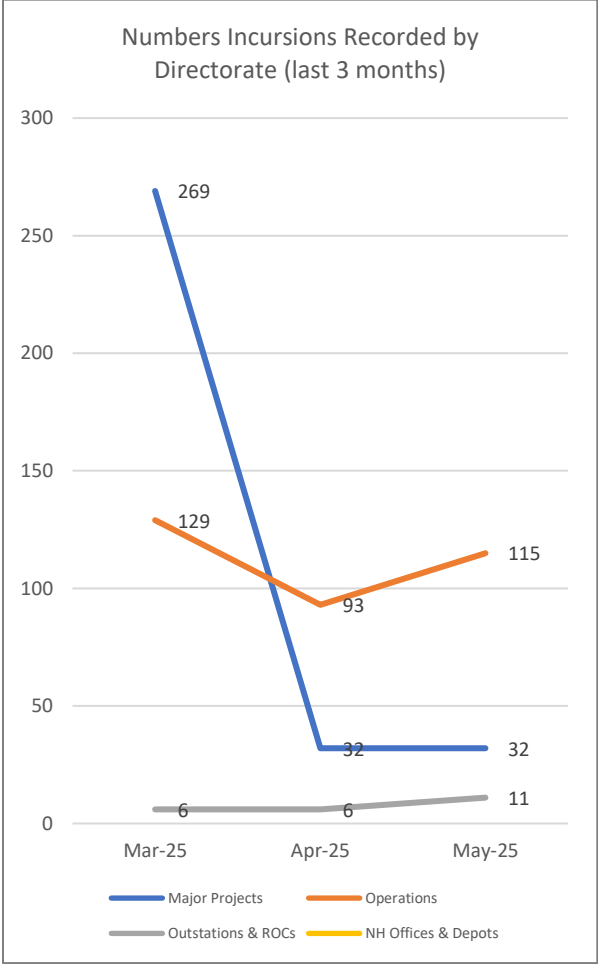
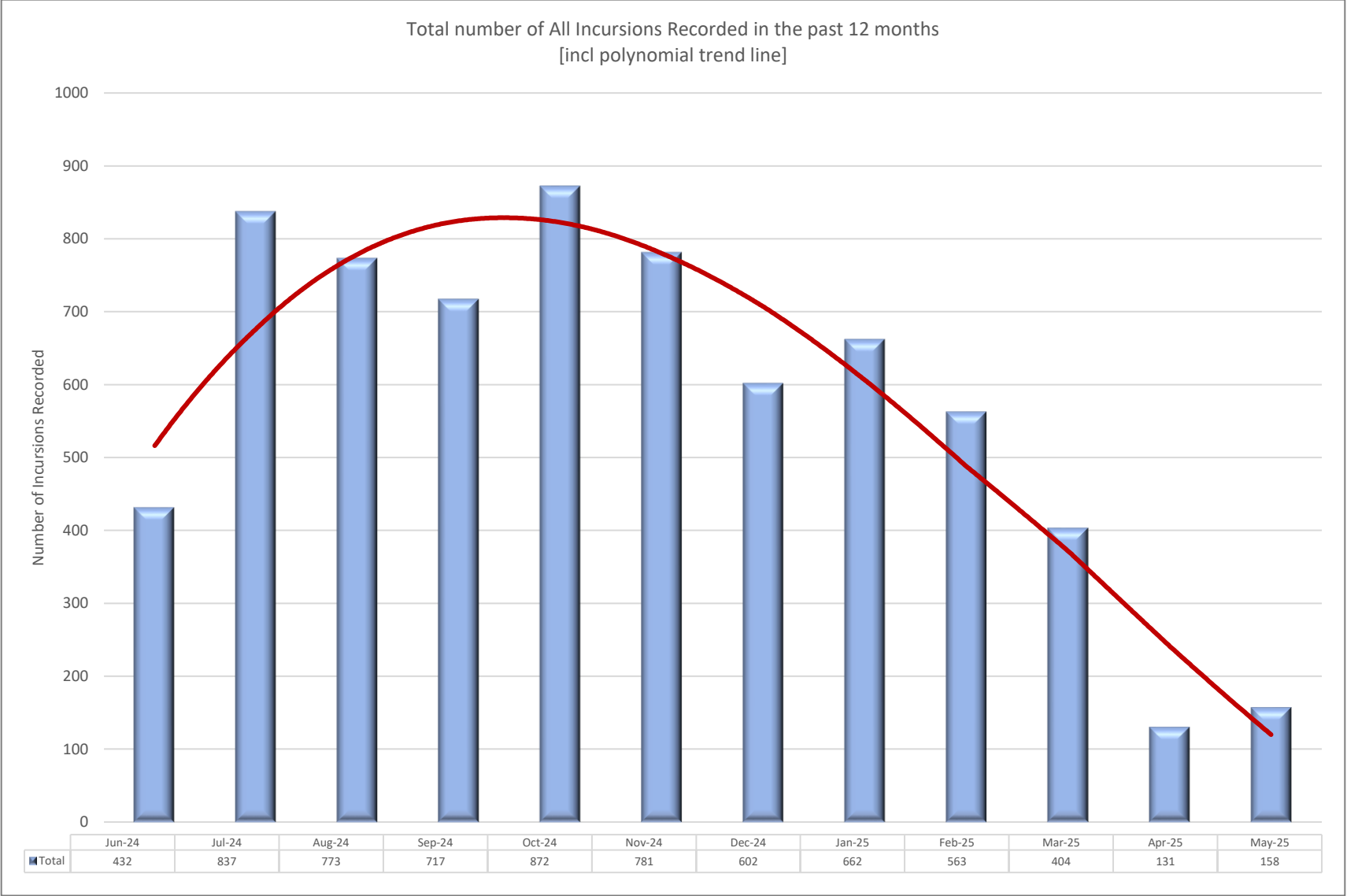
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23068**

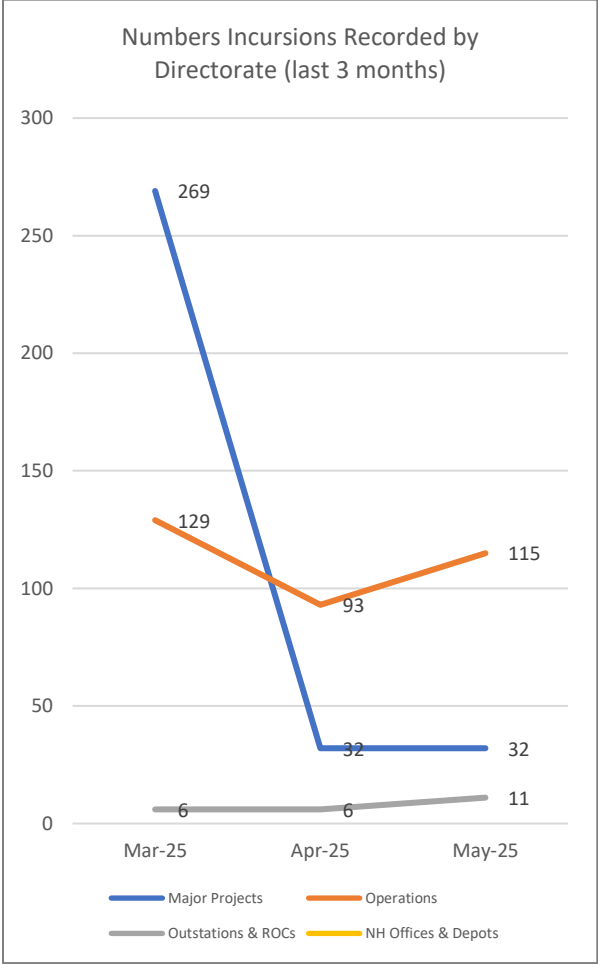
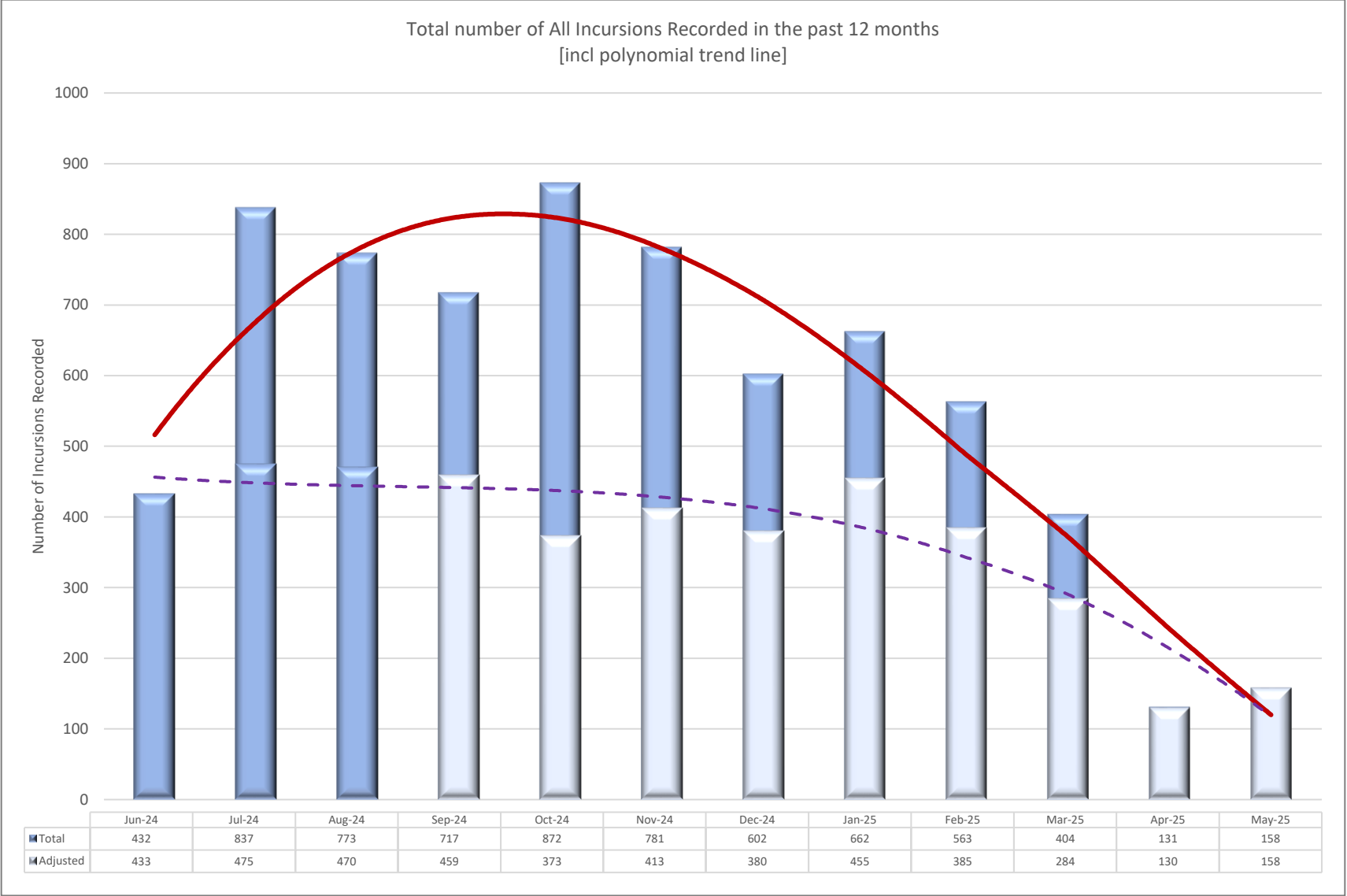
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1333	3007	680	72	5092
Incursion; Intentional – Because of breakdown	8882	599	150	3	9634
Incursion; Intentional – To seek information	101	127	32	5	265
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	26	883	8	922
Incursion; Unintentional - Driver confused	1261	1035	299	43	2638
Incursion; Unintentional - Follow in	223	325	19	3	570
Incursion; Unintentional - Result of accident	803	353	71	5	1232
Incursions; Intentional - Blue Light Incursion	102	159	4	2	267
IPV Strike	23	76	13	0	112
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13147	7221	2535	165	23068

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2020	2021	2022	2023	2024	2025
Number of All Incursions recorded	4717	2313 (+12.6%)	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	1918 (xx%)

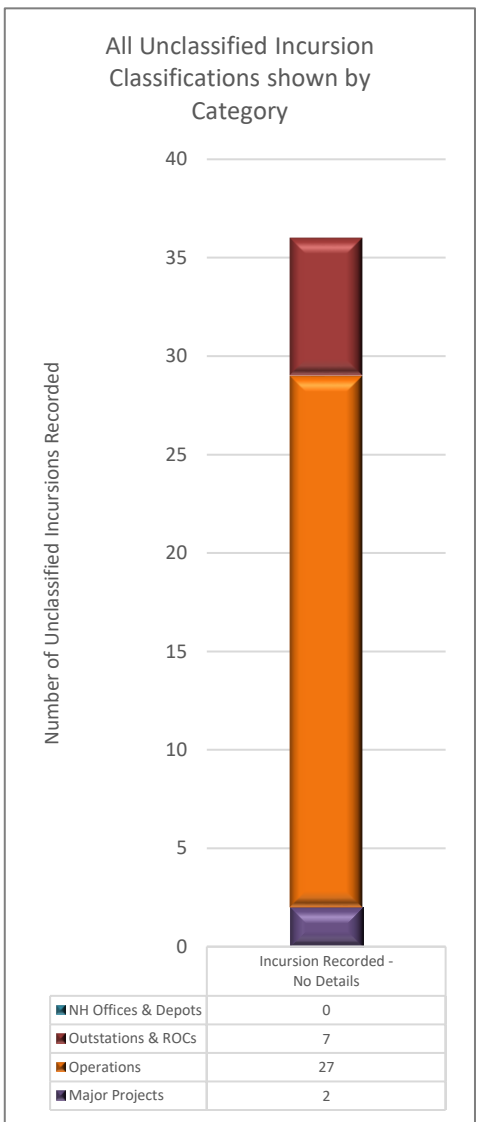
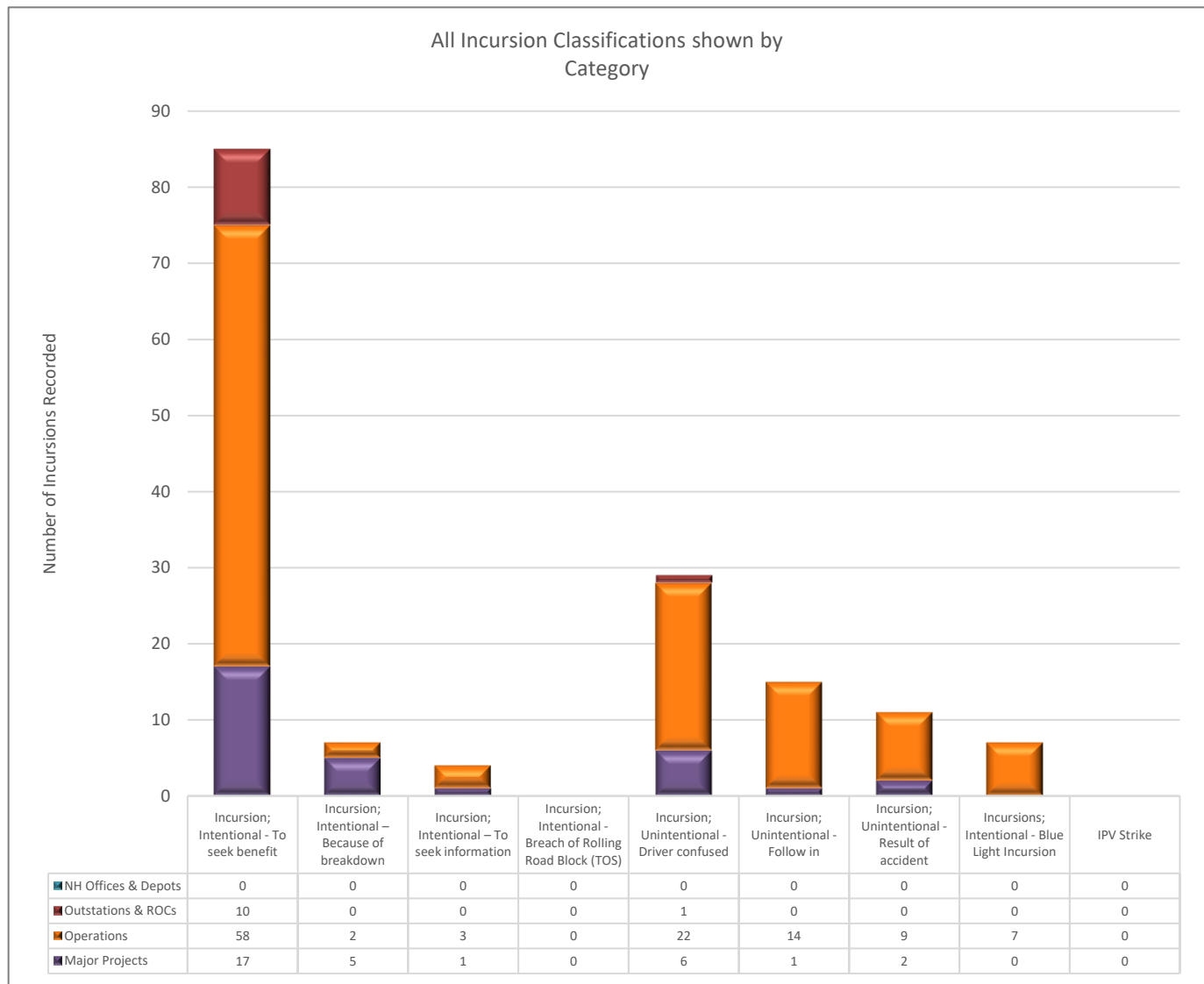
Incursions Report – All Incursions



Incursions Report – All Incursions (adjusted)



Incursions Report - All Incursions during May 2025



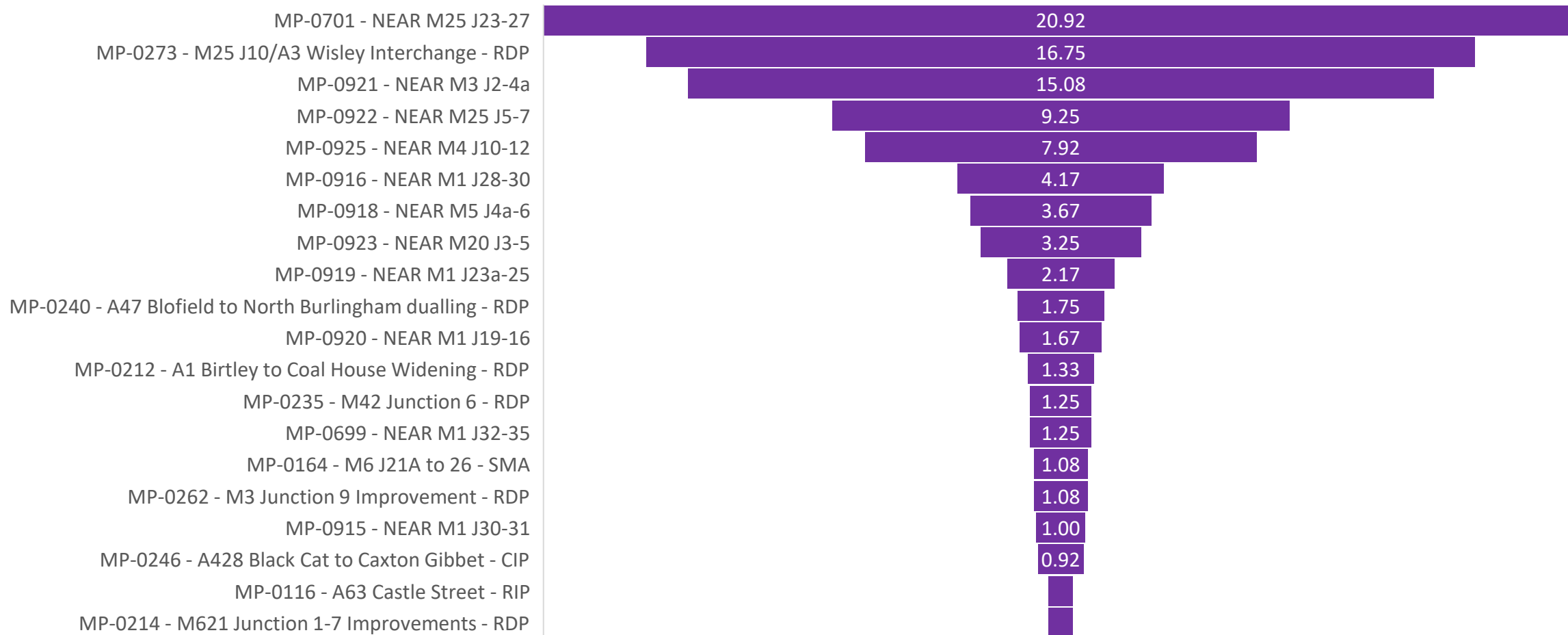
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [85]; equating to 54% of all incursions**
2. **Incursion; Unintentional - Driver confused [29]; equating to 18% of all incursions**
3. **Incursion; Unintentional - Follow in [15]; equating to 9% of all incursions**
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8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [7]; equating to 4% of all incursions

Incursions Report for Major Projects

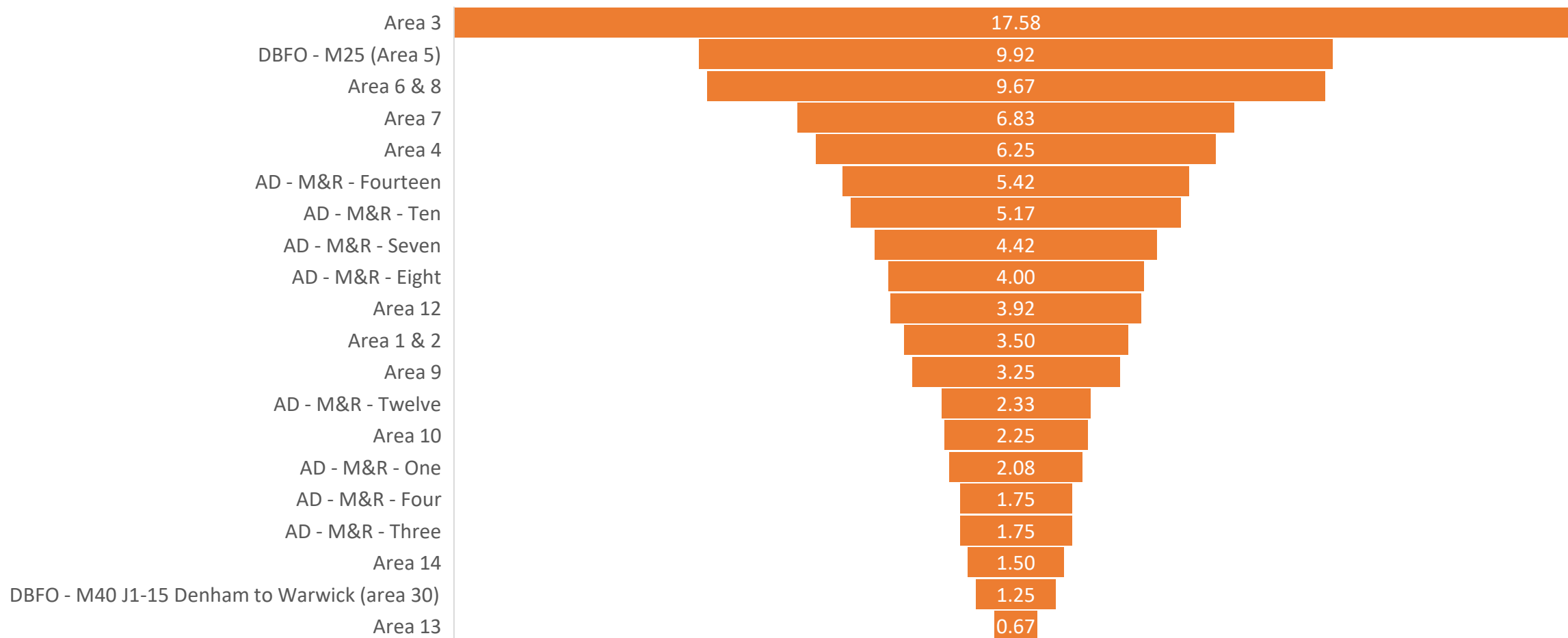
12 month rolling average of the number of all 'Incursions per Month'*



- 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'*



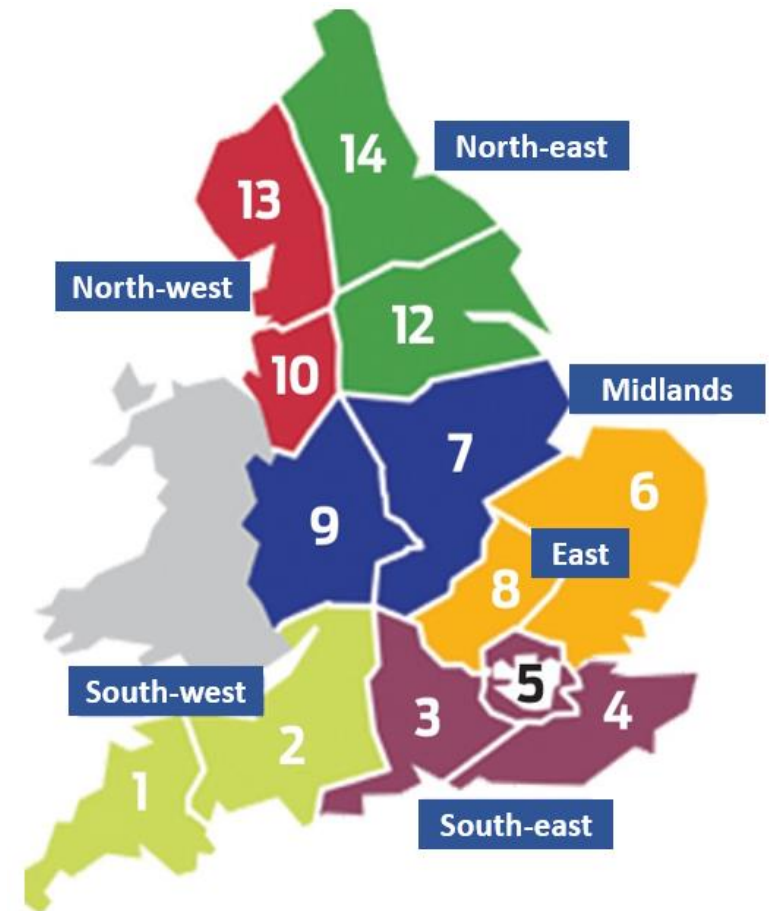
* Excluding incursions as a result of breakdown

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

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
167301	08/05/2025	02:55:00	Operations	South East	South East - DBFO	DBFO - M25 (Area 5)	Not populated	Not populated	Not populated	Not populated	Air lock lift	A13 B Track - Octavious Full Closure Informed by the Octavious Supervisor that as they were about to pull away from the Works Area a car came shooting past him. He made contact with TMF to check on them to see if they were OK as they had been instructed to start removal. They had just started removal of the Air Lock when the vehicle shot through. The vehicle was on the run because about 8 Blue Light Police cars went down the Diversion Route A1089	Raised DWB as I was on another Site when the incident happened, but thought I should Report what I was told. I am sure Octavious will complete an Incursion Report



Blue Light Incursions Report - Headline

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
167431	12/05/2025	20:15:00	Operations	South West - Operations	South West - Asset Delivery	AD - SBIM - One	Full Closure - Mainline	Relaxation works – Full main carriageway closure	Traffic management enclosure	Not populated	Setting up to remove Aust Expansion joint	An ambulance was driving through the westbound full closure with the 'blues & Twos' flashing, the driver stopped at the Amey work location where he was confronted by an Amey chargehand, he explained the TM team had let him through the air lock.	Amey PIC contacted the Traffic Management foreman about the incident. Amey PIC reported to the Amey safety advisor by email.
167463	14/05/2025	08:50:00	Operations	South East - Operations	South East - Area Contracts	Area 4	Lane Closure - Mainline	Traffic signals	Working on SRN	A2070 Between Cloverleaf and Hamstreet 5/5	Sign installation	Working within a 2 way light traffic closure, at 08:50 an ambulance with blue lights on jumped the red light causing 3 No. vehicles to enter the closure through the cones to allow it past before exiting immediately after	Not Populated



Blue Light Incursions Report - Headline

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
167509	14/05/2025	23:00:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Not populated	Not populated	Not populated	Not populated	M1 J28 Signals Renewal MDP	M1 J28 Signals Renewal MDP (M1 NB Exit full closure, M1 SB Approach & A38 SB Approach - Assist with Ring Management, M1 NB Approach & A38 Approach, Prep Diversion route) M1 exit slip s/b lane 1 closure. Police vehicle FG73 OJJ pulled vehicle into works WL61 DXP Silver Audi.	Ensured workers were all ok and ensured Police and vehicle exited site safely.
167524	10/05/2025	22:00:00	Operations	North West - Operations	North West - Area Contracts	Area 10	Lane Closure - Mainline	Not populated	Carriageway A	M60 17 N/A	Tm Installation	Police car KM22 LWZ pulled in job after merge at J16 doing approx 30/40mph through the closure, I caught him up when I got to the splitter at J17 and told him he isn't allowed to come inside the closure, which he stated he is police and he's on an emergency so he can do what he wants.	Logged and recorded

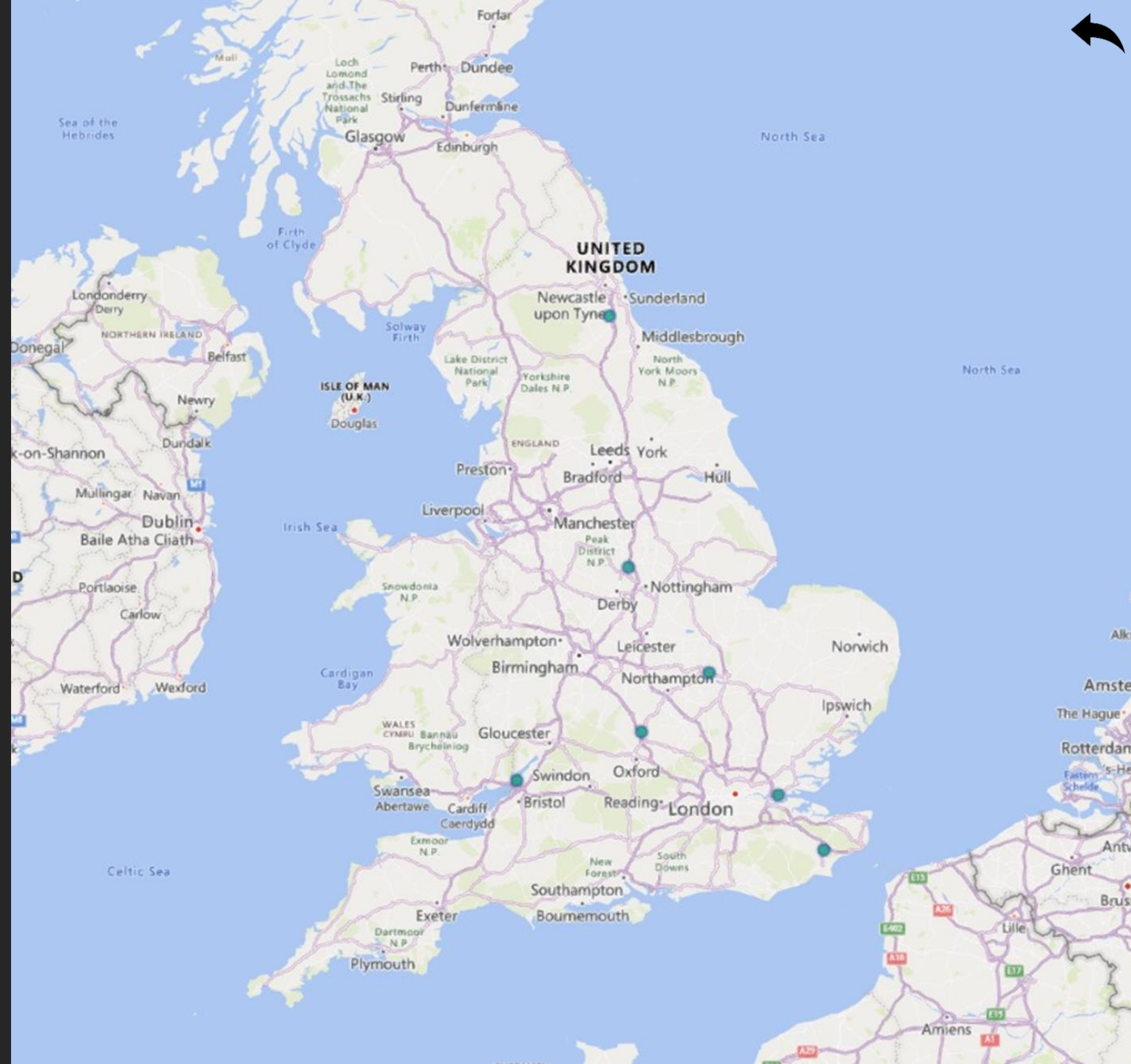


Blue Light Incursions Report - Headline

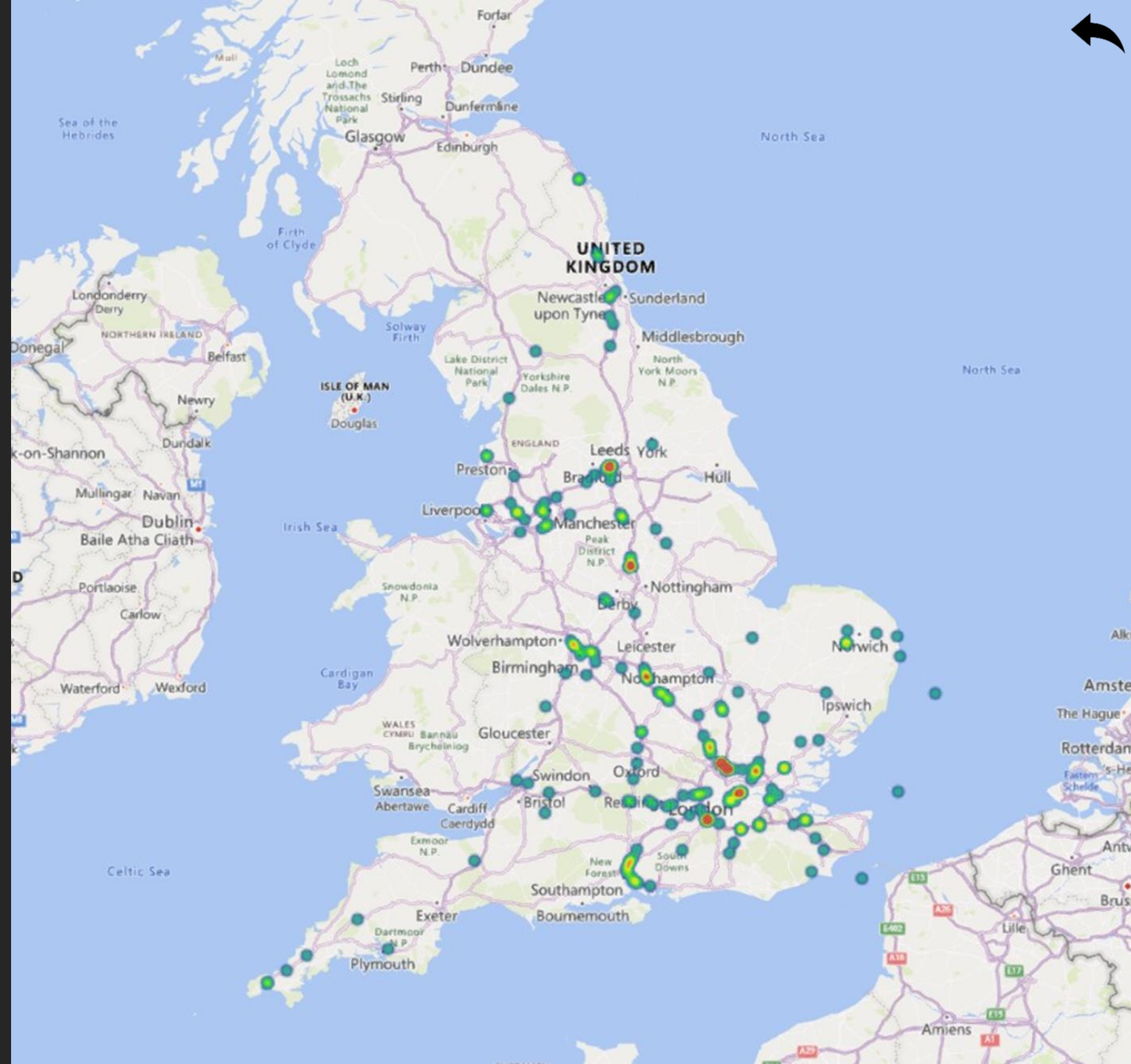
267 Blue Light Incursions have been recorded since February 2022 with **7** being recorded in May 2025 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
167825	22/05/2025	23:12:00	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	Not populated	lane closure	M40 J9-10MSS TRIP0155 Pk48 - Message Sign Install. Crew to install lane 1 and 2 from MP102/2 to MP 104/7. Whilst preparing to remove a ms3 message sign with a articulated hi Hab, a police vehicle came speeding up the closure.	pulled TM vehicle across lanes 2 and 3 to stop him due to the potential danger of the truck being struck . The officer didn't stop but pulled out of the closure and immediately back in once past the Hihab. After this the TM vehicle and the welfare vehicle was parked as a physical barrier behind the works.

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



Heatmap of all Blue Light Incursions (BLI) recorded

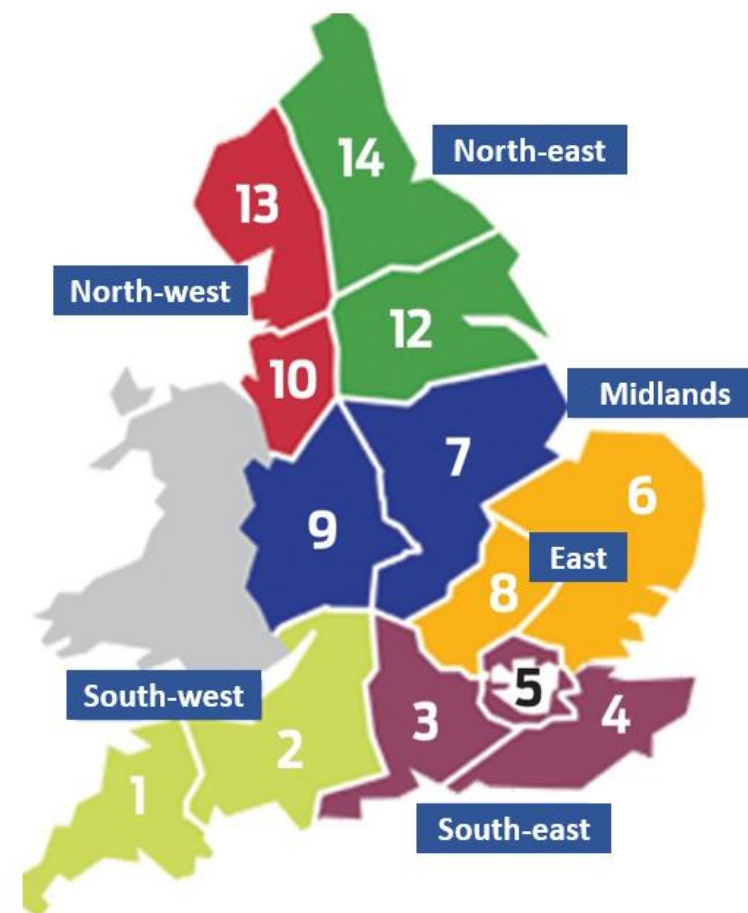


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps



IPV Strike Report - Headline

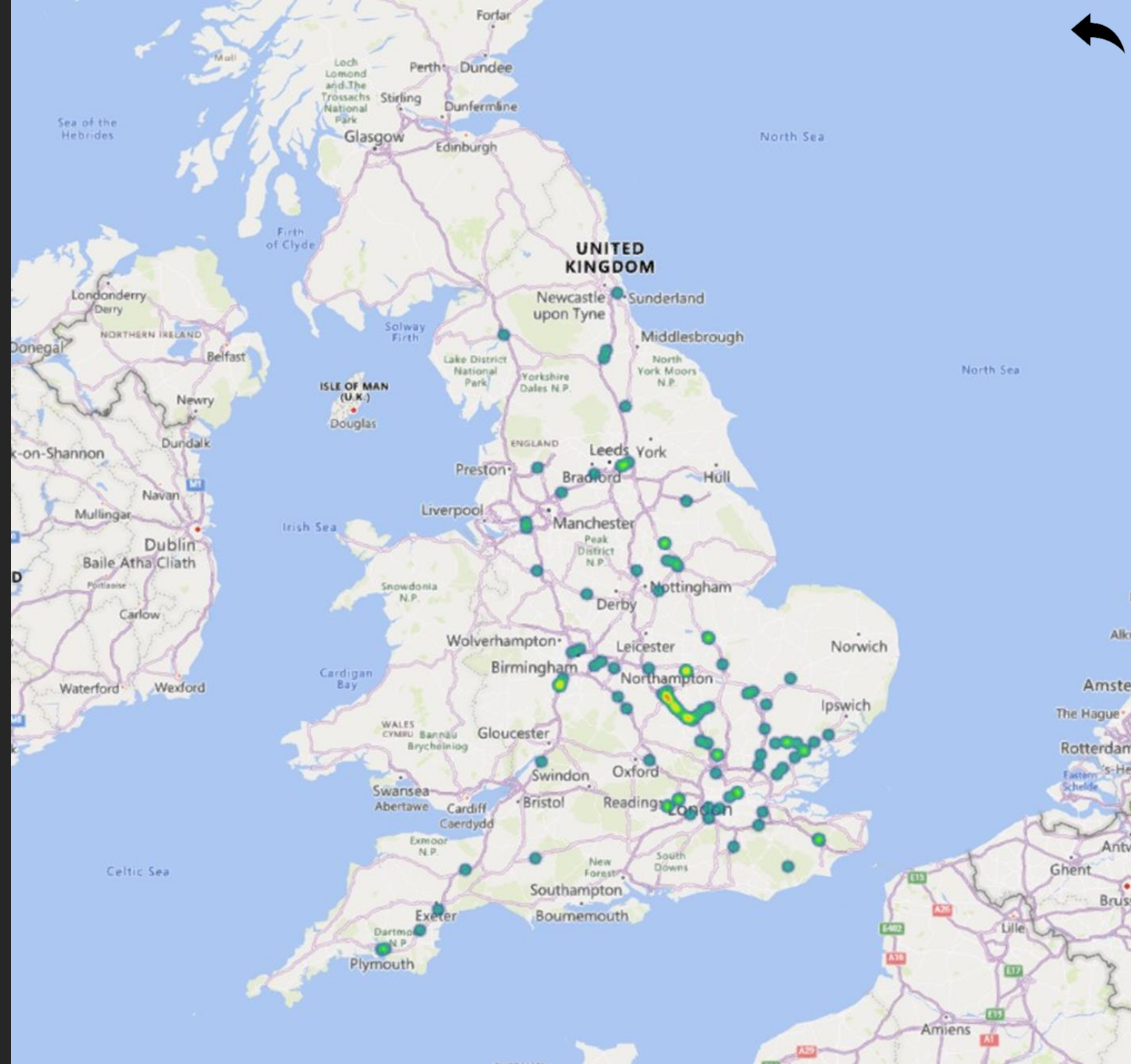
112 IPV strikes have been recorded since December 2019 with **0** being recorded in May 2025 (Edited Record)

[illegible]

Heatmap of
IPV Strikes
recorded
during May
2025



Heatmap of all IPV Strikes recorded

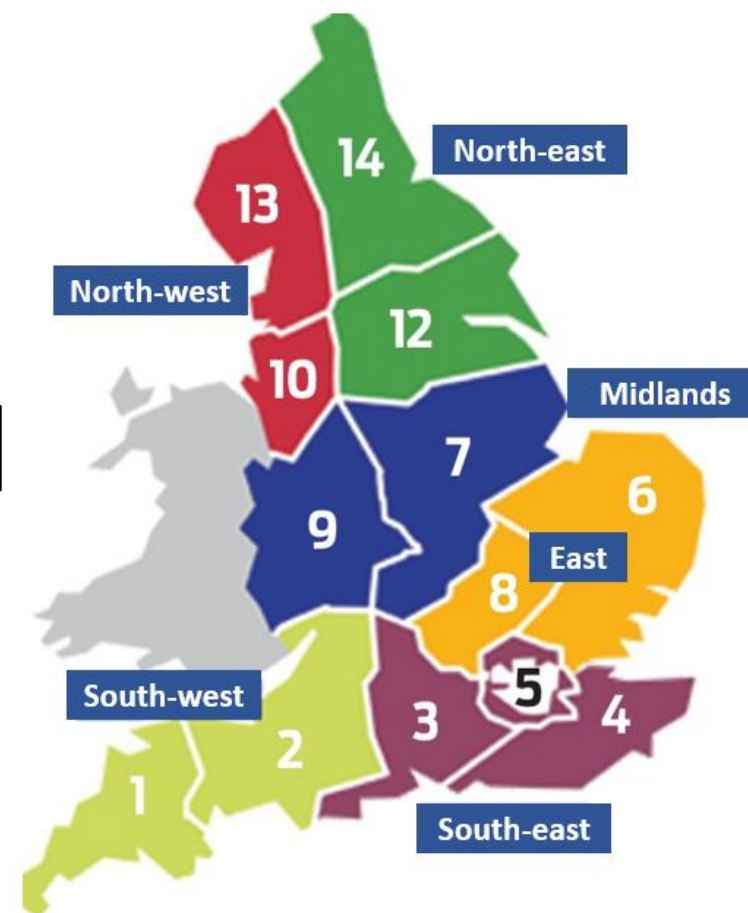


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



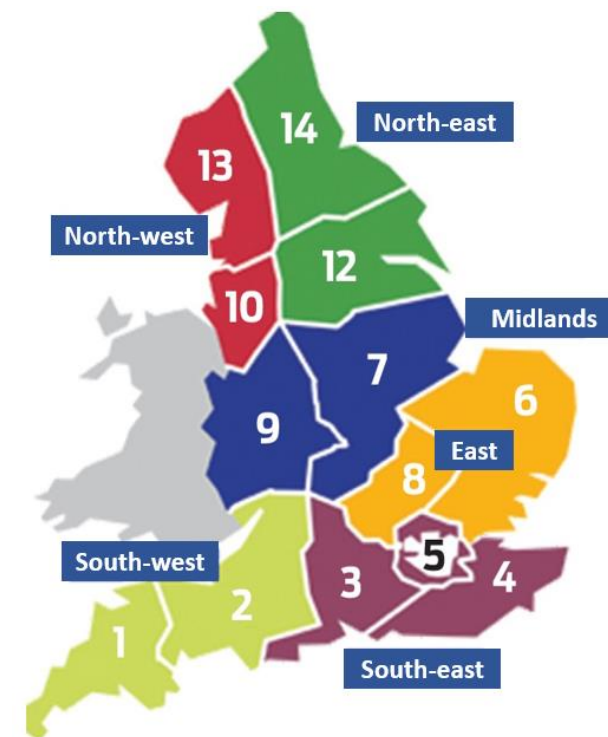
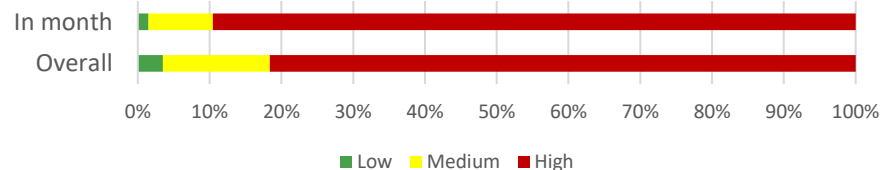
Incursions Report - North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.89%]	414 [47.05%]		11 [57.89%]
Incursion; Intentional – Because of breakdown	1181 [66.42%]	97 [11.02%]		
Incursion; Intentional – To seek information	42 [2.36%]	18 [2.05%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.57%]		
Incursion; Unintentional - Driver confused	178 [10.01%]	209 [23.75%]		3 [15.79%]
Incursion; Unintentional - Follow in	52 [2.92%]	69 [7.84%]		1 [5.26%]
Incursion; Unintentional - Result of accident	70 [3.94%]	45 [5.11%]		3 [15.79%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	17 [1.93%]		1 [5.26%]
IPV Strike	1 [0.06%]	6 [0.68%]		
Grand Total	1778 [100.00%]	880 [100.00%]		19 [100.00%]

Technology Utilisation	Mar 25			Apr 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 10	605	30	5%	740	126	17%	801	120	15%
Area 13	28	0	0%	44	2	4%	33	1	3%

North West (MP & Ops) Incursion Risk Rating



Incursions Report - North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

A police vehicle entered the closure via an unmarked cut-through, driving through at 30mph. A member of the public mistakenly entered, then reversed out.

Traffic Incidents [*Sentiment: Negative*]

Police vehicles entered closures without permission, causing potential risk. There were several taper strikes damaging cones and RDLs, alongside a taxi and a vehicle that crashed through an airlock barrier.

Broken Down Vehicles [*Sentiment: Neutral*]

A Mercedes ran out of fuel and was assisted by its brother. A Tarmac tipper stopped in the live lane during a walkout operation. A member of the public with a broken-down car was not promptly assisted.

Traffic Management Responses [*Sentiment: Neutral*]

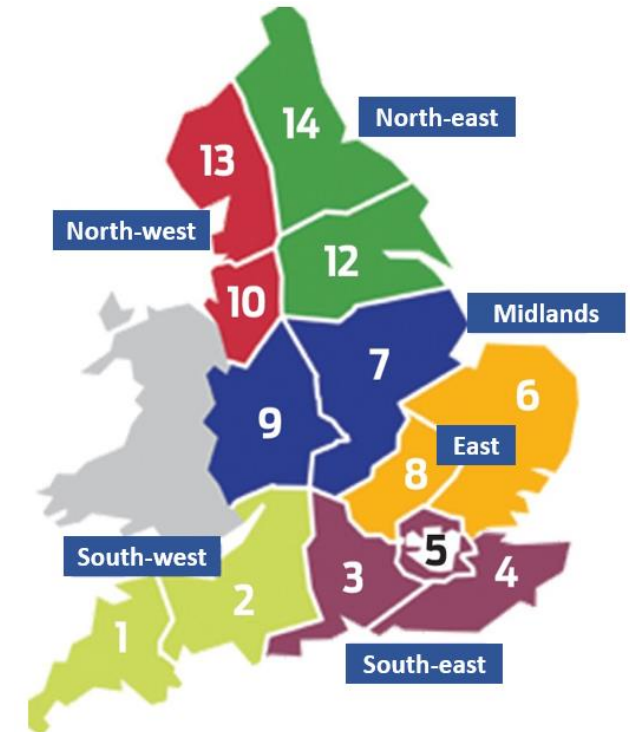
Traffic management was affected by various incidents, including taper strikes and a vehicle navigating through the site improperly. The response was generally slow or miscommunicated, particularly with recovery services.

Overall [*Sentiment: Neutral*]

Incidents involving police vehicles, member of the public breaches, and broken-down vehicles created safety risks. However, prompt action from operatives ensured minimal disruption.

Recommendations

Improved communication between the site team, recovery services, and traffic management is necessary. A more rigorous enforcement of access restrictions and proactive response protocols would enhance safety and efficiency during closures. Additionally, better coordination with the police regarding closures and emergency access would reduce potential conflicts.



Incursions Report

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

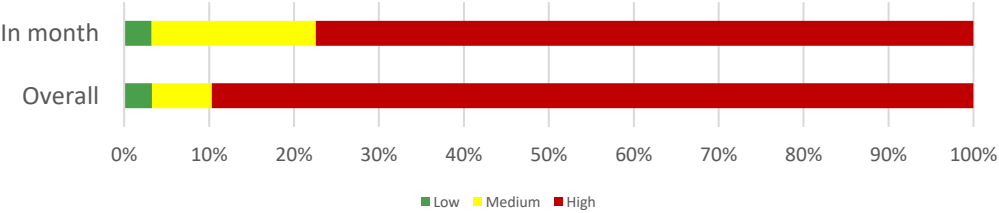
A total of 10 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' 100% increase in 'Result of accident' incursions, with a 50% decrease in 'Follow in' type incursions

[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)

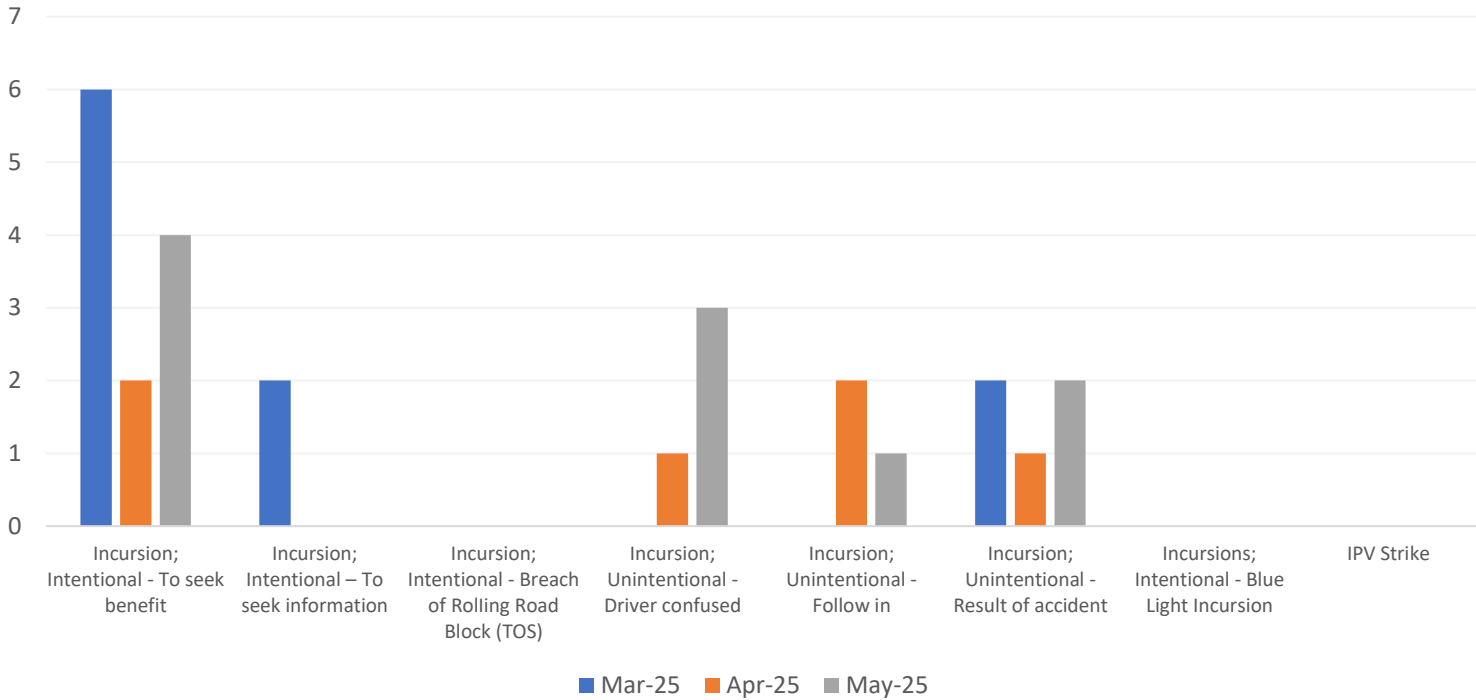
Project Risk Rating



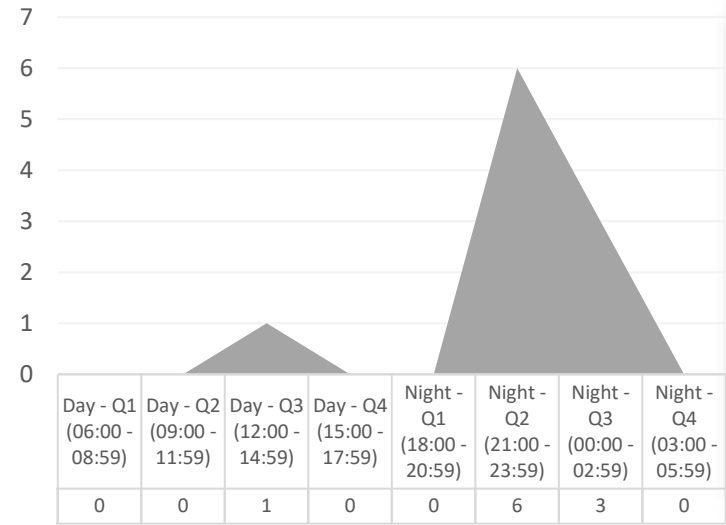
Incursion rate per length of TM (Unknown)

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

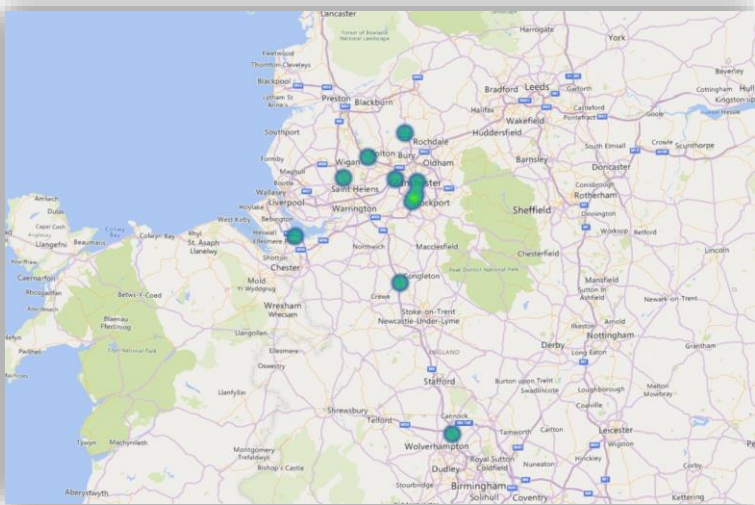
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

During the site inspection on the A5103, a lady in a taxi performed a 3-point turn on the road, breaching the closure. A vehicle (taxi) entered the work area, and a member of the public also followed a vehicle into the works access but quickly exited.

Traffic Incidents *[Sentiment: Negative]*

There was a taper strike in lane 2, damaging 10 syncs and 20 cones, all requiring replacement. Maintenance run also encountered taper strikes, damaging 8 taper lamps and 8 cones. Additionally, a vehicle was found in lane 3 of a live lane during the emergency closure, causing disruption.

Broken Down Vehicles *[Sentiment: Negative]*

A member of the public broke down in the VRS repair zone, and though Amey hub TM had spoken to them, RCC response was slow, and the person left the scene before further assistance could be provided.

Traffic Management Responses *[Sentiment: Neutral]*

The contractor was instructed to not enter the closure until full installation and re-establishment of work access. The situation involving the taxi and other vehicles was managed by the TSCO, though some access breaches occurred.

Overall *[Sentiment: Cautiously Negative]*

Several incidents occurred involving vehicle incursions, equipment damage, and a breakdown scenario. Traffic management was somewhat effective but issues with access and vehicle behaviour persist. Prompt actions were taken but were met with delays in some cases.

Recommendations

To mitigate issues, the project team should enhance communication protocols, especially regarding breakdowns. Additional signage and clearer lane delineations are recommended to prevent vehicle incursions, particularly when diversions are in place. Immediate action plans for quicker responses by traffic management teams are also crucial to prevent such delays.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

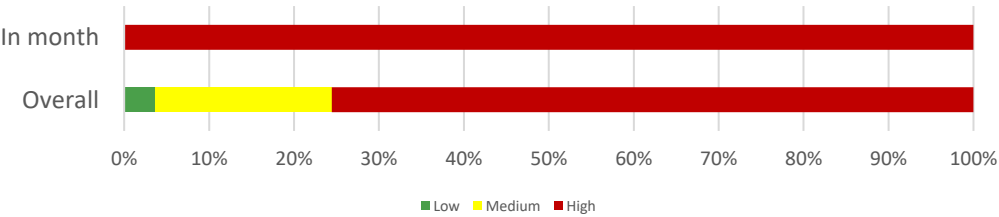
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Blue Light' type incursions

[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)

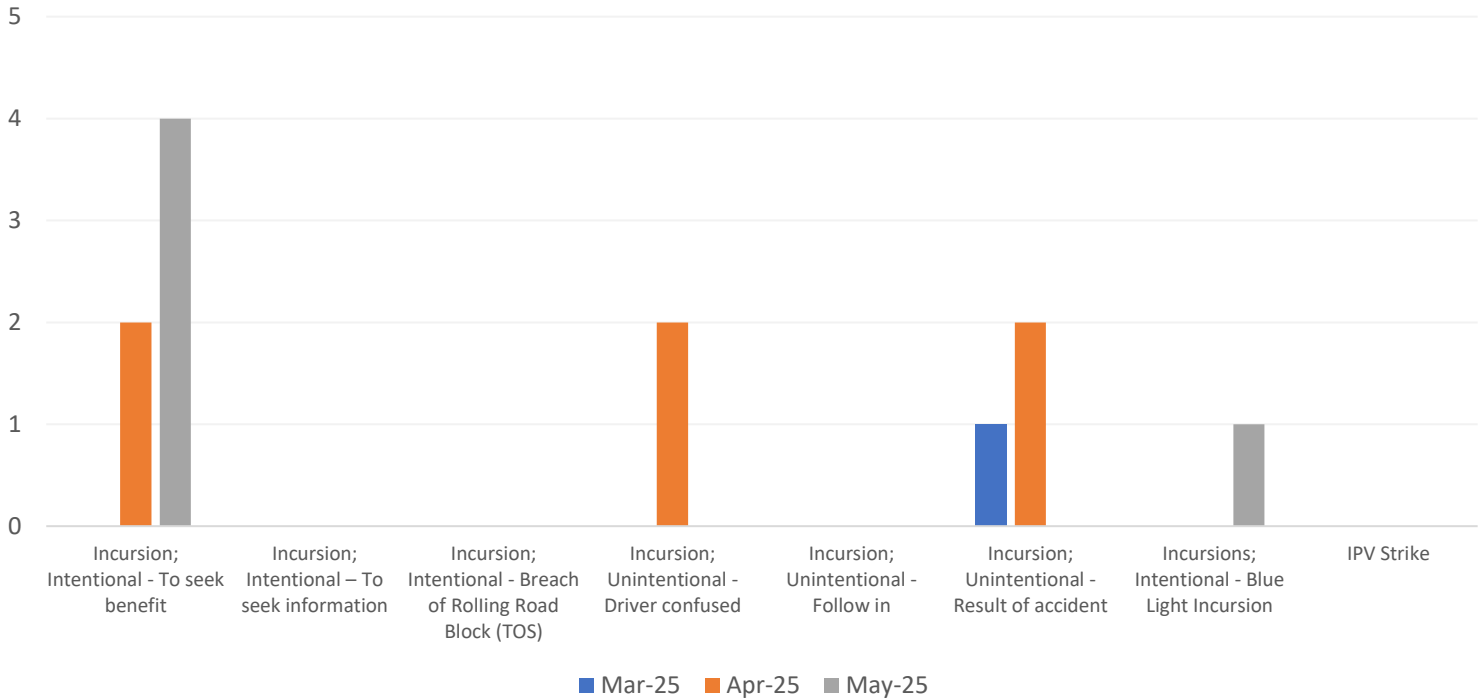
Project Risk Rating



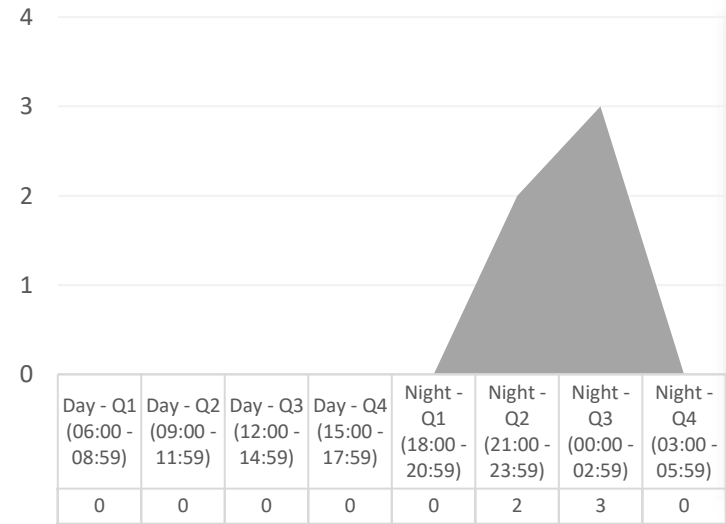
Incursion rate per length of TM (Unknown)

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

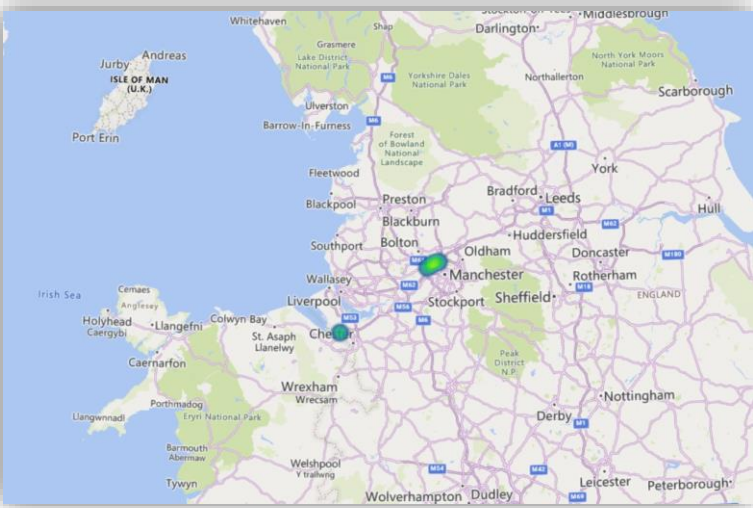
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A police vehicle (black BMW) entered the closure at around 30mph via a maintenance cut-through without using designated gates. The ROC was informed, and the incident was logged as a near miss.

Traffic Incidents *[Sentiment: Negative]*

A police car entered the closure at J16 at 30-40mph, ignoring traffic management. Upon confrontation, the officer claimed emergency status. Additionally, a vehicle crashed through an airlock barrier at Woodbank Junction and fled.

Broken Down Vehicles *[Sentiment: Neutral]*

A Mercedes ran out of fuel and pulled into the works access. Recovery was delayed, but the driver's brother provided fuel, and the vehicles were escorted safely off-site.

Traffic Management Responses *[Sentiment: Positive]*

TSOs were promptly informed about the broken-down vehicle, ensuring all operatives stopped work until both vehicles were safely removed. Despite incidents, safety protocols were followed in managing the situation.

Overall *[Sentiment: Negative]*

Several incidents involving vehicles entering the closure, including police vehicles, resulted in near misses and unsafe driving. Safety measures were followed, but further clarity on access regulations is recommended.

Recommendations

The project team should improve communication regarding emergency access to avoid confusion with police vehicles. Clearer signage or barriers may prevent unauthorized access. Additionally, further training on managing emergency vehicles and handling breakdowns should be considered to ensure smoother operations and increased safety.

Incursions Report

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

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

[0 - Incursions resulting from breakdowns were recorded]

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

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

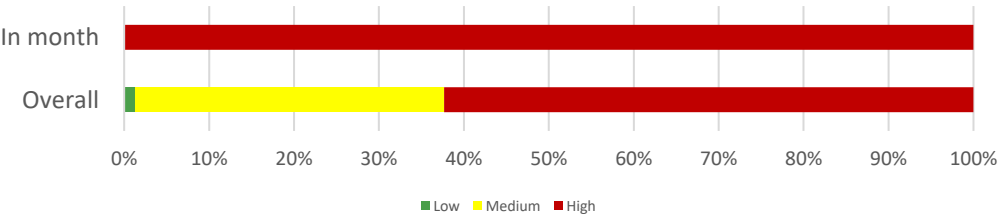
AD Construction Thirteen



Time Profile of Incursions recorded

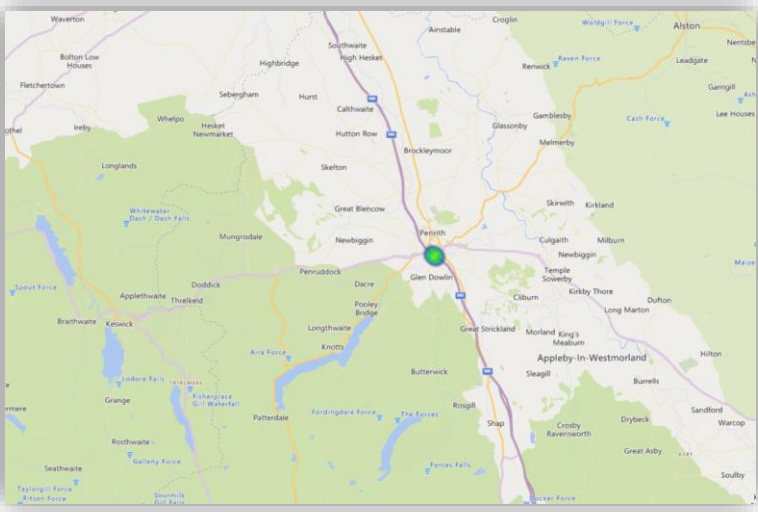
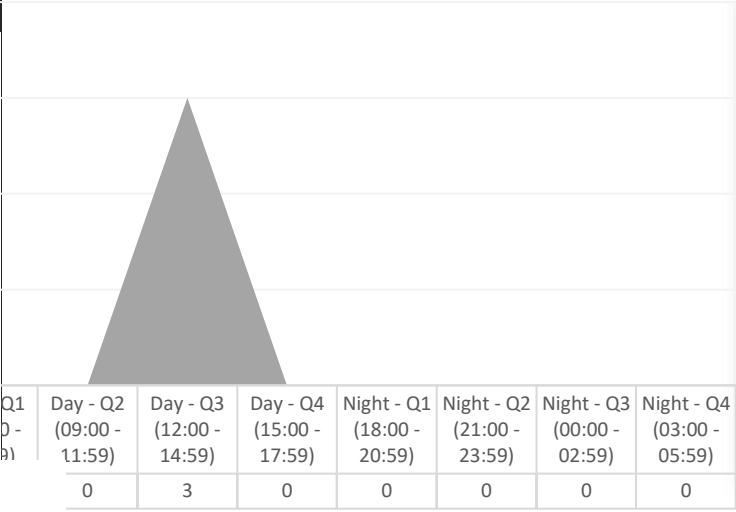
Heatmap

Project Risk Rating



Incursion rate per length of TM (Unknown)

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



Incursions Report

Directorate: Operations

Region: North West

Project: AD Construction Thirteen



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A member of the public in a white Ford Focus and a motorbike initially entered the closure but quickly reversed after realising the mistake. No incidents resulted.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management team responded promptly to the incursions, ensuring vehicles were directed back out of the closure efficiently without any delays.

Overall *[Sentiment: Positive]*

Traffic flow was mostly unaffected, with only minor incursions observed. No significant issues arose, and the response was swift and effective.

Recommendations

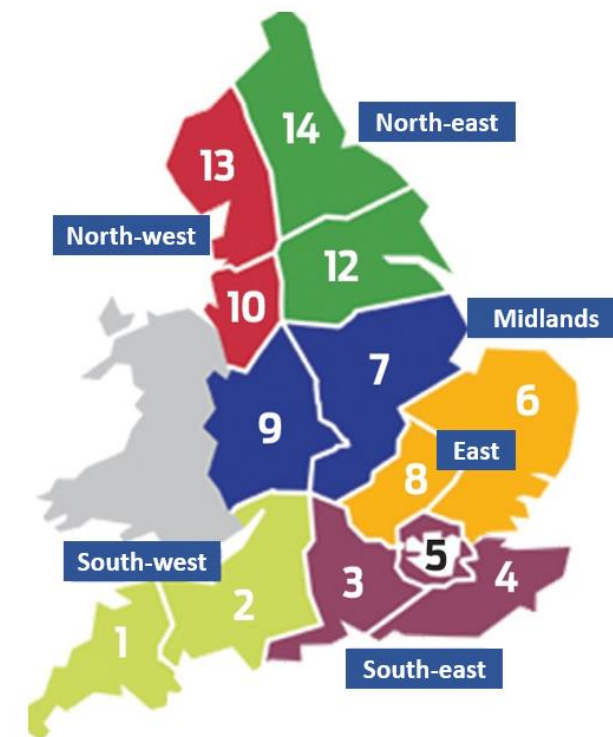
It is recommended that signage and barriers be assessed for increased visibility to prevent similar vehicle incursions in the future. Enhanced driver awareness initiatives could reduce the likelihood of such mistakes.

Incursions Report - North West Region

End of regional report

[Back to [Summary](#) page]

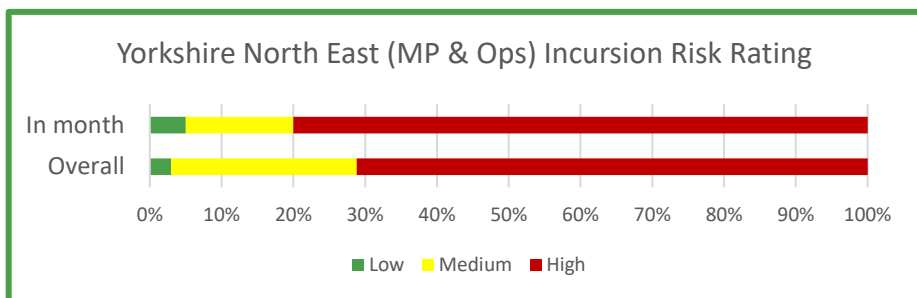
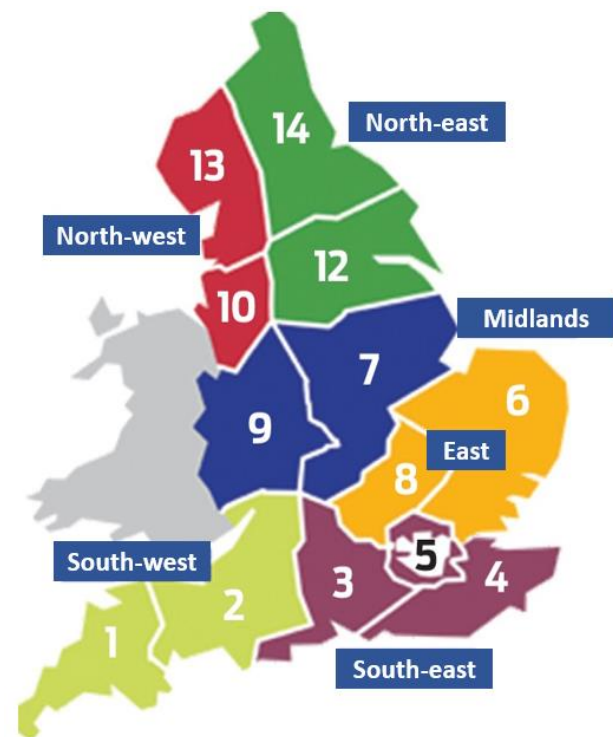
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	200	[16.39%]	202	[49.63%]	6 [50.00%]
Incursion; Intentional – Because of breakdown	457	[37.46%]	23	[5.65%]	
Incursion; Intentional – To seek information	18	[1.48%]	7	[1.72%]	1 [100.00%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.98%]	
Incursion; Unintentional - Driver confused	392	[32.13%]	80	[19.66%]	3 [25.00%]
Incursion; Unintentional - Follow in	56	[4.59%]	26	[6.39%]	1 [8.33%]
Incursion; Unintentional - Result of accident	81	[6.64%]	38	[9.34%]	2 [16.67%]
Incursions; Intentional - Blue Light Incursion	16	[1.31%]	20	[4.91%]	
IPV Strike			7	[1.72%]	
Grand Total	1220	[100.00%]	407	[100.00%]	12 [100.00%]

Technology Utilisation	Mar 25			Apr 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 12	398	175	47%	427	158	37%	490	83	17%
Area 14	120	83	69%	80	49	61%	104	40	38%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple incidents involving vehicles entering closures, including a red Mercedes Sprinter van, a white transit van, and a wide load escort vehicle.

Traffic Incidents [*Sentiment: Negative*]

A variety of incidents were reported, including taper strikes, a vehicle smashing through a lane taper, and an LGV hitting the central reservation.

Broken Down Vehicles [*Sentiment: Neutral*]

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

Traffic Management Responses [*Sentiment: Neutral*]

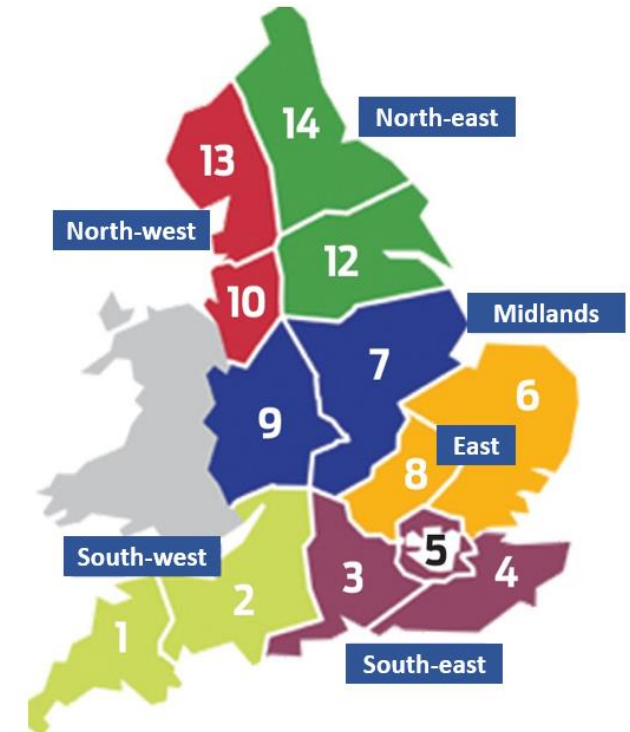
Incidents were managed promptly, with site staff providing guidance and security alerts. Police and supervisors attended some incidents for follow-up.

Overall [*Sentiment: Neutral*]

Several breaches occurred, including vehicles entering the closures and causing taper damage. No significant injuries reported, but safety concerns remain.

Recommendations

Improved communication regarding vehicle access, tighter controls on vehicle entry, and clearer warnings for wide load vehicles could help to improve site safety. Ensuring that all vehicles are briefed on their entry restrictions could reduce incidences. Additionally, addressing driver behaviour through better targeted communications would limit potential risks.



Incursions Report

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

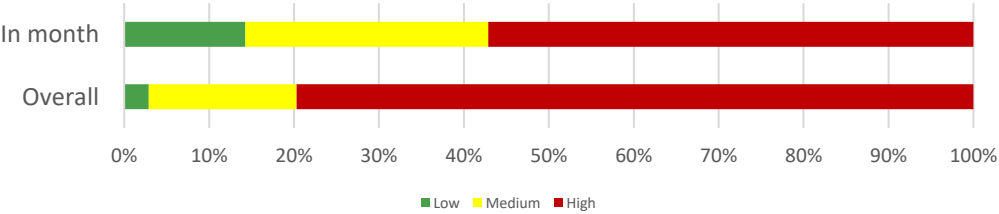
A total of 3 incursions have been recorded; with a 100% increase in 'Follow in' type incursions together with an no change from the previous month in Seeking Benefit' no change from the previous month in Driver confused' type incursions

[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)

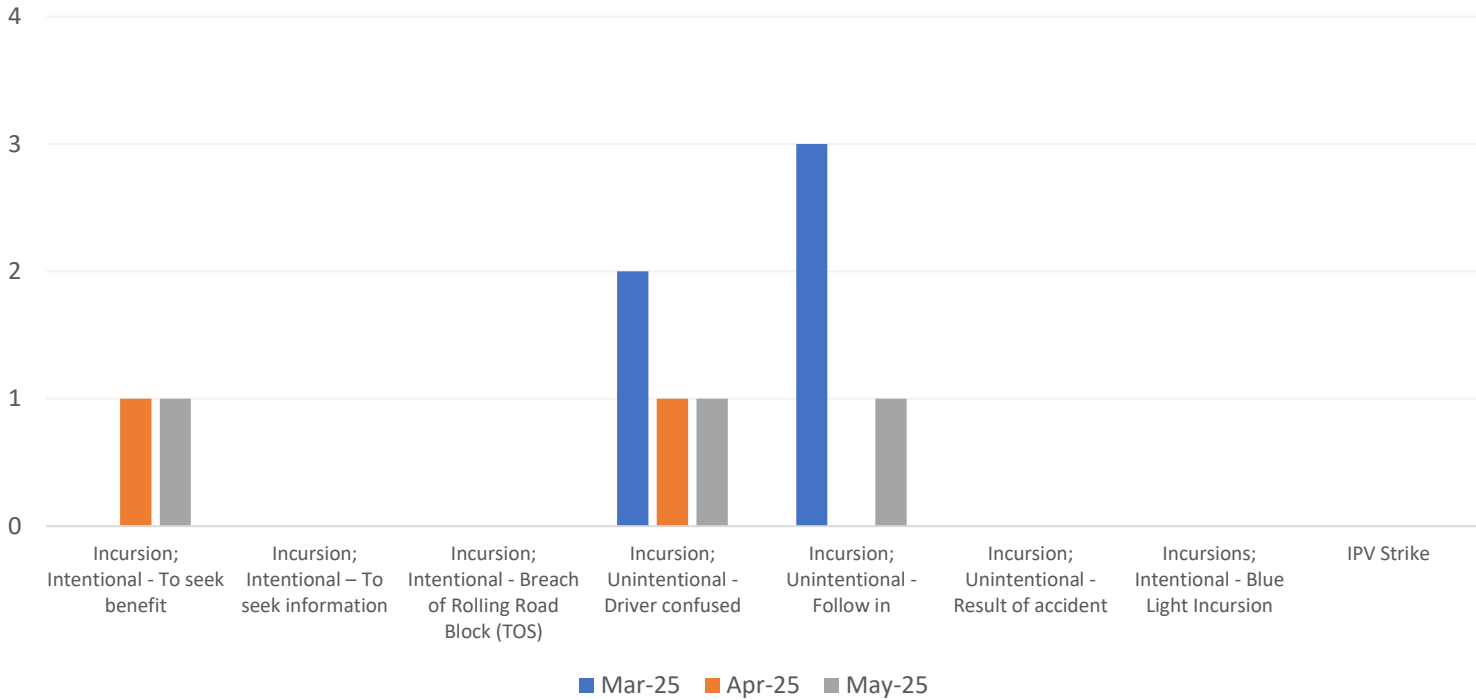
Project Risk Rating



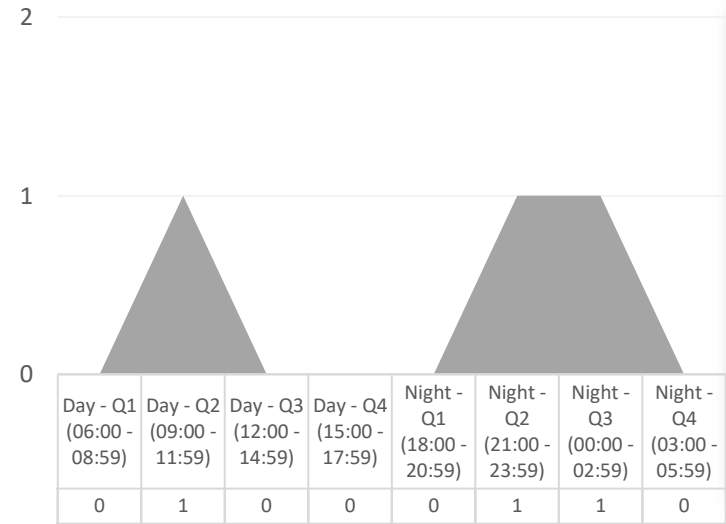
Incursion rate per length of TM (Unknown)

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

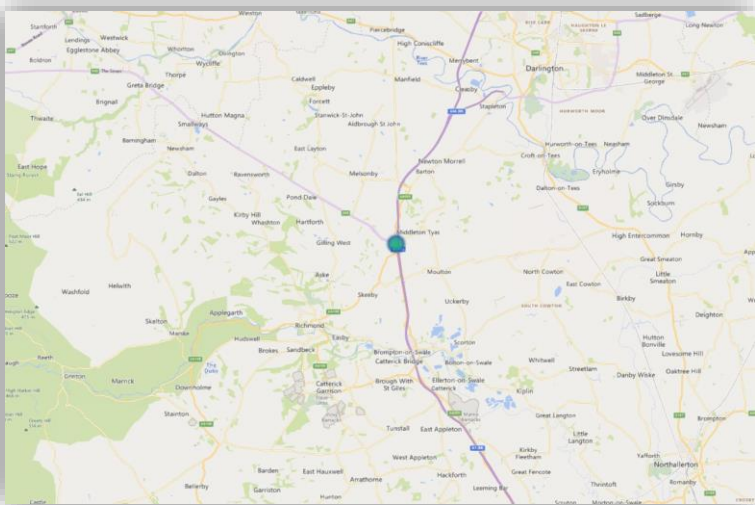
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A white transit connect van entered a full lane closure, ignoring signage / livery and it did not stop.

Traffic Incidents [*Sentiment: Neutral*]

An LGV collided with the central reservation while driving through a lane closure. The driver swerved to avoid an animal on the road. Police and HATOs were in attendance; no injuries reported.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The CHC Supervisor was promptly informed about the incident, and the matter was reported to the ROC under incident number 2819. Police and HATOs responded efficiently to the situation.

Overall [*Sentiment: Neutral*]

The period saw two notable incidents, one involving a van driving through a full closure and another an LGV hitting the central reservation. Both situations were addressed swiftly, with no injuries.

Recommendations

To enhance safety, consider reinforcing signage and barriers at lane closures to prevent vehicles from entering unauthorised zones. Additional monitoring or presence of traffic marshals may also help prevent similar incidents in future.

Incursions Report

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

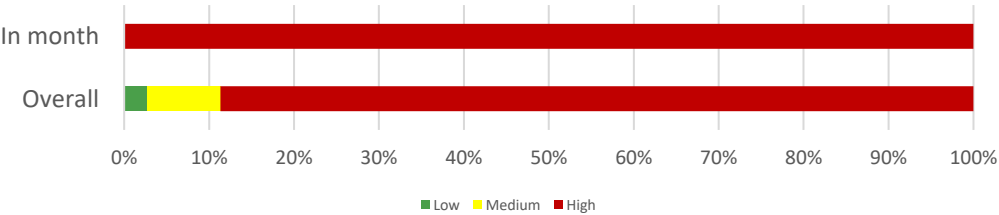
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

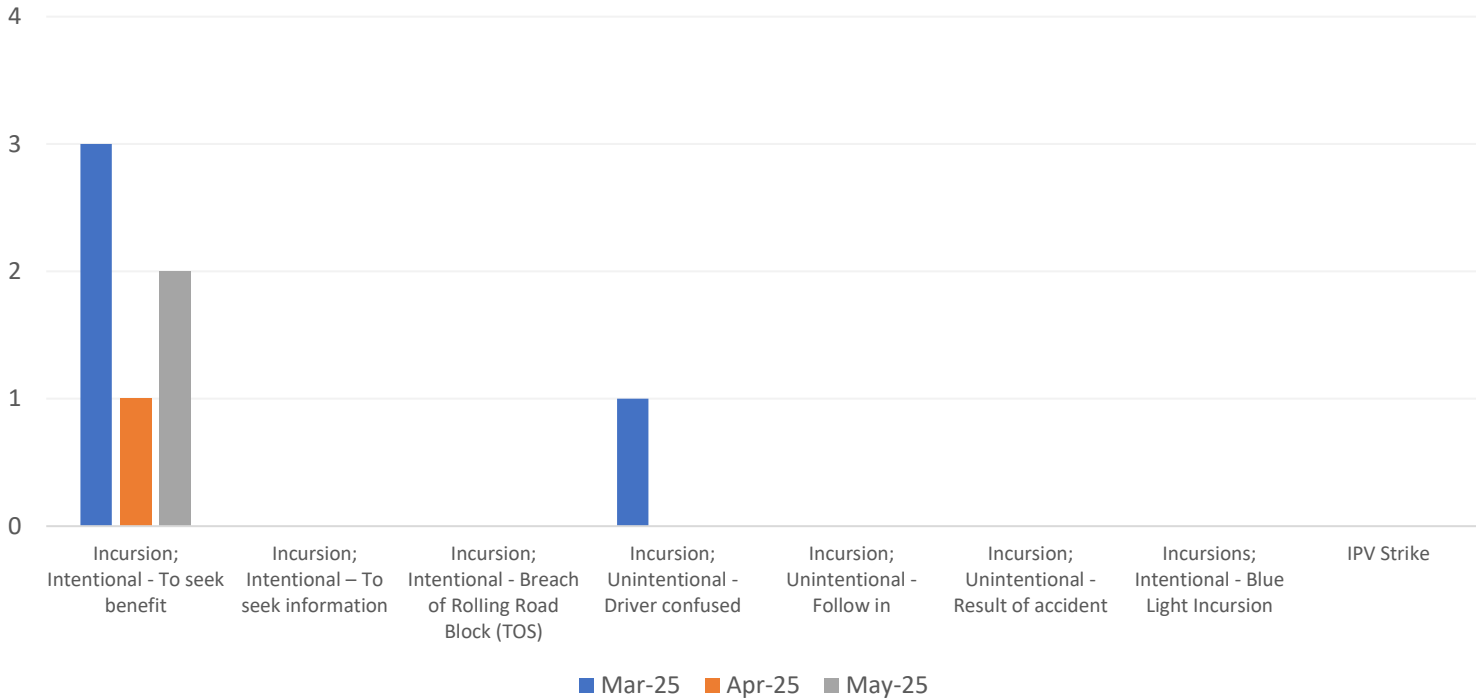
Project Risk Rating



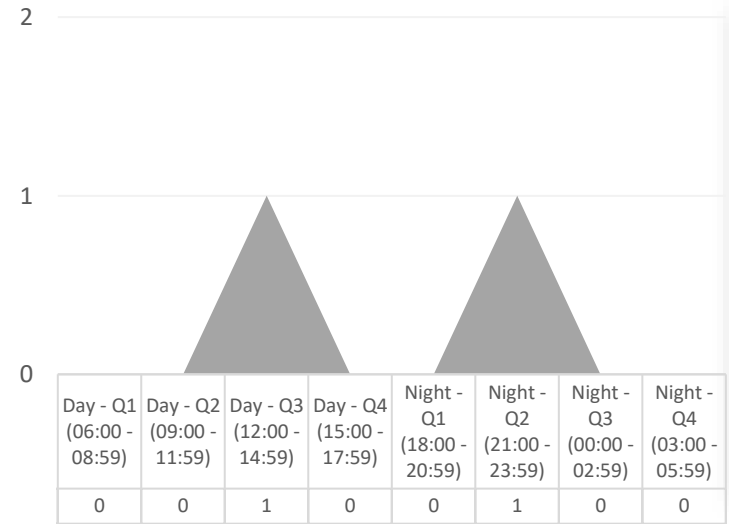
Incursion rate per length of TM (Unknown)

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

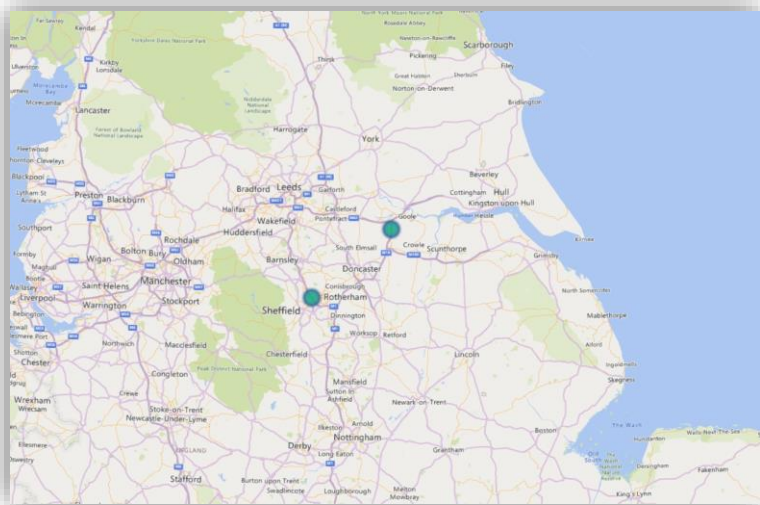
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

During the closure installation on 22/05/2025, an incursion occurred when a car entered the coning detail, stopping near the access point. The TM vehicle alerted the driver, who then proceeded to pull back into lane 4.

Traffic Incidents [*Sentiment: Neutral*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken-down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The TM crew responded promptly to the vehicle incursion, with the TM vehicle moving towards the car to alert the driver. The situation was resolved with no further escalation.

Overall [*Sentiment: Positive*]

The situation was handled effectively with no further incidents following the initial vehicle incursion. The inspectors continued their work without requiring evasive action.

Recommendations

For future operations, the project team should consider improving communication measures to prevent further incursions into coned areas, possibly enhancing visibility or increasing barriers to ensure safety. Additionally, ensuring greater awareness of potential pedestrian interactions on the hard shoulder could further reduce risks.

Incursions Report

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

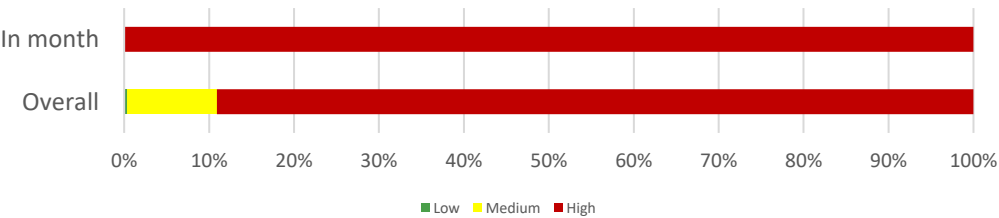
A total of 3 incursions have been recorded; with a type incursions together with an no change from the previous month in Result of accident' 33% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

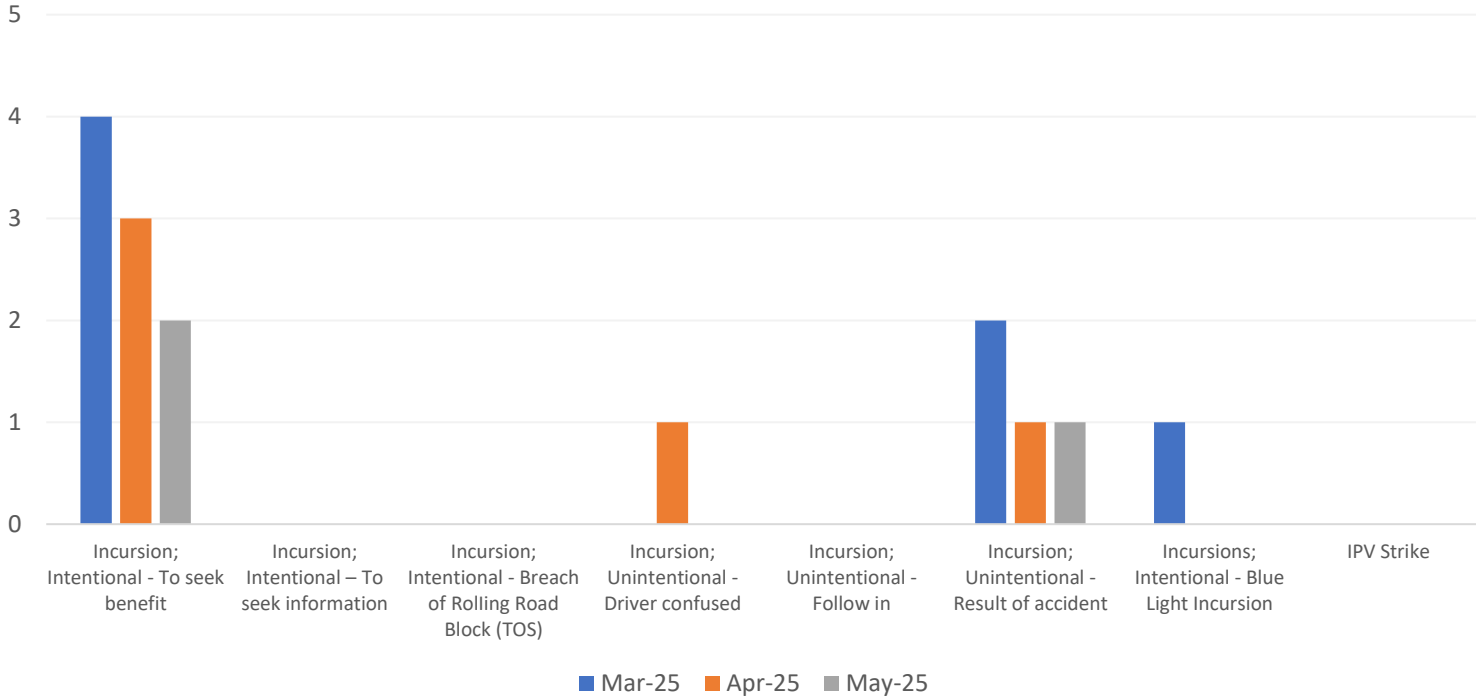
Project Risk Rating



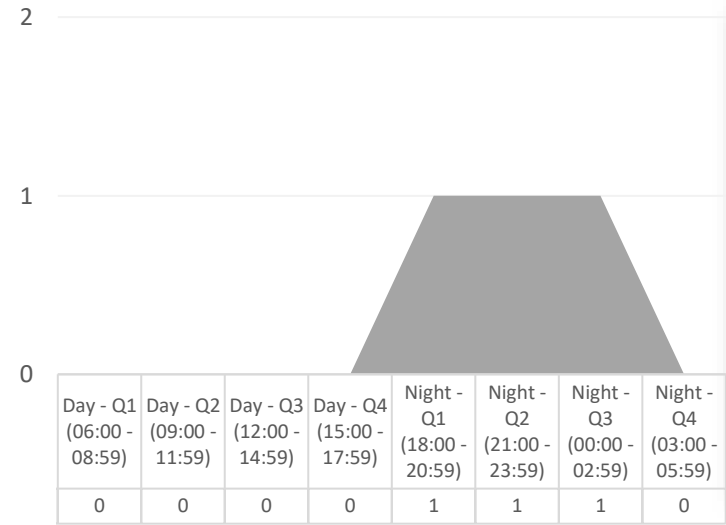
Incursion rate per length of TM (Unknown)

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

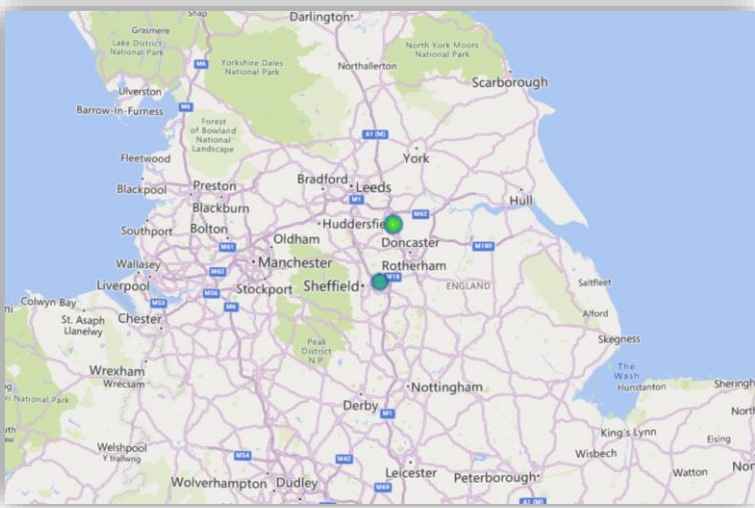
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

At approximately 22:30 hrs, a vehicle entered the works area and two individuals in PPE were seen moving traffic cones on the southbound carriageway. The security guard raised the alarm, and police attended, but the vehicle and individuals had left. The same vehicle and individuals entered again at 23:51 hrs from the northbound side, but they fled when spotted by the security guard.

Traffic Incidents *[Sentiment: Negative]*

A police pursuit was reported at approximately 23:00 hrs involving a black Mazda which had smashed through the lane 2 taper on the southbound A1. The vehicle travelled through the works before being abandoned. 25 cones and 5 sequential were damaged.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Following the incidents, a security guard raised alarms and contacted the police. An additional Servo response officer was dispatched to the site for further investigation. Liaison with HW Martins is ongoing to verify the legitimacy of the traffic management activities.

Overall *[Sentiment: Neutral]*

The site experienced two vehicle incursions, with suspicious activity raising security concerns. Additionally, a vehicle in pursuit caused damage to traffic management equipment. The site remains secure with no thefts reported.

Recommendations

To enhance security, the project team should consider increasing patrols and implementing more robust site access controls. Additional training for security staff on identifying suspicious activity and increasing communication with local authorities could also improve overall response efficiency.

Incursions Report

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

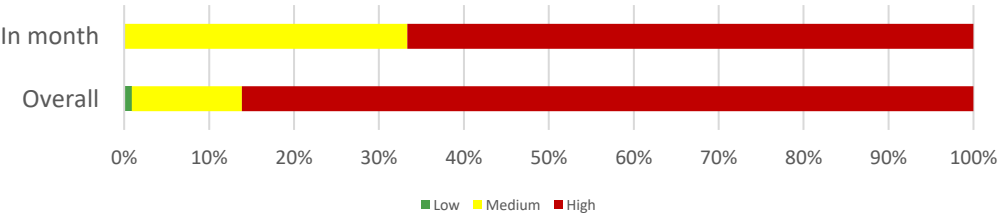
A total of 2 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

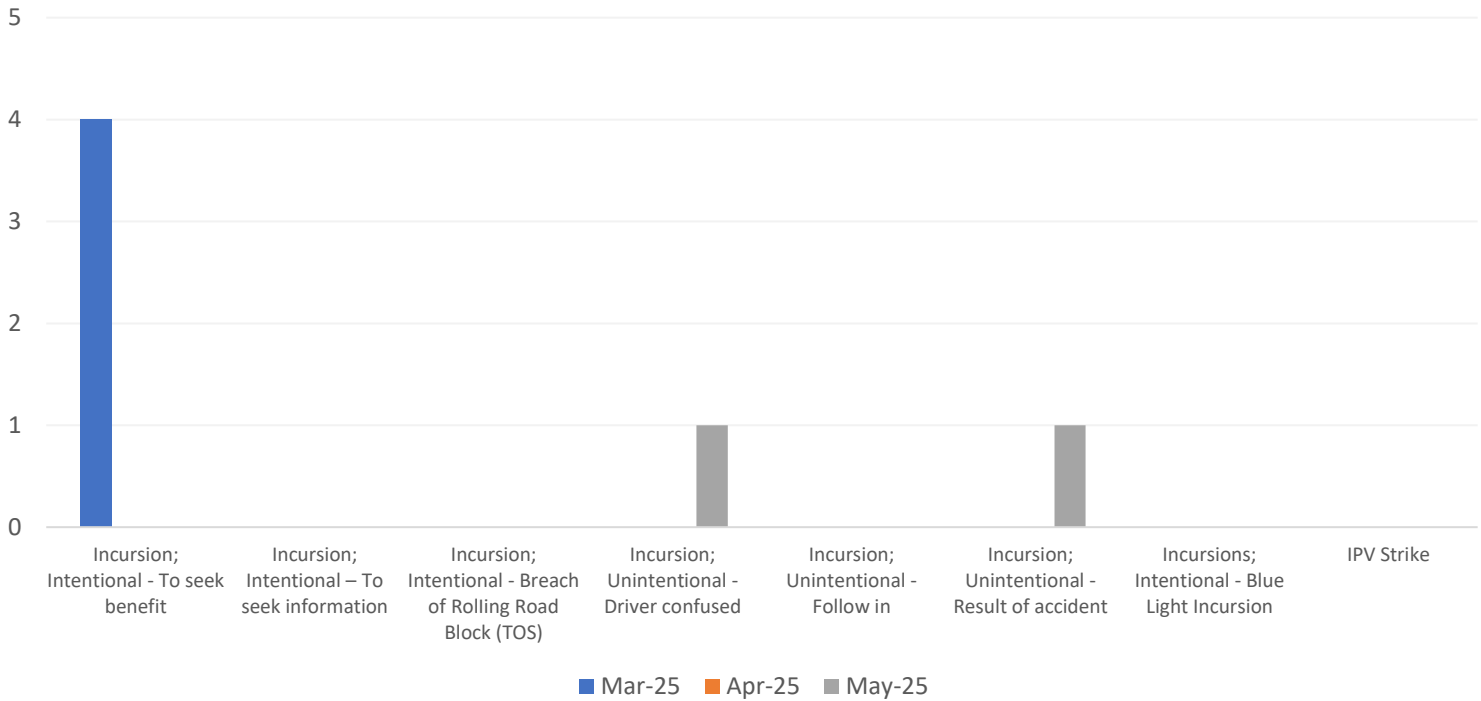
Project Risk Rating



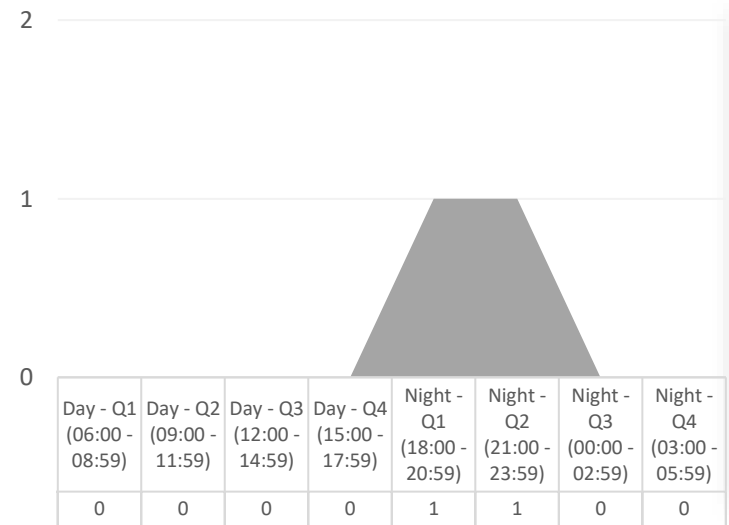
Incursion rate per length of TM (Unknown)

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

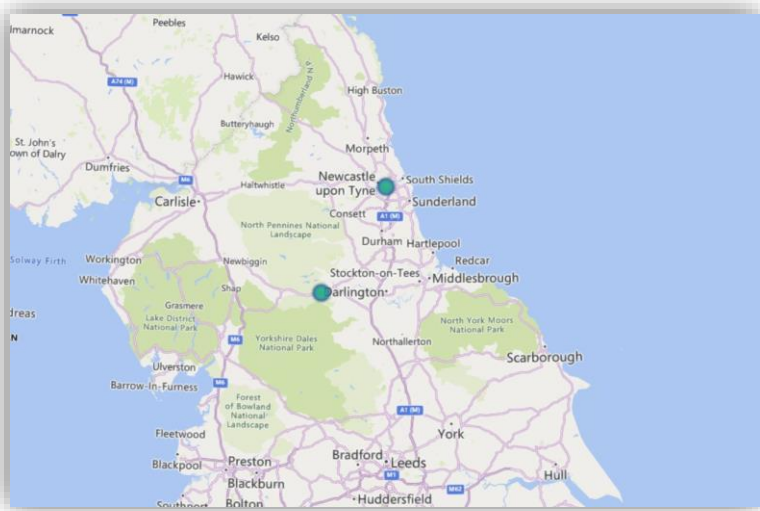
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle pulled out of a lay-by on the eastbound carriageway, crossed into the westbound contraflow lane, and then corrected itself when an approaching convoy vehicle was seen.

Traffic Incidents *[Sentiment: Neutral]*

There were no significant traffic incidents to report. The vehicle's deviation caused only minor disruption.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The convoy vehicle from the opposite direction played a crucial role in managing the situation by alerting the driver. However, this incident highlights a need for better vehicle width/height checks.

Overall *[Sentiment: Negative]*

The incident was minor but demonstrated the importance of confirming vehicle dimensions beforehand. No major traffic disruptions or incidents occurred, though some cone damage was noted.

Recommendations

It is recommended that the project team enhance pre-journey checks on vehicle dimensions, particularly for wide loads, to prevent future incursions. Additionally, implementing more robust cone protection could minimise damage from such events.

Incursions Report

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

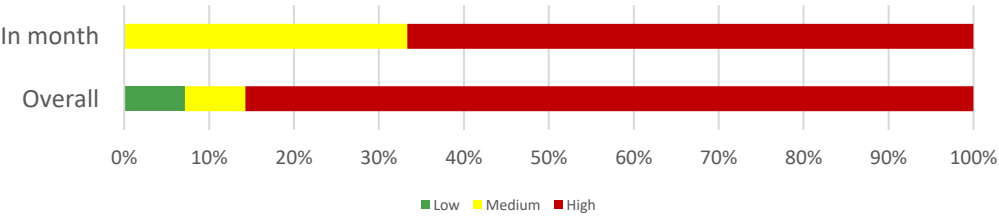
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

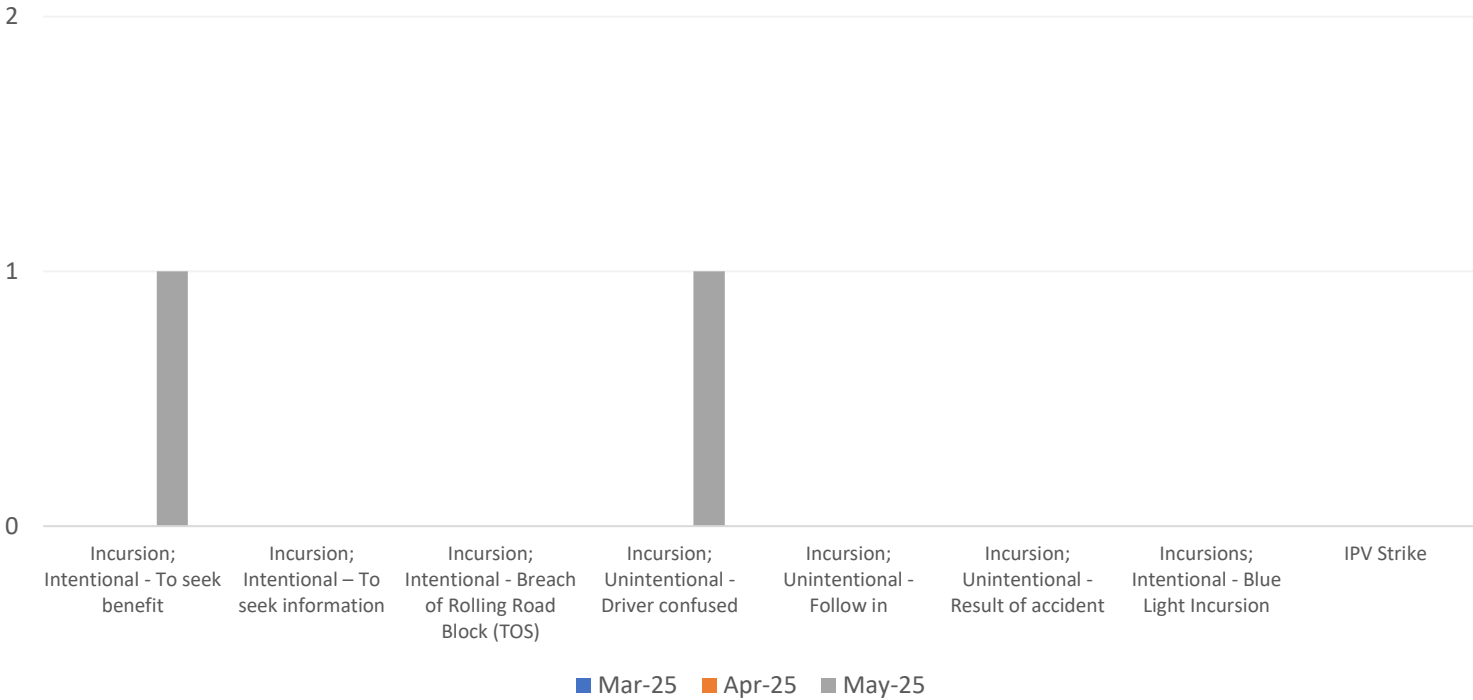
Project Risk Rating



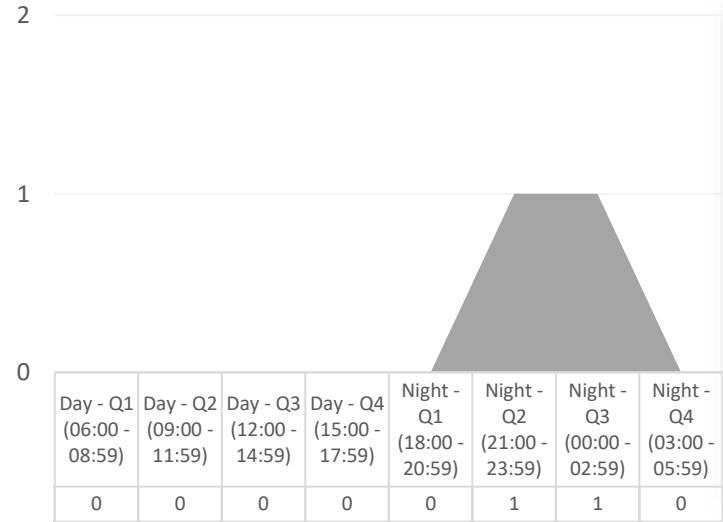
Incursion rate per length of TM (Unknown)

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

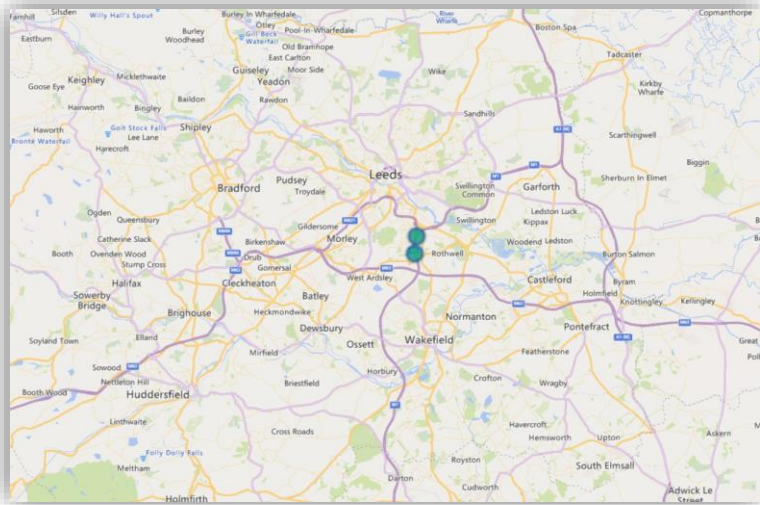
DBFO M1/A1 Link



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: DBFO M1/A1 Link



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

At 00:14, a vehicle swerved through the cones at Sharp Lane, entering the safety zone after likely spotting the M1 sign. It passed on the right side of the works vehicle in the third lane.

Traffic Incidents *[Sentiment: Negative]*

A red Mercedes Sprinter van entered the M1 SB crew's lane closure, driving up to the airlock gate. The crew challenged the driver, who spoke broken English, and instructed him to exit via the slip road.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The M1 SB crew responded by challenging the driver and ensuring he exited via the slip road, minimising any further disruption. Effective communication was essential in resolving the situation.

Overall *[Sentiment: Neutral]*

There was an incursion involving a red Mercedes Sprinter van, which was safely managed by the M1 SB crew. Despite the language barrier, the situation was defused without incident.

Recommendations

Consider implementing more visible signage or barriers to prevent vehicle incursions, especially near active work zones. Additionally, ensure language assistance is available for foreign drivers to enhance communication and reduce confusion.

Incursions Report - North East Region

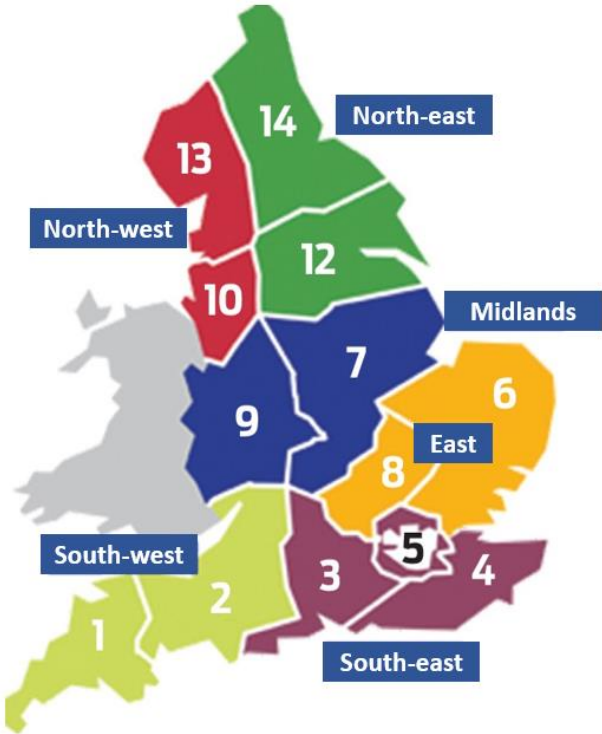
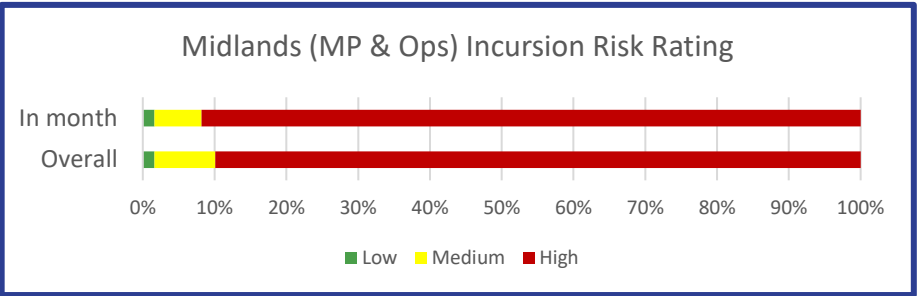
End of regional report

Select next page for Midlands Region and Project Reports

Incursions Report - Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	131	[4.40%]	613	[60.51%]	12 [66.67%]
Incursion; Intentional – Because of breakdown	2502	[84.07%]	49	[4.84%]	1 [5.56%]
Incursion; Intentional – To seek information	12	[0.40%]	42	[4.15%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.79%]	
Incursion; Unintentional - Driver confused	121	[4.07%]	175	[17.28%]	2 [11.11%]
Incursion; Unintentional - Follow in	25	[0.84%]	35	[3.46%]	1 [5.56%]
Incursion; Unintentional - Result of accident	163	[5.48%]	58	[5.73%]	1 [5.56%]
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	18	[1.78%]	1 [5.56%]
IPV Strike	4	[0.13%]	15	[1.48%]	
Grand Total	2976	[100.00%]	1013	[100.00%]	18 [100.00%]

Technology Utilisation	Mar 25			Apr 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area7	556	284	51%	492	187	38%	486	175	36%
Area 9	314	160	51%	378	238	63%	295	209	71%



Incursions Report - Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several vehicles breached closures, including a silver Ford Puma, red vehicle on the A38, and MOPs driving on wrong carriageways. A member of the public also drove around gates.

Traffic Incidents [*Sentiment: Negative*]

Various incidents occurred, including taper strikes, a collision involving a HGV, and vehicles entering closures inappropriately. These caused minor damage but no injuries.

Broken Down Vehicles [*Sentiment: Neutral*]

A lorry broke down due to a suspected gearbox issue, and a vehicle with a puncture pulled into the closure, where a supervisor assisted in changing the tyre.

Traffic Management Responses [*Sentiment: Neutral*]

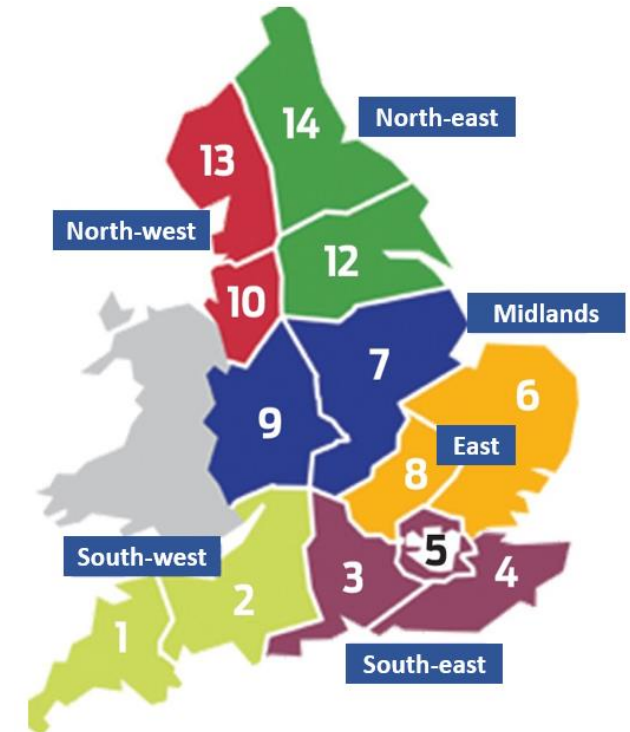
TM operatives responded quickly to vehicle incursions and incidents, ensuring site safety. However, communication and access procedures could be improved.

Overall [*Sentiment: Neutral*]

Multiple breaches of closure and taper strikes occurred, creating safety risks. Though issues were handled promptly, improvements in vehicle access and communication are needed.

Recommendations

To improve safety, ensure that all intercoms are synced and access protocols are clearly communicated. Additionally, adding cones on verges could prevent vehicles from driving around closures. Enhanced coordination between gate crews and foremen would also help prevent incursions.



Incursions Report

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

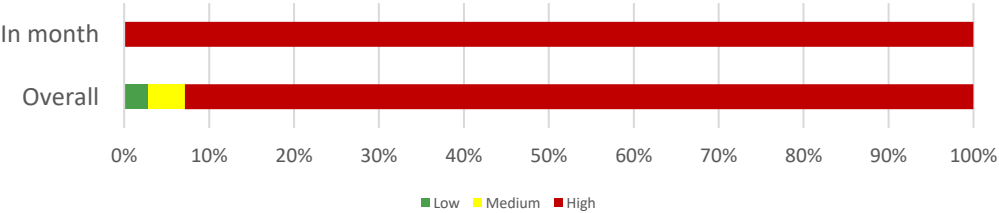
A total of 5 incursions have been recorded; with a 25% increase in 'Seeking Benefit' type incursions

[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)

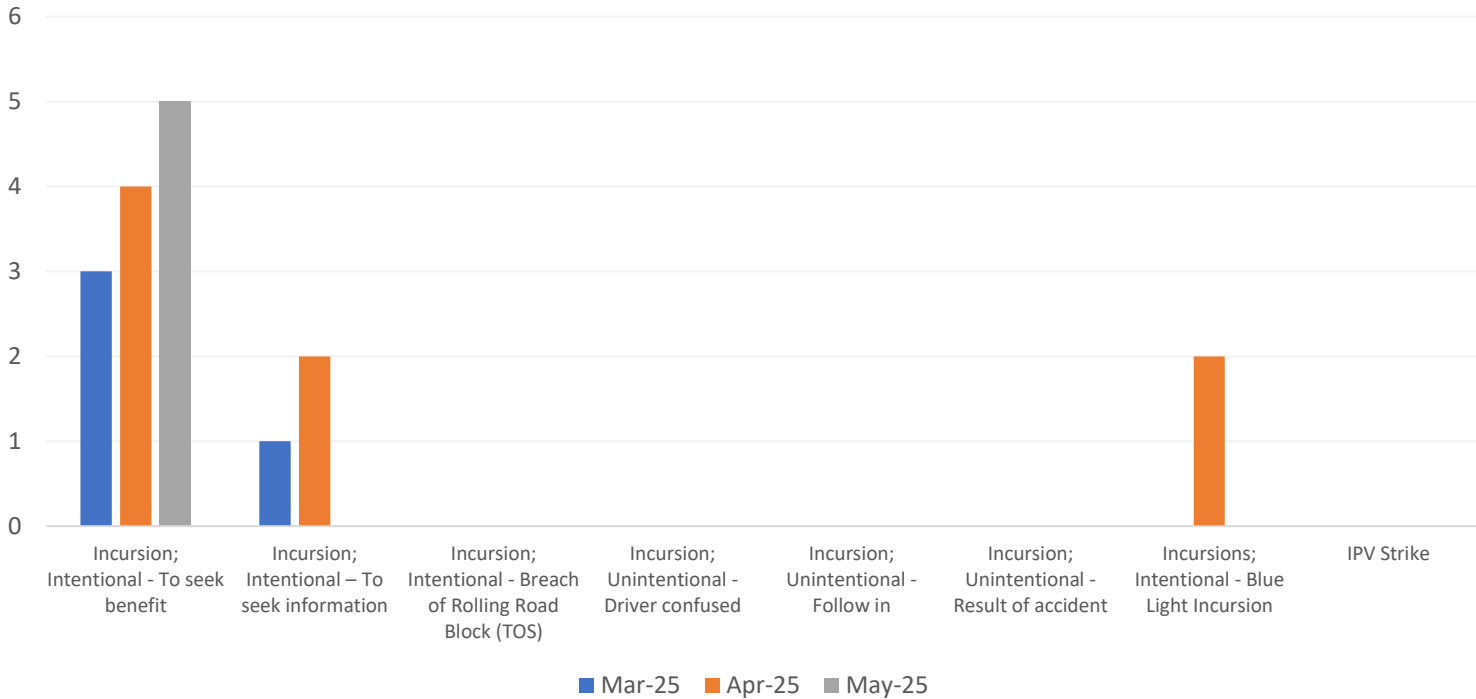
Project Risk Rating



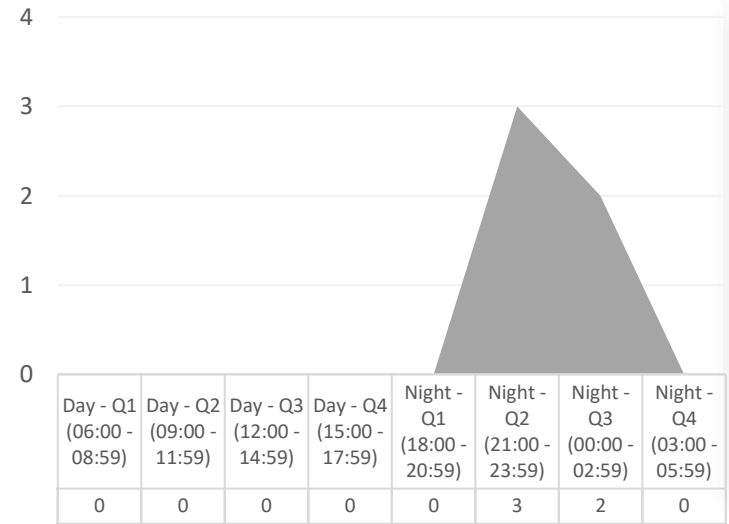
Incursion rate per length of TM (Unknown)

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

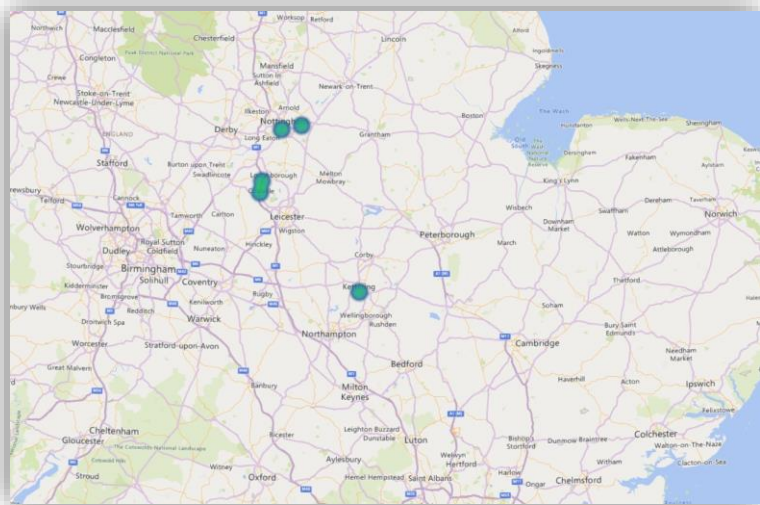
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two MOP vehicles were observed driving westbound in the closed eastbound lane of the A52 between Gamston Roundabout and RSPCA junctions, breaching the closure. Additionally, a taxi entered the closure but left before the VRN could be captured. A pedestrian attempted to enter the closure to access a hotel.

Traffic Incidents *[Sentiment: Neutral]*

A lorry broke down, suspected of a gearbox issue. The driver was spoken to and recovery has been arranged. Furthermore, a vehicle with a punctured tyre pulled into the closure, where an MOP changed the tyre.

Broken Down Vehicles *[Sentiment: Neutral]*

A lorry was reported broken down due to a suspected gearbox failure. Recovery was arranged, and the situation was managed effectively without further delay.

Traffic Management Responses *[Sentiment: Neutral]*

Amey SMSTS Site Supervisor responded promptly to the vehicle with a punctured tyre, providing necessary assistance. Traffic management seemed to handle the incidents adequately, with proper responses to the breaches and breakdowns.

Overall *[Sentiment: Neutral]*

During this period, there were breaches of the closure, a vehicle breakdown, and a tyre change incident. While recovery and support were provided, the breaches highlighted potential weaknesses in closure enforcement.

Recommendations

The project team should consider improving measures to prevent vehicle and pedestrian incursions into the closed areas. Enhanced communication with drivers, clearer signage, and tighter security at closure points may reduce breach incidents.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

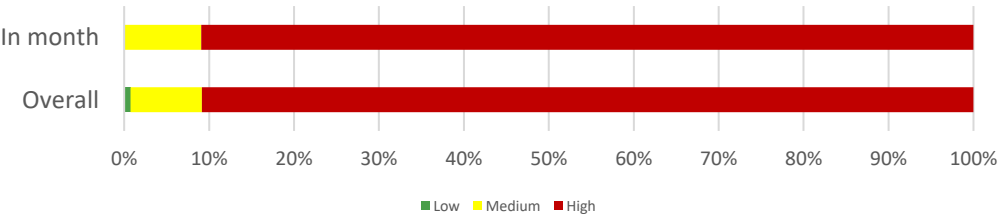
A total of 6 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an no change from the previous month in Driver confused' 50% decrease in 'Seeking Benefit' incursions, with a 67% decrease in 'Blue Light' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

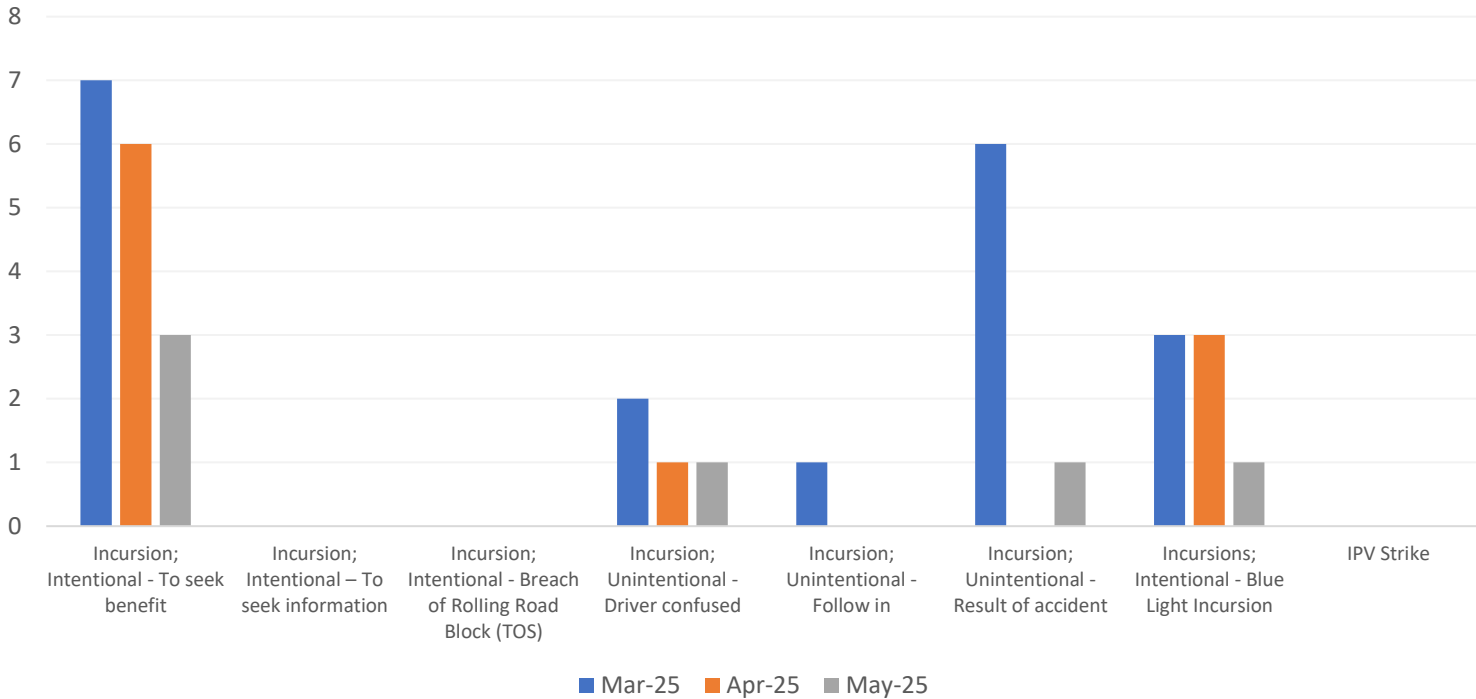


Incursion rate per length of TM (Unknown)

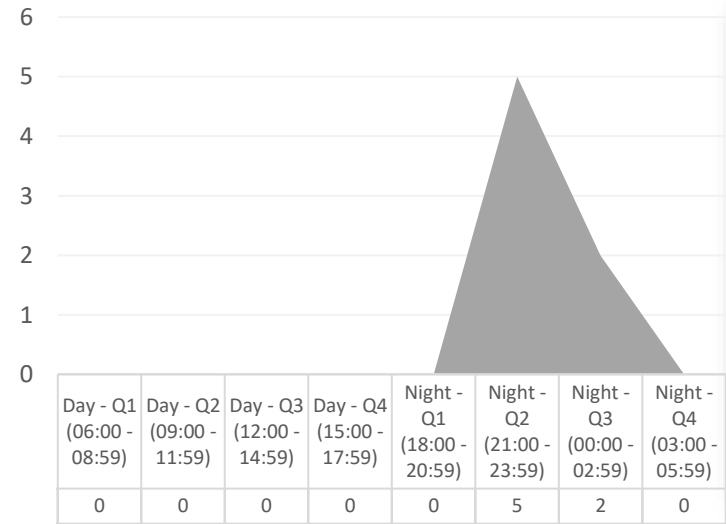
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

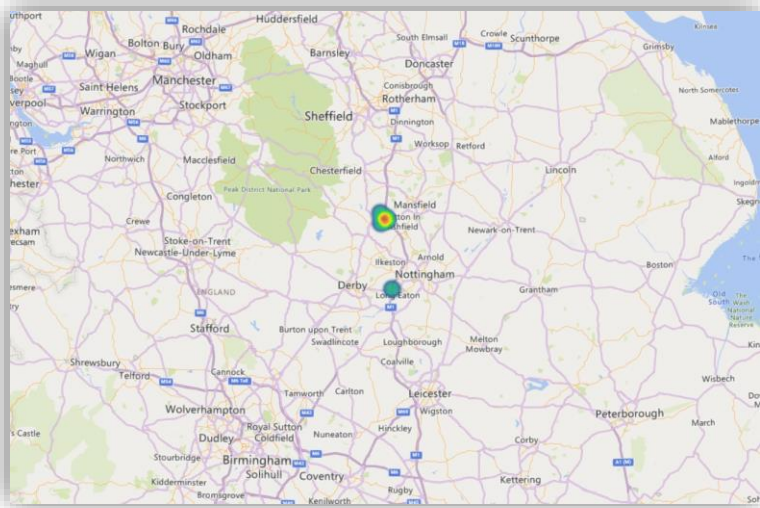
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several incursions were reported during the period, including two agency TM IPV wagons that entered the closure at M1 J28, attempting to access the north bridge deck, both of which were refused entry. Another member of the public ignored the gate crew's refusal and drove on the hard shoulder at the M40 gate.

Traffic Incidents *[Sentiment: Negative]*

A car was involved in a dramatic incident on the A38 SB at McArthur Glen, overturning and landing on the grass verge. Additionally, a Range Rover assisted with jump-starting a broken-down vehicle on the A38 N/B.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was reported on the A38 N/B, with assistance provided by a Range Rover, which entered the works area in the wrong direction to aid in the jump-start.

Traffic Management Responses *[Sentiment: Neutral]*

The gate crew successfully denied entry to unauthorized vehicles, including two agency TM IPV wagons, and responded to an incursion at the M40 gate. However, an intellicone issue delayed communication, highlighting the need for improved syncing.

Overall *[Sentiment: Neutral]*

Multiple incidents, including vehicle incursions, a dramatic crash, and broken-down vehicles, occurred. While responses were mostly effective, there were lapses in communication and equipment setup that require attention.

Recommendations

The project team should ensure that all intellicones are fully synced and functional before operations begin to prevent delays in communication. Increased signage and cones around closure areas can deter incursion attempts. Additionally, better coordination between the gate crew and foremen will improve incident management.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

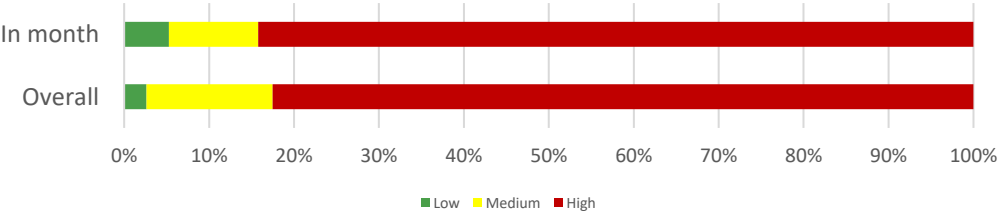
A total of 6 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Follow in' no change from the previous month in Driver confused' type incursions

[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)

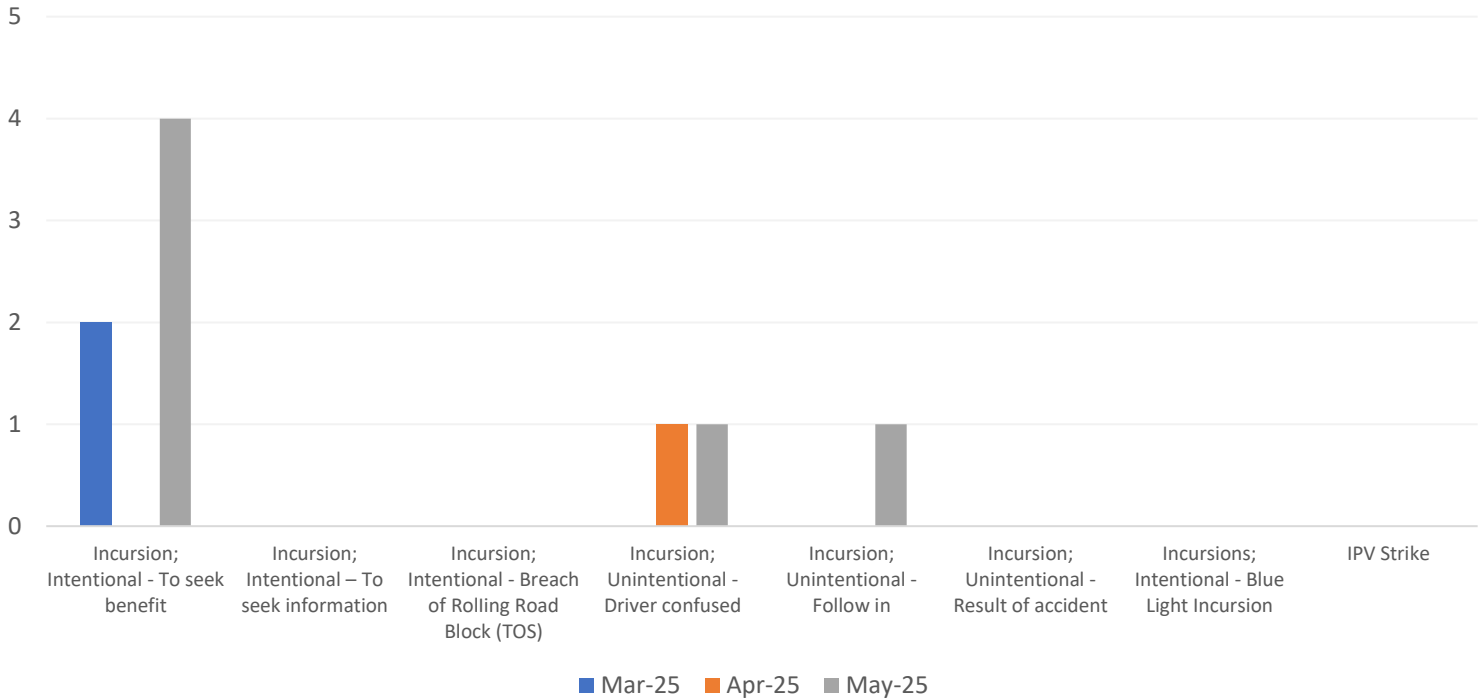
Project Risk Rating



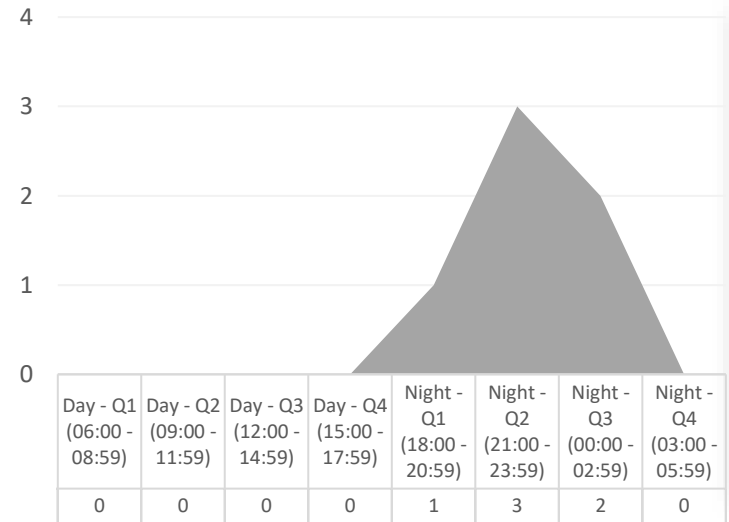
Incursion rate per length of TM (Unknown)

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

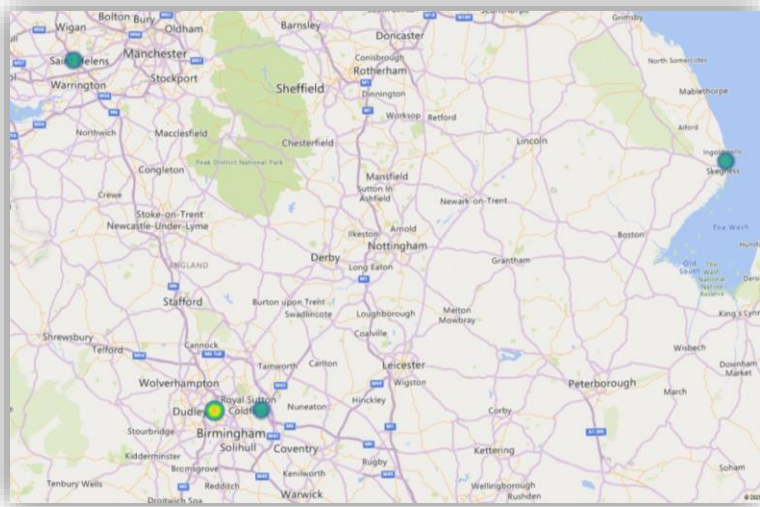
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle (Silver Ford Puma) entered a total closure on the M5 SB Jct 1 entry slip road, travelling on the closed carriageway before being stopped at Jct 2. The incident was unintentional, and the occupants were apologetic.

Traffic Incidents *[Sentiment: Neutral]*

A side scrape occurred between a car and a wagon when merging, resulting in damage to the car's side and wing mirror. The occupants were shaken but uninjured. The HGV involved was not on-site at the time.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle entered the closure area at the taper. The situation was quickly addressed, with the vehicle moving out of the closure as work continued.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management staff responded promptly to all incidents, adjusting the taper, managing the road closures, and ensuring safety. HATO crews were dispatched, and updates were made to relevant authorities.

Overall *[Sentiment: Neutral]*

Incursions, taper strikes, and a traffic incident occurred throughout the night. The responses from the traffic management team were swift, and no serious injuries were reported. Several taper adjustments were made during the course of the night.

Recommendations

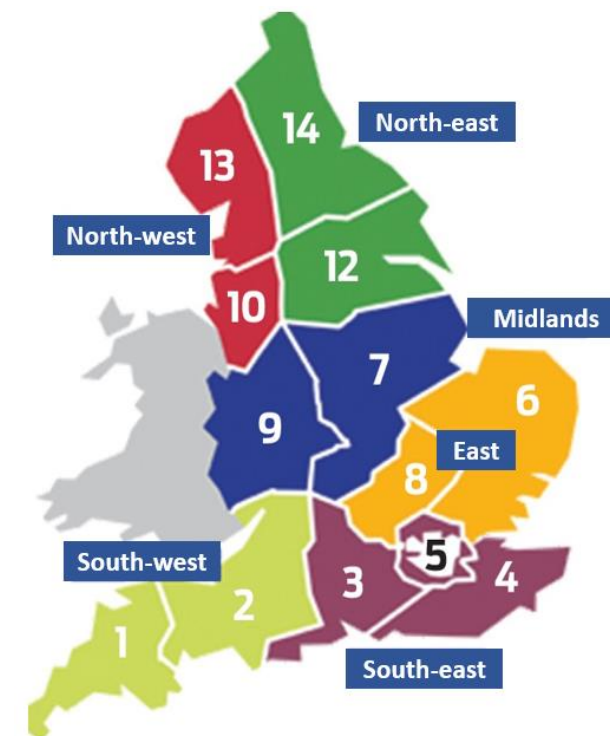
To prevent further vehicle incursions, consider reviewing and improving signage at the total closure points. Additionally, further training on managing taper strikes and vehicle incidents could help streamline response times and reduce confusion on-site.

Incursions Report - Midlands Region

End of regional report

[Back to [Summary](#) page]

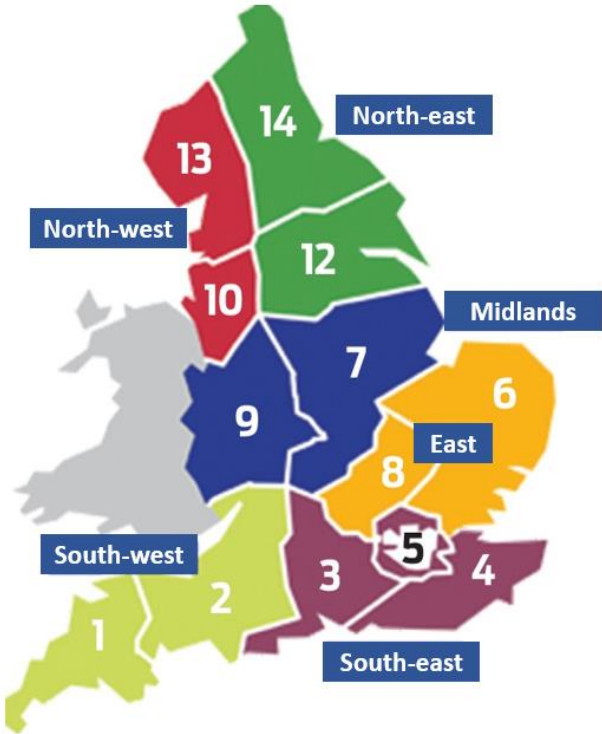
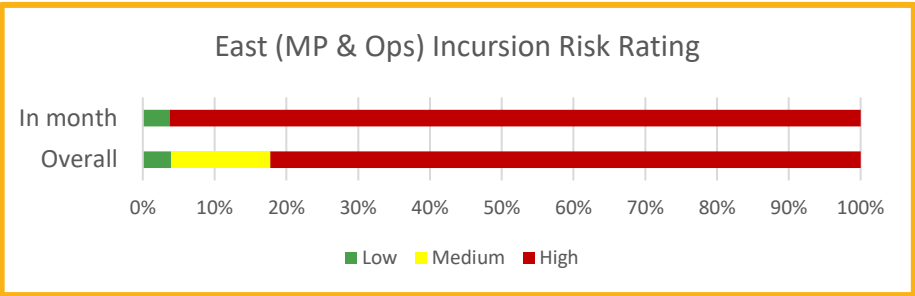
Select next page for East Region and
Project Reports



Incursions Report - East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects	Operations	Major Projects	Operations		
Incursion; Intentional - To seek benefit	206 [13.66%]	403 [45.74%]	1 [20.00%]	7 [53.85%]		
Incursion; Intentional – Because of breakdown	944 [62.60%]	79 [8.97%]	3 [60.00%]			
Incursion; Intentional – To seek information	73 [4.84%]	11 [1.25%]		1 [7.69%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3 [0.20%]	1 [0.11%]				
Incursion; Unintentional - Driver confused	123 [8.16%]	222 [25.20%]				
Incursion; Unintentional - Follow in	61 [4.05%]	51 [5.79%]		1 [7.69%]		
Incursion; Unintentional - Result of accident	65 [4.31%]	59 [6.70%]	1 [20.00%]	2 [15.38%]		
Incursions; Intentional - Blue Light Incursion	19 [1.26%]	26 [2.95%]		2 [15.38%]		
IPV Strike	14 [0.93%]	29 [3.29%]				
Grand Total	1508 [100.00%]	881 [100.00%]	5 [100.00%]	13 [100.00%]		

Technology Utilisation	Mar 25			Apr 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 6	248	136	55%	229	135	59%	222	100	45%
Area 8	177	44	25%	199	133	67%	253	94	37%



Incursions Report - East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several incursions occurred, including vehicles pulling into closures, such as a motorcyclist bypassing the barrier, a HGV entering a layby, and unauthorised vehicles entering work access points.

Traffic Incidents *[Sentiment: Negative]*

A range of incidents, such as a police high-speed chase, a broken-down vehicle in a closure, and a collision on the A47, were reported. Cones and equipment were damaged during the incidents.

Broken Down Vehicles *[Sentiment: Negative]*

There were multiple reports of broken-down vehicles, including a Vauxhall Zafira and an incident involving a driver with no licence who was arrested after a breathalyser test.

Traffic Management Responses *[Sentiment: Neutral]*

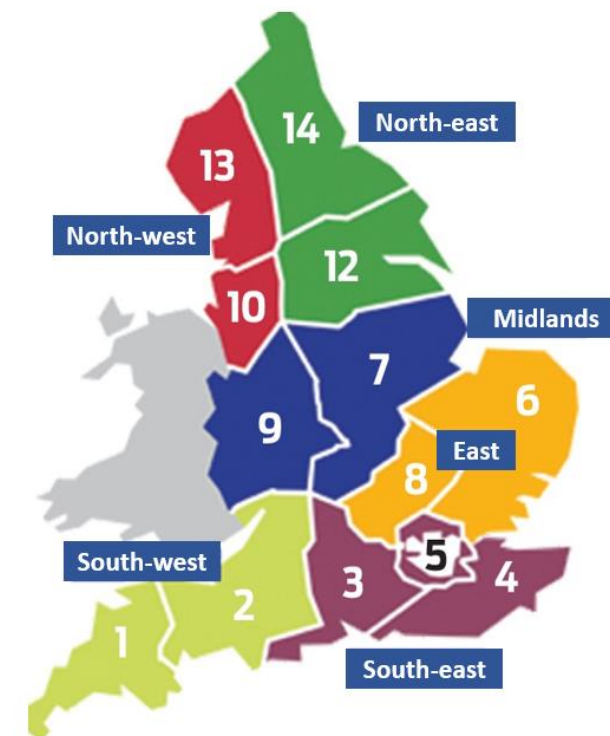
TM staff responded promptly to breaches and incidents, managing safety with swift actions. However, a few breaches went unnoticed or were not managed efficiently.

Overall *[Sentiment: Negative]*

Incursions, vehicle collisions, and broken-down vehicles continue to challenge traffic management, highlighting the need for improved security and monitoring procedures.

Recommendations

Improving communication with police for faster response times and installing additional safety barriers or signage could reduce vehicle incursions. Enhanced training for staff to manage such incidents and better monitoring would also help.



Incursions Report

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

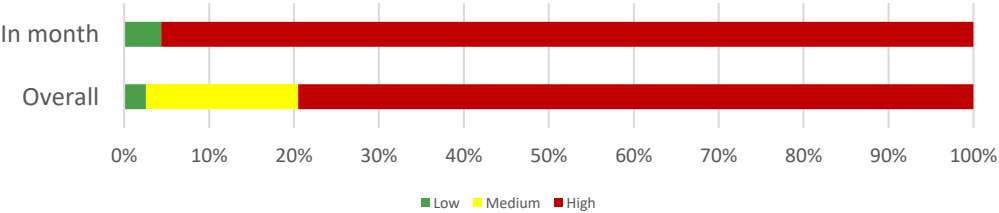
A total of 13 incursions have been recorded; with a 200% increase in 'Blue Light' type incursions together with an 100% increase in 'To seek information' no change from the previous month in Seeking Benefit' no change from the previous month in Follow in' incursions, with a 50% decrease in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

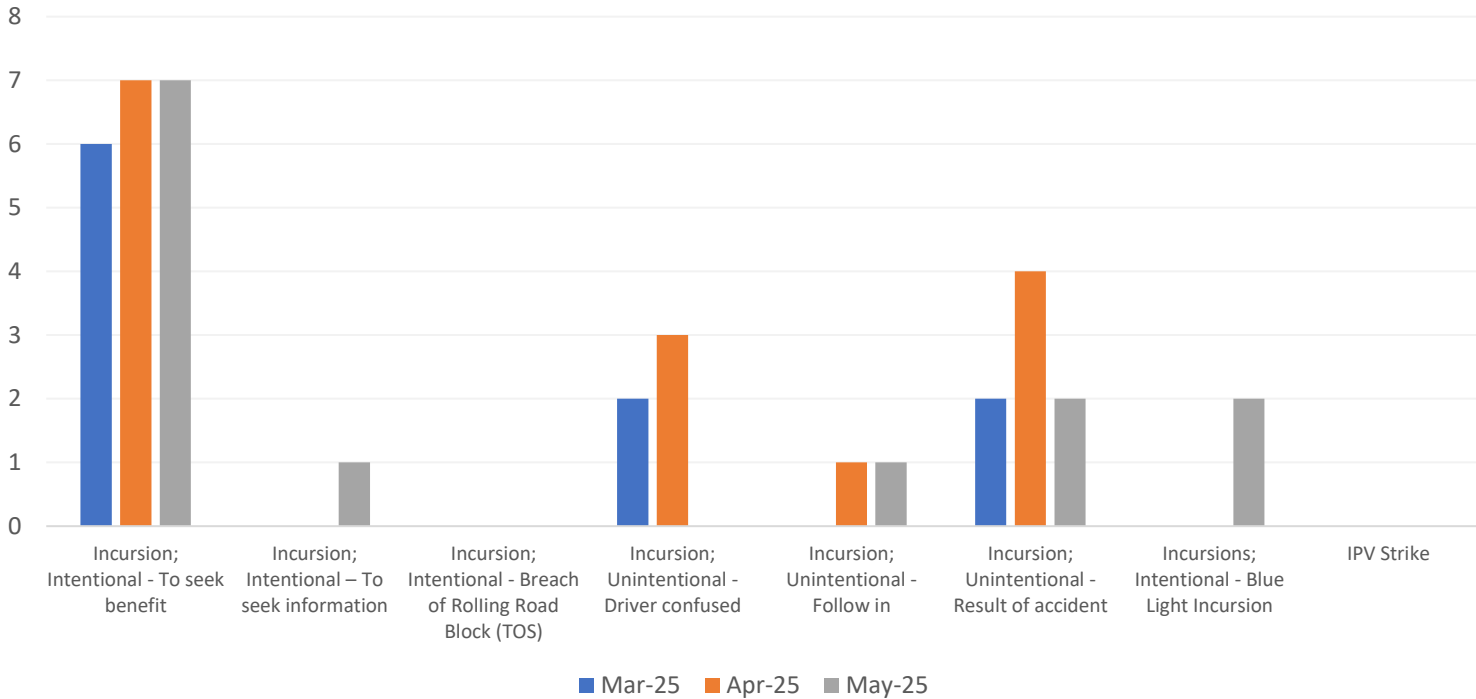


Incursion rate per length of TM (Unknown)

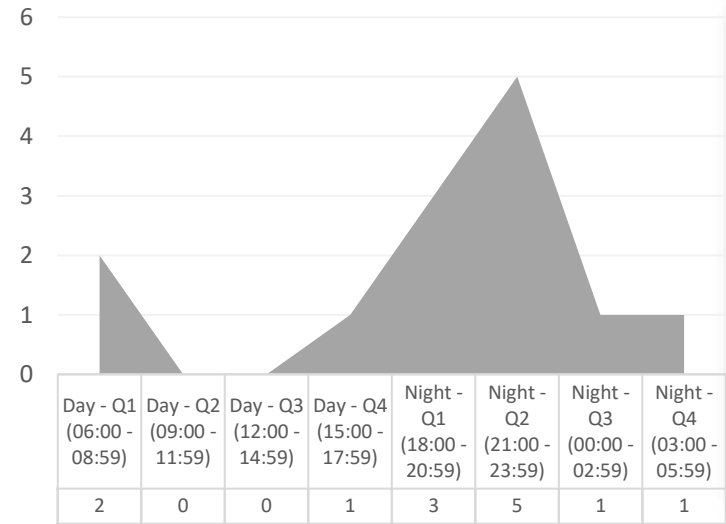
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

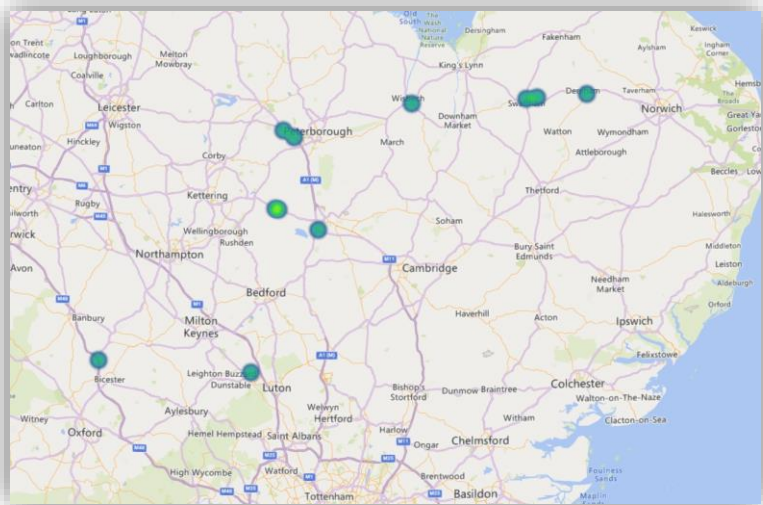
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

A vehicle sped past a speed camera, pulled into the work access, and approached workers who informed the driver he had made an error by entering the closure.

Traffic Incidents *[Sentiment: Negative]*

A motorcycle approached the B5120 SB Barriered Closure Point, ignored instructions to divert, and entered the closure. The incident was immediately reported to colleagues and the TSCO.

Broken Down Vehicles *[Sentiment: Neutral]*

A HGV was found parked in a closed layby on the A14 Westbound. The driver shrugged off the warning about the closure, citing the need for a break.

Traffic Management Responses *[Sentiment: Negative]*

At the A47 Tuns Rd, a car with TSCO livery tailgated into the airlock, and the driver failed to explain their presence, causing concern. A silver van also entered the closure incorrectly at Elm Roundabout.

Overall *[Sentiment: Negative]*

Several incidents of vehicles entering closures incorrectly occurred, including a police high-speed chase, a car driving into a closed site, and broken cones. Vigilance and clearer signage may be needed to prevent further breaches.

Recommendations

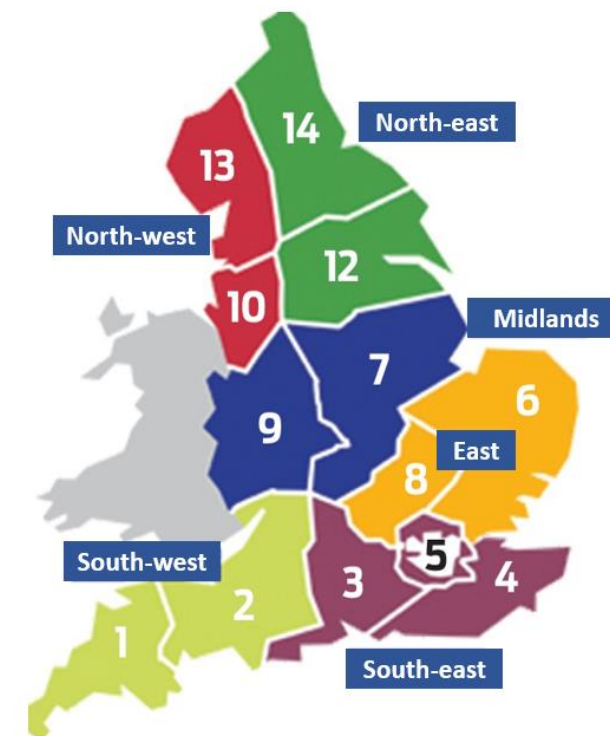
The project team should review and strengthen access controls, ensuring gates are operated more efficiently to prevent unauthorised entry. Additional signage and clear barriers should be installed to deter vehicles from entering closures. Enhanced communication with drivers and better signage could improve awareness of road closures.

Incursions Report - East Region

End of regional report

[Back to [Summary](#) page]

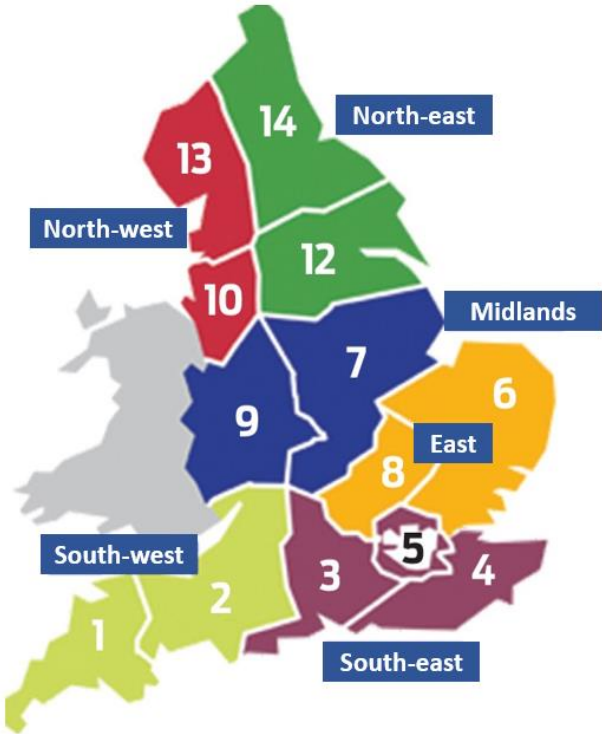
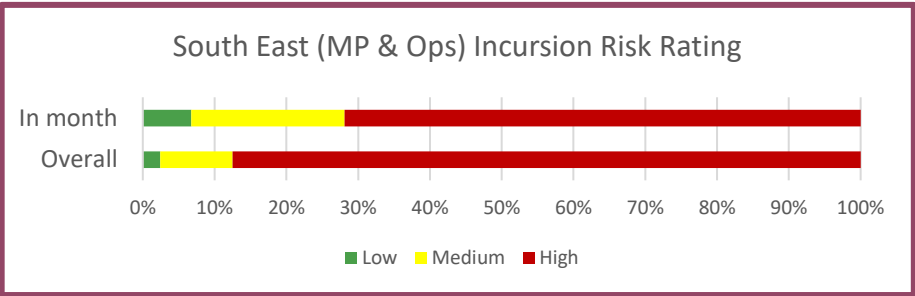
Select next page for South East Region and Project Reports



Incursions Report - South East Region

South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	553	[10.87%]	1263	[60.69%]	12	[54.55%]
Incursion; Intentional – Because of breakdown	3505	[68.91%]	203	[9.75%]	2	[9.09%]
Incursion; Intentional – To seek information	51	[1.00%]	65	[3.12%]		2
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1	[0.05%]		
Incursion; Unintentional - Driver confused	450	[8.85%]	278	[13.36%]	6	[27.27%]
Incursion; Unintentional - Follow in	96	[1.89%]	137	[6.58%]	1	[4.55%]
Incursion; Unintentional - Result of accident	387	[7.61%]	59	[2.84%]	1	[2.27%]
Incursions; Intentional - Blue Light Incursion	42	[0.83%]	66	[3.17%]		2
IPV Strike	2	[0.04%]	9	[0.43%]		
Grand Total	5086	[100.00%]	2081	[100.00%]	22	[100.00%]

Technology Utilisation	Mar 25			Apr 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 3	413	281	68%	289	185	64%	286	140	49%
Area 4	407	171	42%	246	103	42%	274	104	38%
Area 5	421	354	84%	307	215	70%	379	299	79%



Incursions Report - South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous incursions occurred, with vehicles following work traffic into closures and entering via incorrect access points. Multiple vehicles, including cars and HGVs, were involved.

Traffic Incidents *[Sentiment: Negative]*

There were various incidents, including vehicles driving the wrong way down exits, accidents with vehicles in closures, and traffic breaches causing safety concerns.

Broken Down Vehicles *[Sentiment: Neutral]*

A range of broken-down vehicles were reported, including a car running out of fuel in the closure. Incidents were handled promptly by recovery teams.

Traffic Management Responses *[Sentiment: Neutral]*

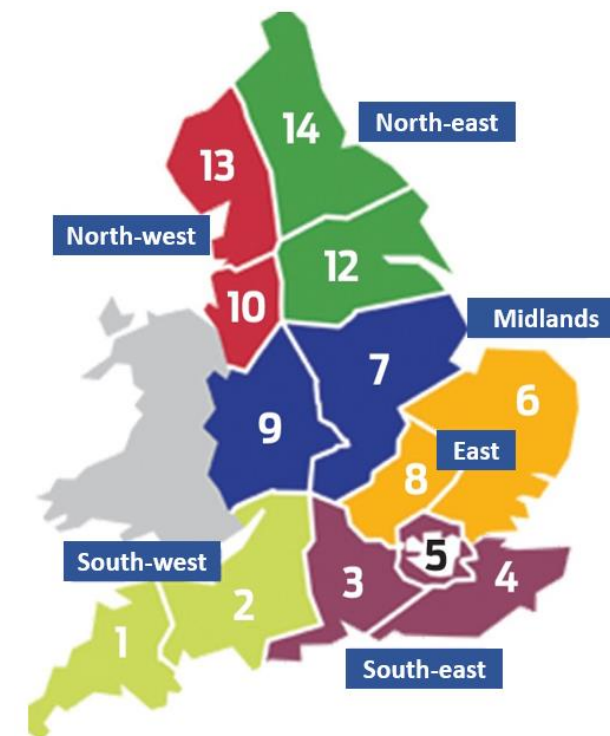
TM crews responded effectively to vehicle incursions and incidents, though some vehicles breached the closure despite visible signage and barriers. Safety checks were carried out.

Overall *[Sentiment: Negative]*

Frequent incursions and incidents indicate a need for enhanced site security and monitoring. However, TM teams responded quickly and ensured safety.

Recommendations

Improved signage and barrier placement could deter further incursions. Additionally, enhanced coordination with local authorities could streamline responses to breaches and accidents.



Incursions Report

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

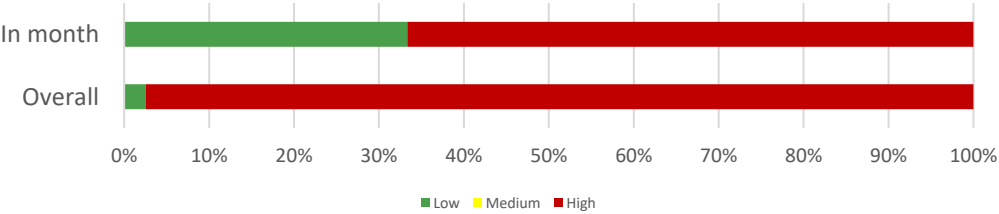
A total of 3 incursions have been recorded; with a 200% increase in 'To seek information' type incursions together with an incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



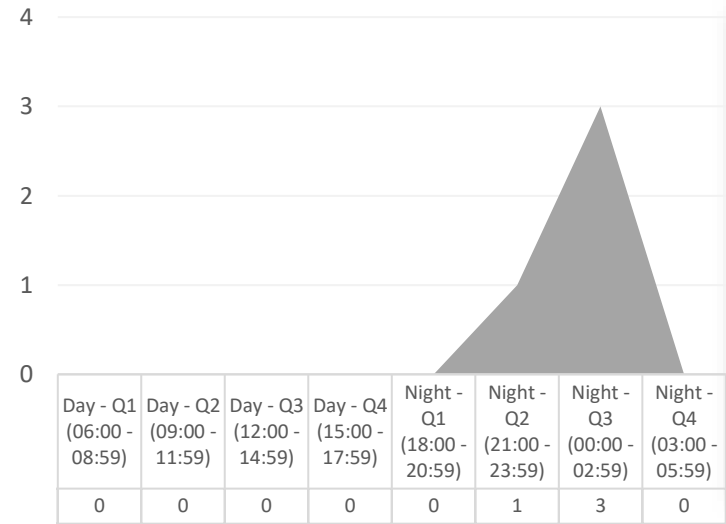
Incursion rate per length of TM (Unknown)

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

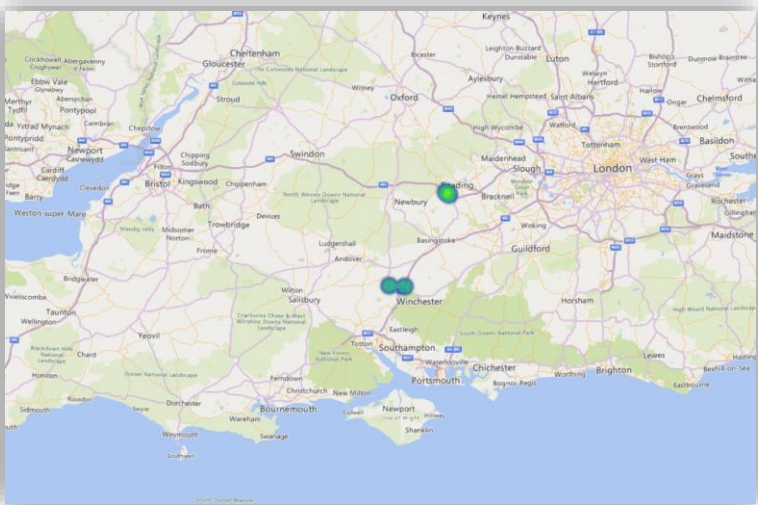
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

At 01:20 and 00:30, two vehicle incursions occurred at the Jct 15 roundabout closure. Both drivers sought directions and were safely escorted out by the airlock crew, with a subsequent TM layout check.

Traffic Incidents *[Sentiment: Negative]*

At approximately 23:00, a white BMW entered the site from an unknown direction, driving the wrong way and damaging the airlock. All contractors were checked and found safe.

Broken Down Vehicles *[Sentiment: Neutral]*

At 02:23 on 10th May, a MOP vehicle broke down in the maintenance closure due to running out of fuel. The vehicle was recovered from the site without incident.

Traffic Management Responses *[Sentiment: Positive]*

Following the vehicle incursions, the airlock crew escorted the drivers safely out of the closure. Additionally, the TM team increased coning detail at Jct 15 to prevent further incidents.

Overall *[Sentiment: Neutral]*

Several incidents occurred during this period, including two vehicle incursions and one traffic incident. However, effective traffic management responses ensured the safety of contractors and the site.

Recommendations

The project team should consider reinforcing diversion signage and implementing additional measures to prevent incorrect route entries. Enhanced monitoring during night shifts could also help mitigate similar incidents in the future.

Incursions Report

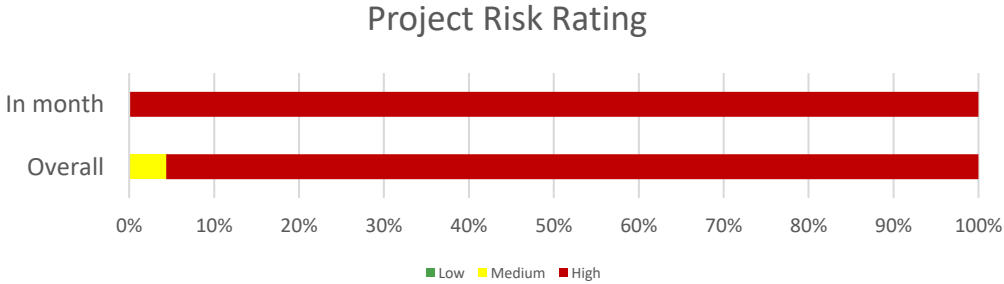
Directorate: Major Projects
Region: South East
Project: MP-0181 – Lower Thames Crossing

"A total of 4 incursions have been recorded; with a 400% 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)

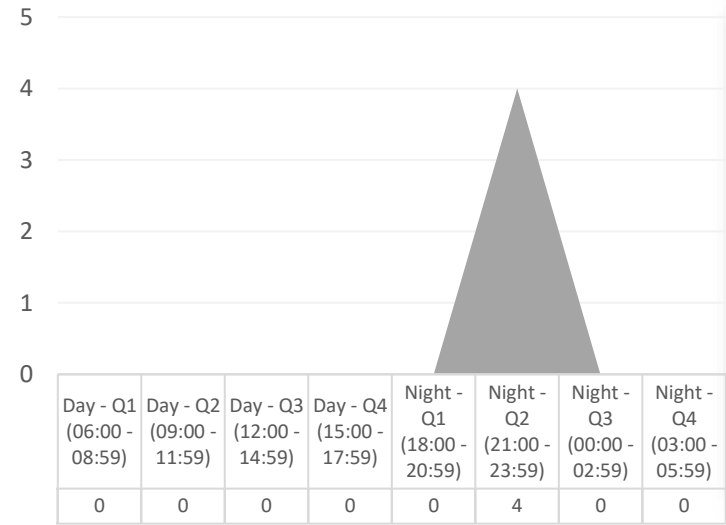
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

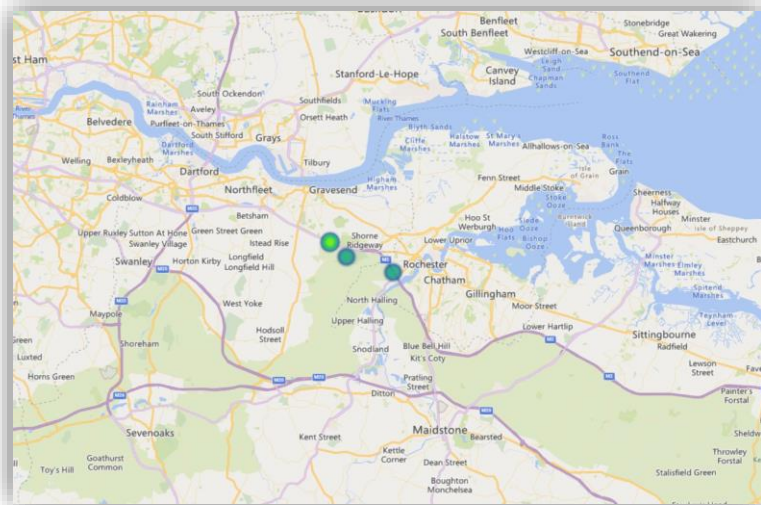
MP-0181 – Lower Thames Crossing



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0181 – Lower Thames Crossing



Vehicle / Pedestrian Incursions [*Sentiment: Positive*]

Two public cars entered the M2 junction slip at 22:23, following the workforce. Traffic management successfully separated the public from the workforce using cones, with no incidents.

Traffic Incidents [*Sentiment: Neutral*]

A member of the public drove through the Cobham slip work area at 22:25, exceeding speed limits. However, no operatives were at risk as they were inside the TM vehicles. Awaiting camera footage for further details.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents reported during this period.

Traffic Management Responses [*Sentiment: Negative*]

At 22:40, a vehicle ignored permanent No Entry signs at the Three Crutches roundabout and drove the wrong way down an exit slip. The vehicle reversed after realising the error.

Overall [*Sentiment: Neutral*]

There were multiple traffic management breaches, with vehicles entering restricted areas or driving the wrong way, but no injuries occurred. The system effectively separated the public and workforce where possible.

Recommendations

Improved driver awareness and stricter enforcement of No Entry signs are recommended to prevent further incidents. Additionally, reviewing and reinforcing the design of traffic management setups could help mitigate such breaches in the future.

Incursions Report

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

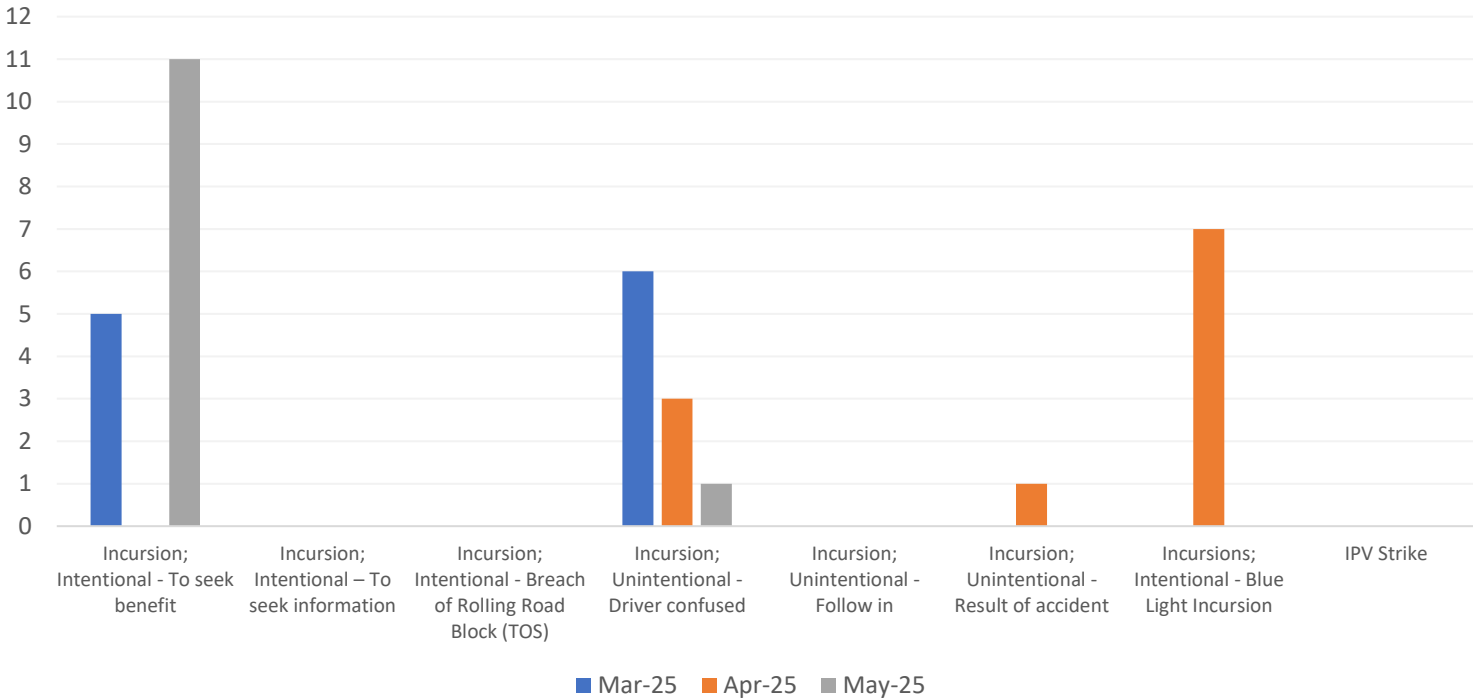
A total of 12 incursions have been recorded; with a 1100% increase in 'Seeking Benefit' type incursions together with an 67% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

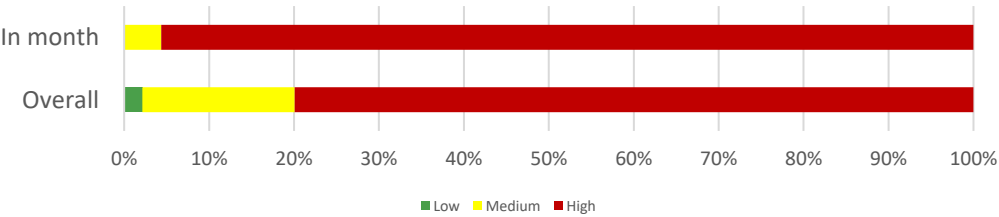
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

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



Project Risk Rating

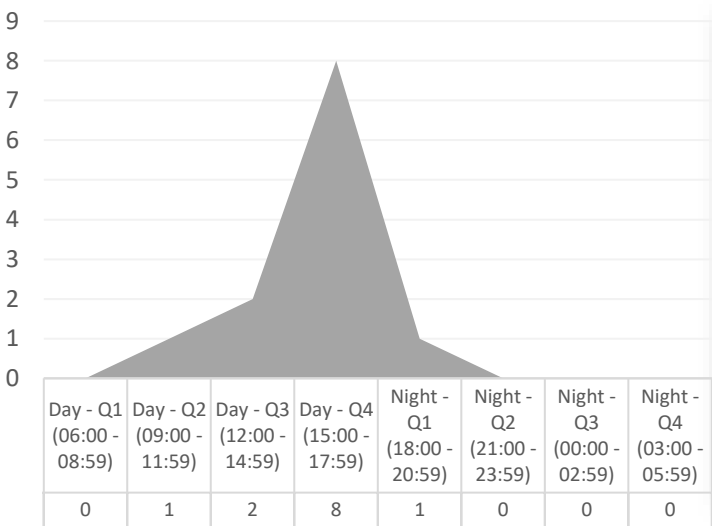


Incursion rate per length of TM (17.35 km / 10.78 miles)

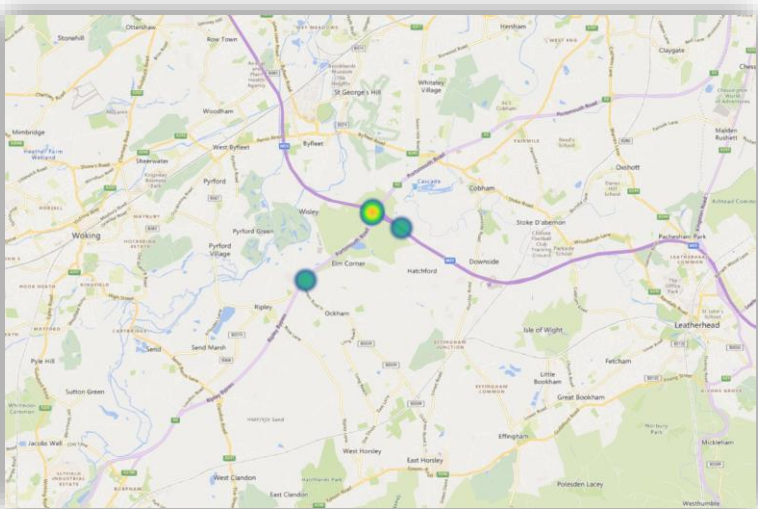
Project Incursion Rate: 16.60 incursions/km or 26.71 incursions/miles

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle stopped dangerously at the site access, risking safety for both the driver and others. Additionally, a motorist manoeuvred around cones to enter the works area, causing further vehicles to follow.

Traffic Incidents *[Sentiment: Neutral]*

No significant traffic incidents were reported during this period, though multiple vehicles entered the works area by bypassing traffic management. This could pose safety risks.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

Traffic management cones were moved by a motorist to access the works area, leading to a breach of traffic protocols. Immediate action was taken to remove the vehicle from the site.

Overall *[Sentiment: Negative]*

A number of incidents involving vehicles bypassing traffic management, endangering safety. Traffic flow was disrupted, and unauthorised access to the work area occurred, requiring prompt intervention.

Recommendations

Improved signage and clearer barriers should be considered to prevent public vehicles from entering restricted areas. Enhanced monitoring of the site access could also reduce instances of unauthorised entry, ensuring safety and compliance with traffic management protocols.

Incursions Report

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

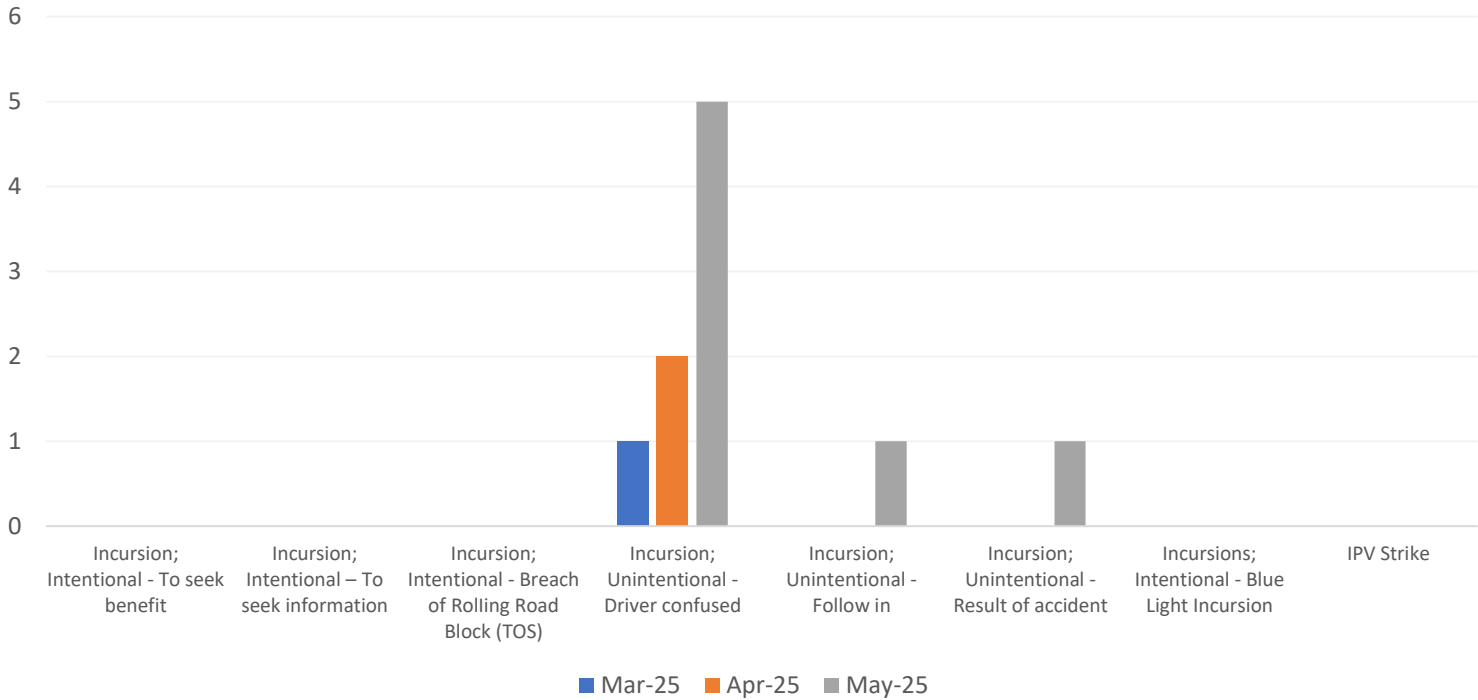
"A total of 7 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an 150% increase in 'Driver confused' 100% increase in 'Follow in' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

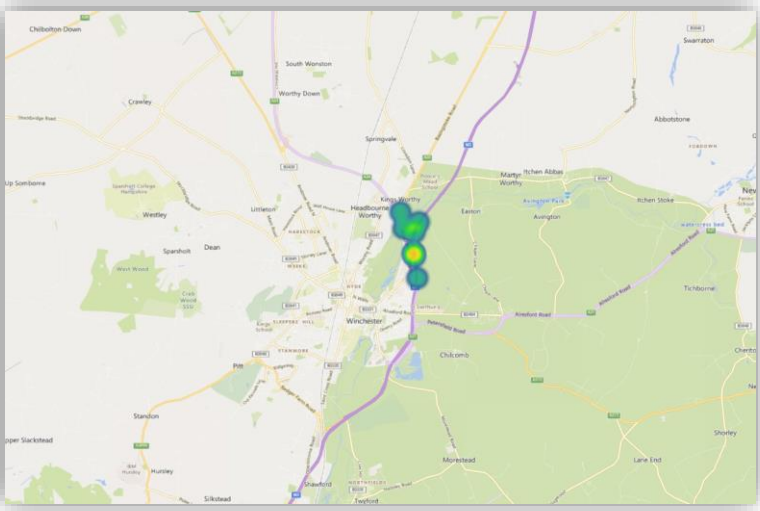
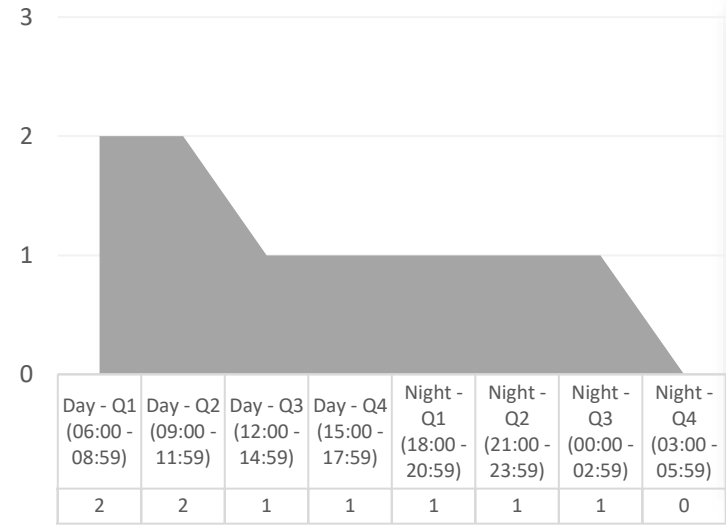
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0262 – M3 Jct 9 Improvement - RDP

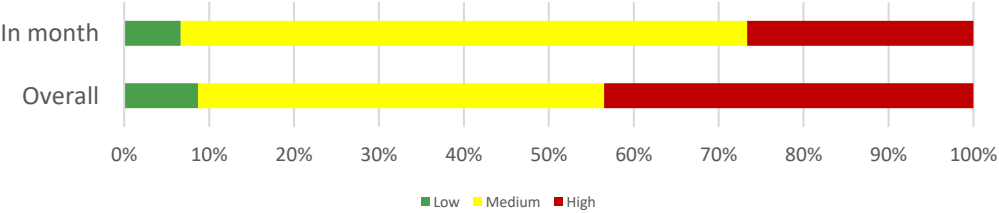


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

Project Incursion Rate: TM Length required

Breakdown Rate: TM Length required

Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A subcontractor vehicle accessed the closure and drove through it before exiting onto the SRN. Additionally, a member of the public briefly pulled into the works access, suspected to be a breakdown.

Traffic Incidents *[Sentiment: Negative]*

A member of the public struck a section of cones, damaging 7 cones, 3 lamps, and 4 cone bases. The strike led to debris entering a live lane. A minor collision between a Mini and Corsa was reported, but both vehicles moved off without requiring recovery.

Broken Down Vehicles *[Sentiment: Neutral]*

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

Traffic Management Responses *[Sentiment: Neutral]*

The maintenance crew promptly replaced a cone knocked into the closure. A taper location issue caused two cone strikes, but due to a lack of drawings, it was not possible to move it for better visibility.

Overall *[Sentiment: Negative]*

There were several minor incidents affecting traffic management, including cone strikes, an unauthorised vehicle access, and a minor collision. The issues were addressed, but some visibility-related concerns remain.

Recommendations

To improve safety and minimise disruptions, the project team should consider enhancing visibility for taper locations, ensuring proper signage and positioning. Additionally, ensure better communication during handovers to avoid unauthorised vehicle access.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

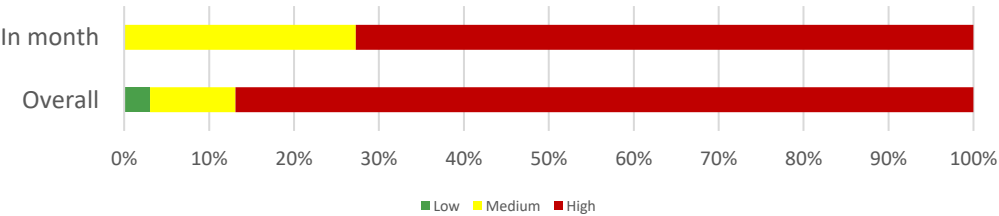
A total of 7 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an 100% increase in 'Result of accident' 100% increase in 'Blue Light' incursions, with a 33% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

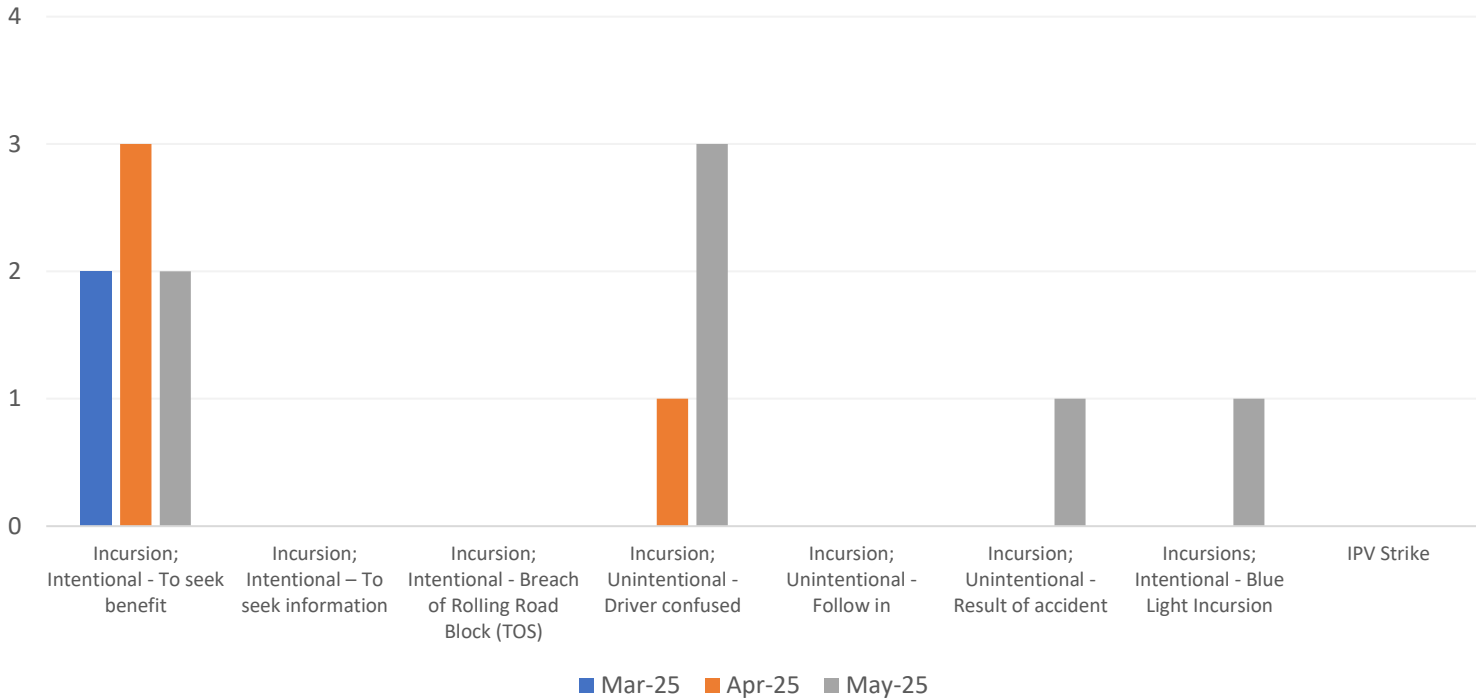
Project Risk Rating



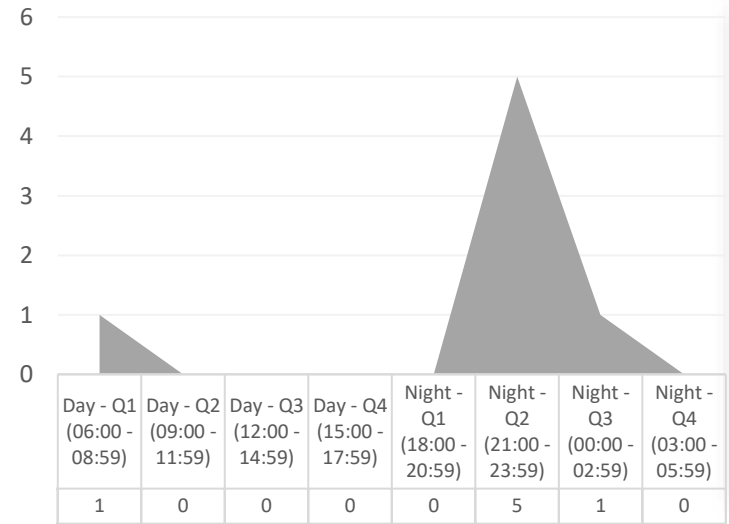
Incursion rate per length of TM (Unknown)

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

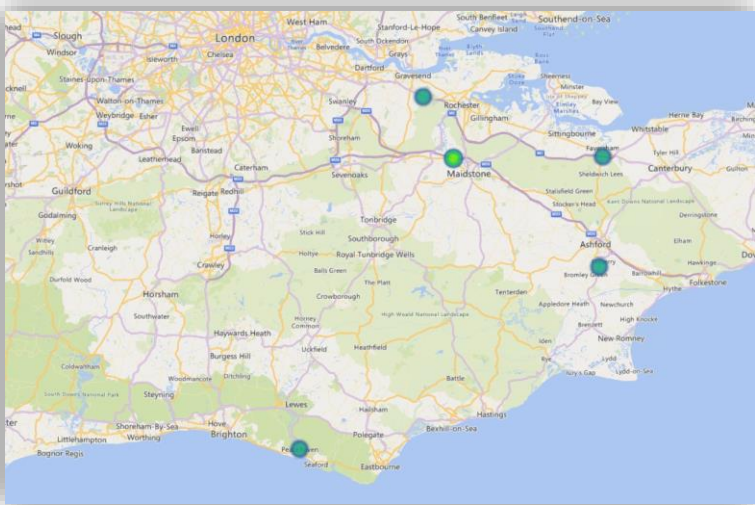
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A silver Ford van entered the closure and struck a cone. Additionally, a grey Toyota drove the wrong way down the exit slip at the Three Crutches roundabout.

Traffic Incidents *[Sentiment: Negative]*

At around 00:30, a white Vauxhall Corsa entered the A26 closure, disregarding the gate. After being spoken to by TCSO, the driver sped off and exited via Tops Tiles.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Contract number C2590 saw the closure of Lane 1 at Junction 6 (Faversham) for litter picking. A car entered the site and left after being approached.

Overall *[Sentiment: Negative]*

Multiple vehicle incursions were reported, including violations of closures and incorrect driving directions, affecting traffic flow and safety.

Recommendations

The project team should consider additional signage or barriers at key entry points to prevent incorrect access to closures. Clearer communication and immediate response procedures for traffic incidents could improve overall site safety.

Incursions Report

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

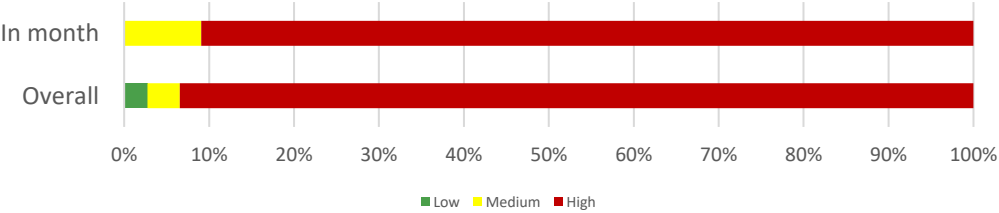
A total of 12 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an 100% increase in 'Blue Light' 50% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

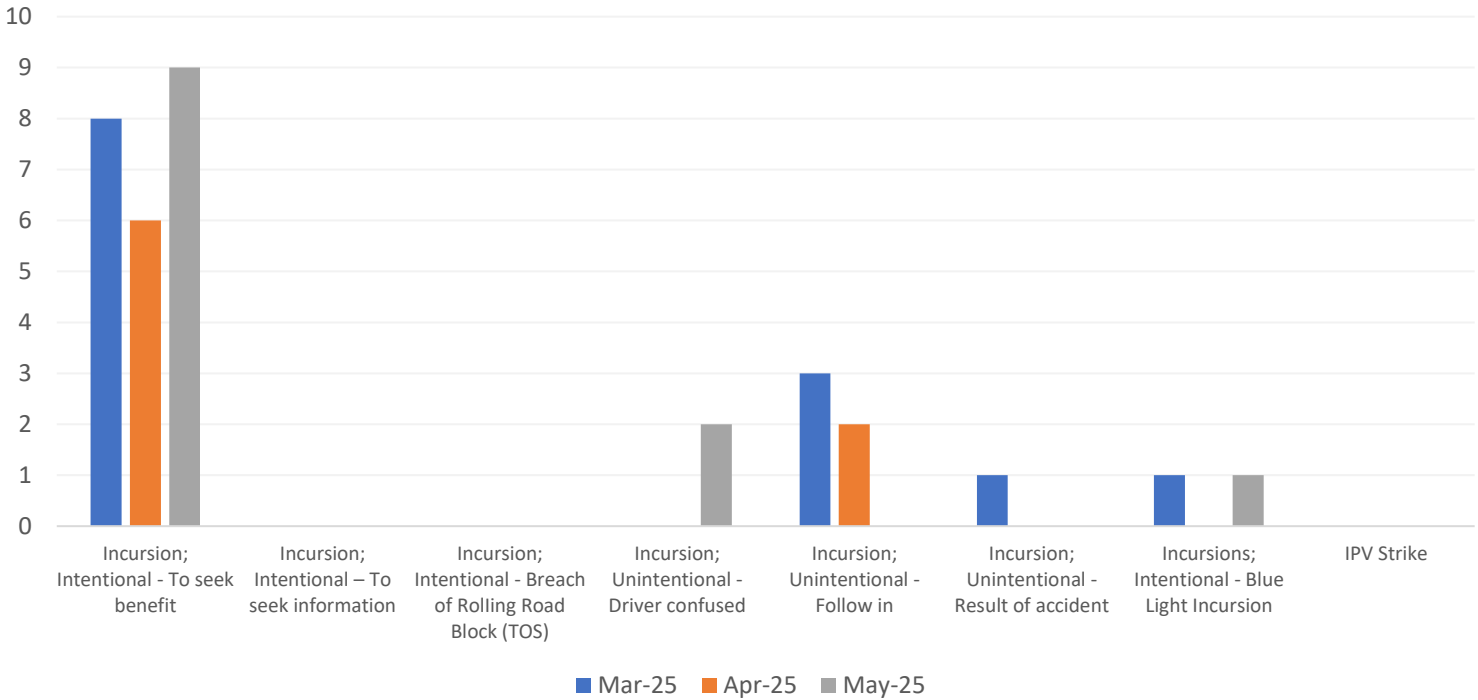
Project Risk Rating



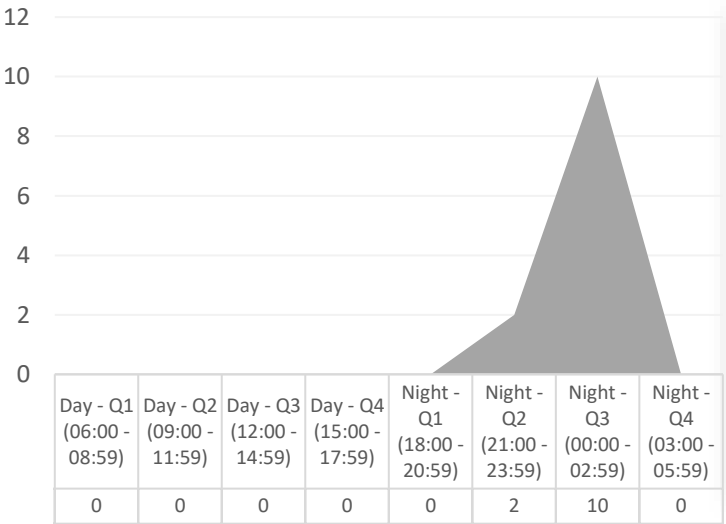
Incursion rate per length of TM (Unknown)

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

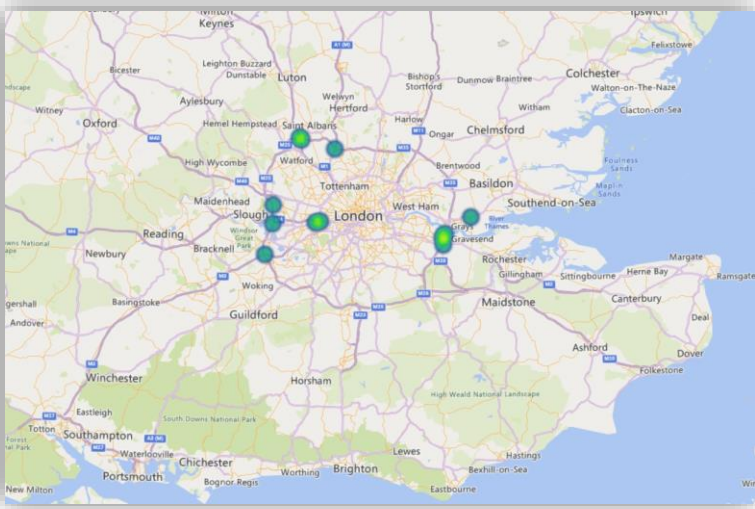
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported, including two lorries and a Grey Audi SUV accessing closures. A Citroën swiped cones in the closure, while a pedestrian on an electric bike entered the M4 elevated section.

Traffic Incidents *[Sentiment: Negative]*

A highway maintenance lorry mistakenly entered the closure, and a car sped through as removal of an air lock began. Additionally, a vehicle swerved into live lanes on the M3 and M1 without safety signals.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Incidents were swiftly addressed, with TM operatives stopping vehicles and ensuring safety. Drivers were either redirected or escorted out of closures, and one driver was apologetic after being stopped.

Overall *[Sentiment: Negative]*

The closure experienced several breaches and safety incidents, including a pedestrian on a bike and multiple vehicles entering restricted areas. However, effective responses ensured no harm was caused.

Recommendations

To prevent further breaches, improved signage and barriers should be implemented at key access points. Enhanced driver awareness training, particularly in the use of diversion routes, could reduce confusion. Regular checks on equipment, such as cones, should also be prioritised to maintain safety during operations.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

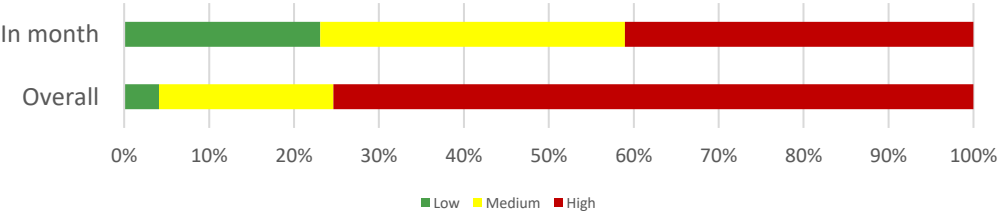
A total of 20 incursions have been recorded; with a 700% increase in 'Driver confused' type incursions together with an 900% increase in 'Follow in' no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

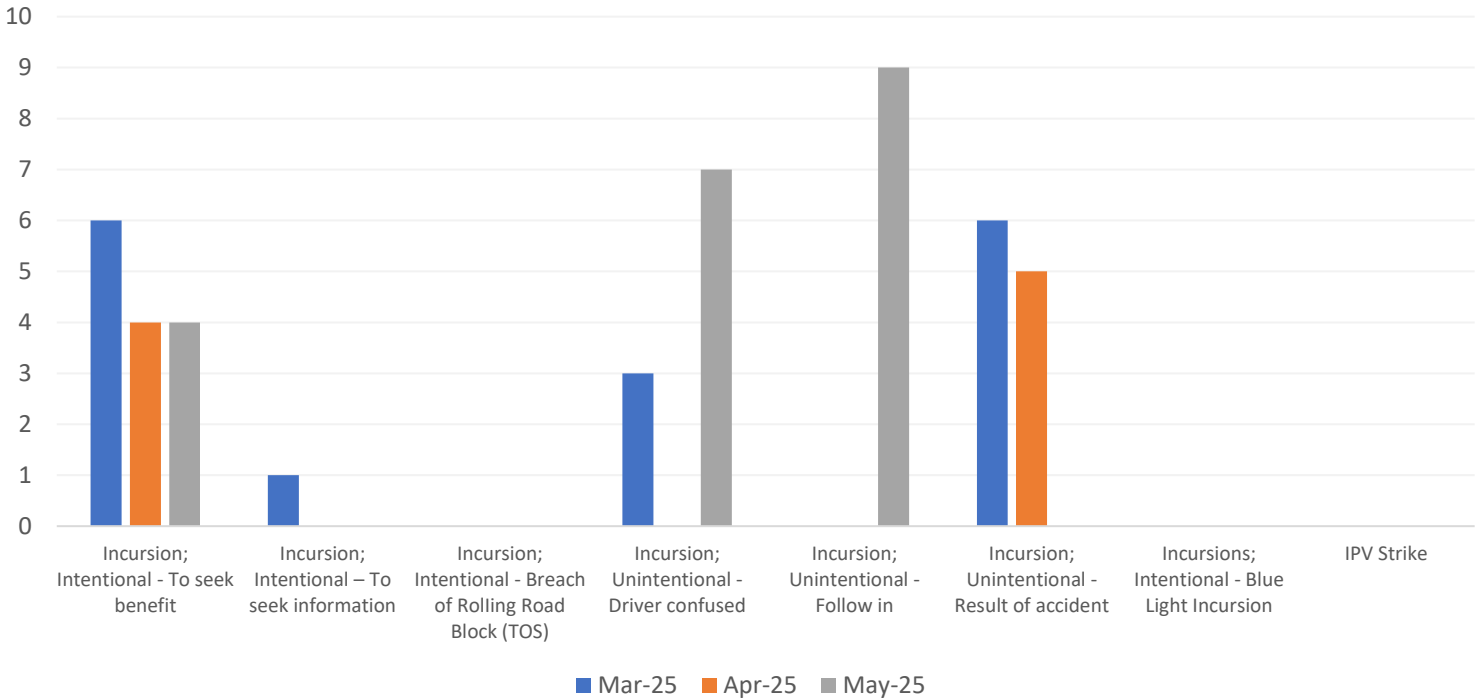
Project Risk Rating



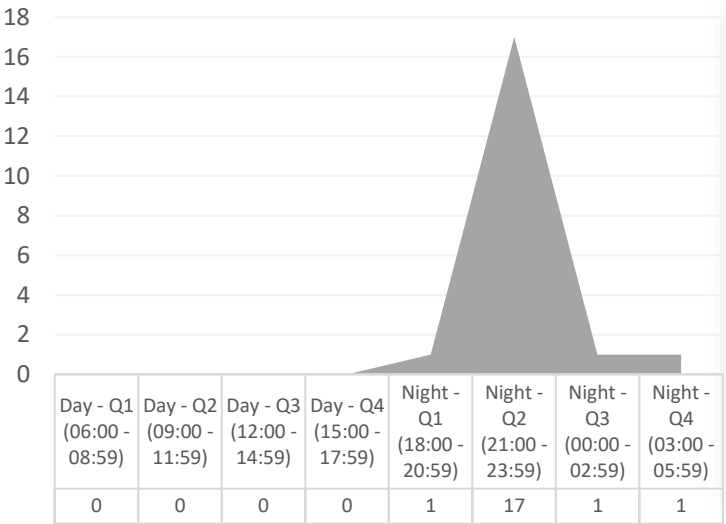
Incursion rate per length of TM (Unknown)

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

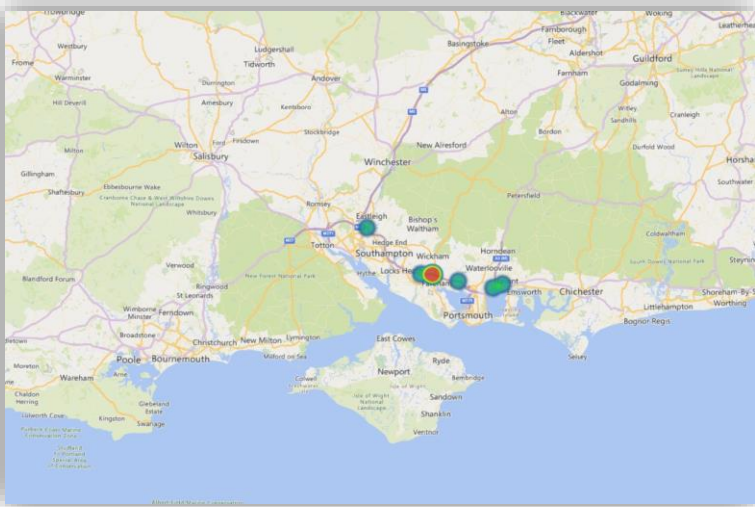
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

During this period, there were multiple vehicle incursions into the site, including 7 at the mainline access between 12:30 and 22:00, with various vehicle types including cars and an HGV. Positive intervention helped minimise potential issues.

Traffic Incidents *[Sentiment: Neutral]*

An incident occurred when a car wiped out the lane 2 taper while the TM crew was removing it, though no major issues arose as the debris was contained. A MOP car followed a works vehicle but exited safely.

Broken Down Vehicles *[Sentiment: Neutral]*

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

Traffic Management Responses *[Sentiment: Positive]*

Several interventions were carried out when vehicles mistakenly entered the work site, including escorting vehicles out safely, ensuring no harm or damage occurred. Coordination with the MS team ensured smooth operations.

Overall *[Sentiment: Positive]*

Overall, while there were several vehicle incursions, prompt intervention and effective traffic management ensured that no major incidents or injuries occurred. The site's safety measures were largely successful in handling the situation.

Recommendations

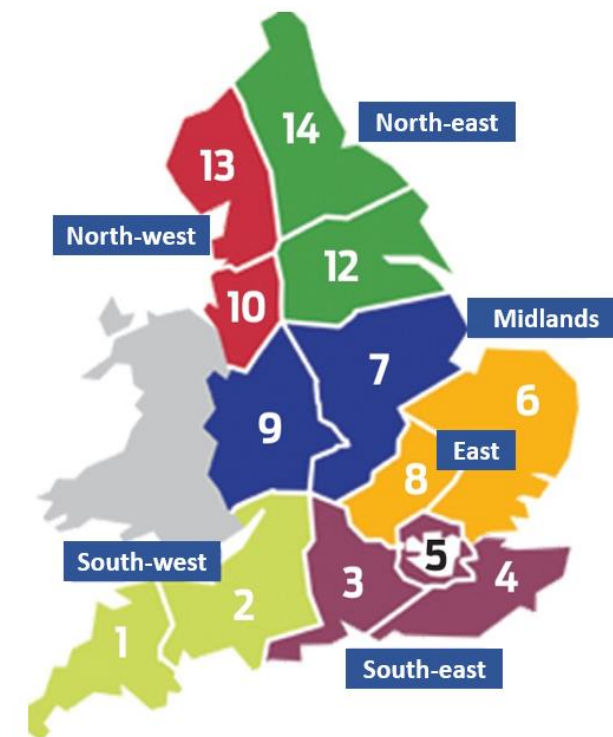
To enhance site safety, it's recommended to implement clearer signage and possibly additional physical barriers to prevent accidental incursions. Further training for operatives and public awareness campaigns could also be beneficial.

Incursions Report - South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



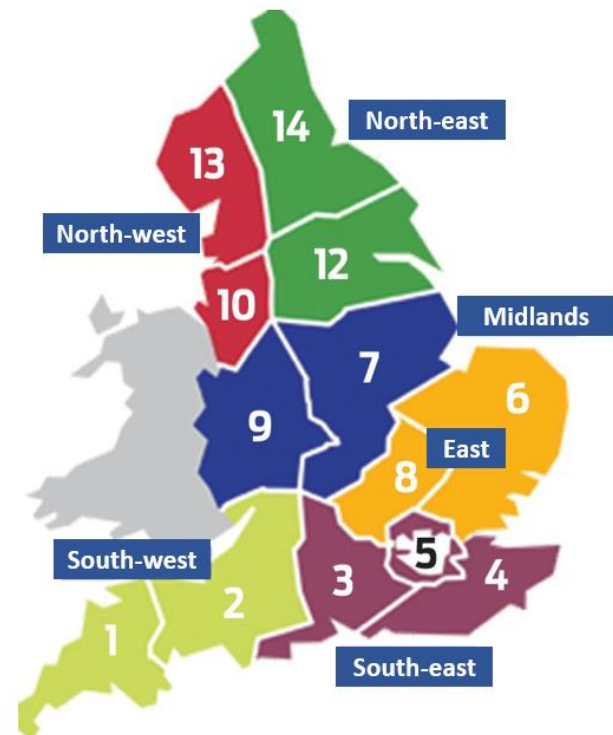
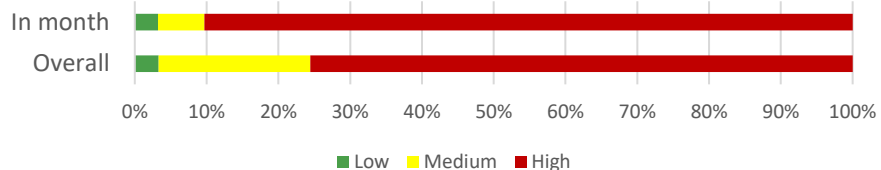
Incursions Report - South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	9 [21.43%]	101 [42.44%]		6 [66.67%]
Incursion; Intentional – Because of breakdown	3 [7.14%]	19 [7.98%]		
Incursion; Intentional – To seek information		3 [1.26%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [50.00%]	64 [26.89%]		1 [11.11%]
Incursion; Unintentional - Follow in	7 [16.67%]	16 [6.72%]		1 [11.11%]
Incursion; Unintentional - Result of accident	1 [2.38%]	16 [6.72%]		
Incursions; Intentional - Blue Light Incursion	1 [2.38%]	12 [5.04%]		1 [11.11%]
IPV Strike		7 [2.94%]		
Grand Total	42 [100.00%]	238 [100.00%]		9 [100.00%]

Technology Utilisation	Mar 25			Mar 25			May 25		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 1	204	137	67%	130	55	42%	151	115	76%
Area 2	218	89	41%	137	53	39%	123	48	39%

South West (MP & Ops) Incursion Risk Rating



Incursions Report - South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Incursions included two motorcyclists entering the closure after an abnormal load disrupted traffic and damaged TM signage. Other incidents involved a member of the public driving down the wrong side of the carriageway.

Traffic Incidents *[Sentiment: Negative]*

An aggressive driver reversed into a traffic management van and later returned to threaten the operative. An IPV was struck by a member of the public, though no injuries occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

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

Traffic Management Responses *[Sentiment: Neutral]*

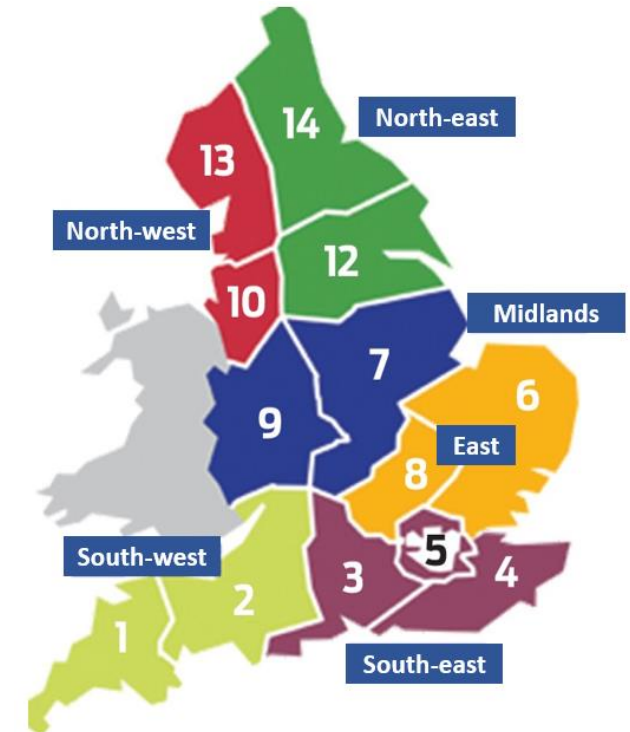
TM crews responded effectively to both incursions and incidents, with some situations escalating to police involvement. Safety measures, including video evidence, were taken.

Overall *[Sentiment: Negative]*

Multiple incursions and incidents, including aggressive behaviour, led to heightened security and police involvement. TM teams responded well to challenges.

Recommendations

Enhance security at vulnerable TM points, improve signage for abnormal loads, and provide additional staff for incidents of aggression to ensure safety. It should be noted that one incursion was wrongly classified as a Seeking Benefit where it was an IPV Strike.



Incursions Report

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

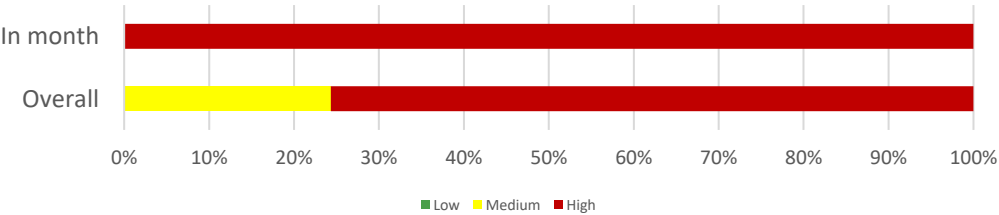
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

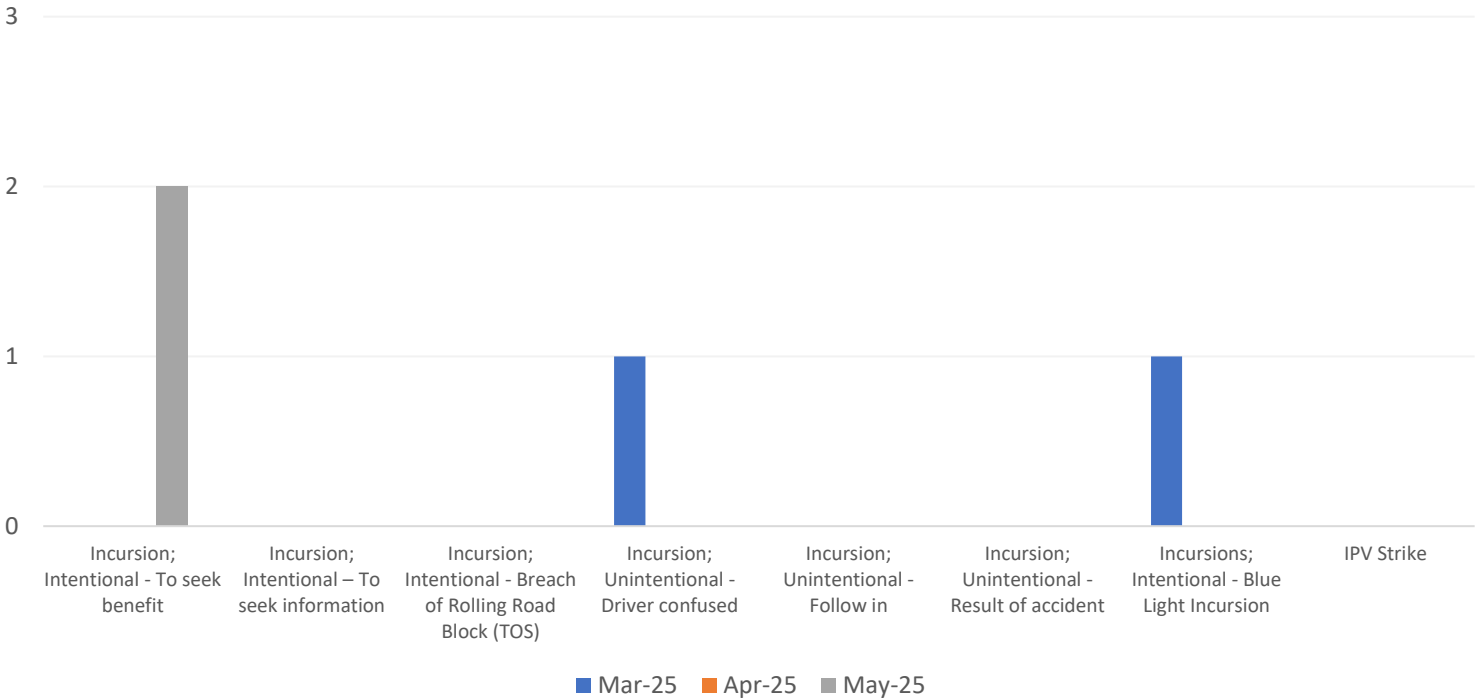
Project Risk Rating



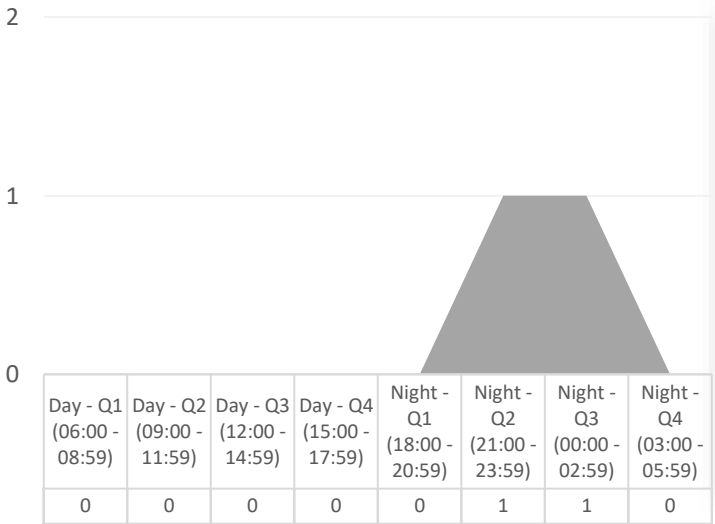
Incursion rate per length of TM (Unknown)

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

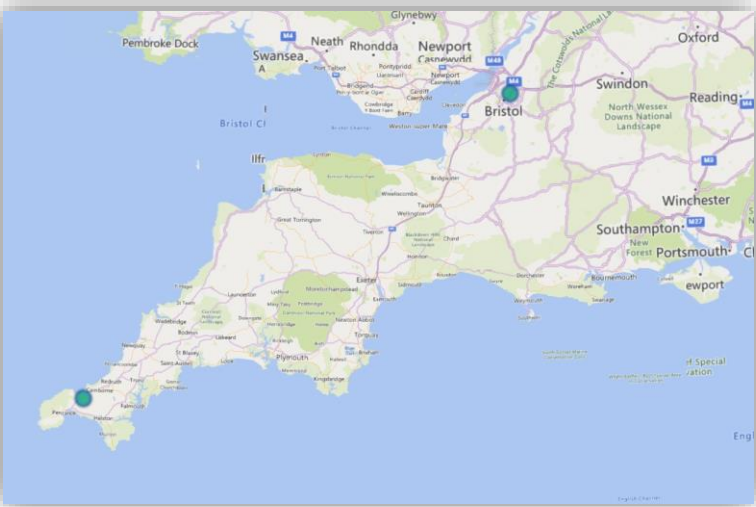
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A blue light incursion occurred when a member of the public's vehicle struck an IPV at speed while a mobile closure was being carried out. No injuries were reported, and the police responded quickly.

Traffic Incidents *[Sentiment: Neutral]*

There was a traffic incident involving an MOP's vehicle colliding with an IPV during a mobile closure. The collision was minor, with no significant injuries. Police attended the scene promptly.

Broken Down Vehicles *[Sentiment: Positive]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The traffic management response was swift, with the police arriving soon after the incident. However, the incident was incorrectly classified, which may affect response efficiency in the future.

Overall *[Sentiment: Neutral]*

No significant injuries were sustained, and the incident was quickly managed by the relevant authorities. However, incorrect classification of the incident may have hindered the full understanding of the event.

Recommendations

The project team should review incident classification procedures to prevent misidentifications, ensuring accurate responses in future incidents. Regular training or updates on classification protocols could enhance operational efficiency and reduce confusion.

Incursions Report

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

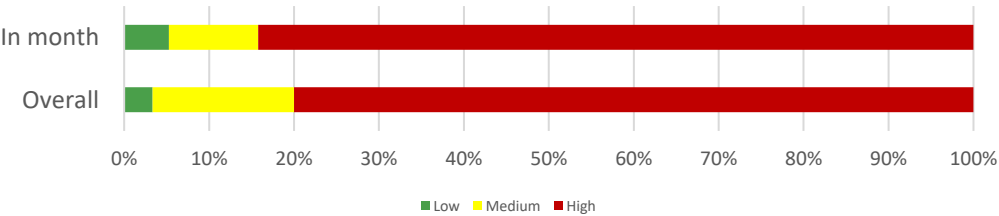
A total of 6 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' no change from the previous month in Follow in' type incursions

[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

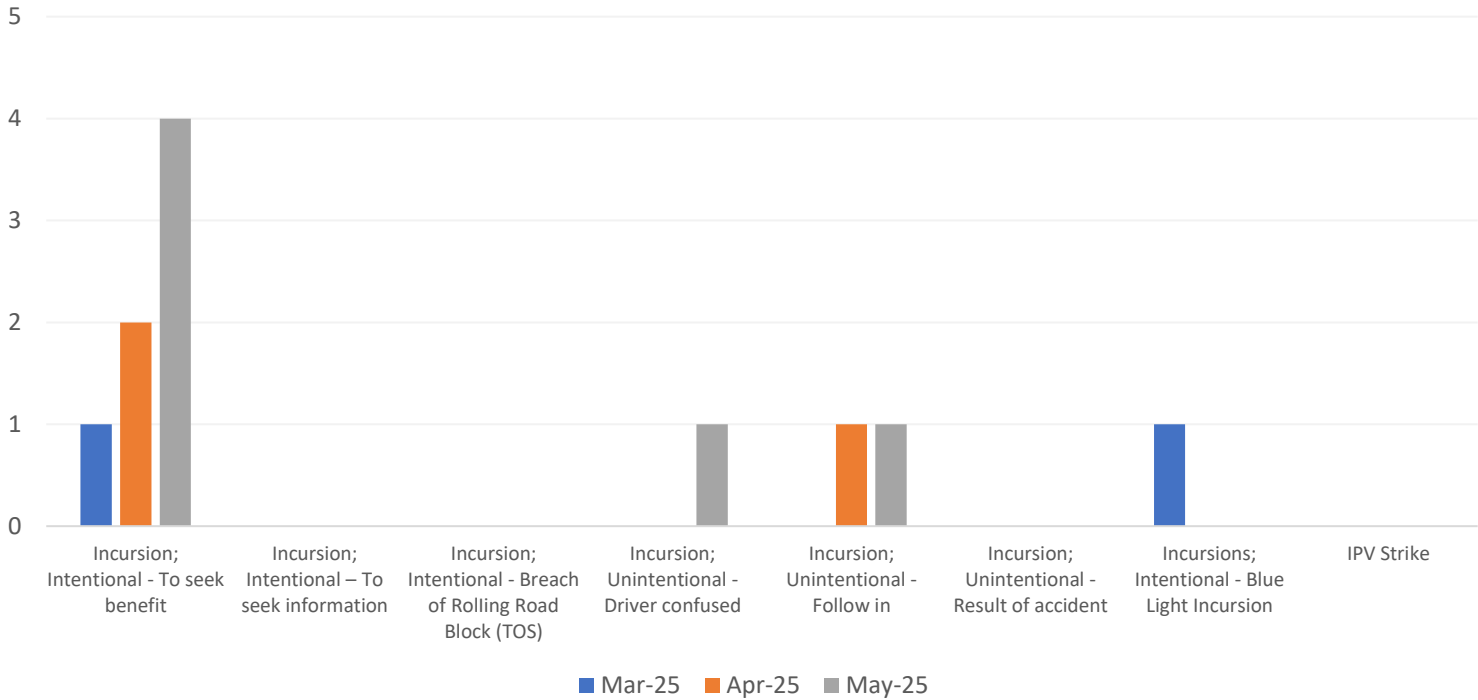


Incursion rate per length of TM (Unknown)

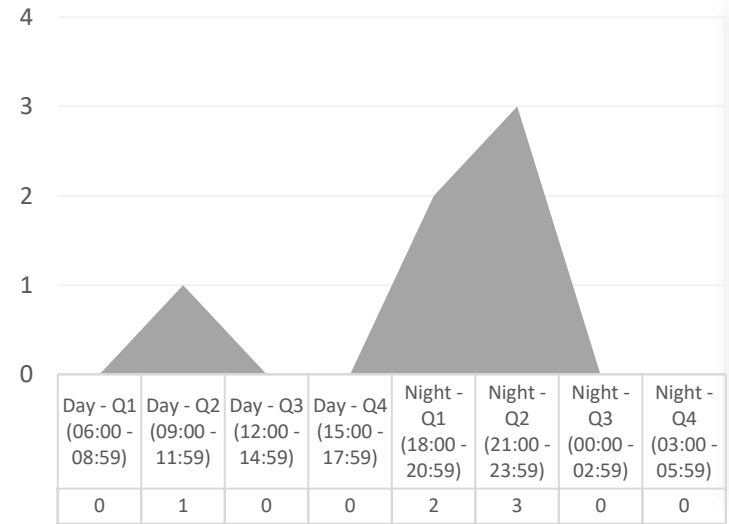
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

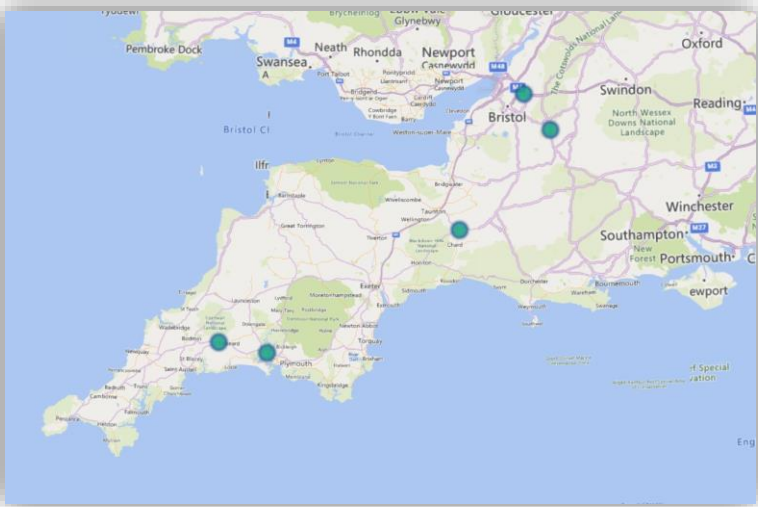
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A series of incidents occurred involving vehicles and pedestrians incurring into restricted areas. Two motorbike drivers entered the work area after an abnormal load disrupted traffic. Later, a member of the public drove the wrong way down the carriageway.

Traffic Incidents [*Sentiment: Negative*]

A drunk motorist verbally assaulted a traffic management operative and reversed into the TM van. The same driver returned multiple times, escalating the situation. Police intervention occurred, though the driver was not located.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management (TM) was responsive to several incidents, including halting the abnormal load to prevent further disruption and securing the work site. TM also responded quickly to the drunk driver and aggressive behaviour.

Overall [*Sentiment: Negative*]

There were significant disruptions from both vehicle and pedestrian incursions, with one aggressive driver escalating multiple incidents. Traffic management's quick responses helped contain the situation.

Recommendations

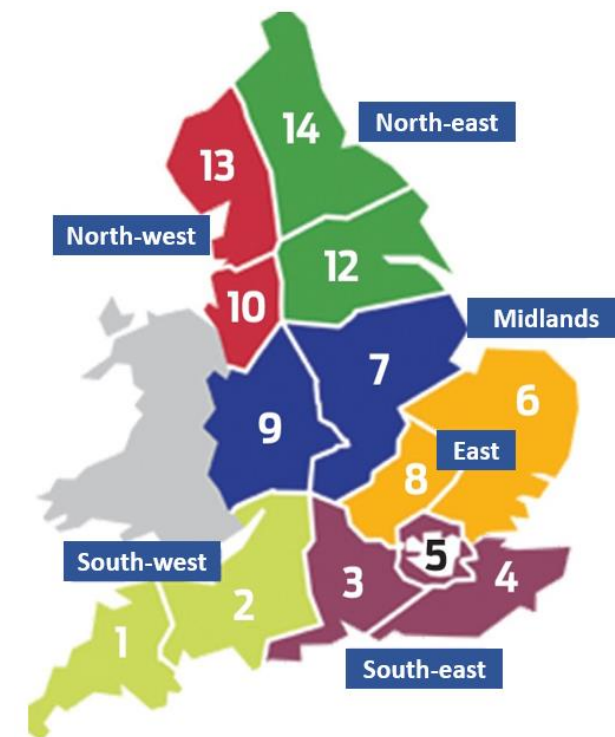
The project team should review / enhance communication and signage for abnormal loads to prevent further vehicle incursions. Additionally, improving security measures and providing TM personnel with more protective protocols could minimise aggression towards staff.

Incursions Report - South West Region

End of regional report

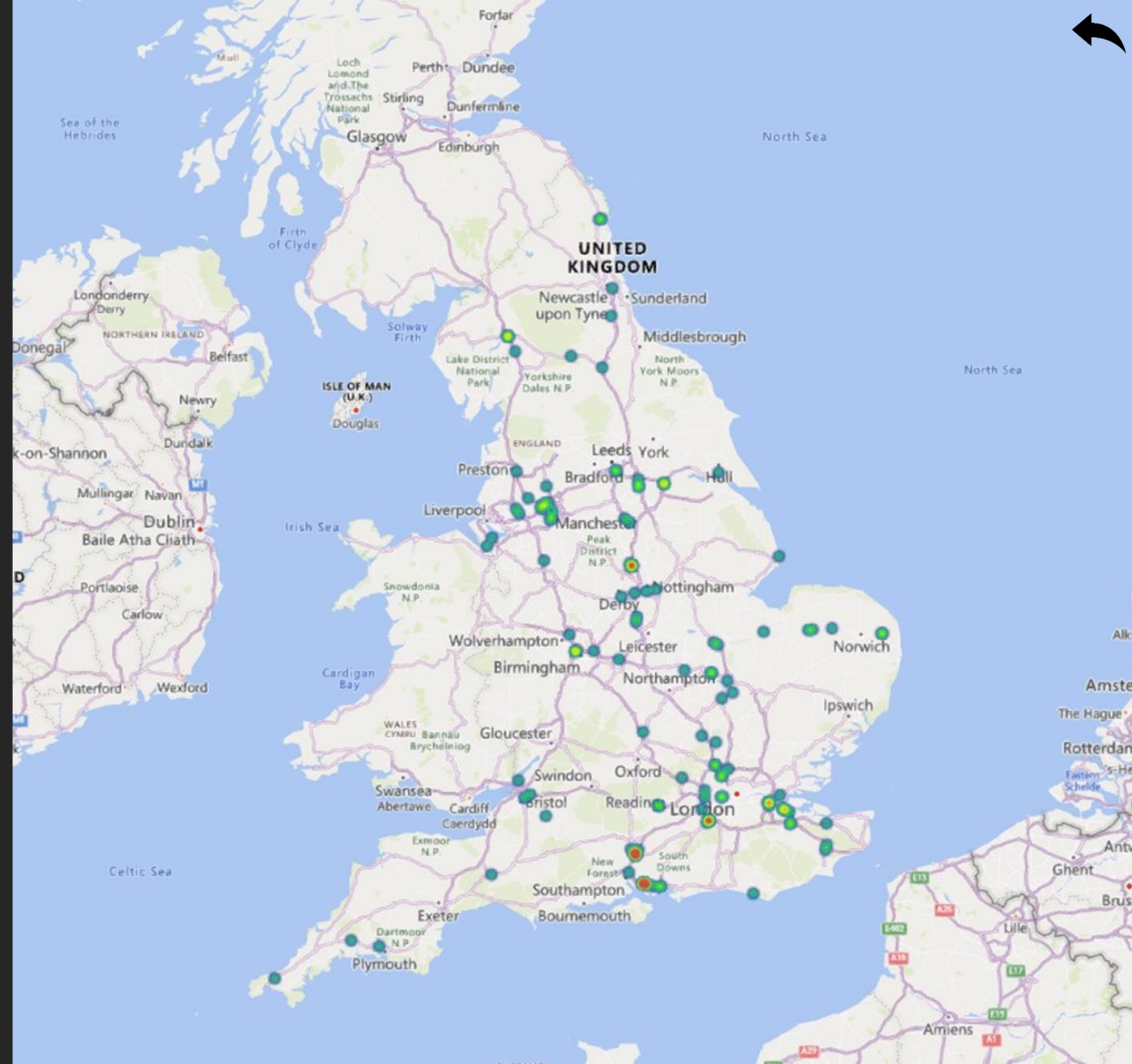
[Back to [Summary](#) page]

Select next page for Heatmaps

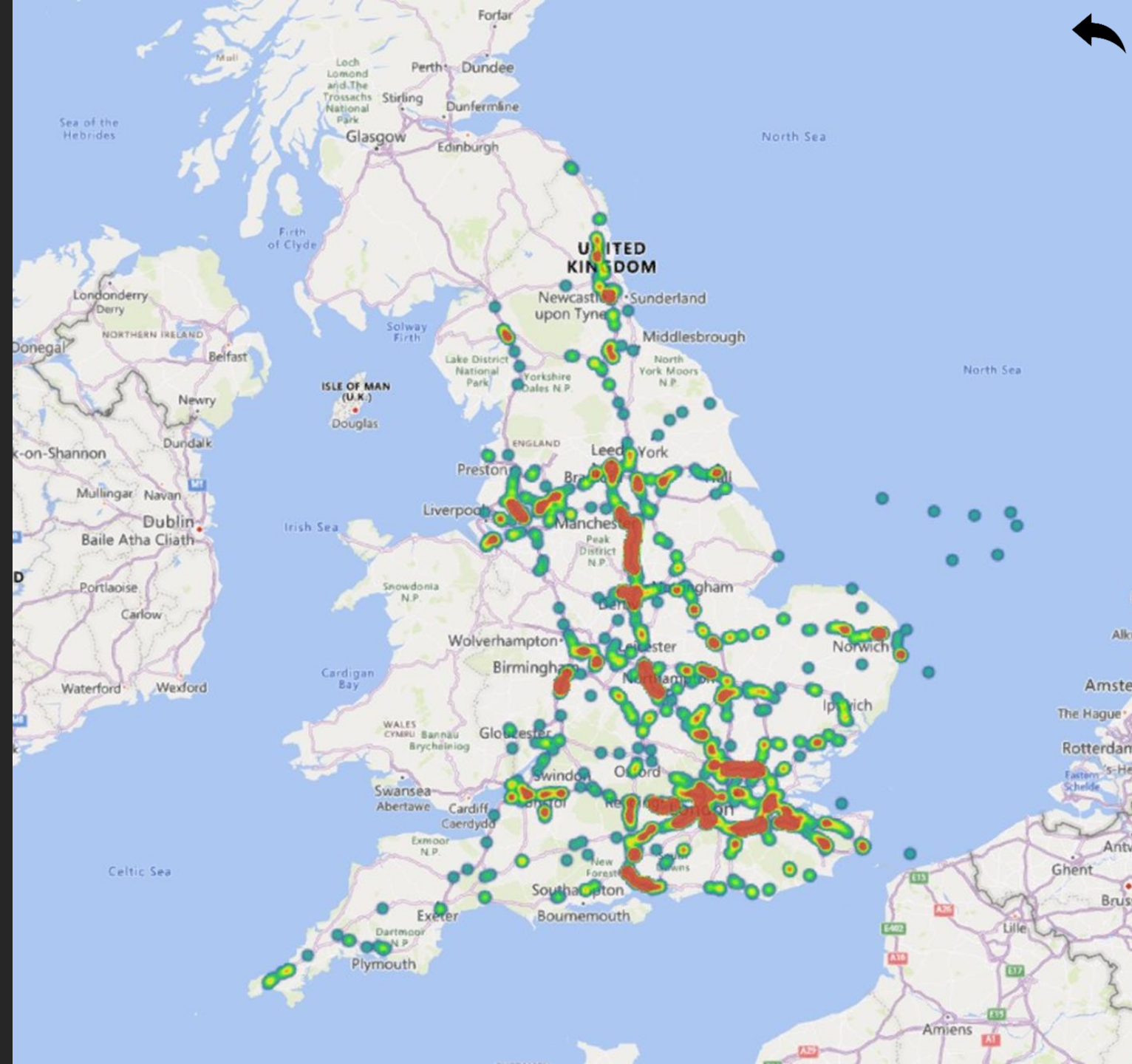


Heatmap of Incursions recorded in May 2025

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



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



Incursions Report

End of Incursions Report

