

IPV & Incursion Working Group Report – November 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.

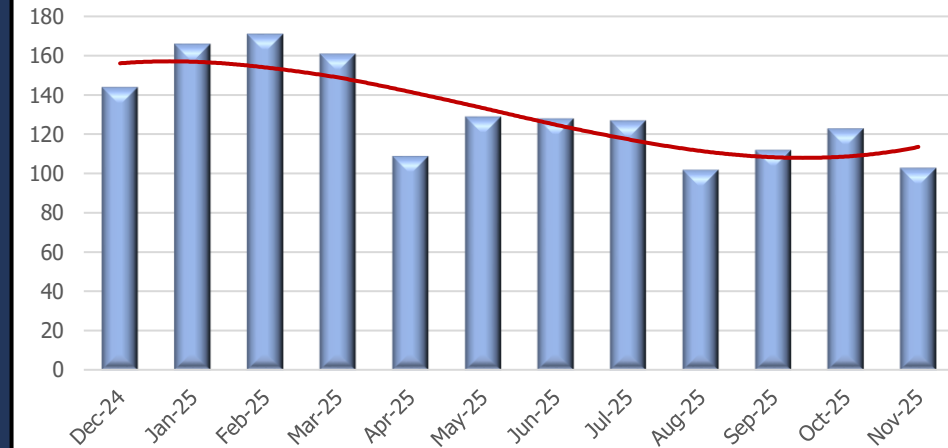
Select the following to view the [Executive Summary](#)

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

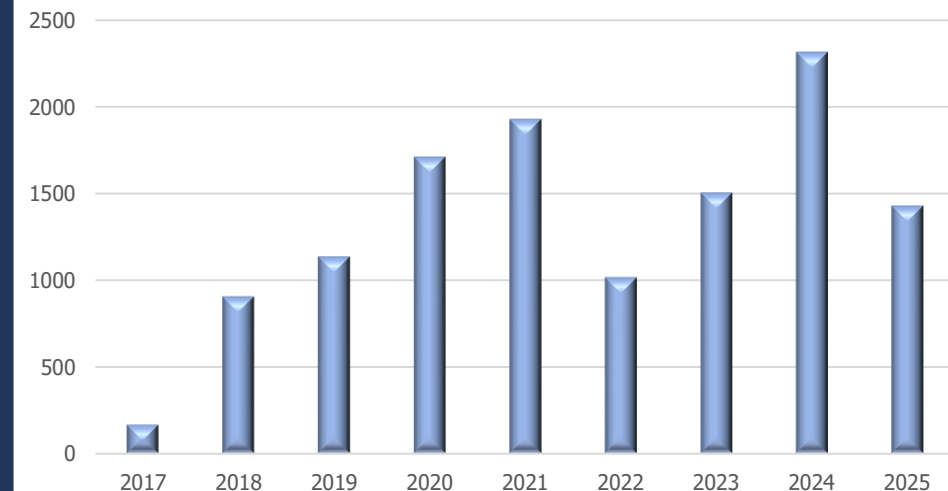
Executive Summary – Overview

- In November 2025 a total of 124 incursions were reported of which 103 were high and medium risk incursions.
- Incursions recorded by Major Projects was 26 and is due to number of MP works being undertaken.
- Incursions recorded by Operations Directorate was 90 incursions reported with 8 incursions recorded by others.
- Technology utilisation (such as Intellicone usage) is around 53% per night, an increase of 4% from the previous month.
- Numbers of medium and high-risk incursions have fallen from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

**High & Medium Risk Incursions Recorded
between December 2024 & November 2025**



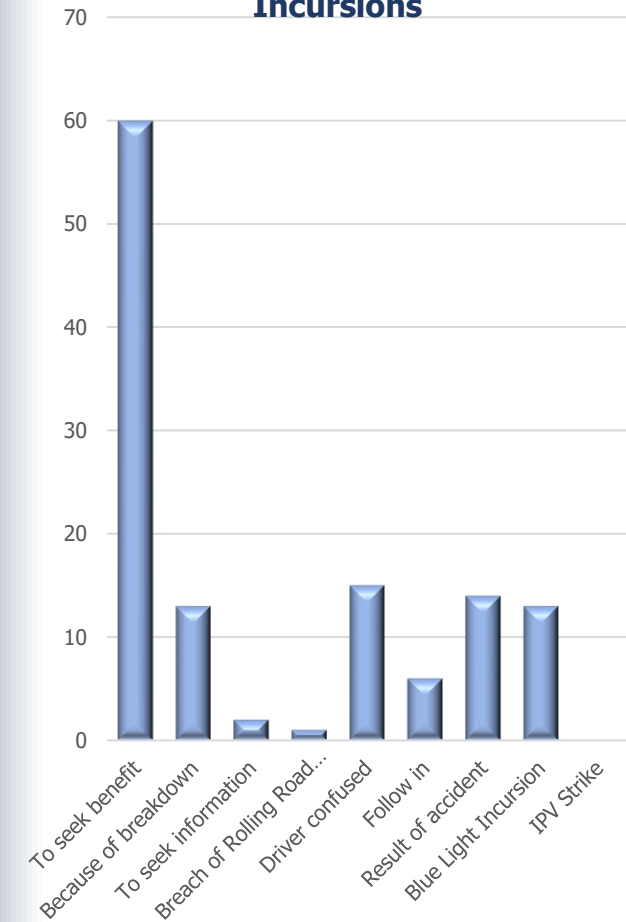
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **November 2025**, there were no recorded injuries to Customers from the data recorded on HART from vehicle incursions into roadworks. A member of the public on an electric scooter entered the works hit a planed-out section of road and fell from the scooter, sustaining a minor injury (fall from scooter).
- Across the SRN there were **103** medium and high-risk incursions recorded, with **60** being 'Seeking Benefit' type incursions; equating to **58%** of high & medium incursions reported.
- During the month there were **13** Blue light incursions with **0** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **21** incursions were recorded. Of which, **13** were breakdowns.
- Across Areas 7, 14, 10, 6 & 8, AD–M&R–Three, and Area 4, multiple incursions occurred involving vehicles or e-bikers entering closures, often travelling the wrong way or at speed. These included breaches of full carriageway closures, high-speed wrong-way entries on slip roads, access gained via coned-off exits, and drivers entering work areas to reach services. Each incident created significant safety risks to the workforce and disrupted ongoing TM and repair activities.

**November 2025 – All
Incursions**



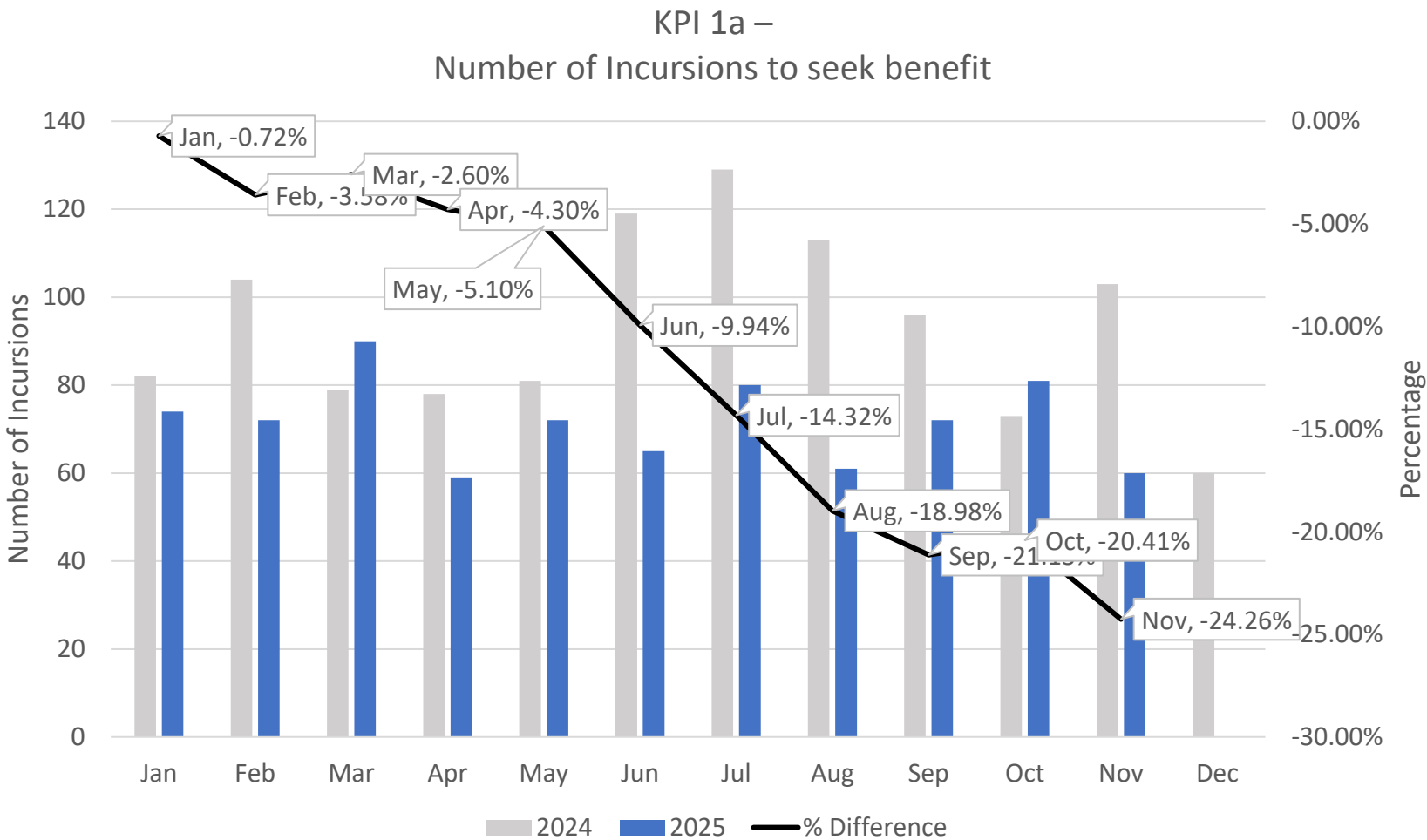
IPV & Incursion Working Group Report

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

Progress

As of November 2025, the data shows a 24% decrease in such incursions compared to November 2024

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



Incursions Report (All) - Summary

All Incursions

Number of Incursions recorded in November 2025	124
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IPV Strike's recorded in November 2025	0
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Blue Light Incursions recorded in November 2025	13
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Heatmaps

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

Incursions (in month) / (all)

Top incursions categories for November 2025:

1. **Incursion; Intentional - To seek benefit [60]; equating to 48% of all incursions**
2. **Incursion; Unintentional - Driver confused [15]; equating to 12% of all incursions**
3. **Incursion; Unintentional - Result of accident [14]; equating to 11% of all incursions**
4. Incursions; Intentional - Blue Light Incursion [13]; equating to 10% of all incursions
5. Incursion; Unintentional - Follow in [6]; equating to 5% of all incursions
6. Incursion; Intentional – To seek information [2]; equating to 2% of all incursions
7. Incursion; Intentional - Breach of Rolling Road Block (TOS) [1]; equating to 1% of all incursions
8. IPV Strike [0]; equating to 0% of all incursions
9. **Note - Incursion; Intentional – Because of breakdown [13]; equating to 10% of all incursions**

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

South East Region

Major Projects	5
Operations	25
Total	30

East Region

Major Projects	18
Operations	6
Total	24

Yorkshire & North East Region

Major Projects	1
Operations	12
Total	13

Midlands Region

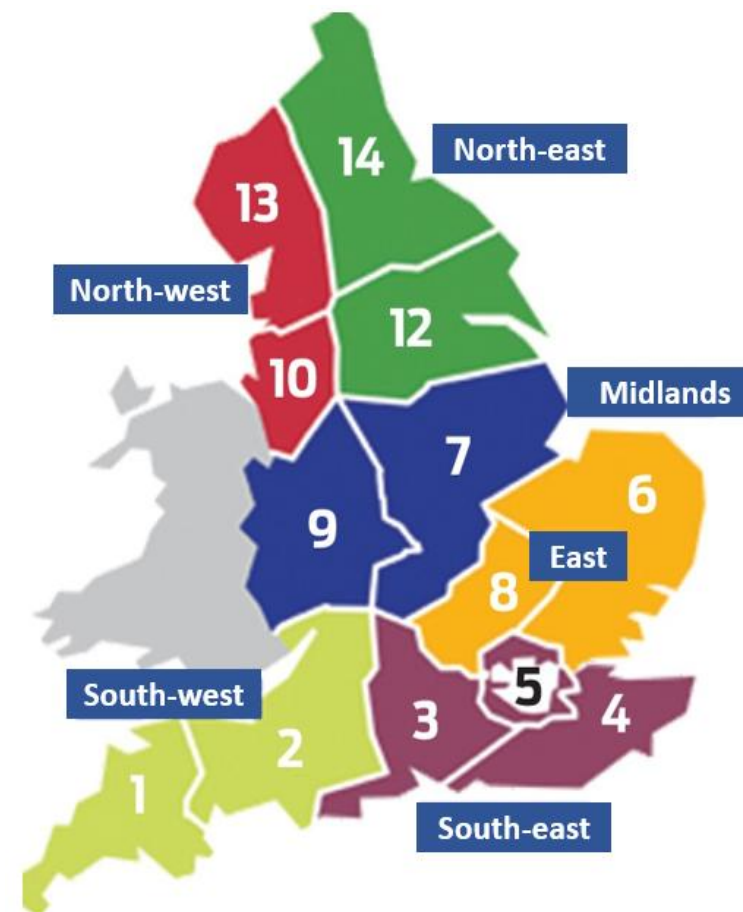
Major Projects	2
Operations	24
Total	26

North West Region

Major Projects	0
Operations	20
Total	20

South West Region

Major Projects	0
Operations	2
Total	2

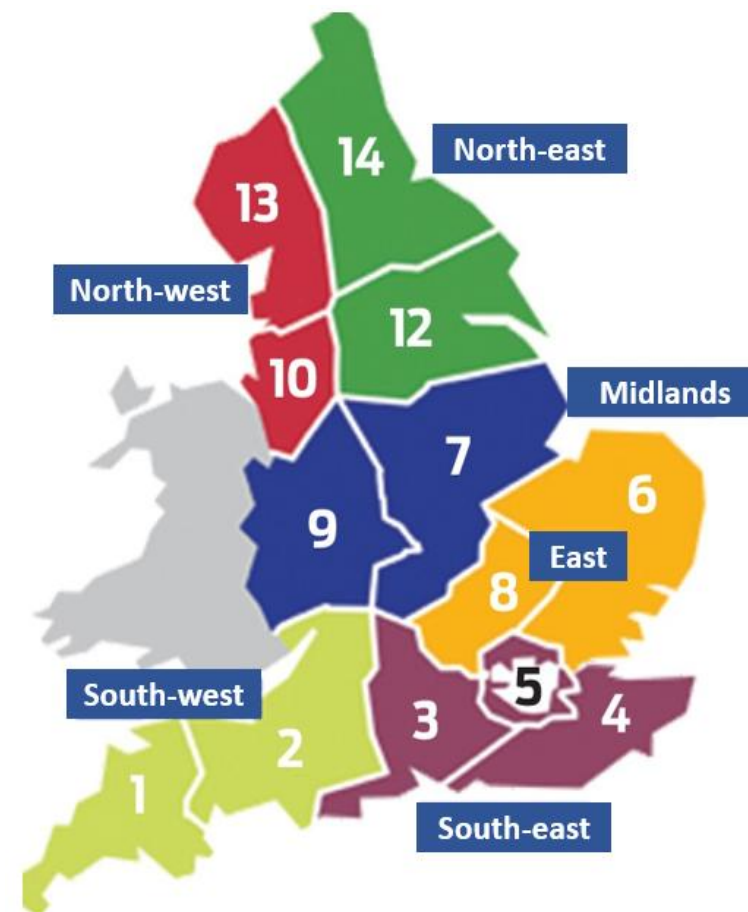


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Select next page for Headline Figures & Charts



Incursions Report (In Month) - Headline

124 Incursions were recorded for November 2025

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	7	50	3		60
Incursion; Intentional - Because of breakdown	2	11			13
Incursion; Intentional - To seek information		2			2
Incursion; Intentional - Breach of Rolling Road Block (TOS)		1			1
Incursion; Unintentional - Driver confused	10	3	2		15
Incursion; Unintentional - Follow in		6			6
Incursion; Unintentional - Result of accident	1	10	3		14
Incursions; Intentional - Blue Light Incursion	6	7			13
IPV Strike					0
Grand Total	26	90	8	0	124

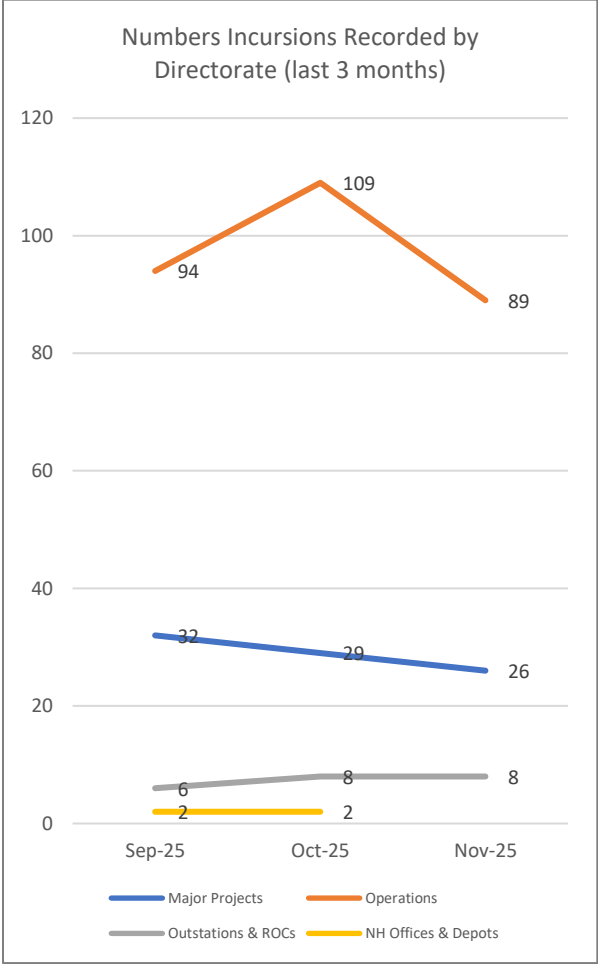
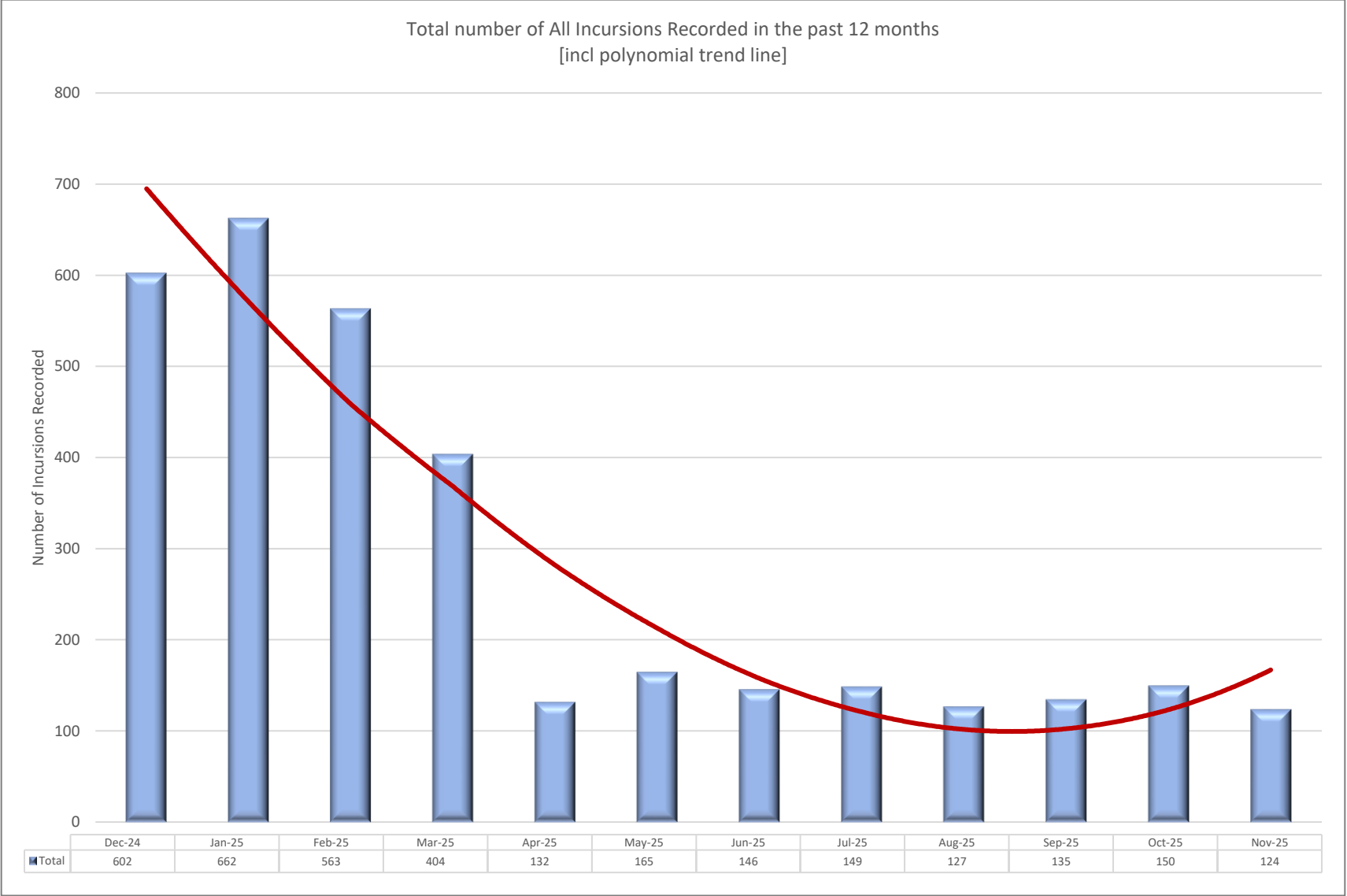
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23907**

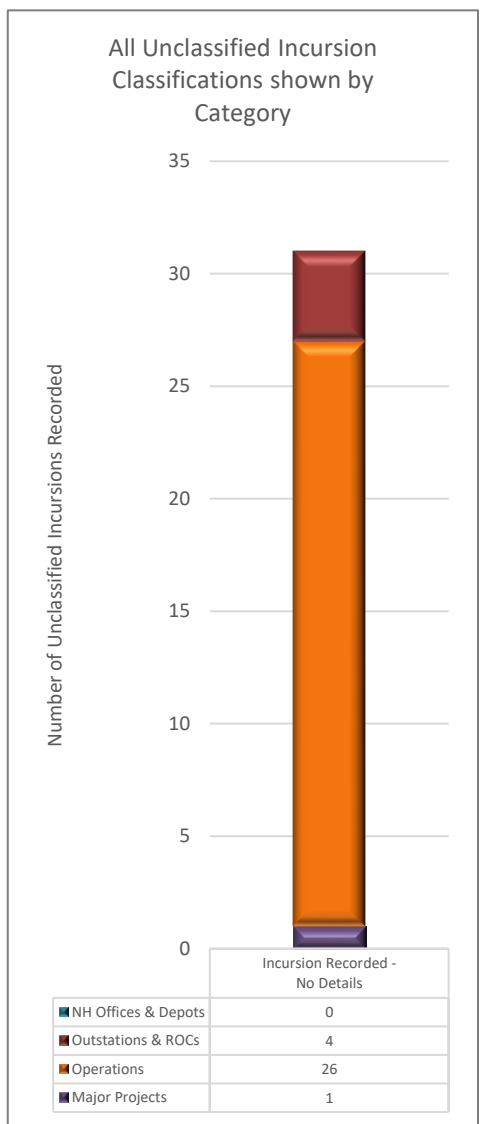
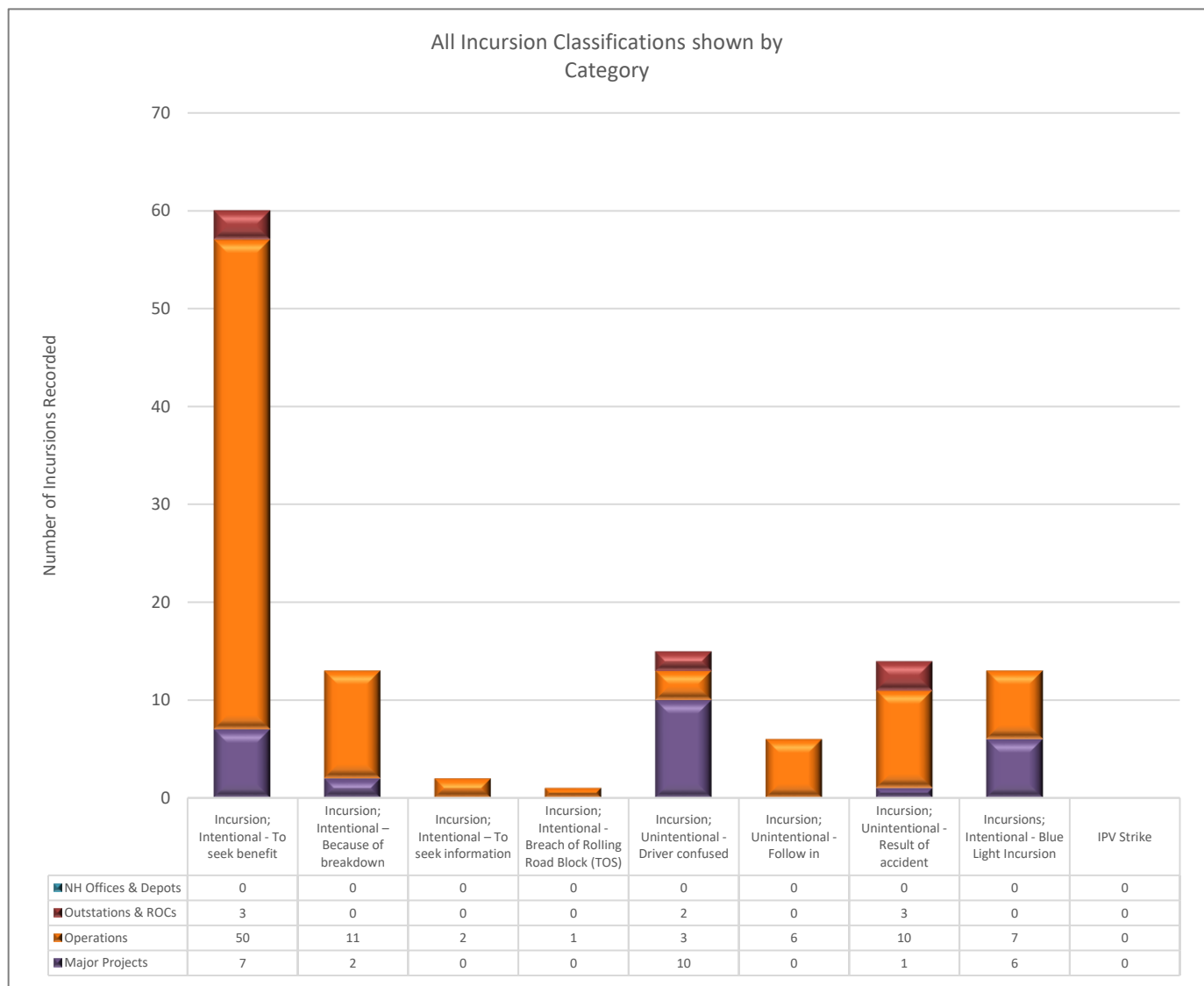
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1408	3306	703	80	5497
Incursion; Intentional – Because of breakdown	8894	661	150	3	9708
Incursion; Intentional – To seek information	108	139	33	5	285
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	892	8	932
Incursion; Unintentional - Driver confused	1315	1125	314	43	2797
Incursion; Unintentional - Follow in	227	368	20	6	621
Incursion; Unintentional - Result of accident	813	404	78	5	1300
Incursions; Intentional - Blue Light Incursion	113	186	4	2	305
IPV Strike	25	88	13	0	126
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13322	7818	2591	176	23907

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%)	2757 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during November 2025



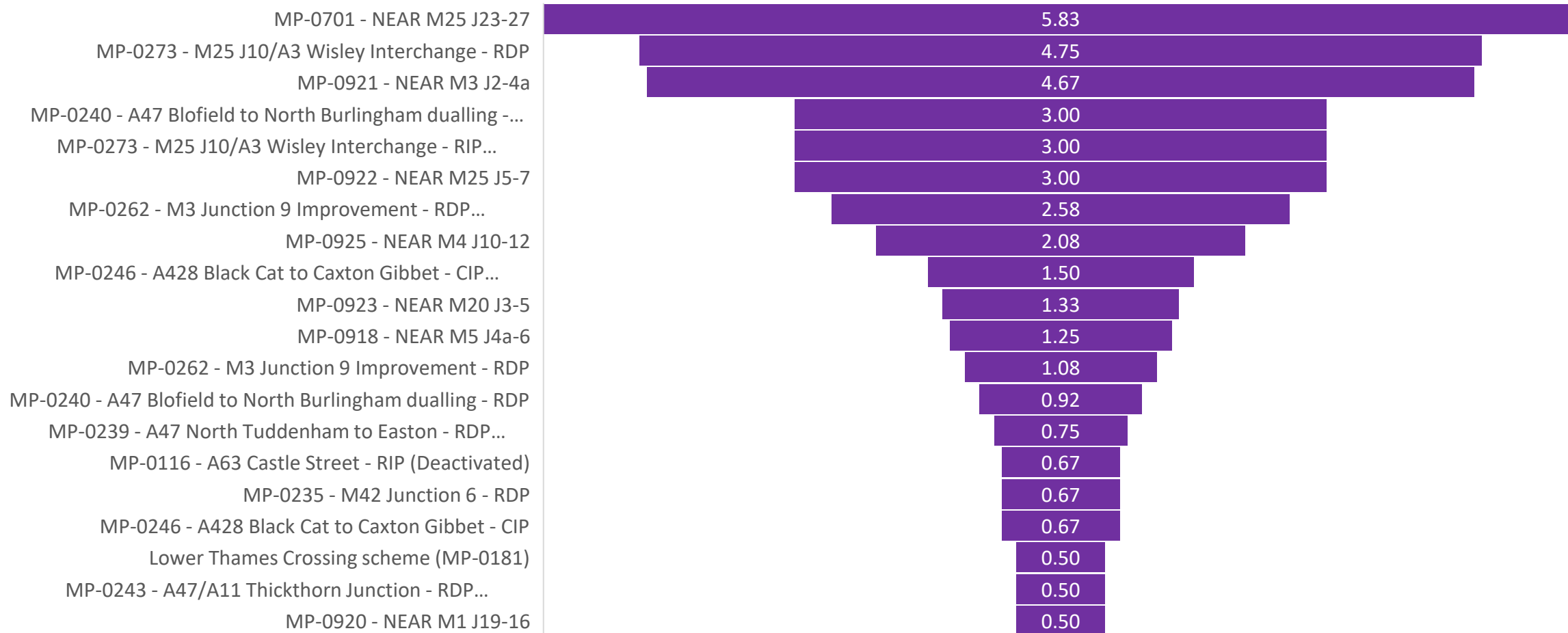
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [60]; equating to 48% of all incursions**
2. **Incursion; Unintentional - Driver confused [15]; equating to 12% of all incursions**
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Note - Incursion; Intentional - Because of breakdown [13]; equating to 10% of all incursions

Incursions Report for Major Projects

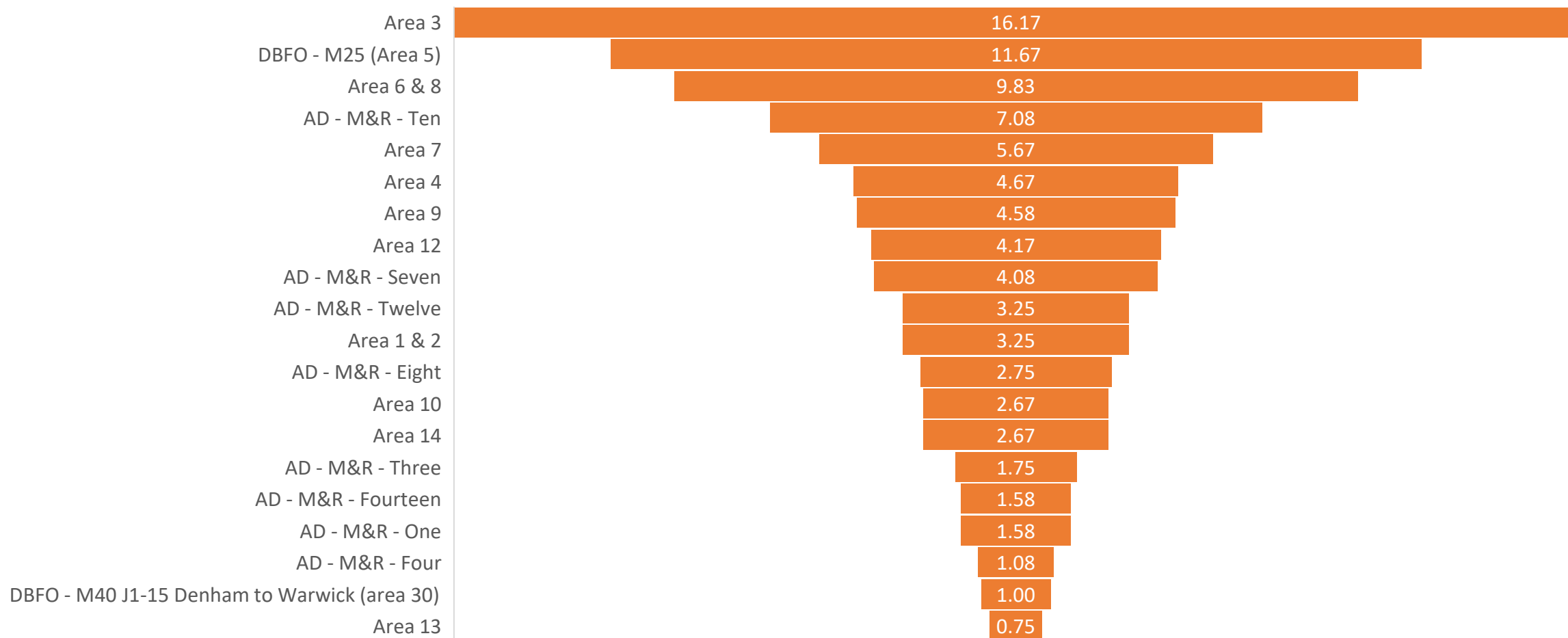
12 month rolling average of the number of all 'Incursions per Month'*



- 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'*



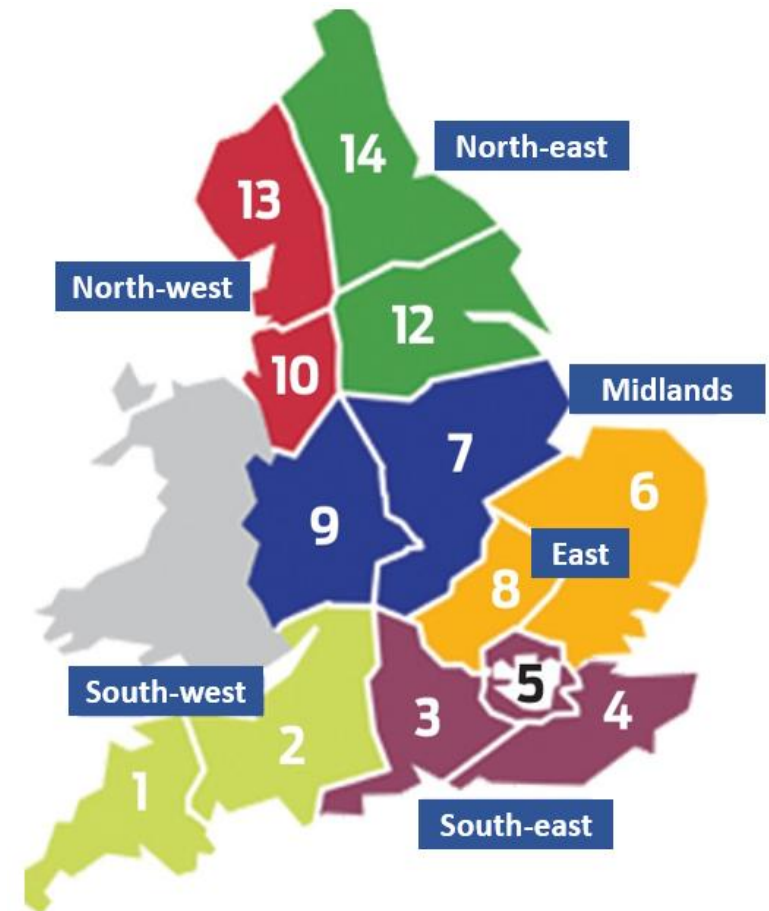
* Excluding incursions as a result of breakdown

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

305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 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
172274	03/11/2025	10:00:00	Major Projects	East - Major Projects	East - Enhancements	MP-0243 - A47/A11 Thickthorn Junction - RDP (Deactivated)	Lane Closure - Mainline	Relaxation works – Lane closure	Central reserve	A47 Thickthorn 264	TSCO was carrying out inspection	A police car and one ambulance car on two separate occasions between 10:00 and 11:11 entered our TM (speeding)	Reported to Skanska TM
172366	06/11/2025	21:37:00	Operations	North West - Operations	North West - Asset Delivery	AD - M&R - Ten	Full Closure - Mainline	Relaxation works – Full main carriageway closure	Carriageway A	A627M ...	TM WORKS	Police car chasing vehicle on A627m. Vehicle being chased entered the TM closure. No work force were in the vicinity at the time Police remained outside the closure. Couldnt identify any reg plates or make and model.	Informed TMF Informed the ROC. Emailed Duty Mangager. TSCO aware



Blue Light Incursions Report - Headline

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Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
172372	06/11/2025	18:00:00	Major Projects	East - Major Projects	East - Enhancements	MP-0243 - A47/A11 Thickthorn Junction - RDP (Deactivated)	Not populated	Not populated	Central reserve	A47 Thickthorn 0	Carrying out of surveys by the TSCO	Emergency service vehicles came through site at 18:00 with blue lights on. They then continued to push up behind cars with blue lights and sirens, pushing cars into the closure and also pushing other road users close to the barrier so they can get past.	Nothing, just reported on the observation app
172444	09/11/2025	03:00:00	Operations	North West - Operations	North West - Asset Delivery	AD - M&R - Ten	Lane Closure - Mainline	Relaxation works – Full main carriageway closure	Carriageway B	M6 18-17 272/1	Cyclic	police incident pulled a vehicle inside the works for dangerous acts on the road	amey tm m6 south 272/1 - 261/7 emcc trial spoke with police on site Click to edit text... police incident pulled a vehicle inside the works for dangerous acts on the road

Blue Light Incursions Report - Headline

305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 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
172655	17/11/2025	08:30:00	Major Projects	East - Major Projects	East - Enhancements	MP-0243 - A47/A11 Thickthorn Junction - RDP (Deactivated)	Lane Closure - Mainline	Relaxation works – Lane closure	Not populated	Not populated	TSCO carrying out survey	Police entered the TM traveling at speeds of 25mph	REPORTED
172667	18/11/2025	00:50:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 9	Not populated	Not populated	Not populated	Not populated	M5 Northbound to M6 J8	At approximately 00.50 a police car traveling at speed with his blues on came up behind a car on the m6 j8 exit slip the car entered the closure knocking a cone into the hard shoulder .	Ensured everyone on site was safe and replaced cone.



Blue Light Incursions Report - Headline

305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 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
172729	20/11/2025	03:16:00	Operations	Midlands - Operations	Midlands - Area Contracts	Area 9	Not populated	Not populated	Not populated	Not populated	M5 NB J1 to M6 J8	More than one incursion 3 ambulances 2 ambulances came down the side of the installation team whilst installing the lane 1 on M6 j8 s/b exit slip 1 Ambulance undertook the traffic in lane 3 then popped back into live traffic	Ensured all site personnel were safe and site set up correctly.
172834	21/11/2025	22:37:00	Operations	South East - Operations	South East - Area Contracts	Area 3	Not populated	Not populated	Not populated	Not populated	622457/M4 Chaffin Ash die Back	Audi pull out of the closure through the cones. When this vehicle was making his way out of the closure further down a police vehicle turn on the blue lights and carry on down on M4. Positive Intervention: Everyone on site was ok and the member of public get out of the closure without any issues	Not Populated



Blue Light Incursions Report - Headline

305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 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
172841	21/11/2025	21:24:00	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	Not populated	a47 Acle new road	A47 Acle to Vauxhall Runham round about at 21.24 police car reg FY73 YJB with blues on stopped at Airlock and was let in under escort. They turned off blues and as they were being escorted and over took the escort vehicle at speed to get to the Vauxhall holiday park	Ensured Vehicle was safely off site and all workers unharmed.
172857	24/11/2025	11:46:00	Major Projects	South East - Major Projects	South East - Enhancements	M3 J9 - M3 J9 Improvement (Enhancements)	Lane Closure - Mainline	Standard works – Narrow Lane system inc. slips and links	Carriageway B	3 9 102/8	No work activities	Police incident at access B2, police blocked van during pursuit stopping all the traffic and pulling into access B2. B2 access was blocked and closed for approx. 30 minutes.	CCTV notified TSCO, and Police notified VFBB. Access was closed by TSCO until given the all clear at 12:19.



Blue Light Incursions Report - Headline

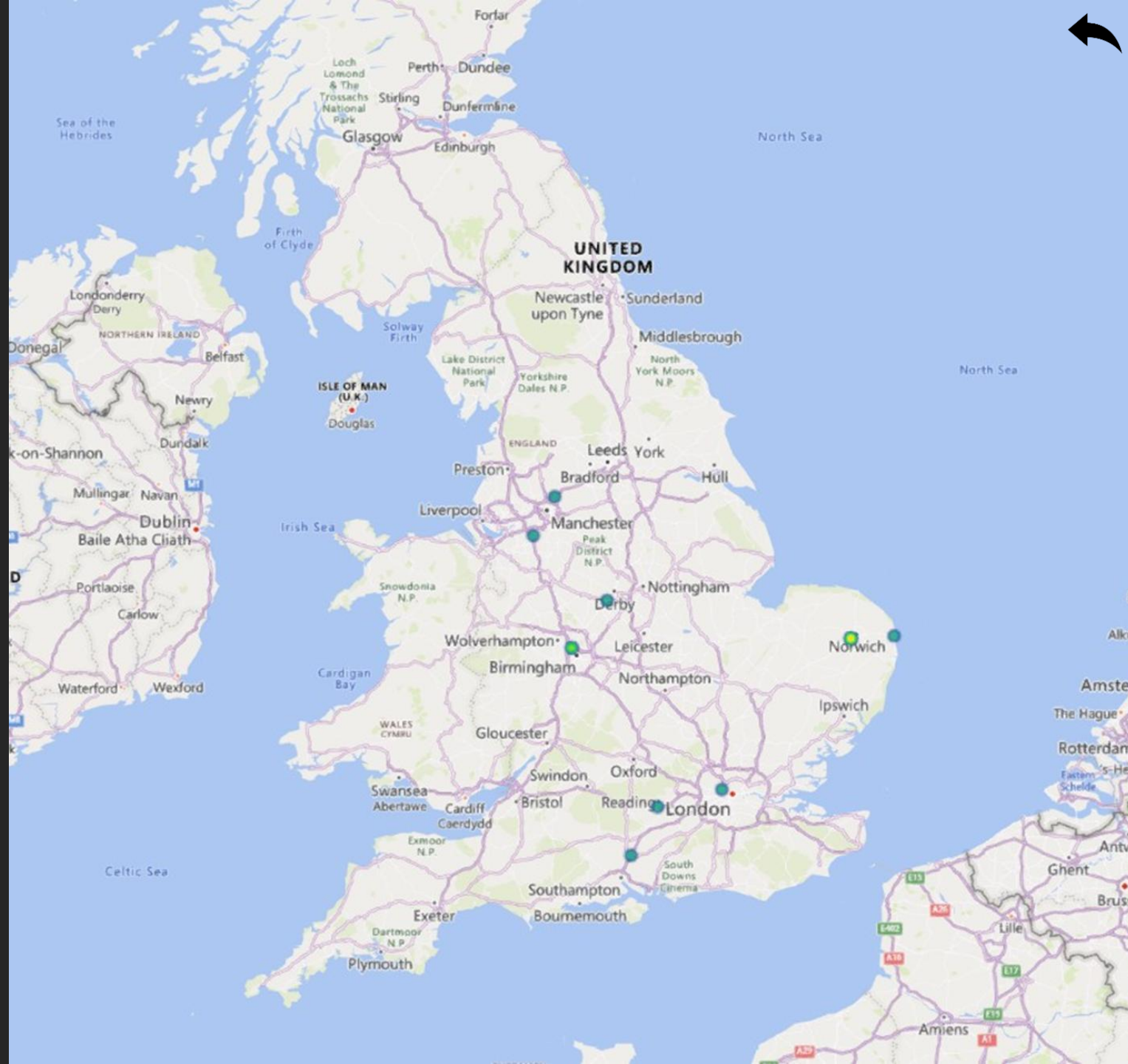
305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 2025 (Edited Record)

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
172882	25/11/2025	09:47:00	Major Projects	East - Major Projects	East - Enhancements	A47 Thickthorn - A47/A11 Thickthorn Junction (Enhancements)	Lane Closure - Mainline	Relaxation works – Lane closure	Central reserve	Not populated	Veg clearance	Police entered TM (A47 central reserve) at 09.47hrs at a speed of approximately 30mph. Blue lights on but no sirens	No action, incident reported to the police
172929	26/11/2025	11:40:00	Major Projects	East - Major Projects	East - Enhancements	A47 Thickthorn - A47/A11 Thickthorn Junction (Enhancements)	Lane Closure - Mainline	Relaxation works – Lane closure	Central reserve	Not populated	Filling in VRS post holes	Police car travelling though traffic management WB, exceeding speed limit (above 10MPH) and exiting between cones.	Not Populated

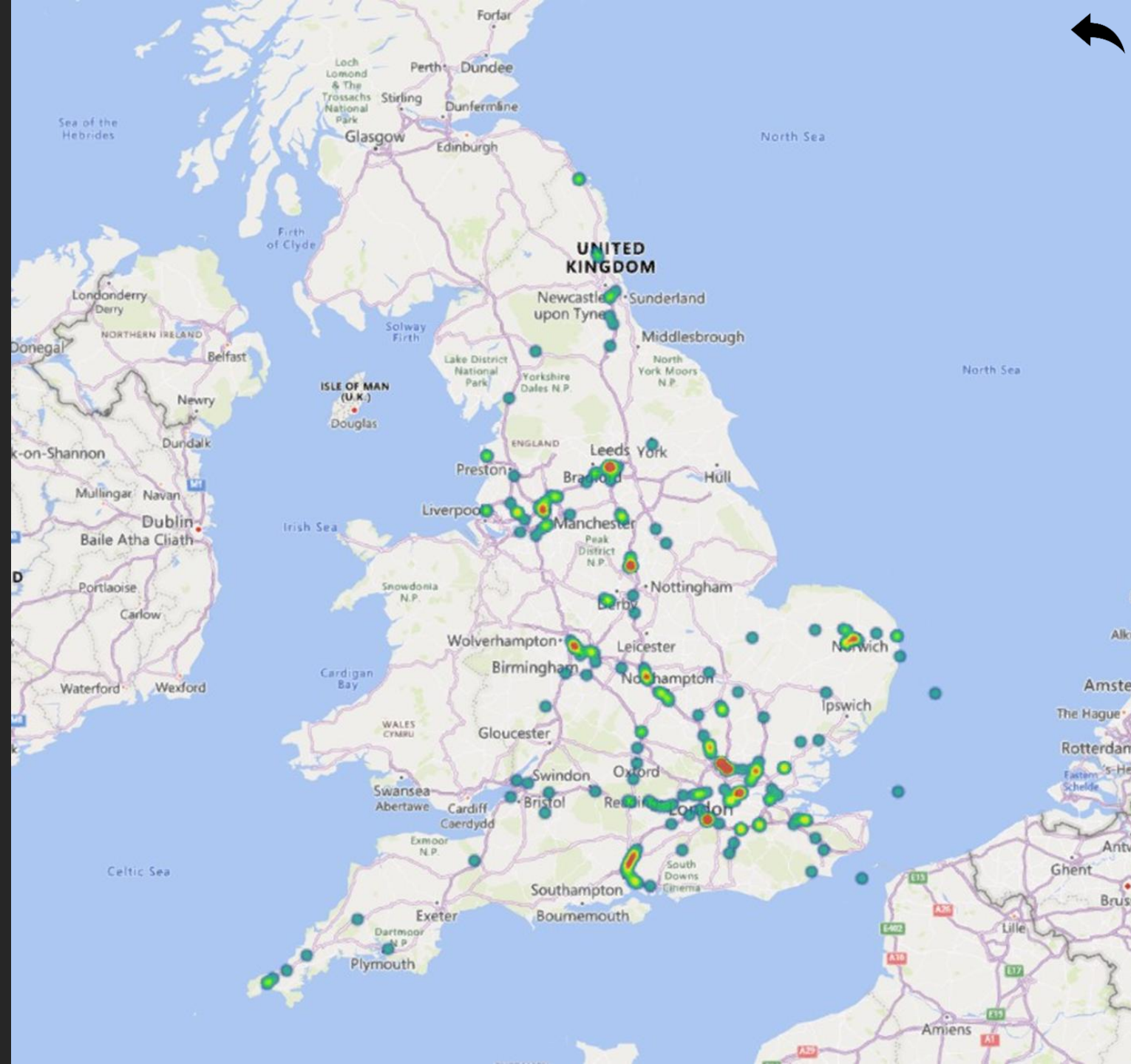
305 Blue Light Incursions have been recorded since February 2022 with **13** being recorded in November 2025 (Edited Record)

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



Heatmap of all Blue Light Incursions (BLI) recorded

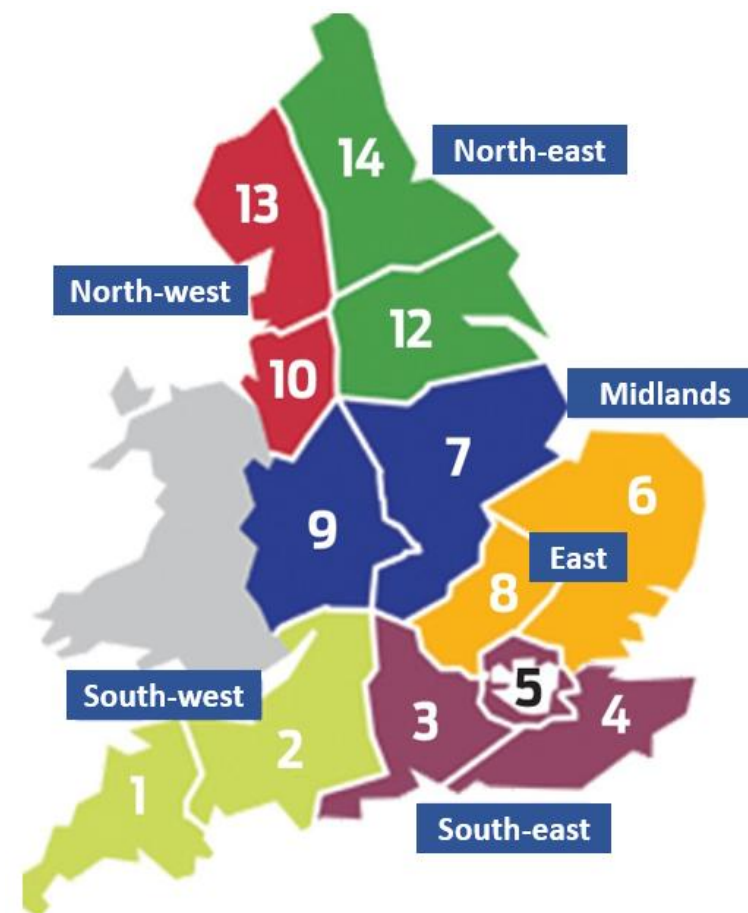


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps



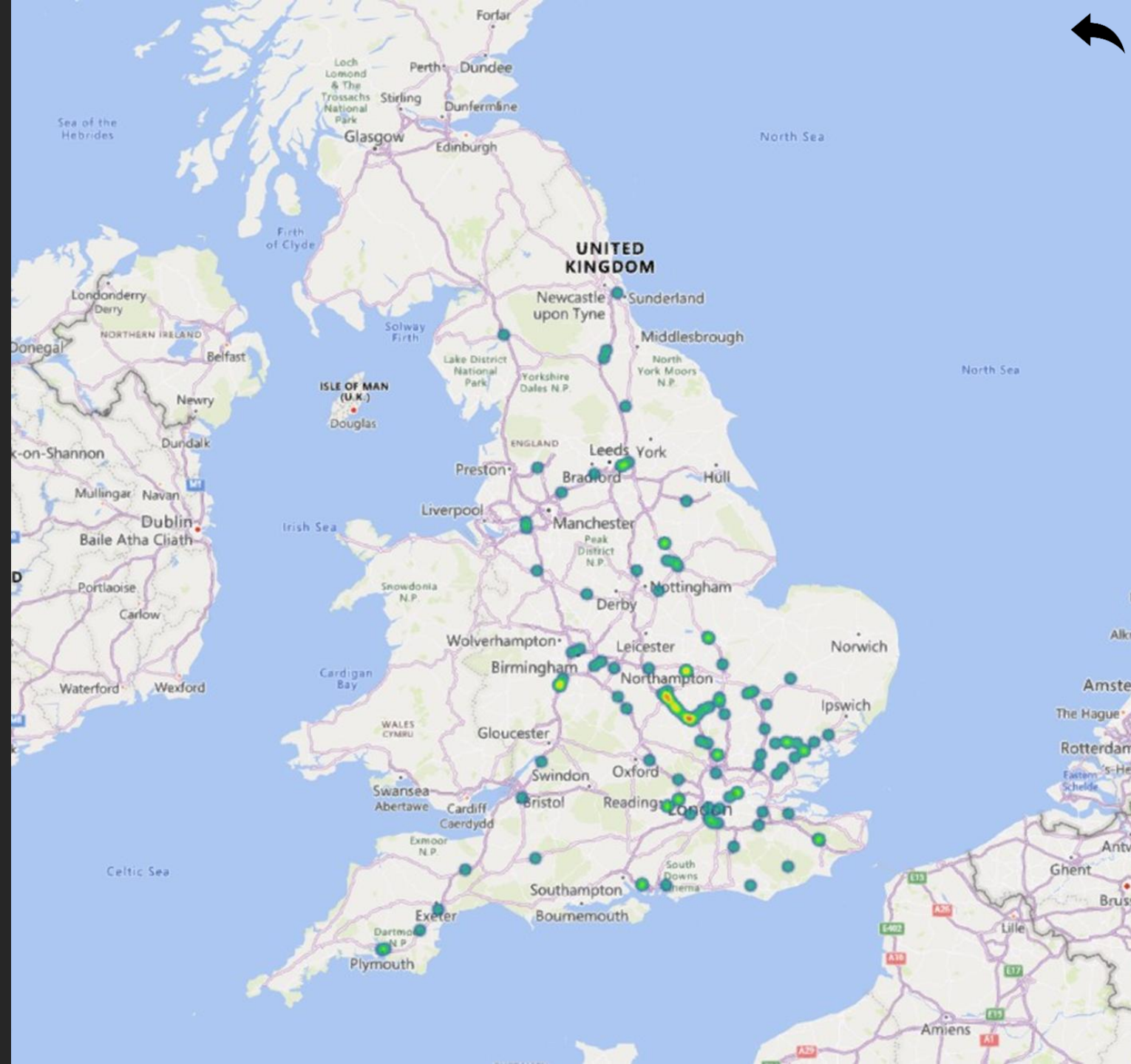
122 IPV strikes have been recorded since December 2019 with **0** being recorded in November 2025 (Edited Record)

[illegible]

Heatmap of
IPV Strikes
recorded
during
November
2025



Heatmap of all IPV Strikes recorded

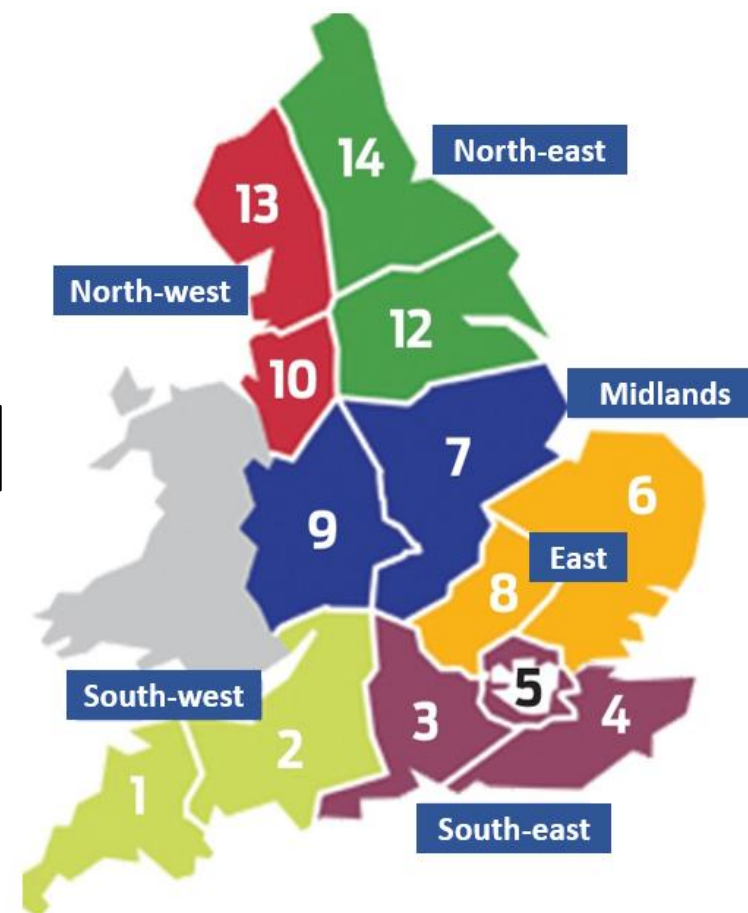


Incursions Report

End of IPV Strike Report and Heatmaps

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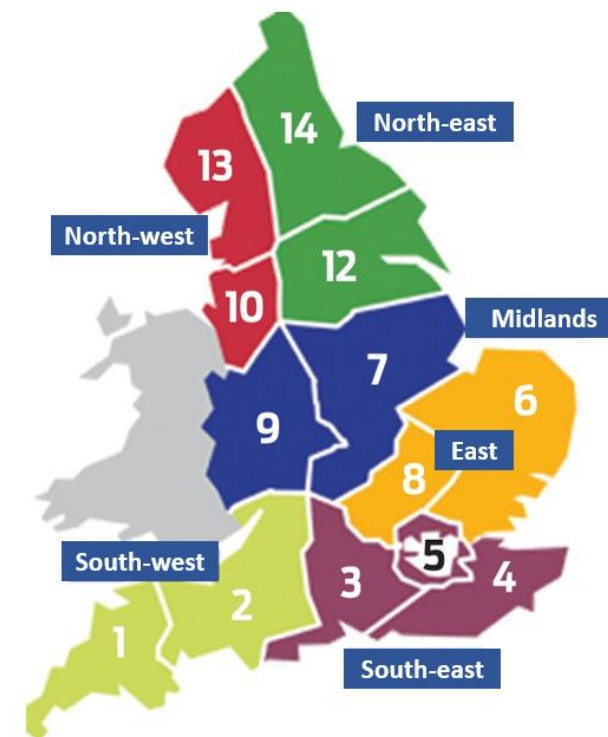
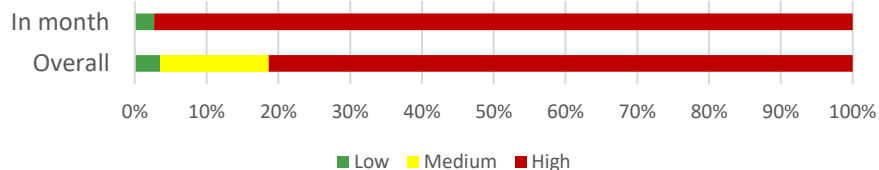
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	435 [46.03%]		12 [57.14%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	103 [10.90%]		
Incursion; Intentional – To seek information	42 [2.36%]	22 [2.33%]		1 [4.76%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	6 [0.63%]		1 [4.76%]
Incursion; Unintentional - Driver confused	179 [10.06%]	224 [23.70%]		
Incursion; Unintentional - Follow in	52 [2.92%]	74 [7.83%]		1 [4.76%]
Incursion; Unintentional - Result of accident	70 [3.93%]	51 [5.40%]		4 [19.05%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	24 [2.54%]		2 [9.52%]
IPV Strike	1 [0.06%]	6 [0.63%]		
Grand Total	1779 [100.00%]	945 [100.00%]		21 [100.00%]

Technology Utilisation	Sep 25			Oct 25			Nov 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	718	50	7%	736	66	9%	605	48	8%
Area 13	60	28	47%	21	1	5%	39	6	15%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicles, including black cabs, private cars and a police-related pursuit, entered closures via cones or works access, creating repeated safety risks.

Traffic Incidents *[Sentiment: Negative]*

Speeding vehicles caused an RTC inside the closure, police pursuits entered TM, and a pothole intervention saw one vehicle breach a rolling road block.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles entered closures due to mechanical issues or fuel shortages, requiring intervention by contractors and traffic officers to maintain safety.

Traffic Management Responses *[Sentiment: Negative]*

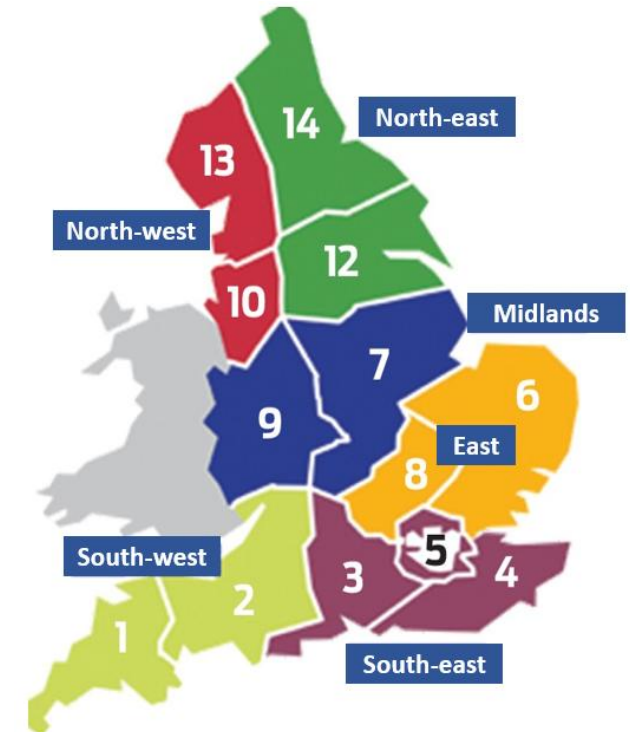
Multiple cone, taper and splitter strikes occurred across several sites, with damaged equipment removed and closures reinstated promptly by TM teams.

Overall *[Sentiment: Negative]*

Frequent incursions, cone strikes and breakdown-related entries indicate elevated operational risk levels and persistent challenges maintaining protected work areas.

Recommendations

Enhance physical barrier density, improve works-access control, increase enforcement visibility, and deploy clearer advanced signage to reduce incursions and taper strikes across sites.



Incursions Report

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

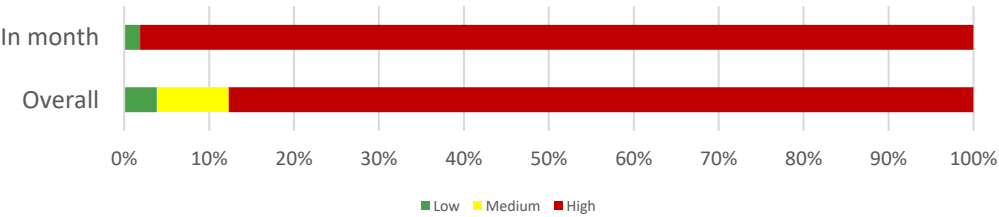
A total of 14 incursions have been recorded; with a 450% increase in 'Seeking Benefit' type incursions, 200% increase in 'Blue Light' type incursions, 100% increase in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

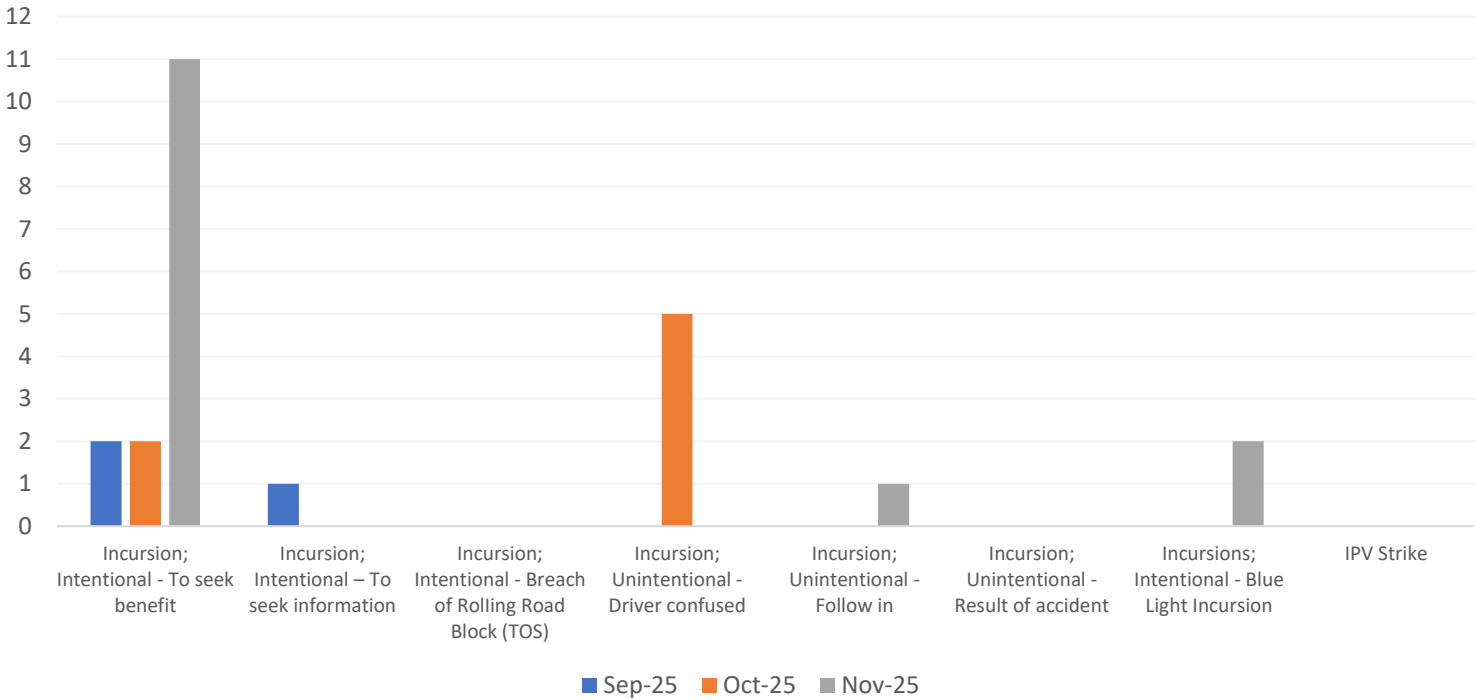
Project Risk Rating



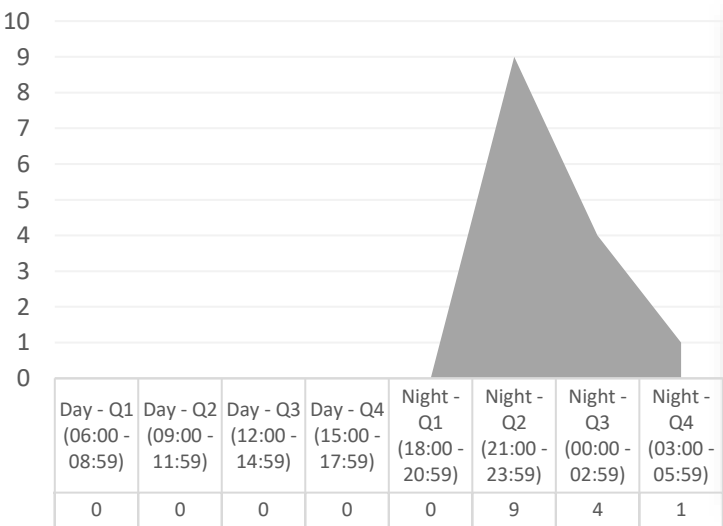
Incursion rate per length of TM (Unknown)

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

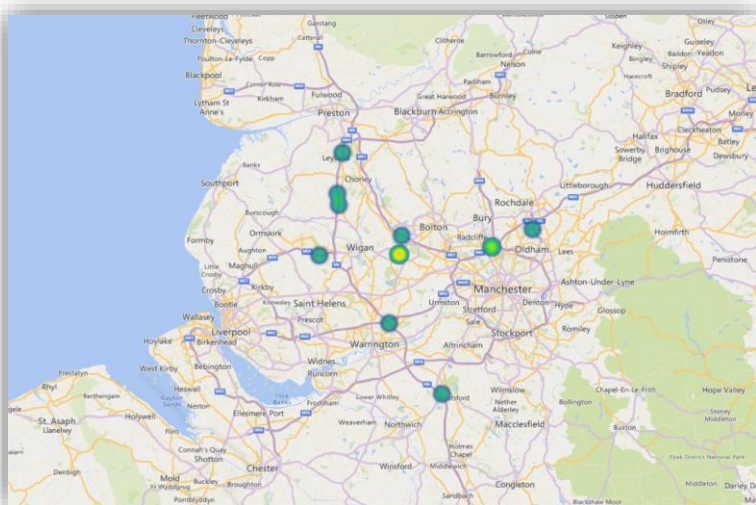
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicles, including taxis, private cars, and police pursuits, entered closures, with some passengers leaving the vehicles and running off-site. No operatives were harmed despite numerous breaches.

Traffic Incidents *[Sentiment: Negative]*

Several collisions occurred inside closures, including a three-vehicle RTC and multiple cone and taper strikes. Damage to cones, sequential lamps, and splitters was reported, but no operative injuries were recorded.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the closure after breaking down, and another ran out of fuel near the site. Both incidents were managed without impacting operatives or ongoing works.

Traffic Management Responses *[Sentiment: Neutral]*

TM equipment and layouts were damaged due to incursions and taper strikes. Maintenance teams attended promptly, and police managed unsafe drivers outside the closures. Overall TM effectiveness was maintained despite damage.

Overall *[Sentiment: Neutral]*

The period was characterised by multiple unauthorised entries, vehicle collisions, and extensive TM damage. No operative injuries occurred, but the frequency of breaches indicates significant safety and control risks.

Recommendations

Increase physical barriers and visibility measures at closures, reinforce signage, implement stricter access control, and consider surveillance or monitoring during high-risk periods to reduce incursions and protect TM integrity.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

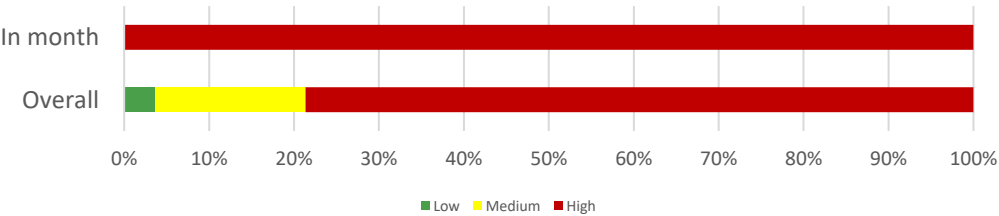
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



Incursion rate per length of TM (Unknown)

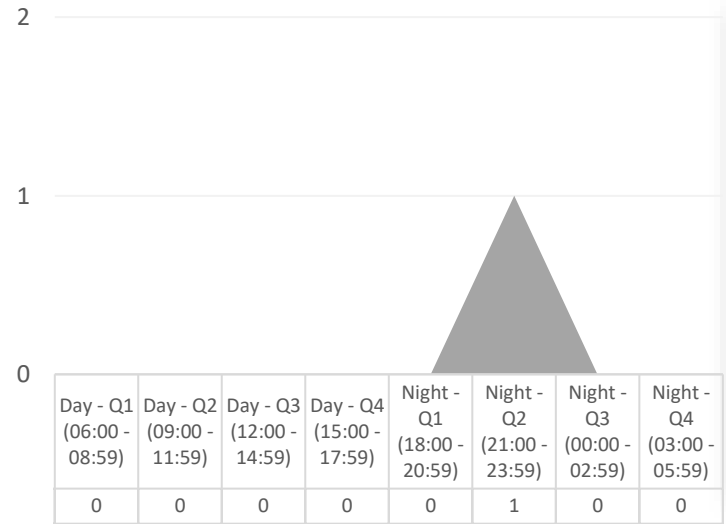
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

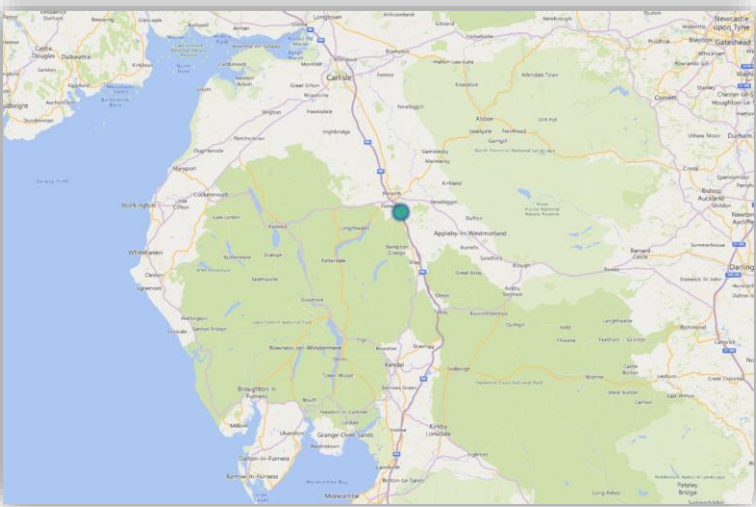
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 13



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered the southbound lane closure before the airlock was established, briefly breaching the controlled area. No operatives were affected, and the vehicle left without further issue.

Traffic Incidents *[Sentiment: Positive]*

No collisions or damage occurred during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams identified the premature entry and ensured the closure was secured promptly. No disruption to works or safety concerns were recorded following the incursion.

Overall *[Sentiment: Neutral]*

The period involved a single minor unauthorised entry into the closure. No harm occurred, and TM measures remained effective in maintaining safety and operational stability.

Recommendations

Strengthen early-stage closure controls, enhance visibility at entry points, and review airlock deployment timing to minimise opportunities for vehicles to enter closures before full TM establishment.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

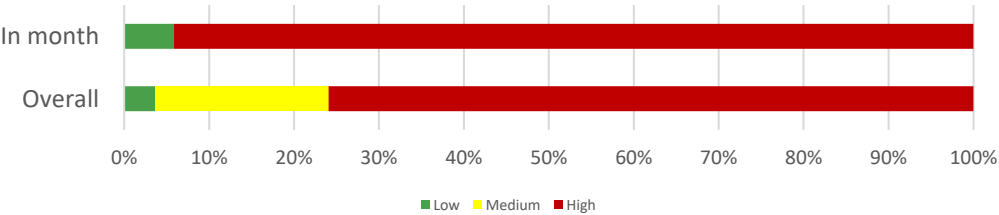
A total of 5 incursions have been recorded; with a 300% increase in 'Result of accident' type incursions, 100% increase in 'To seek information' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

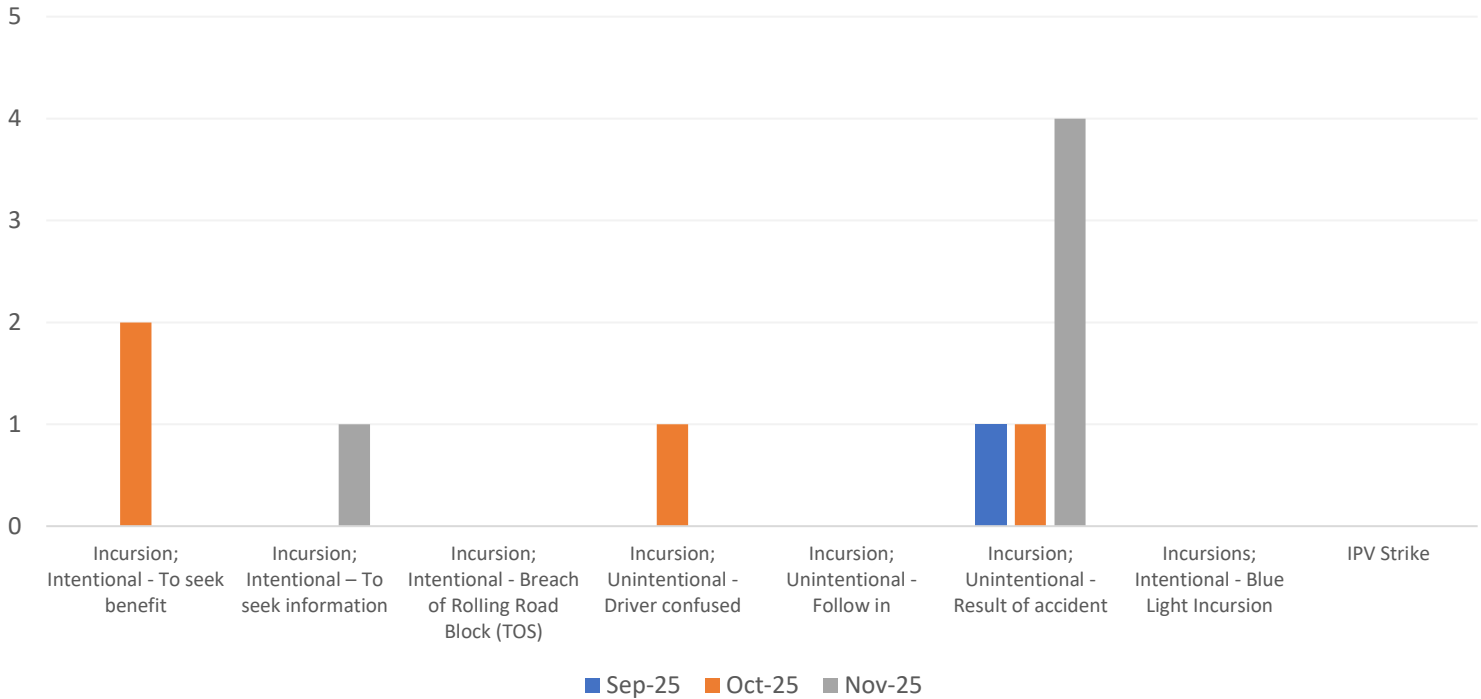
Project Risk Rating



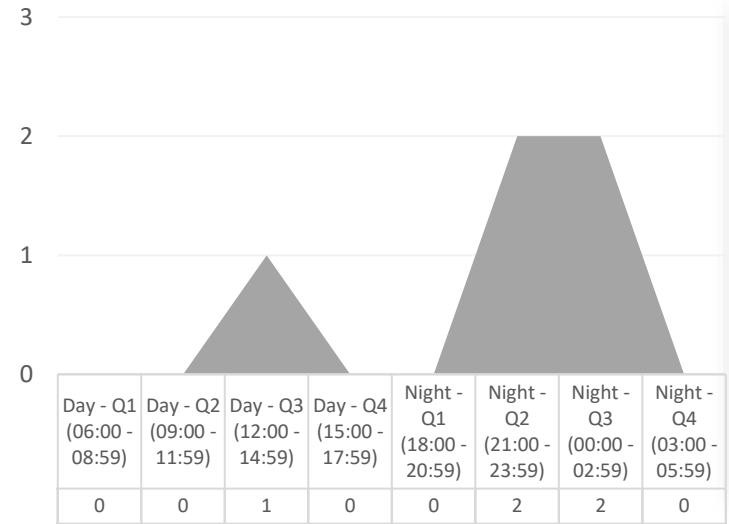
Incursion rate per length of TM (Unknown)

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

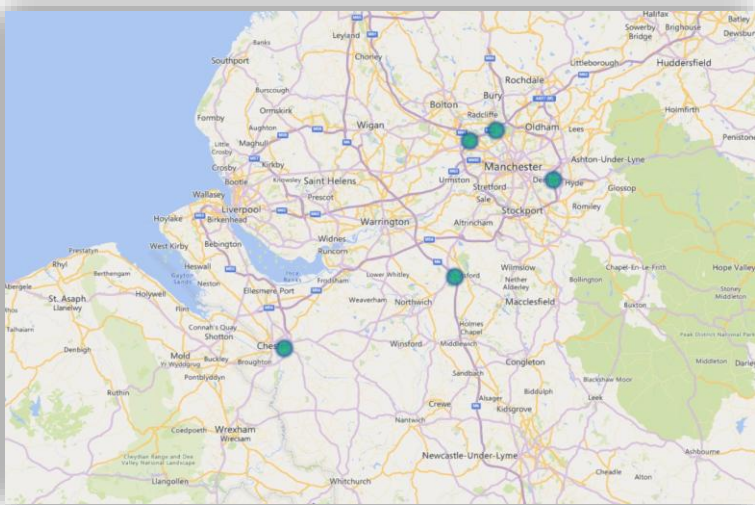
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered a closure via the exit slip, bypassing TM airlocks, and travelled along the carriageway. No operatives were in the area, and the situation was safely managed.

Traffic Incidents *[Sentiment: Negative]*

Several taper and cone strikes occurred across multiple closures, including damage to sequential lamps and cones. A wide load also caused minor equipment damage on the M60 exit slip.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic officers and supervisors promptly addressed incursions and cone strikes. Damaged equipment was removed or repaired, maintaining TM integrity and preventing operational disruption or safety risks.

Overall *[Sentiment: Negative]*

The period was marked by multiple taper and cone strikes, unauthorised closure entry, and minor equipment damage. No operative injuries occurred, and TM remained effective in mitigating risk.

Recommendations

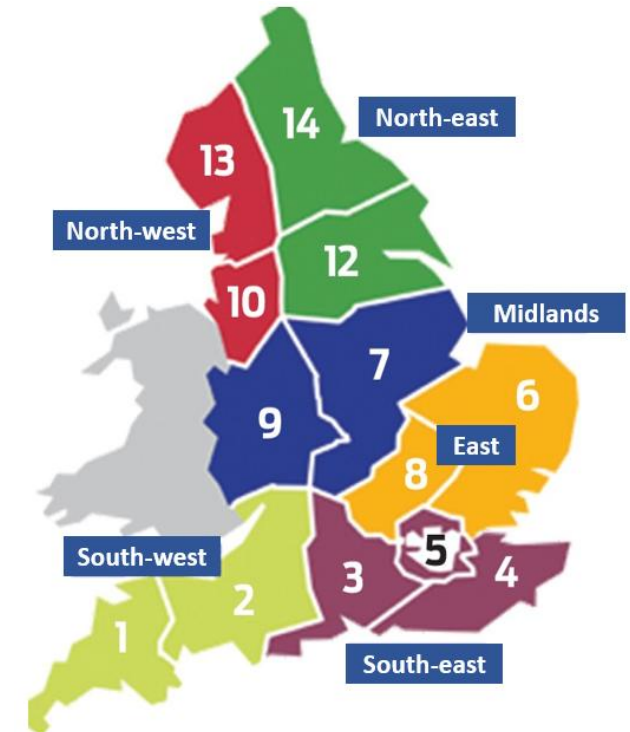
Increase physical barriers at exit points, reinforce signage to prevent wrong-way entry, and review taper layouts for durability. Consider enhanced monitoring during low-traffic periods to reduce incursions and equipment strikes.

Incursions Report – North West Region

End of regional report

[Back to [Summary](#) page]

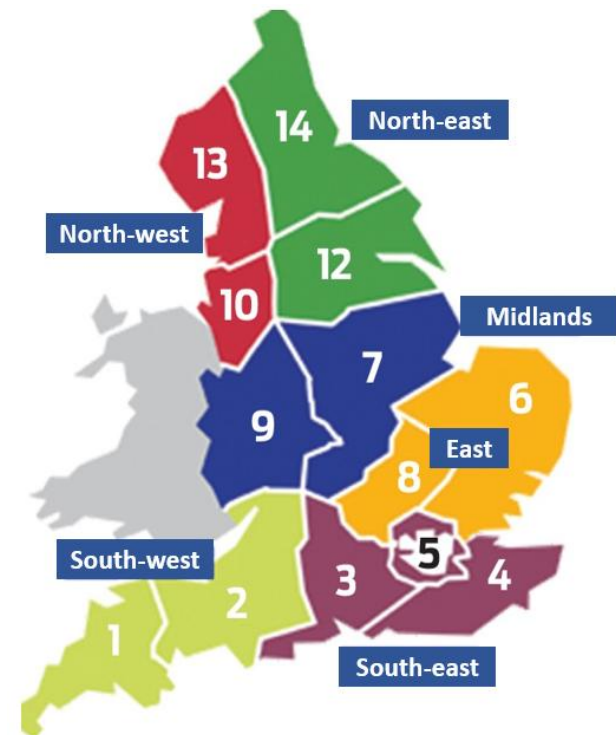
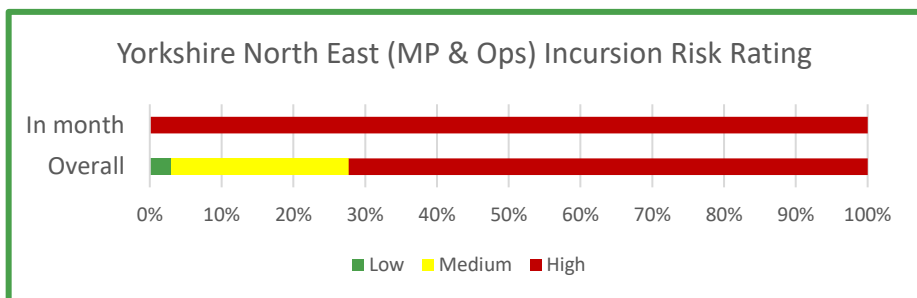
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	204	[16.59%]	244	[49.09%]	
Incursion; Intentional – Because of breakdown	457	[37.15%]	35	[7.04%]	
Incursion; Intentional – To seek information	18	[1.46%]	11	[2.21%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.80%]	
Incursion; Unintentional - Driver confused	397	[32.28%]	91	[18.31%]	
Incursion; Unintentional - Follow in	56	[4.55%]	31	[6.24%]	
Incursion; Unintentional - Result of accident	82	[6.67%]	50	[10.06%]	
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	24	[4.83%]	
IPV Strike			7	[1.41%]	
Grand Total	1230	[100.00%]	497	[100.00%]	

Technology Utilisation	Sep 25			Oct 25			Nov 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	593	83	14%	651	267	41%	650	228	35%
Area 14	200	154	77%	308	246	80%	319	239	75%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including vehicles bypassing lorries, entering works access, travelling wrong-way, and escorted wide loads entering closures during TM removal.

Traffic Incidents *[Sentiment: Negative]*

Collisions involved an LGV and car entering the hard-shoulder closure, and a vehicle striking cones and kerb before hitting a bridge pillar.

Broken Down Vehicles *[Sentiment: Neutral]*

A Zafira was pushed into a safe refuge and abandoned, and another vehicle broke down southbound, taking shelter within the works area.

Traffic Management Responses *[Sentiment: Negative]*

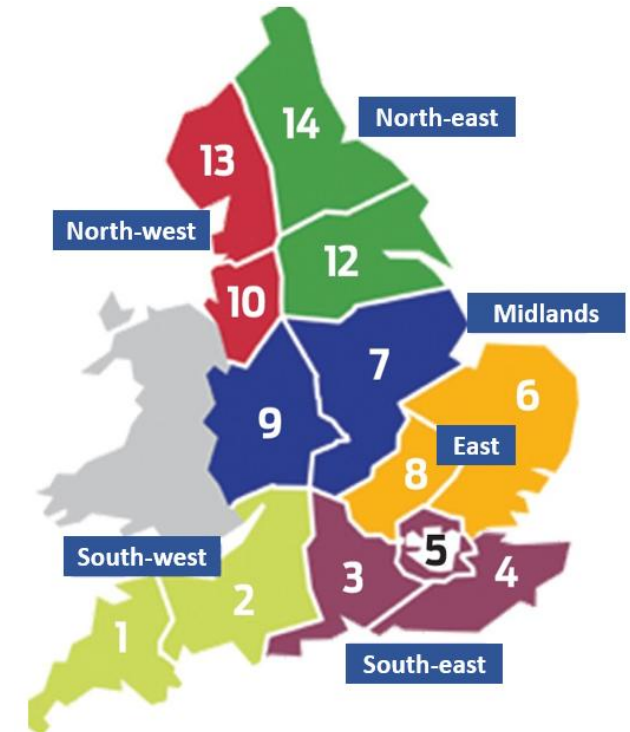
Multiple cone and taper strikes occurred, with damaged cones and lamps removed, and TM teams maintaining closures amid repeated incursions.

Overall *[Sentiment: Negative]*

Frequent incursions, strikes and collision-related issues highlight ongoing risks to workforce safety and continued challenges in maintaining secure closures.

Recommendations

Increase access control, enhance visual deterrents at gate points, deploy additional advance warning signage, and coordinate more closely with police to deter repeated incursions.



Incursions Report

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

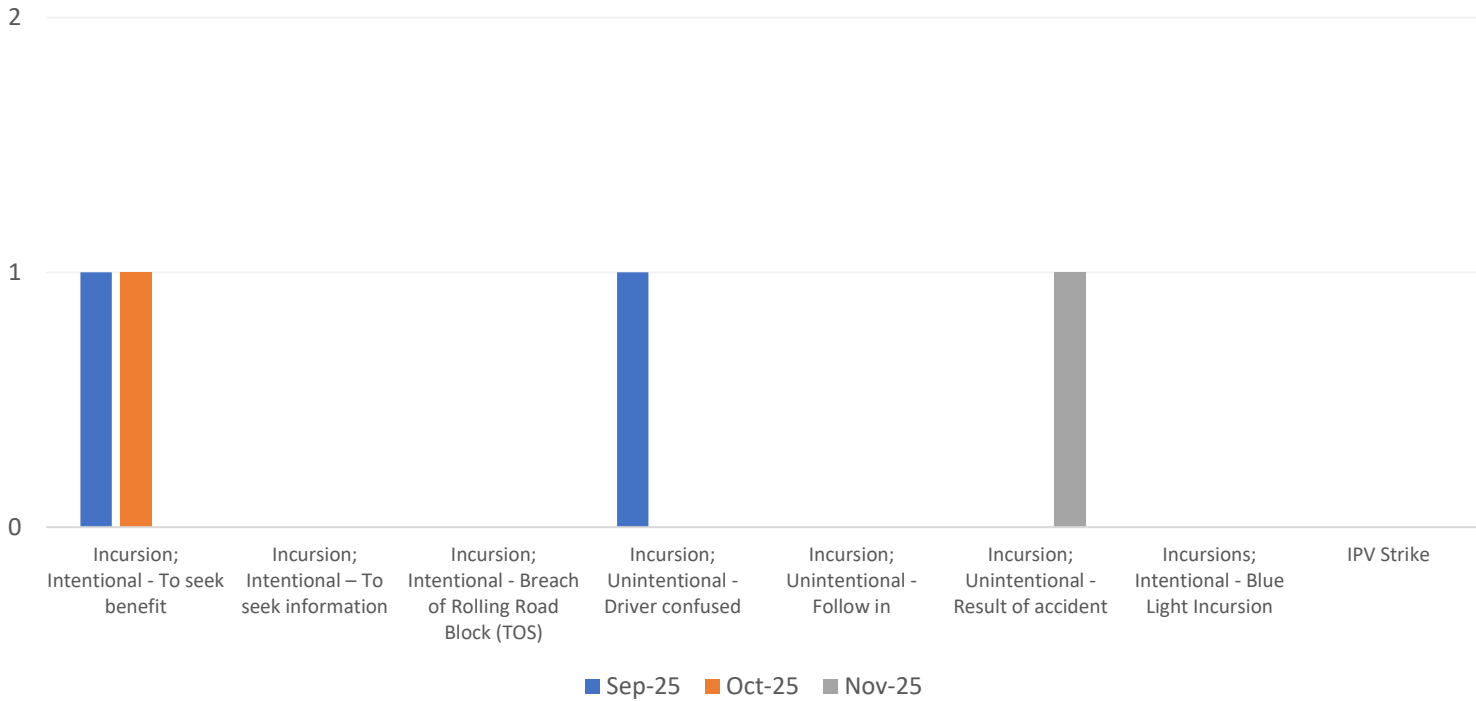
A total of 1 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

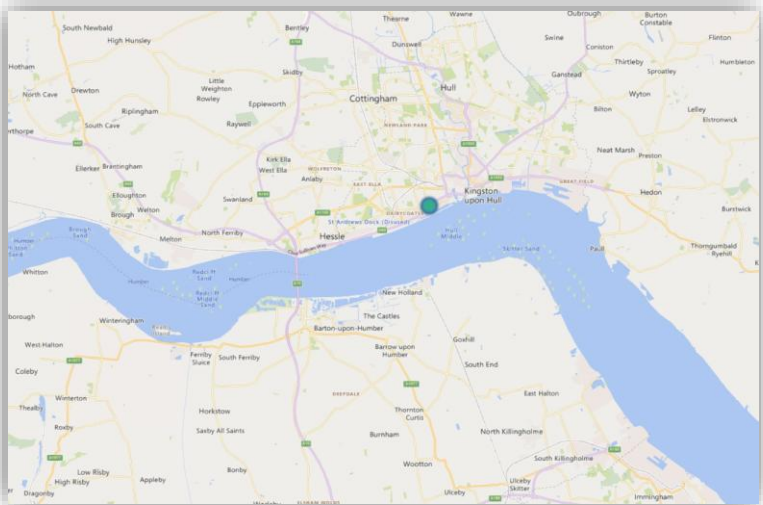
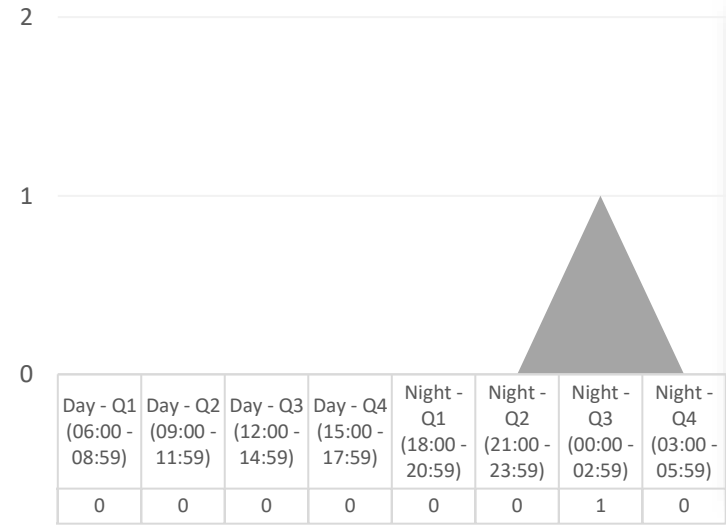
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0116 – A63 Castle Street - RIP

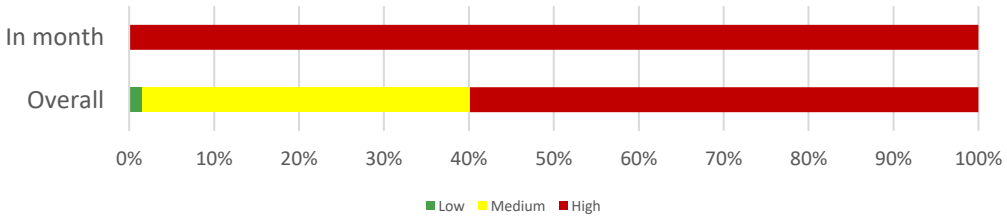


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: Yorkshire & North East

Project: MP-0116 - A63 Castle Street - RIP



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A member of the public left the carriageway and struck a bridge pillar after clipping cones and a road-closed sign. No entry into the traffic-managed area occurred.

Traffic Incidents *[Sentiment: Neutral]*

The vehicle's loss of control and impact with infrastructure constituted a minor traffic incident, with no further vehicles or pedestrians involved. Cones were displaced but no additional hazards arose.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained intact, as the vehicle did not breach the airlock or enter the closure. The team monitored the area and confirmed no operational disruption.

Overall *[Sentiment: Neutral]*

The incident involved cone clipping and off-carriageway travel without affecting the controlled works area. No injuries or project-related operational impacts were recorded, and traffic management remained effective throughout.

Recommendations

Consider reinforcing cone delineation near high-risk entry points, reviewing visibility of signage, and exploring additional defensive layouts to deter misjudged manoeuvres by the public while maintaining safe access for operational needs.

Incursions Report

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

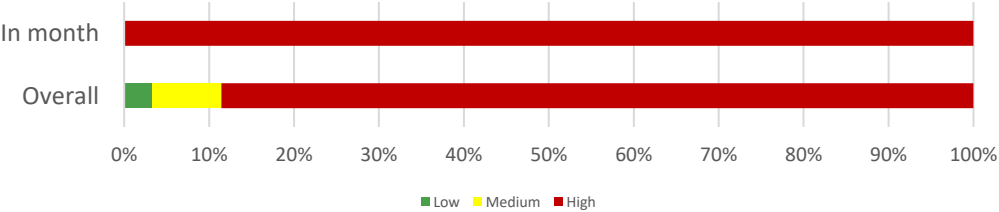
A total of 1 incursions have been recorded; with a incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

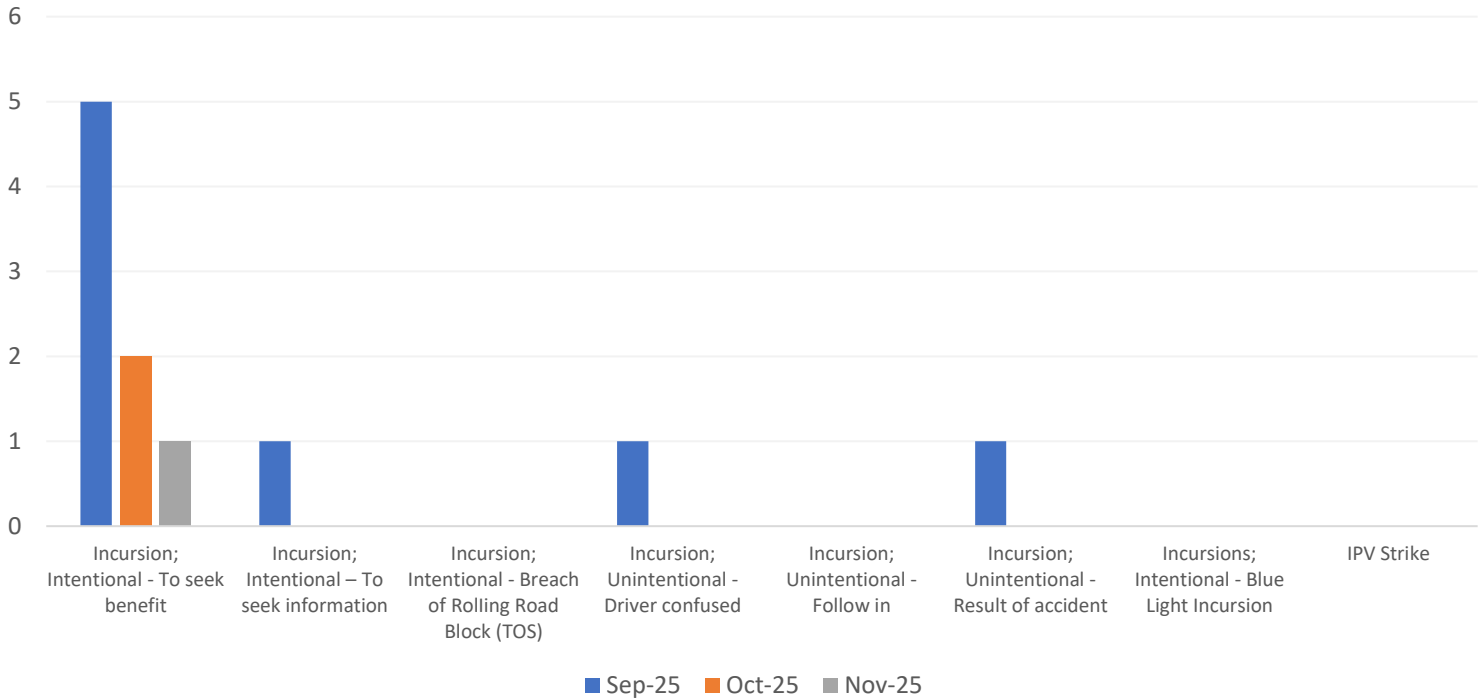
Project Risk Rating



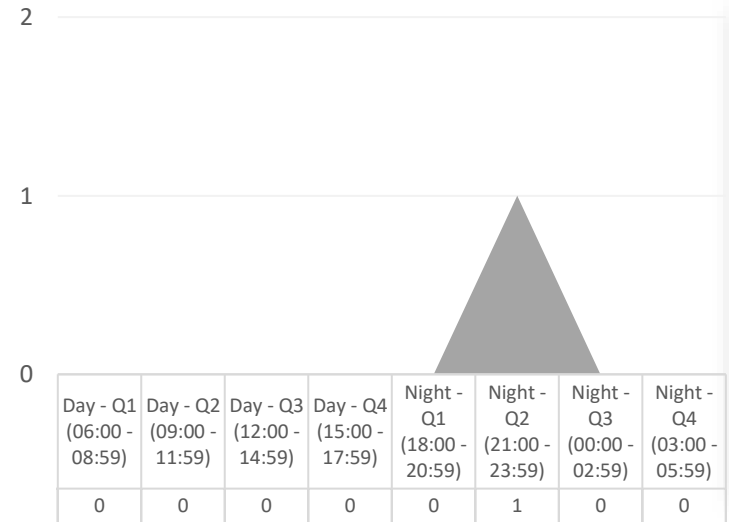
Incursion rate per length of TM (Unknown)

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

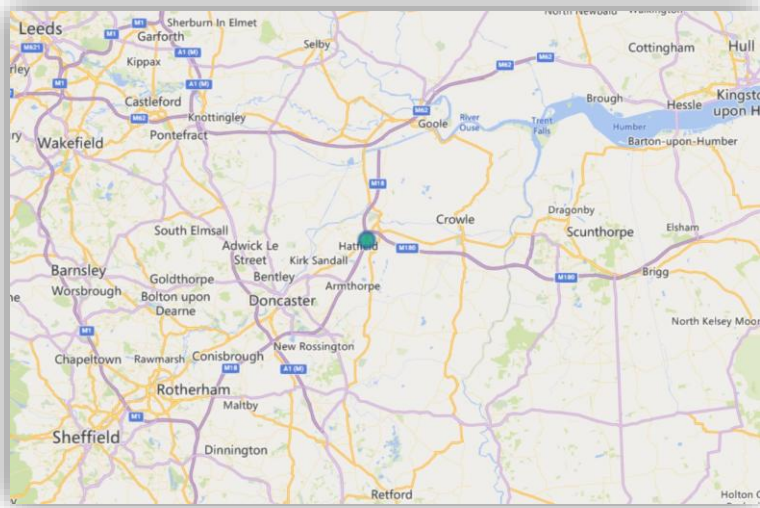
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered the lane 1 closure via the works access but exited immediately through the cones back onto the live mainline without affecting operatives.

Traffic Incidents *[Sentiment: Positive]*

No collisions or damage occurred during this period. The vehicle did not impact traffic or TM equipment.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The TM team maintained control of the closure, ensuring the incursion did not escalate. Monitoring and barrier placement prevented any risk to operatives or disruption to traffic flow.

Overall *[Sentiment: Neutral]*

The period saw a minor unauthorised entry that posed a potential risk. No damage, collisions, or operative injuries occurred, and traffic management remained effective throughout.

Recommendations

Consider reinforcing works access points with additional barriers or signage, enhance surveillance to deter unauthorised entry, and review cone layouts to minimise the risk of vehicles passing through closures.

Incursions Report

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

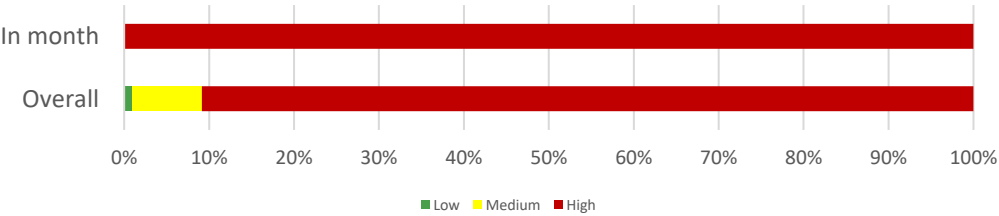
A total of 5 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions, incursions, with a 50% decrease in 'Result of accident' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

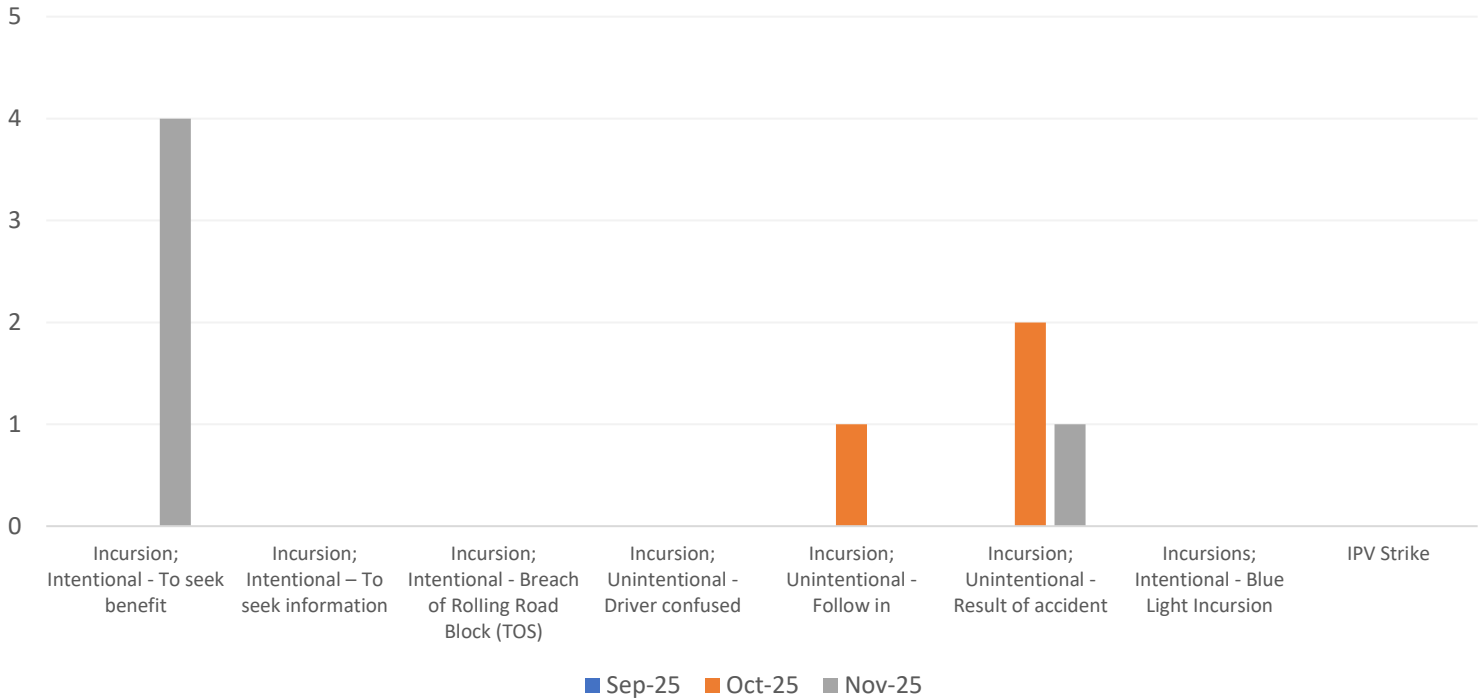
Project Risk Rating



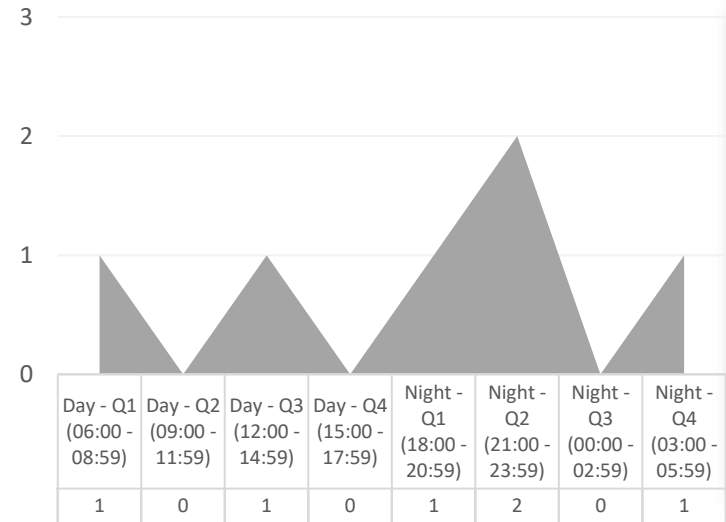
Incursion rate per length of TM (Unknown)

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

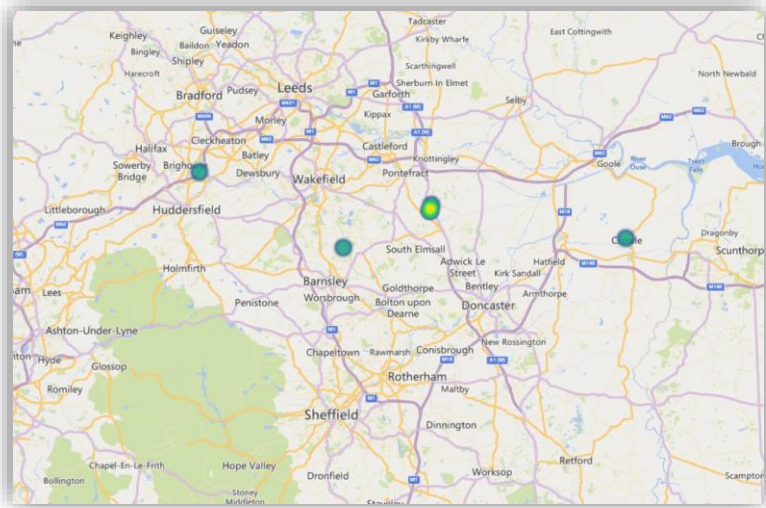
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicles, including a member of the public, HGVs, and wide loads, entered closures. All were safely managed, and operatives were not put at risk during these incidents.

Traffic Incidents *[Sentiment: Negative]*

Several taper strikes occurred, and vehicles entered live lane closures. Equipment was impacted, but no collisions with operatives were reported, and all traffic incidents were contained.

Broken Down Vehicles *[Sentiment: Neutral]*

Three men were pushing a broken-down vehicle along lane 2 but moved it safely to the verge. No further breakdowns were reported.

Traffic Management Responses *[Sentiment: Neutral]*

TM teams and police escorts successfully managed incursions and maintained closure integrity. Taper and lane strikes were noted, and affected equipment was monitored or removed as required.

Overall *[Sentiment: Negative]*

The period was characterised by multiple unauthorised entries, taper strikes, and HGVs entering closures. No operative injuries occurred, and TM measures prevented escalation despite several breaches.

Recommendations

Enhance physical barriers and signage at works access points, reinforce monitoring of closures, and coordinate with police for escorted vehicles. Review taper layouts to improve resilience against incursions and equipment strikes.

Incursions Report

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

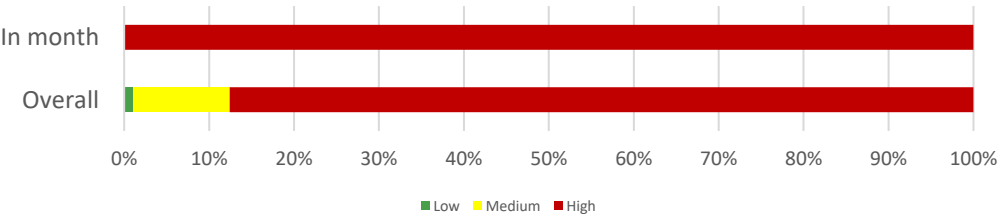
A total of 4 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, no change from the previous month in Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

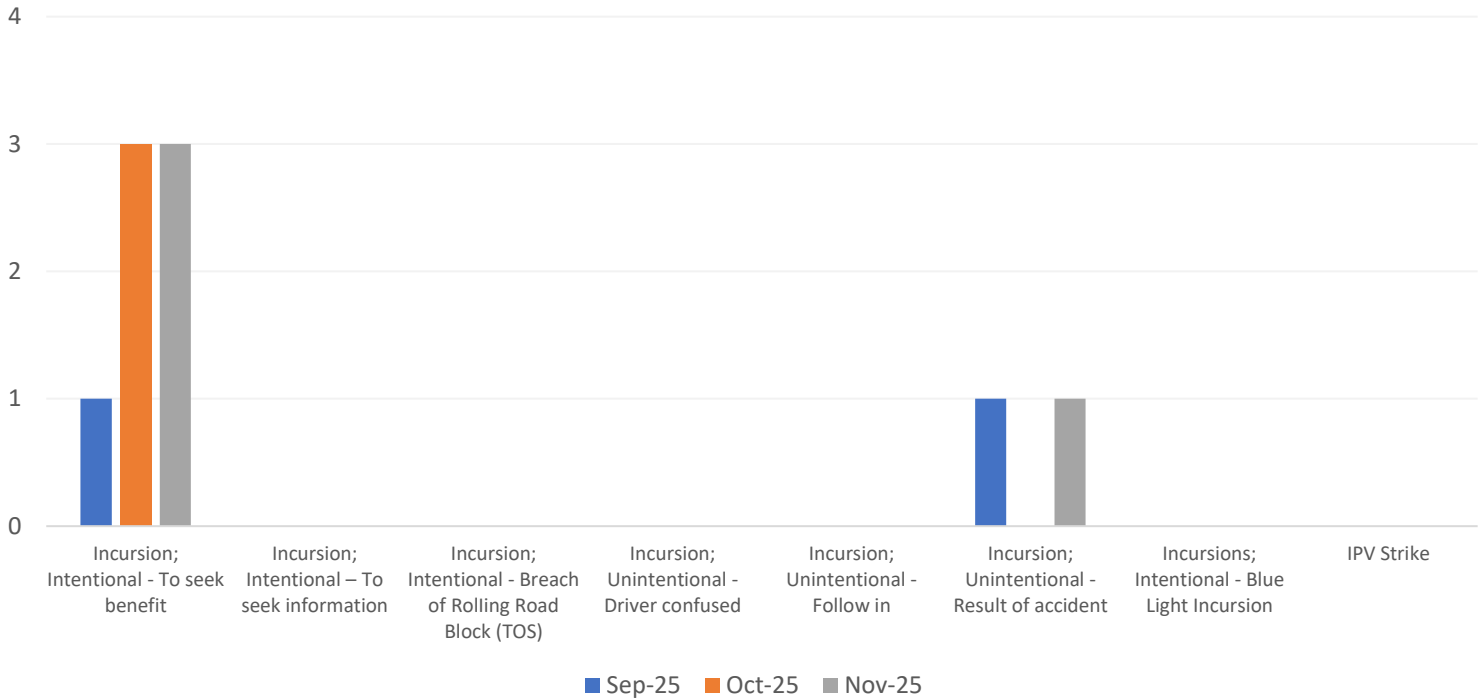
Project Risk Rating



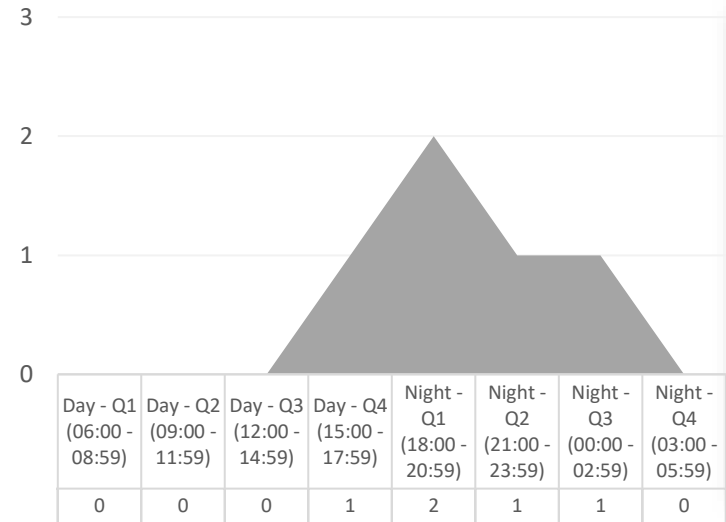
Incursion rate per length of TM (Unknown)

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

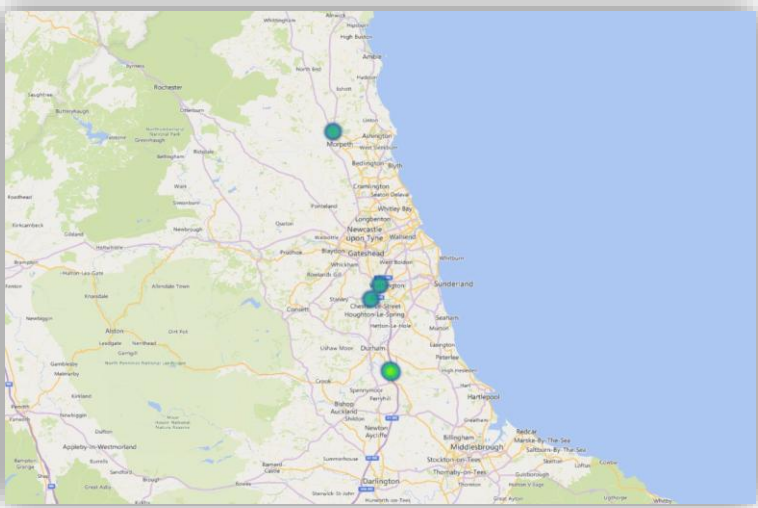
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised entries occurred, including a driver travelling the wrong way down the A1 and another driving southbound on the northbound carriageway. Both incidents posed significant risk but caused no operative harm.

Traffic Incidents *[Sentiment: Negative]*

A collision between two vehicles led to entry into a hard-shoulder closure, and a separate cone strike destroyed cones and lamps. These incidents caused damage but did not escalate further.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle broke down on the southbound A1(M) and took refuge within the works area. The situation was safely managed without affecting operations or creating additional hazards.

Traffic Management Responses *[Sentiment: Neutral]*

TM operatives attempted to stop dangerous incursions and ensured damaged areas were secured. Equipment affected by strikes was addressed, maintaining safety and preventing additional operational disruption.

Overall *[Sentiment: Negative]*

The period saw serious incursions, a vehicle collision, and TM equipment damage. Despite increased risk levels, operatives remained safe and closures continued to function effectively.

Recommendations

Enhance deterrent measures at closure points, improve advance warning visibility, and review access gate protection. Strengthen coordination and monitoring to reduce high-risk incursions and better safeguard TM assets and personnel.

Incursions Report – North East Region

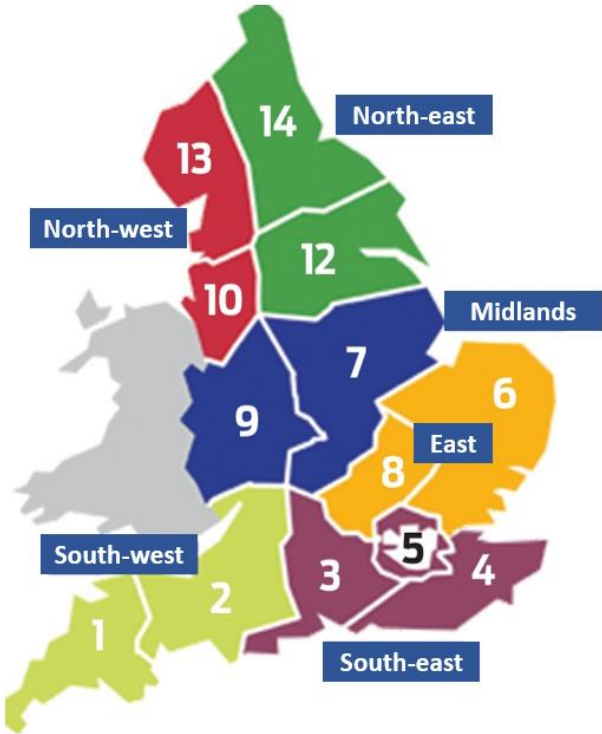
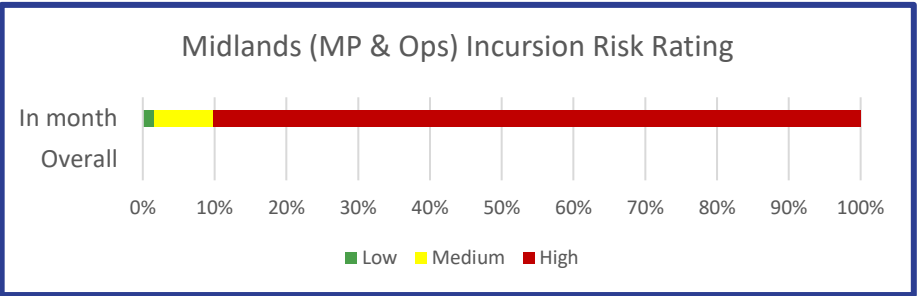
End of regional report

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	135	[4.53%]	683	[61.64%]	2	[100.00%]
Incursion; Intentional – Because of breakdown	2502	[83.90%]	57	[5.14%]		
Incursion; Intentional – To seek information	13	[0.44%]	41	[3.70%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.72%]		
Incursion; Unintentional - Driver confused	121	[4.06%]	183	[16.52%]	2	[8.33%]
Incursion; Unintentional - Follow in	26	[0.87%]	36	[3.25%]	1	[4.17%]
Incursion; Unintentional - Result of accident	163	[5.47%]	61	[5.51%]	3	[12.50%]
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	24	[2.17%]	3	[12.50%]
IPV Strike	4	[0.13%]	15	[1.35%]		
Grand Total	2982	[100.00%]	1108	[100.00%]	2	[100.00%]

Technology Utilisation	Sep 25			Oct 25			Nov 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	335	164	49%	349	164	47%	308	148	48%
Area 9	316	126	40%	442	177	40%	370	204	55%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous incursions occurred, including taxis, police vehicles, ambulances and members of the public entering closures, works access points and tapers, often at speed.

Traffic Incidents [*Sentiment: Negative*]

Several collisions occurred, including an HGV destroying a taper, multi-vehicle RTCs, cones struck repeatedly, and unsafe manoeuvres prompted by emergency-service vehicles.

Broken Down Vehicles [*Sentiment: Neutral*]

One distressed driver entered the works seeking medical help, and isolated breakdown-related entries required support to ensure safe vehicle recovery.

Traffic Management Responses [*Sentiment: Negative*]

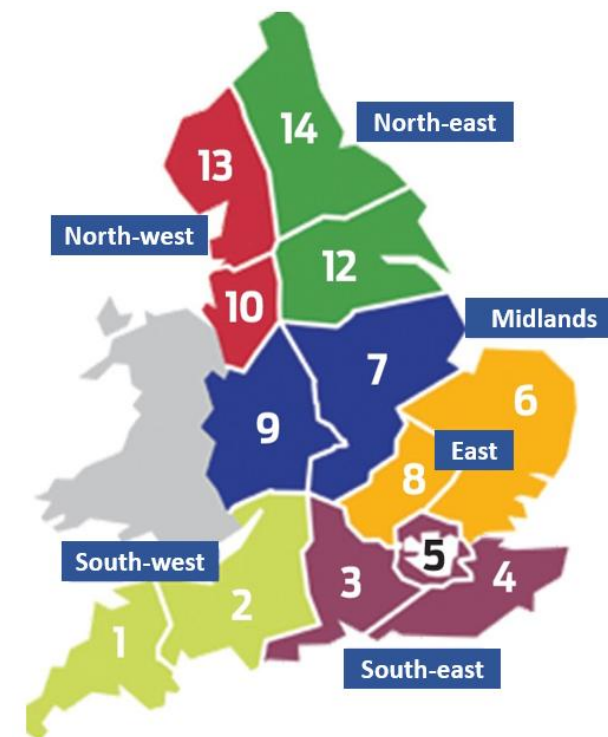
TM teams reinstated tapers, managed multiple emergency-vehicle incursions, stopped vehicles at airlocks, and responded swiftly to unsafe public and contractor actions.

Overall [*Sentiment: Negative*]

Frequent incursion events, emergency-vehicle influence, and repeated cone strikes indicate heightened operational risk and significant pressure on TM safety controls.

Recommendations

Reinforce access-point supervision, improve emergency-vehicle engagement guidance, enhance taper protection, and deliver stricter contractor and gateman briefings to reduce unsafe entries and behaviours.



Incursions Report

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

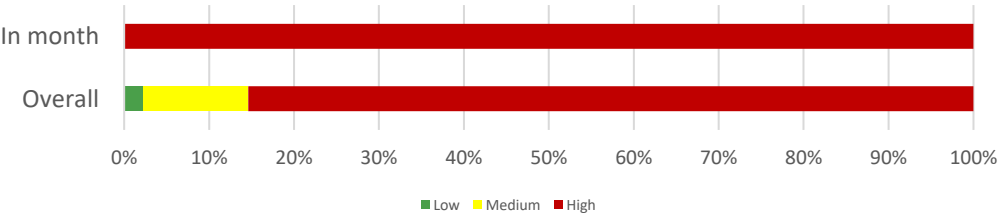
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



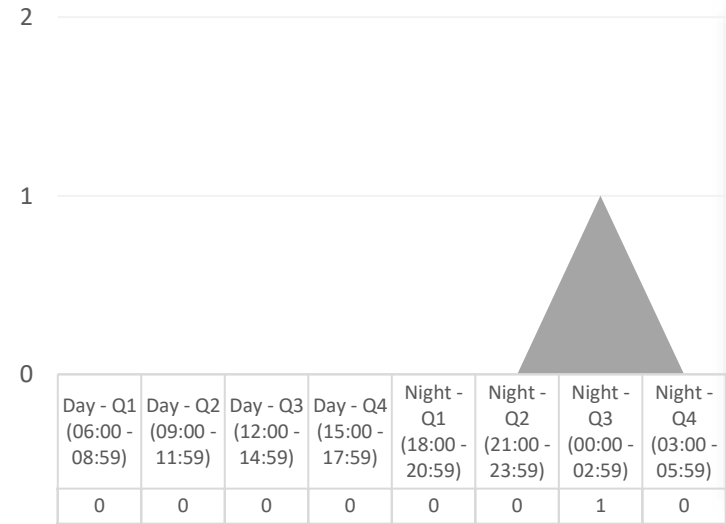
Incursion rate per length of TM (Unknown)

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

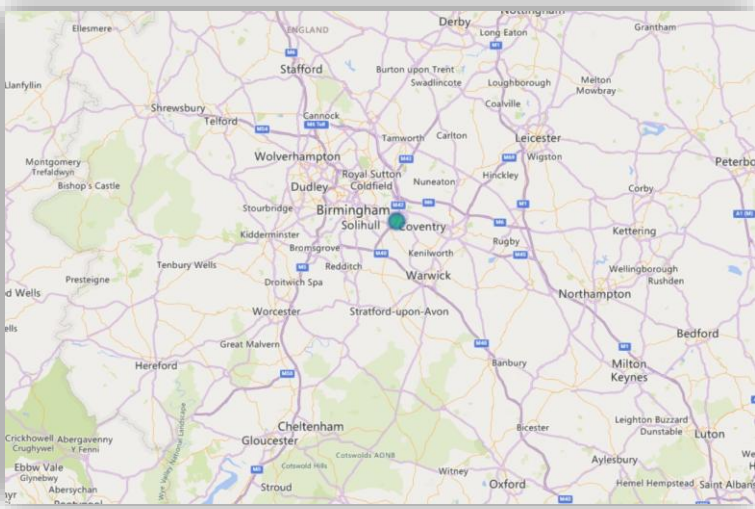
MP-0235 – M42 Junction 6 - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Midlands

Project: MP-0235 – M42 Junction 6 - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A police vehicle entered the closure at speed with blue lights activated to undertake traffic in the live lane. No operatives were placed at risk during the brief incursion.

Traffic Incidents *[Sentiment: Positive]*

No collisions, damage, or further safety issues were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM teams monitored the police vehicle's movement and confirmed the closure remained safe and uncompromised. No adjustments to the layout were required after the incursion.

Overall *[Sentiment: Neutral]*

The period saw a single emergency-vehicle incursion with no adverse impact on works or personnel. Traffic management measures remained effective throughout.

Recommendations

Engage with local police to reinforce safe approaches to closures, improve signage visibility near access points, and consider minor defensive layout enhancements to discourage high-speed entry during emergency manoeuvres.

Incursions Report

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

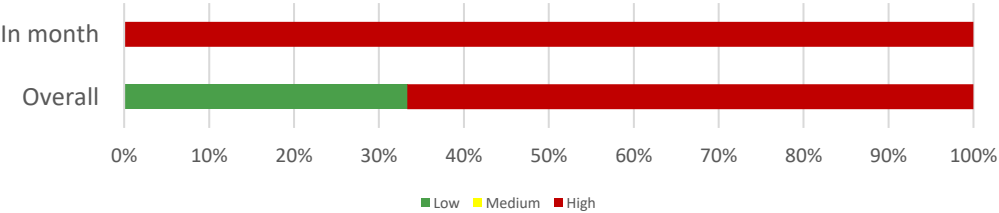
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

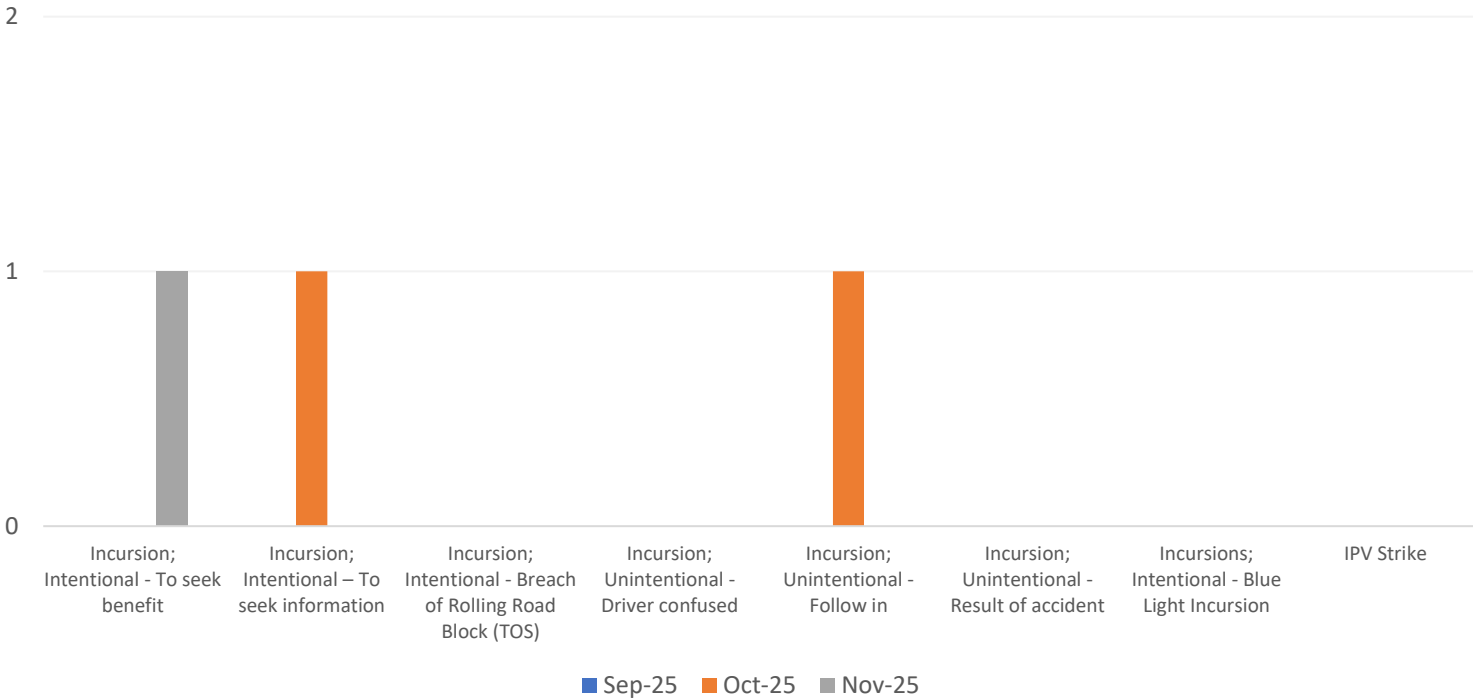
Project Risk Rating



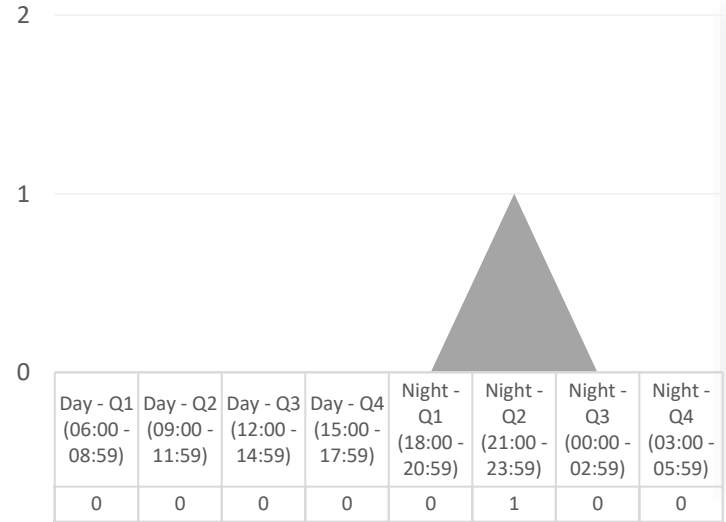
Incursion rate per length of TM (Unknown)

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

MP-0120 M54 – M6 / M6 Toll - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Midlands

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred as six members of the public ignored signals and met in the middle of the carriageway, driving through the traffic management area to pass each other.

Traffic Incidents *[Sentiment: Negative]*

No collisions or damage were reported, though unsafe driving behaviours increased risk to both operatives and the public.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

TM teams monitored the area and intervened where possible to manage the incursions and maintain safety, though control was challenged by multiple simultaneous breaches.

Overall *[Sentiment: Negative]*

The period was marked by repeated public incursions, creating potential hazards. No actual collisions occurred, but the incidents highlight ongoing risks from unauthorised access.

Recommendations

Consider enhanced physical barriers, improved signage, and additional patrols at high-risk points. Public awareness campaigns could discourage unsafe entry, and procedures for rapid TM intervention should be reviewed and reinforced.

Incursions Report

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

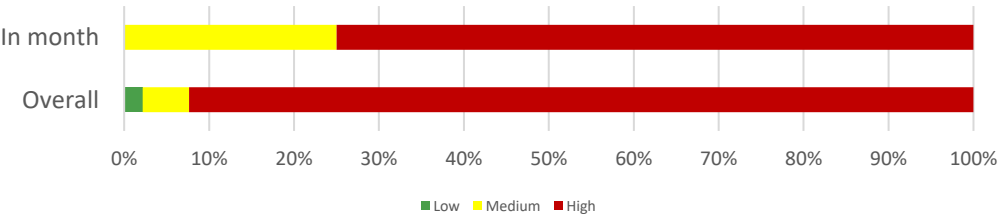
A total of 5 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, 100% increase in 'Driver confused' type incursions, incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

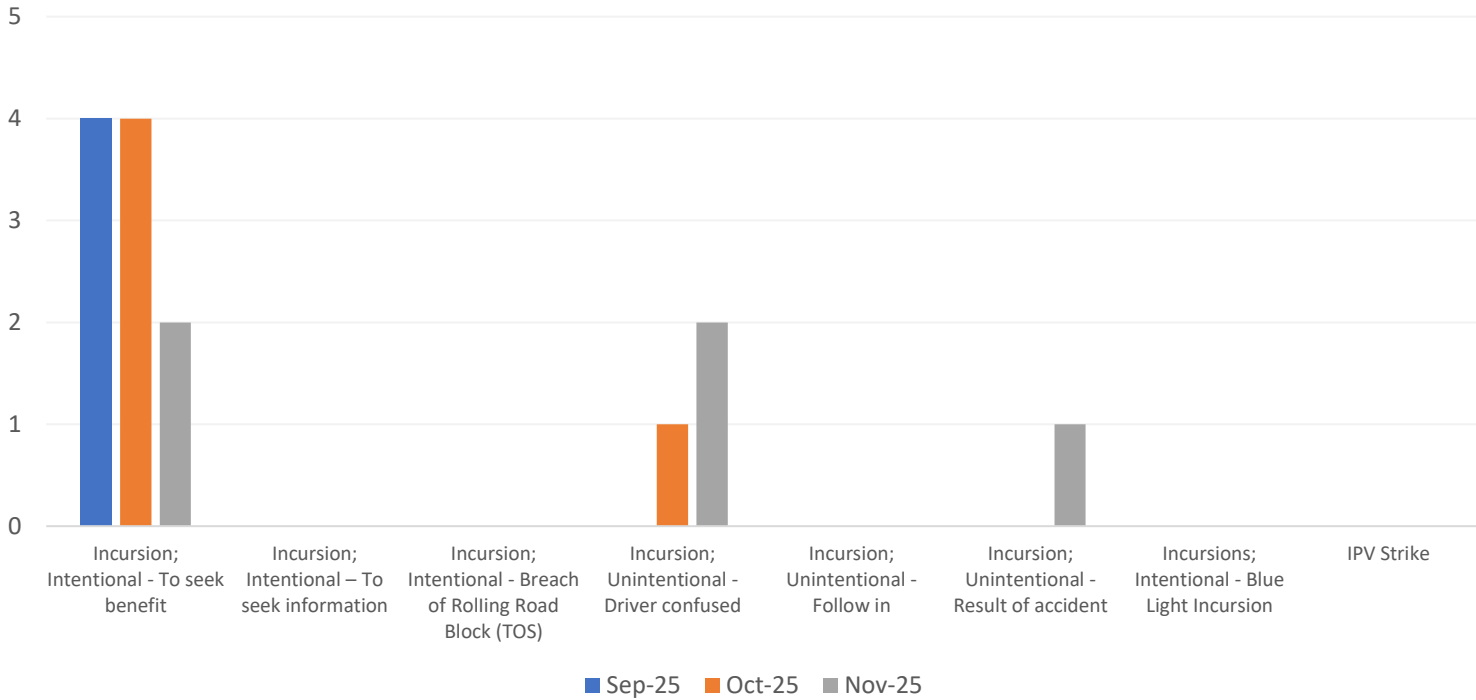
Project Risk Rating



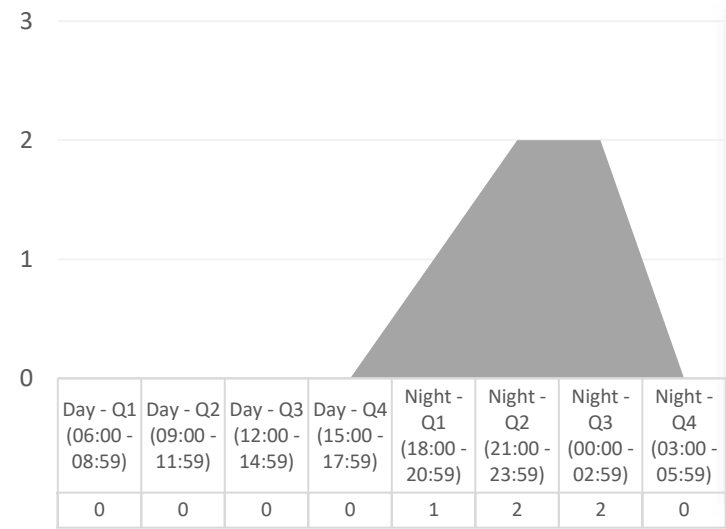
Incursion rate per length of TM (Unknown)

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

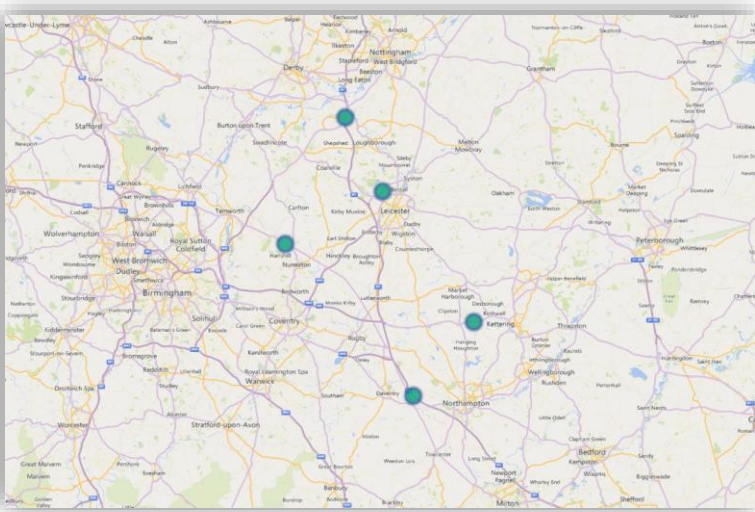
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the closure area, striking bollards and cones, while occupants engaged in a physical altercation. The incursion posed risks but occurred outside the active works zone.

Traffic Incidents *[Sentiment: Negative]*

A two-vehicle collision occurred within a back-to-back closure on the opposite carriageway, causing damage to cones and sequential lamps. No operatives were harmed.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Taper strikes and equipment damage were identified during site checks. Traffic management remained partially effective but required repair following the incursion and collision.

Overall *[Sentiment: Negative]*

The period saw multiple safety breaches, including vehicle incursions, collisions, and equipment damage. No operative injuries occurred, but the events highlight vulnerabilities in closure control.

Recommendations

Enhance closure security with additional physical barriers and warning signage, increase surveillance during off-peak hours, and review vehicle access protocols to reduce risk of incursions and equipment damage.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

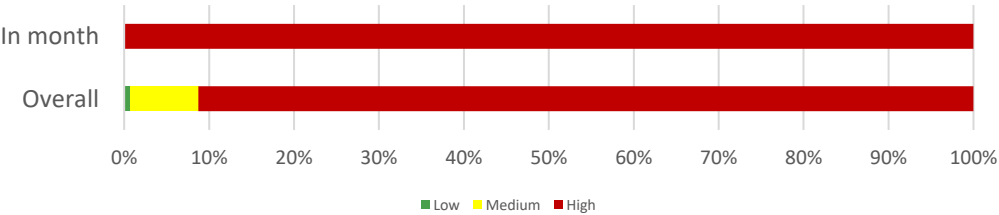
A total of 9 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

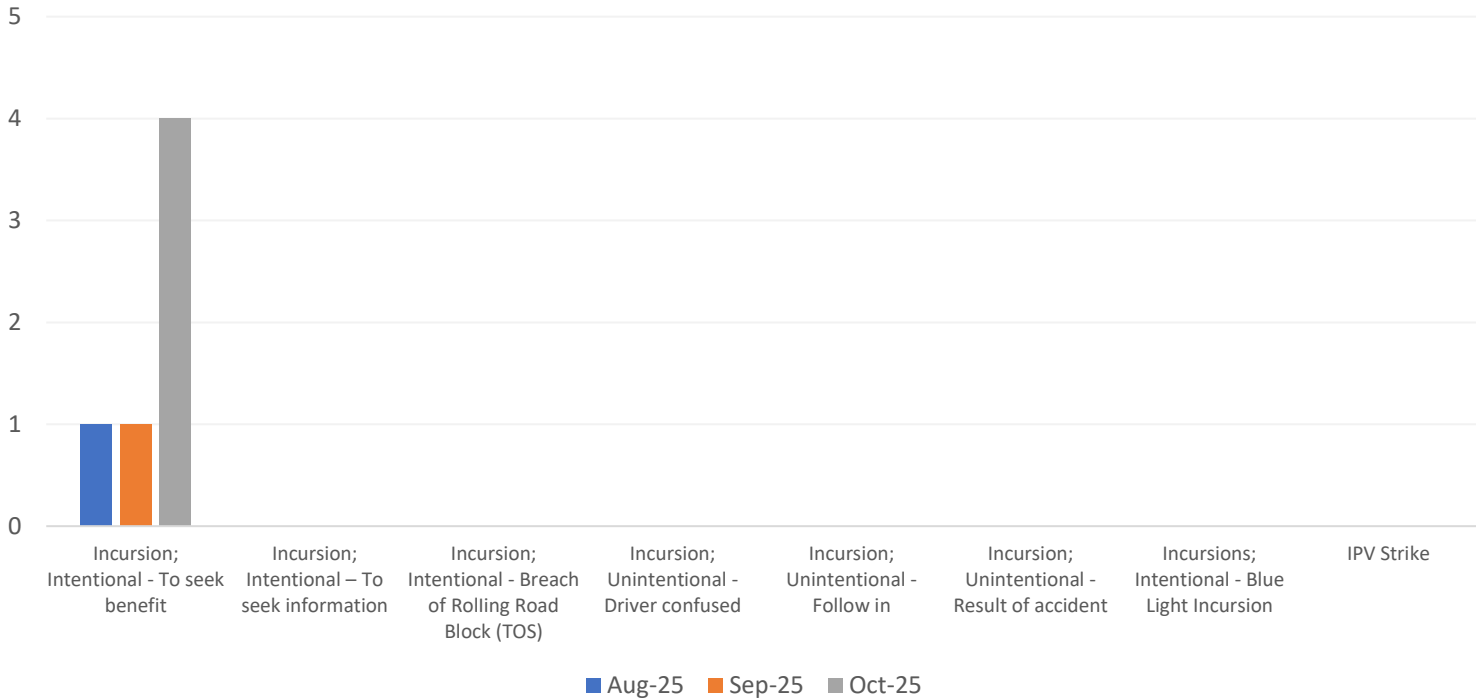
Project Risk Rating



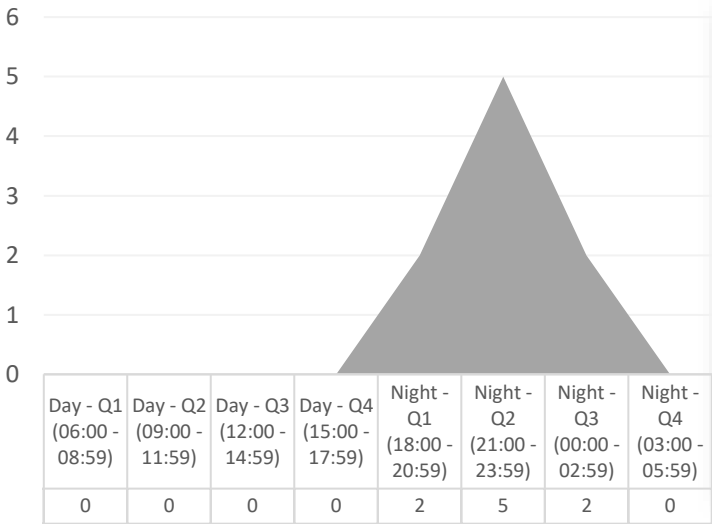
Incursion rate per length of TM (Unknown)

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

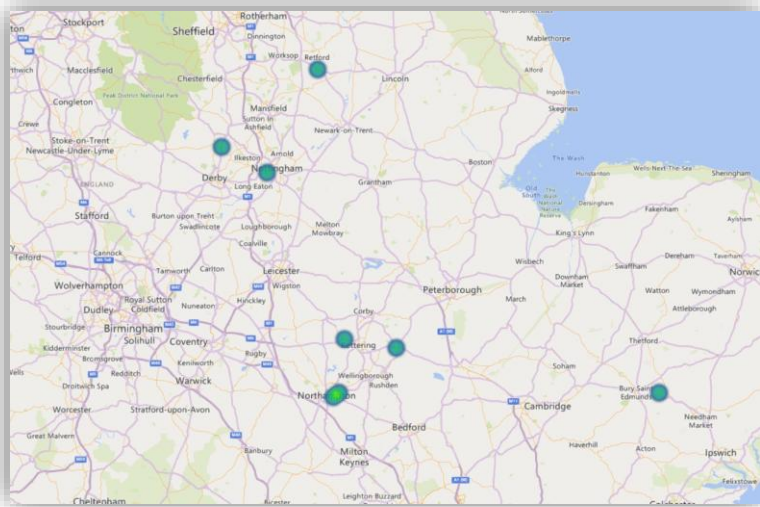
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including members of the public entering closures to avoid emergency vehicles, vehicles undertaking through works areas, and a van striking a mass barrier. All incidents were managed without operative harm.

Traffic Incidents *[Sentiment: Negative]*

A rear-end shunt and a separate collision caused vehicles to enter closures. Additional cone strikes and a barrier impact occurred, but no significant injuries were reported and incidents were contained promptly.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM teams and TSCOs acted swiftly, removing damaged equipment, coordinating police attendance, escorting unauthorised vehicles out, and pausing works until sites were confirmed safe. Responses helped prevent escalation.

Overall *[Sentiment: Neutral]*

The period involved several high-risk incursions and traffic incidents influenced by emergency vehicle activity. Despite this, no injuries or major disruption occurred due to strong TM intervention and coordinated site control.

Recommendations

Strengthen messaging and signage near closures to reduce panic reactions to emergency vehicles, reinforce barrier protection at access points, and consider additional monitoring or lighting to deter unsafe undertakes and improve driver awareness.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

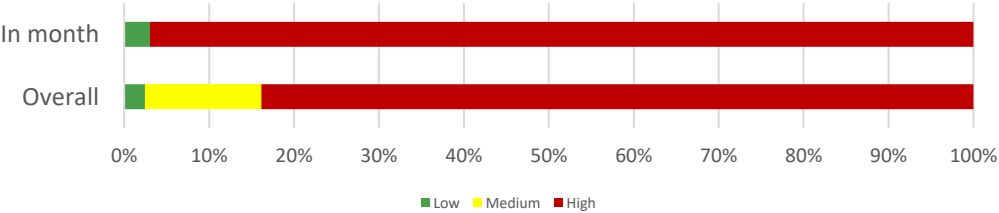
A total of 9 incursions have been recorded; with a 200% increase in 'Blue Light' type incursions, 100% increase in 'Result of accident' type incursions, 100% increase in 'Follow in' type incursions, 44% decrease in 'Seeking Benefit' type incursions

[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

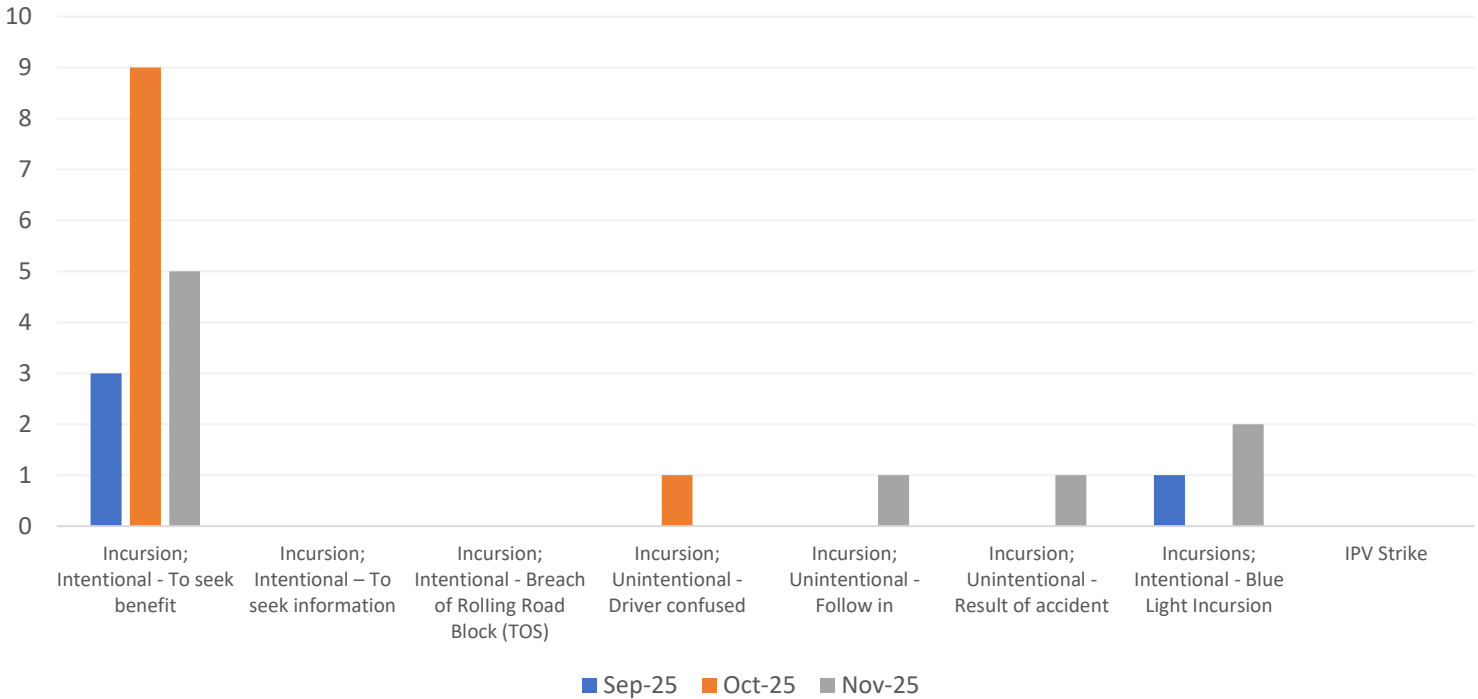


Incursion rate per length of TM (Unknown)

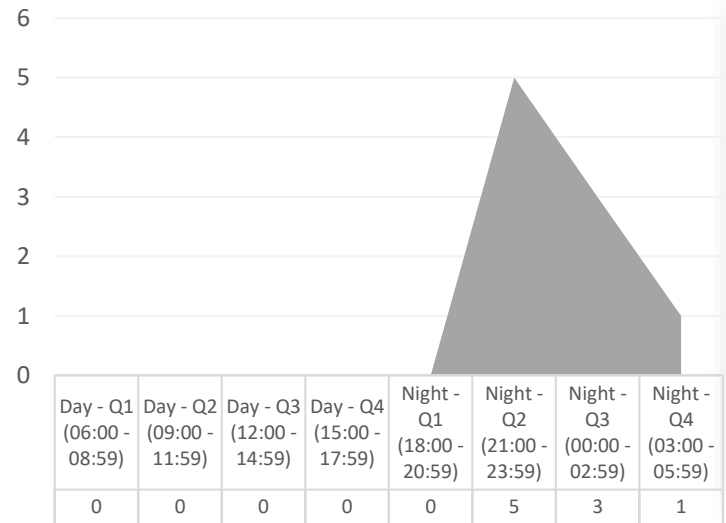
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

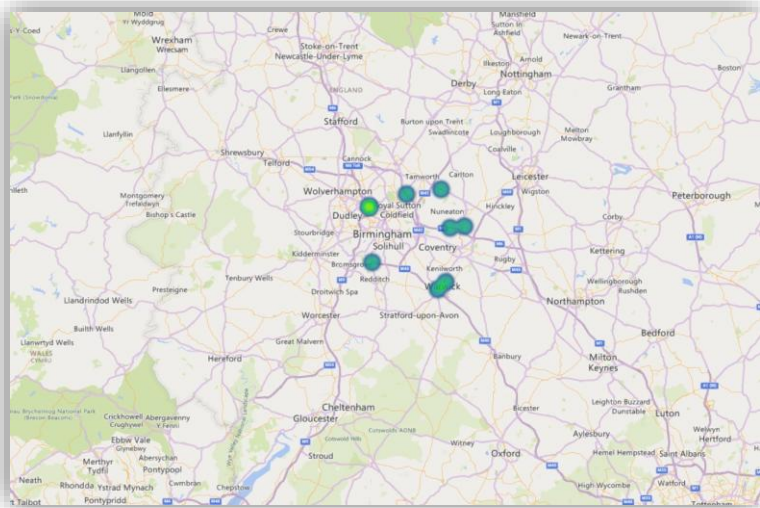
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including taxis, private cars, HGVs and emergency vehicles entering closures, often at speed or by following works traffic. All were managed without injury, though several posed significant safety risks.

Traffic Incidents *[Sentiment: Negative]*

Major taper destruction occurred when an HGV struck cones and barriers, dislodging equipment. Additional cone strikes happened when vehicles entered closures under pressure from emergency services. No injuries were reported, but damage was extensive.

Broken Down Vehicles *[Sentiment: Neutral]*

A distressed driver entered the works seeking help and was safely assisted. No other breakdowns impacted the works, and risks were well controlled by the attending team.

Traffic Management Responses *[Sentiment: Positive]*

TM crews acted promptly, reinstating cones, installing preventive chicanes, stopping unauthorised vehicles, escalating concerns, and coordinating with police. Despite repeated incursions, closures were maintained safely and disruptions minimised.

Overall *[Sentiment: Neutral]*

The period involved several high-risk incursions, major taper damage, and emergency-vehicle-influenced behaviours. Strong TM intervention prevented escalation, ensuring operatives remained safe despite heightened operational pressures.

Recommendations

Improve defensive TM layouts near access points, strengthen airlock control, and enhance signage to counter panic reactions to emergency vehicles. Consider refresher briefings for contractors on access protocol and reinforce measures to deter high-speed incursions.

Incursions Report

Directorate: Operations
Region: Midlands
Project: DBFO – A50 / A564 Stoke to Derby

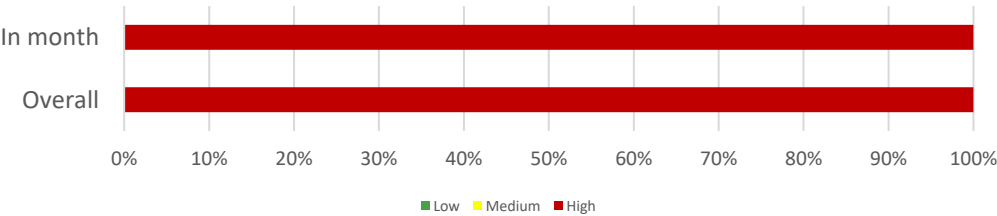
A total of 1 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



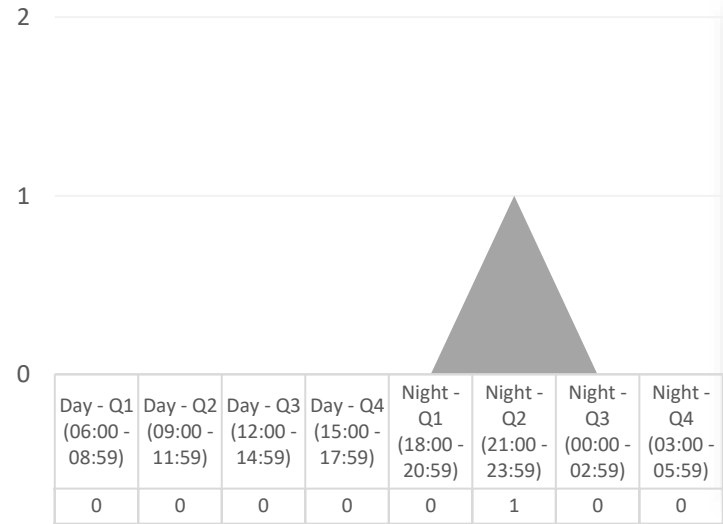
Incursion rate per length of TM (Unknown)

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

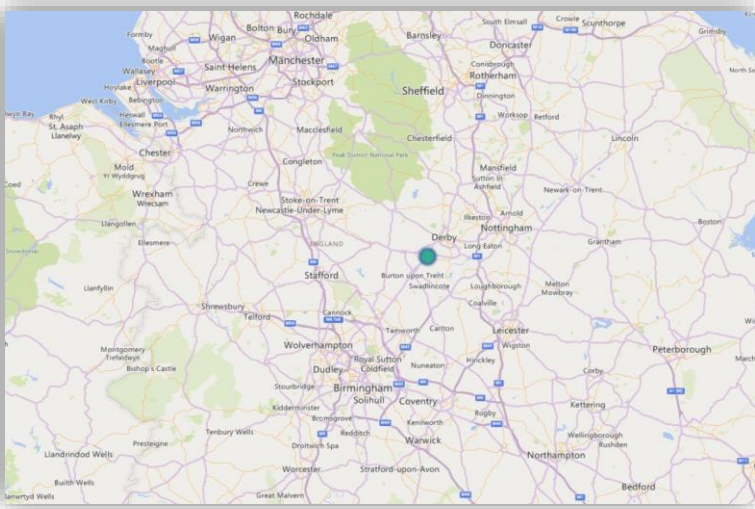
DBFO – A50 / A564 Stoke to Derby



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: DBFO – A50 / A564 Stoke to Derby



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A police vehicle entered the closure by cutting through cones on the westbound on-slip, bypassing traffic and site personnel. No workforce were placed at risk during the manoeuvre.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or equipment damage were recorded beyond the cone displacement caused by the police vehicle entering the closure.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM personnel maintained control of the slip road and ensured the area remained safe after the police vehicle passed through. Cones were repositioned promptly to restore the closure.

Overall *[Sentiment: Negative]*

The period involved one unauthorised entry by an emergency vehicle acting outside standard traffic control expectations. No disruption to works occurred, and TM measures remained effective.

Recommendations

Consider enhanced signage and cone patterns at slip-road closures to reduce emergency-vehicle impatience, and review coordination procedures with local police to reinforce safe approaches when accessing or passing works areas.

Incursions Report – Midlands Region

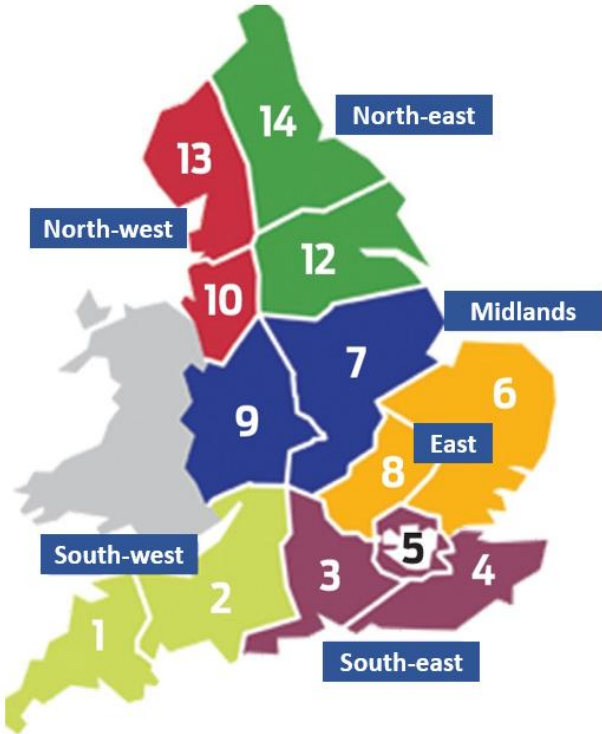
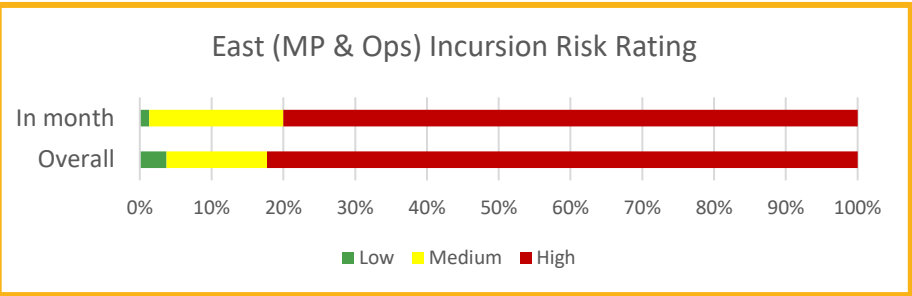
End of regional report

Select next page for East Region and Project Reports

Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	234	[14.73%]	448	[46.62%]	5	[27.78%]
Incursion; Intentional – Because of breakdown	950	[59.79%]	79	[8.22%]	1	[5.56%]
Incursion; Intentional – To seek information	77	[4.85%]	13	[1.35%]		1 [16.67%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.19%]	1	[0.10%]		
Incursion; Unintentional - Driver confused	152	[9.57%]	234	[24.35%]	7	[38.89%]
Incursion; Unintentional - Follow in	62	[3.90%]	51	[5.31%]		
Incursion; Unintentional - Result of accident	68	[4.28%]	72	[7.49%]		1 [16.67%]
Incursions; Intentional - Blue Light Incursion	27	[1.70%]	30	[3.12%]	5	[27.78%]
IPV Strike	16	[1.01%]	33	[3.43%]		
Grand Total	1589	[100.00%]	961	[100.00%]	18	[100.00%]

Technology Utilisation	Sep 25			Oct 25			Nov 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	317	206	65%	280	207	74%	215	157	73%
Area 8	205	117	57%	219	99	45%	137	58	42%



Incursions Report – East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple incursions occurred, including confused motorists, emergency vehicles, stolen vehicles, buses and staff using works access incorrectly, often requiring escorted removal from site.

Traffic Incidents [*Sentiment: Negative*]

Minor collisions, police pursuits, puncture-related entries and cones or barriers moved by drivers were recorded, though no significant injuries to workforce occurred.

Broken Down Vehicles [*Sentiment: Neutral*]

Breakdowns included a punctured VW entering the closure and drivers stopping improperly in lay-bys or works areas before being moved on.

Traffic Management Responses [*Sentiment: Positive*]

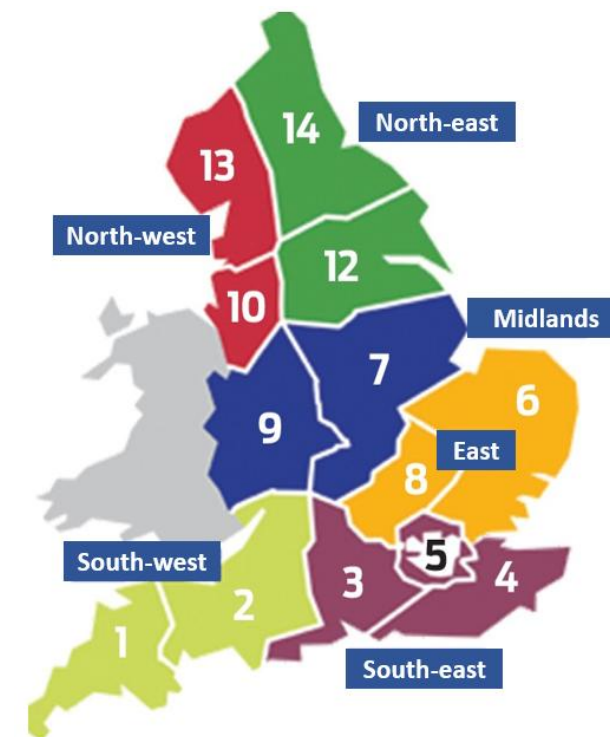
TM teams escorted lost drivers, reinstated displaced cones, supported police activity, managed resident access and corrected barriers moved without authorisation.

Overall [*Sentiment: Negative*]

Frequent mistaken entries, emergency-vehicle influence and public confusion indicate ongoing challenges in maintaining controlled work areas and ensuring consistent driver compliance.

Recommendations

Strengthen diversion clarity, improve works-access visibility, enhance emergency-services coordination, and increase marshal presence at high-risk points to reduce mistaken entries and incursions.



Incursions Report

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

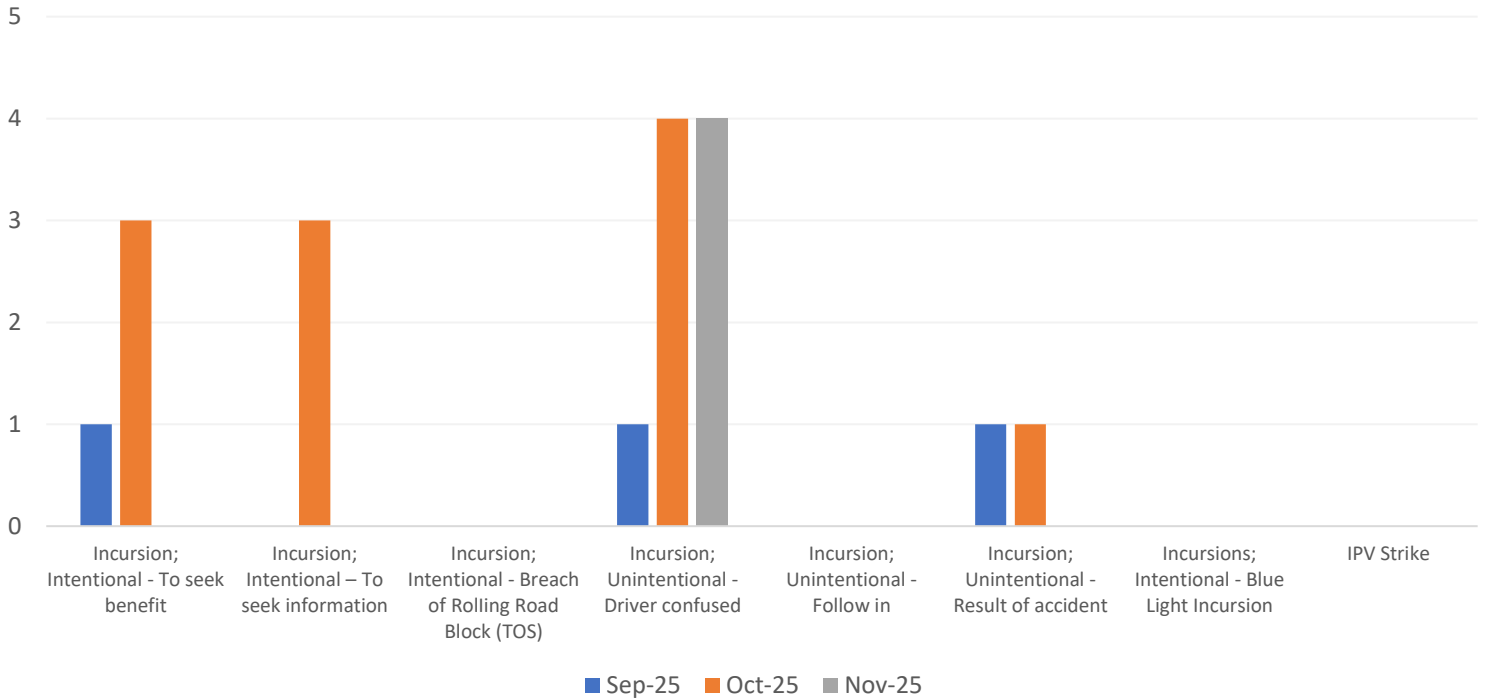
A total of 4 incursions have been recorded; with a no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

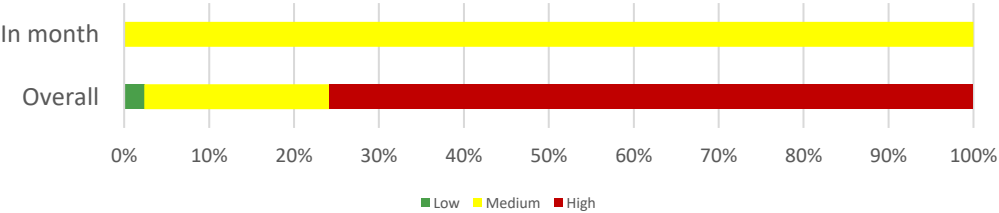
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

MP-0240 – A47 Blofield to North Burlington Dualling



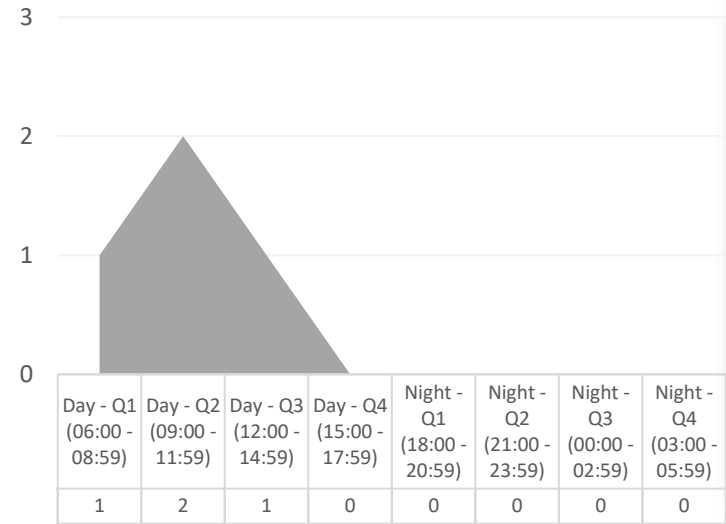
Project Risk Rating



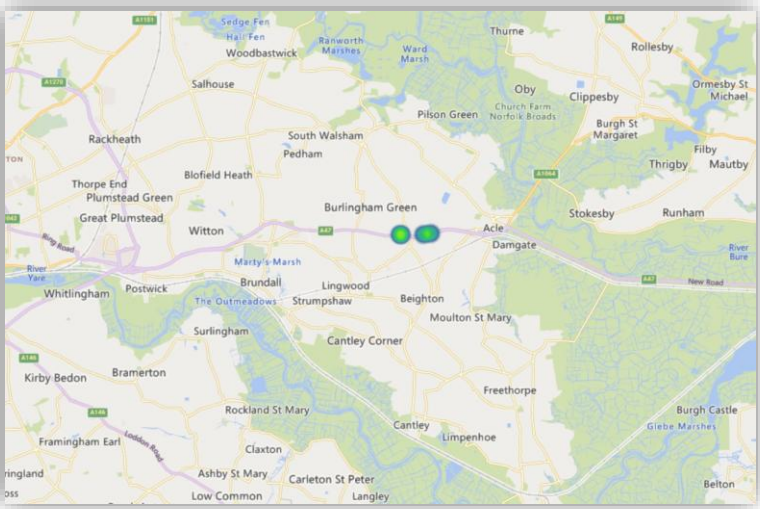
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple drivers and site visitors mistakenly entered works areas via access points due to confusion or unfamiliarity with diversion routes, requiring TM personnel to intervene and escort them out safely.

Traffic Incidents [*Sentiment: Positive*]

No collision-related or unsafe driving incidents were reported, and no vehicle behaviour posed direct risk to workforce or travelling public during this period.

Broken Down Vehicles [*Sentiment: Positive*]

No breakdowns were reported within the traffic management or works areas, and no stranded vehicles required TM support during this period.

Traffic Management Responses [*Sentiment: Positive*]

TM teams promptly identified misplaced vehicles, safely intercepted drivers, provided guidance on correct routes and ensured all individuals were escorted out without impacting site operations or worker safety.

Overall [*Sentiment: Neutral*]

Incursions occurred due to driver confusion and misuse of access points, but effective TM intervention ensured safe outcomes and prevented escalation or operational disruption.

Recommendations

Improve diversion clarity with enhanced signage, strengthen access-point controls, brief new staff thoroughly on correct entry routes, and consider installing additional barriers or markers to reduce accidental entry into controlled work areas.

Incursions Report

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

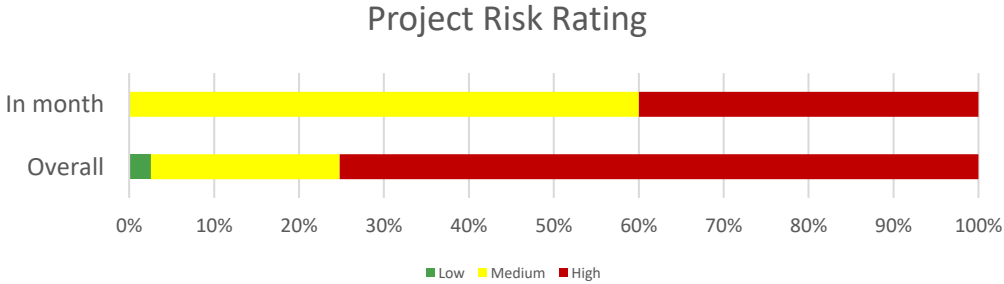
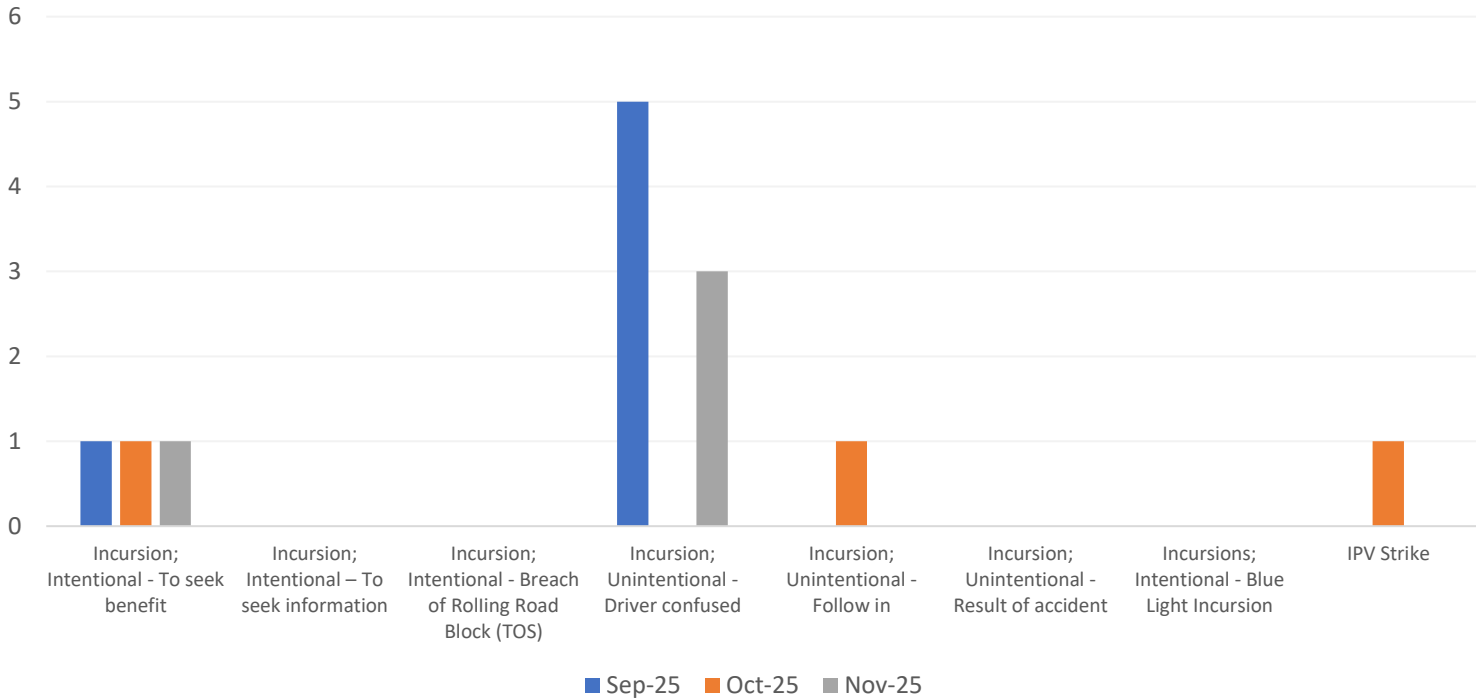
A total of 4 incursions have been recorded; with a 300% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

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

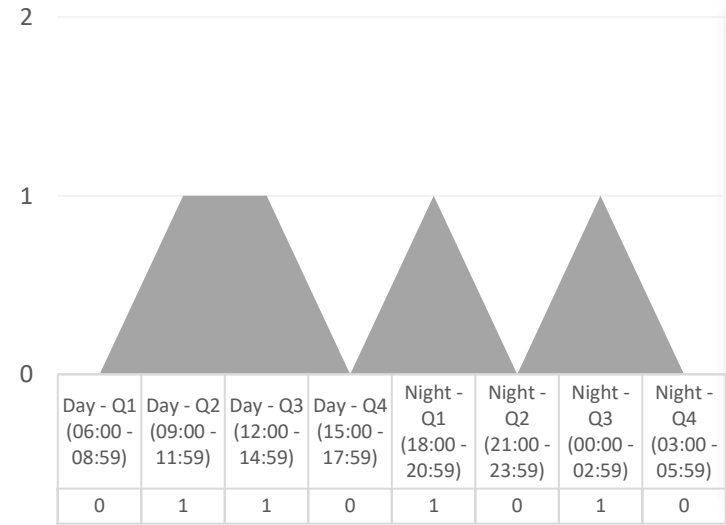


Incursion rate per length of TM (Unknown)

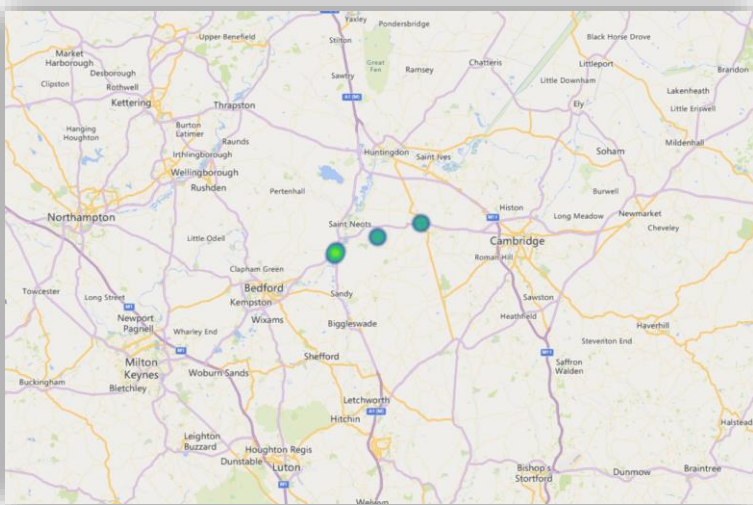
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several members of the public unintentionally entered the works area due to confusion with signage and layout changes. All vehicles exited without incident, though one driver was under the influence.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or damage to traffic management equipment occurred during this period. Risks arose from incorrect vehicle movements and confusion over temporary signage.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM teams monitored vehicle movements, guided drivers safely out of the closure, and ensured HART interventions were applied where necessary to restore safe traffic operations.

Overall *[Sentiment: Neutral]*

The period experienced minor incursions primarily caused by driver confusion. No injuries or damage occurred, but incidents highlighted the importance of clear signage and proactive supervision.

Recommendations

Review and enhance temporary signage at complex junctions, add reflective or illuminated markers, provide clear visual cues for diversions, and consider additional TM patrols to prevent unintentional access and improve driver confidence.

Incursions Report

Directorate: Major Projects
Region: East
Project: MP-0243 – A47/A11 Thickthorn Junction - RDP

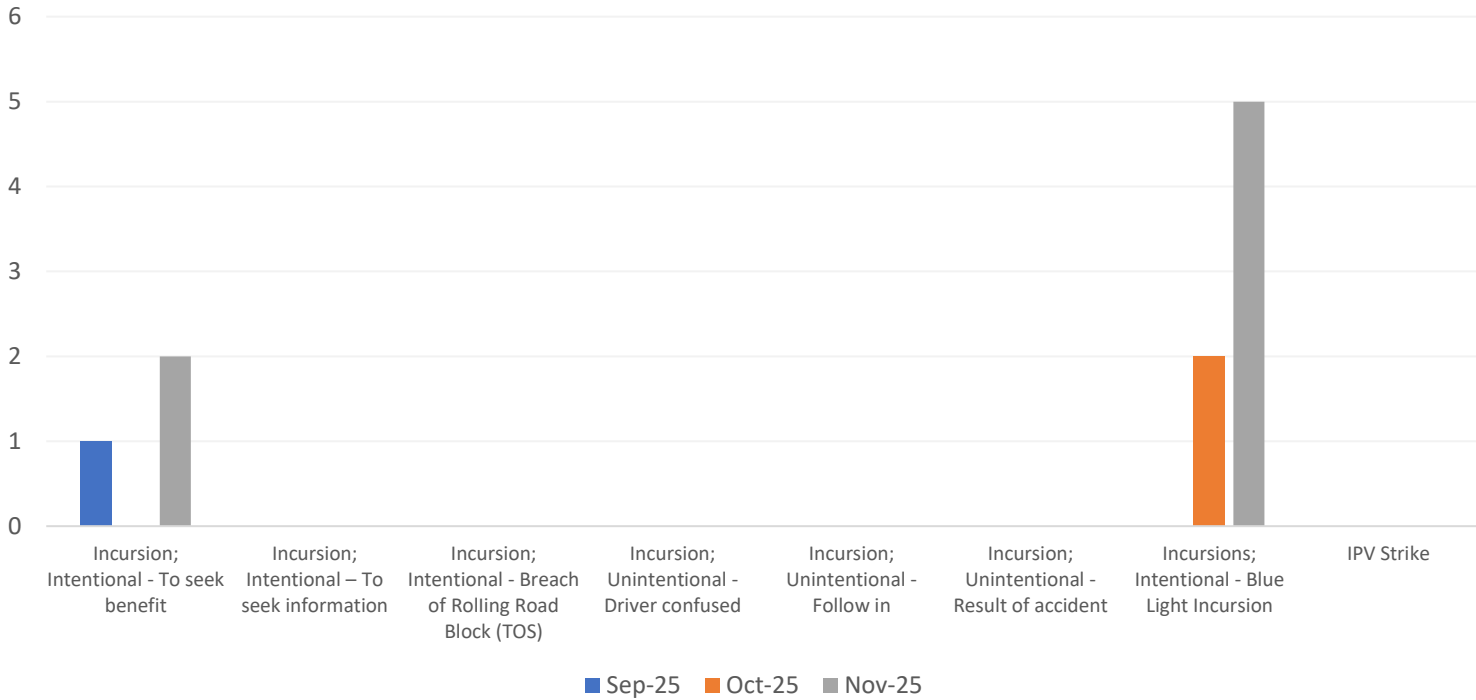
A total of 7 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 150% increase in 'Blue Light' type incursions

[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

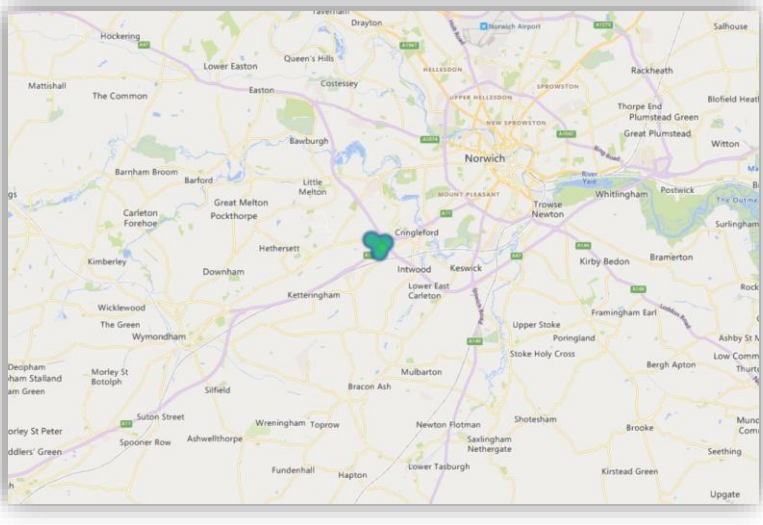
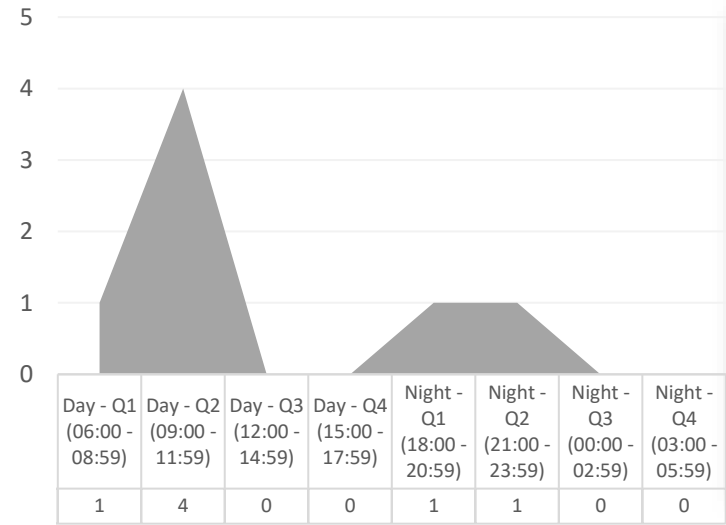
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0243 – A47/A11 Thickthorn Junction – RDP

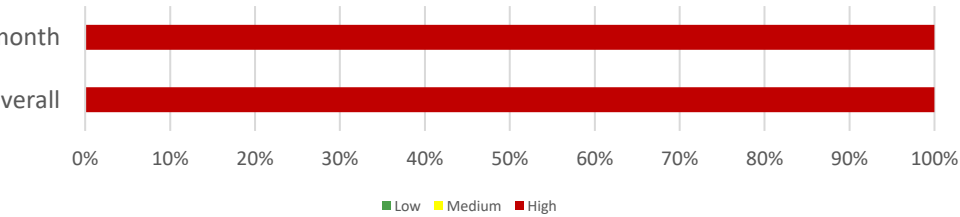


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: East

Project: MP-0243 – A47/A11 Thickthorn
Junction - RDP



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple emergency-service vehicles and a stolen vehicle entered the traffic management at speed, with one incident forcing road users toward closures and barriers to allow passage.

Traffic Incidents *[Sentiment: Negative]*

A stolen vehicle pursued by police crashed beyond the closure, and several emergency vehicles travelled through TM at unsafe speeds, creating significant risk to workers and the public.

Broken Down Vehicles *[Sentiment: Neutral]*

No vehicle breakdowns occurred within the closure, though one lorry improperly entered a lay-by after moving cones, citing rest requirements before being moved on.

Traffic Management Responses *[Sentiment: Positive]*

TM personnel intervened promptly, reinstating cones, challenging non-compliant drivers, and ensuring emergency-service movements did not escalate into further hazards within active work areas.

Overall *[Sentiment: Negative]*

Emergency-service-led incursions and a police pursuit presented notable safety challenges, though TM actions prevented operational disruption and helped maintain control of the work environment.

Recommendations

Strengthen engagement with emergency services on safe TM interaction, enhance cone-line resilience, and consider additional buffer zones or signage to reduce high-speed entry risks during urgent response traffic.

Incursions Report

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

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

[1 - Incursions resulting from breakdowns were recorded]

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

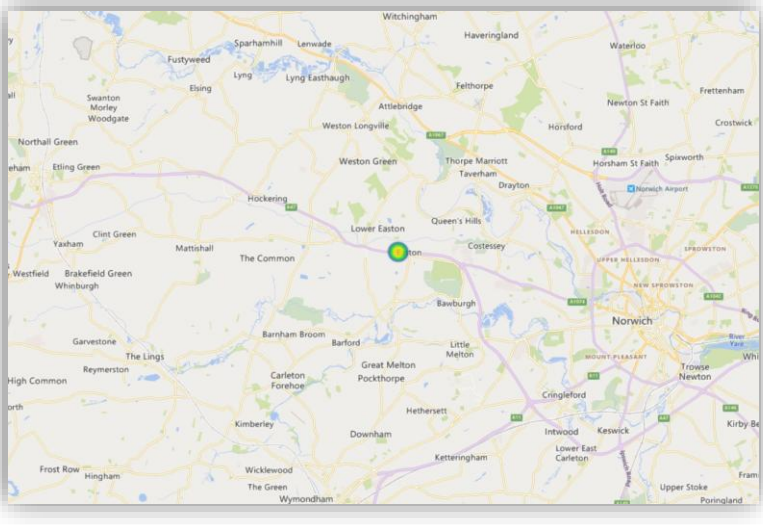
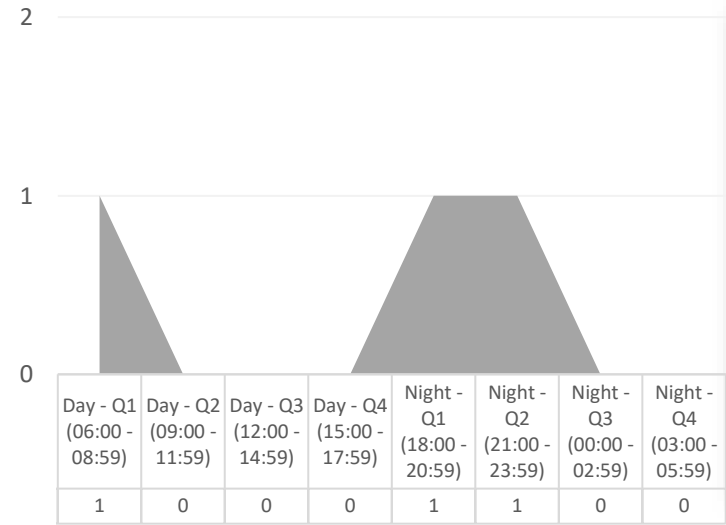
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0239 - A47 North Tuddenham to Easton - RDP

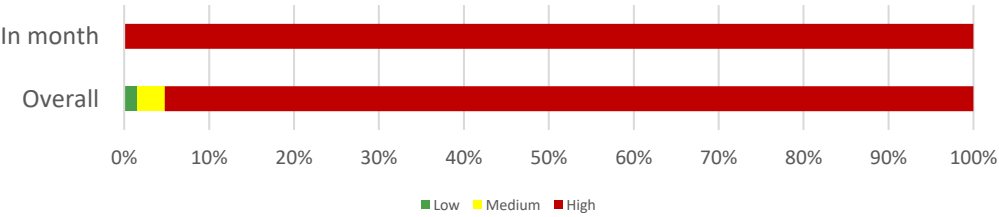


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered a closure after cones and barriers were moved, and a resident incorrectly accessed a full closure despite prior instruction, requiring redirection and escorting.

Traffic Incidents *[Sentiment: Neutral]*

No collisions occurred, though an isolated barrier tampering incident was noted. No unsafe behaviour beyond the incursion itself posed additional risk to workers or the public.

Broken Down Vehicles *[Sentiment: Neutral]*

A single breakdown occurred when a vehicle with a puncture pulled into a lane closure. The driver sought assistance, and recovery was arranged without impacting works.

Traffic Management Responses *[Sentiment: Positive]*

TM teams reinstated displaced cones, coordinated vehicle recovery, managed resident access appropriately, and ensured closures remained protected while addressing public confusion and complaints.

Overall *[Sentiment: Neutral]*

Incidents were limited but highlight risks from barrier interference and resident misunderstanding. TM actions successfully maintained site safety and prevented escalation or operational disruption.

Recommendations

Strengthen barrier security, enhance diversion and access messaging for residents, review closure-point signage, and increase early-morning monitoring to detect tampering or incorrect entry before vehicles approach work areas.

Incursions Report

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

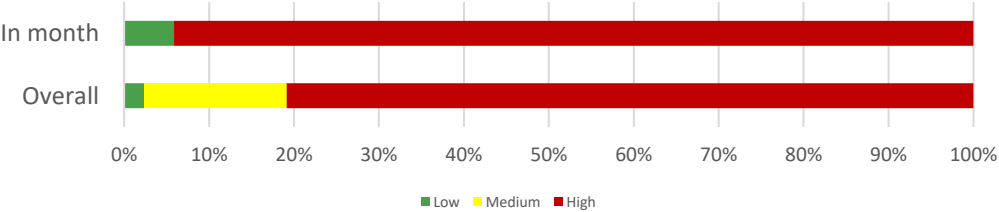
A total of 5 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, 100% increase in 'To seek information' type incursions, no change from the previous month in Result of accident' type incursions, incursions, with a 71% decrease in 'Seeking Benefit' type incursions

[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)

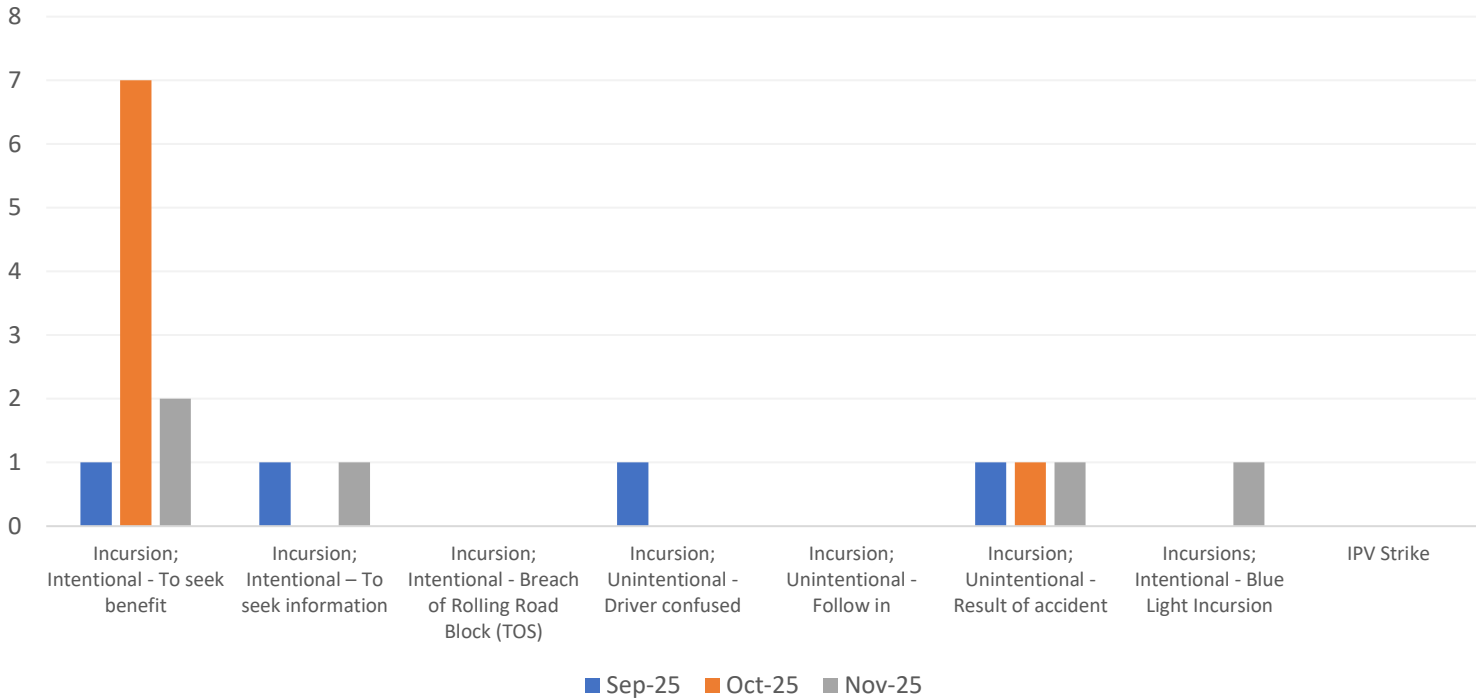
Project Risk Rating



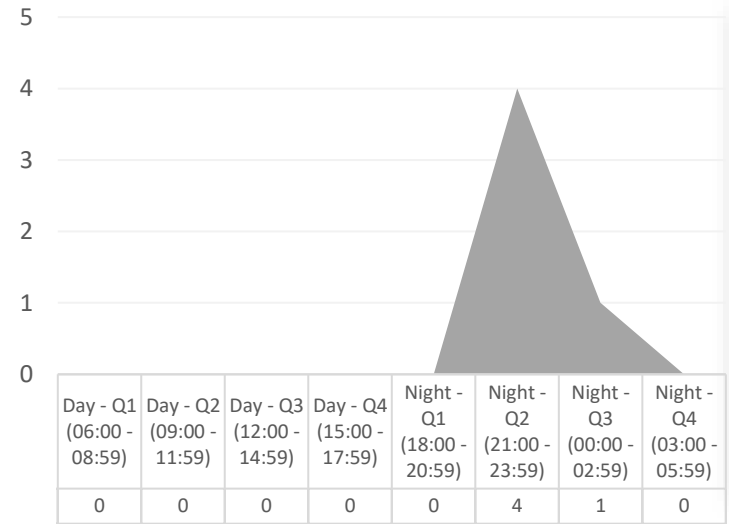
Incursion rate per length of TM (Unknown)

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

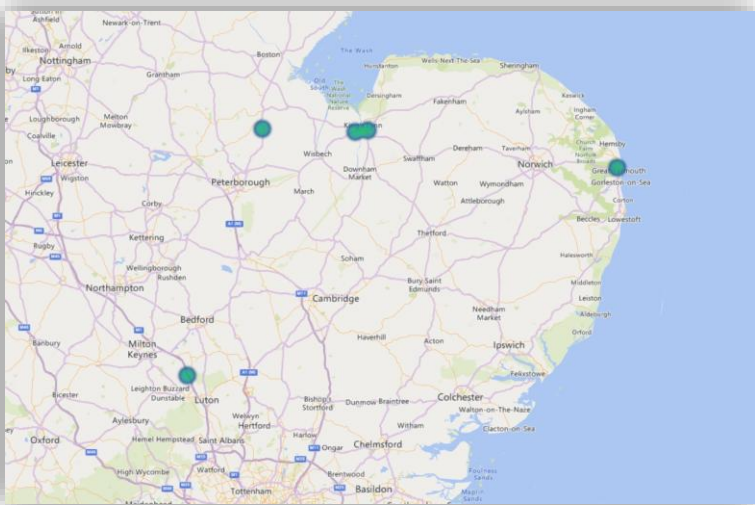
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Several incursions occurred, including vehicles entering through footpaths, driving the wrong way on a slip road, and a bus entering via the works access. All incidents were managed without impact to the workforce.

Traffic Incidents *[Sentiment: Neutral]*

A lorry struck three cones within the longitudinal run, causing minor equipment damage but no further issues or collisions.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

TM teams and supervisors stopped unauthorised vehicles, escorted emergency services appropriately, and ensured incursions were contained. Effective oversight maintained safety despite repeated breaches.

Overall *[Sentiment: Neutral]*

The period saw multiple unauthorised entries and minor TM damage. No injuries or operational delays occurred, and TM remained resilient in managing each incident safely.

Recommendations

Improve perimeter protection near pedestrian routes, strengthen diversion clarity for large vehicles, and review access point controls. Consider enhanced monitoring or physical deterrents to reduce incursions from unconventional entry points.

Incursions Report

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

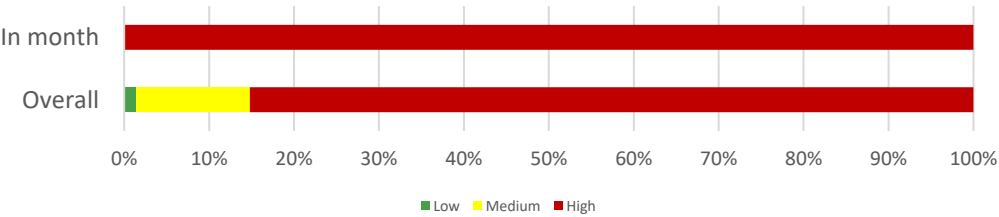
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

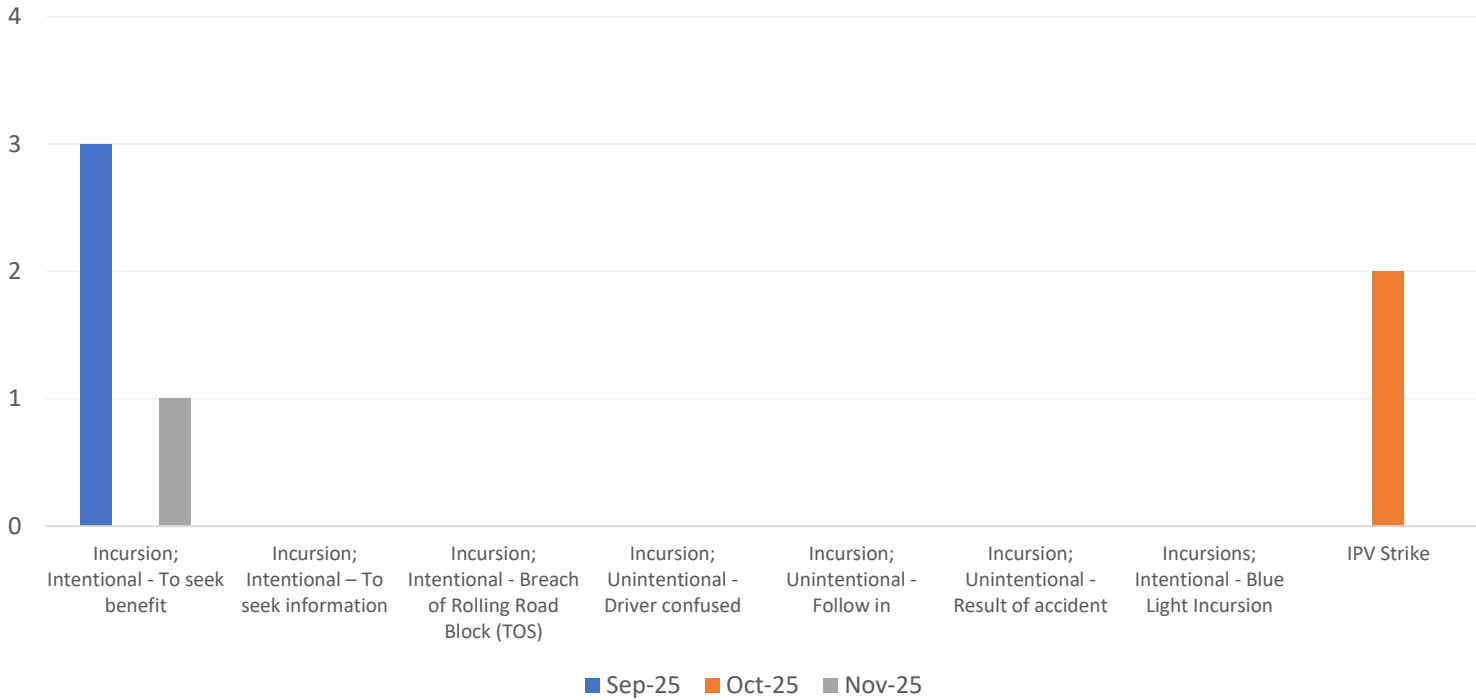
Project Risk Rating



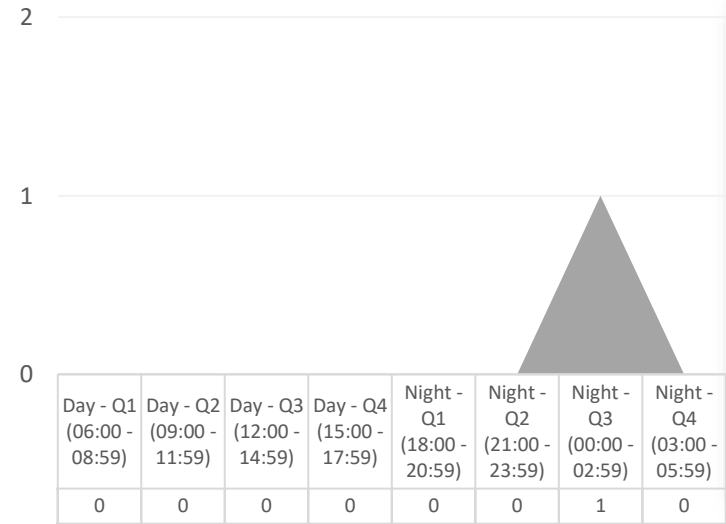
Incursion rate per length of TM (Unknown)

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

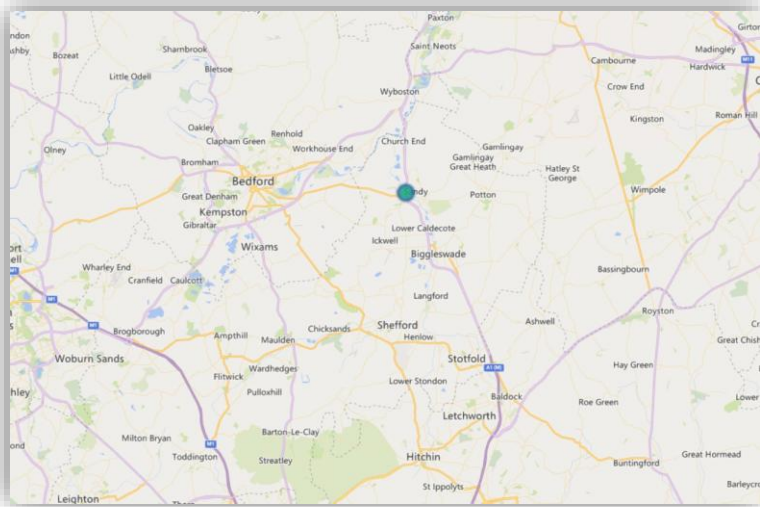
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered the works exit and travelled through a small closure on the A1M. No operatives were present, and no works were affected by the incursion.

Traffic Incidents *[Sentiment: Positive]*

No collisions or damage occurred. The vehicle passing through the closure was contained without disruption to traffic or the surrounding area.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management controls remained effective, preventing harm to operatives or works. Monitoring and containment ensured no escalation from the incursion.

Overall *[Sentiment: Positive]*

The vehicle incursion was isolated, with no impact on personnel, works, or the A1M traffic flow. Controls functioned as intended and no additional intervention was required.

Recommendations

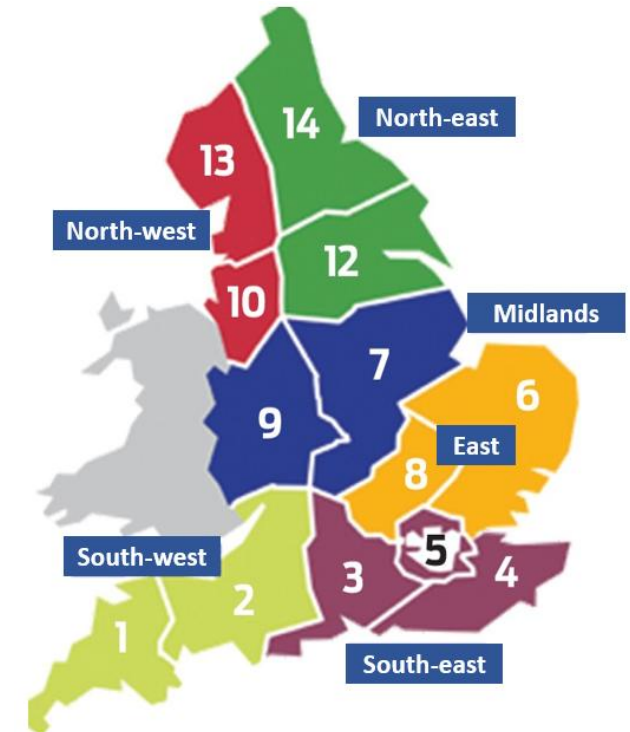
Review and reinforce closure points at works exits, considering enhanced signage or physical deterrents to prevent unauthorised entry, and continue monitoring for potential risks during low-traffic periods.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

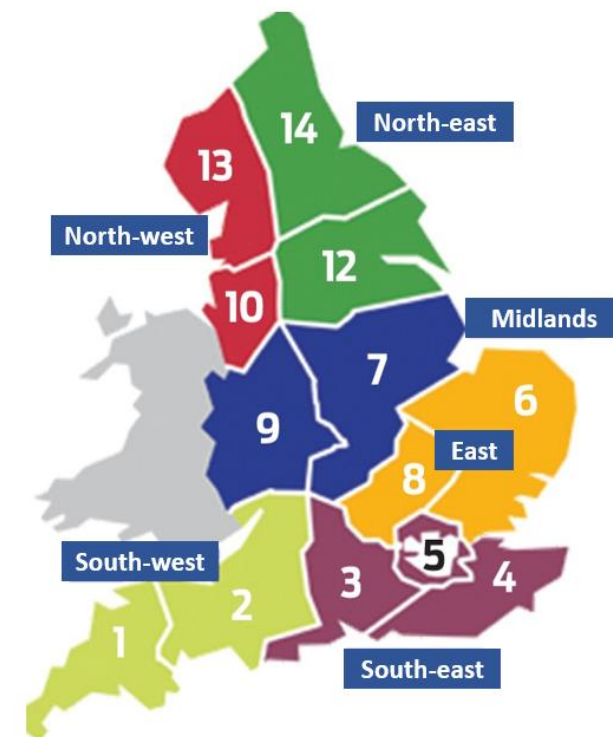
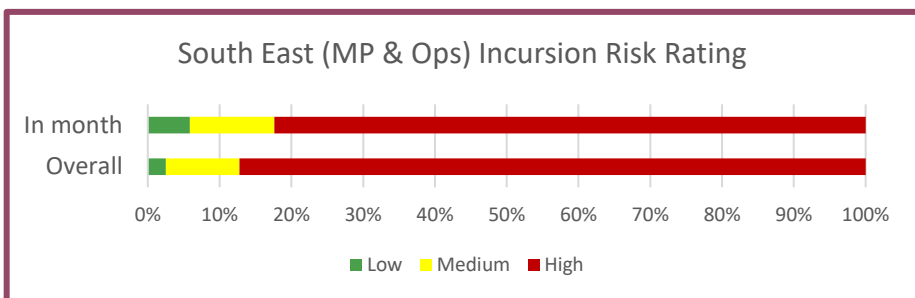
Select next page for South East Region and Project Reports



Incursions Report – South East Region

South East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	600	[11.56%]	1364	[59.05%]	12 [48.00%]
Incursion; Intentional – Because of breakdown	3527	[67.96%]	233	[10.09%]	7 [28.00%]
Incursion; Intentional – To seek information	53	[1.02%]	67	[2.90%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			1	[0.04%]	
Incursion; Unintentional - Driver confused	470	[9.06%]	318	[13.77%]	1 [4.00%]
Incursion; Unintentional - Follow in	98	[1.89%]	168	[7.27%]	4 [16.00%]
Incursion; Unintentional - Result of accident	395	[7.61%]	73	[3.16%]	
Incursions; Intentional - Blue Light Incursion	45	[0.87%]	70	[3.03%]	1 [4.00%]
IPV Strike	2	[0.04%]	16	[0.69%]	
Grand Total	5190	[100.00%]	2310	[100.00%]	25 [100.00%]

Technology Utilisation	Sep 25			Oct 25			Nov 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	340	235	69%	283	224	79%	258	217	84%
Area 4	307	190	62%	324	185	57%	220	150	68%
Area 5	333	250	75%	339	278	82%	415	365	88%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous incursions occurred, including wrong-way driving, confused motorists, escort breaches, cyclists and scooter users, and several vehicles following contractors into closures unintentionally.

Traffic Incidents [*Sentiment: Negative*]

Cone strikes, near misses, minor impacts and police-related pursuits contributed to multiple safety concerns, though no serious workforce injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

Several breakdowns entered closures due to safety concerns, including flat tyres, fuel shortages and mechanical failures, with TM teams supporting safe recovery.

Traffic Management Responses [*Sentiment: Positive*]

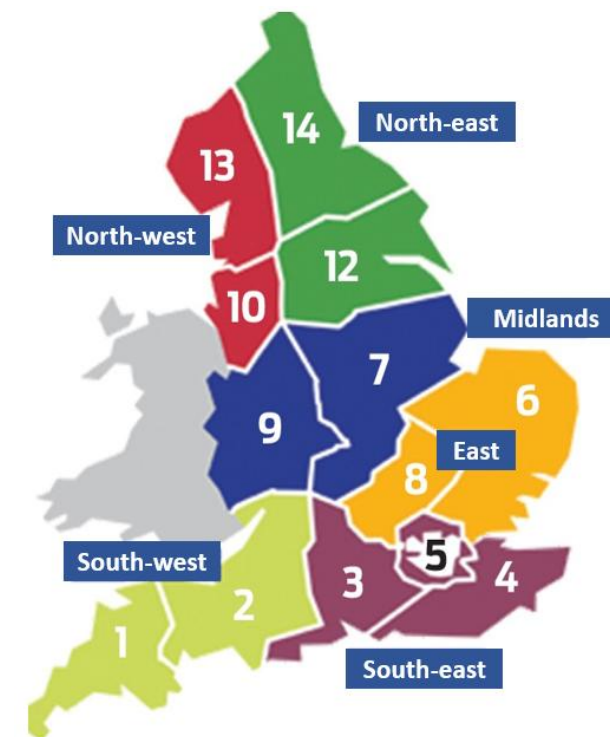
TSCOs acted promptly, reinstating displaced cones, escorting MOPs out, creating emergency access, coordinating recovery and responding effectively to police-related incidents.

Overall [*Sentiment: Negative*]

High frequency of incursions, breakdowns and emergency-influenced behaviour highlights continued risks to site safety and pressure on TM controls.

Recommendations

Improve access-point supervision, strengthen signage clarity, reinforce airlock discipline, and provide additional public-facing diversion messaging to reduce confusion and wrong-way entries.



Incursions Report

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

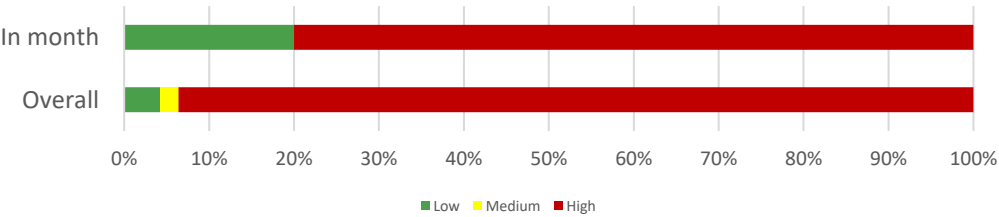
A total of 2 incursions have been recorded; with a 100% increase in 'Follow in' type incursions, no change from the previous month in Seeking Benefit' type incursions

[3 - Incursions resulting from breakdowns were recorded]

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

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

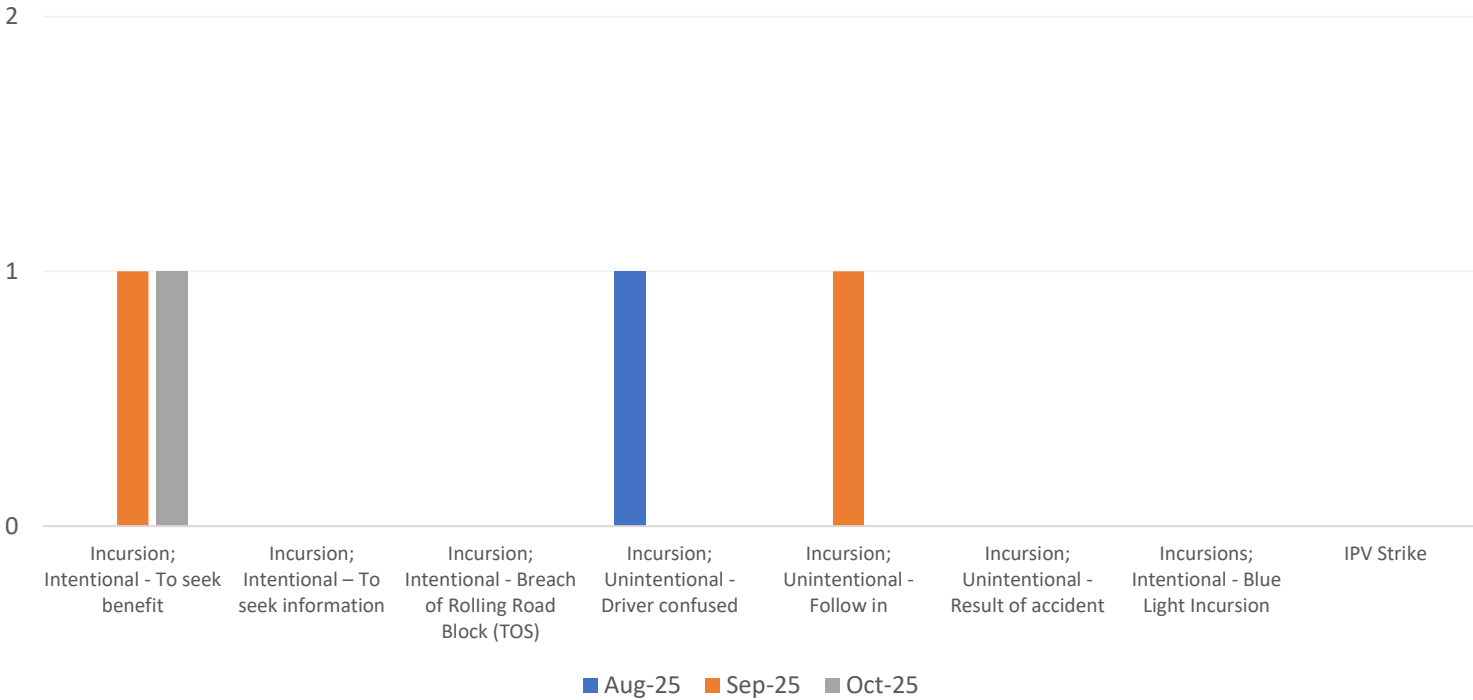
Project Risk Rating



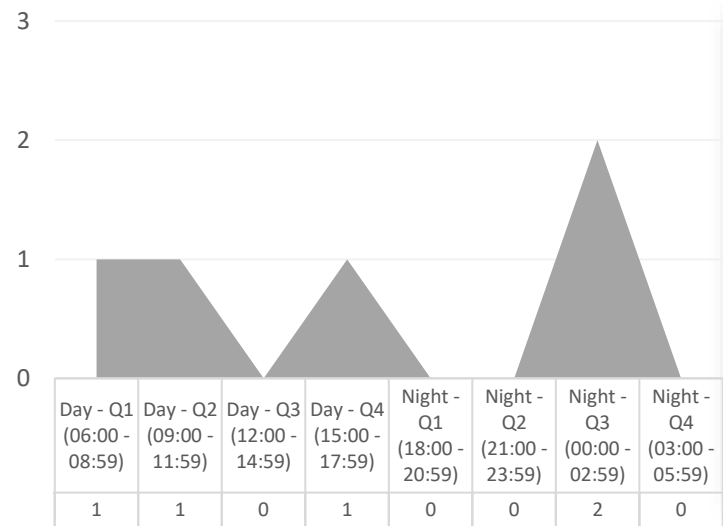
Incursion rate per length of TM (Unknown)

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

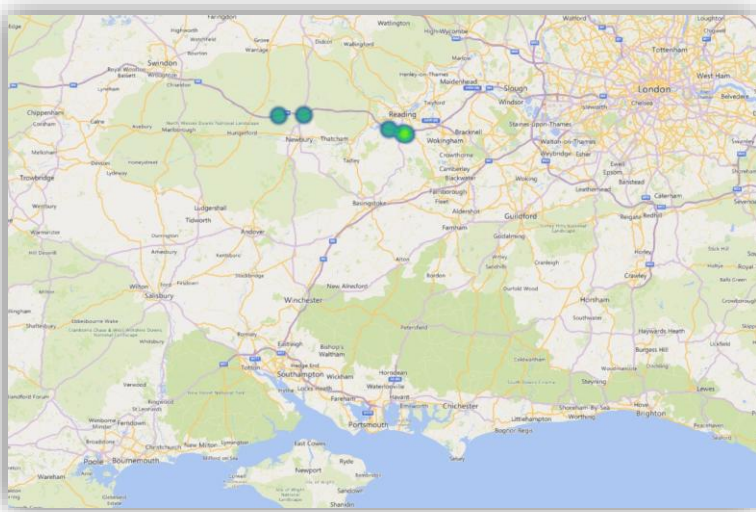
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Three



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several members of the public entered closures, either following contractors or driving the wrong way onto slip roads. All were safely intercepted without harm to operatives or works.

Traffic Incidents *[Sentiment: Neutral]*

No collisions occurred. Minor taper strikes were reported due to incursions, but no damage to cones or TM equipment was recorded.

Broken Down Vehicles *[Sentiment: Positive]*

Two vehicles broke down within closures. Both were safely managed with TSCO attendance and recovered without incident, minimising risk to operatives and traffic flow.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained effective, with staff safely managing incursions and broken-down vehicles. TM layouts were mostly unaffected, and procedures prevented escalation or injury during incidents.

Overall *[Sentiment: Neutral]*

The period involved multiple vehicle incursions and breakdowns within closures. Despite safety risks, all incidents were controlled, with no operative injuries and minimal disruption to works or traffic.

Recommendations

Enhance closure entry controls, consider additional signage and physical barriers to prevent unauthorised entry, and review procedures for safely managing broken-down vehicles within closures during off-peak periods.

Incursions Report

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

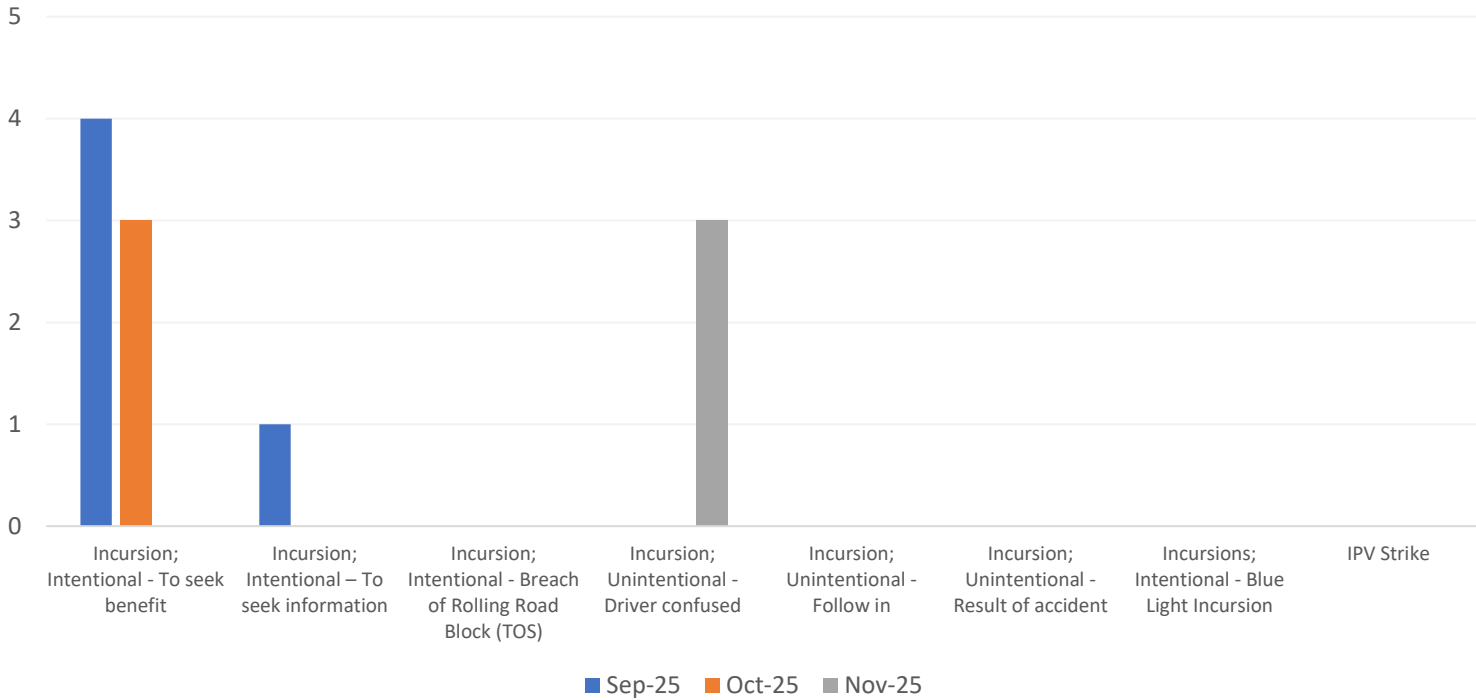
A total of 3 incursions have been recorded; with a 300% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

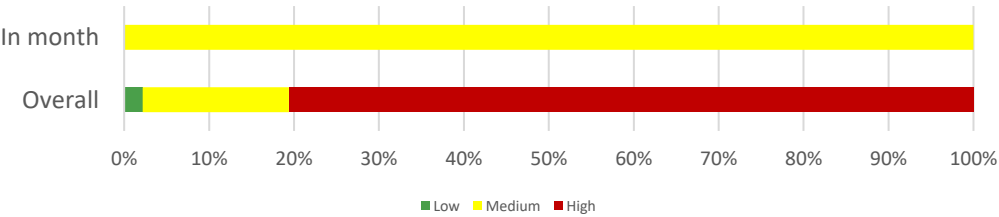
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

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



Project Risk Rating

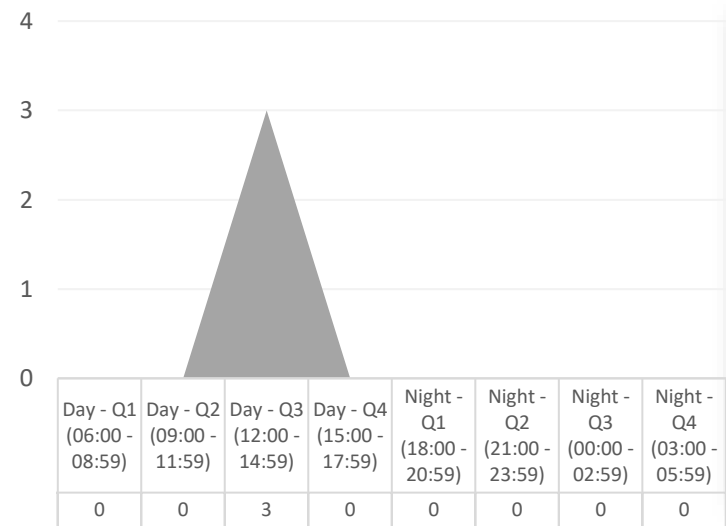


Incursion rate per length of TM (17.35 km / 10.78 miles)

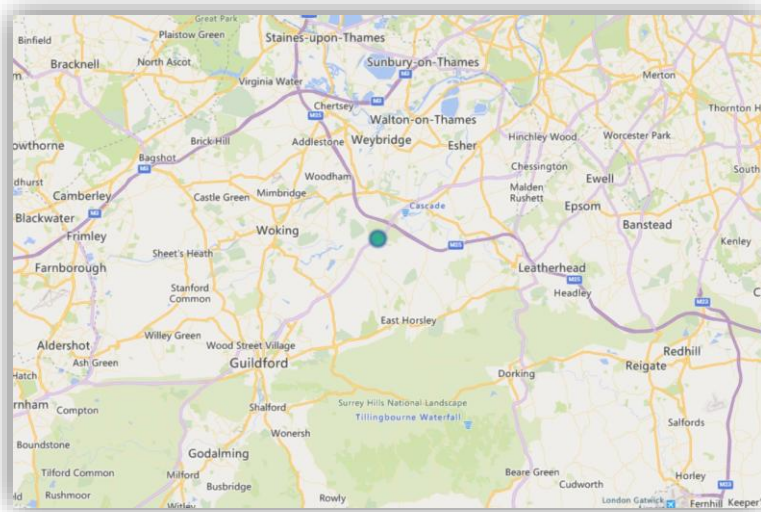
Project Incursion Rate: 16.60 incursions/km or 26.71 incursions/miles

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicles entered the works exit area, with one driver moving a cone to exit the closure. All vehicles left safely, and no injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

No collisions or damage to TM equipment occurred. Minor disruption was caused by vehicles attempting to exit the works area incorrectly.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Maintenance teams were dispatched promptly to restore the closure and reposition displaced cones, ensuring safe traffic flow and closure integrity.

Overall *[Sentiment: Neutral]*

The period experienced minor incursions caused by driver actions within the works exit. TM responded effectively, preventing escalation and maintaining site safety.

Recommendations

Consider additional visual warnings or physical barriers at closure gaps, enhance airlock supervision, and increase site patrols to prevent unauthorised vehicle access and minimise risk to TM operations.

Incursions Report

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

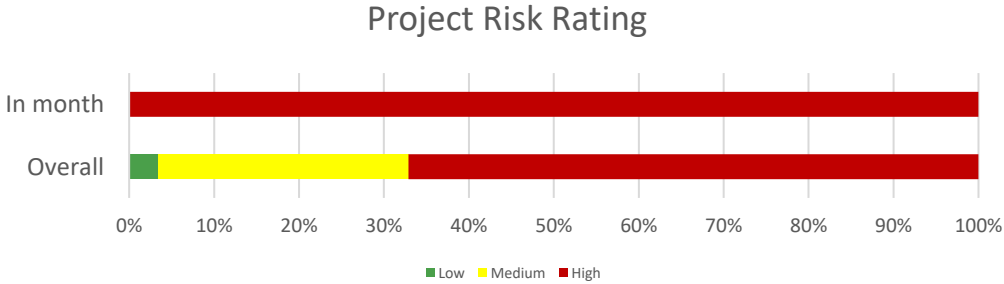
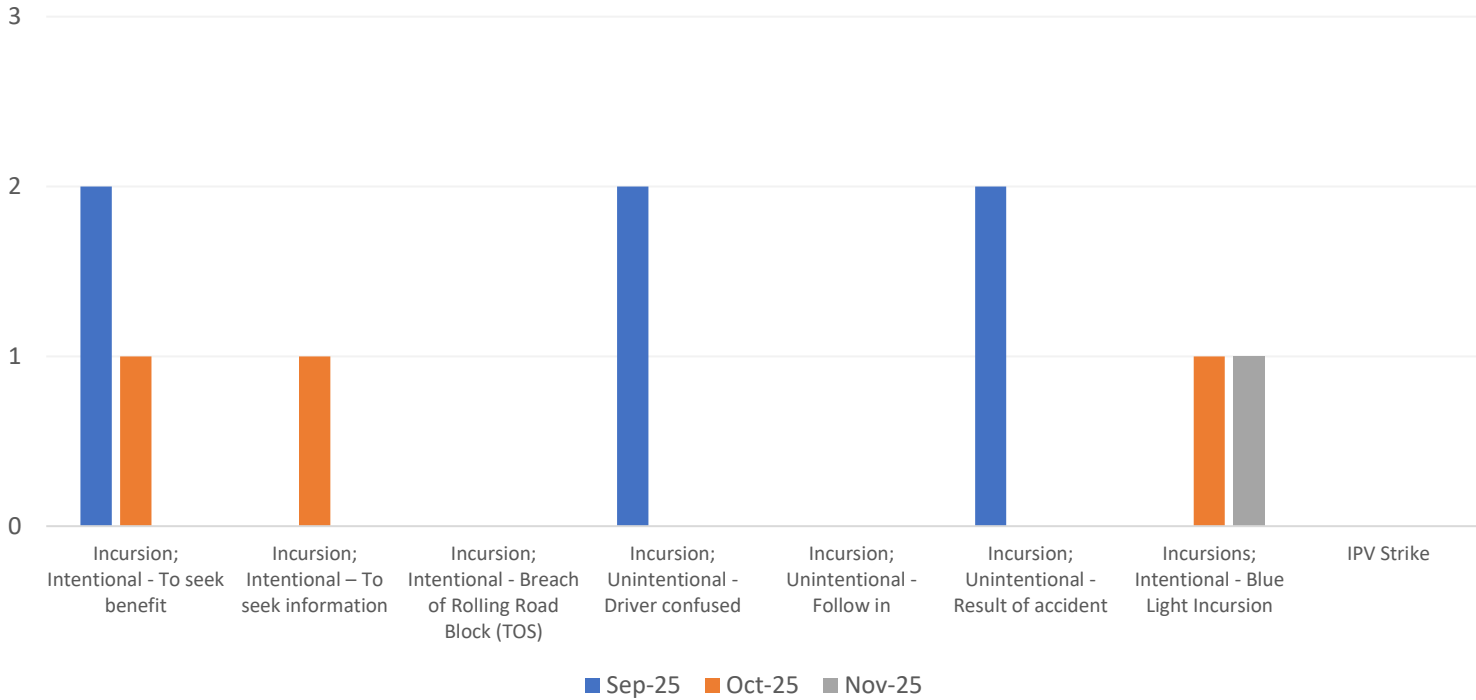
A total of 1 incursions have been recorded; with a no change from the previous month in Blue Light' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

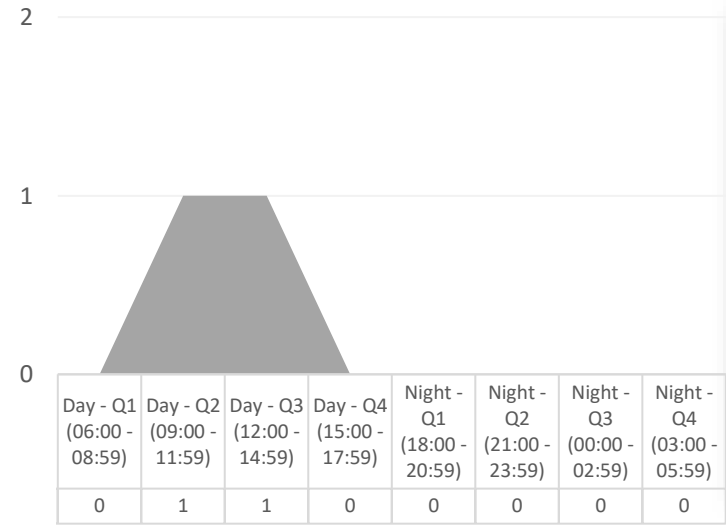
MP-0262 – M3 Jct 9 Improvement - RDP



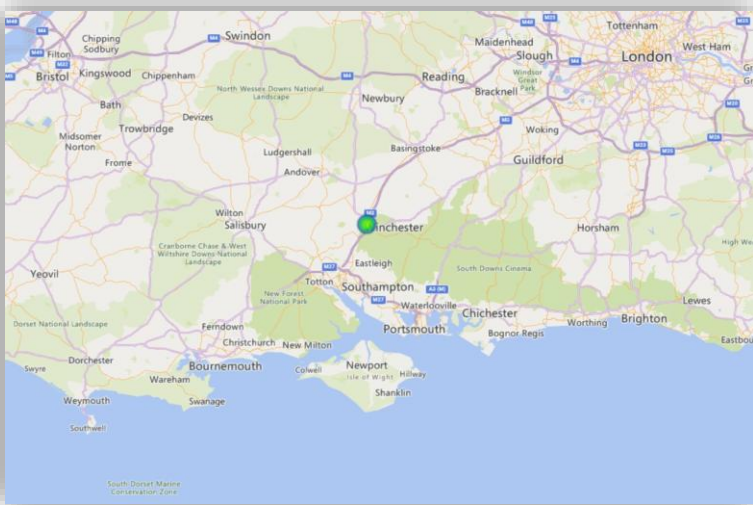
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle entered the B2 access and parked while awaiting recovery. No operatives were put at risk, and the incursion was contained without further issues.

Traffic Incidents *[Sentiment: Positive]*

No traffic collisions or damage were reported during this period beyond the police pursuit affecting access.

Broken Down Vehicles *[Sentiment: Positive]*

A broken-down vehicle took refuge within the B2 access and remained safely parked until recovery arrived. The situation was managed without disruption to works.

Traffic Management Responses *[Sentiment: Positive]*

Police activity temporarily blocked the B2 access for approximately thirty minutes. TM teams maintained safe control of the area and ensured access remained secure once reopened.

Overall *[Sentiment: Neutral]*

The period involved a police-led access blockage and a single breakdown within the B2 access. No negative impacts to the workforce or works programme were recorded.

Recommendations

Review contingency measures for police-related access blockages, consider clearer communication channels for emergency interventions, and ensure recovery arrangements at access points minimise delay or obstruction during future incidents.

Incursions Report

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

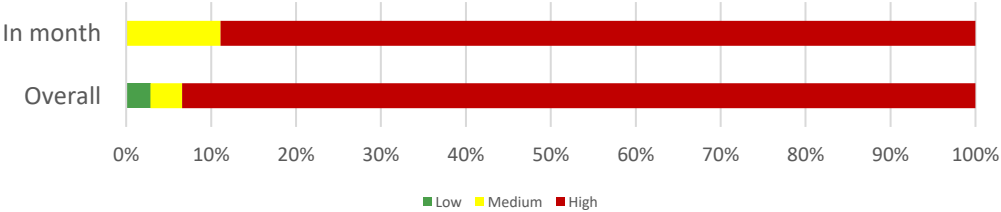
A total of 5 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, 56% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

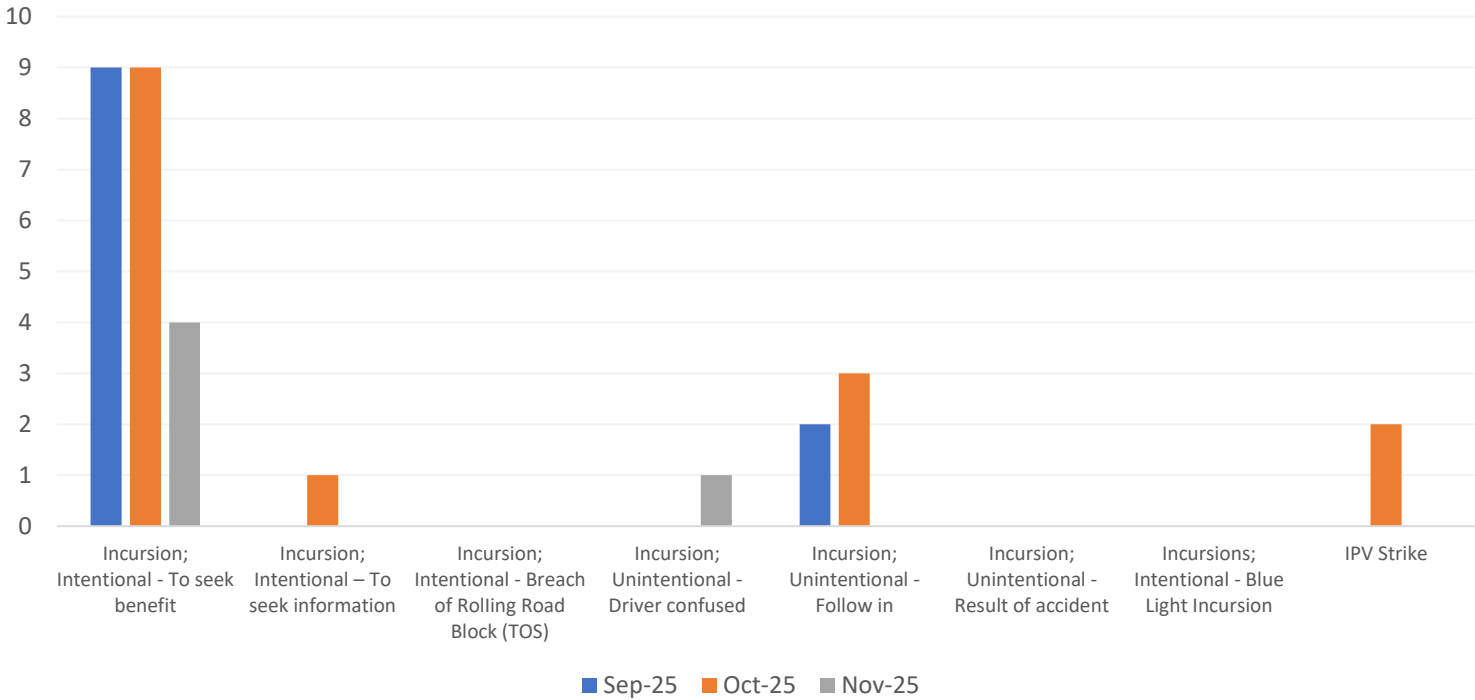
Project Risk Rating



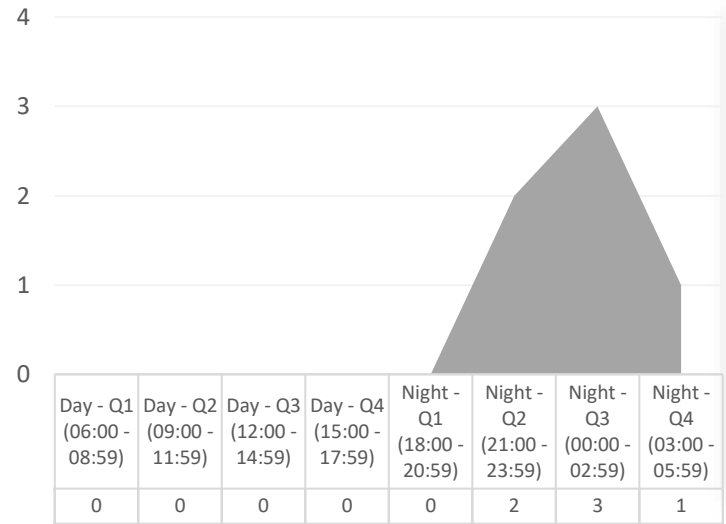
Incursion rate per length of TM (Unknown)

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

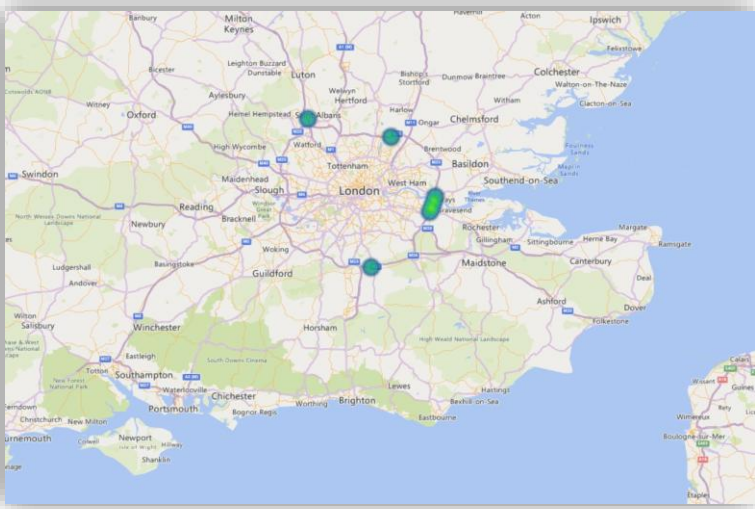
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including a crane entering due to weight restrictions, a van entering at speed, and two electric-scooter riders bypassing controls and falling within the works area. No workforce injuries occurred.

Traffic Incidents *[Sentiment: Neutral]*

A lorry struck cones ahead of the works area, pushing them into the site. No major collisions were reported, although incursions contributed to heightened risk levels.

Broken Down Vehicles *[Sentiment: Positive]*

A single broken-down vehicle was observed at the end of the closure. It did not disrupt operations and posed minimal risk to workers.

Traffic Management Responses *[Sentiment: Positive]*

TM teams intervened promptly, managing incursions, addressing displaced cones, and ensuring safe movement around the crane and broken-down vehicle. Efforts prevented escalation and protected workers despite challenging behaviours.

Overall *[Sentiment: Neutral]*

The period involved several high-risk incursions, including unsafe scooter activity and a speeding van. TM measures remained effective, with no injuries reported, though risk levels were elevated.

Recommendations

Strengthen perimeter controls to prevent scooter and pedestrian access, enhance visibility of planed surfaces, and review diversion suitability for abnormal loads. Consider additional signage and physical deterrents at vulnerable entry points.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

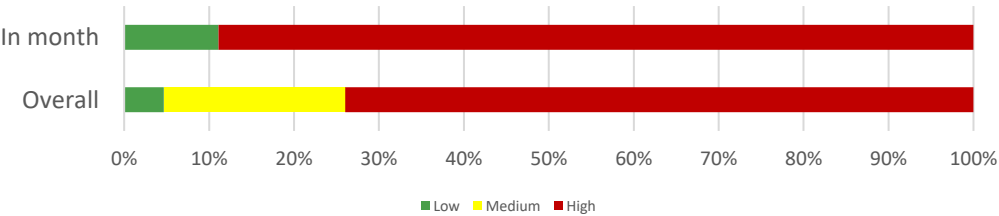
A total of 9 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions, 100% increase in 'Blue Light' type incursions, 200% increase in 'Follow in' type incursions

[3 - Incursions resulting from breakdowns were recorded]

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

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

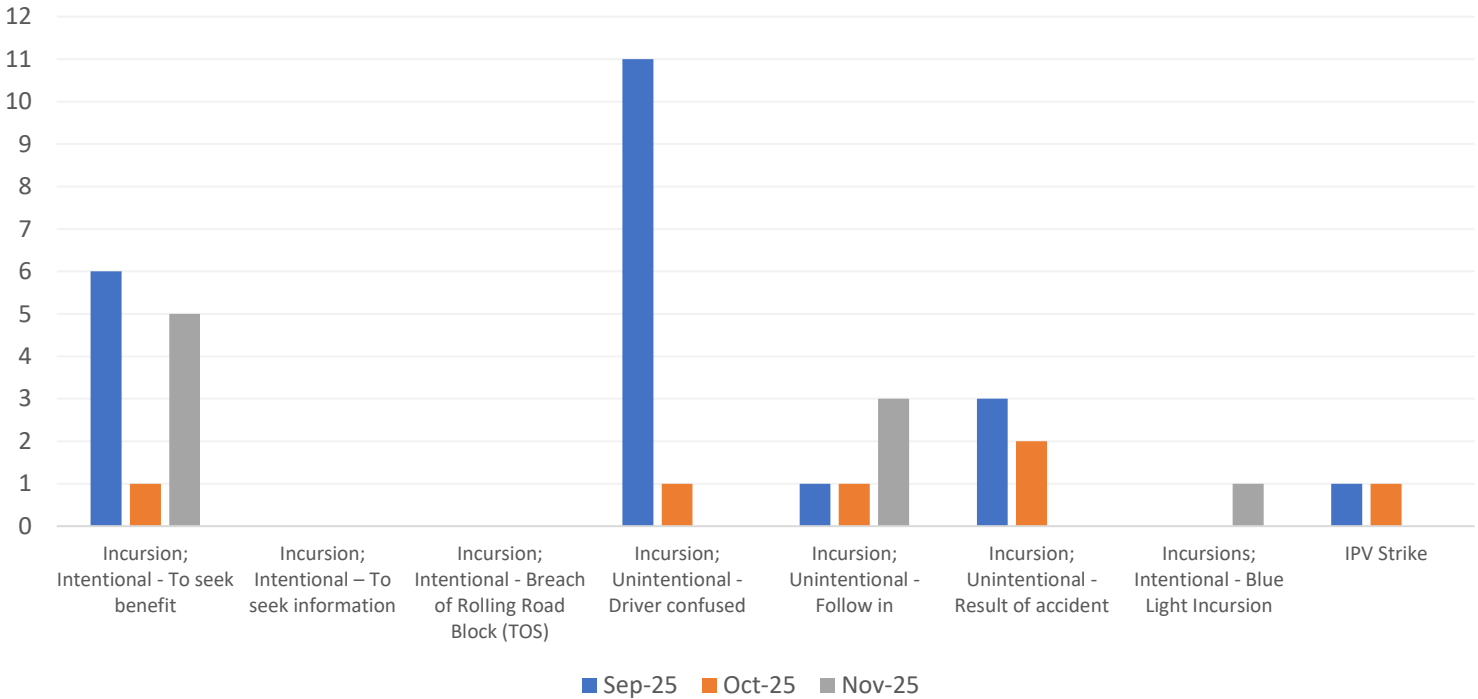
Project Risk Rating



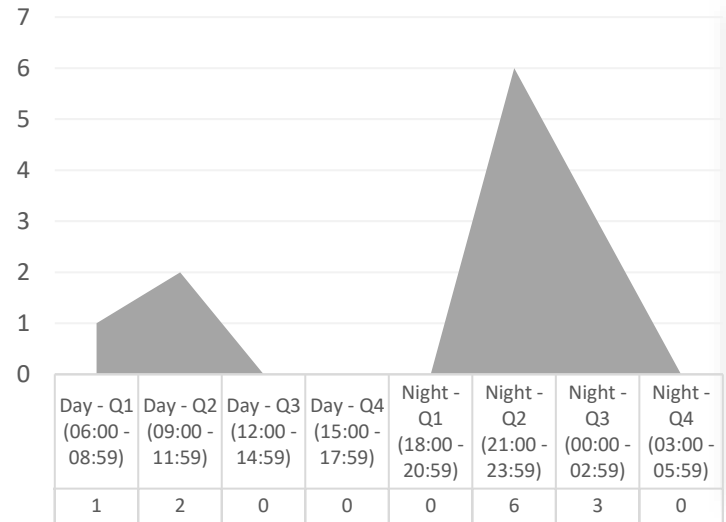
Incursion rate per length of TM (Unknown)

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

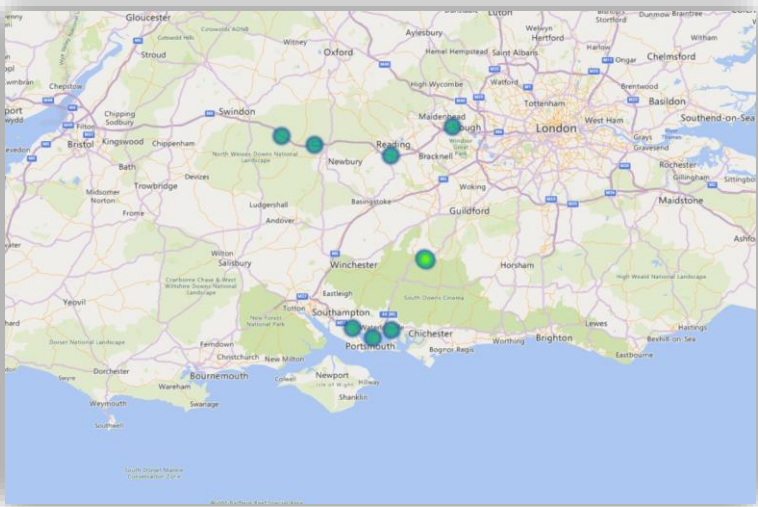
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions occurred, including members of the public following site vehicles, entering through airlocks, or passing through cones. All were safely intercepted or escorted out without harm to the workforce.

Traffic Incidents *[Sentiment: Neutral]*

Cone strikes were noted, and some vehicles entered closures to bypass displaced cones. No collisions occurred, and incidents were resolved quickly through effective on-site interventions.

Broken Down Vehicles *[Sentiment: Positive]*

Several broken-down vehicles entered works areas seeking refuge. TM teams supported tyre changes, fuel issues, and recovery, ensuring no risk to operatives or disruption to ongoing work.

Traffic Management Responses *[Sentiment: Positive]*

TM crews responded effectively by retrieving displaced cones, creating emergency access, liaising with TSCO support, and safely managing recovery operations. Positive interventions prevented escalation and maintained safe operating conditions.

Overall *[Sentiment: Neutral]*

The period involved frequent incursions and multiple breakdowns but no injuries or major disruptions. TM responses were robust, ensuring risks were controlled and works continued safely and efficiently.

Recommendations

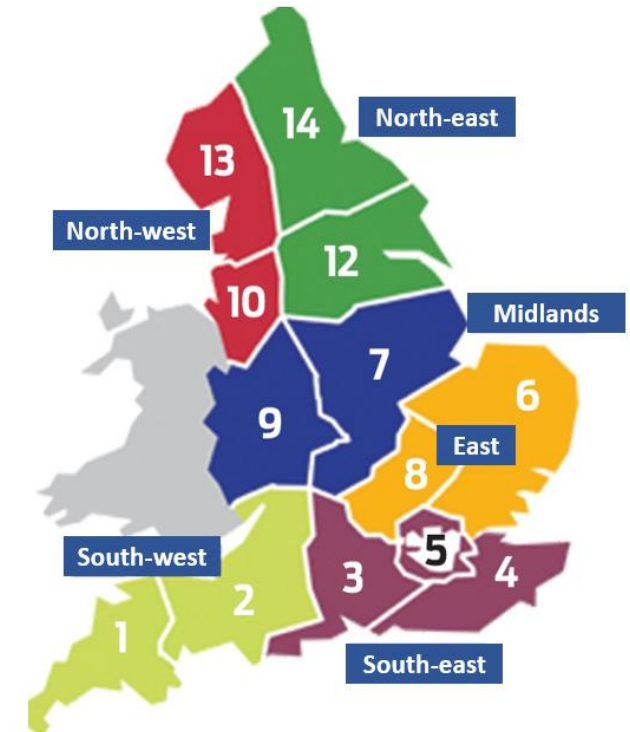
Strengthen airlock verification procedures, improve visibility and spacing of cones near pushes, and reinforce access control at works entrances. Consider additional signage and monitoring to reduce follow-in incursions and support safer site management.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



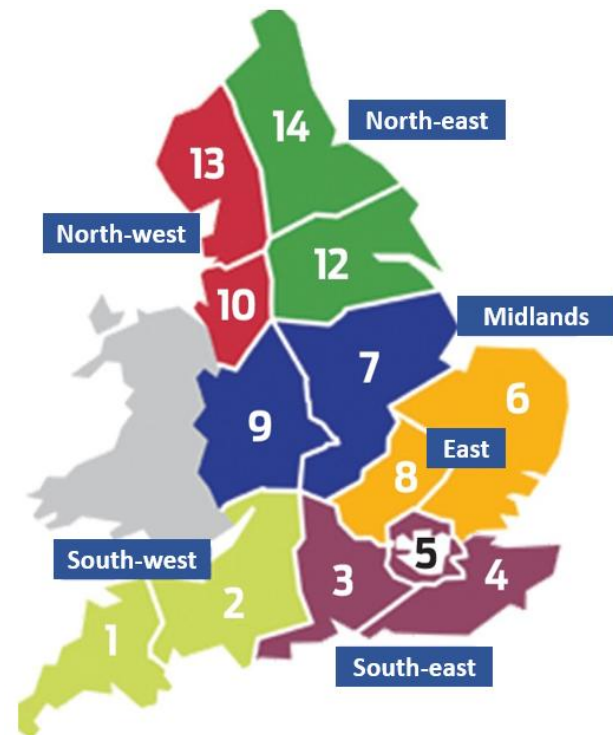
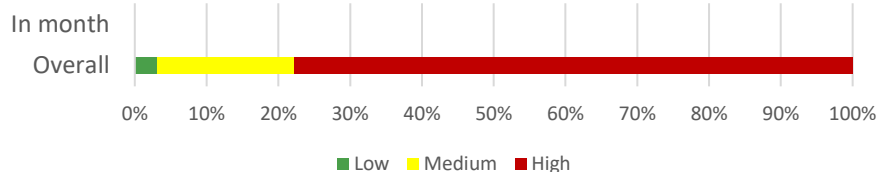
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	121 [43.84%]		
Incursion; Intentional – Because of breakdown	3 [6.98%]	25 [9.06%]		2 [100.00%]
Incursion; Intentional – To seek information		4 [1.45%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	68 [24.64%]		
Incursion; Unintentional - Follow in	7 [16.28%]	17 [6.16%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [6.88%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [5.07%]		
IPV Strike		8 [2.90%]		
Grand Total	43 [100.00%]	276 [100.00%]		2 [100.00%]

Technology Utilisation	Sep 25			Oct 25			Nov 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	145	100	69%	143	119	83%	103	91	88%
Area 2	109	60	55%	191	82	43%	213	136	64%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions [*Sentiment: Positive*]

No unauthorised vehicle or pedestrian incursions were reported during this period.

Traffic Incidents [*Sentiment: Positive*]

No collision or traffic-related incidents occurred, and no unsafe driving behaviour was observed around the work areas.

Broken Down Vehicles [*Sentiment: Neutral*]

Two breakdowns occurred: one vehicle lost power in the works access, and another suffered a blowout and stopped in lane 1.

Traffic Management Responses [*Sentiment: Positive*]

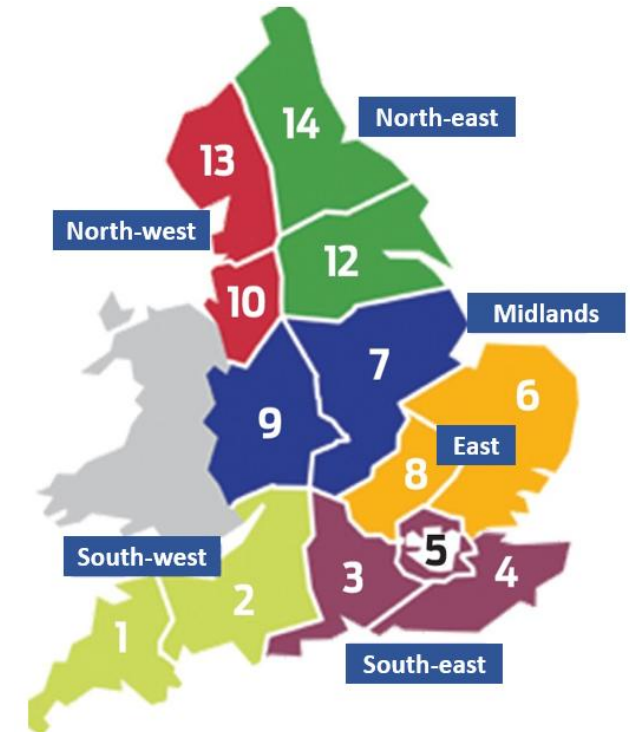
TM teams reacted quickly, safeguarding both breakdown locations, supporting drivers and ensuring safe vehicle removal without impacting ongoing works.

Overall [*Sentiment: Positive*]

Only minor breakdowns affected the network, with no incursions or major safety issues, reflecting stable and well-managed site conditions.

Recommendations

Enhance visibility of refuge points, reinforce driver information on breakdown protocol, and ensure rapid TM communication for swift safeguarding of stopped vehicles.

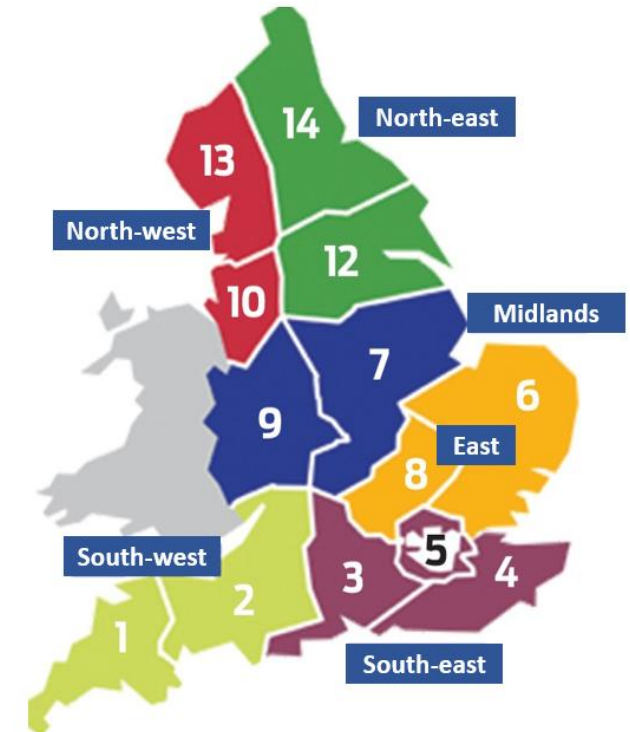


Incursions Report – South West Region

End of regional report

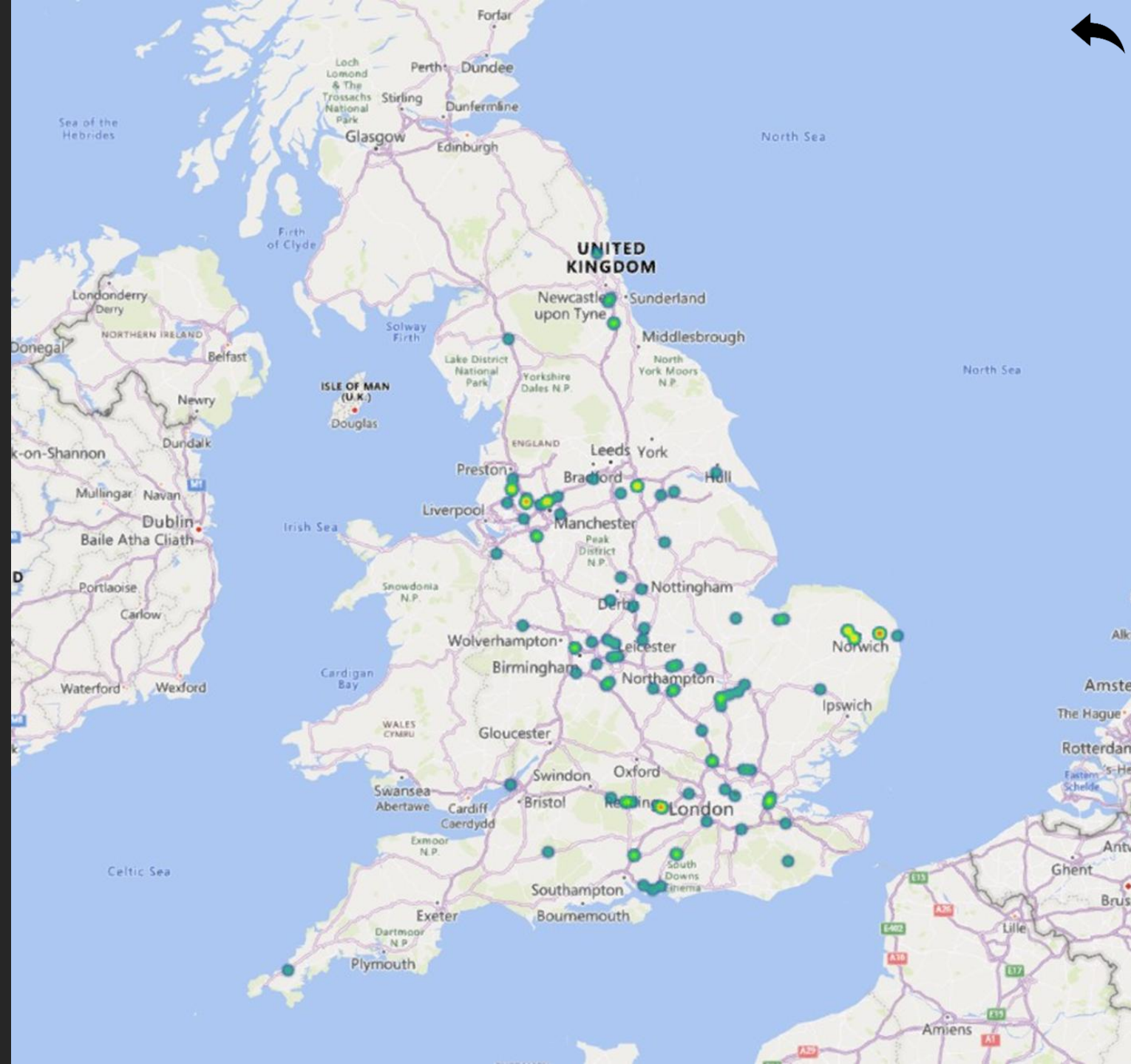
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Select next page for Heatmaps

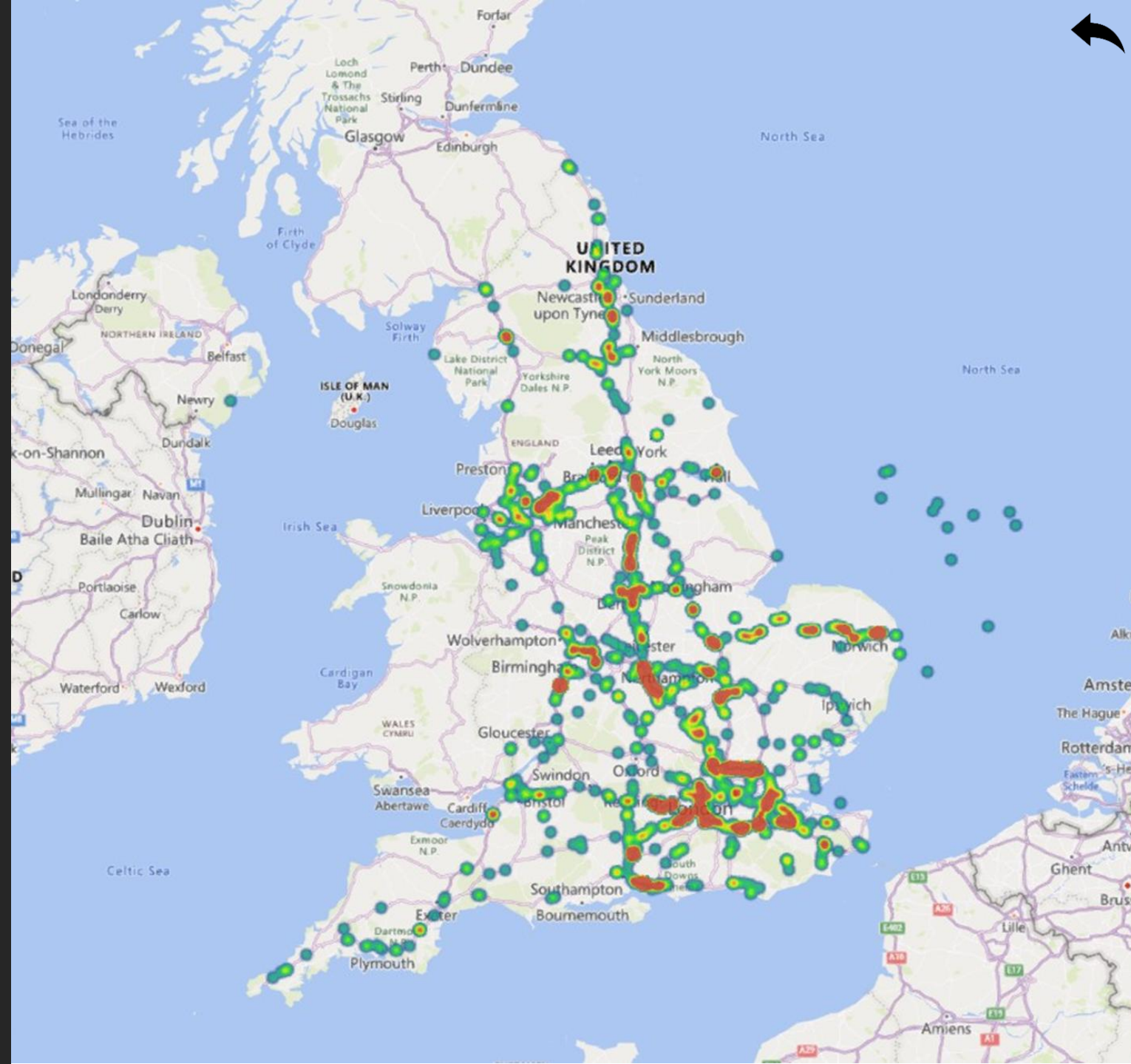


Heatmap of Incursions recorded in November 2025

“100% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

