

Incursion Working Group Report

April 2026

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IPV & Incursion Working Group Report

Guidance

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

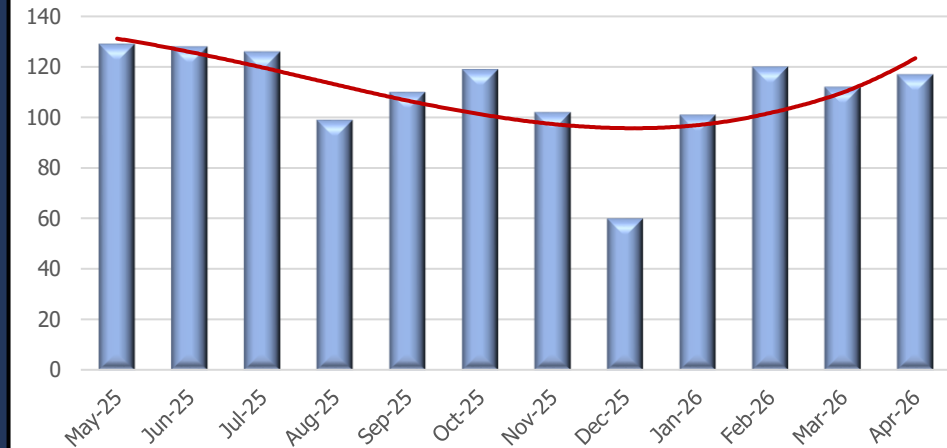
Select the following to view the [Executive Summary](#)

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

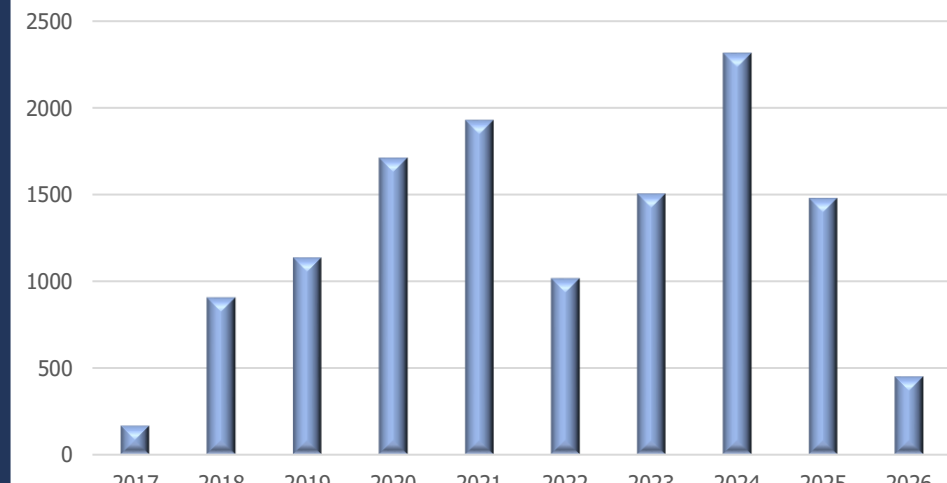
Executive Summary – Overview

- In April 2026 a total of 151 incursions were reported of which 117 were high and medium risk incursions.
- A total of 24 Incursions were recorded by Major Projects with 111 by the Operations Directorate and 16 incursions by others.
- Technology utilisation (such as Intellicone usage) is around 42% per night, a decrease of 2% from the previous month (with 5% listed as non NH works).
- Numbers of medium and high-risk incursions has increased from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

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



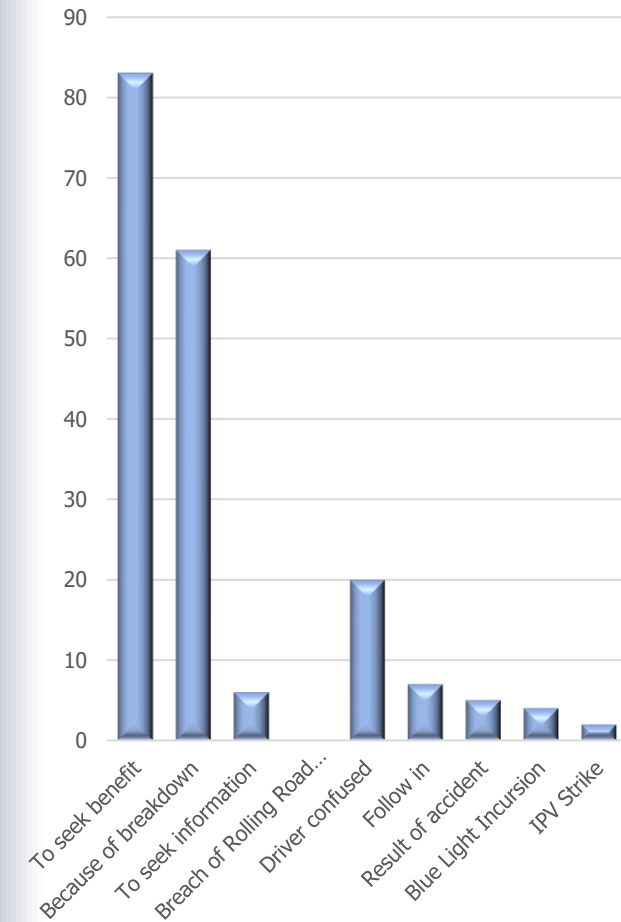
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In April 2026, an IPV strike in the South East region resulted in injuries to members of the public, as recorded in HART data relating to vehicle incursions into roadworks.
- Across the SRN there were 117 medium and high-risk incursions recorded, with 77 being 'Seeking Benefit' type incursions; equating to 66% of high & medium incursions reported.
- During the month there were 4 Blue light incursions with 2 IPV strikes being reported.
- Including breakdown and Low Risk incursions, 34 incursions were recorded. Of which, 29 were breakdowns.
- South East: Highest risk this period due to sustained volume and severity of incursions, including repeated access-point breaches (drivers removing barriers/cones), vehicles entering and exiting closures at speed, and multiple events linked to enforcement activity (pursuit-related movements and emergency vehicles operating within closures). The region also recorded an IPV strike with member(s) of the public taken to hospital, plus further collision and debris events escalating exposure across live lanes.

April 2026 – All Incursions



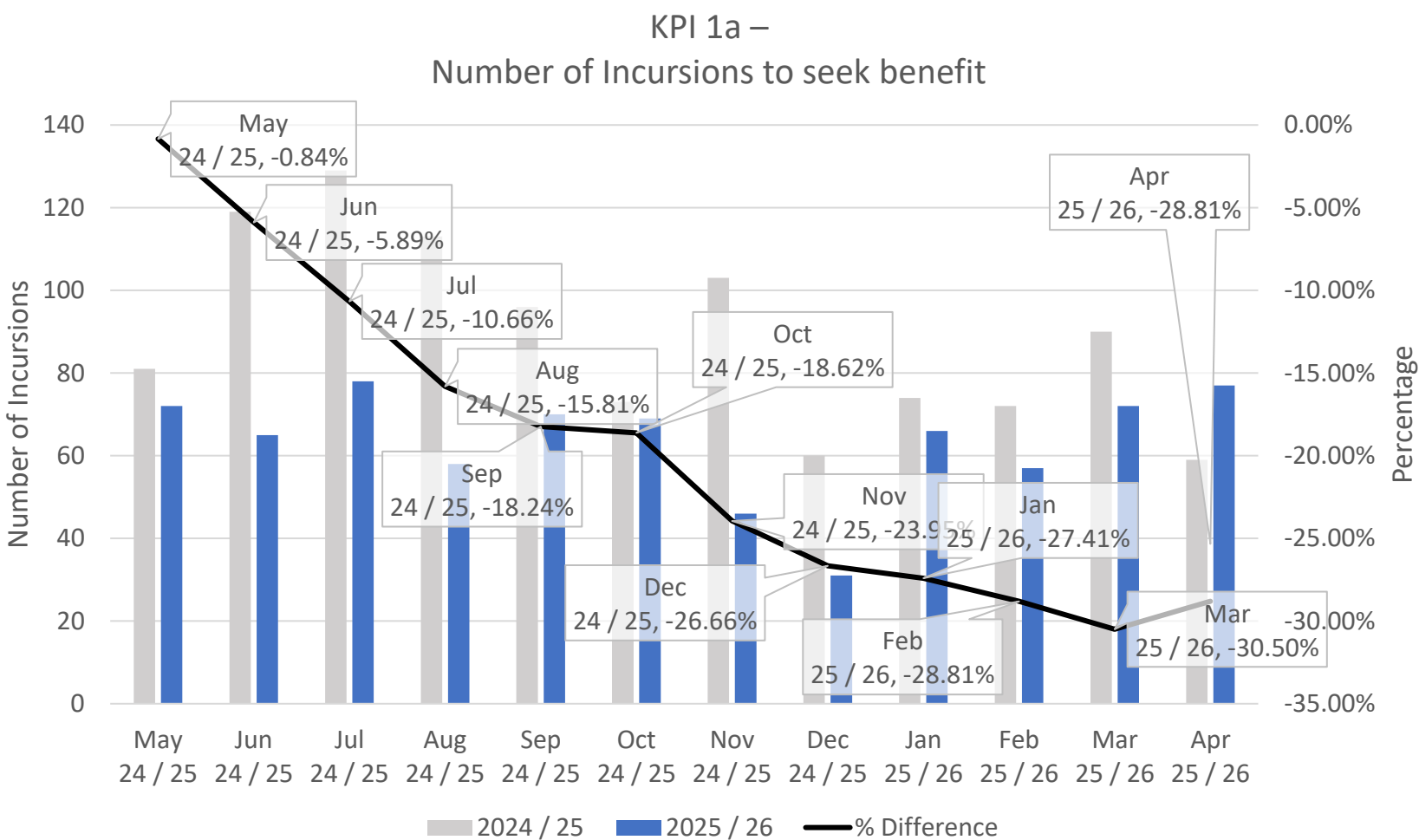
IPV & Incursion Working Group Report

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

Progress

As of April 2026, the data shows a 28% decrease in such incursions compared to April 2025

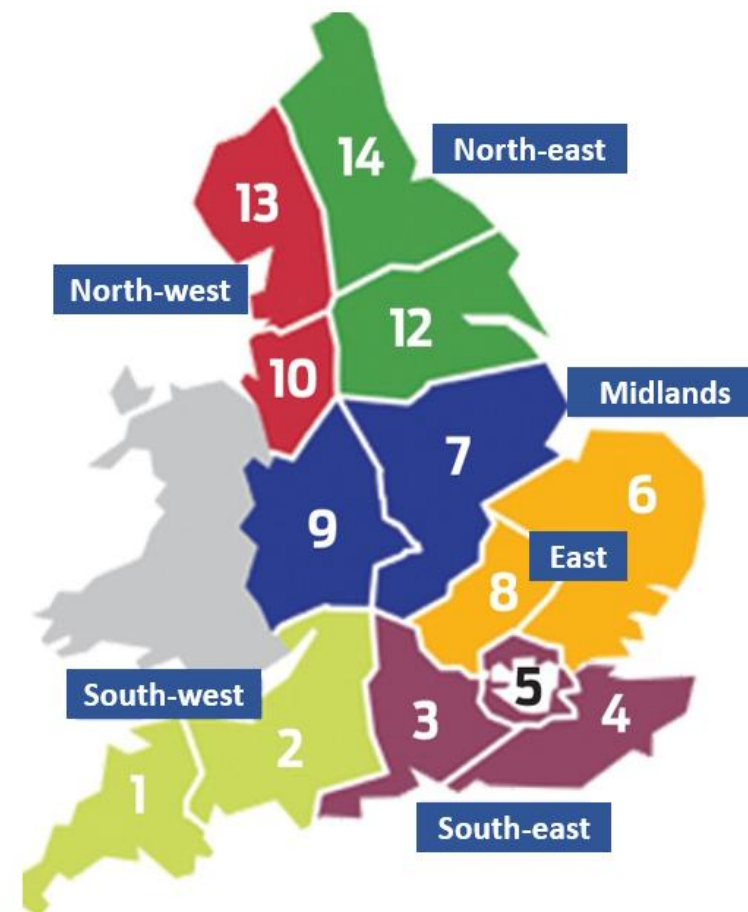
Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.



Executive Summary

End of Executive Summary

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



Incursions Report (All) - Summary

All Incursions

Number of Incursions recorded in April 2026	151
IPV Strike's recorded in April 2026	2
Blue Light Incursions recorded in April 2026	4

Heatmaps

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

Top incursions categories for April 2026:

1. Incursion; Intentional - To seek benefit [77]; equating to 51% of all incursions
2. Incursion; Unintentional - Driver confused [23]; equating to 15% of all incursions
3. Incursion; Unintentional - Result of accident [11]; equating to 7% of all incursions
4. Incursion; Unintentional - Follow in [4]; equating to 3% of all incursions
5. Incursions; Intentional - Blue Light Incursion [4]; equating to 3% of all incursions
6. IPV Strike [2]; equating to 1% of all incursions
7. Incursion; Intentional – To seek information [1]; equating to 1% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [29]; equating to 19% of all incursions

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

South East Region

Major Projects	3
Operations	64
Total	67

Midlands Region

Major Projects	0
Operations	20
Total	20

South West Region

Major Projects	0
Operations	8
Total	8

East Region

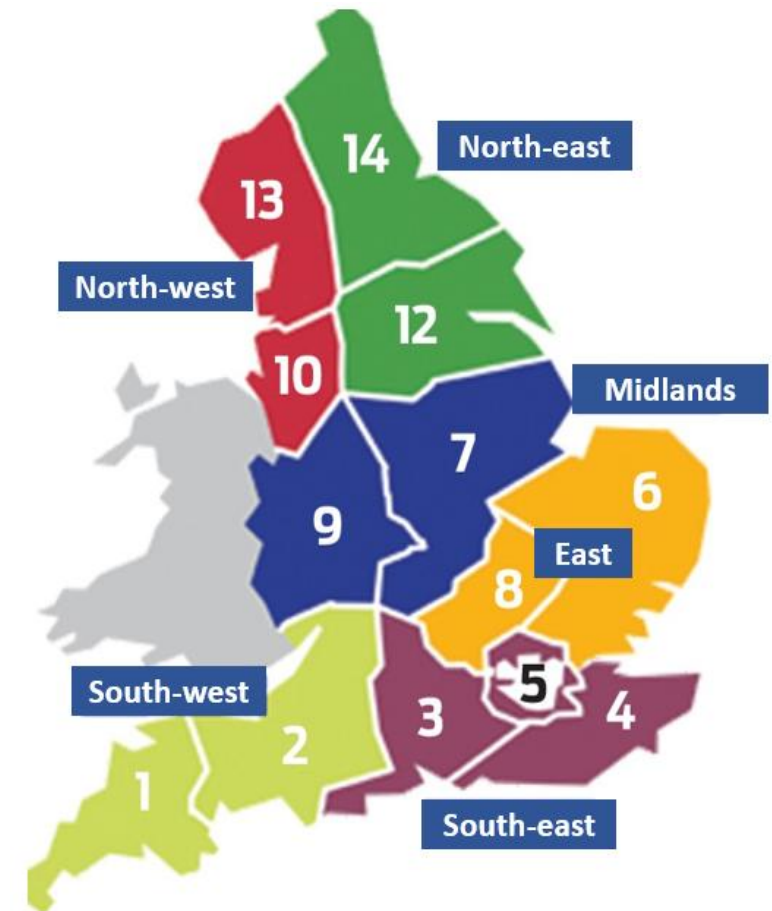
Major Projects	20
Operations	3
Total	23

North West Region

Major Projects	0
Operations	14
Total	14

Yorkshire & North East Region

Major Projects	1
Operations	2
Total	2

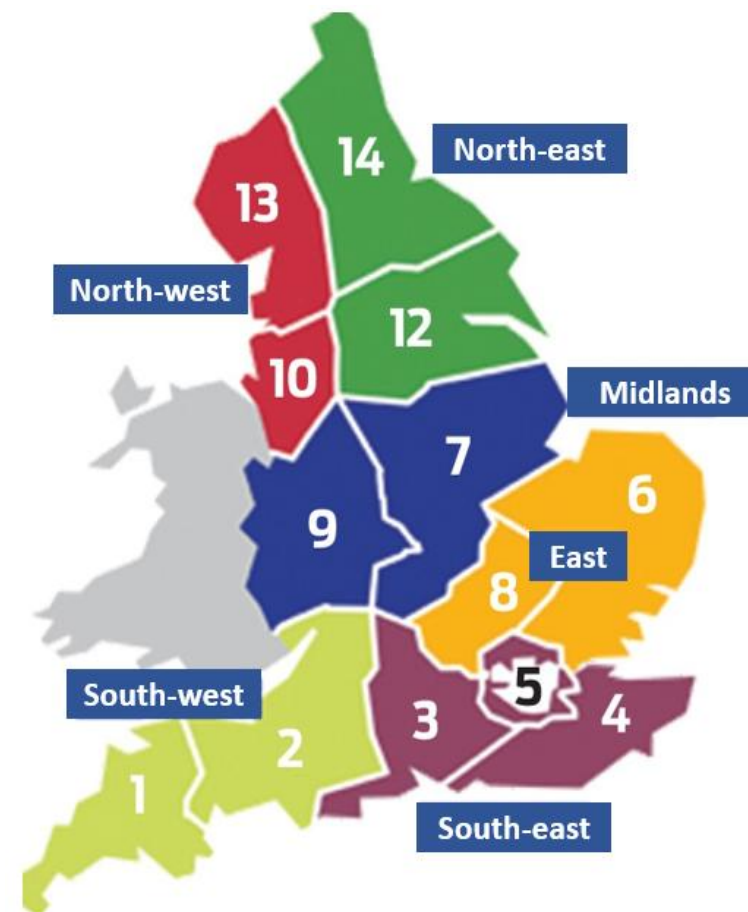


Incursions Report (All) - Summary (by region and directorate)

End of High level Summary

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Incursions Report (In Month) - Headline

151 Incursions were recorded for April 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	15	51	7	4	77
Incursion; Intentional - Because of breakdown	3	26			29
Incursion; Intentional - To seek information		1			1
Incursion; Intentional - Breach of Rolling Road Block (TOS)					0
Incursion; Unintentional - Driver confused	3	17	2	1	23
Incursion; Unintentional - Follow in	1	3			4
Incursion; Unintentional - Result of accident	2	8	1		11
Incursions; Intentional - Blue Light Incursion		4			4
IPV Strike		1	1		2
Grand Total	24	111	11	5	151

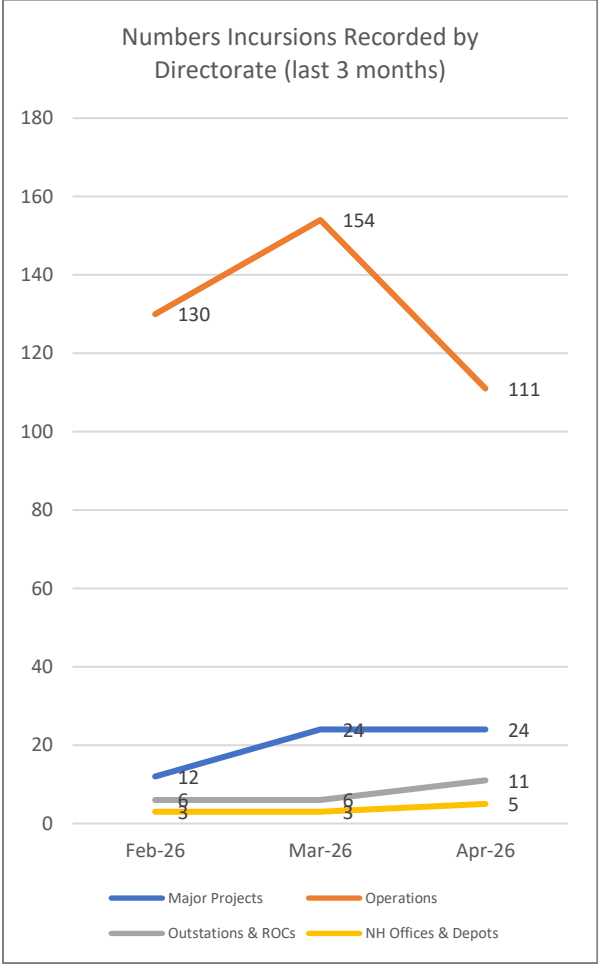
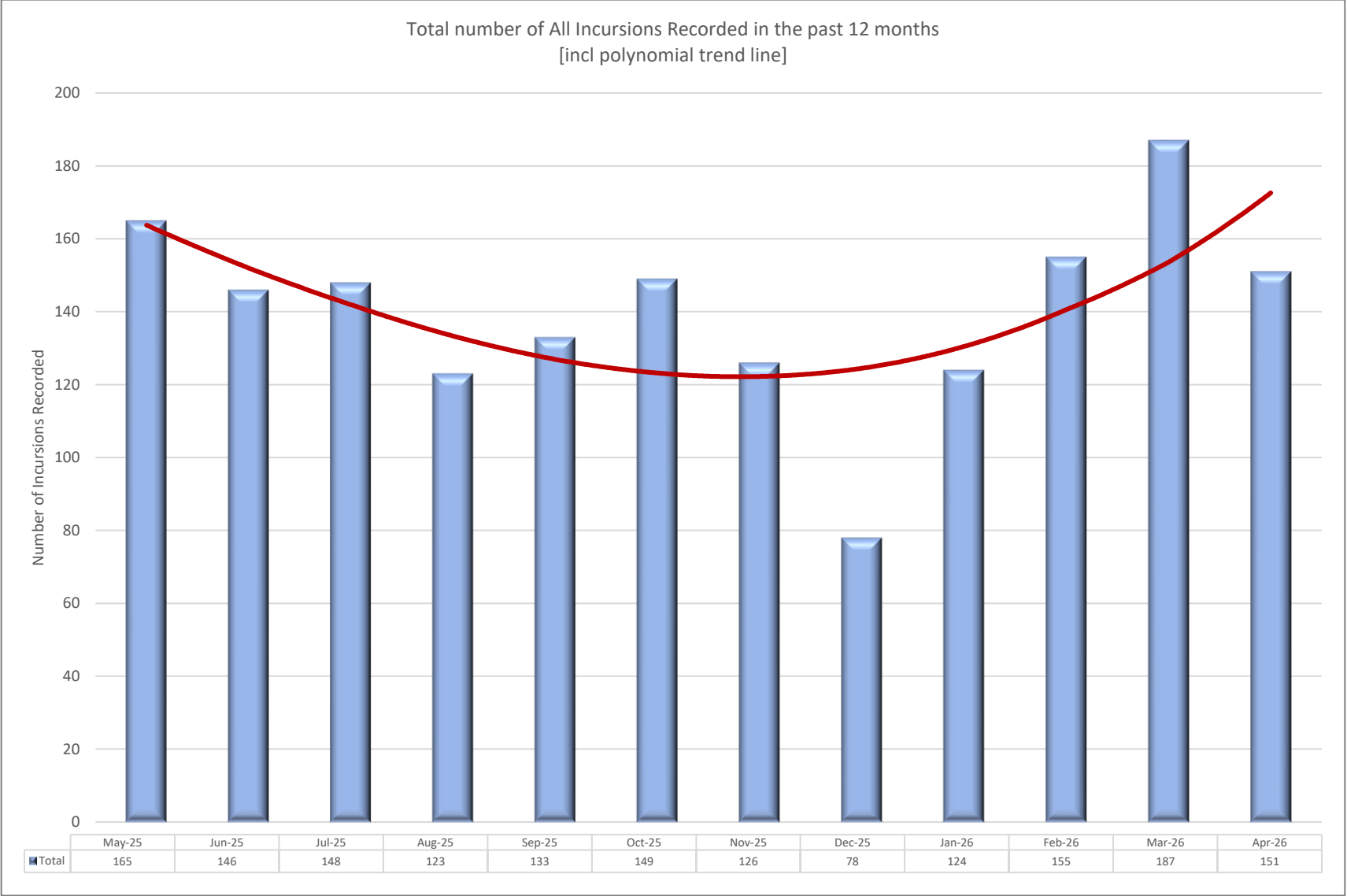
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24596**

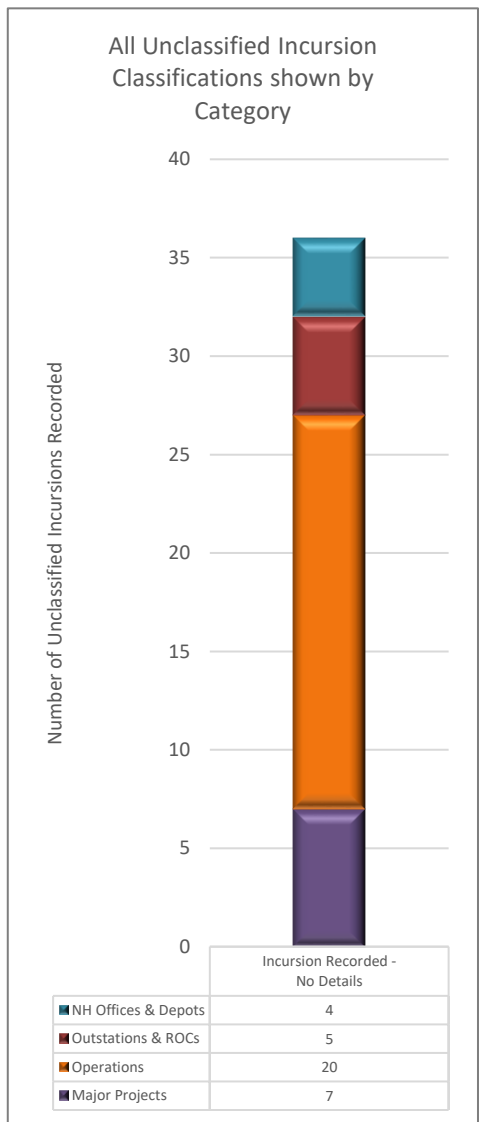
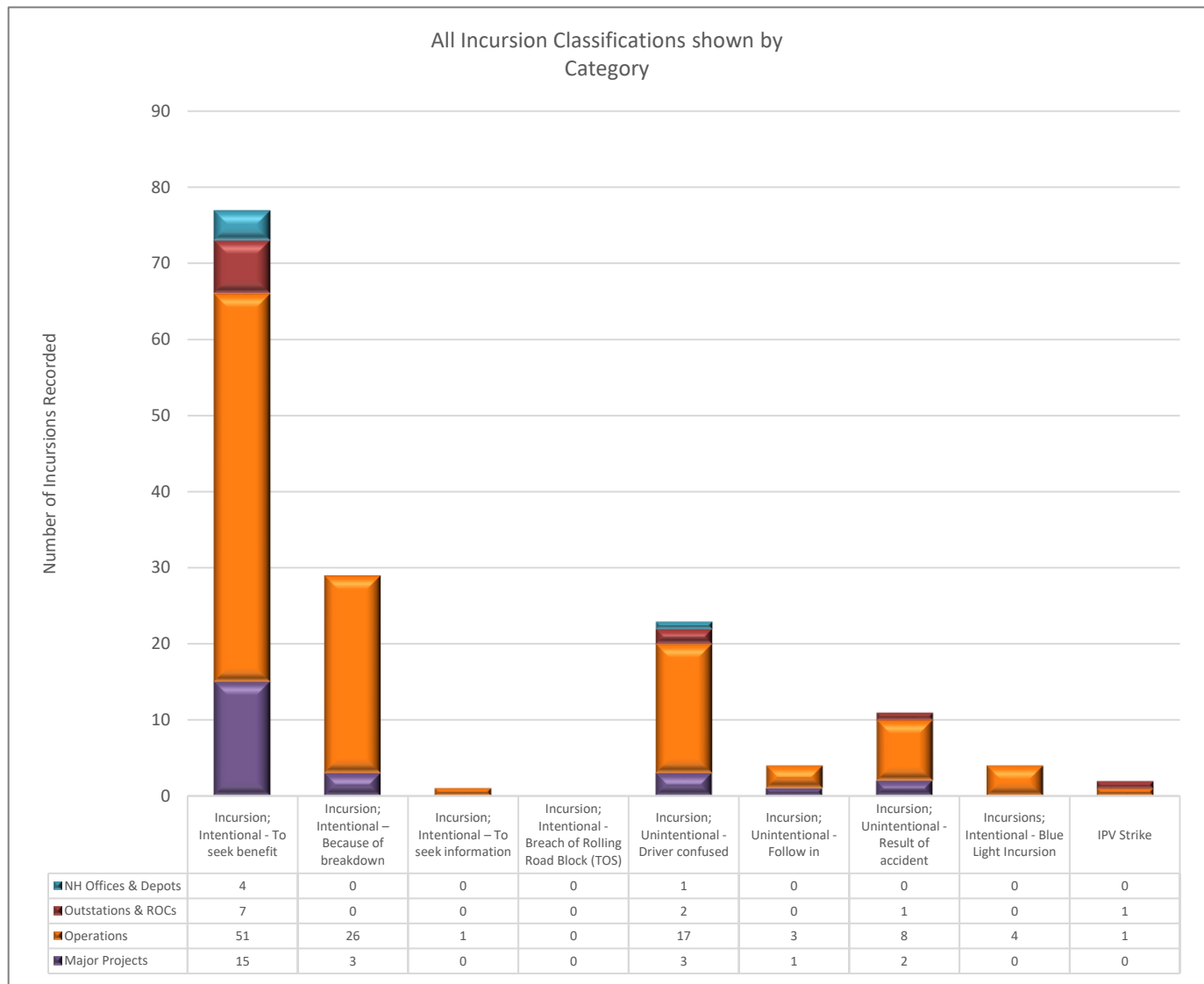
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1450	3509	724	84	5767
Incursion; Intentional – Because of breakdown	8911	785	150	4	9850
Incursion; Intentional – To seek information	113	146	34	5	298
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	897	10	939
Incursion; Unintentional - Driver confused	1328	1226	326	46	2926
Incursion; Unintentional - Follow in	230	401	20	5	656
Incursion; Unintentional - Result of accident	819	459	79	8	1365
Incursions; Intentional - Blue Light Incursion	113	201	6	2	322
IPV Strike	25	98	14	0	137
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13408	8366	2634	188	24596

Kind of Event	By Year (Jan – Dec)						
	Previous Years	2021	2022	2023	2024	2025	2026
Number of All Incursions recorded	7030	3937 (+70.2%)	1808 (-54.1%)	2149 (18.9%)	6226 (189.7%)	2829 (-54.6%)	617 (xx%)

Incursions Report – All Incursions



Incursions Report - All Incursions during April 2026



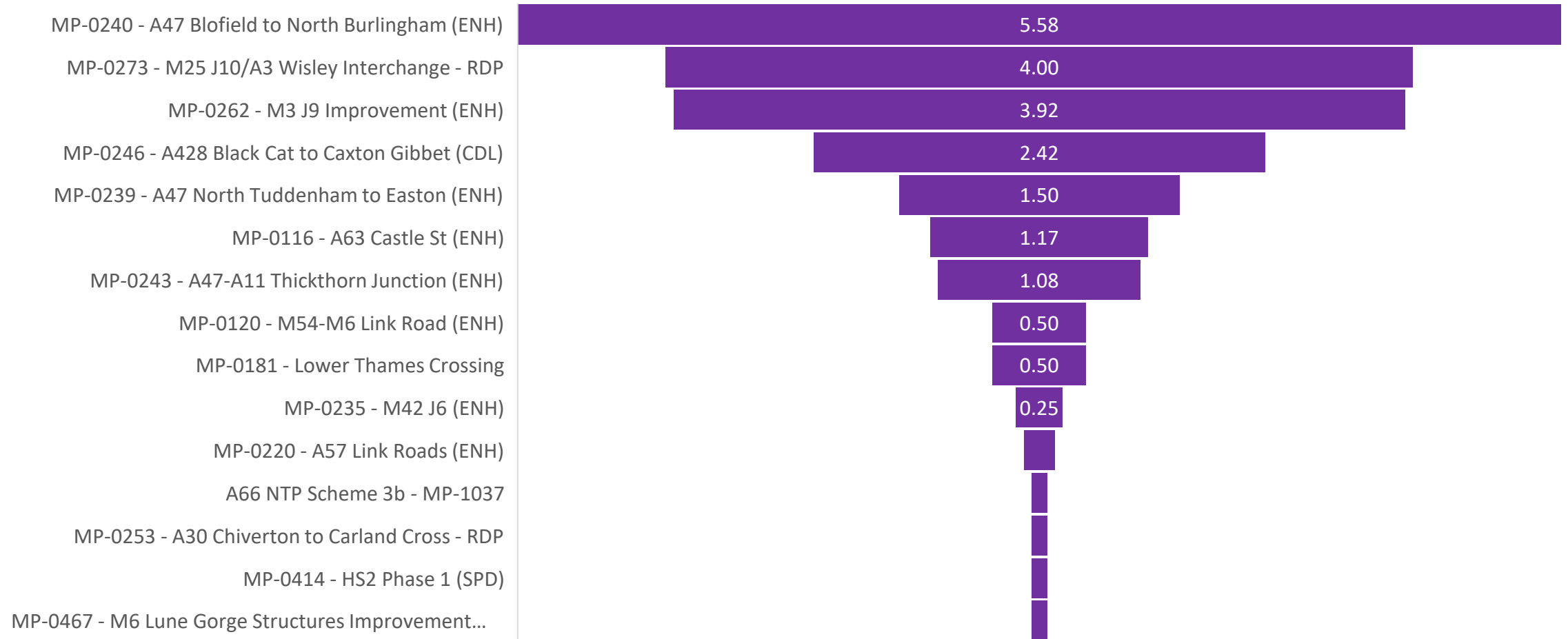
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [77]; equating to 51% of all incursions**
2. **Incursion; Unintentional - Driver confused [23]; equating to 15% of all incursions**
3. **Incursion; Unintentional - Result of accident [11]; equating to 7% of all incursions**
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Note - Incursion; Intentional - Because of breakdown [29]; equating to 19% of all incursions

Incursions Report for Major Projects

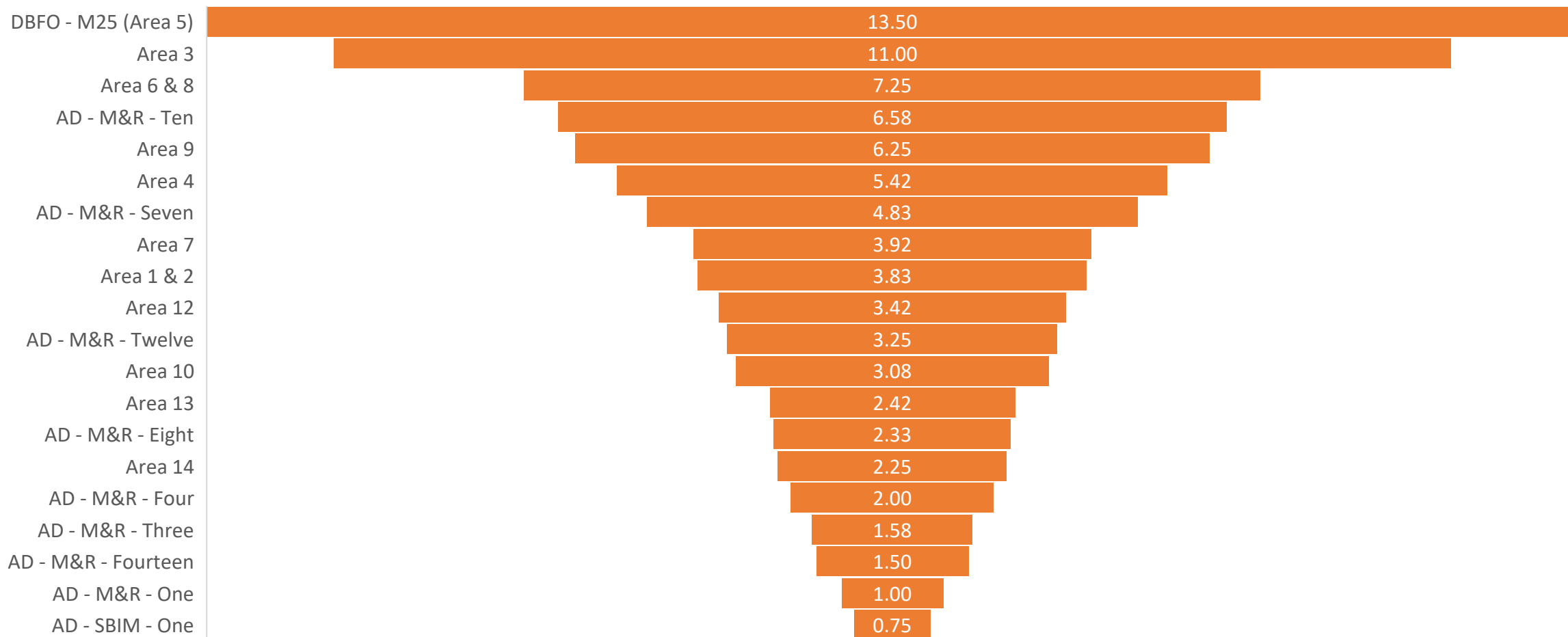
12 month rolling average of the number of all 'Incursions per Month'*



- 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'*



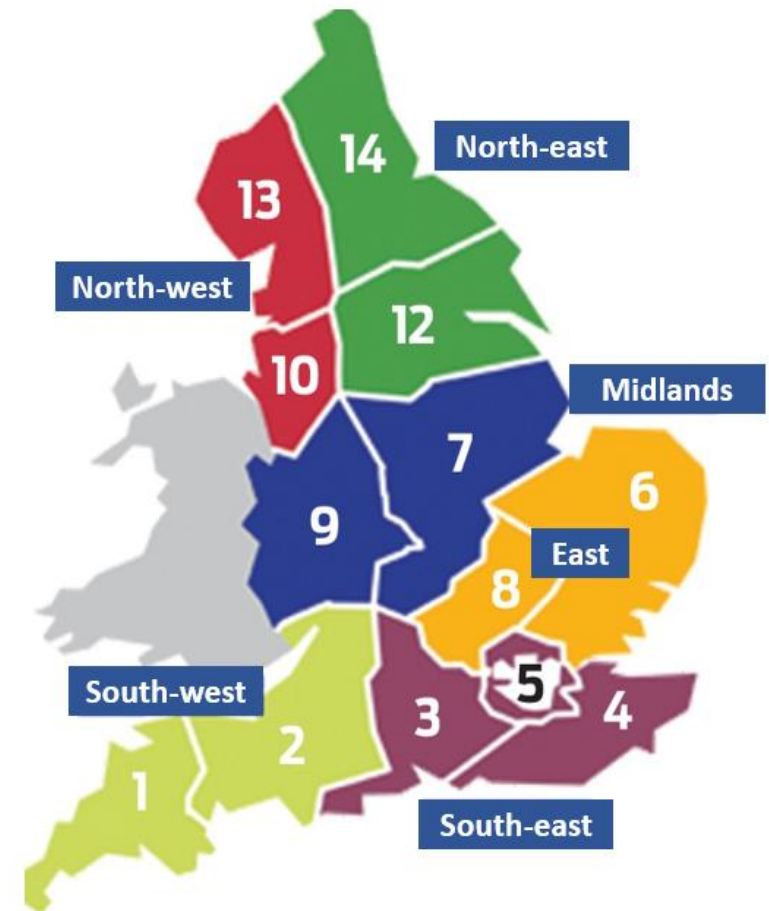
* Excluding incursions as a result of breakdown

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

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

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176566	07/04/2026	23:50:00	Operations	South East	South East - Area Contracts	Area 3	Lane Closure - Mainline	Relaxation works – Lane closure	Carriageway B	M3 7-6 77/0	Installation of TVRS and VRS removal works	Around 23:50 three police vehicles with the emergency lights on, intercepted and stopped a vehicle near where Asset was working at the time (MP77/0) Two police cars blocked from the front and rear the pursued vehicle and the third police car drove inside the closure to block the vehicle from the side	After the pursued car was stopped all four vehicles pulled inside the closure for another 9-10 minutes. The police asked Asset operatives where they can park the vehicles so they do not affect the works. 00:09 all four vehicles left site



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
176850	17/04/2026	01:47:00	Operations	North West	North West - Area Contracts	Area 10	Not populated	Not populated	Not populated	M6 20A-21 299/3	M6 J20A - 21 Surfacing M6 SB lane 4/3/2 closure SOTMP301/0B leading to total closure between J20 exit and entry slip, end MP298/3B. Diversion via up and over at J20	At approximately 01:47, a police pursuit entered the southbound (SB) road closure. Officers were reportedly chasing a Peugeot vehicle, which accessed the closure via the “up and over” route. The vehicle breached the safety line at location 299/3 and continued through the closed section at speeds estimated to exceed 70 mph, followed by one police car. Operatives working within the closure reported being narrowly missed. Due to the high speed of the vehicles, no personnel on site were able to obtain registration numbers or positively identify the vehicles involved. The pursued vehicle exited the site via the end of the closure, while additional pursuing officers used the designated diversion route	Safety checks completed for all personnel. Site checks completed to ensure TM was still correctly installed.

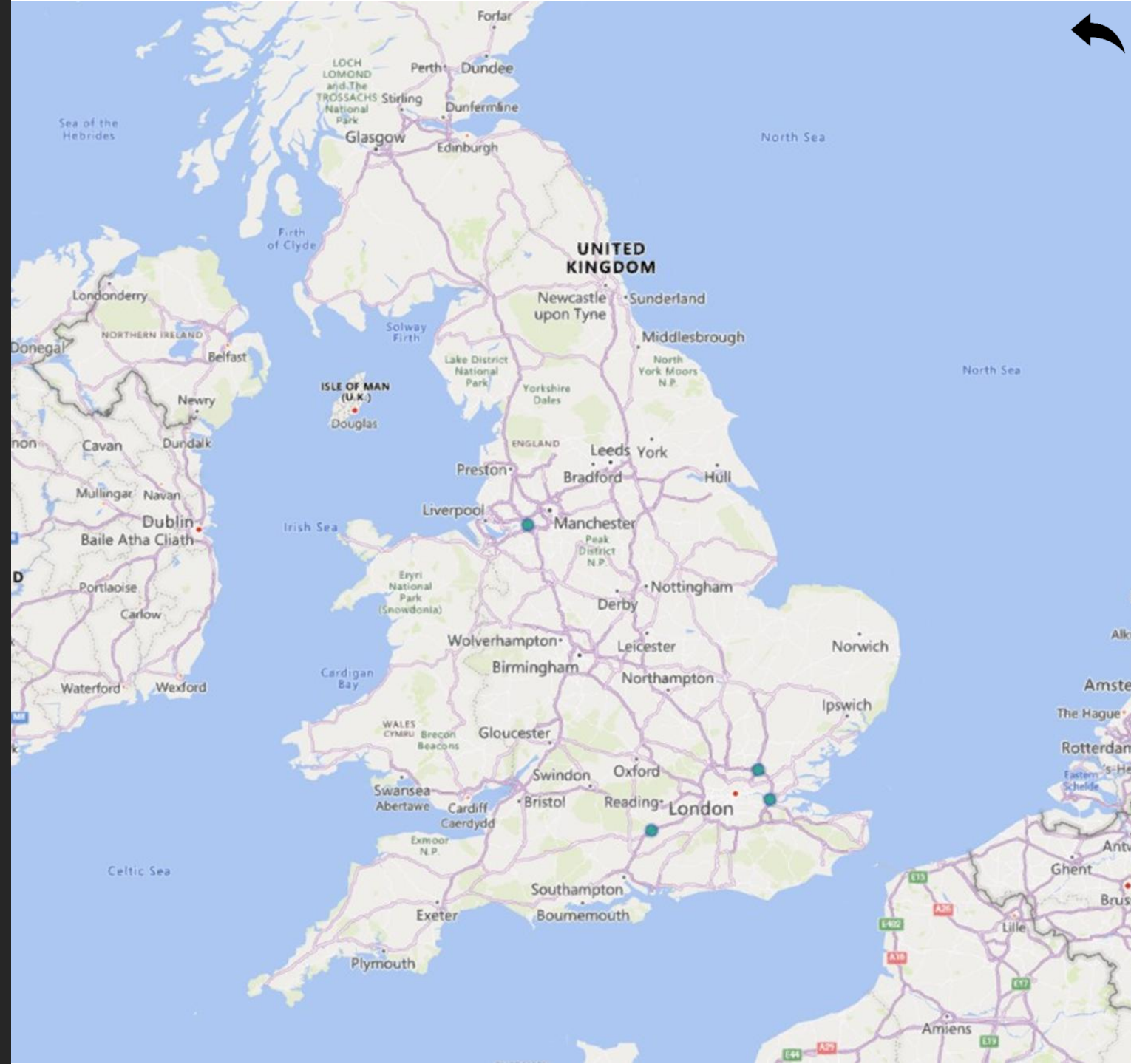


Blue Light Incursions Report - Headline

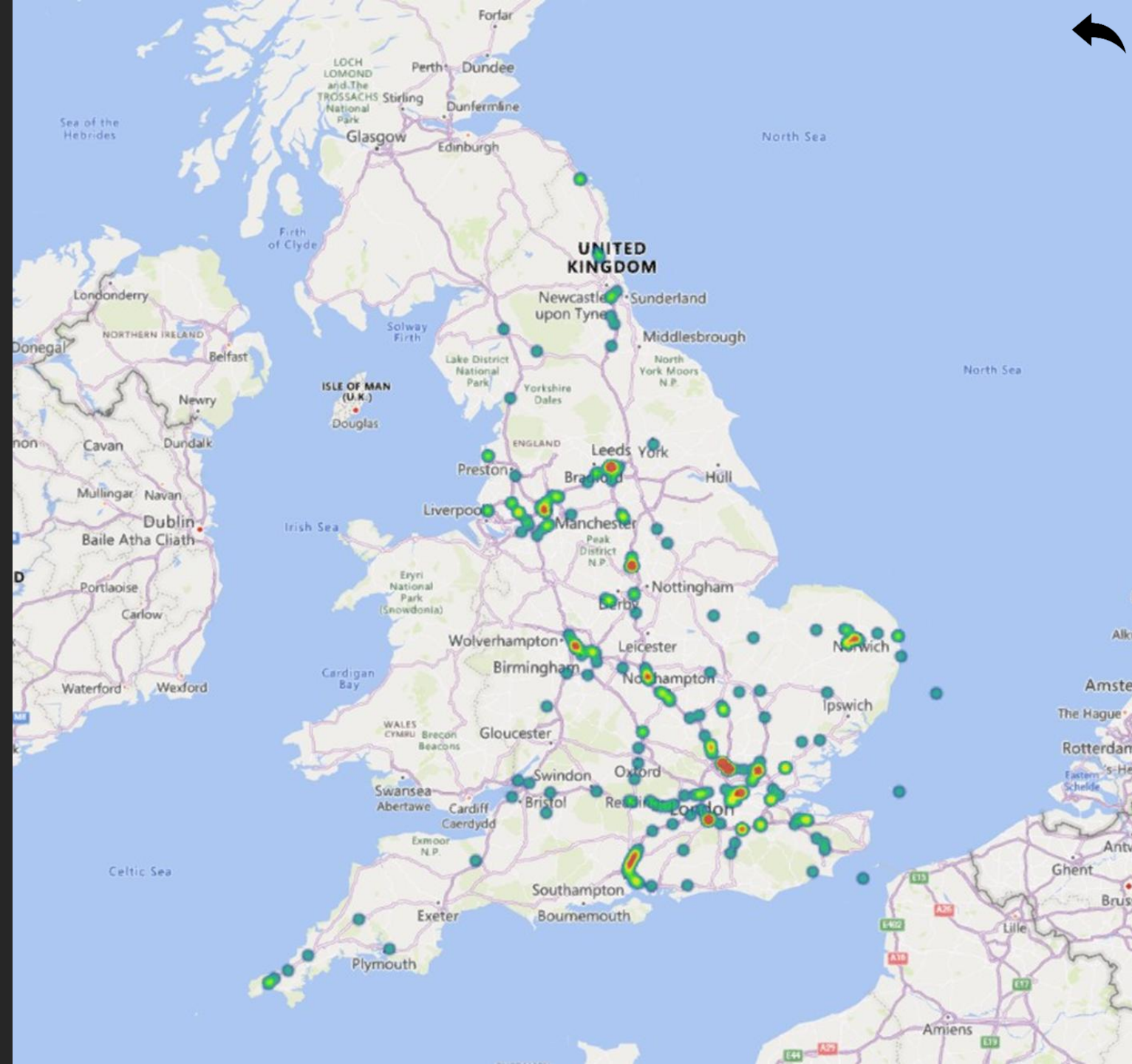
322 Blue Light Incursions have been recorded since March 2022 with **4** being recorded in April 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176930	20/04/2026	23:00:00	Operations	South East	South East - DBFO	DBFO - M25 (Area 5)	Full Closure - Mainline	Relaxation works – Full main carriageway closure	Not populated	M25/A2820 3/1A	Full Closure	TM incursion - Police car entered closure under blue lights and left, no injuries.	Not Populated
176965	23/04/2026	00:10:00	Operations	South East	South East - DBFO	DBFO - M25 (Area 5)	Full Closure - Slip Road	Relaxation works – Slip link side road closure	Not populated	M25 26 WS/2	Closure	White Ambulance was let into the closure but unsure if they were advised to keep lights on or travel slowly, they were travelling at a very high speed and drove very close to operatives making it a very dangerous encounter	Not Populated

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



Heatmap of all Blue Light Incursions (BLI) recorded

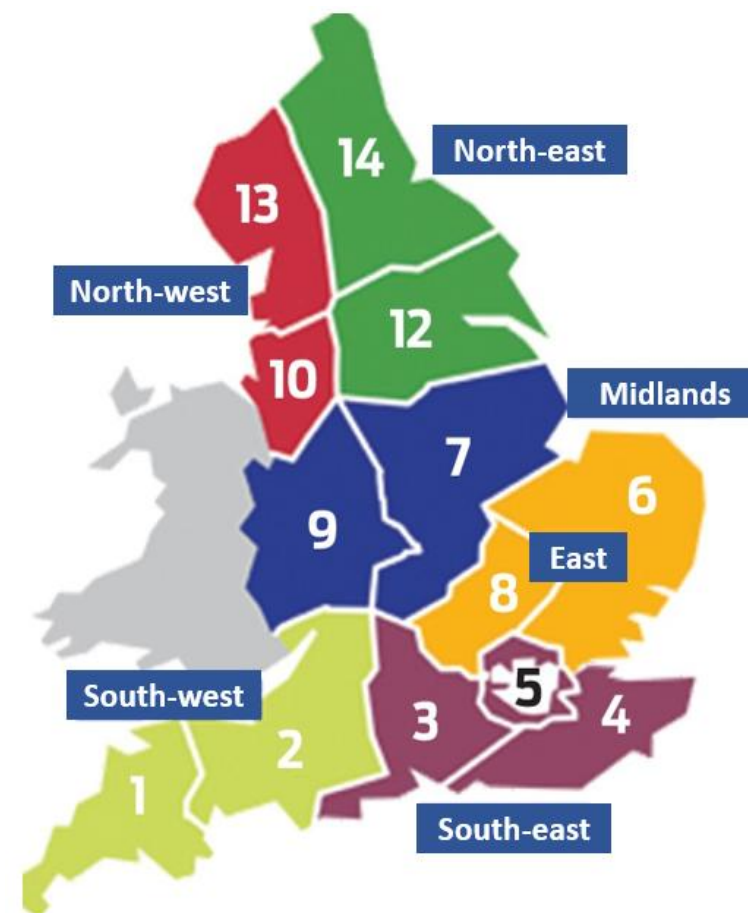


Incursions Report

End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and
Heatmaps





IPV Strike Report - Headline

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

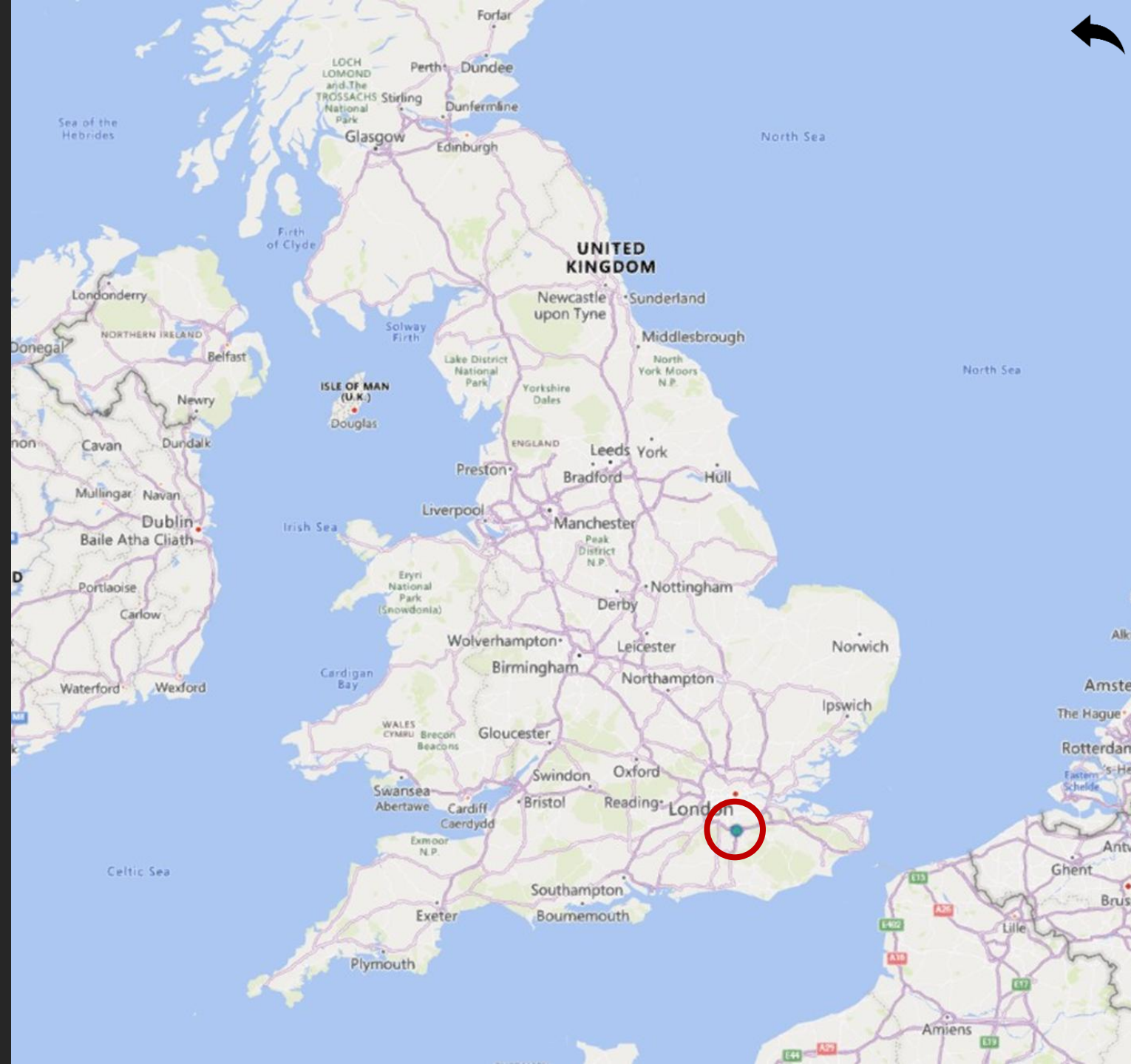
Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
176591	09/04/2026	11:01:00	Outstations & ROCs	East - Outstations & ROCs	East - ROCs	East ROC	Not populated	Mobile lane closure – Hard shoulder closures	Carriageway B	M11 10/9 71/1B	Mobile HS closure for tree cutting	IPV had its crash cushion down, was stationary and fully on HS fending off behind the tractor doing tree cutting, when it had been struck by another HGV. OSR damage to cushion and OS mirror. Only driver inside the IPV, no injuries reported. IPV was driven subsequently to the Whittlesford depot. A roadspace booking NOM` s was associated to these works on the M11, this activity by contractors was not called into the ROC and they were unaware that hard shoulder working was taking place on our strategic network	Works stopped by area team as the RTC occurred, traffic officers attended under RRB to clear debris from carriageway.

IPV Strike Report - Headline

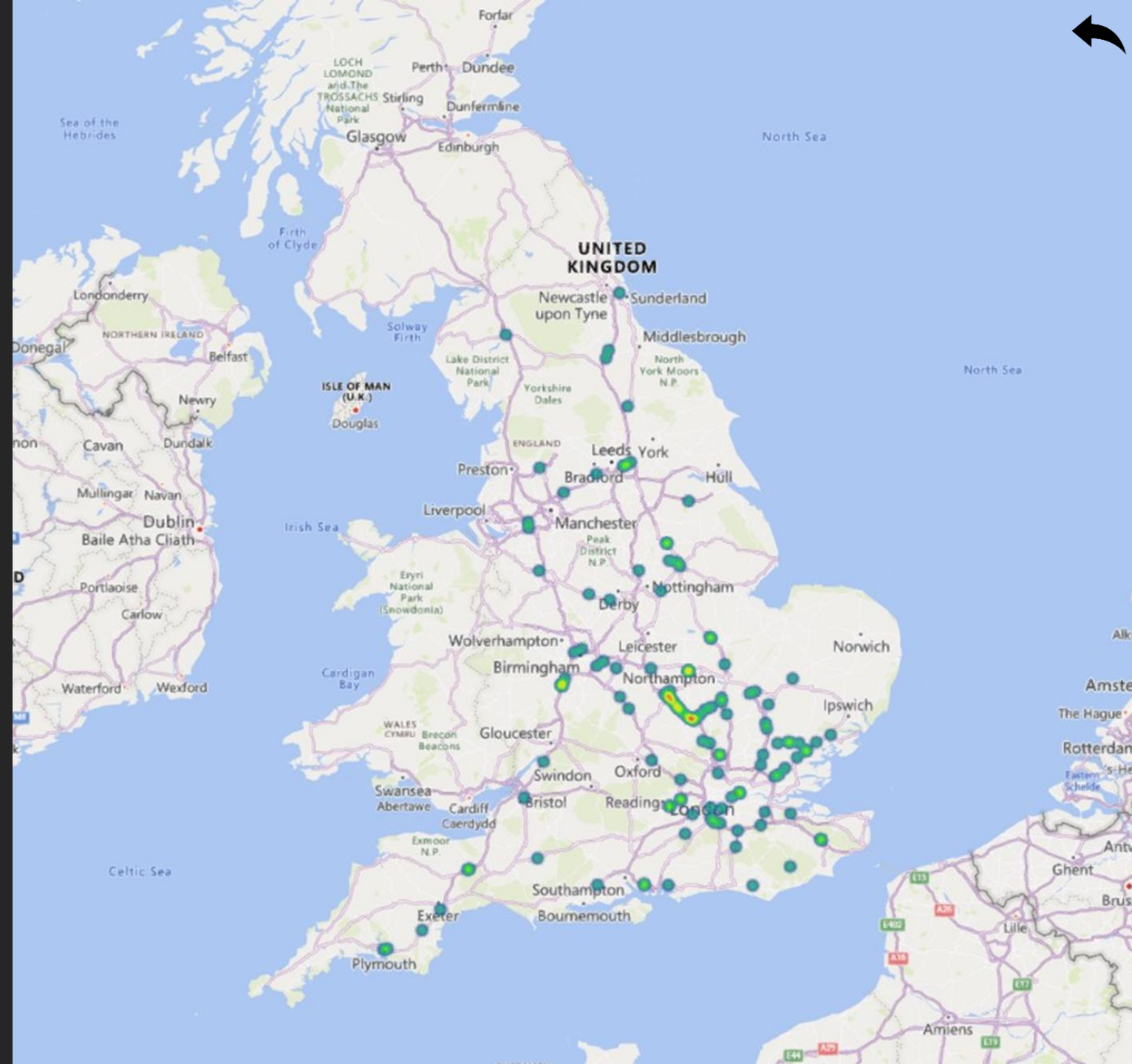
137 IPV strikes have been recorded since December 2019 with **2** being recorded in April 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
177137	30/04/2026	23:57:00	Operations	South East	South East - DBFO	DBFO - M25 (Area 5)	Lane Closure - Mainline	Relaxation works – Lane closure	Not populated	23 7 32/7B - 32/6B	lane closure	IPV was deployed in lane 1 with crash cushion down, a MoP in aservices attended seen, both blue ford fiesta struck the rear of the IPV, NTOC informed and HATO teams deployed. Incident and debris was spread between multiple lanes with the MoP vehicle in lanes 2 and 3. both drivers taken to local hospital.	HATO and emergency drivers taken to hospital.

Heatmap of IPV Strikes recorded during April 2026



Heatmap of all IPV Strikes recorded

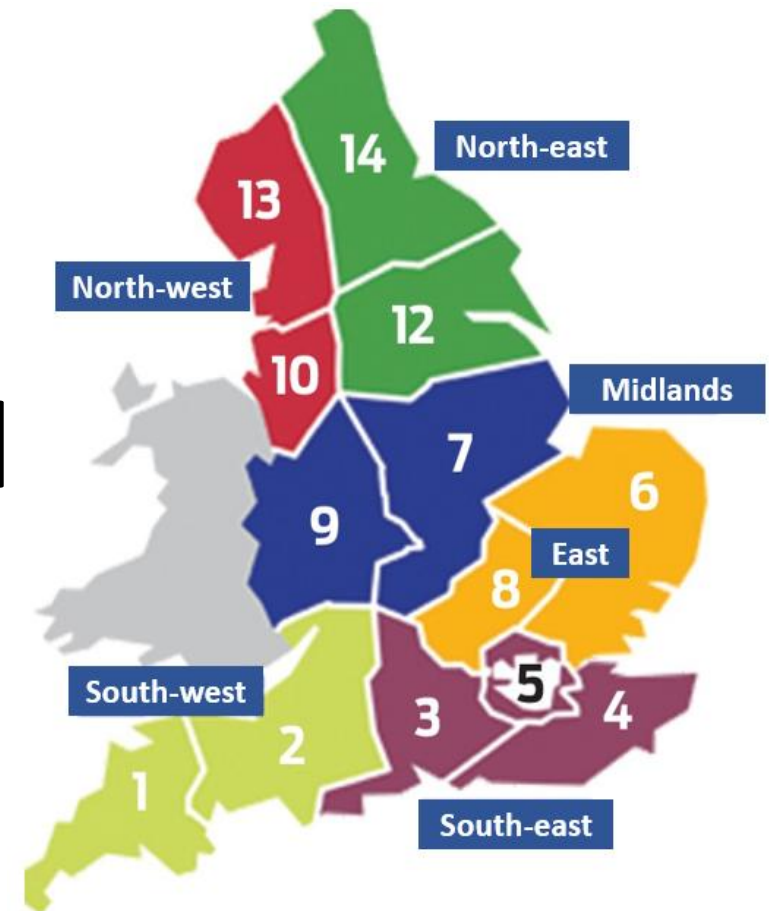


Incursions Report

End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk



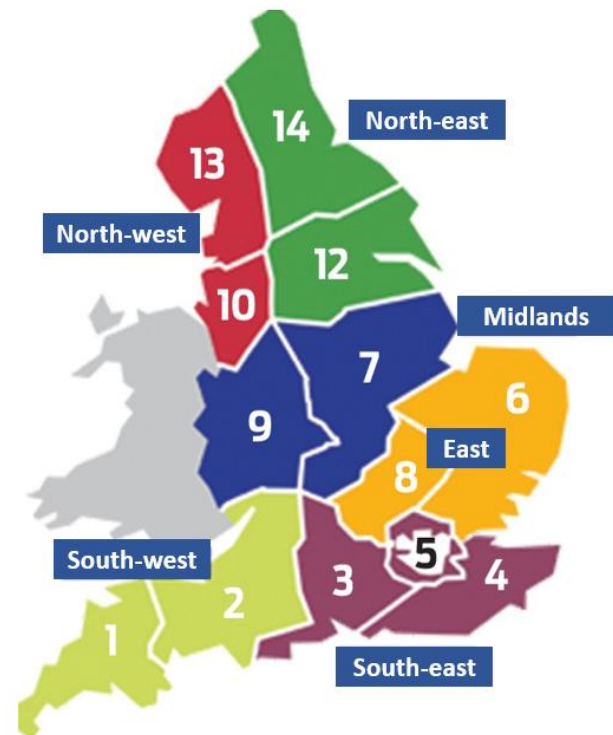
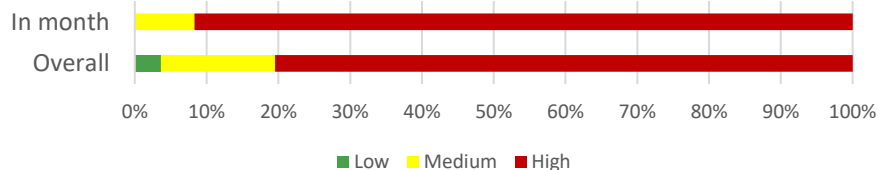
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	442 [43.29%]		10 [71.43%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	112 [10.97%]		1 [7.14%]
Incursion; Intentional – To seek information	42 [2.36%]	23 [2.25%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.49%]		
Incursion; Unintentional - Driver confused	179 [10.06%]	260 [25.47%]		2 [14.29%]
Incursion; Unintentional - Follow in	52 [2.92%]	82 [8.03%]		
Incursion; Unintentional - Result of accident	70 [3.93%]	65 [6.37%]		
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	26 [2.55%]		1 [7.14%]
IPV Strike	1 [0.06%]	6 [0.59%]		
Grand Total	1779 [100.00%]	1021 [100.00%]		14 [100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 10	538	59	11%	668	53	8%	825	91	11%
Area 13	83	15	18%	68	5	7%	62	4	6%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were recorded, including vehicles entering closures, travelling contraflow, and accessing sites via incorrect routes. High-speed movements and non-compliance with restrictions created risk, with operatives reportedly narrowly missed.

Traffic Incidents *[Sentiment: Negative]*

Several traffic-related incidents occurred, including cone strikes, taper damage, and vehicles travelling at speed through restricted areas. Police involvement was noted in some cases, highlighting unsafe driver behaviour affecting the integrity of traffic management.

Broken Down Vehicles *[Sentiment: Neutral]*

One reported incident involved a driver claiming to have broken down within the closure; however, the vehicle subsequently re-joined the carriageway without assistance, indicating non-genuine circumstances and contributing to operational disruption.

Traffic Management Responses *[Sentiment: Positive]*

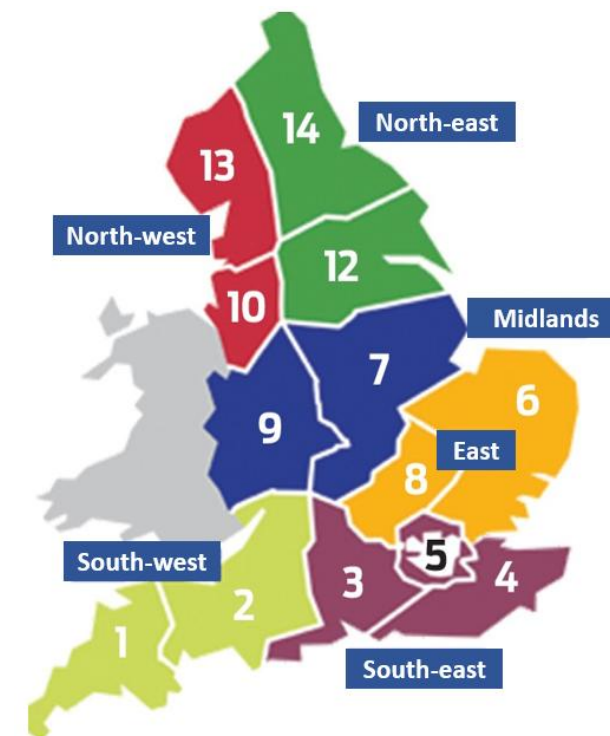
Traffic management teams responded promptly by halting works, marshalling vehicles safely through closures, and engaging with drivers where necessary. Escalation to police ensured control of higher-risk situations and maintained overall site safety.

Overall *[Sentiment: Negative]*

The period was characterised by repeated non-compliant driver behaviour, including high-speed incursions and unauthorised access. Despite effective responses, the frequency of events increased exposure to workforce risk and operational disruption. No injuries reported.

Recommendations

Project team should review their approach and where required strengthen ingress and egress control measures, enhance advance signage and visibility, and consider additional physical deterrents to prevent unauthorised access and reduce high-risk driver behaviour.



Incursions Report

Directorate: Major Projects
Region: North West
Project: MP-1037 – A66 NTP Scheme

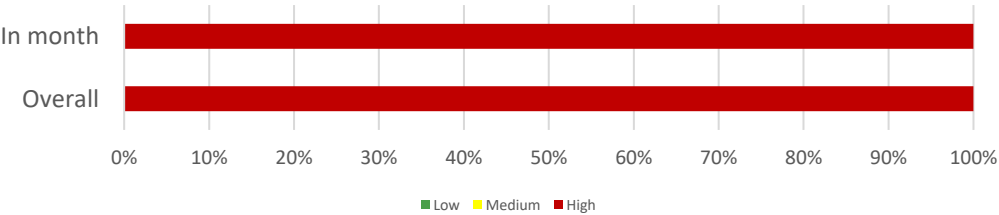
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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 (35.00 km / 21.75 miles)

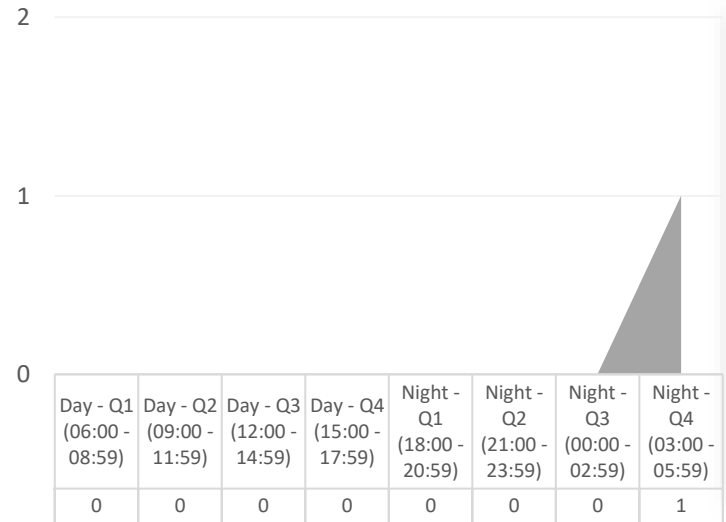
Project Incursion Rate: 6.09 incursions/km or 9.79 incursions/miles

Breakdown Rate: 3.83 incidents/km or 6.16 incidents/miles

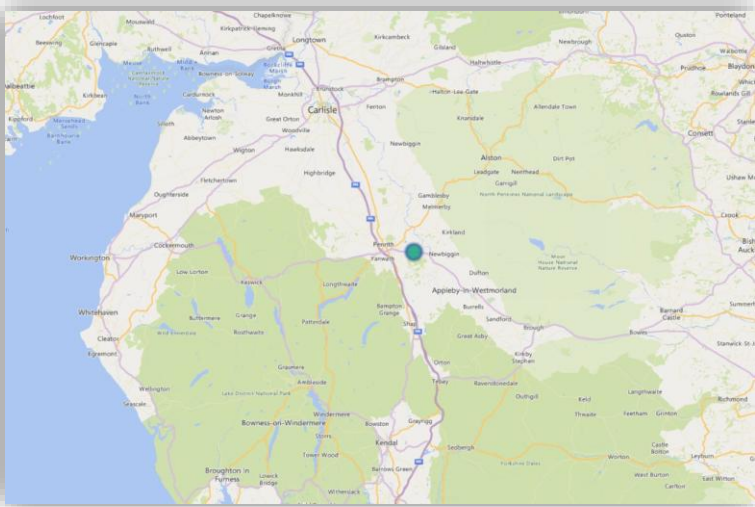
MP-1037 – A66 NTP Scheme



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: North West

Project: MP-1037 – A66 NTP Scheme



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle failed to comply with a red signal and entered a controlled closure, travelling toward an opposing convoy and briefly diverting into a junction to avoid conflict before continuing through the restriction.

Traffic Incidents *[Sentiment: Negative]*

An incident occurred involving a vehicle breaching traffic signals and interacting with an active traffic convoy, creating a short-term risk of conflict with opposing flows before the vehicle exited the immediate interaction area.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The presence of a managed convoy system enabled safe passage of controlled traffic despite non-compliance. The incident was escalated through appropriate reporting channels, supporting potential follow-up actions with enforcement authorities.

Overall *[Sentiment: Neutral]*

The event highlights risks associated with driver non-compliance within managed closures. While no collisions or injuries were reported, the interaction introduced unnecessary risk to road users and operational traffic management measures.

Recommendations

Project team should review their approach and where required strengthen measures to deter signal violations, including enhanced signage visibility, earlier warning interventions, and consideration of enforcement support, while reinforcing public messaging on compliance within closures.

Incursions Report

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

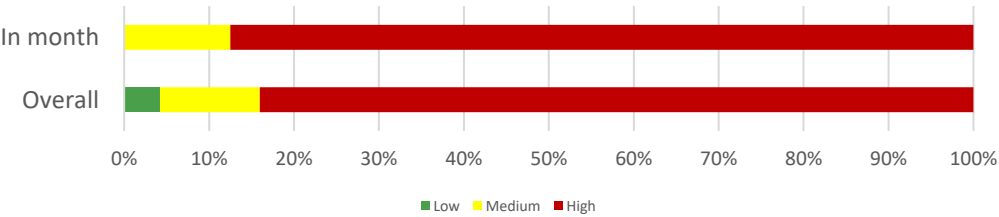
A total of 9 incursions have been recorded; with a 700% increase in 'Seeking Benefit' type incursions together with an incursions, with a 71% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

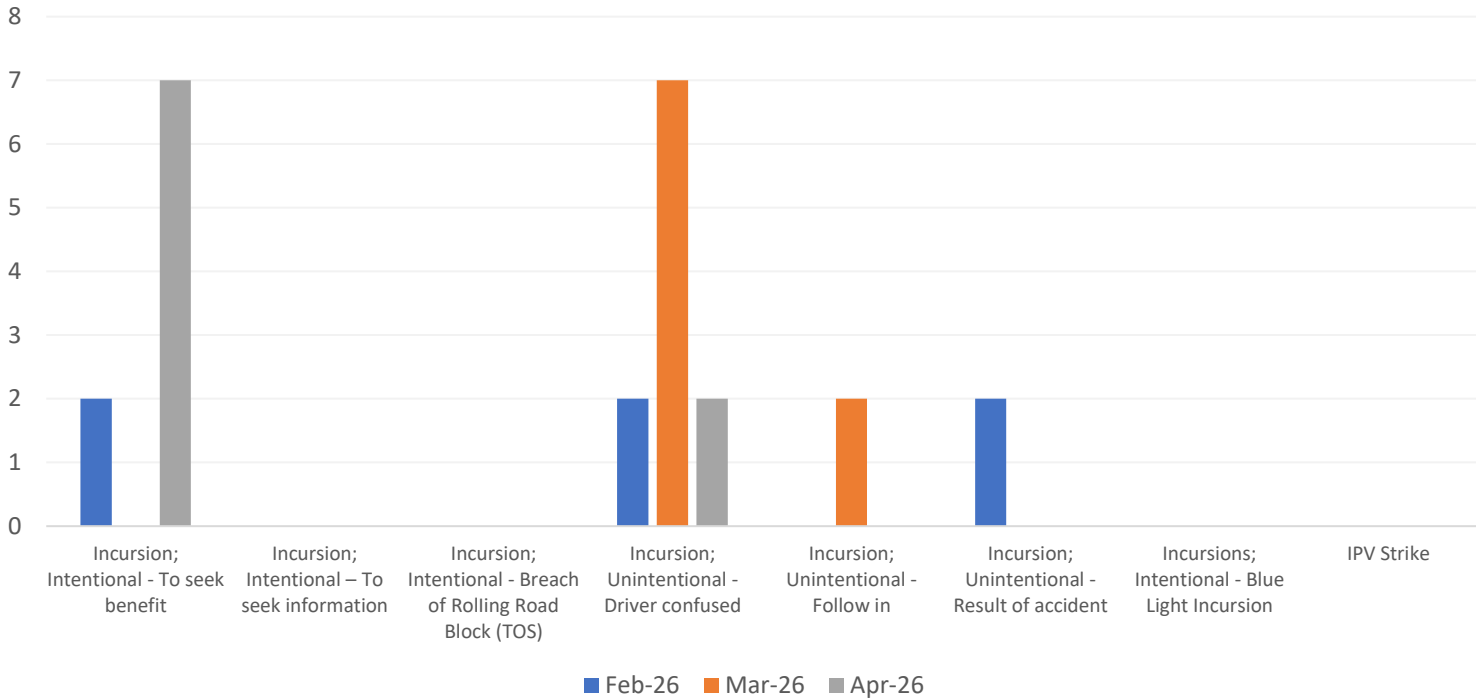
Project Risk Rating



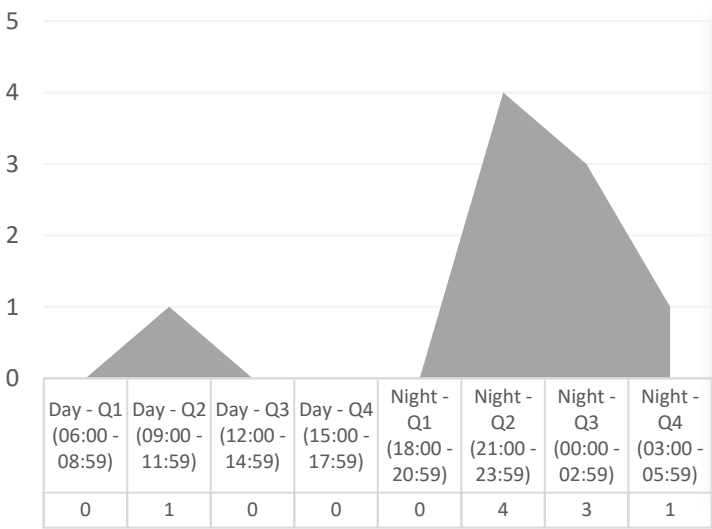
Incursion rate per length of TM (Unknown)

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

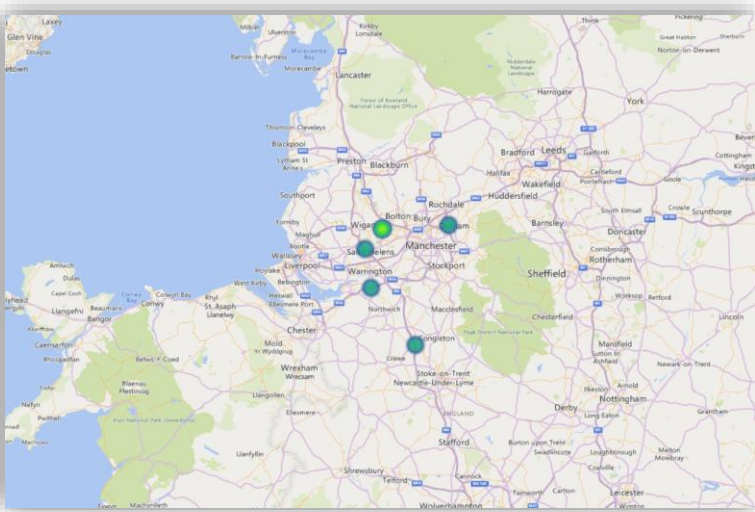
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were recorded, including wrong way movements, vehicles entering live closures, and unauthorised access via works entrances. High speed approaches and non-compliance with signage created significant risk to the workforce.

Traffic Incidents *[Sentiment: Neutral]*

Several traffic related incidents occurred, including vehicles striking cones within closures and damage to taper layouts. Erratic driving behaviour, including contraflow movements and sudden manoeuvres, increased risk to operational safety and network reliability.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded by maintaining closures, engaging with errant drivers, and escalating to police where required. Interventions helped contain risks, although repeated non-compliance indicates ongoing exposure to hazards.

Overall *[Sentiment: Negative]*

The period was characterised by frequent vehicle incursions and non-compliant driver behaviour within traffic management. While no injuries were reported, the level of risk to workforce safety and network users remained high.

Recommendations

Project team should review their approach and where required strengthen advance warning measures, improve access control to closures, and enhance signing visibility to deter non-compliance, alongside reinforcing liaison with enforcement agencies to reduce repeat incursions.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

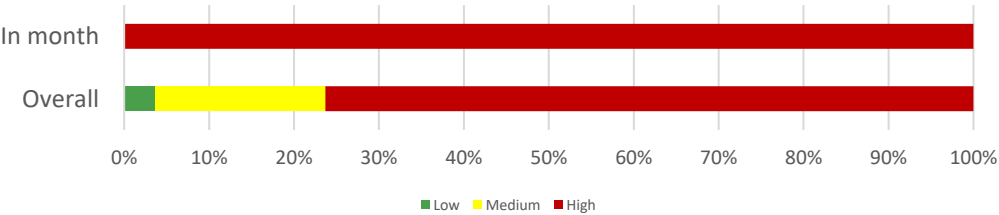
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

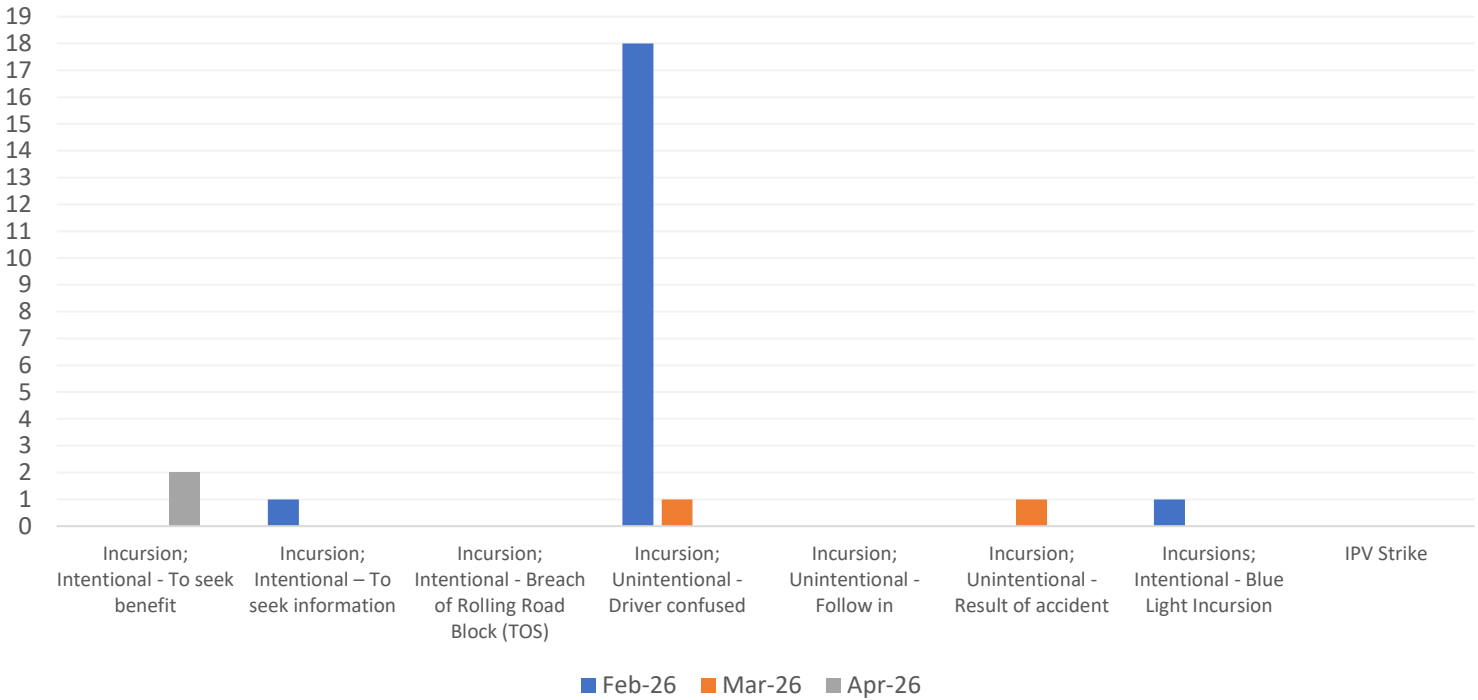
Project Risk Rating



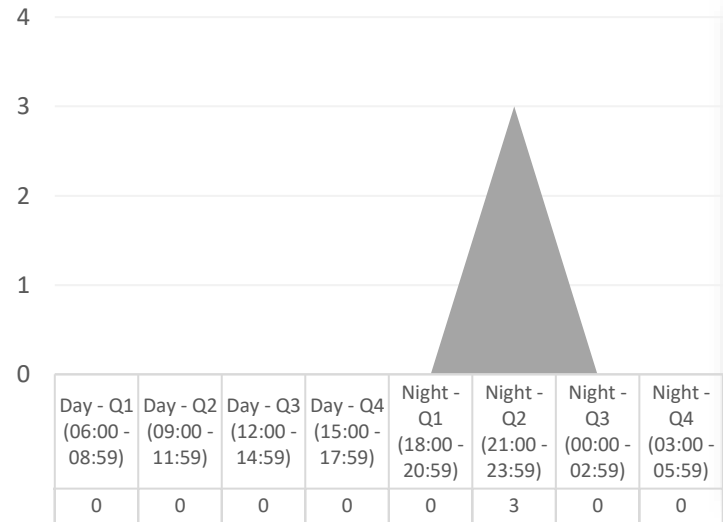
Incursion rate per length of TM (Unknown)

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

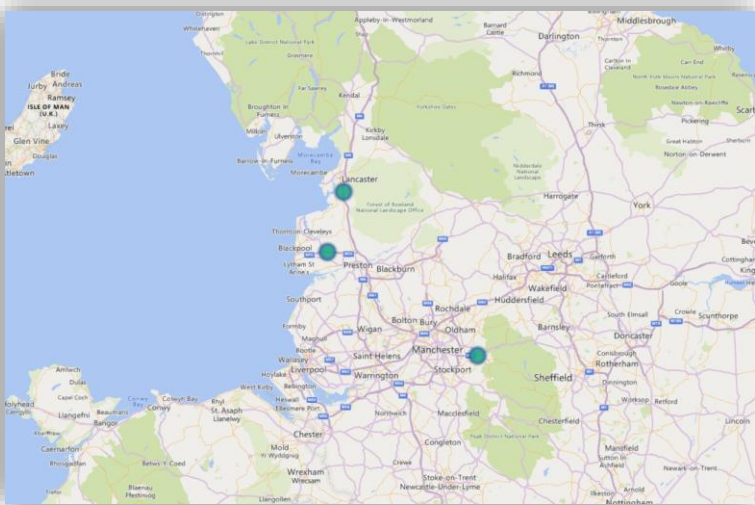
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 13



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Two vehicle incursions were recorded, including an unauthorised entry into a closure and a vehicle exiting a service area incorrectly. Both incidents were managed safely without escalation or harm.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the closure claiming to have broken down; however, it subsequently re-joined the carriageway without requiring assistance, indicating no confirmed stationary breakdown impacting operations.

Traffic Management Responses *[Sentiment: Positive]*

Site teams responded effectively by halting works, engaging drivers, and safely marshalling vehicles through closures. Temporary stand-downs were implemented to maintain workforce safety and control site risk.

Overall *[Sentiment: Neutral]*

Multiple vehicle incursions were observed, but all were managed without injury or escalation. Traffic management measures and team responses ensured safe outcomes with minimal disruption to planned activities.

Recommendations

Project team should review their approach and where required strengthen closure integrity, improve advance signage and access control, and reinforce driver compliance measures to reduce incursions and enhance safety for workforce and road users.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

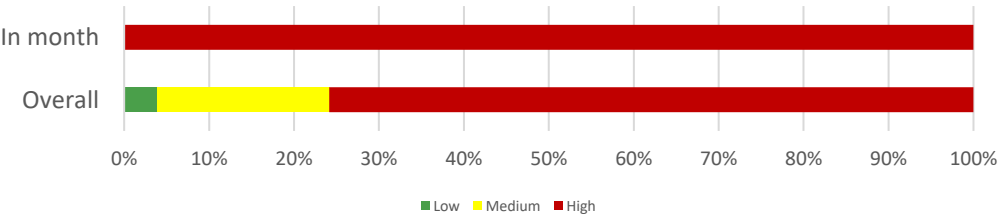
A total of 2 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

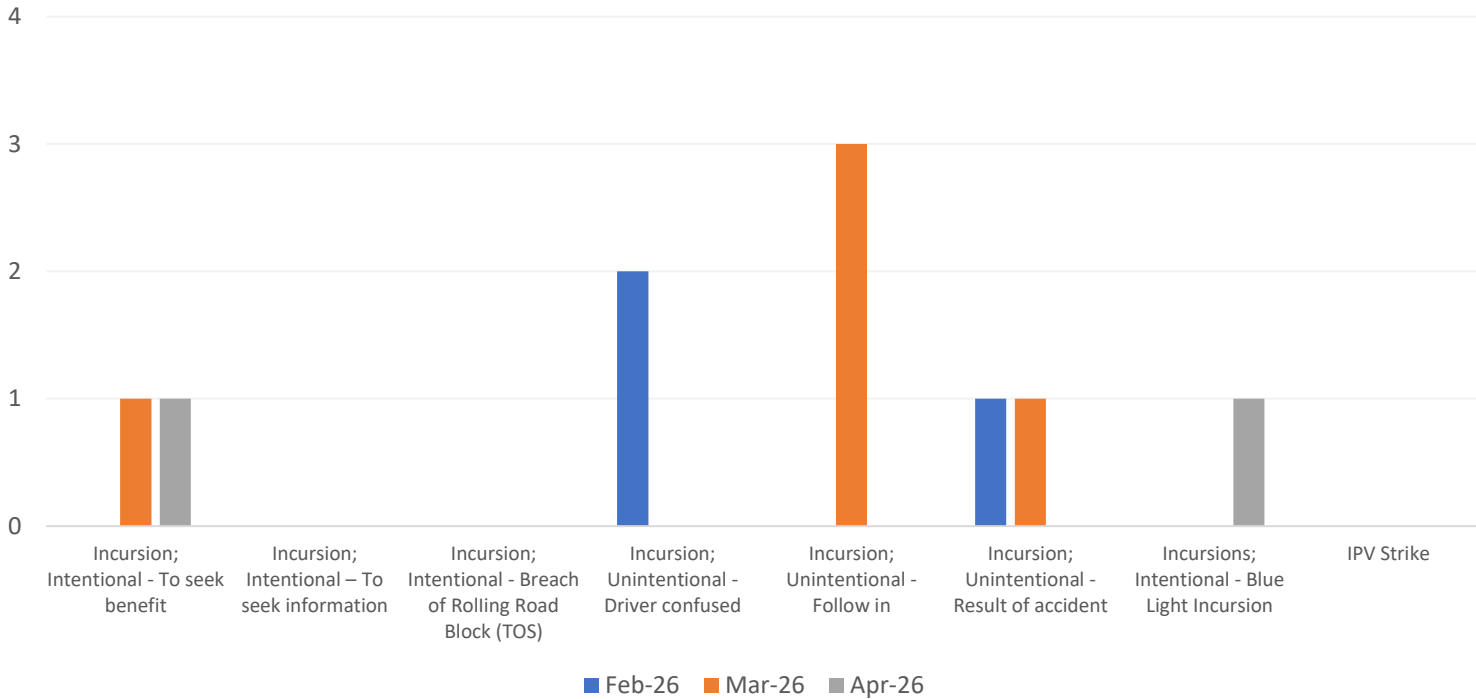
Project Risk Rating



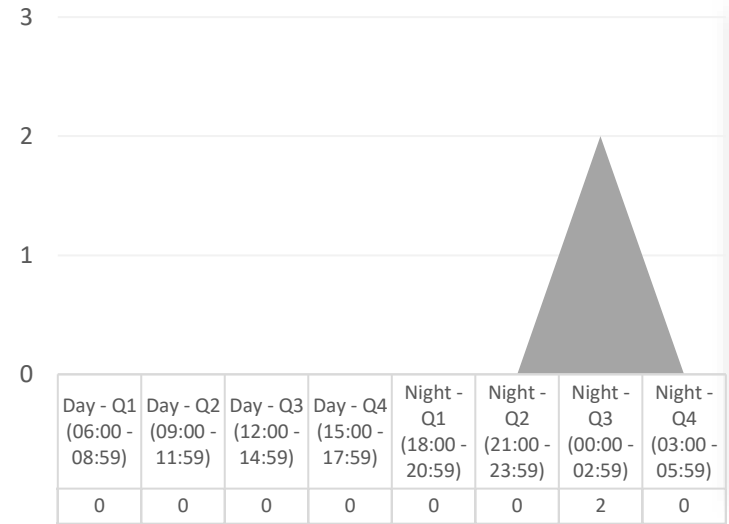
Incursion rate per length of TM (Unknown)

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

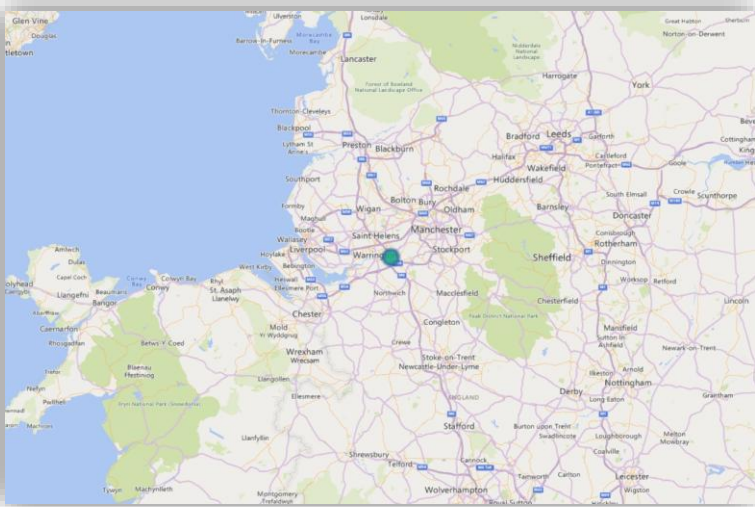
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle being pursued by police entered the road closure via an unauthorised route, breaching the safety line and travelling at high speed through the works area, narrowly missing operatives. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A police pursuit involving a vehicle travelling at excessive speed occurred within the closure, creating a high-risk environment for the workforce and compromising the integrity of the controlled traffic management arrangement. No collisions were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The pursuing police vehicle partially followed the closure, while additional units utilised the designated diversion route. No direct traffic management intervention was possible due to the speed and dynamic nature of the incident.

Overall *[Sentiment: Negative]*

An unauthorised high-speed incursion into the closure posed a significant safety risk to operatives, with a reported near miss. No injuries to workforce or members of the public were identified.

Recommendations

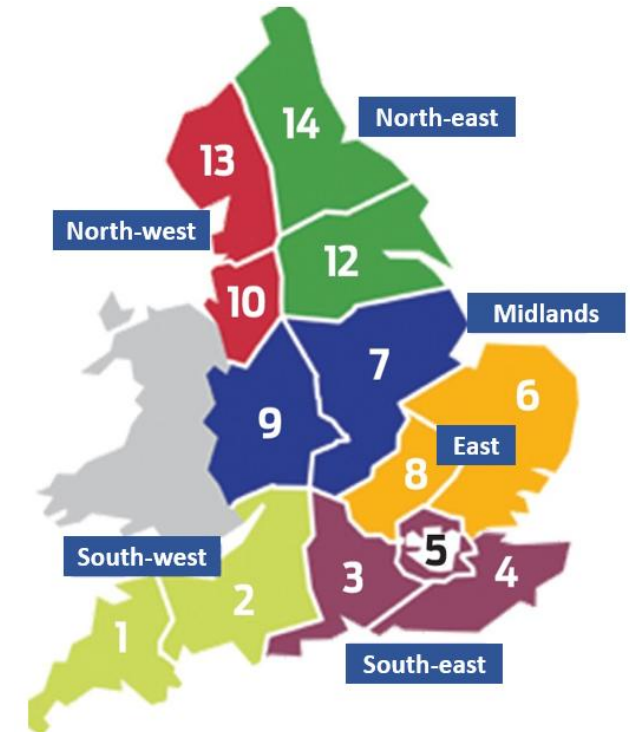
Project team should review their approach and where required strengthen measures to prevent unauthorised access at vulnerable entry points, including reviewing physical controls, surveillance, and liaison with enforcement agencies to mitigate high-risk incursions.

Incursions Report – North West Region

End of regional report

[Back to [Summary](#) page]

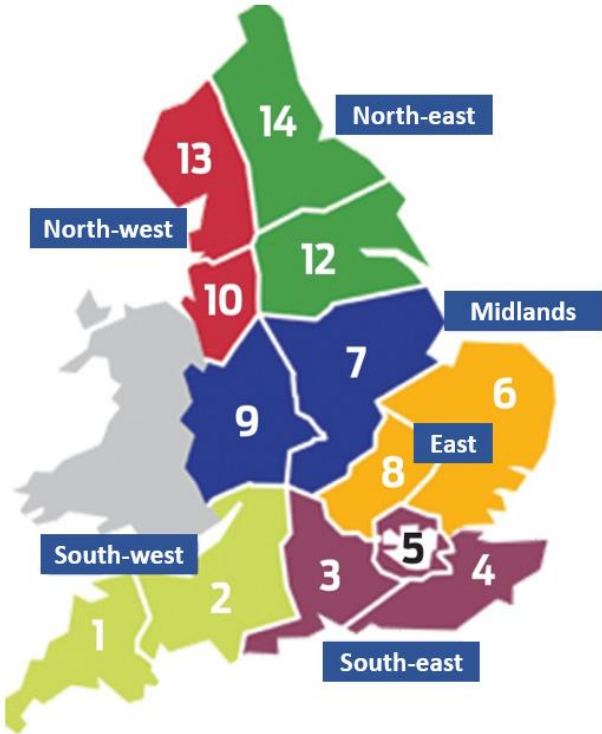
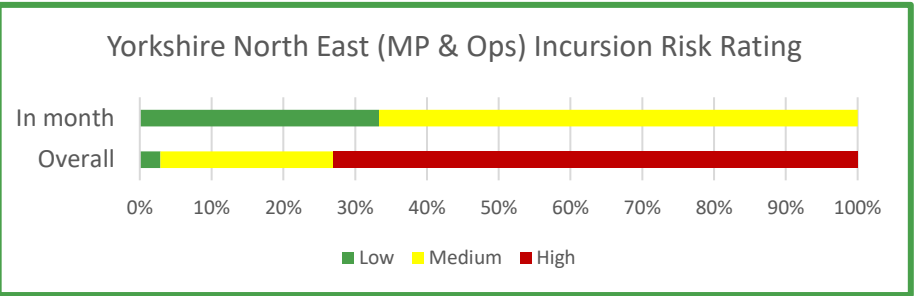
Select next page for North East Region and Project Reports



Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	207	[16.76%]	277	[50.46%]	
Incursion; Intentional – Because of breakdown	457	[37.00%]	36	[6.56%]	
Incursion; Intentional – To seek information	18	[1.46%]	11	[2.00%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.73%]	
Incursion; Unintentional - Driver confused	398	[32.23%]	101	[18.40%]	1 [50.00%]
Incursion; Unintentional - Follow in	57	[4.62%]	33	[6.01%]	1 [50.00%]
Incursion; Unintentional - Result of accident	82	[6.64%]	56	[10.20%]	
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	24	[4.37%]	
IPV Strike			7	[1.28%]	
Grand Total	1235	[100.00%]	549	[100.00%]	2 [100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 12	764	367	48%	841	227	27%	548	115	21%
Area 14	180	67	37%	296	145	49%	254	145	57%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Two incidents involved members of the public entering controlled work areas, including following a works vehicle through a coned access and entering a live closure unintentionally, likely due to confusion and access route misunderstanding.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

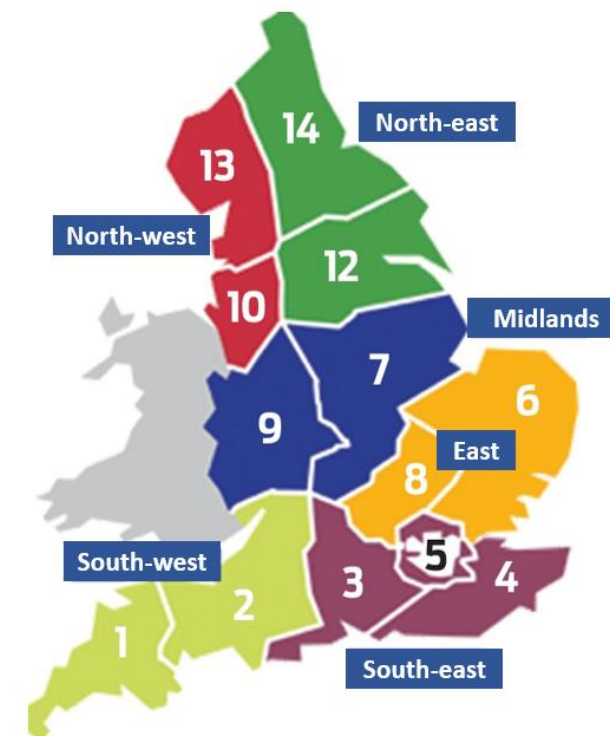
Traffic management teams responded appropriately by stopping vehicles, maintaining control of situations, and safely escorting individuals out of closures. Clear communication was attempted despite language barriers, ensuring safe resolution without escalation.

Overall *[Sentiment: Neutral]*

The period involved limited but notable incursions caused by public confusion rather than deliberate non-compliance. Effective intervention by site teams ensured safe outcomes, with no injuries to workforce or members of the public reported.

Recommendations

Project team should review their approach and where required enhance clarity of access points, improve advance signage and diversion communication, and consider measures to better prevent inadvertent entry, particularly for unfamiliar or non-English speaking road users.



Incursions Report

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

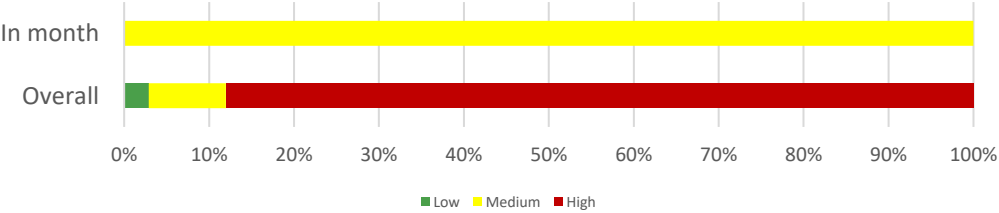
A total of 1 incursions have been recorded; with a no change from the previous month in Driver confused' type incursions

[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)

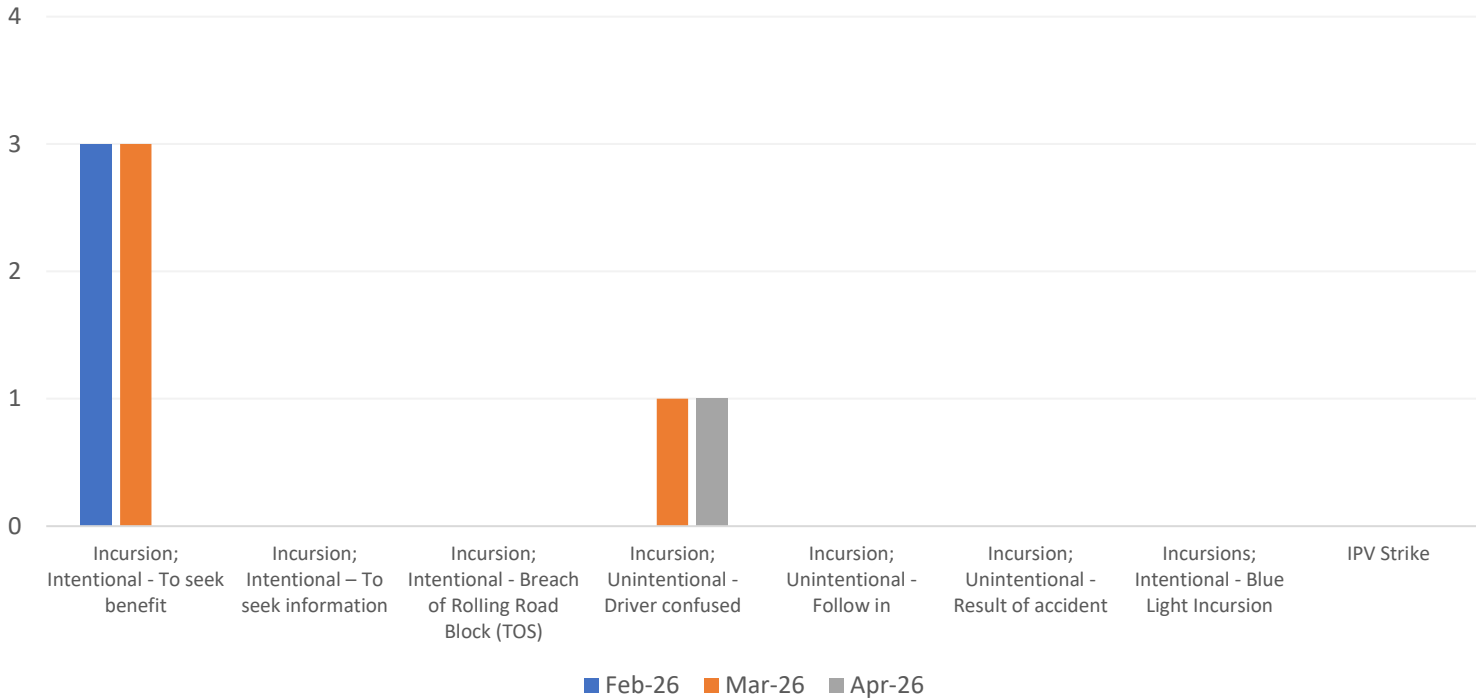
Project Risk Rating



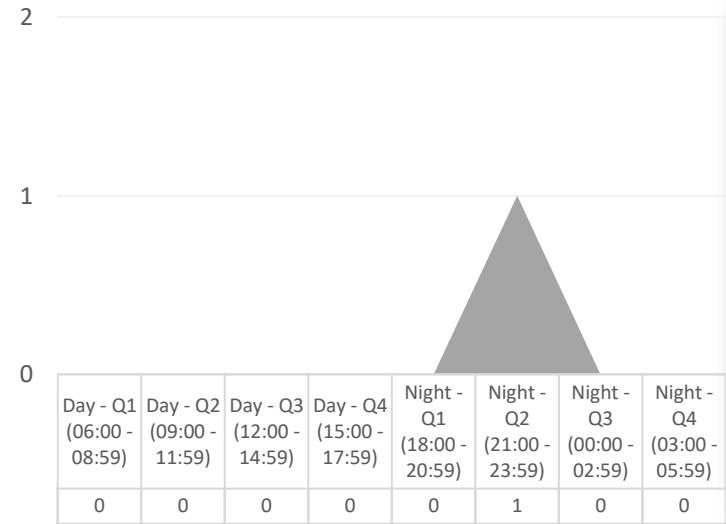
Incursion rate per length of TM (Unknown)

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

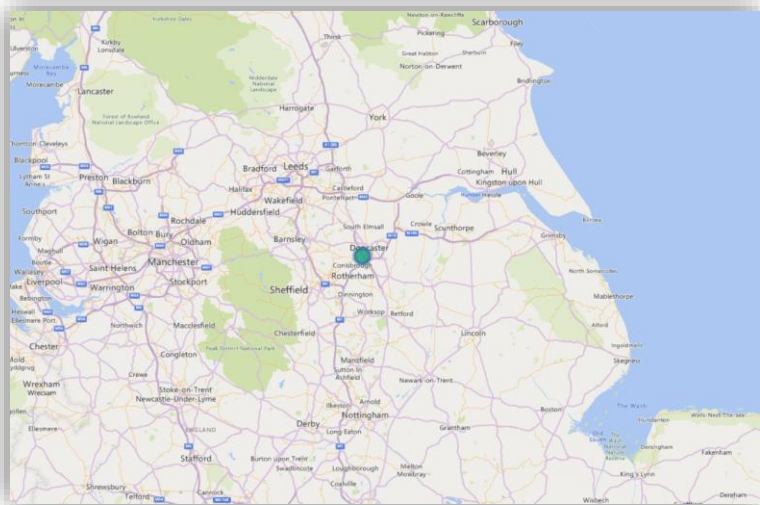
AD - M&R - Twelve



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 a live road closure at a slip road prior to the airlock, likely accessing via a works access or passing through cones before full closure implementation.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Negative]*

A vehicle stopped within the closure area with hazard lights activated after entering the restricted section, creating a temporary obstruction within the traffic management layout requiring on-site intervention.

Traffic Management Responses *[Sentiment: Neutral]*

Operatives engaged with the driver and attempted to explain the diversion route; however, communication challenges limited effectiveness, requiring additional time to manage the situation and safely guide the vehicle out of the closure.

Overall *[Sentiment: Negative]*

The event highlights an incursion linked to access control and communication challenges. While no injuries were reported, the situation introduced risk to both road users and workforce within the controlled work environment.

Recommendations

Project team should review their approach and where required enhance physical closure integrity at access points, improve advance signage clarity, and consider inclusive communication methods such as multilingual information to better support road users unfamiliar with the network.

Incursions Report

Directorate: Operations
Region: Yorkshire & North East
Project: DBFO M1/A1(M) CSB Scheme 4

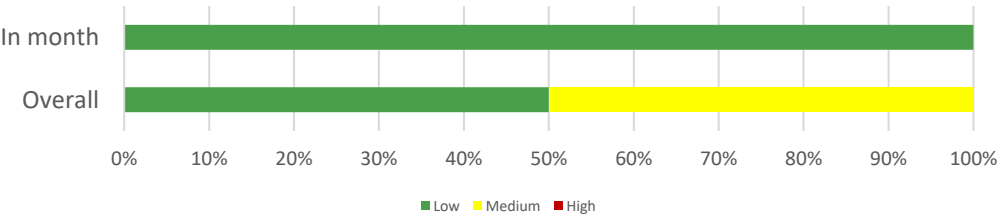
A total of 1 incursions have been recorded; with a 100% increase in 'Follow in' type incursions

[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)

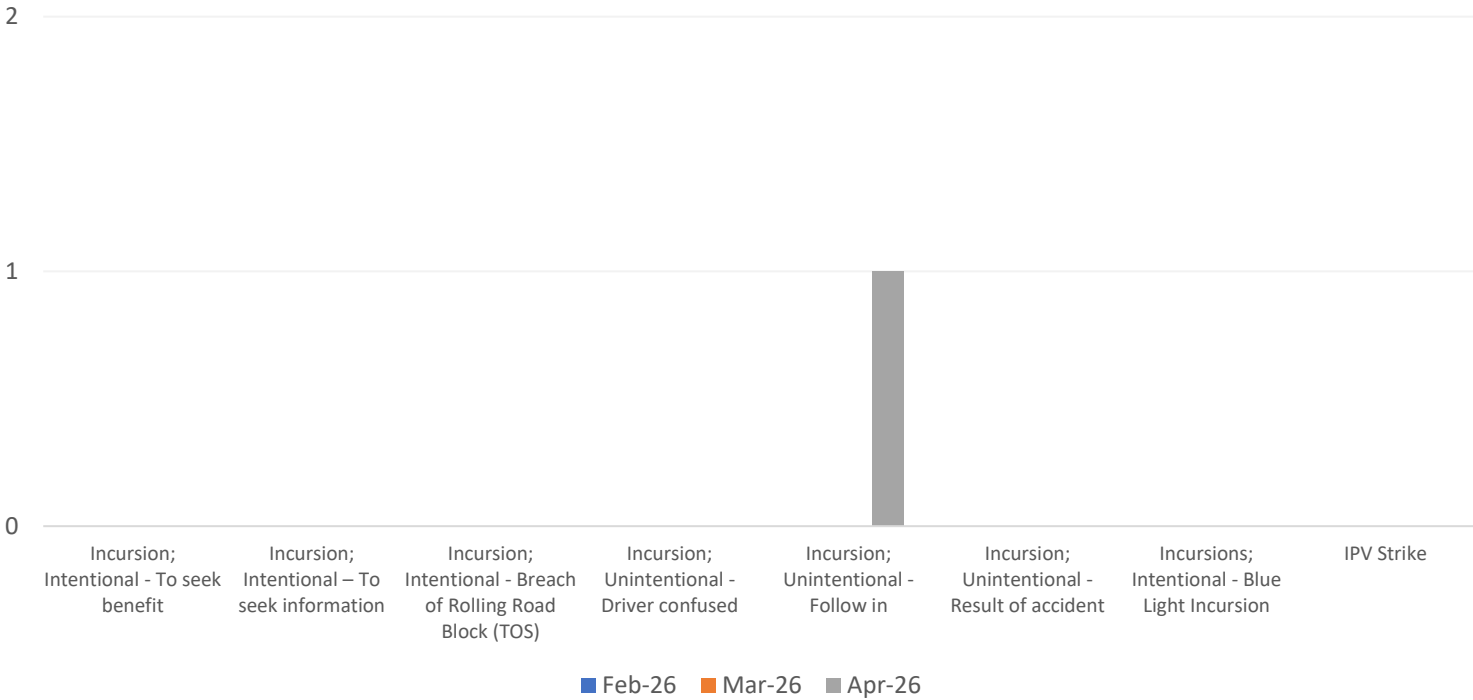
Project Risk Rating



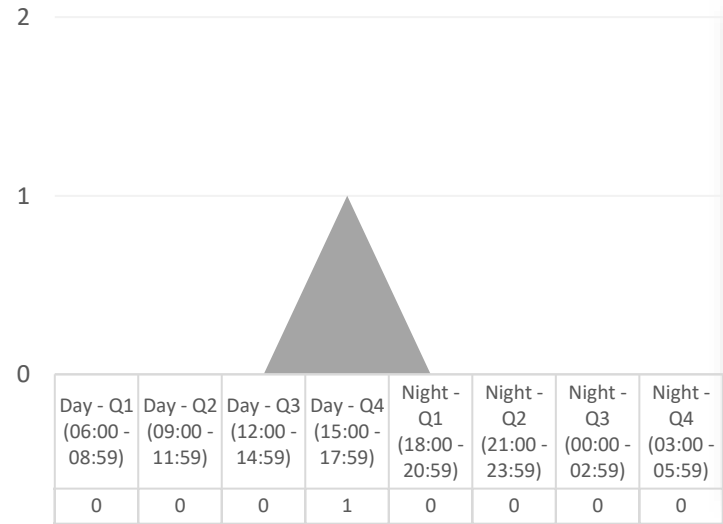
Incursion rate per length of TM (Unknown)

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

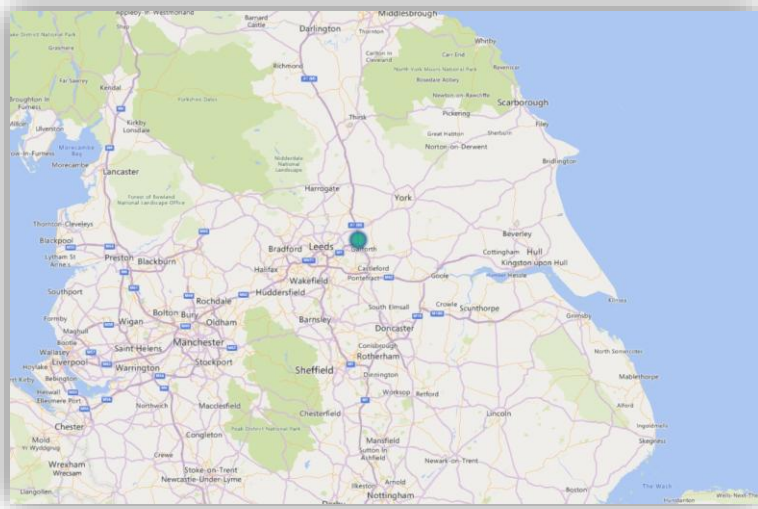
DBFO M1/A1(M) CSB Scheme 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: DBFO M1/A1(M) CSB Scheme 4



Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

A member of the public unintentionally followed a works vehicle into a coned hard shoulder access. The individual was safely stopped, held in place, and escorted out via the designated exit without escalation.

Traffic Incidents [*Sentiment: Positive*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Positive*]

No broken down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The works driver promptly intervened, instructed the member of the public to remain stationary, and contacted the relevant resource. A safe escort was undertaken, demonstrating controlled and effective on-site traffic management response.

Overall [*Sentiment: Neutral*]

A minor incursion occurred involving a member of the public entering a works access unintentionally. The situation was managed safely and efficiently with no reported injuries to workforce or the public.

Recommendations

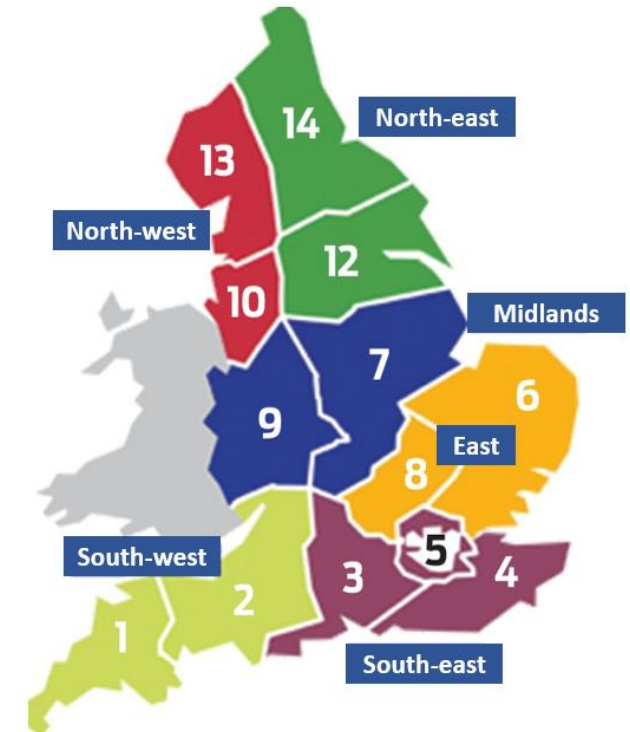
Project team should review their approach and where required consider enhancing delineation and clarity of works access points, including improved signage and physical measures, to reduce the likelihood of unauthorised entry by members of the public.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

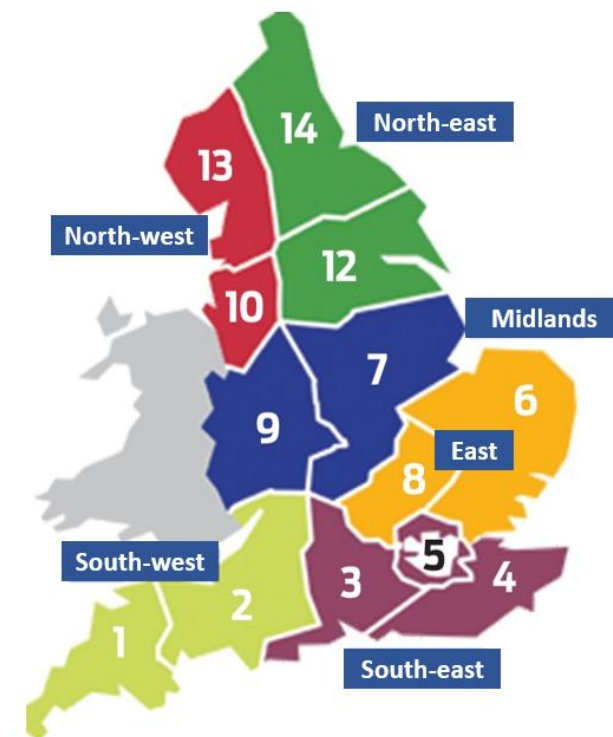
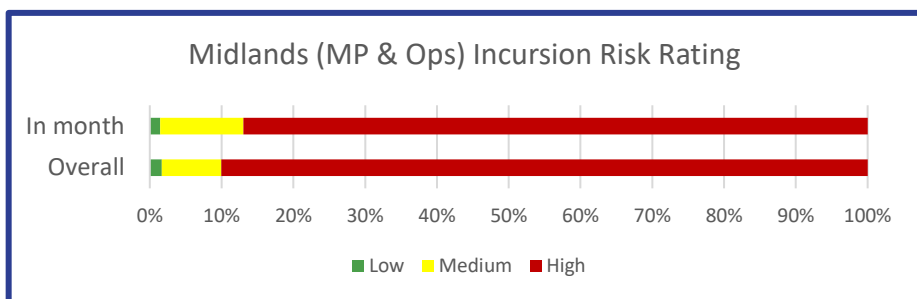
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	138	[4.62%]	726	[60.50%]	15 [75.00%]
Incursion; Intentional – Because of breakdown	2502	[83.82%]	62	[5.17%]	
Incursion; Intentional – To seek information	13	[0.44%]	43	[3.58%]	1 [5.00%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.67%]	
Incursion; Unintentional - Driver confused	121	[4.05%]	197	[16.42%]	4 [20.00%]
Incursion; Unintentional - Follow in	26	[0.87%]	43	[3.58%]	
Incursion; Unintentional - Result of accident	163	[5.46%]	77	[6.42%]	
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	26	[2.17%]	
IPV Strike	4	[0.13%]	18	[1.50%]	
Grand Total	2985	[100.00%]	1200	[100.00%]	20 [100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area7	501	346	69%	449	171	38%	556	245	44%
Area 9	363	225	62%	491	236	48%	358	136	38%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous incursions occurred, including vehicles entering closures, travelling wrong direction, and accessing sites via unauthorised routes. Aggressive behaviour and high-risk manoeuvres were reported, with one incident narrowly missing the workforce.

Traffic Incidents *[Sentiment: Negative]*

Multiple traffic incidents were recorded, including taper strikes, cone and lamp damage, and vehicles breaching stop signals. A police-related incident resulted in significant traffic management asset damage and secondary collision.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles stopped within closures due to breakdowns, mechanical issues, or fuel shortages, utilising work areas as refuge. These incidents created disruption but were generally contained without escalation or additional safety impact.

Traffic Management Responses *[Sentiment: Positive]*

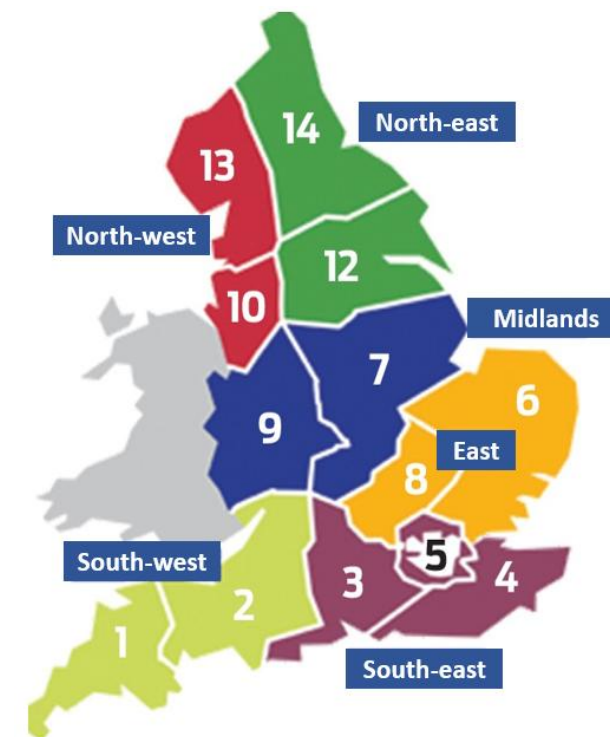
Teams responded effectively by stopping vehicles, escorting them safely, and implementing temporary holds on works where required. Coordination with police and proactive intervention by supervisors helped maintain workforce safety and control situations.

Overall *[Sentiment: Negative]*

The reporting period shows frequent non-compliant driver behaviour and repeated breaches of closures, increasing risk exposure. Effective management limited consequences; however, one incident involved a near miss with the workforce, highlighting ongoing safety concerns.

Recommendations

Project team should review their approach and where required strengthen access control, improve advance warning signage, and consider additional physical measures to deter entry, alongside reinforcing public awareness to reduce unsafe driver behaviour.



Incursions Report

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

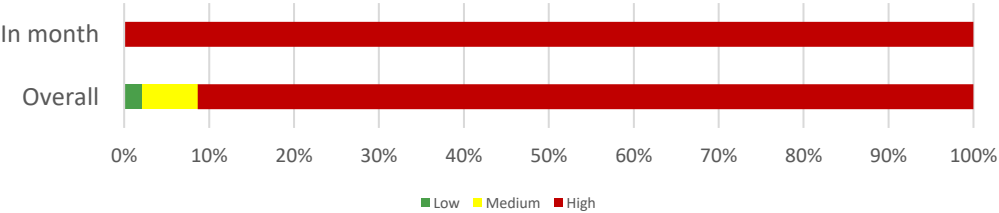
A total of 7 incursions have been recorded; with a 40% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

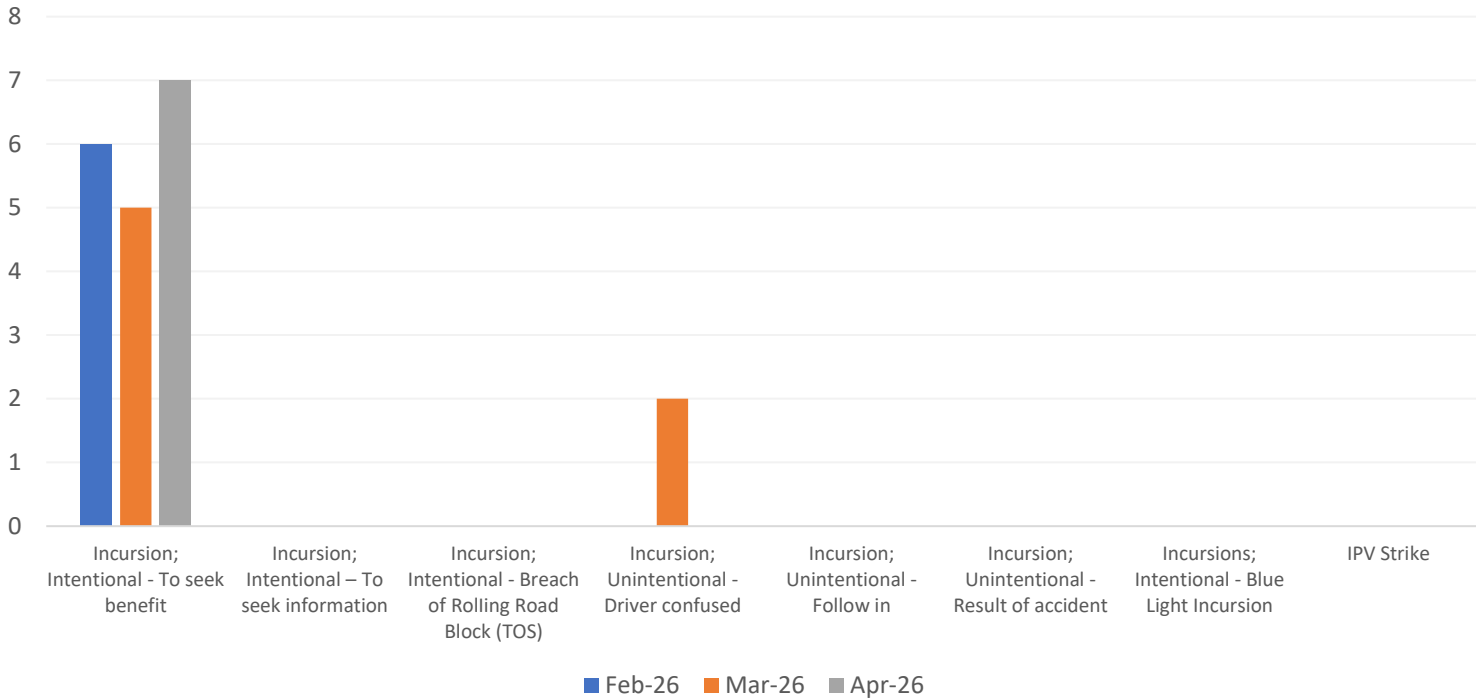
Project Risk Rating



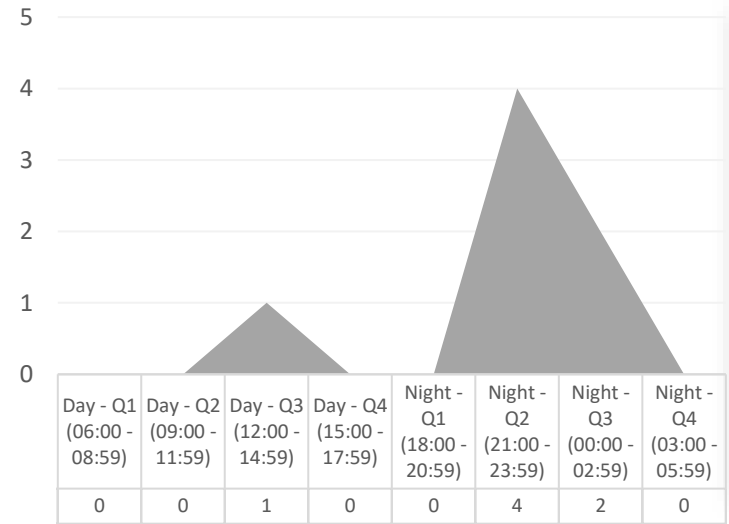
Incursion rate per length of TM (Unknown)

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

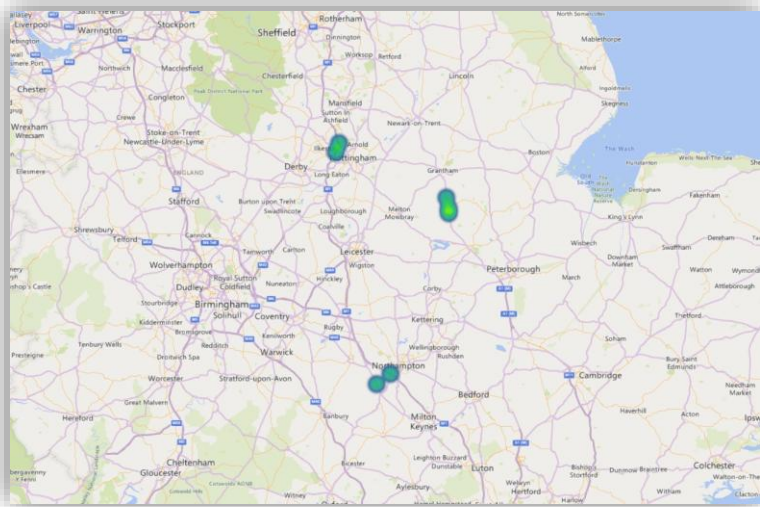
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were recorded, including unauthorised entry into closures, a vehicle travelling against traffic flow within a closed lane, and vehicles entering from incorrect access points or operational requirements. No injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred where a vehicle failed to stop at temporary signals and overshot a stop board within a controlled stop and go arrangement. The event introduced risk to the safe operation of works.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle experienced mechanical failure and entered an established closure to seek refuge. Additionally, a separate road user entered a closure due to low fuel. Both events were managed without escalation.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures remained in place, including full closures and controlled access arrangements. Erroneous vehicle entries, including works vehicles, were identified and stopped before reaching the workforce, demonstrating active intervention and situational awareness.

Overall *[Sentiment: Neutral]*

The period was characterised by repeated incursions and non-compliance with traffic management arrangements, presenting elevated risk. However, effective intervention prevented escalation, and no injuries were reported to workforce or members of the public.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve signage clarity, reinforce compliance at entry and exit points, and enhance communication to road users and supply chain to reduce unauthorised incursions.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

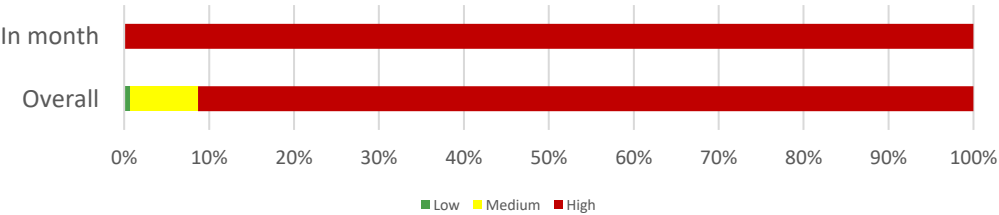
A total of 4 incursions have been recorded; with a 33% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

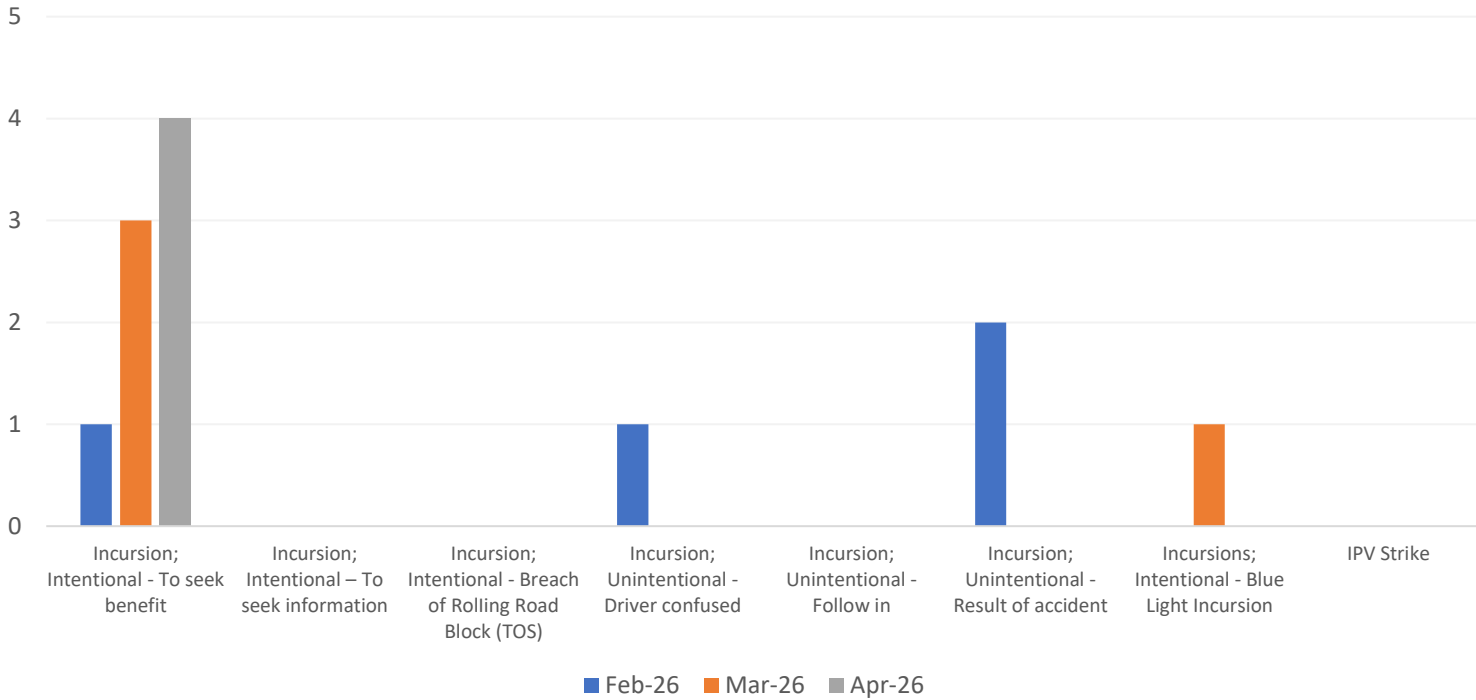
Project Risk Rating



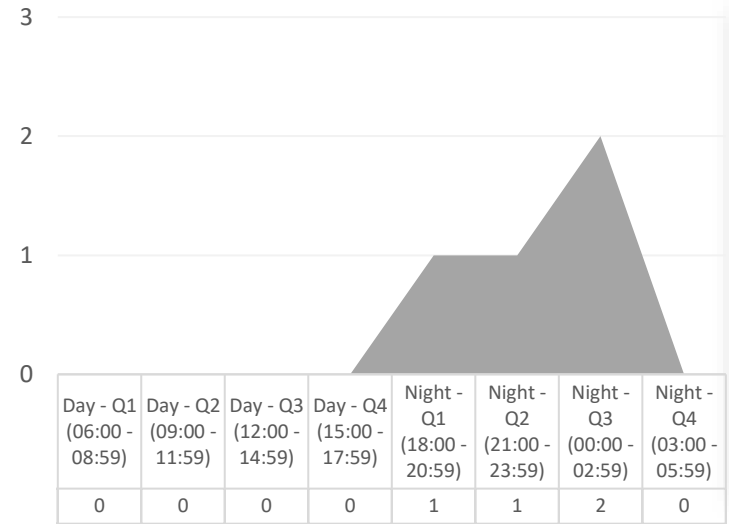
Incursion rate per length of TM (Unknown)

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

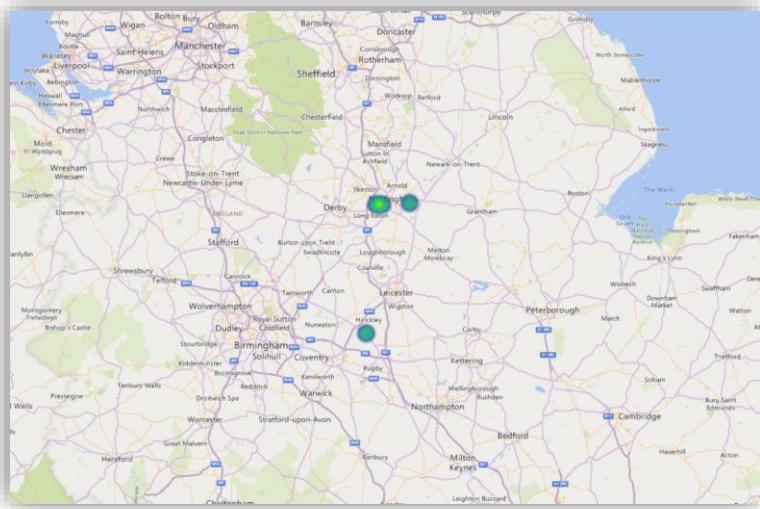
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the works area via an access point and attempted to proceed through the site before being stopped and turned around by site personnel. A separate incident involved a vehicle travelling the wrong way within a closure.

Traffic Incidents *[Sentiment: Negative]*

An HGV travelled against traffic flow and initially refused to comply, requiring escalation to police support before being safely turned around. Separately, a vehicle is reported to have failed to stop at signals and entered a coned working area.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams intervened effectively to prevent vehicles progressing into unsafe areas, including stopping unauthorised access, coordinating safe turning manoeuvres, and implementing temporary restrictions to manage risk and maintain site safety during incidents.

Overall *[Sentiment: Negative]*

Multiple high-risk behaviours were observed, including wrong-way movements and non-compliance with traffic controls. Interventions were effective in preventing escalation; however, repeated breaches indicate ongoing exposure to risk within the traffic management layout.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve advance signage clarity, and enhance visibility of restrictions to reduce driver confusion and non-compliance. Consider additional physical measures and targeted communication to reinforce safe road user behaviour.

Incursions Report

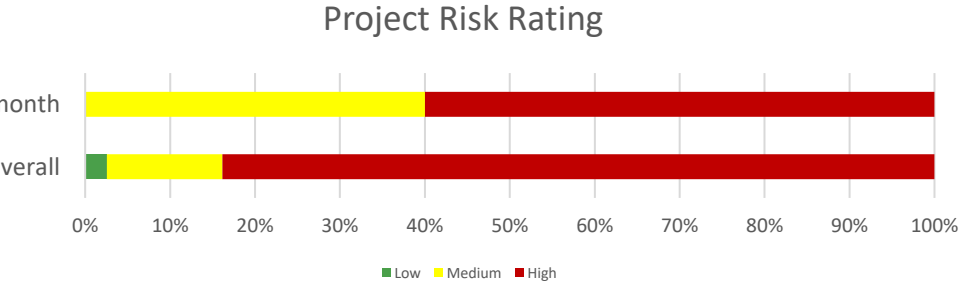
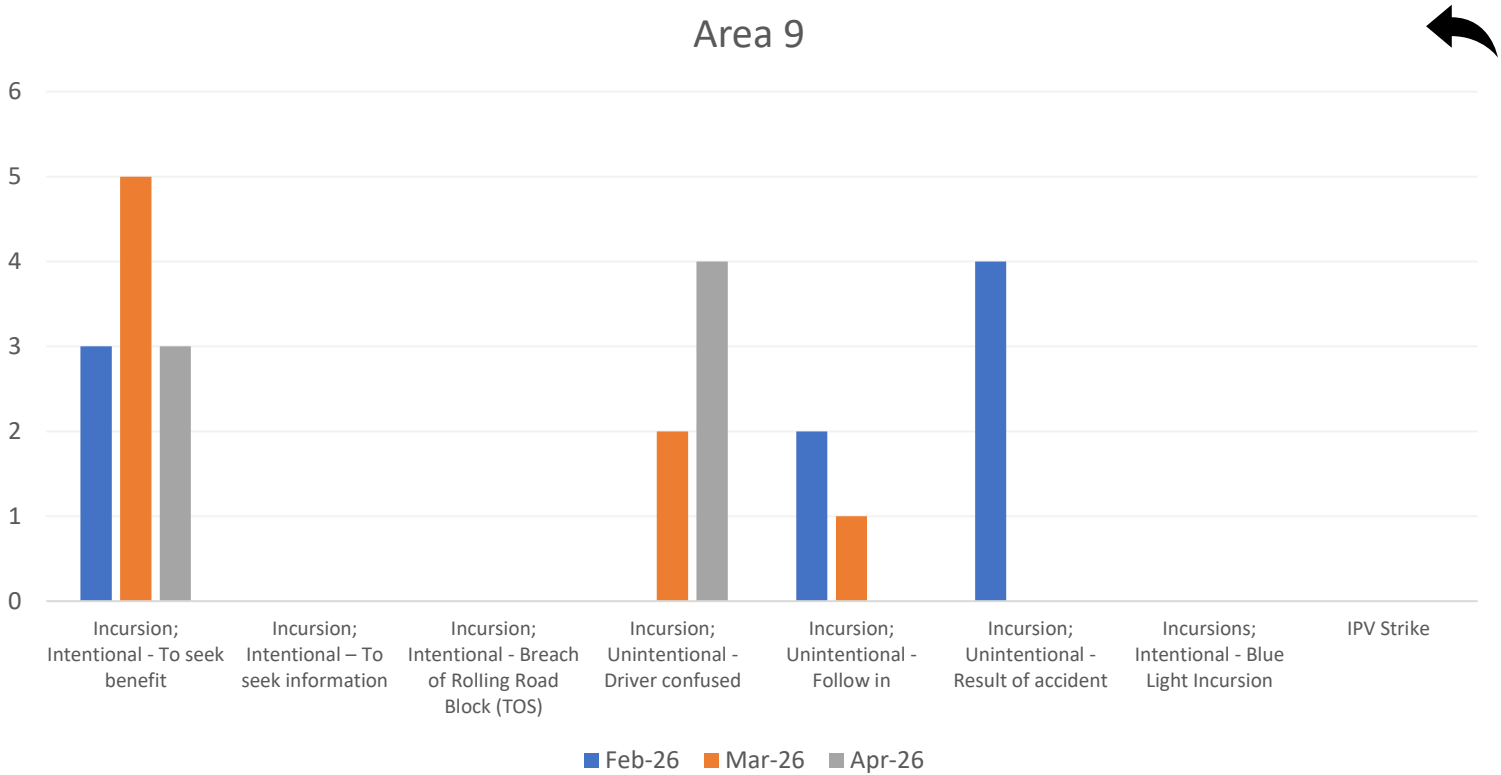
Directorate: Operations
Region: Midlands
Project: Area 9

A total of 7 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions, incursions, with a 40% decrease in 'Seeking Benefit' type incursions

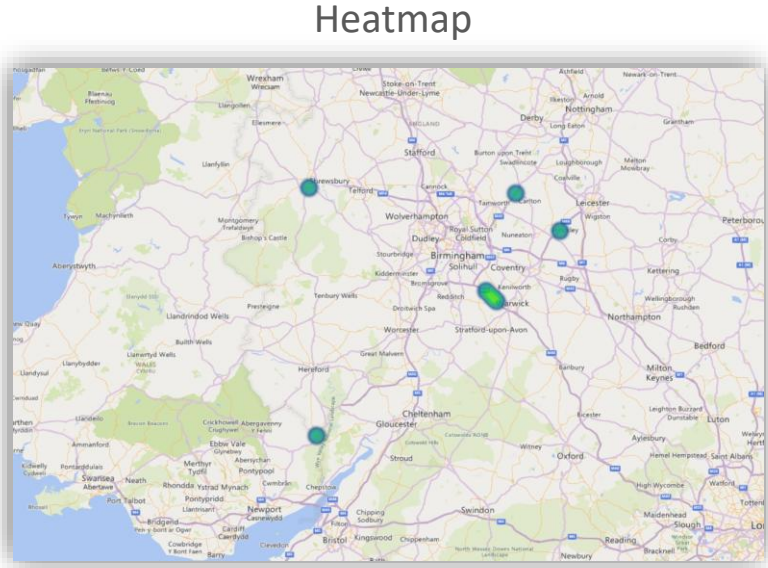
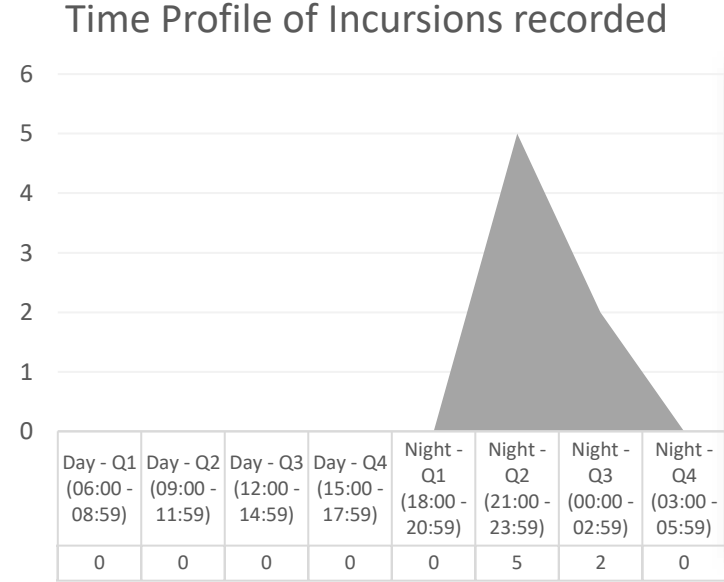
[0 - Incursions resulting from breakdowns were recorded]

- 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)



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



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle ignored a signed diversion and proceeded against the flow of traffic within a closure, stopping when confronted by oncoming vehicles. No pedestrian incursions were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

Multiple traffic incidents occurred, including a vehicle entering and reversing within a closed junction to exit via a restricted route, creating risk to road users and undermining closure integrity.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle was present within the hard shoulder inside a full closure, requiring attention. The event was reported retrospectively, indicating it was not observed during active monitoring.

Traffic Management Responses *[Sentiment: Negative]*

Several taper strikes were recorded resulting in damage to cones and sequential lamps, many beyond repair. These repeated impacts highlight exposure of traffic management layouts to errant vehicle movements.

Overall *[Sentiment: Negative]*

The period was characterised by non-compliance with closures, unsafe manoeuvres, and repeated damage to traffic management assets. These issues indicate increased risk levels and challenges in maintaining effective network control.

Recommendations

Project team should review their approach and where required strengthen advance signage, visibility, and physical measures to deter non-compliant vehicle movements, improve monitoring coverage, and enhance protection of tapers to reduce damage and associated risks.

Incursions Report

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

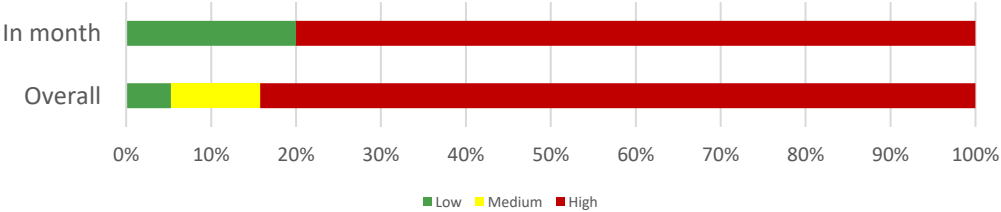
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions, 100% increase in 'To seek information' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

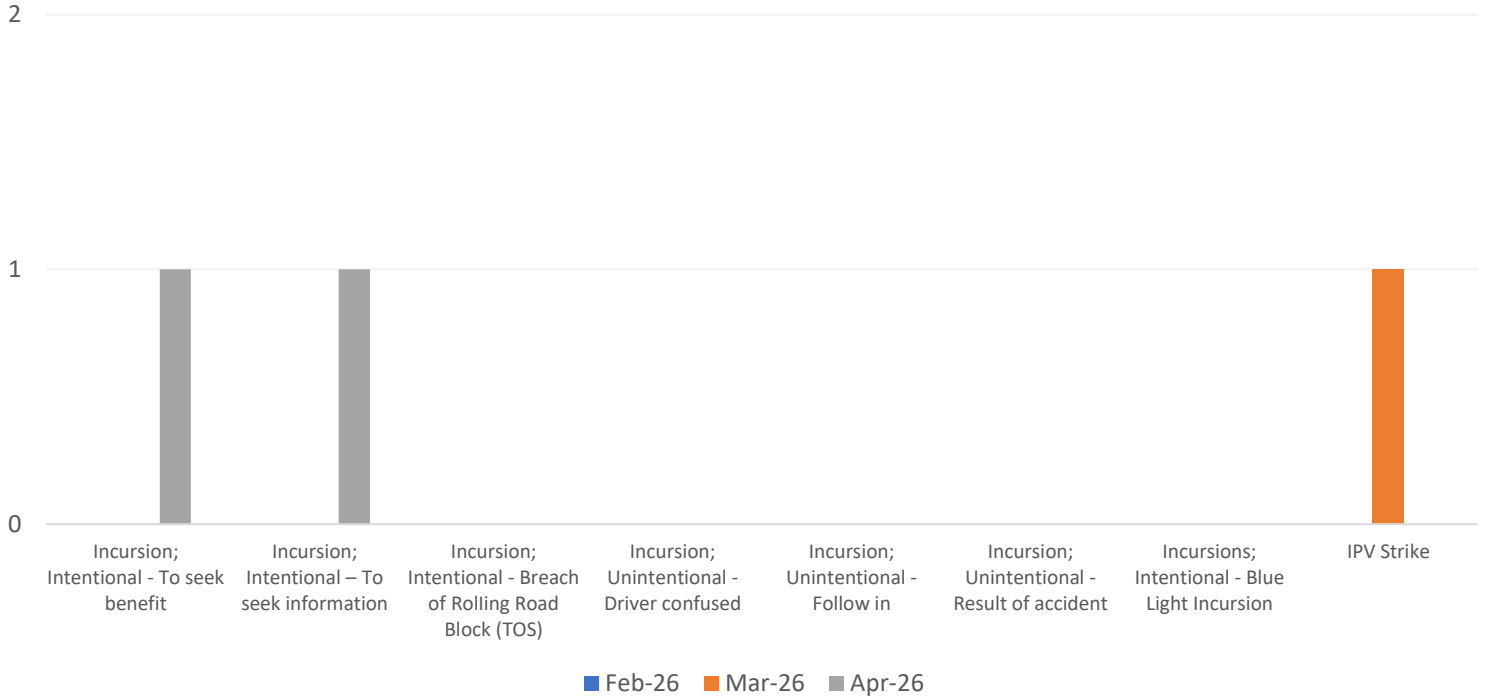
Project Risk Rating



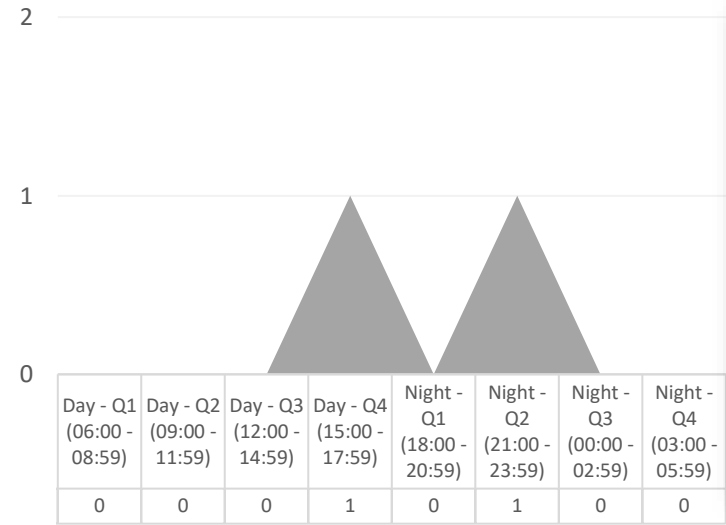
Incursion rate per length of TM (Unknown)

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

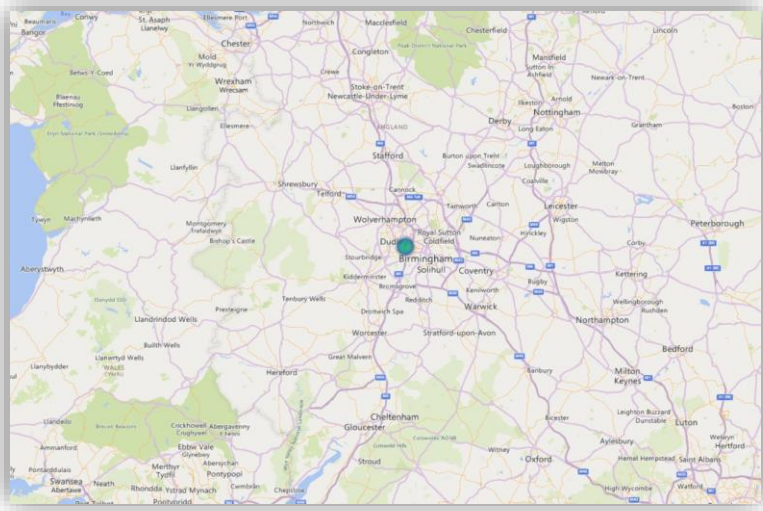
AD - M&R - Nine



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Nine



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A member of the public entered the closure alleging windscreen damage. Inspection identified pre-existing defects with no fresh impact evidence. Photographic records and statements were obtained, and the matter progressed for further handling.

Traffic Incidents *[Sentiment: Negative]*

A police-related pursuit resulted in a vehicle entering the works, striking traffic management equipment and subsequently colliding with another vehicle. The vehicle narrowly avoided an operative and an impact protection vehicle. No injuries reported.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained effective in preventing unauthorised access beyond the closure point, with the presence of an impact protection vehicle and airlock arrangement contributing to risk mitigation during a dynamic incident.

Overall *[Sentiment: Neutral]*

Incidents were managed without reported injury, although high-risk driver behaviour presented significant safety exposure. Established controls contributed to preventing escalation and protecting the workforce and road users during an unpredictable event.

Recommendations

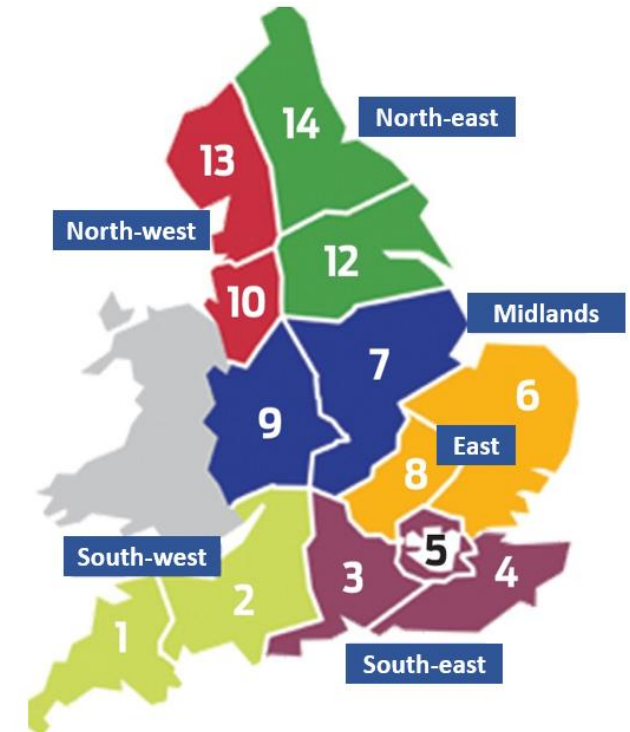
Project team should review their approach and where required strengthen measures to deter errant vehicles, including enhanced taper visibility, additional advance warning, and reinforcement of closure integrity. Consider reviewing incident response coordination and communication protocols to further reduce risk to operatives and road users.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

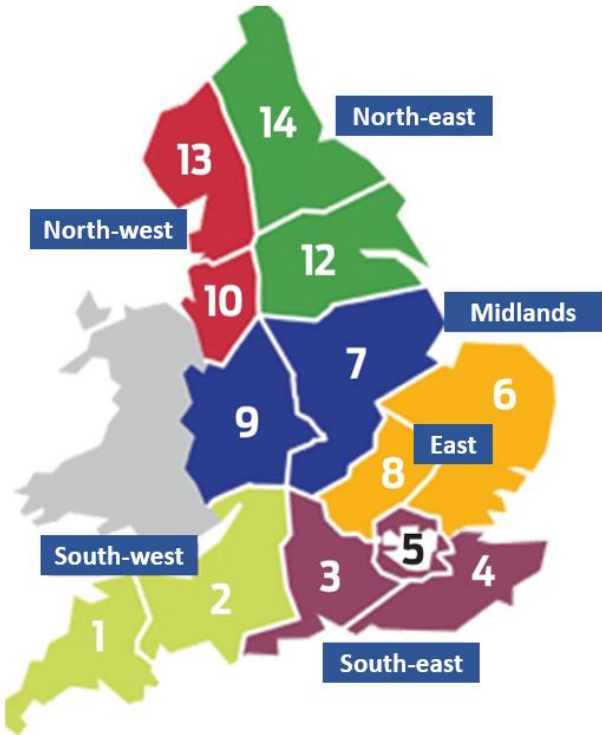
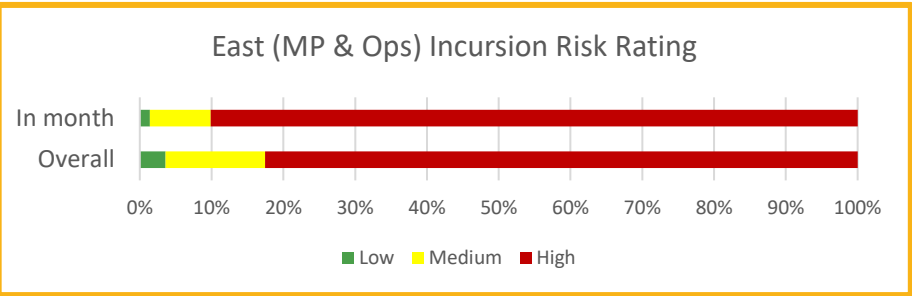
Select next page for East Region and
Project Reports



Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	263	[15.96%]	464	[46.77%]	11	[55.00%]
Incursion; Intentional – Because of breakdown	958	[58.13%]	79	[7.96%]	3	[15.00%]
Incursion; Intentional – To seek information	80	[4.85%]	13	[1.31%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3	[0.18%]	1	[0.10%]		
Incursion; Unintentional - Driver confused	163	[9.89%]	238	[23.99%]	3	[15.00%]
Incursion; Unintentional - Follow in	64	[3.88%]	51	[5.14%]	1	[5.00%]
Incursion; Unintentional - Result of accident	74	[4.49%]	78	[7.86%]	2	[10.00%]
Incursions; Intentional - Blue Light Incursion	27	[1.64%]	33	[3.33%]		
IPV Strike	16	[0.97%]	35	[3.53%]		
Grand Total	1648	[100.00%]	992	[100.00%]	20	[100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 6	252	192	76%	362	264	73%	308	231	75%
Area 8	194	85	44%	392	188	48%	328	102	31%



Incursions Report – East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous incursions were recorded, including vehicles entering closures via slip roads, works accesses, and gaps in coning. Several events involved confusion, deliberate access, or police pursuits, creating significant risk to workforce safety.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included a multi-vehicle collision, a vehicle fire within a closure, and several high-speed breaches of traffic management. Multiple near misses involving the workforce were reported, though no injuries occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles entered closures seeking refuge due to breakdowns or mechanical failure. These were managed safely with recovery arrangements, and no additional safety impact or escalation to the workforce was reported.

Traffic Management Responses *[Sentiment: Positive]*

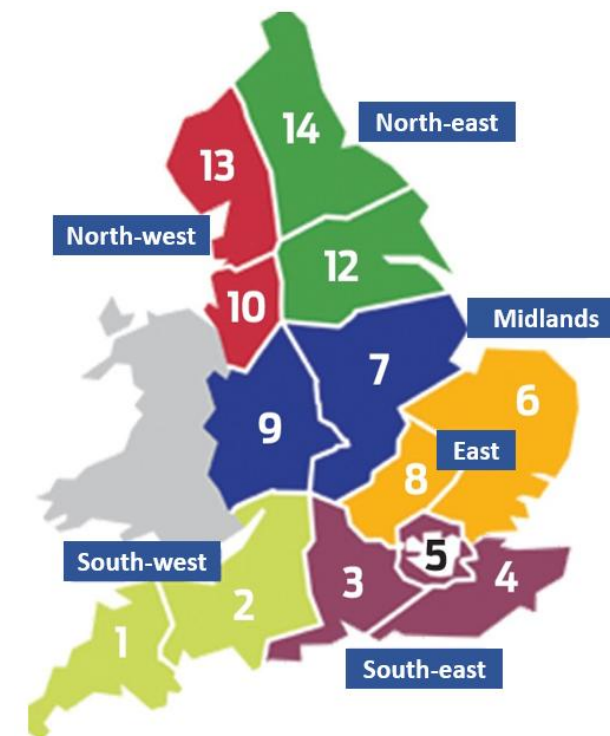
Traffic management teams responded proactively by escorting vehicles, reinstating closures, securing access points, and coordinating with emergency services. Additional physical controls and supervision ensured continued site safety and operational control.

Overall *[Sentiment: Negative]*

The period was characterised by frequent incursions and breaches, often linked to confusion, non-compliance, or external factors such as network closures. Near misses with the workforce were reported, reinforcing the need for continued vigilance.

Recommendations

Project team should review their approach and where required strengthen physical access controls, improve resilience of closure points, enhance clarity of signage, and implement measures to prevent unauthorised entry during periods of increased network pressure.



Incursions Report

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

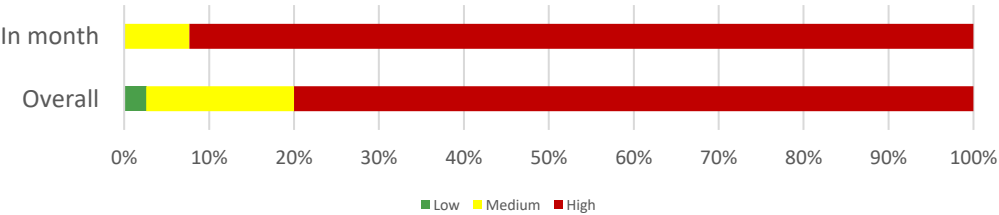
A total of 7 incursions have been recorded; with a 200% increase in 'Result of accident' type incursions, no change from the previous month in Driver confused' type incursions, incursions, with a 43% decrease in 'Seeking Benefit' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

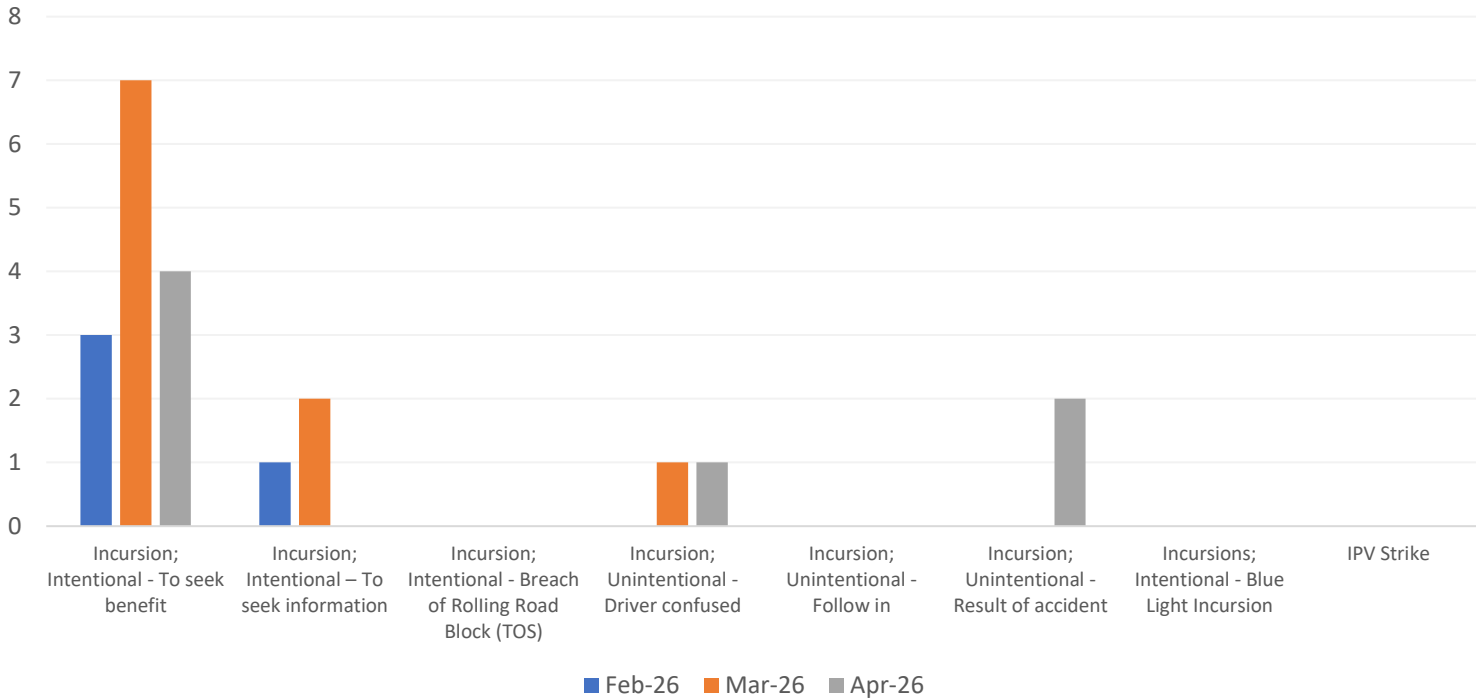
Project Risk Rating



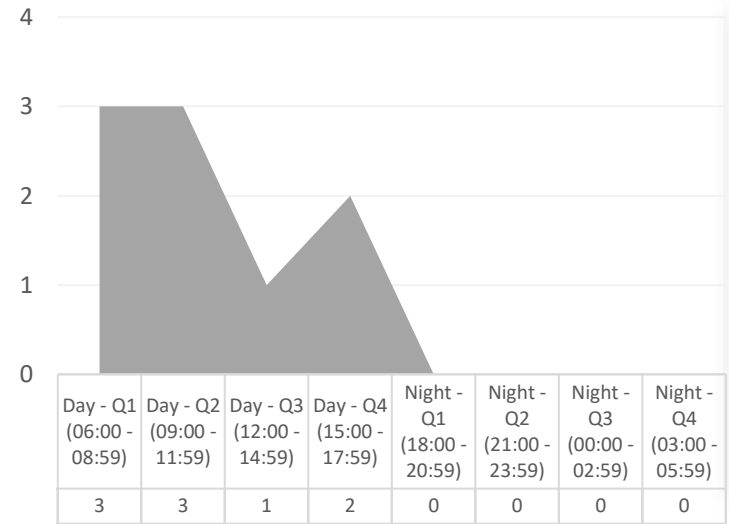
Incursion rate per length of TM (Unknown)

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

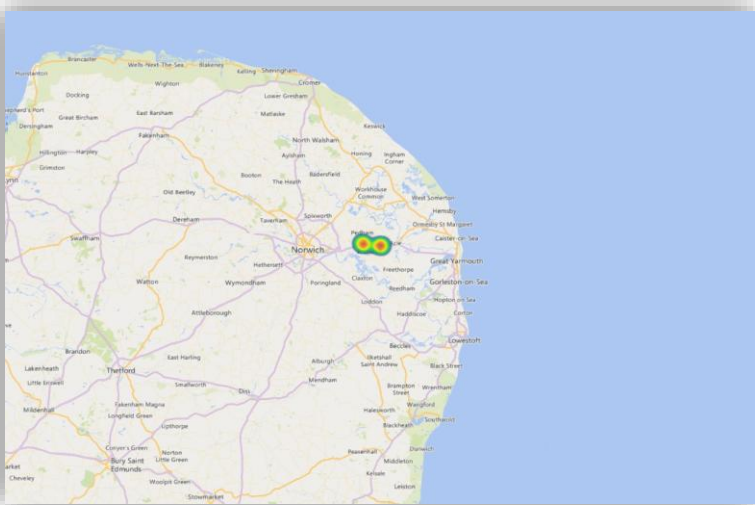
MP-0240 – A47 Blofield to North Burlington Dualling



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Multiple vehicle incursions occurred where drivers entered works access points or closures due to confusion with the layout. Signage was verified as correct, with site teams safely escorting vehicles from the works area.

Traffic Incidents *[Sentiment: Neutral]*

Several traffic incidents were recorded, including a multi-vehicle collision and a separate vehicle fire within a closure. Emergency services attended promptly. No injuries were reported, although vehicle damage and disruption occurred.

Broken Down Vehicles *[Sentiment: Positive]*

Breakdowns were reported where vehicles sought refuge within closures or access points. Drivers arranged recovery independently, and vehicles were removed without impacting works. Traffic management remained appropriate at all times.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management measures were implemented effectively, including lane closures, speed restrictions and access control. Site teams responded appropriately to incidents, maintaining safety and ensuring minimal disruption to live traffic and works.

Overall *[Sentiment: Neutral]*

The project experienced a range of interactions within live traffic, primarily driven by driver confusion and breakdowns. All situations were managed effectively, with no reported injuries to workforce or members of the public.

Recommendations

Project team should review their approach and where required enhance advance signing clarity, particularly around revised layouts and access points, to reduce driver confusion and incursions. Consider additional driver reassurance measures and targeted communication to improve customer understanding and safety.

Incursions Report

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

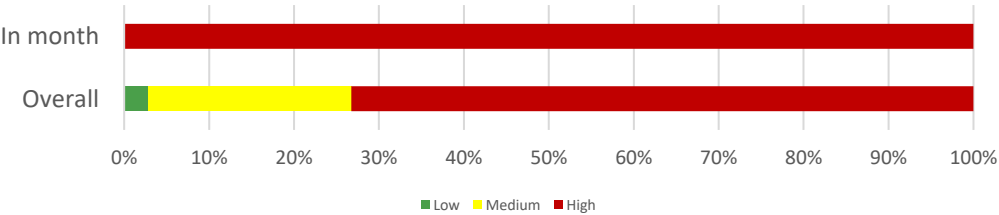
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

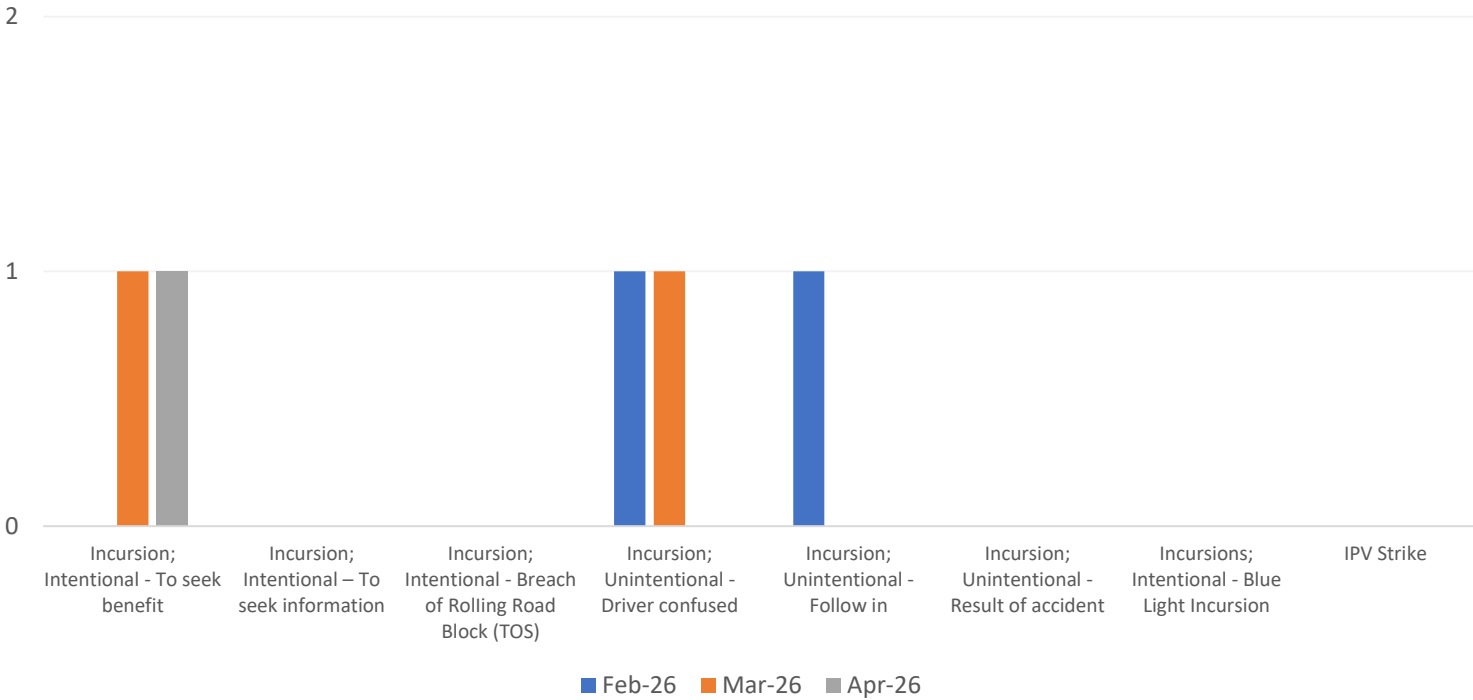
Project Risk Rating



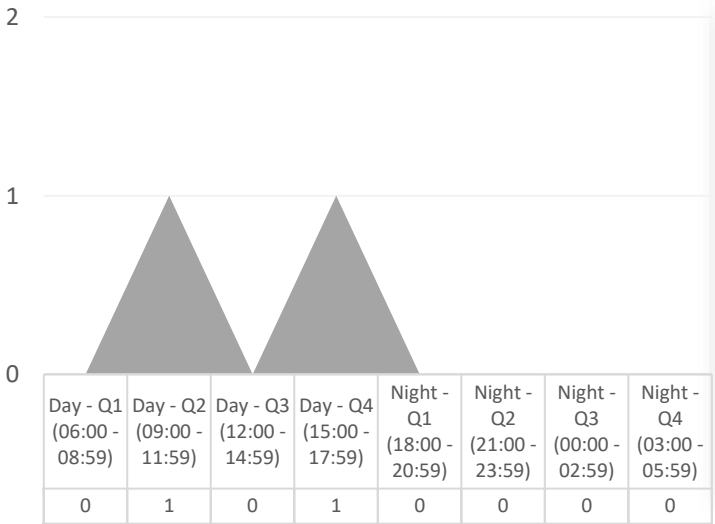
Incursion rate per length of TM (Unknown)

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

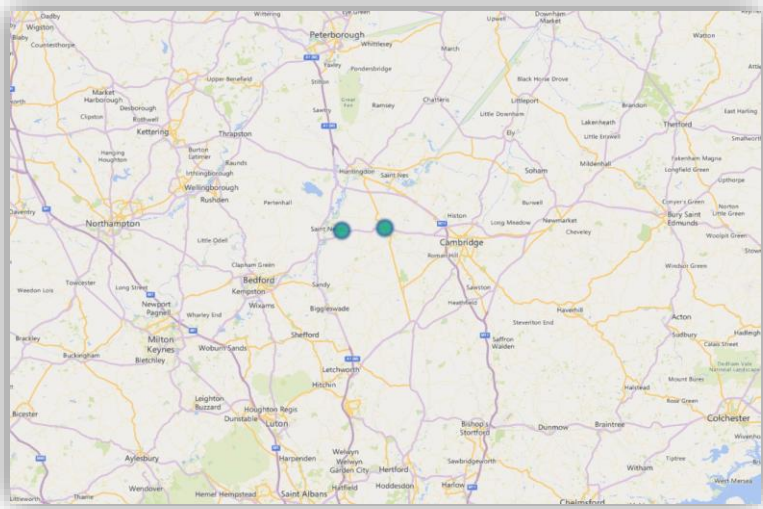
MP-0246 – A428 Black Cat to Caxton Gibbet (CDL)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle entered the road closure by passing through a gap between cones and barriers after briefly assessing access. The incursion occurred within a controlled work area, with no contact with personnel or assets.

Traffic Incidents [*Sentiment: Neutral*]

No incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

A vehicle left the carriageway and entered a coned access area due to a breakdown. The situation was contained without disruption to works activities or impact on workforce safety.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management included a road closure with clearly defined coned arrangements, barriers and advance signage warning of restrictions and diversion routes. Measures were in place and generally effective in supporting safe operations.

Overall [*Sentiment: Neutral*]

The site operated with appropriate traffic management controls; however, a vehicle incursion highlighted a vulnerability within the closure arrangement. No injuries or damage were reported, and overall impact to operations was limited.

Recommendations

Project team should review their approach and where required strengthen closure integrity by reducing vehicle access gaps, improving physical segregation and reinforcing signage to deter non-compliant drivers and prevent unauthorised entry into work areas.

Incursions Report

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

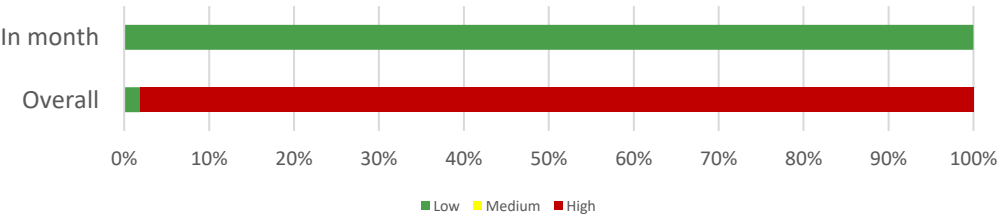
A total of 1 incursions have been recorded; with a 100% increase in 'Follow in' type incursions

[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)

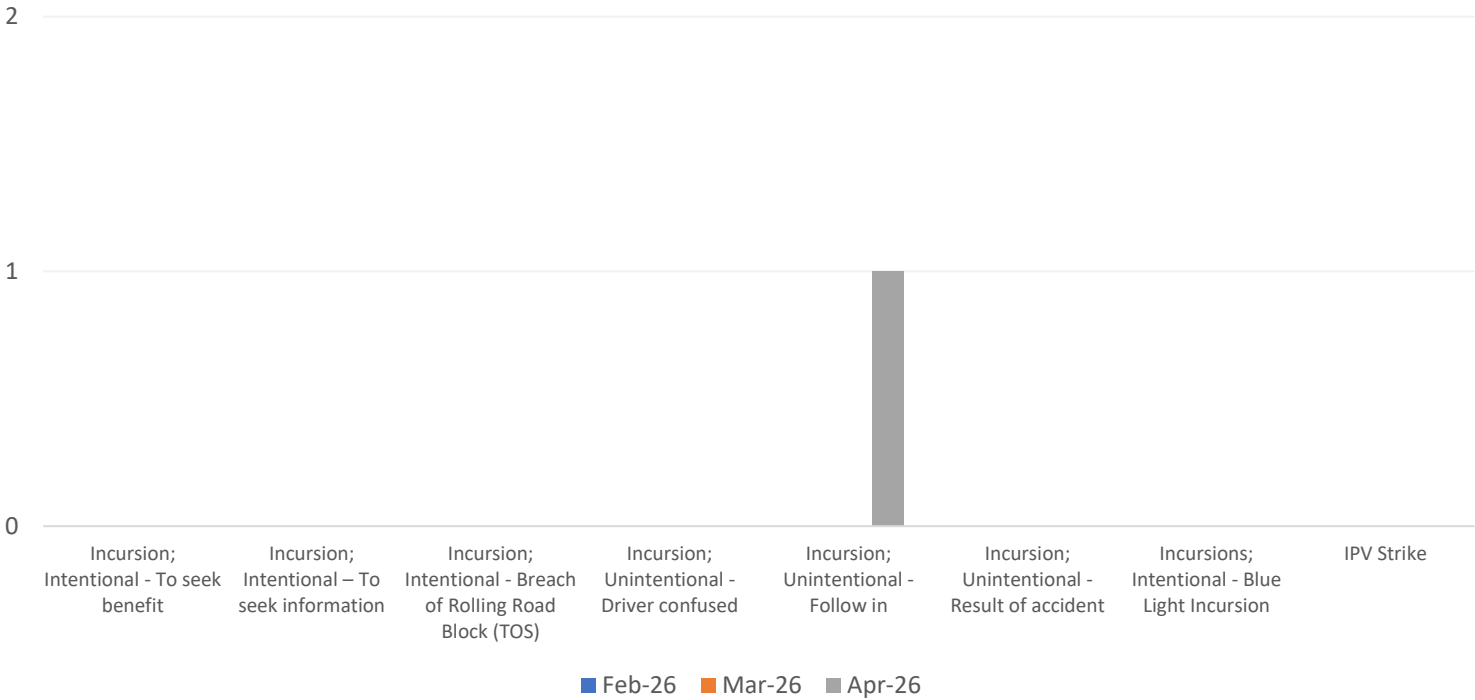
Project Risk Rating



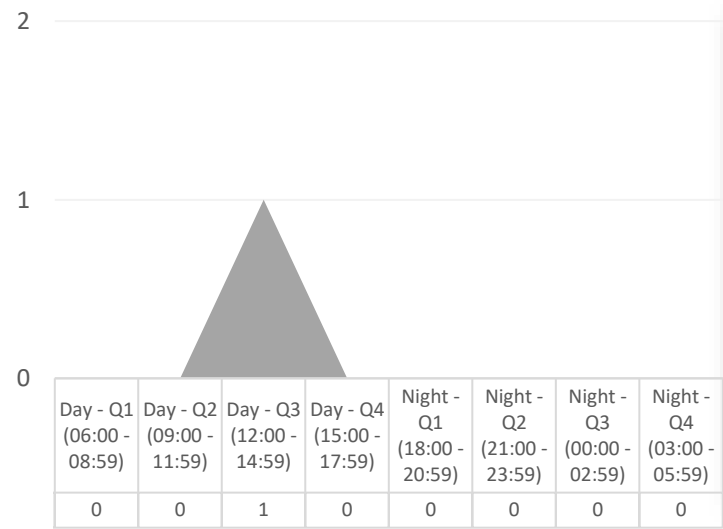
Incursion rate per length of TM (Unknown)

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

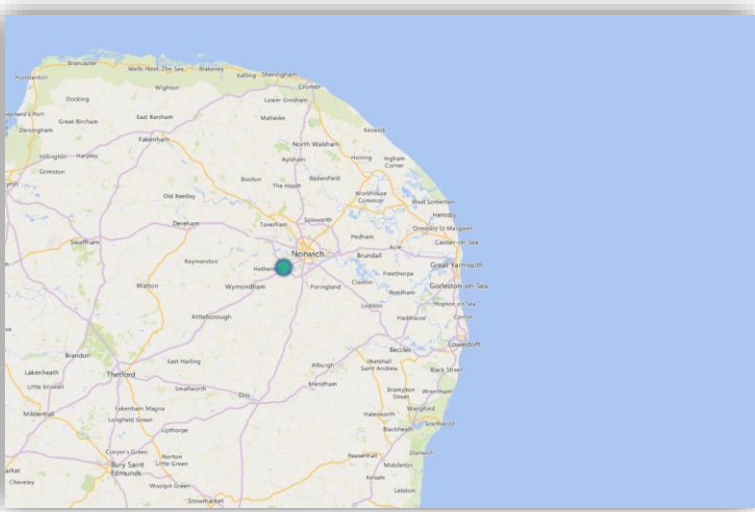
MP-0243 – A47/A11 Thickthorn Junction – RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

An incursion involving three vehicles occurred at the central reservation after members of the public followed an escorted flatbed delivery vehicle into the traffic management access point. All vehicles were identified and managed safely.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The delivery vehicle was halted within the traffic management area and each driver was spoken to and escorted safely through the works. The response was controlled and prioritised safety of road users and workforce.

Overall *[Sentiment: Neutral]*

A single incursion event was recorded, arising from unauthorised following of an escorted vehicle. The situation was effectively managed with no reported injuries and minimal disruption to operations or road users.

Recommendations

Project team should review their approach and where required strengthen access control measures at traffic management entry points, improve signage clarity, and consider additional marshals or physical controls to prevent unauthorised vehicles following escorted movements.

Incursions Report

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

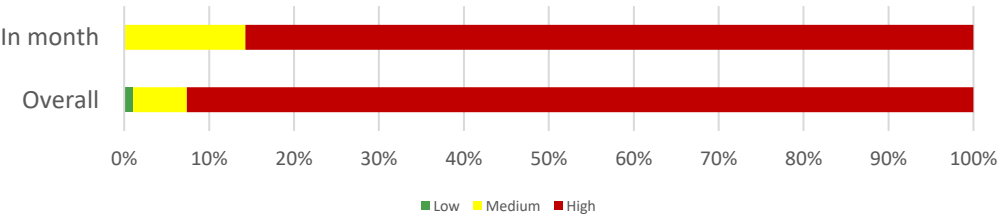
A total of 8 incursions have been recorded; with a 600% increase in 'Seeking Benefit' type incursions, 200% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

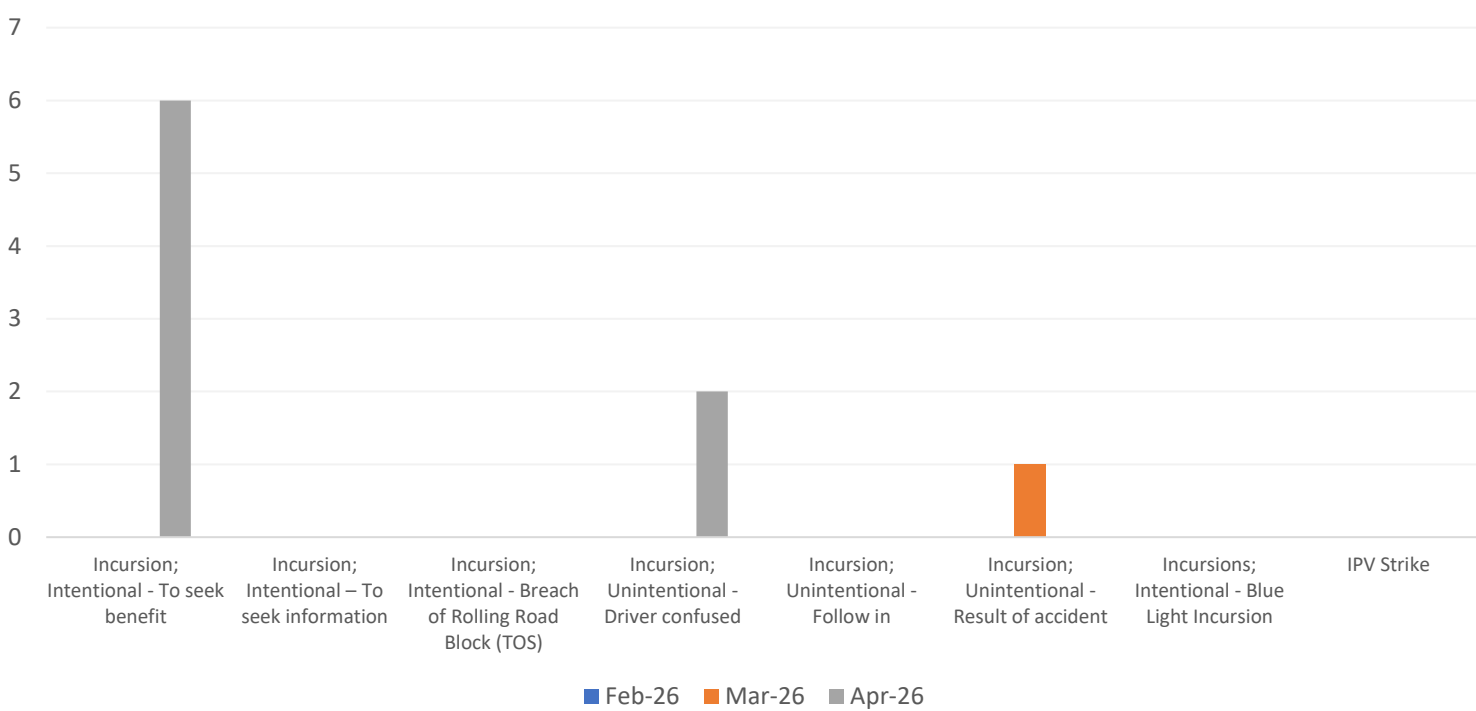
Project Risk Rating



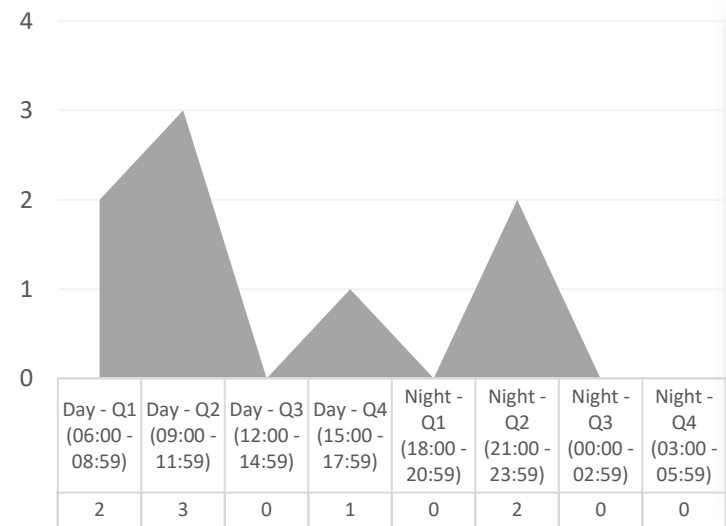
Incursion rate per length of TM (Unknown)

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

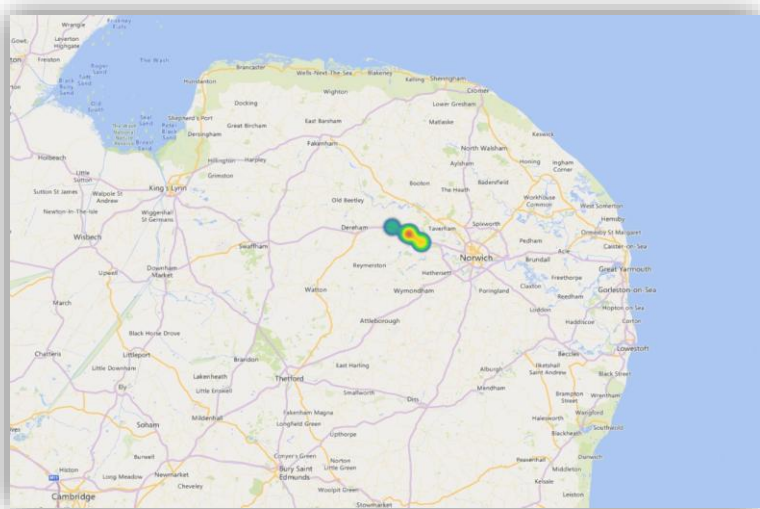
MP-0239 - A47 North Tuddenham to Easton - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Repeated incursions occurred where traffic management and fencing were found open, allowing members of public to enter closures or attempt access to the A47. One vehicle bypassed controls via embankments.

Traffic Incidents *[Sentiment: Negative]*

An unauthorised heavy goods vehicle entered the closure after barriers were reportedly moved, travelling through restricted areas before being challenged and escorted out. No collisions or injuries were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management was reinstated on multiple occasions, with additional measures including securing fencing, installing higher barriers, restricting access points, and stopping unsafe works activities to regain control and compliance.

Overall *[Sentiment: Negative]*

The period was characterised by repeated unauthorised access linked to compromised traffic management and increased traffic displacement. While mitigations were implemented promptly, recurring issues highlight weaknesses in access control and compliance.

Recommendations

Project team should review their approach and where required strengthen physical security and access control arrangements, including robust locking systems, tamper-resistant barriers, and clearer delineation between works access and closures. Enhanced workforce briefings, supervision and compliance checks should be implemented to prevent unauthorised opening of traffic management. Consider improved diversion clarity and network management to reduce public attempts to bypass closures, alongside closer monitoring during periods of increased network pressure.

Incursions Report

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

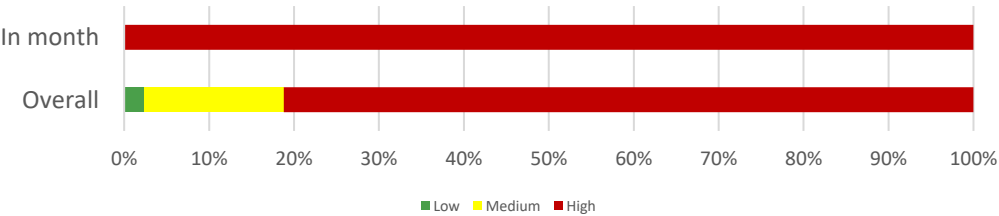
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

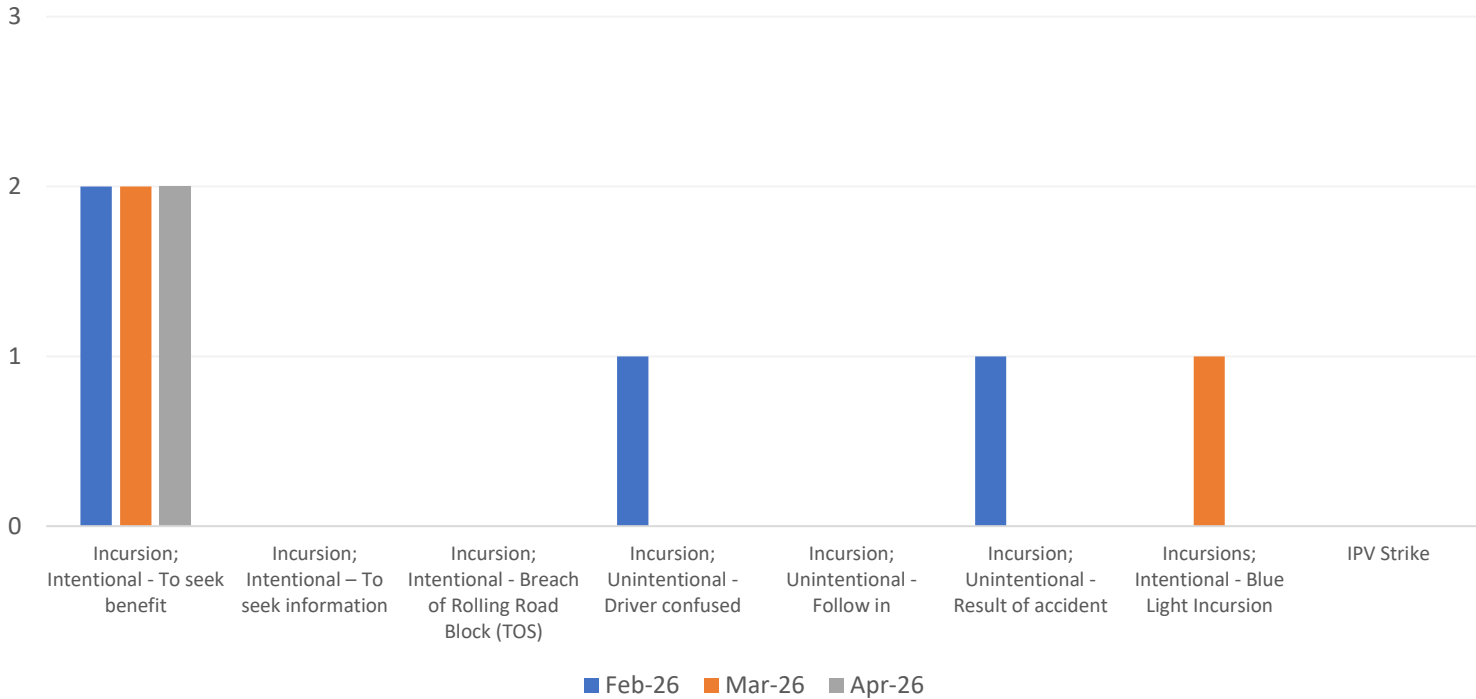
Project Risk Rating



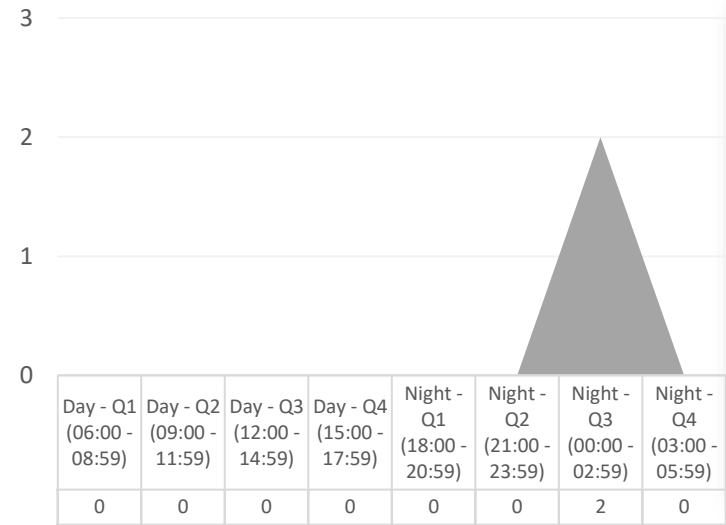
Incursion rate per length of TM (Unknown)

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

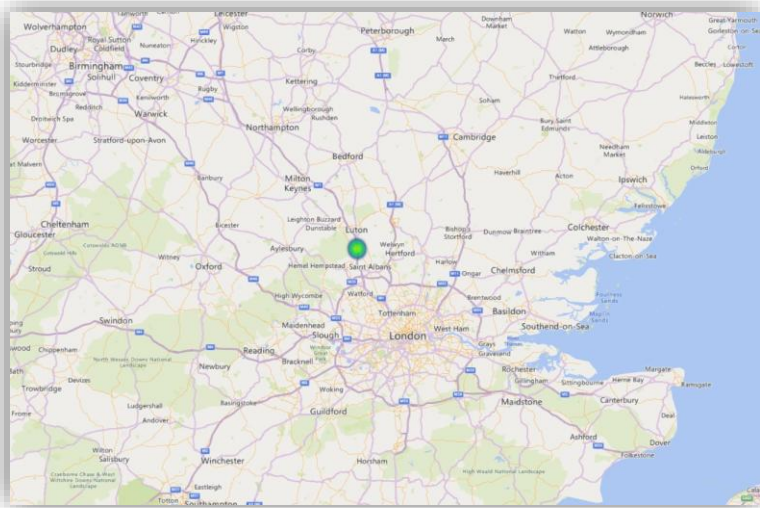
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Two vehicle incursions were reported where vehicles entered lane closures at speed, accessing through coning gaps and travelling within live works, narrowly missing operatives before exiting and rejoining traffic.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Operatives identified the incursions and promptly alerted downstream workforce, enabling situational awareness. However, the events indicate vulnerabilities in closure integrity and access control within longitudinal coning arrangements.

Overall *[Sentiment: Negative]*

Incursions into closures present a significant safety concern, with vehicles travelling at speed through live works and narrowly missing workforce. No injuries to workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen closure integrity by improving coning continuity, reducing access gaps, and enhancing delineation. Consider additional physical measures, surveillance or enforcement, and clear advance warning to deter unauthorised entry.

Incursions Report

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

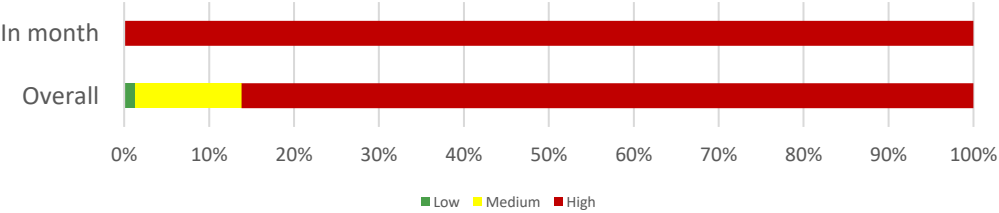
A total of 1 incursions have been recorded; with a 50% decrease in 'Seeking Benefit' type incursions

[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)

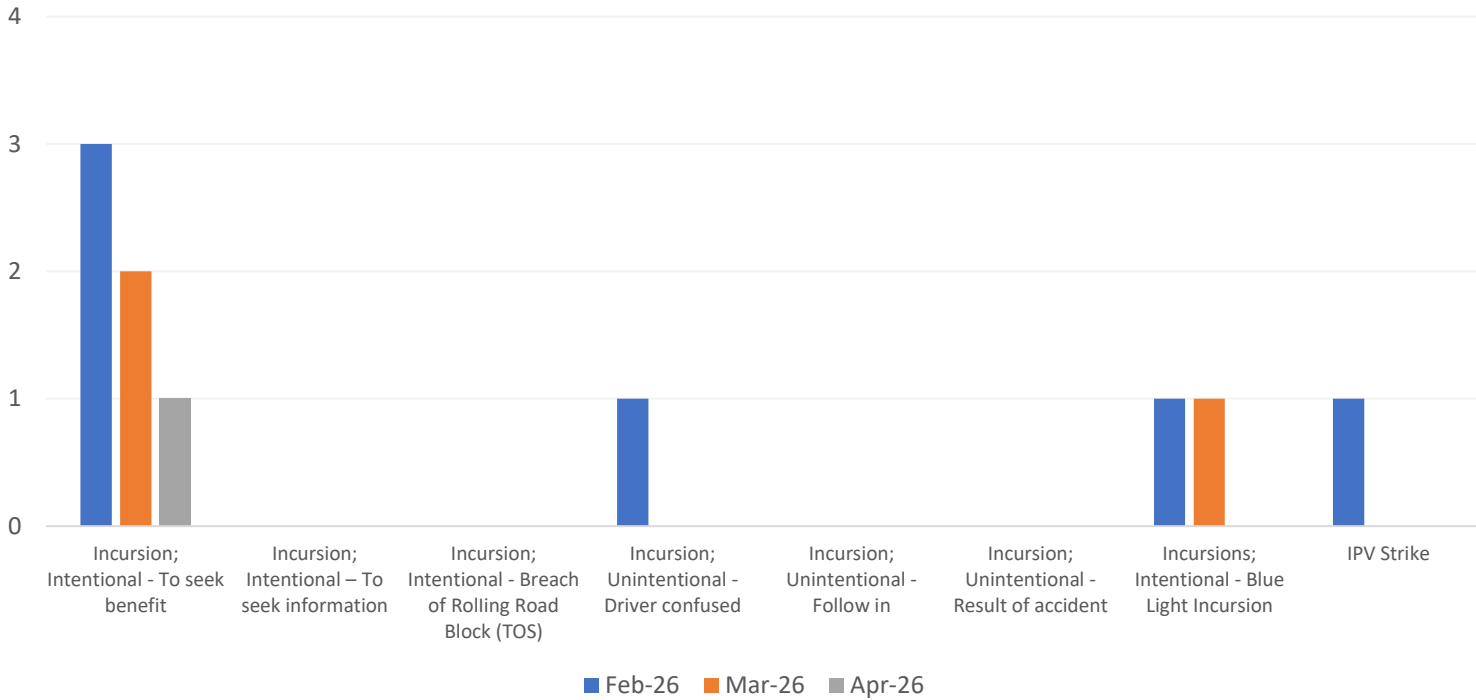
Project Risk Rating



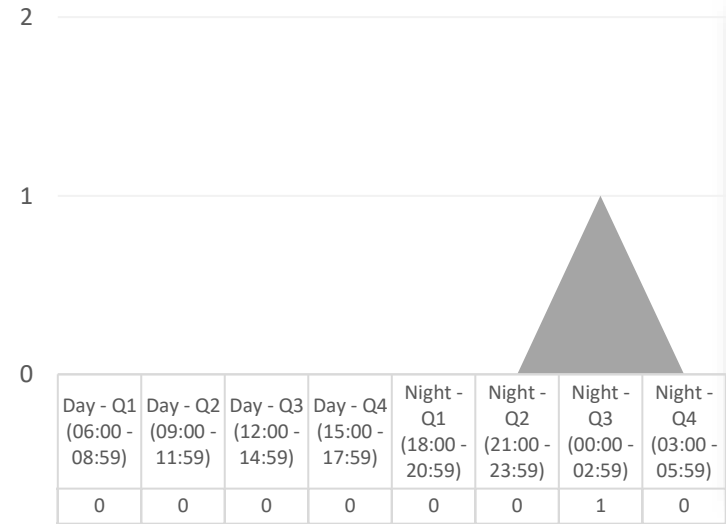
Incursion rate per length of TM (Unknown)

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

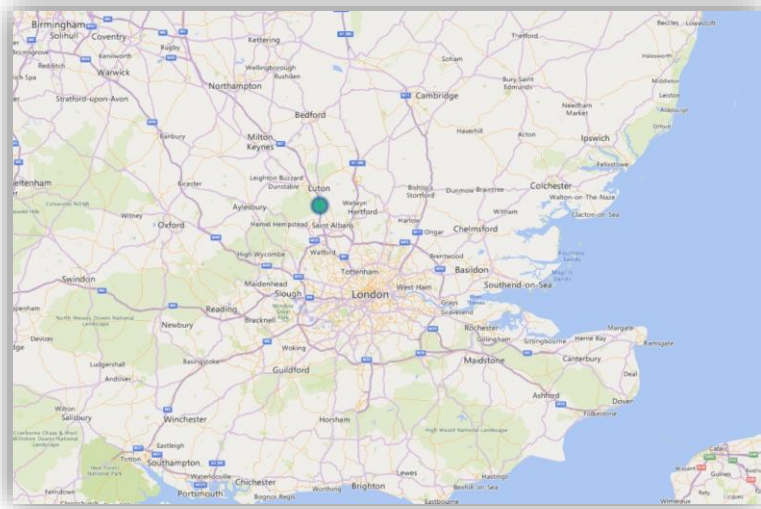
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered a full southbound closure via an exit slip, travelling against traffic flow while being pursued by police. No pedestrian incursions were reported. The incident presented a significant safety risk within the closure.

Traffic Incidents *[Sentiment: Negative]*

A serious traffic incident occurred involving a vehicle breaching the closure and travelling in the wrong direction. Police pursuit activity escalated the situation, requiring multi-agency intervention to manage safety risks.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management was impacted by an unauthorised vehicle entering the closure. Police response, including specialist resources, was deployed to manage and contain the incident and support a wider search operation.

Overall *[Sentiment: Negative]*

An unauthorised vehicle incursion into the closure created a high-risk situation requiring significant emergency response. No injuries to workforce or members of the public were reported during this incident.

Recommendations

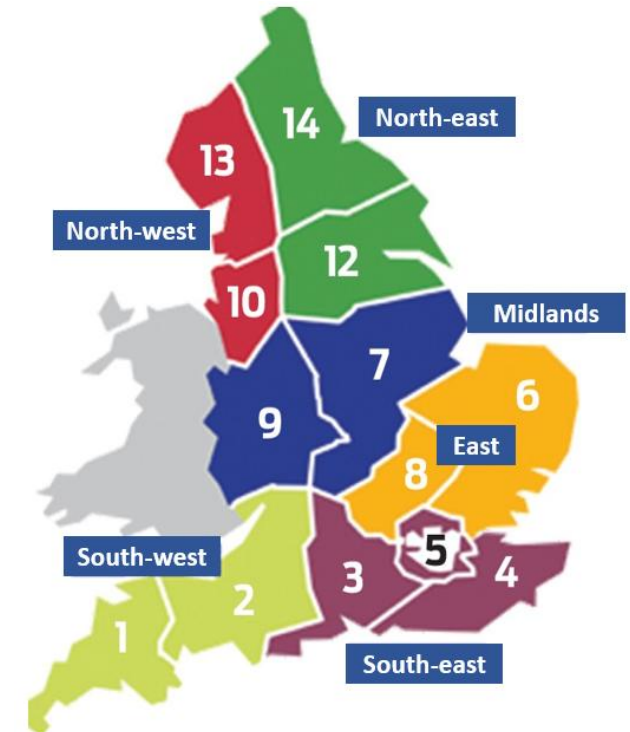
Project team should review their approach and where required strengthen closure integrity at access and egress points, including enhanced physical measures and signing. Consider improved coordination protocols with police to manage dynamic pursuits and reduce incursion risk.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

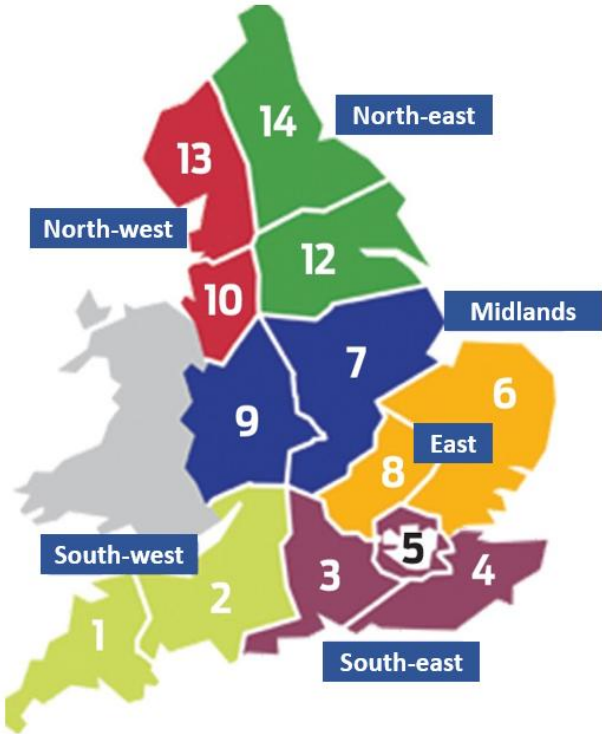
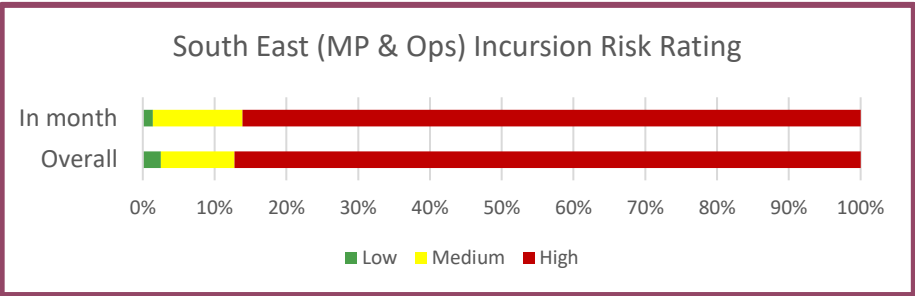
Select next page for South East Region and Project Reports



Incursions Report – South East Region

	South East Region							
	Overall				In Month			
Kind of Event	Major Projects		Operations		Major Projects		Operations	
Incursion; Intentional - To seek benefit	606	[11.64%]	1452	[56.32%]	3	[100.00%]	16	[25.00%]
Incursion; Intentional – Because of breakdown	3536	[67.90%]	340	[13.19%]			25	[39.06%]
Incursion; Intentional – To seek information	55	[1.06%]	70	[2.72%]				
Incursion; Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]				
Incursion; Unintentional - Driver confused	471	[9.04%]	349	[13.54%]			9	[14.06%]
Incursion; Unintentional - Follow in	98	[1.88%]	182	[7.06%]			2	[3.13%]
Incursion; Unintentional - Result of accident	395	[7.58%]	86	[3.34%]			8	[12.50%]
Incursions; Intentional - Blue Light Incursion	45	[0.86%]	78	[3.03%]			3	[4.69%]
IPV Strike	2	[0.04%]	19	[0.74%]			1	[1.56%]
Grand Total	5208	[100.00%]	2578	[100.00%]	3	[100.00%]	64	[100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 3	256	184	72%	350	245	70%	369	292	79%
Area 4	212	74	35%	297	143	48%	289	139	48%
Area 5	369	299	81%	445	347	78%	337	243	72%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

A high volume of incursions occurred, including vehicles entering closures, travelling wrong direction, removing barriers, and following site vehicles. Aggressive behaviour and deliberate breaches were reported, creating significant and repeated risks to workforce safety.

Traffic Incidents *[Sentiment: Negative]*

Numerous traffic incidents were recorded, including collisions, taper strikes, and debris events. An IPV strike resulted in injuries to members of the public requiring hospital treatment, alongside widespread damage to traffic management assets.

Broken Down Vehicles *[Sentiment: Neutral]*

Several broken down vehicles were reported within closures, including punctures and mechanical failures. These were generally managed safely, although they contributed to disruption and required recovery within controlled work environments.

Traffic Management Responses *[Sentiment: Positive]*

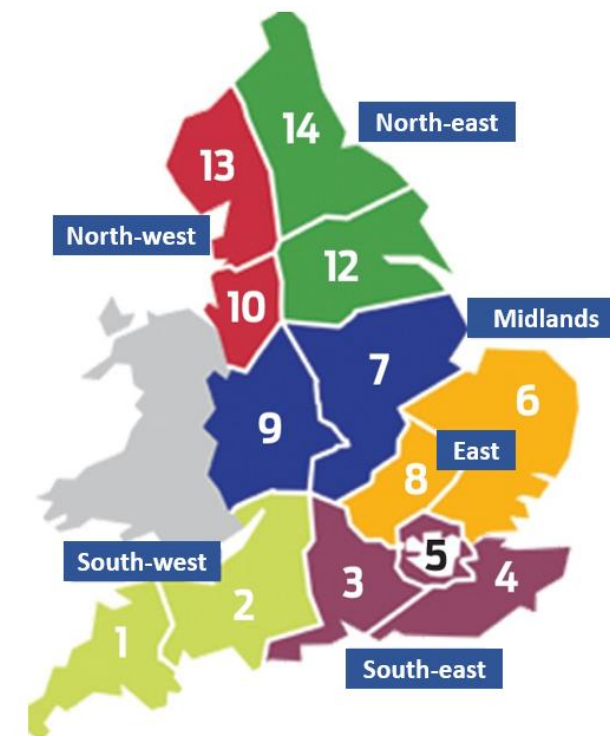
Traffic management teams acted swiftly to stop vehicles, escort them safely, reinstate closures, and liaise with emergency services. Proactive interventions and supervision maintained control, despite frequent and complex non-compliant behaviours.

Overall *[Sentiment: Negative]*

The period was characterised by sustained and high-risk non-compliance, with frequent incursions, aggressive behaviour and incidents. Injuries to members of the public were reported, highlighting the continued exposure to significant safety risks.

Recommendations

Project team should review their approach and where required strengthen physical barriers, improve closure integrity, increase active supervision at access points, and enhance driver awareness to address persistent non-compliance and reduce high-risk incursions.



Incursions Report

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

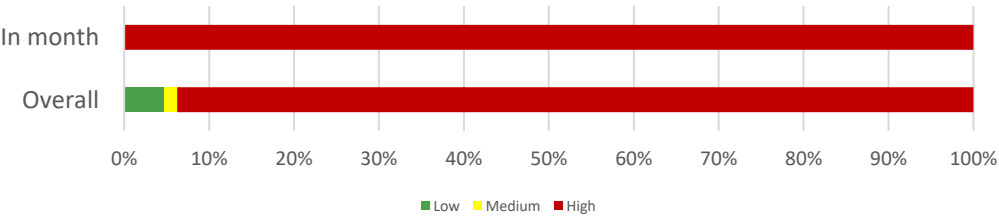
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

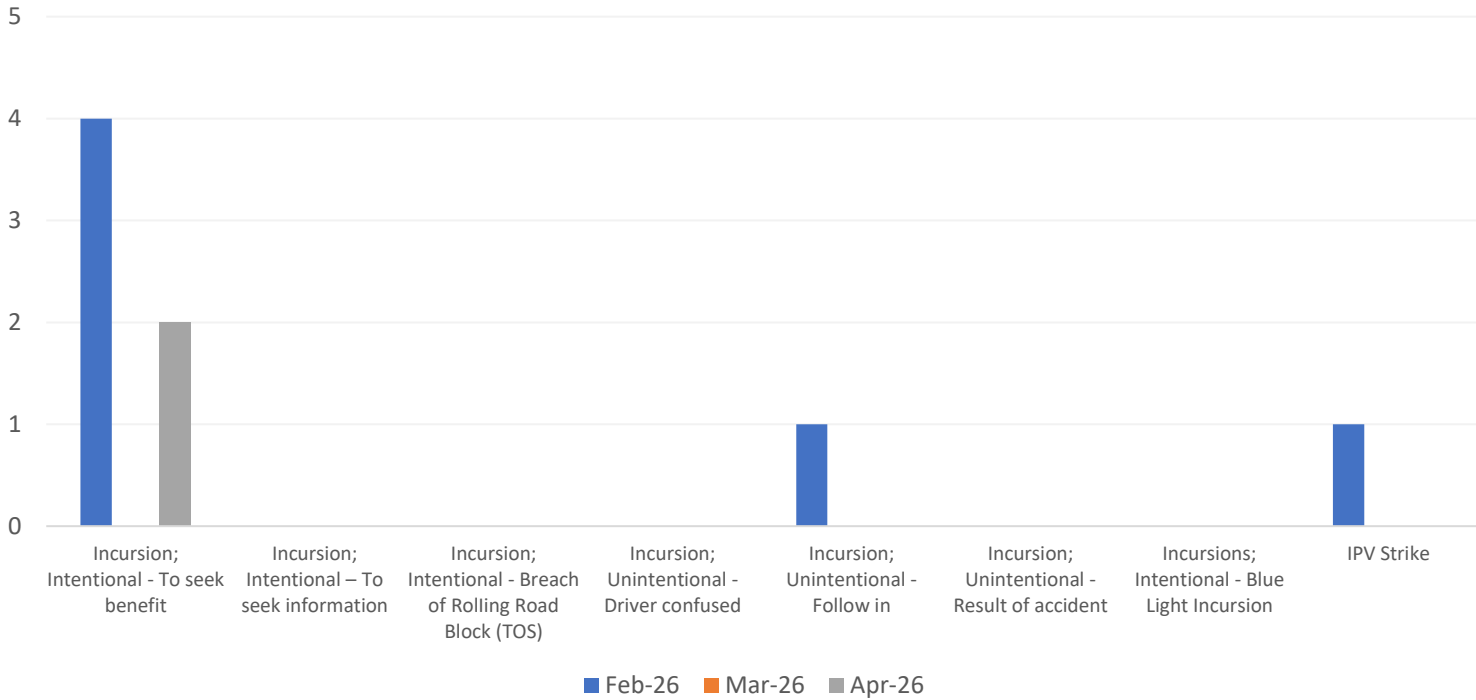
Project Risk Rating



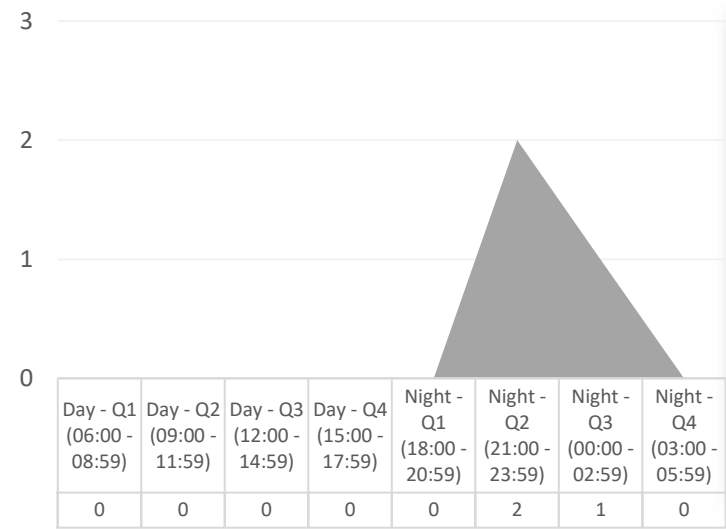
Incursion rate per length of TM (Unknown)

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

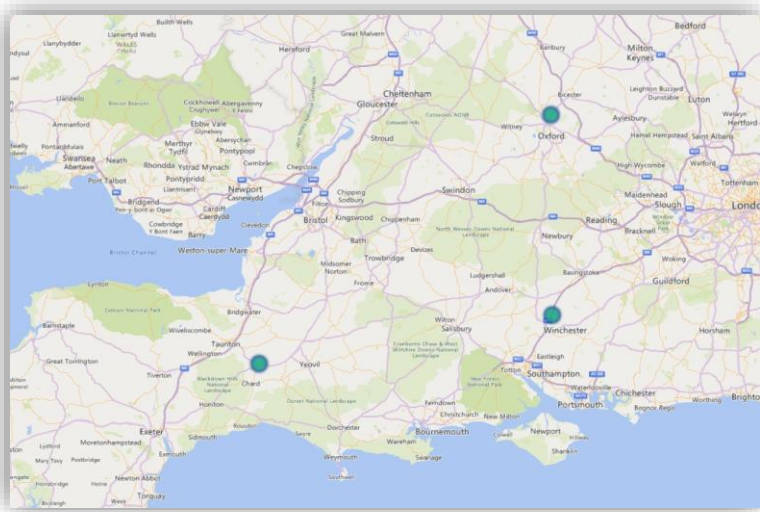
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Three



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered a fully closed worksite through a coned-off slip road while inlay marking works were underway. The vehicle proceeded into the works area before being safely stopped and escorted out.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle with a puncture was identified stationary within the closure on the hard shoulder. The presence required management to maintain safety and minimise disruption within the operational work zone.

Traffic Management Responses *[Sentiment: Positive]*

The Traffic Management Foreman attended promptly, stopping and escorting the vehicle from the closure. Additionally, operatives were briefed following unauthorised vehicle access linked to site entry activities and cone breaches.

Overall *[Sentiment: Neutral]*

The period was characterised by a vehicle incursion and a breakdown within the closure. Both were managed without escalation. No injuries to workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen access control measures at closure entry points, reinforce operative vigilance at slip roads, and improve physical and visual deterrents to prevent unauthorised vehicle entry into works.

Incursions Report

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

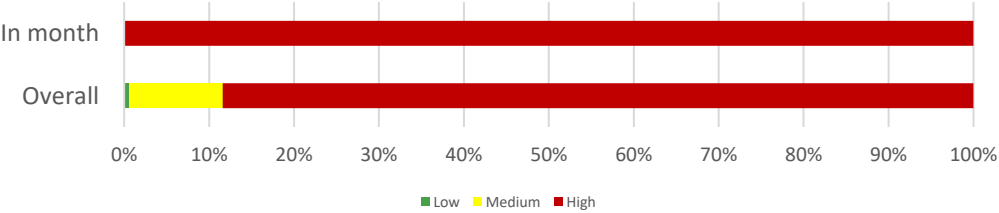
A total of 4 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[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)

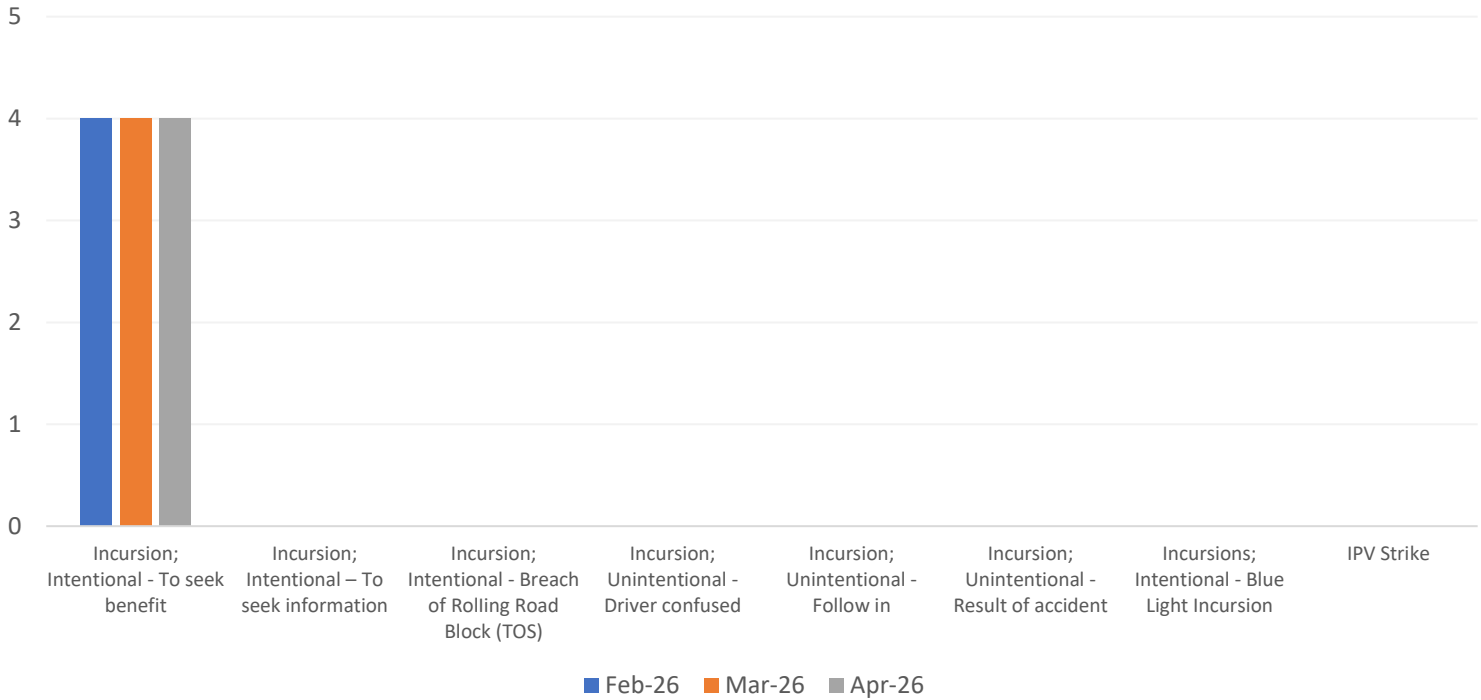
Project Risk Rating



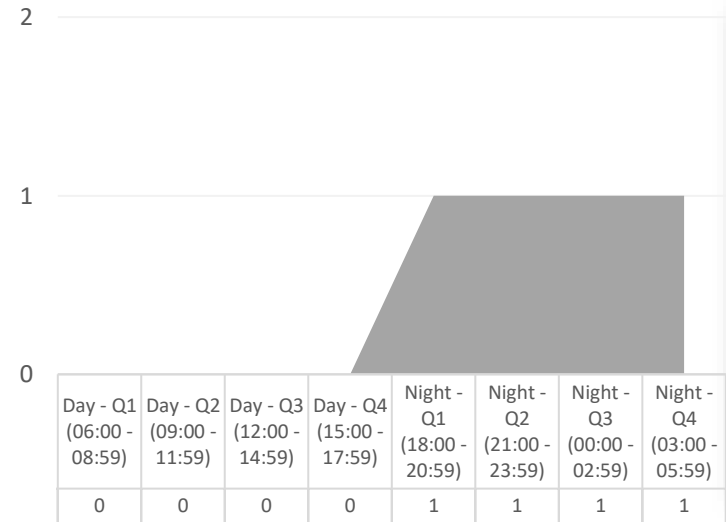
Incursion rate per length of TM (Unknown)

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

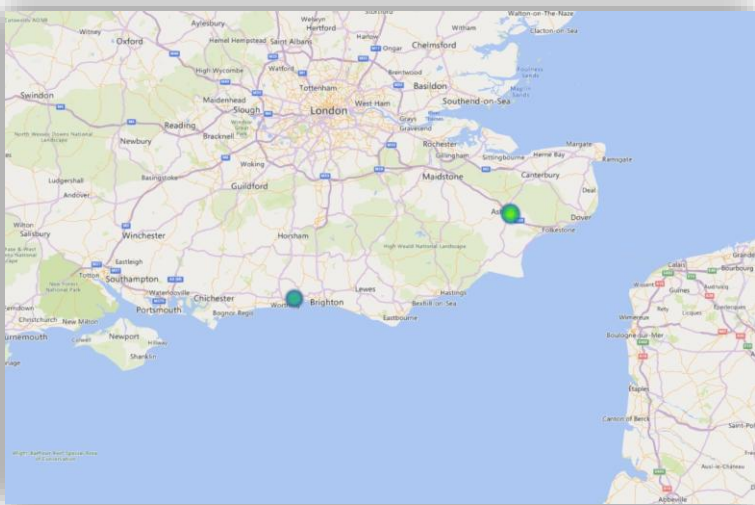
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were recorded across locations, including subcontractor vehicles entering a closed carriageway due to unclear closure positioning, and members of the public deliberately breaching traffic management to access services.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives intervened promptly to stop unauthorised vehicle movements, safely escorting vehicles back into live lanes and managing breaches where barriers and cones had been removed by road users.

Overall *[Sentiment: Negative]*

The period was characterised by repeated unauthorised site entries driven by confusion and deliberate non-compliance, indicating weaknesses in closure clarity and access control, although effective intervention prevented escalation or reported injury.

Recommendations

Project team should review their approach and where required strengthen closure clarity, taper visibility and access control measures to reduce ambiguity for subcontractors and the public. Consider enhanced signage, physical deterrents at entry points, and reinforced briefings to ensure understanding of closure extents.

Incursions Report

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

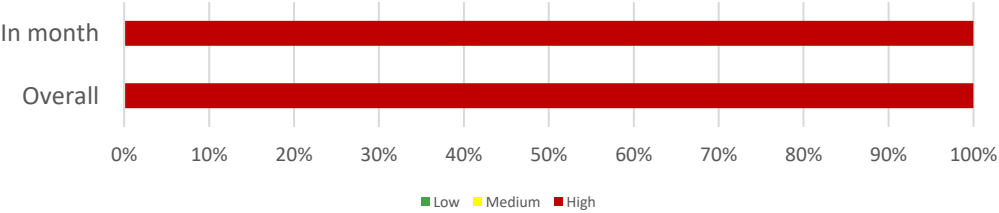
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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

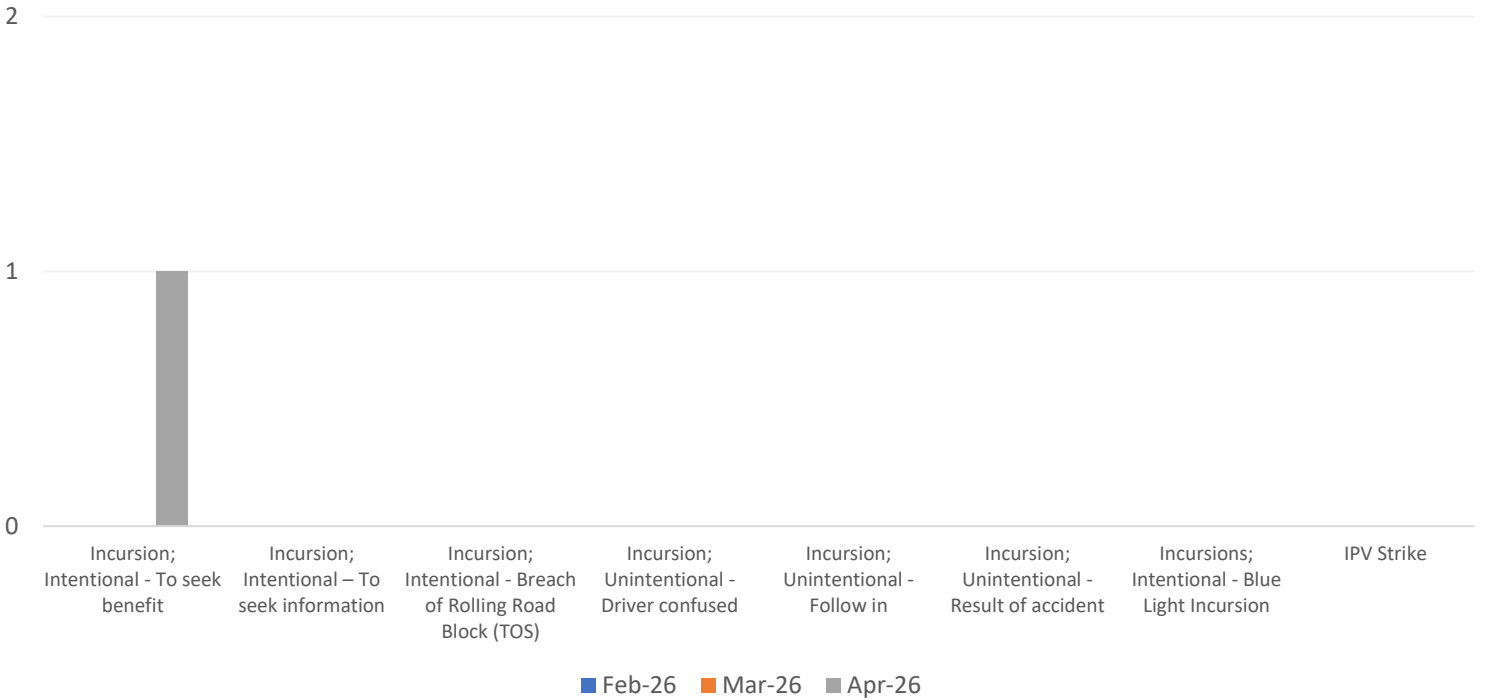


Incursion rate per length of TM (0.00 km / 0.00 miles)

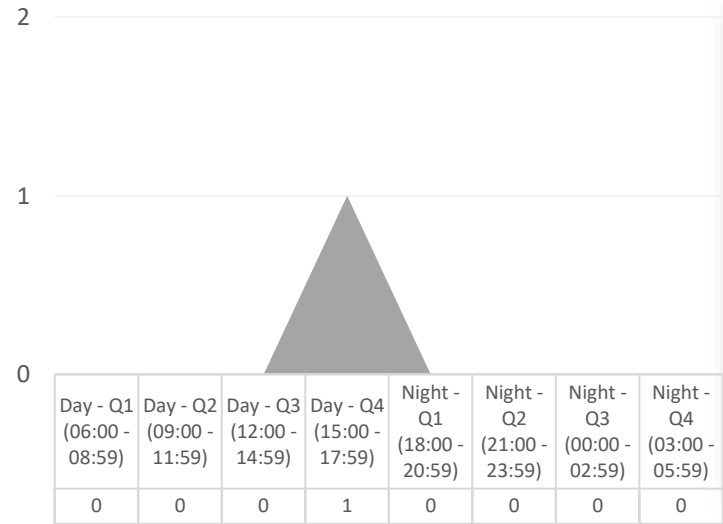
Project Incursion Rate: TM Length required

Breakdown Rate: TM Length required

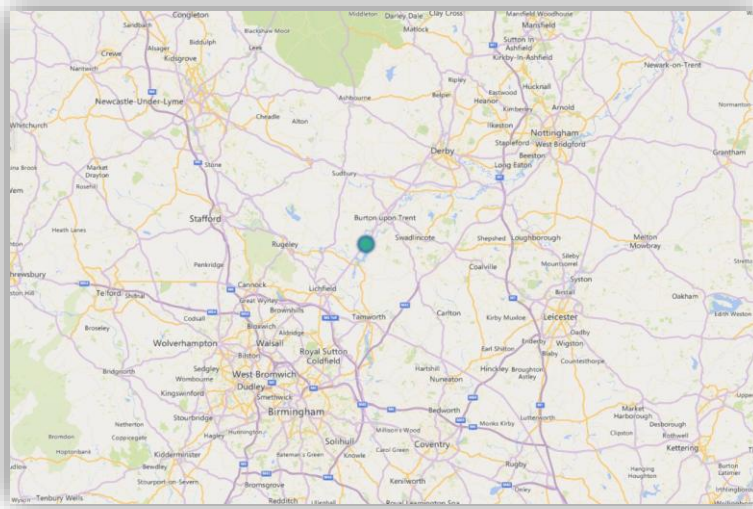
MP-0414 – HS2 Phase 1



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0414 – HS2 Phase 1



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the A38 northbound carriageway travelling in the opposite direction within the traffic management, creating a significant safety risk to road users and workforce within the controlled works area.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements remained in place and controlled the environment; however, the wrong-direction vehicle highlights a vulnerability in preventing unauthorised access and driver non-compliance within the layout.

Overall *[Sentiment: Neutral]*

A single high-risk incursion was recorded involving a vehicle travelling in a southern direction within traffic management. No injuries to workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen entry and exit controls, signage clarity, and physical measures to prevent wrong-way movements, alongside reinforcing driver comprehension and compliance within complex traffic management layouts.

Incursions Report

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

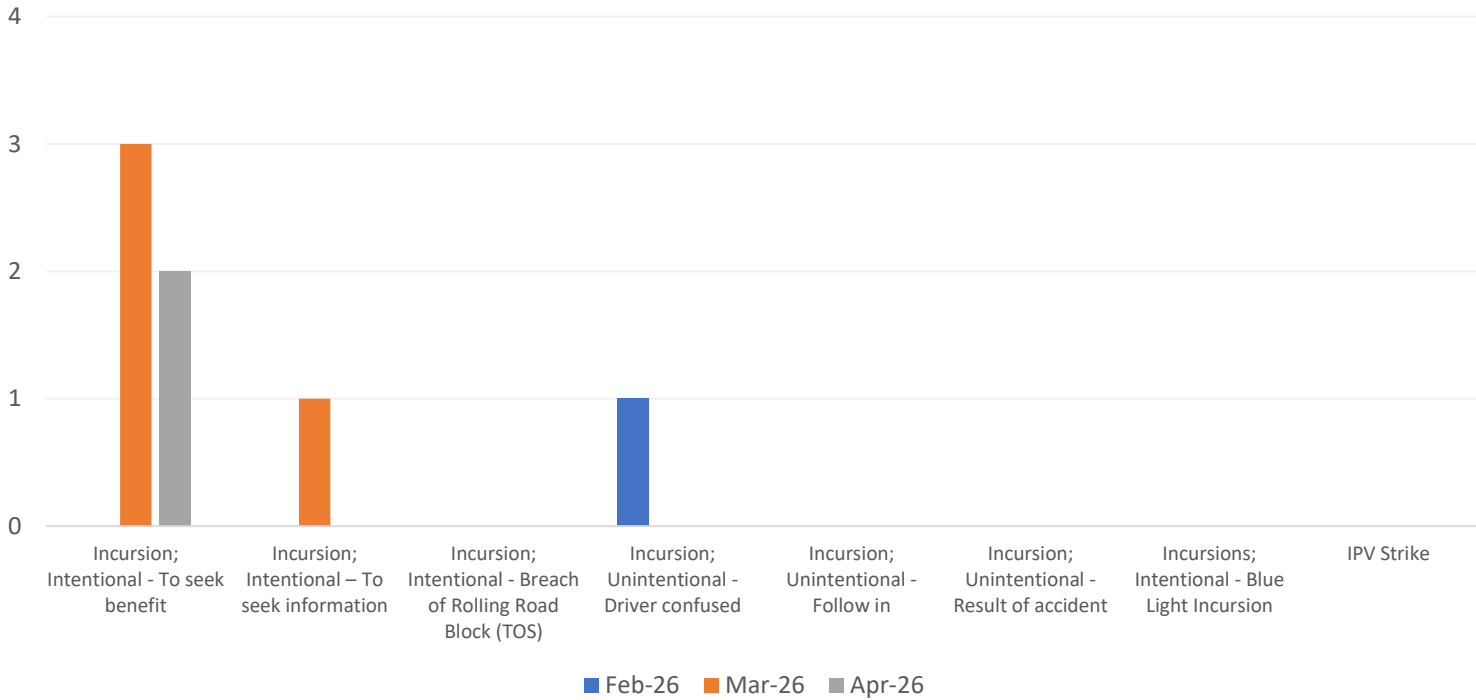
A total of 2 incursions have been recorded; with a incursions, with a 33% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

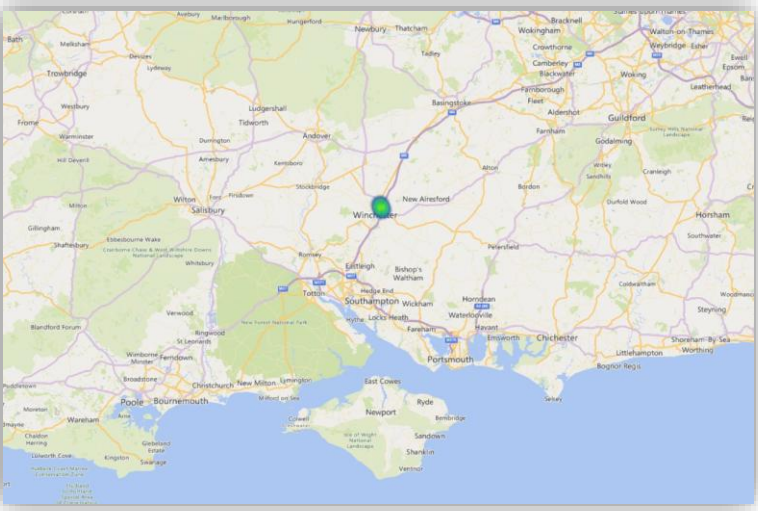
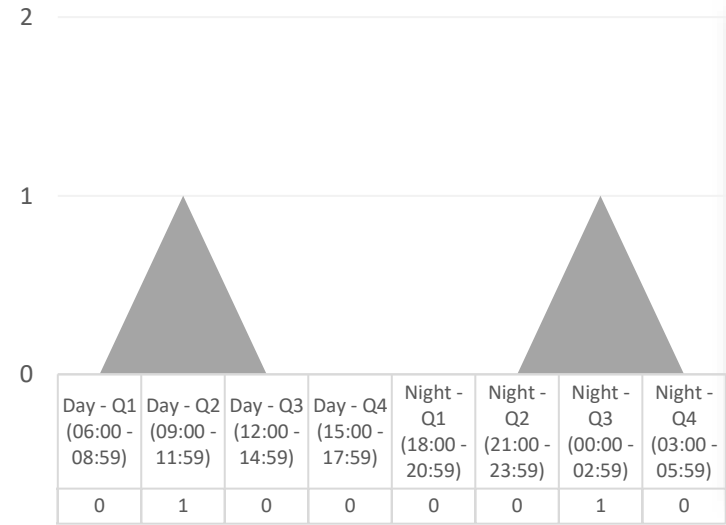
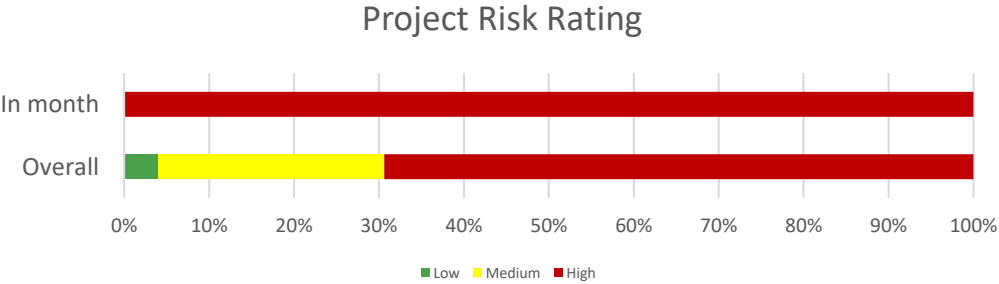
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0262 – M3 Jct 9 Improvement - RDP



Time Profile of Incursions recorded

Heatmap



Incursion rate per length of TM (Unknown)

Project Incursion Rate: TM Length required

Breakdown Rate: TM Length required

Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle driven by a member of the public entered the temporary traffic management closure on the A272 gyratory and was stopped by an operative. Separately, a pedestrian accessed the A33 work area and subsequently moved into a live traffic lane despite intervention.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Operatives and supervisory staff intervened promptly to stop unauthorised access, manage the vehicle within the closure, and attempt to direct the pedestrian away from live traffic, demonstrating active monitoring and response to emerging risks.

Overall *[Sentiment: Negative]*

Incursions by both a vehicle and a pedestrian indicate vulnerabilities in site segregation and public compliance. While no injuries were reported to workforce or members of the public, the events presented a significant safety risk.

Recommendations

Project team should review their approach and where required strengthen physical and visual measures to deter unauthorised access, improve public information and wayfinding, and enhance operative positioning to intervene earlier and prevent escalation into live traffic environments.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

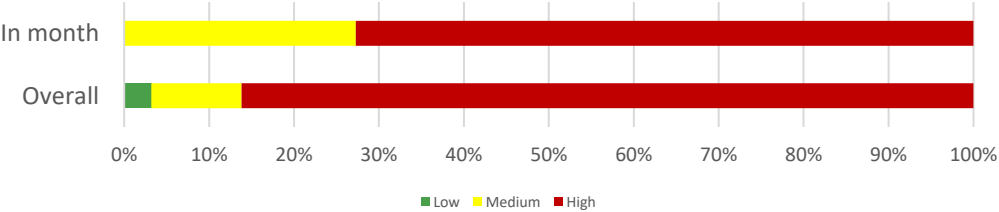
A total of 7 incursions have been recorded; with a 200% increase in 'Result of accident' type incursions, 50% increase in 'Driver confused' type incursions, no change from the previous month in Seeking Benefit' type incursions

[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)

Project Risk Rating

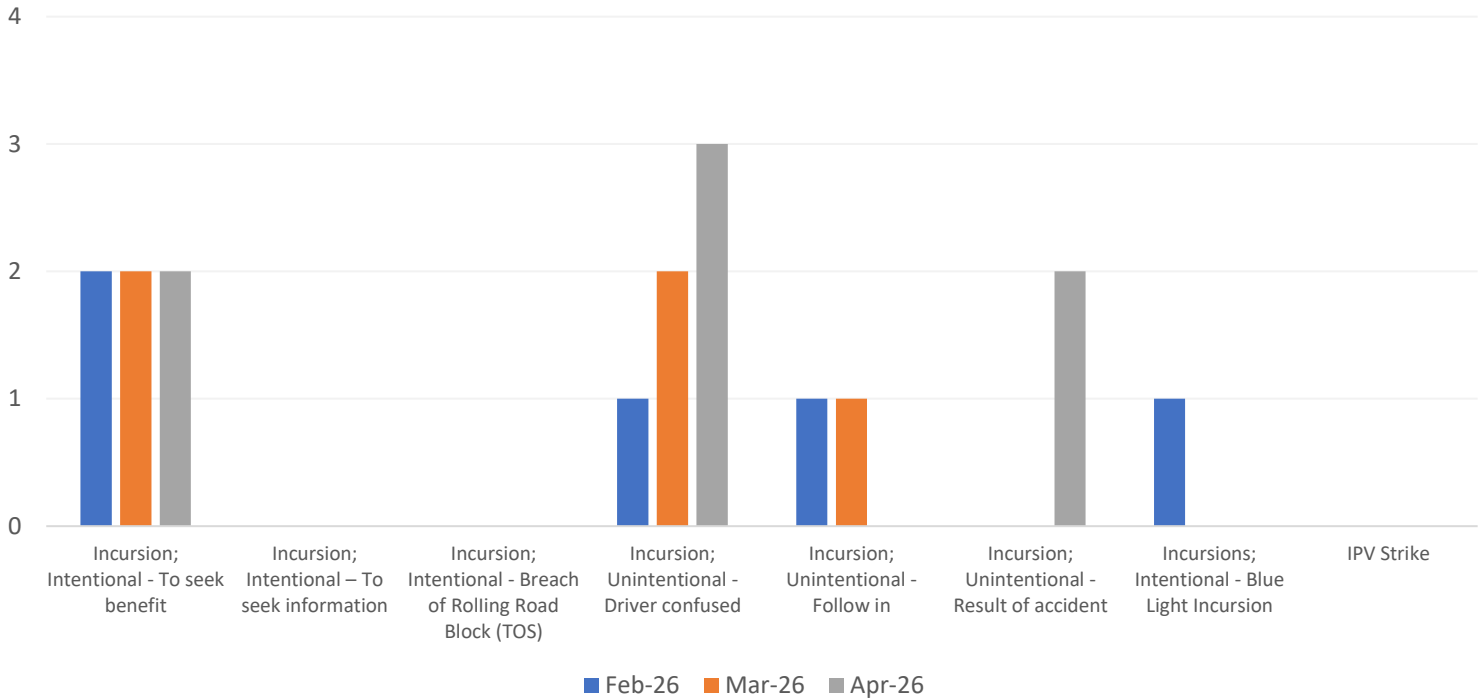


Incursion rate per length of TM (Unknown)

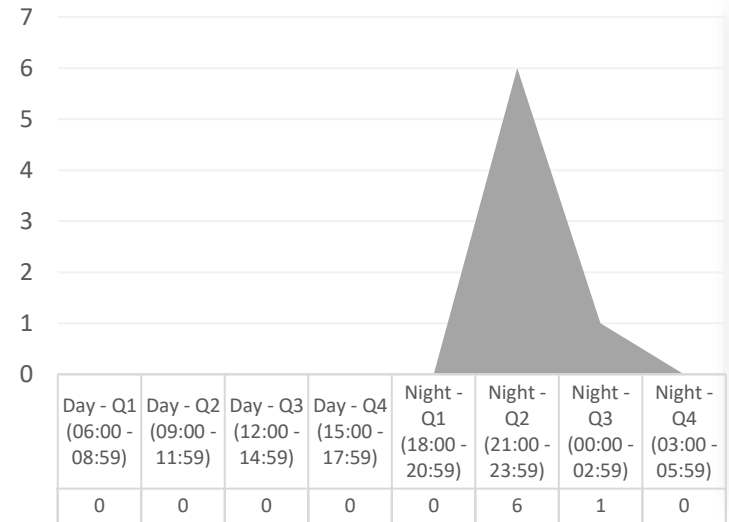
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

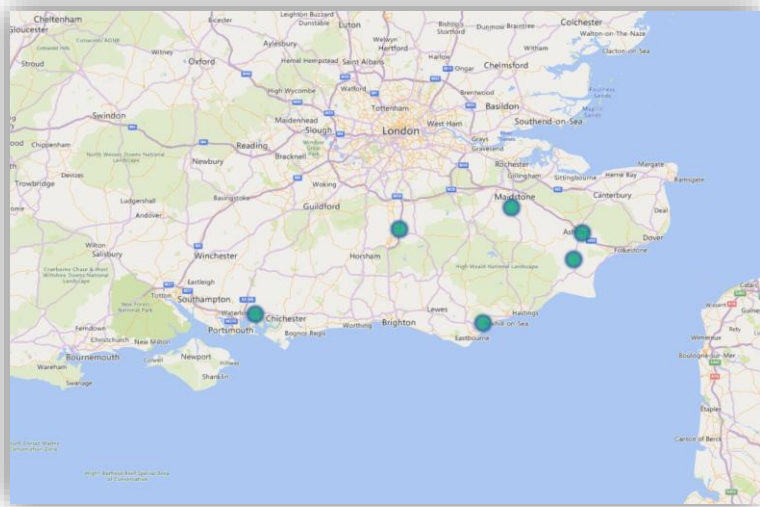
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions were recorded, including vehicles entering through coned sections, following authorised access, and attempting to remove barriers. Several exited before engagement, indicating vulnerabilities in site access control arrangements.

Traffic Incidents *[Sentiment: Negative]*

A collision occurred within the closure involving two vehicles, resulting in secondary impacts with roadside infrastructure and multiple cones. Traffic disruption was observed. No injuries were reported to workforce or members of the public.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Interventions included stopping unauthorised vehicles, providing corrective guidance, escorting vehicles from site, and reporting safety observations. Engagement with drivers highlighted misunderstandings of traffic management layouts and site access restrictions.

Overall *[Sentiment: Negative]*

The period was characterised by repeated incursions and one collision within the closure, indicating ongoing challenges with compliance and understanding of restrictions, alongside responsive intervention by site teams to manage emerging risks.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve clarity of signing and delineation, reinforce barrier integrity, and enhance driver awareness to reduce incursions and prevent disruption and collision risk.

Incursions Report

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

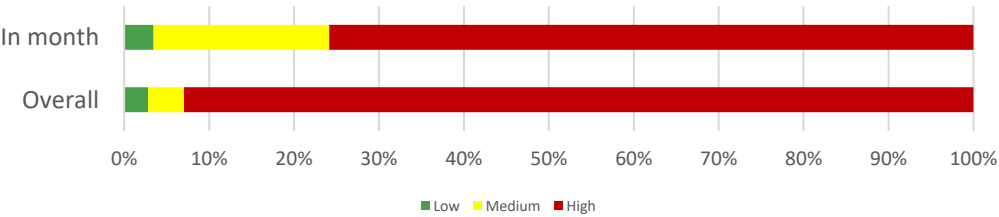
A total of 19 incursions have been recorded; with a 200% increase in 'Result of accident' type incursions, 100% increase in 'Blue Light' type incursions, 100% increase in 'IPV Strike' type incursions, 50% increase in 'Seeking Benefit' and type incursions, 200% increase in 'Follow in' type incursions, 20% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

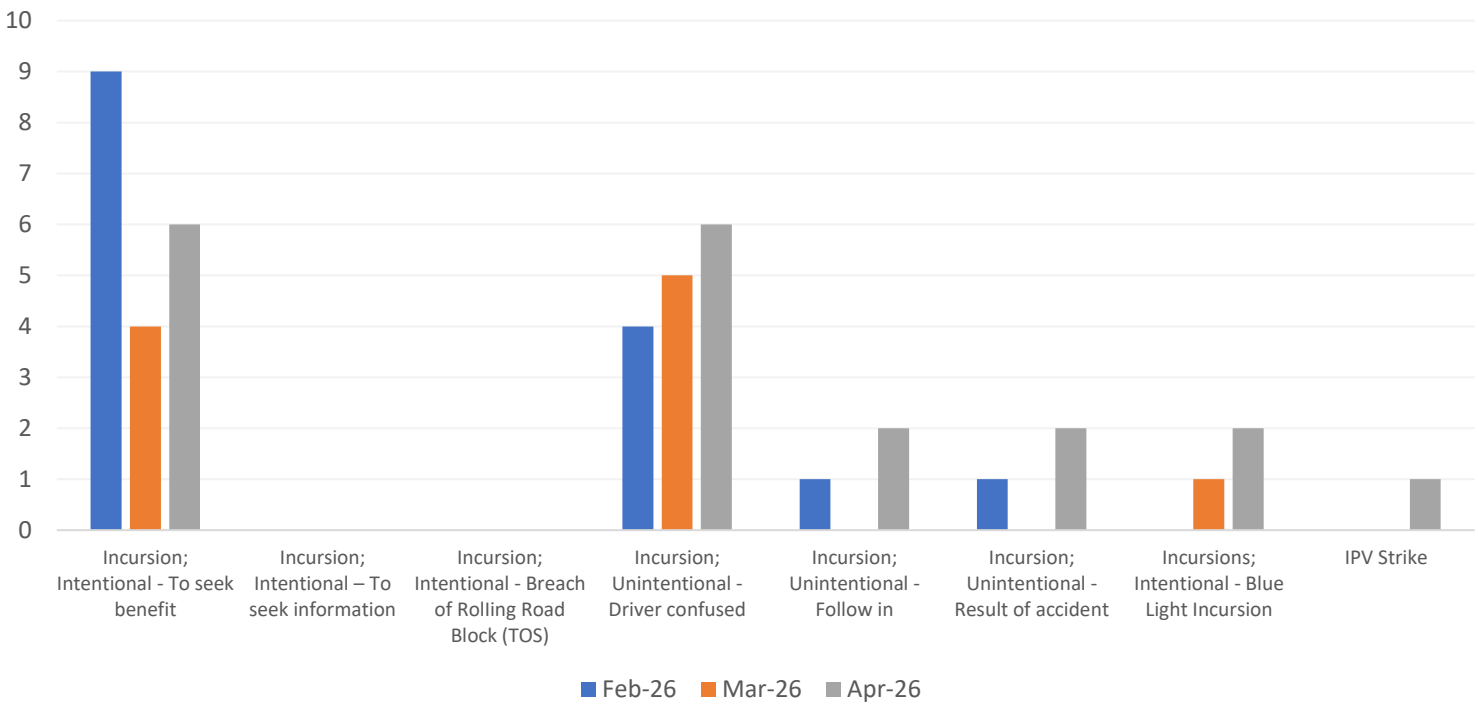
Project Risk Rating



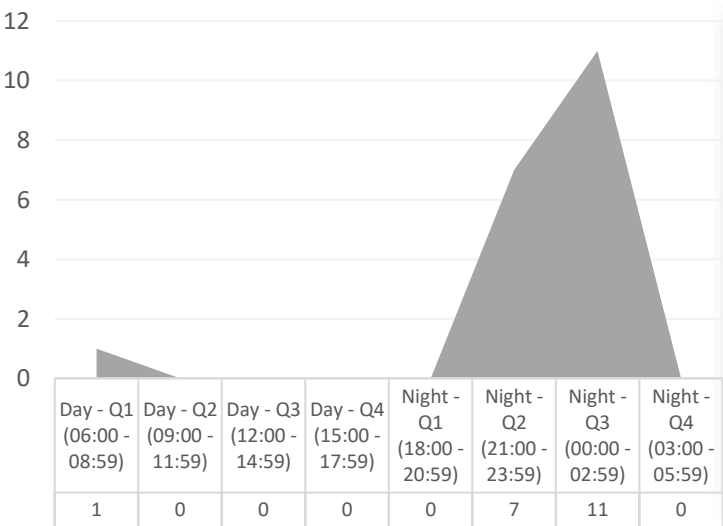
Incursion rate per length of TM (Unknown)

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

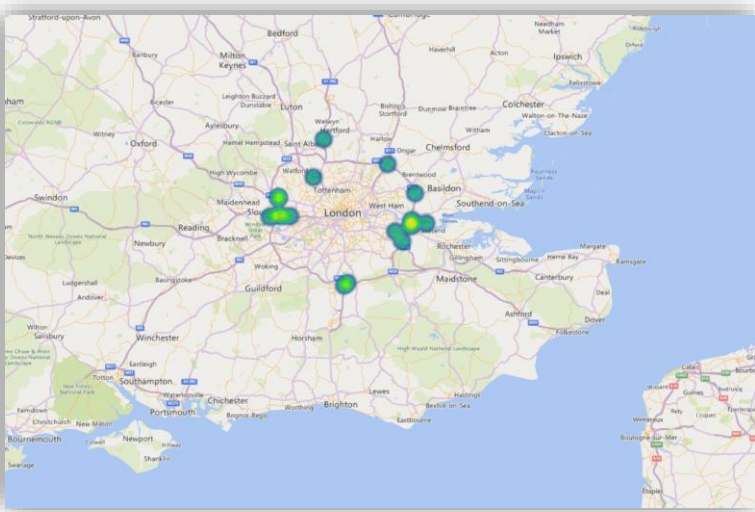
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred across closures, often via gaps in cones or by following site vehicles. Instances included wrong-way movements, cyclists entering closures, and erratic driving through tapers and work zones.

Traffic Incidents *[Sentiment: Negative]*

One significant incident involved an IPV strike, resulting in debris across multiple lanes and both drivers taken to hospital. Additional collisions with traffic management equipment were recorded, causing disruption and damage.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded appropriately by alerting control, deploying HATO, and attempting to manage incursions. Some interventions prevented vehicles reaching the workforce, although challenges remained with rapid or unauthorised entry.

Overall *[Sentiment: Negative]*

The period was characterised by frequent incursions and a serious IPV strike, presenting ongoing risks to workforce and road users. While no workforce injuries were reported, repeated breaches highlight vulnerability within current controls.

Recommendations

Project team should review their approach and where required strengthen closure integrity, reduce access gaps, and enhance advance warning measures. Consider improved physical deterrents, clearer delineation, and reinforced communication to reduce incursions and protect both workforce and road users.

Incursions Report

Directorate: Operations
Region: South East
Project: DBFO – A249 Stockbury to Sheerness (Area 34)

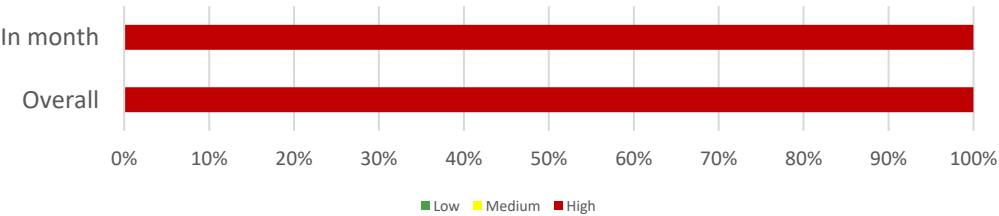
"A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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



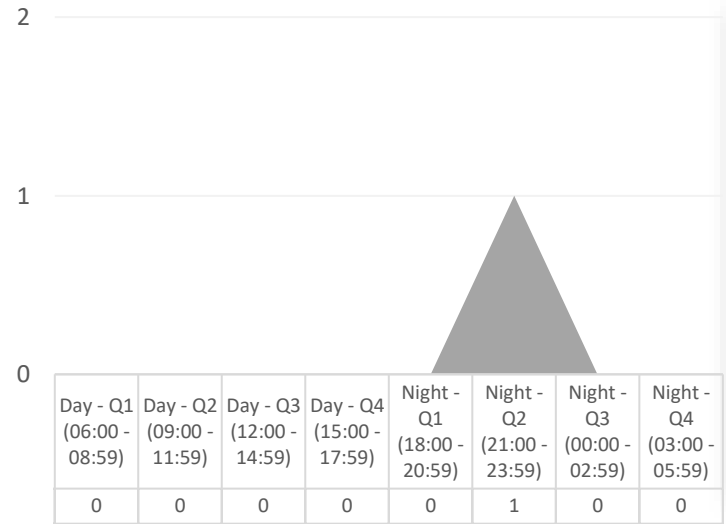
Incursion rate per length of TM (Unknown)

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

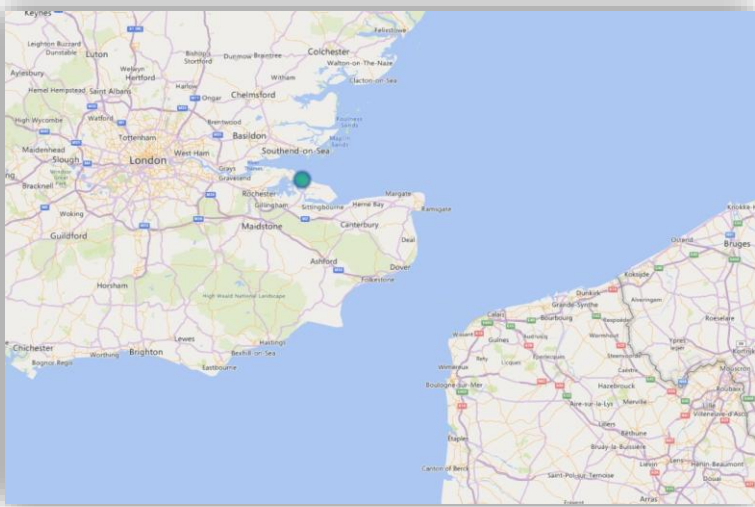
DBFO – A249 Stockbury to Sheerness (Area 34)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO – A249 Stockbury to
Sheerness (Area 34)



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle unlawfully entered the worksite by bypassing installed access control measures, travelling along the verge. The workforce ceased operations while attempts were made to halt the vehicle, which then exited the site.

Traffic Incidents [*Sentiment: Neutral*]

No wider traffic incidents impacting the live carriageway were reported. The event was contained within the works area and did not result in reported disruption to the surrounding road network.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

The gateman escalated the situation promptly, with supervisory communication ensuring the workforce was alerted. The team stopped work and maintained awareness while attempting to manage the unauthorised vehicle movement within site limits.

Overall [*Sentiment: Negative*]

An unauthorised vehicle ingress created a safety risk to the workforce, including verbal abuse and threatening behaviour. No injuries to workforce or members of the public were reported, and the situation was brought under control.

Recommendations

Project team should review their approach and where required strengthen site access controls, gate management, and physical deterrents to prevent vehicle ingress, alongside reinforcing escalation protocols and considering additional measures to protect workforce from abuse and risk exposure.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

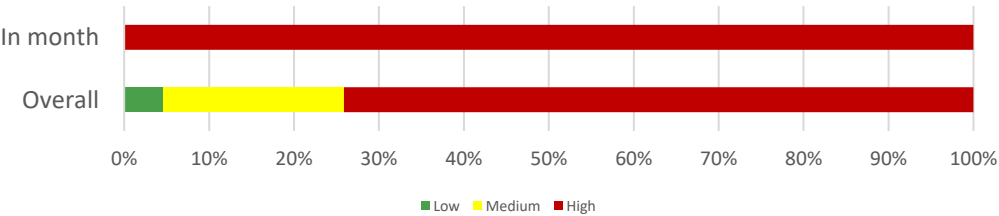
A total of 6 incursions have been recorded; with a 400% increase in 'Result of accident' type incursions, 100% increase in 'Blue Light' type incursions, 80% decrease in 'Seeking Benefit' type incursions

[24 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

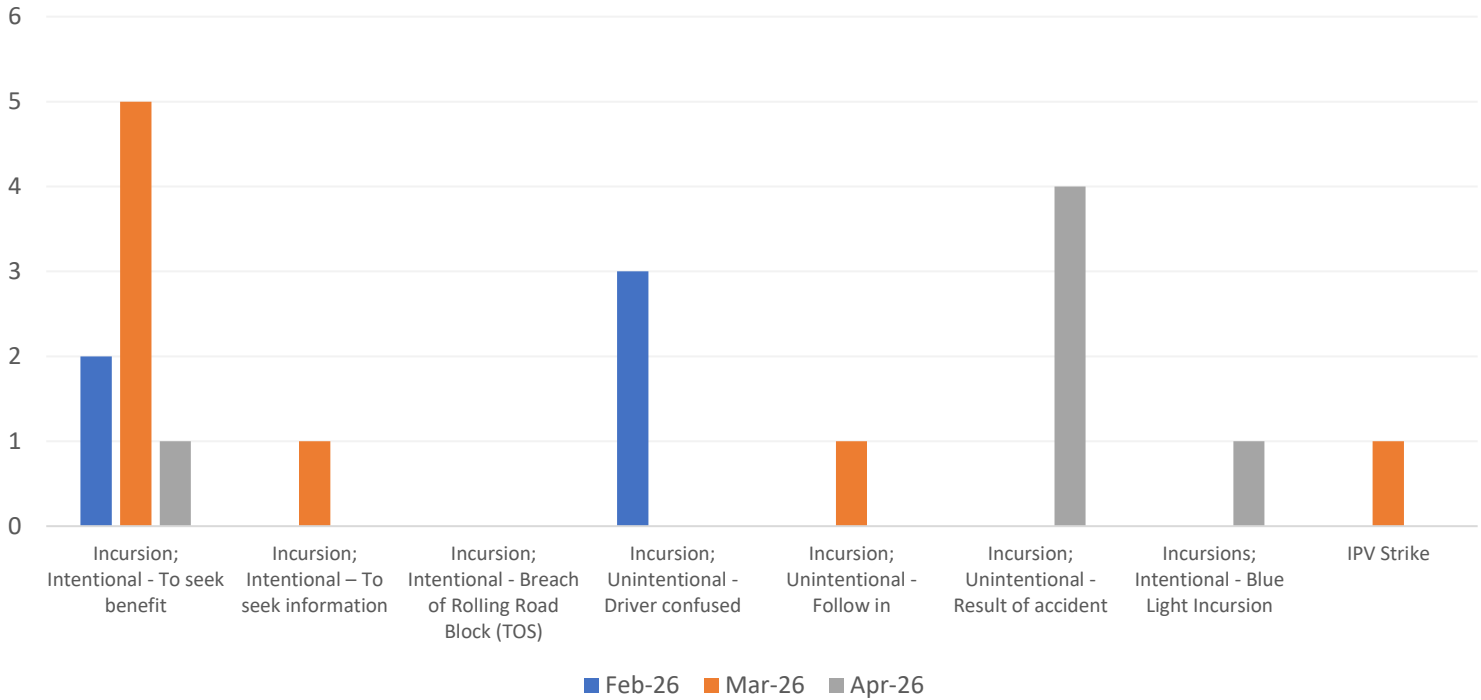


Incursion rate per length of TM (Unknown)

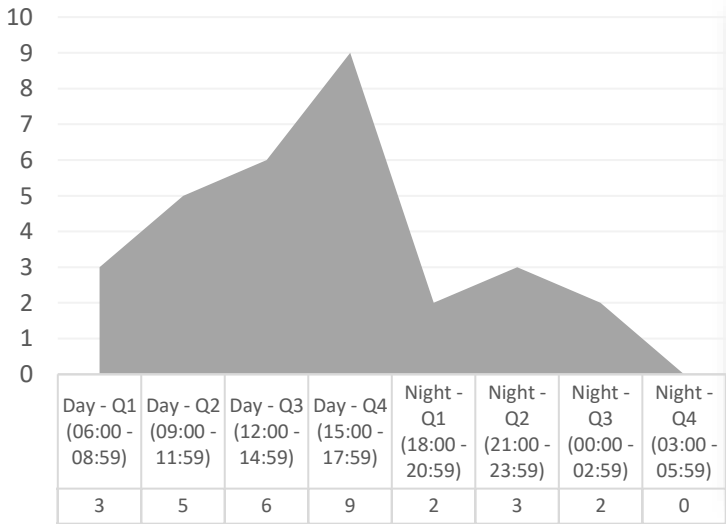
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

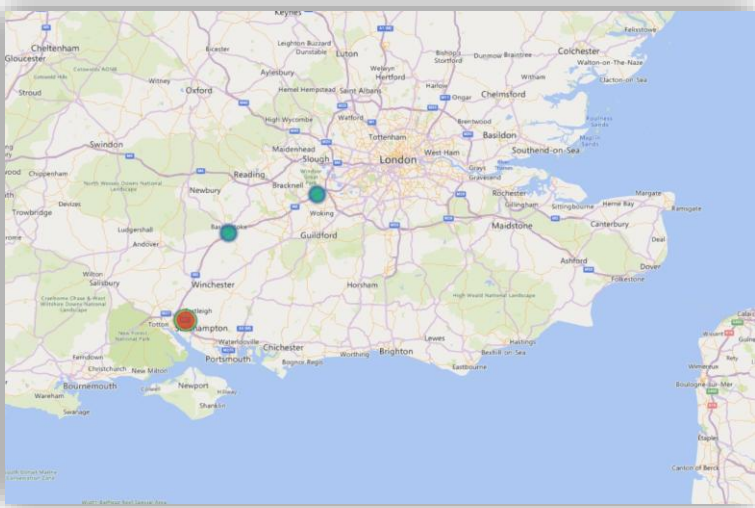
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two vans entered a live lane within the works area; one vehicle was recovered while the other left the site. A separate incident involved a vehicle entering the closure to pass oncoming traffic safely, then exiting.

Traffic Incidents *[Sentiment: Negative]*

Several collisions occurred, including a single vehicle incident following a reported medical episode, with debris across multiple lanes and damage to safety barriers and signage. Another multi-vehicle collision resulted in vehicles entering the closure; no injuries reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken down vehicle with a blown tyre required intervention. Additionally, a vehicle fire was extinguished and recovered, with residual debris affecting the carriageway condition and requiring continued lane closure for safety.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures included lane closures, debris clearance, and coordination with emergency services during a police intervention within the works area. Access points were restricted where required to manage safety risks and maintain control.

Overall *[Sentiment: Negative]*

The period recorded multiple safety-related events, including incursions, collisions, and vehicle incidents impacting the road network and works area. While no injuries were reported, disruption and safety risks to workforce and road users were elevated.

Recommendations

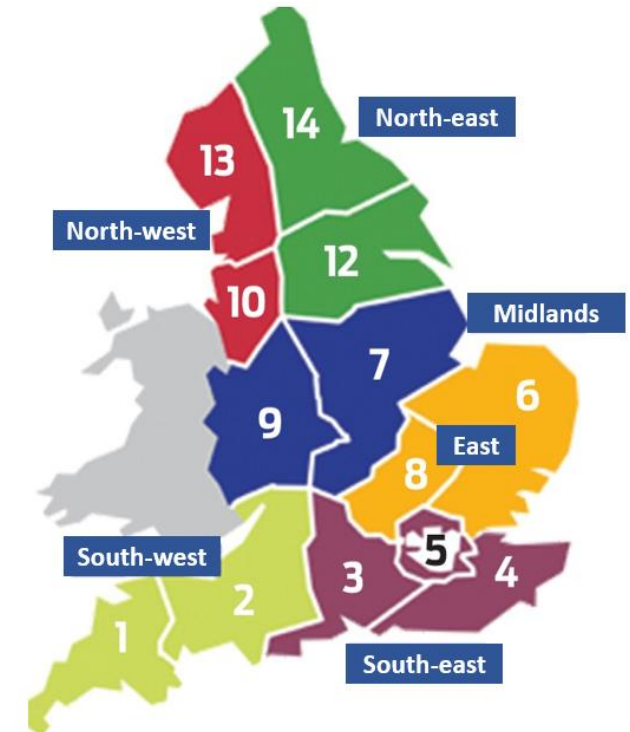
Project team should review their approach and where required strengthen incursion prevention measures, improve visibility and compliance at temporary signals, and enhance debris management and incident response to minimise disruption and residual safety risks.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



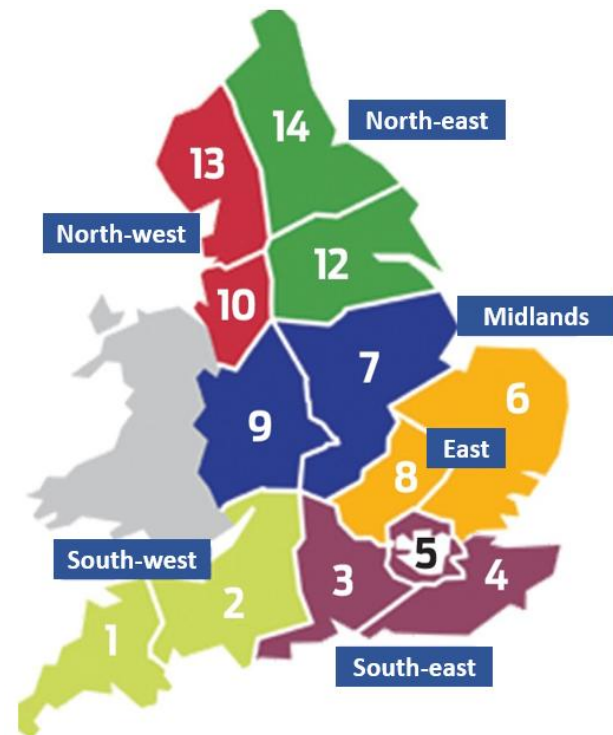
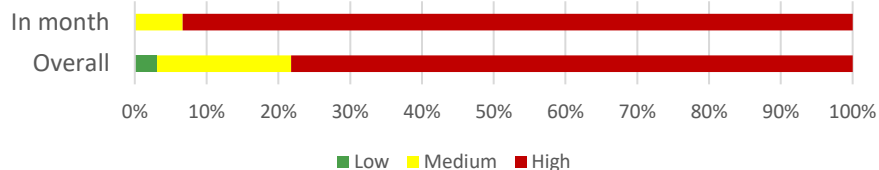
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	137 [44.92%]		7 [87.50%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	27 [8.85%]		
Incursion; Intentional – To seek information		5 [1.64%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	74 [24.26%]		1 [12.50%]
Incursion; Unintentional - Follow in	7 [16.28%]	19 [6.23%]		
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [6.23%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [4.59%]		
IPV Strike		10 [3.28%]		
Grand Total	43 [100.00%]	305 [100.00%]		8 [100.00%]

Technology Utilisation	Feb 26			Mar 26			Apr 26		
	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%	Total Number of Closures	Number of closures using Technology	%
Area 1	158	106	67%	162	105	65%	111	59	53%
Area 2	208	108	52%	310	143	46%	166	95	57%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several incursions were reported, including vehicles entering closures via works accesses, travelling at speed through closure points, and accessing live carriageways incorrectly. One incident involved a vehicle approaching close to the workforce, increasing safety risk.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents primarily involved damage to traffic management, including significant cone strikes caused by a wide-load vehicle travelling through the closure. These events disrupted operations and required reinstatement of traffic management measures.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

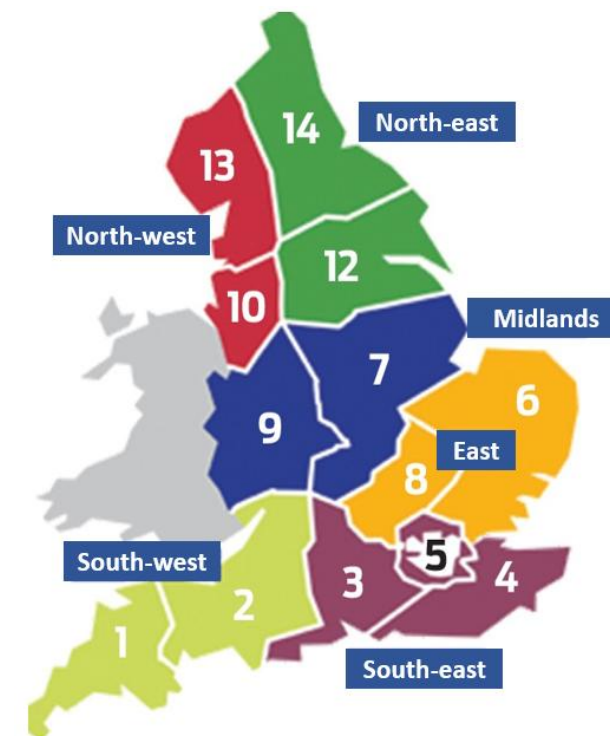
Traffic management teams responded effectively by stopping vehicles, escorting them safely out of closures, liaising with police, and reinstating damaged traffic management promptly, ensuring control was maintained and disruption minimised.

Overall *[Sentiment: Negative]*

The period included several incursions and traffic management breaches, with some high-risk behaviours observed. Effective responses limited consequences; however, close proximity to the workforce highlights ongoing exposure to potential safety incidents.

Recommendations

Project team should review their approach and where required strengthen access control arrangements, improve closure visibility, and enhance coordination for permitted vehicle movements to reduce confusion and prevent unauthorised entry into live works.



Incursions Report

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

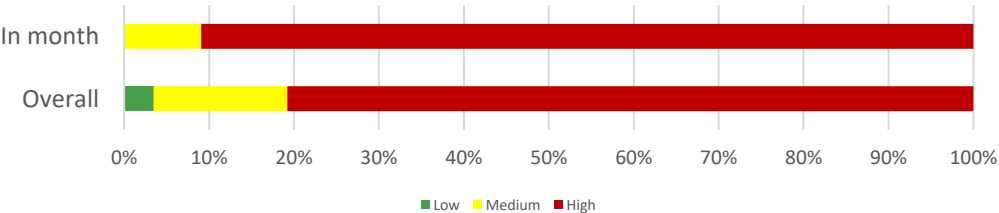
A total of 6 incursions have been recorded; with a 150% increase in 'Seeking Benefit' type incursions, no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

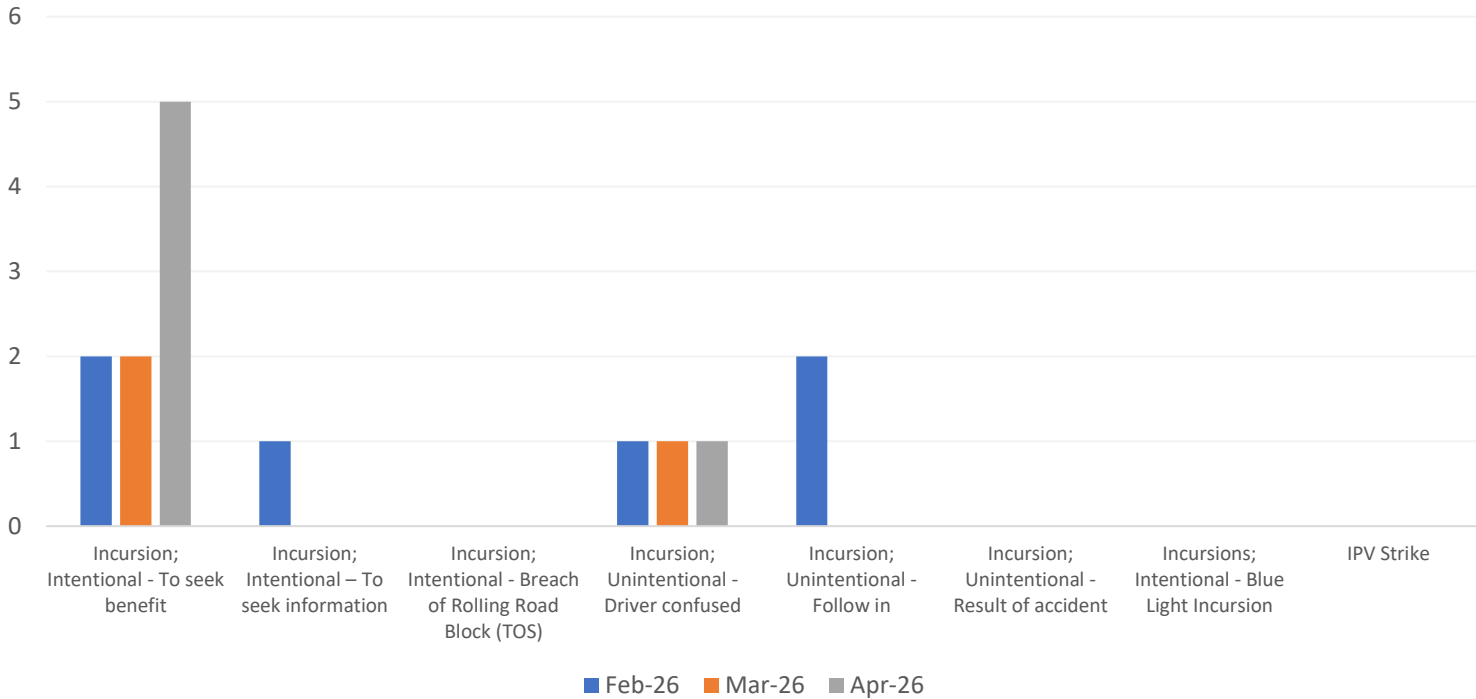


Incursion rate per length of TM (Unknown)

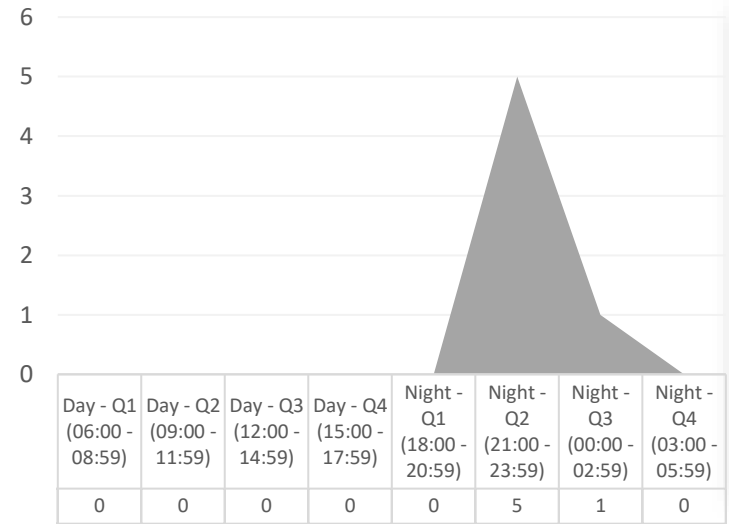
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

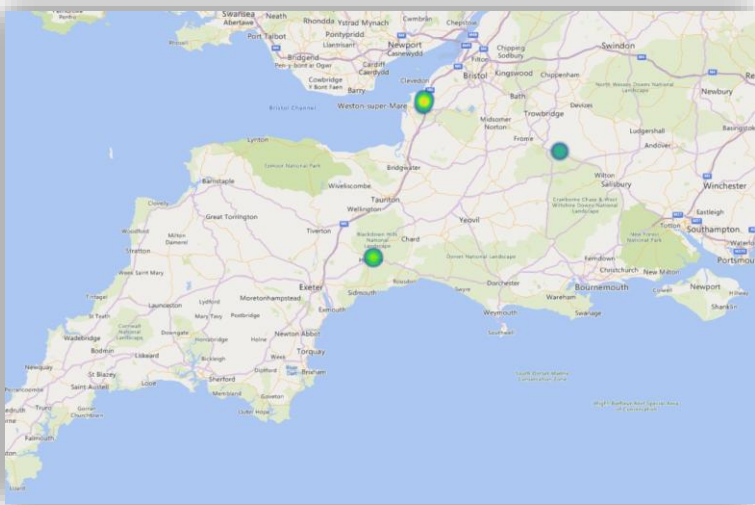
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred via closures and works access points, including vehicles entering during installation, following authorised plant, and manoeuvring within live areas, presenting risk to the workforce and site controls.

Traffic Incidents *[Sentiment: Negative]*

Vehicles were observed driving at speed through closure points, failing to stop, entering opposing live lanes, and travelling against traffic flow. A motorbike also passed through an airlock into a live section.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives and supervisory staff intervened to stop vehicles at airlocks, report occurrences, and safely escort unauthorised vehicles out of closures via designated exit points, maintaining control where possible.

Overall *[Sentiment: Negative]*

The period was characterised by repeated breaches of closures and unsafe driver behaviour within traffic management extents, increasing risk exposure. No injuries to workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve advance warning signage, enhance physical deterrents at closure points, and reinforce coordination with contractors to prevent unauthorised entry and unsafe driver behaviour.

Incursions Report

Directorate: Operations
Region: South West
Project: AD – SBIM - One

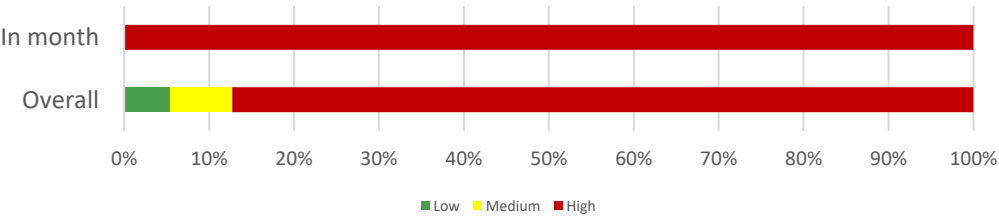
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

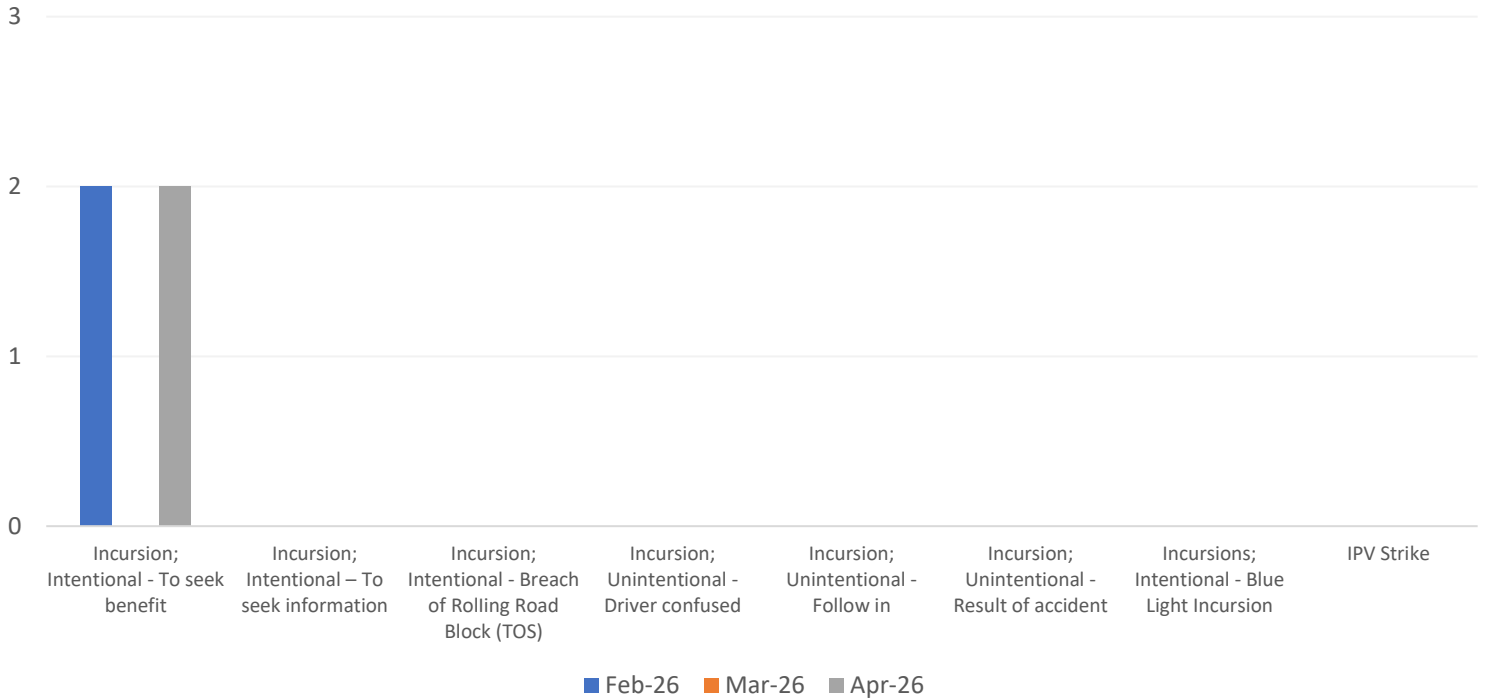
Project Risk Rating



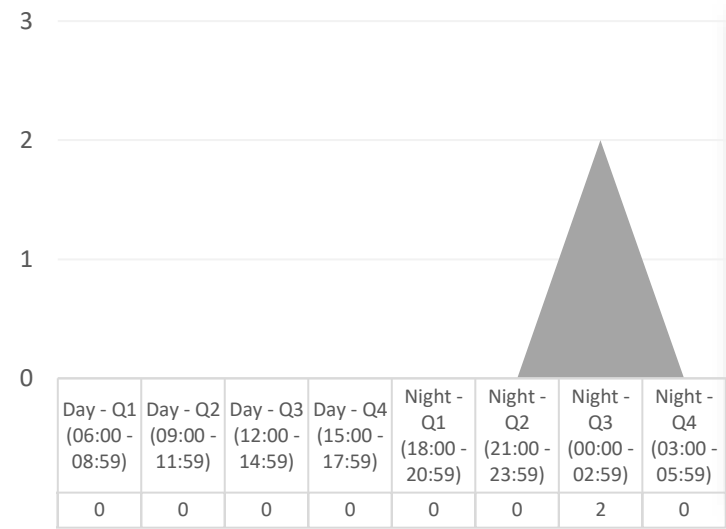
Incursion rate per length of TM (Unknown)

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

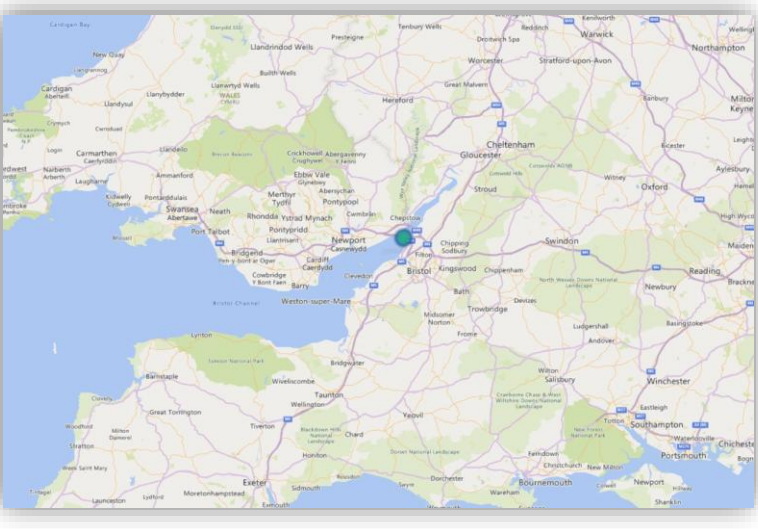
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South West
Project: AD – SBIM - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the westbound closure and travelled within lane three, remaining outside the designated exclusion zone. Access controls were in place; however, the entry route is under investigation with police and control centre support.

Traffic Incidents *[Sentiment: Negative]*

A wide load vehicle entered lane three and struck multiple cones before stopping within the closure. The driver reported following an approved route, though this conflicted with other network restrictions and closures.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams conducted site checks, confirmed access controls, gathered statements, and liaised with police and control centre teams. Damaged traffic management was reinstated, and controlled escort arrangements were implemented.

Overall *[Sentiment: Neutral]*

Operational activity continued without reported injuries; however, vehicle incursions and route conflicts indicate vulnerabilities in access control and planning coordination, presenting potential safety risks to workforce and network users.

Recommendations

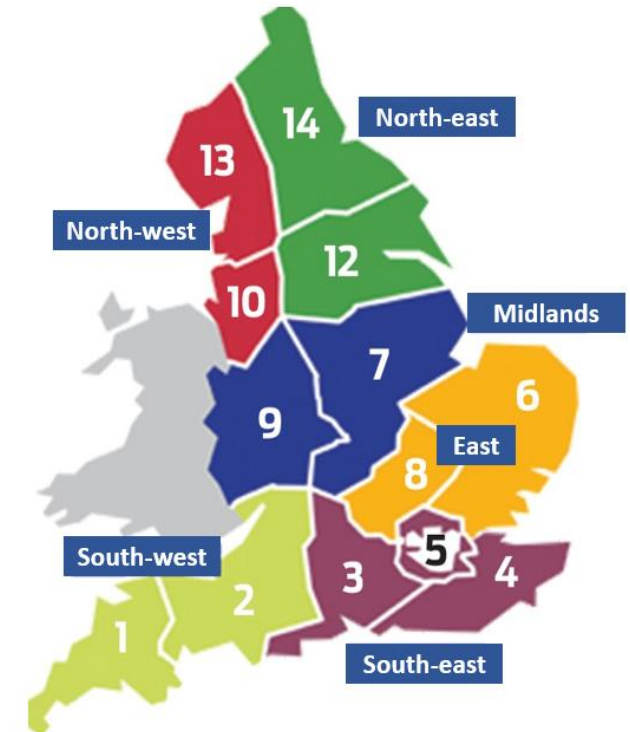
Project team should review their approach and where required strengthen access control arrangements, verification of closure integrity, and coordination of permitted routes, ensuring compatibility with wider network restrictions and improved communication with external stakeholders.

Incursions Report – South West Region

End of regional report

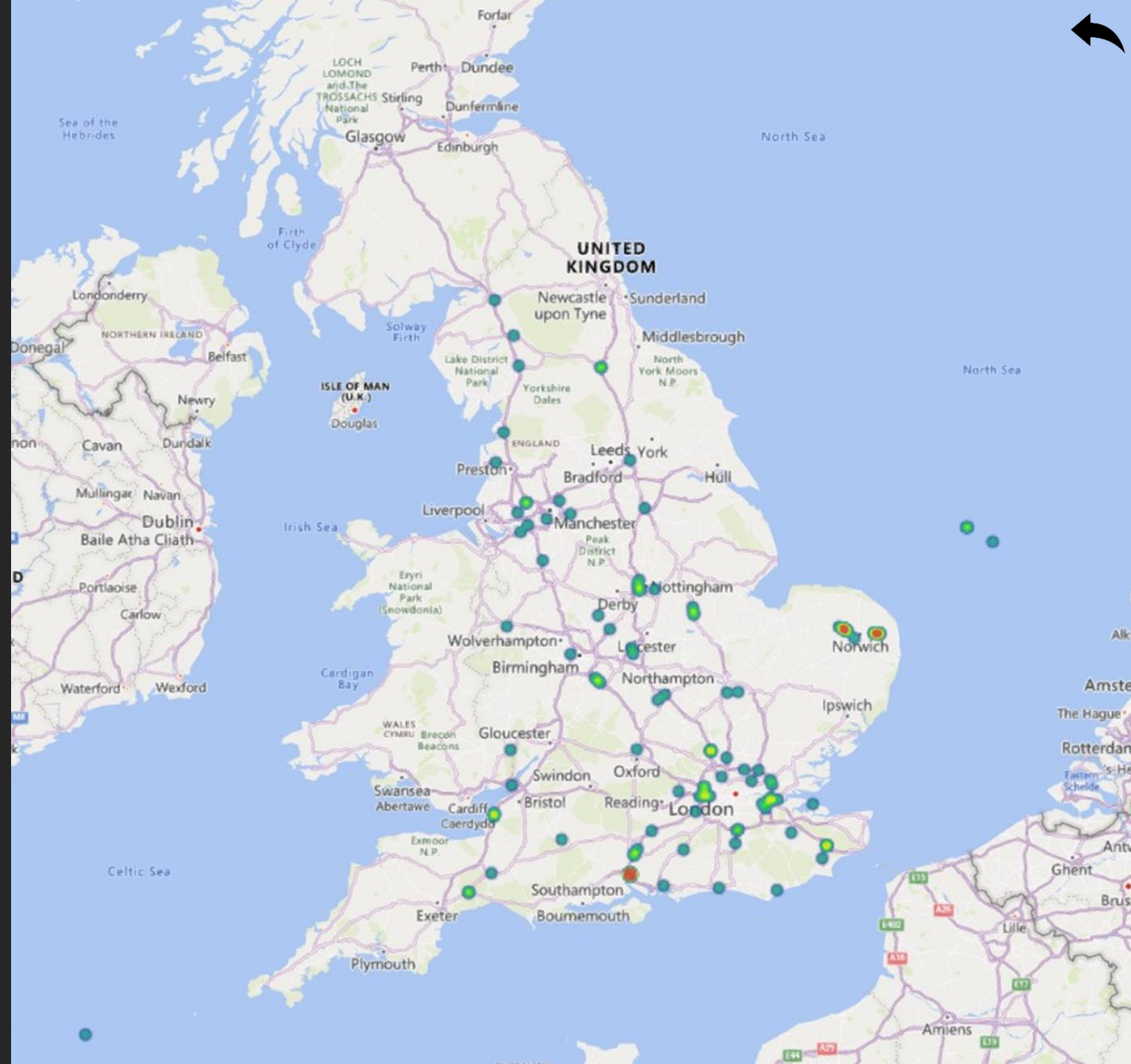
[Back to [Summary](#) page]

Select next page for Heatmaps

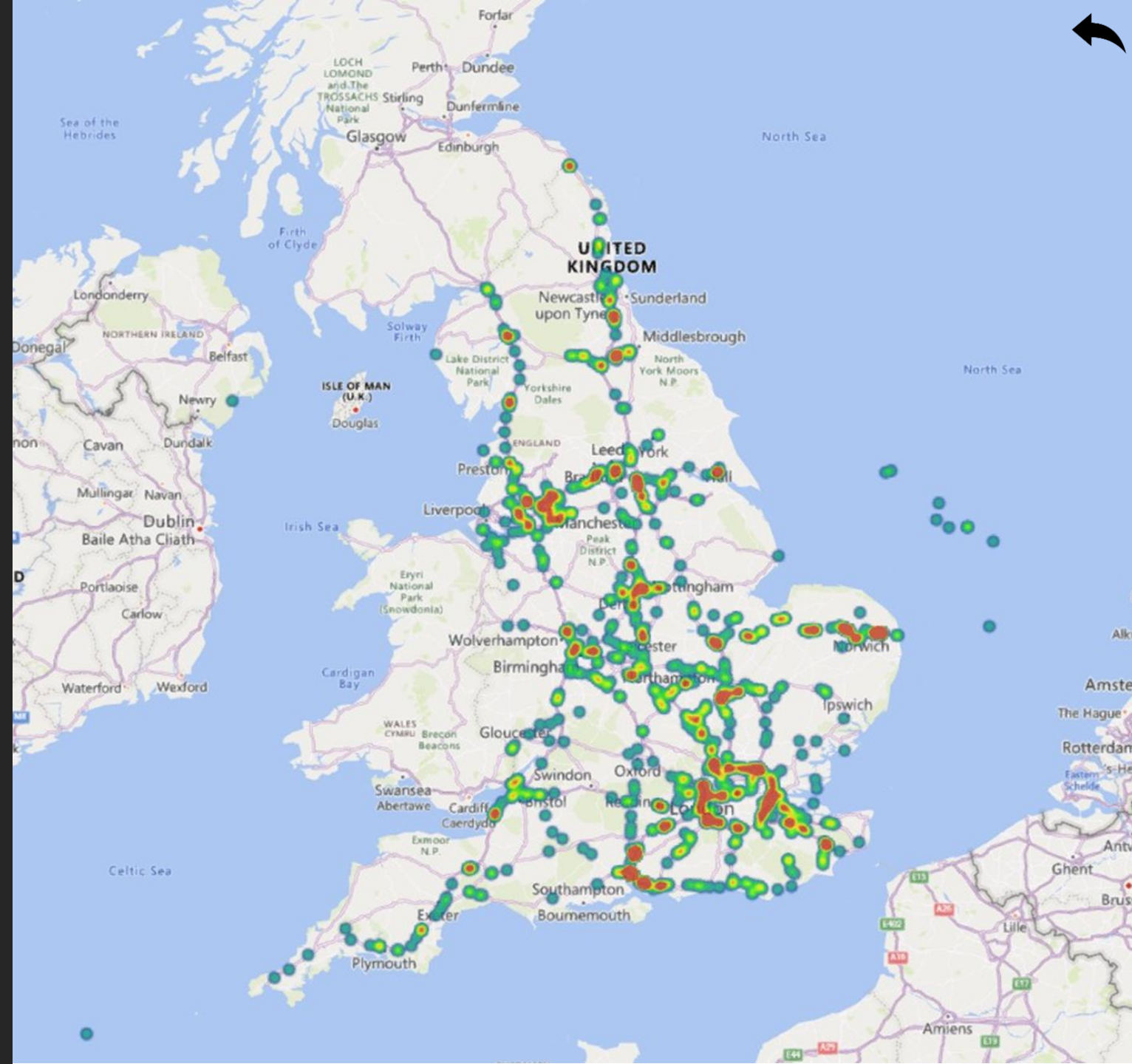


Heatmap of Incursions recorded in April 2026

“93% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

