

Incursion Working Group Report

July 2026

Nick Nandhra

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

IPV & Incursion Working Group Report

Guidance

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

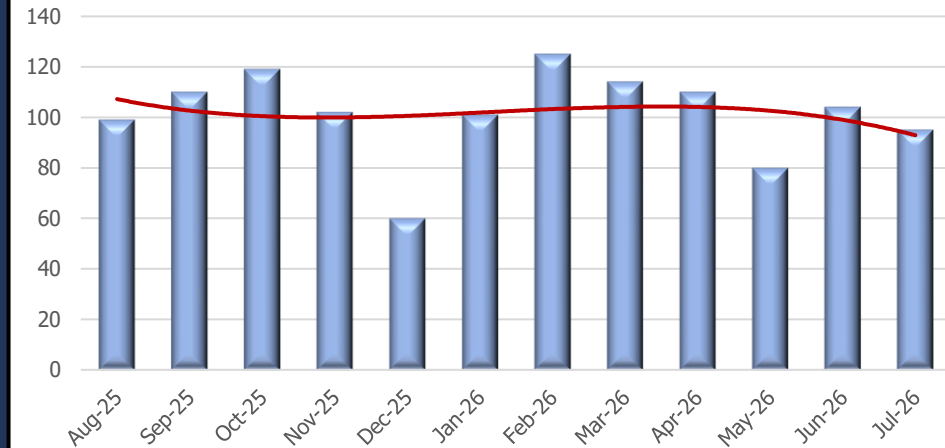
Select the following to view the [Executive Summary](#)

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

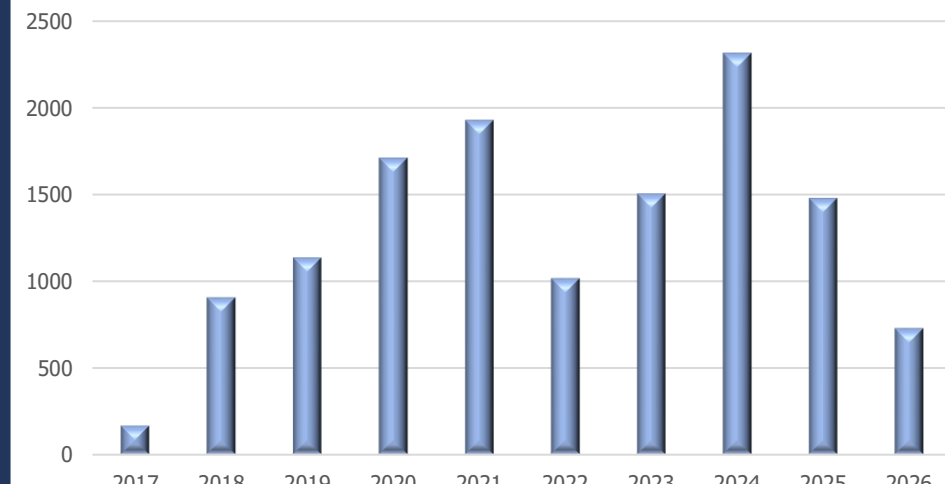
Executive Summary – Overview

- In July 2026 a total of 120 incursions were reported of which 95 were high and medium risk incursions.
- A total of 21 Incursions were recorded by Major Projects with 93 by the Operations Directorate and 6 incursions by others.
- Technology utilisation (such as Intellicone usage) is around 54% per night, an increase of 3% from the previous month, with 4% of closures listed as not National Highways.
- Numbers of medium and high-risk incursions has fallen from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

**High & Medium Risk Incursions Recorded
between August 2025 & July 2026**



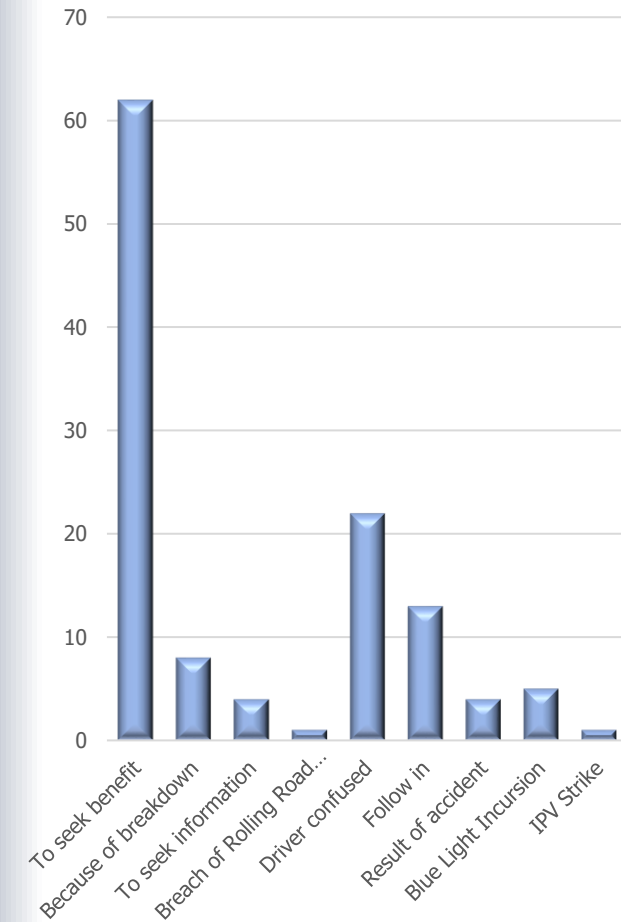
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In July 2026, and across the SRN there were 95 medium and high-risk incursions recorded, with 62 being 'Seeking Benefit' type incursions; equating to 65% of high & medium incursions reported.
- During the month there were 5 Blue light incursions with 1 IPV strikes being reported.
- Including breakdown and Low Risk incursions, 25 incursions were recorded. Of which, 8 were breakdowns.
- No workforce or public injuries were directly attributed to the reported incursions during this period. Several high-risk events occurred, including near misses, high-speed closure breaches, wrong-way driving and workforce assaults, but no confirmed injury outcomes were reported.
- Verbal abuse, threats and aggression towards the workforce were reported, including threatening behaviour towards operatives, verbal abuse at closure points, a physical assault on a TSCO, and an incident where an object was thrown at a workforce member.
- East: The East region presented the highest incursion risk due to the volume and severity of incidents, including multiple wrong-way movements, repeated closure and airlock breaches, high-speed incursions through live work areas, an IPV strike, and an operative taking evasive action to avoid being struck. These events represented the greatest potential for serious harm to both the workforce and road users.

July 2026 – All Incursions



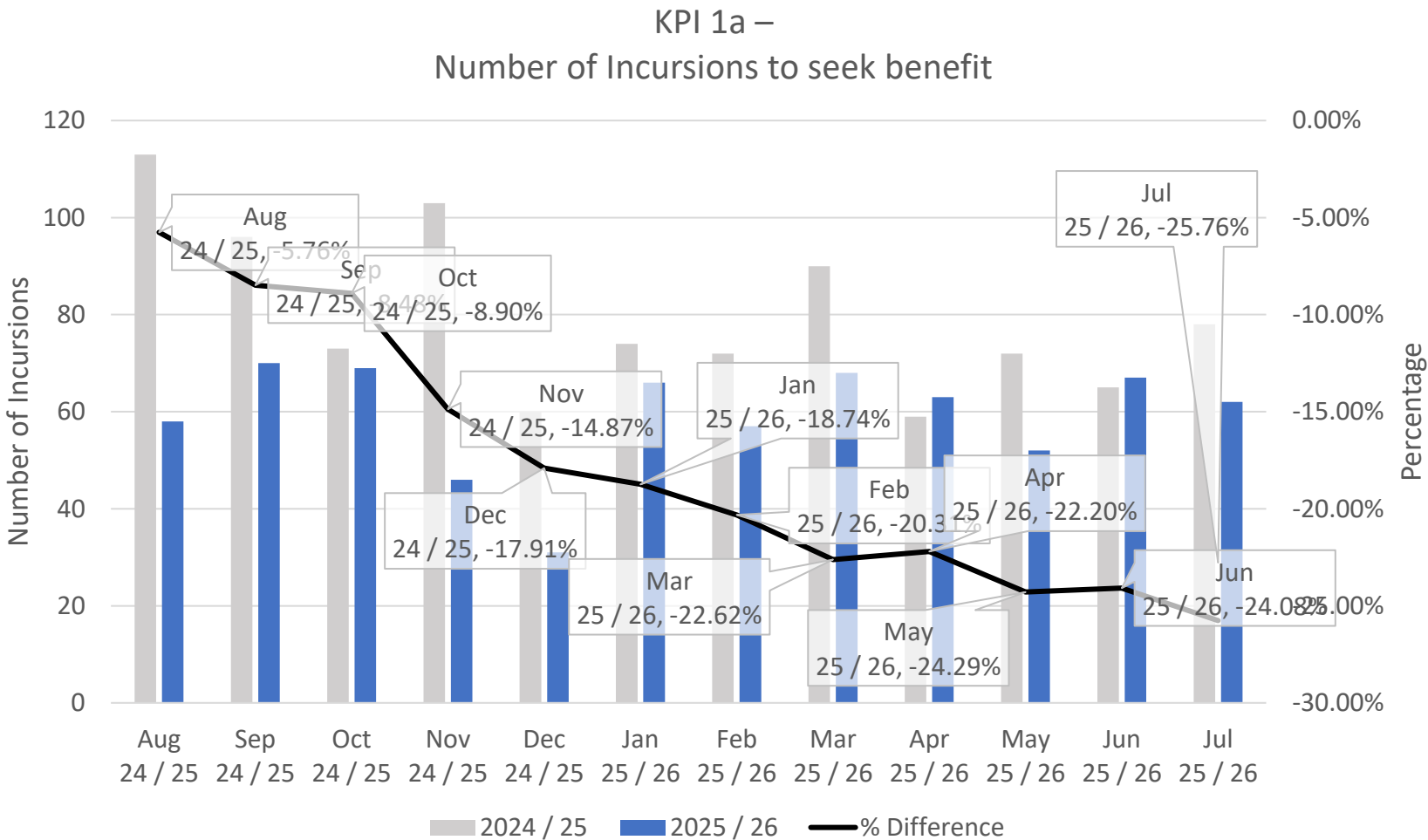
IPV & Incursion Working Group Report

‘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 July 2026, the data shows a 25.76% decrease in such incursions compared to July 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.



Incursions Report (All) - Summary

All Incursions	
Number of Incursions recorded in July 2026	120
IPV Strike's recorded in July 2026	1
Blue Light Incursions recorded in July 2026	5

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

Top incursions categories for July 2026:

1. Incursion; Intentional - To seek benefit [62]; equating to 52% of all incursions
2. Incursion; Unintentional - Driver confused [22]; equating to 18% of all incursions
3. Incursion; Unintentional - Follow in [13]; equating to 11% of all incursions
4. Incursions; Intentional - Blue Light Incursion [5]; equating to 4% of all incursions
5. Incursion; Intentional – To seek information [4]; equating to 3% of all incursions
6. Incursion; Unintentional - Result of accident [4]; equating to 3% of all incursions
7. Incursion; Intentional - Breach of Rolling Road Block (TOS) [1]; equating to 1% of all incursions
8. IPV Strike [1]; equating to 1% of all incursions

Note - Incursion; Intentional – Because of breakdown [8]; equating to 7% of all incursions

Incursions Report (In Month) - Headline

120 Incursions were recorded for July 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Intentional - To seek benefit	10	48	3	1	62
Intentional - Because of breakdown	4	4			8
Intentional - To seek information		4			4
Intentional - Breach of Rolling Road Block (TOS)			1		1
Unintentional - Driver confused	6	15	1		22
Unintentional - Follow in		13			13
Unintentional - Result of accident		4			4
Intentional - Blue Light Incursion	1	4			5
IPV Strike		1			1
Grand Total	21	93	5	1	120

Incursions Recorded During July 2026

The table shows the number of incursions recorded each day with the daily incursion totals shown in brackets.

- Mondays and Wednesdays recorded the highest number of incursions in July 2026, with 28 reports each. Saturdays recorded the lowest number, with 3 reports, followed by Sundays with 5.
- Overall, incursion activity was concentrated during the working week, with Monday to Friday accounting for 93% of all reported activity.

Incursion Activity Summary - Jul 2026 (n=120)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		1 (3)	2 (3)	3 (3)	4 (1)	5 (2)	
6 (4)	7 (8)	8 (12)	9 (5)	10 (2)	11 (1)	12 (0)	
13 (3)	14 (4)	15 (5)	16 (3)	17 (4)	18 (1)	19 (3)	
20 (13)	21 (5)	22 (4)	23 (5)	24 (3)	25 (0)	26 (0)	
27 (8)	28 (3)	29 (4)	30 (3)	31 (5)			
Total	28	20	28	19	17	3	5

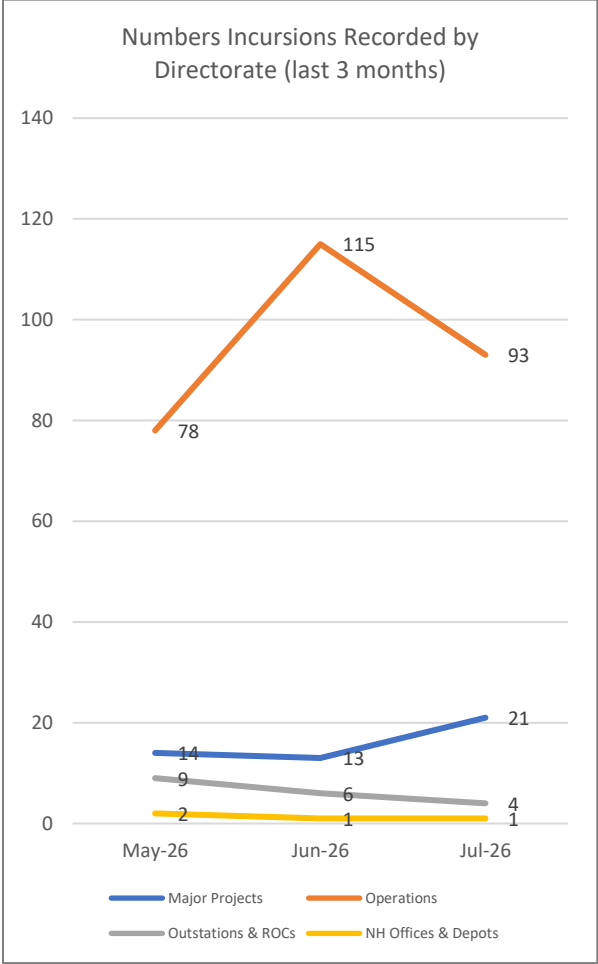
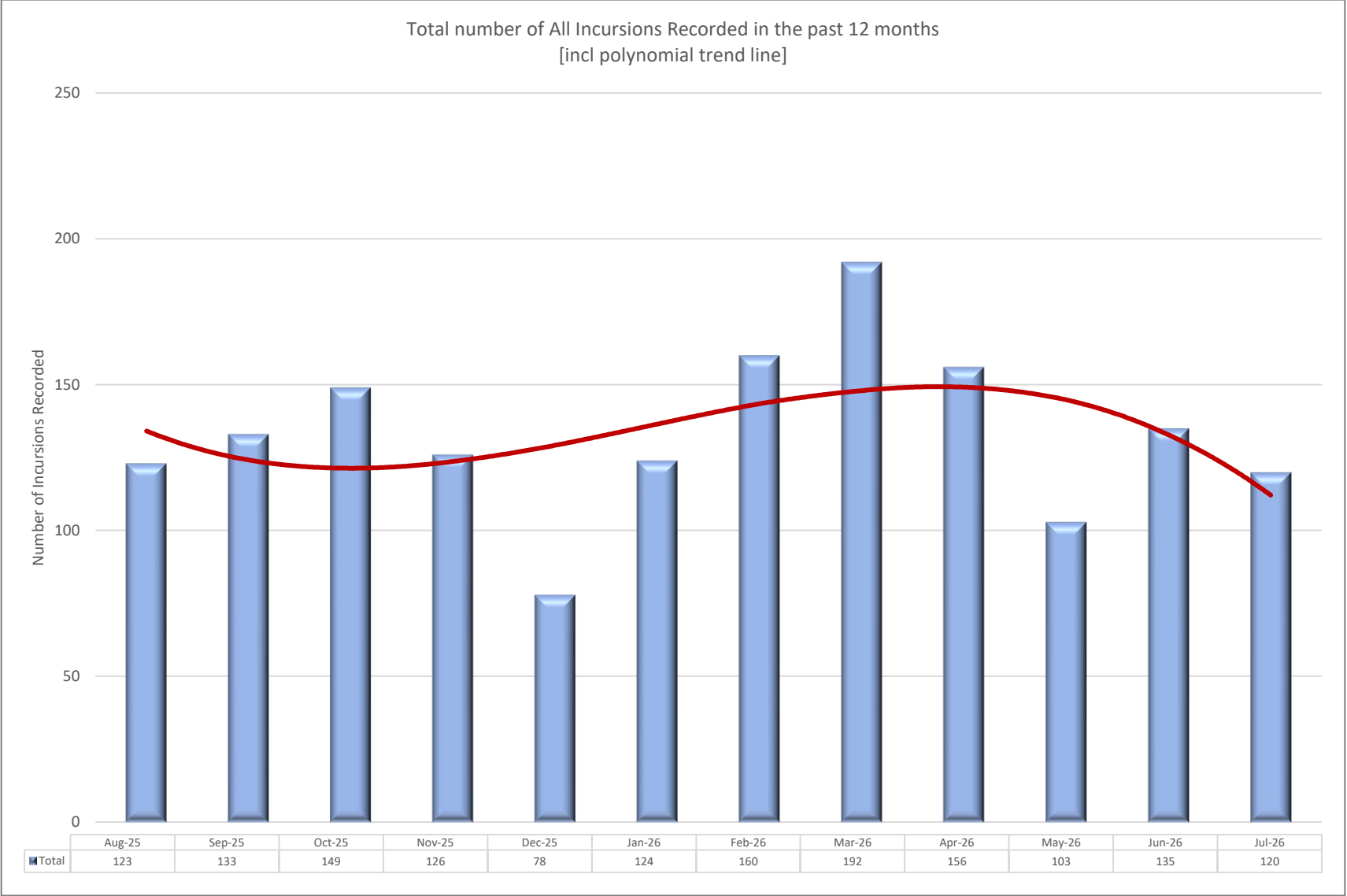
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24969**

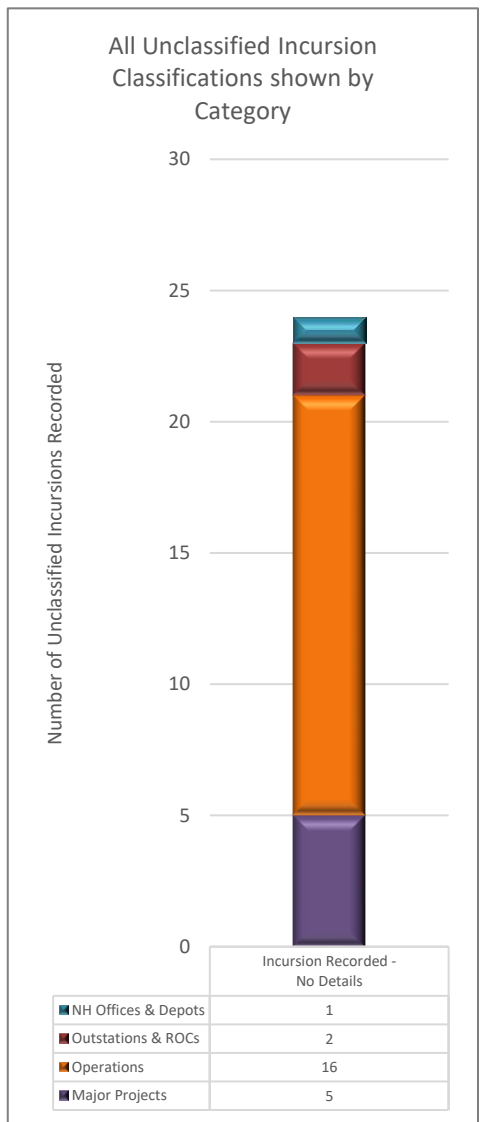
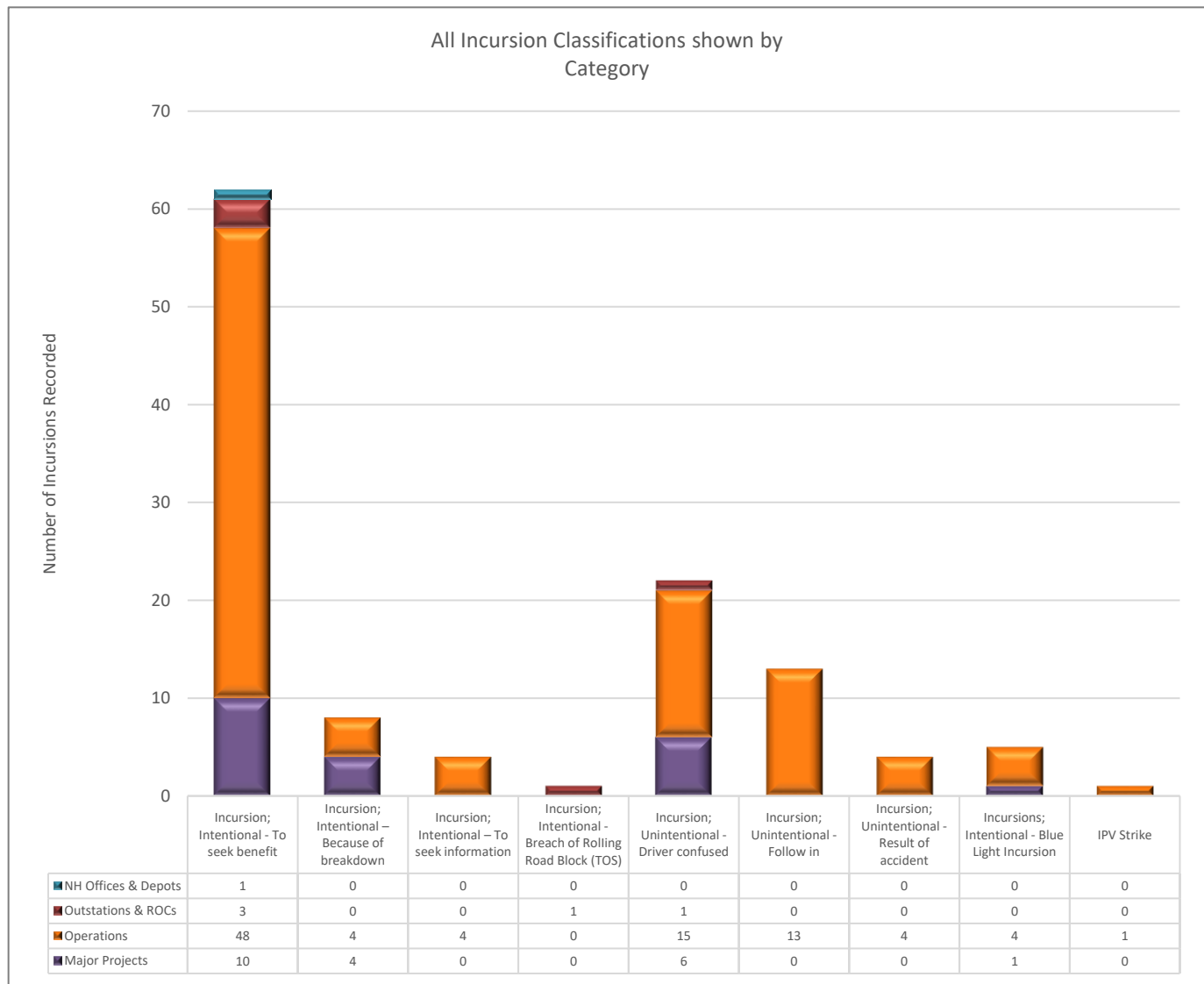
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Intentional - To seek benefit	1465	3647	734	84	5930
Intentional – Because of breakdown	8926	814	150	4	9894
Intentional – To seek information	114	155	36	5	310
Intentional - Breach of Rolling Road Block (TOS)	5	27	901	10	943
Unintentional - Driver confused	1339	1282	330	51	3002
Unintentional - Follow in	233	435	20	6	694
Unintentional - Result of accident	818	466	78	9	1371
Intentional - Blue Light Incursion	116	219	6	2	343
IPV Strike	25	104	17	0	146
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13455	8663	2656	195	24969

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%)	990 (xx%)

Incursions Report - All Incursions



Incursions Report - All Incursions during July 2026



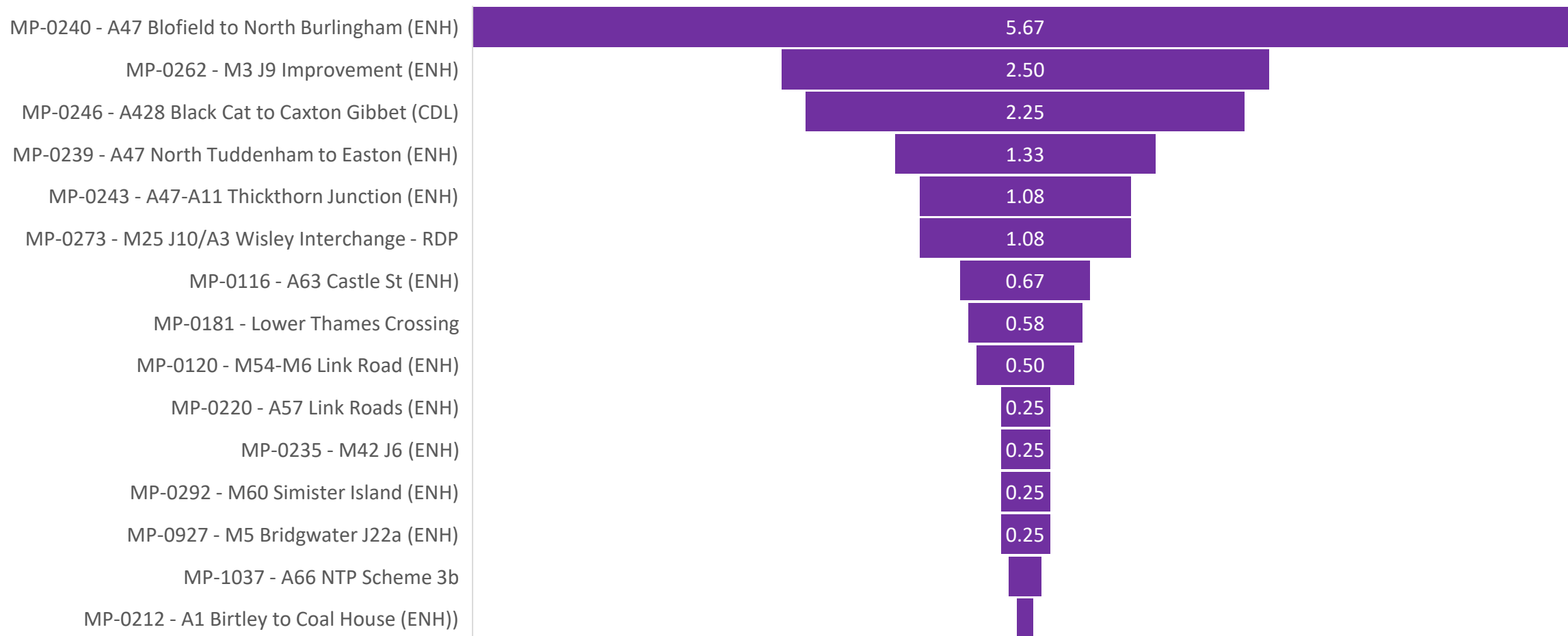
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [62]; equating to 52% of all incursions**
2. **Incursion; Unintentional - Driver confused [22]; equating to 18% of all incursions**
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Incursions Report for Major Projects

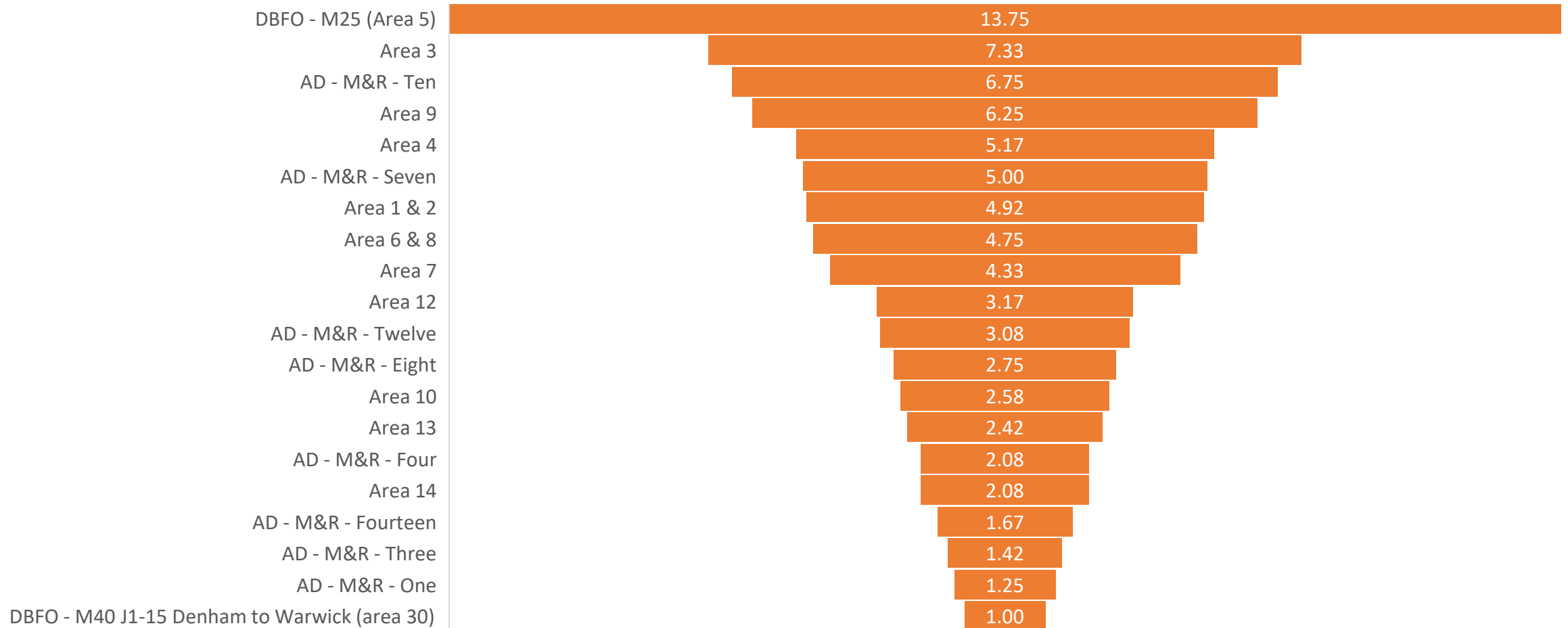
12 month rolling average of the number of all 'Incursions per Month'*



- 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



Blue Light Incursions Report - Headline

343 Blue Light Incursions have been recorded since March 2022 with **5** being recorded in July 2026 (Edited Record)

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
Jul-26	Night - Q2 (21:00 - 23:59)	Operations	South West - Operations	South West - Area Contracts	Area 1 & 2	Lane Closure - Slip Road	Relaxation works – Lane closure	Carriageway A	Not populated	Ring Management M5 J21 Rbt	An unmarked police car came across the North bridge deck with his blue lights flashing. the car in front of the police car seen the blue lights and then pulled into the closure to let the police go past in the work area.	Additional cones along bride deck to stop cars pulling into the closure
Jul-26	Night - Q1 (18:00 - 20:59)	Operations	South West - Operations	South West - Area Contracts	Area 1 & 2	Lane Closure - Mainline	Relaxation works – Lane closure	Carriageway A	Not populated	Ring Management on M5 J21 Roundabout	Blue light incursion, Ambulance responding to an incident had its blue lights on, TM had been in single lane around the northern bridge deck - ambulance entered the TM to get around the traffic queuing in the live lane. No contractors were on site at the time.	Not Populated



Blue Light Incursions Report - Headline

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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
Jul-26	Night - Q3 (00:00 - 02:59)	Operations	East - Operations	East - Area Contracts	Area 6 & 8	Not populated	Not populated	Not populated	A12 Ingatestone na	A12 J11 - J12 CR VRS.install the lane 2 closure on the 12 N/B. Taper to be installed under the 3-cone block method.	At approximately 00:34, a black vehicle traveling at high speed (estimated at 80 mph) breached the Lane 2 Southbound (SB) closure. The vehicle drove directly through the live works area, forcing the operative stationed on the Southbound carriageway to take immediate evasive action by jumping over the safety barrier to avoid being struck. Shortly after the vehicle passed, a police convoy consisting of approximately six marked vehicles with emergency lights activated passed through the area in pursuit.	Luckily the first vehicle was seen and all operatives were clear and in a safe place when the police vehicles came past. All personnel were spoken to and were safe and uninjured. The site was checked and it was confirmed that all TM was still fit for purpose.
											Incident reported to Police.	



Blue Light Incursions Report - Headline

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Jul-26	Night - Q2 (21:00 - 23:59)	Major Projects	National - Major Projects	National - Capital Delivery	MP-1037 - A66 NTP Scheme 3b	Not populated	Not populated	Carriageway A	A66 East of Swine Gill near Center Parcs N/A	Constructing new Works Accesses off the A66 and an Eastbound lane closure (with TM convoy) is in place overnight to facilitate the works	During the ongoing works, an ambulance, under blue lights, weaved in and out of the TM closure, observed by the TSS. No further action required, however, being recorded as a Blue Light incursion.	TSS recorded as an observation. BB will raise awareness of the potential of blue light incursions with staff, workforce and supply chain.

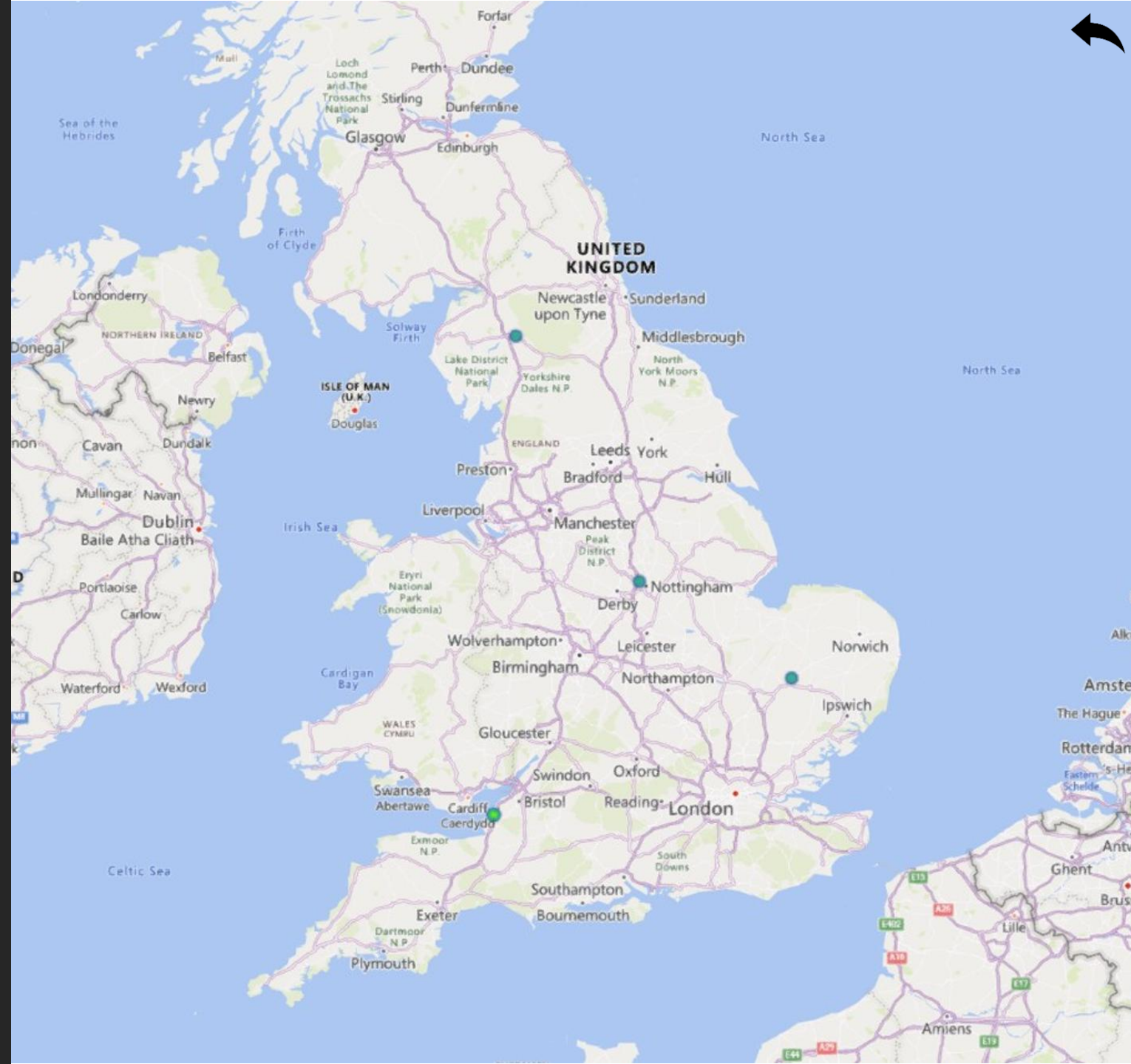


Blue Light Incursions Report - Headline

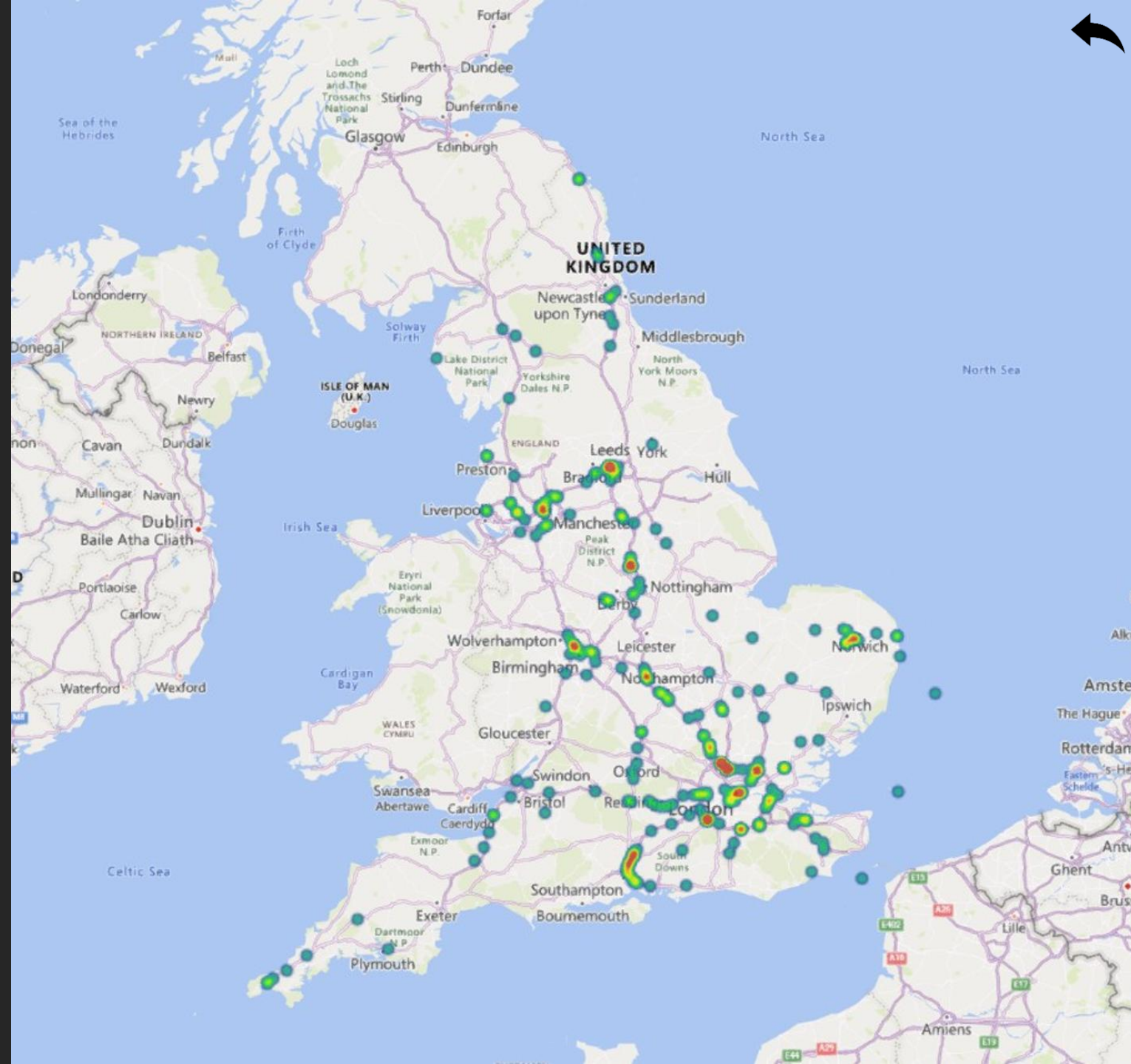
343 Blue Light Incursions have been recorded since March 2022 with **5** being recorded in July 2026 (Edited Record)

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
Jul-26	Night - Q2 (21:00 - 23:59)	Operations	Midlands - Operations	Midlands - Area Contracts	Area 7	Lane Closure - Mainline	Relaxation works – Lane closure	Carriageway B	Not populated	M1 SB Lane 4/3/2 203/4 to 198/3	Observation Report Submitted At approximately 21:05hrs, a police vehicle entered and travelled through the closure at speed while the closure was being installed. The hard shoulder was available for use, therefore there was no operational need for the vehicle to enter the traffic management closure.	Reported to National highways and PC will update

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



Heatmap of all Blue Light Incursions (BLI) recorded



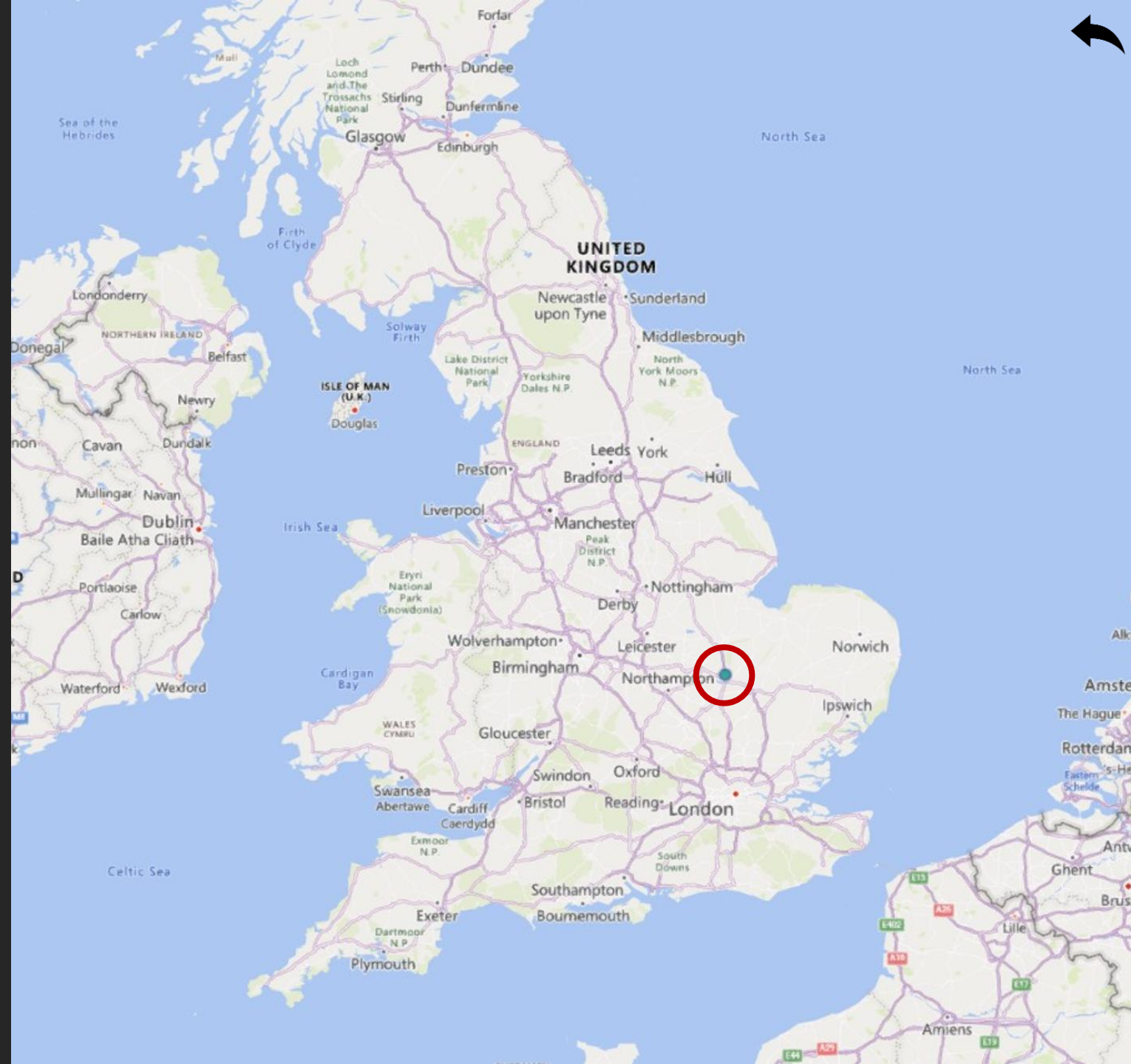


IPV Strike Report - Headline

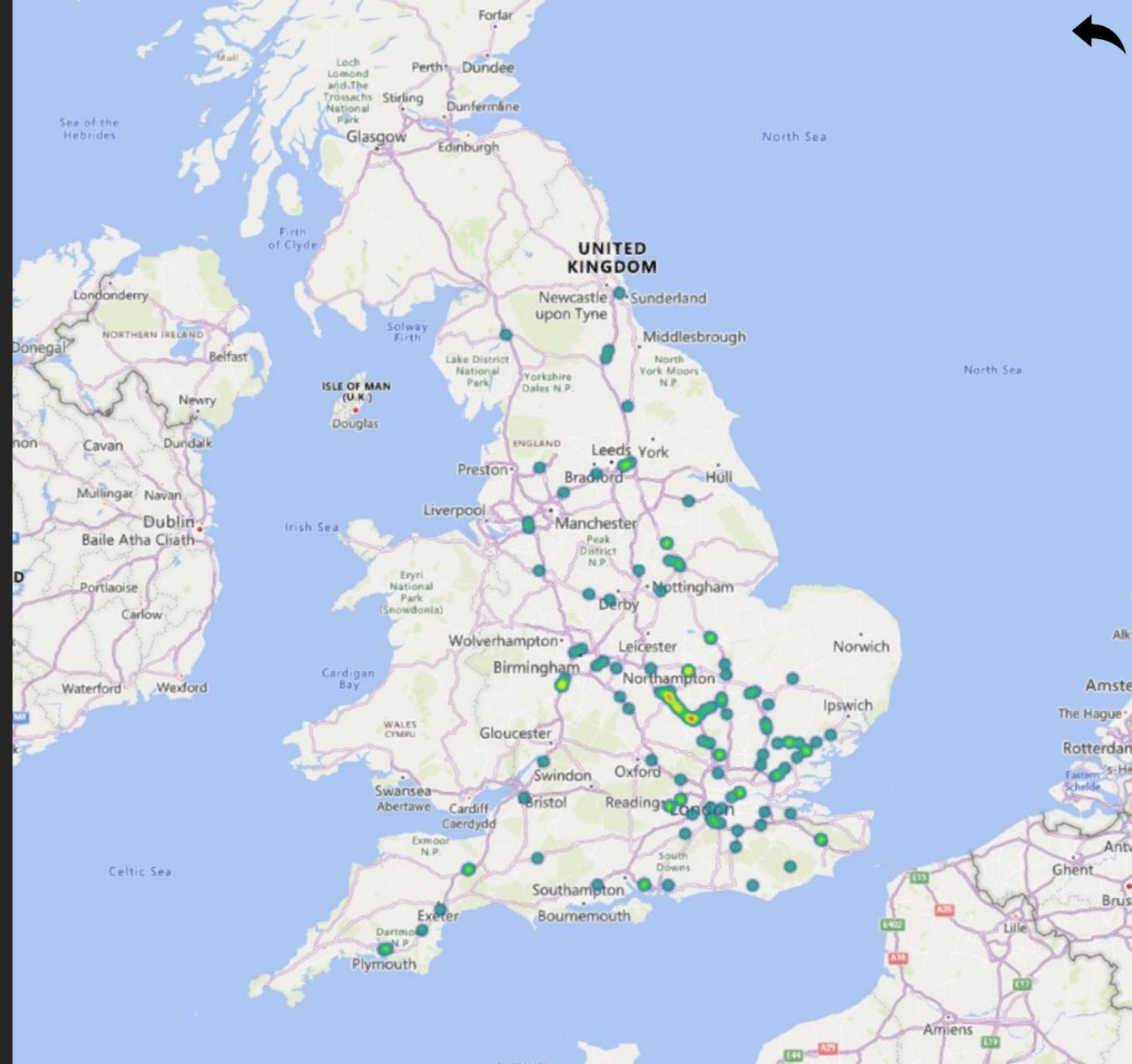
140 IPV strikes have been recorded since December 2019 with **1** being recorded in July 2026 (Edited Record)

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
Jul-26	Night - Q4 (03:00 - 05:59)	Operations	East - Operations	East - Asset Delivery	AD - M&R - Eight	Not populated	Not populated	Not populated	Not populated	Removal of TM	At approximately 03:45, while a Traffic Management crew was removing a lane closure on a three-lane motorway, a stationary impact protection vehicle (IPV) protecting operatives in Lane 1 was struck from the rear by a van. Police attended the scene, photographs and witness statements were taken, and the van driver reported briefly losing concentration before attempting to avoid the collision. All Traffic Management operatives passed drug and alcohol tests. The damaged IPV was left in a safe location pending inspection or recovery.	No Injured Parties. All works stopped. Duty Card process initiated. Police Called. D&A tests conducted (Negative).

Heatmap of IPV Strikes recorded during July 2026



Heatmap of all IPV Strikes recorded



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

South East Region

Major Projects	10
Operations	24
Total	34

South West Region

Major Projects	0
Operations	19
Total	19

Yorkshire & North East Region

Major Projects	1
Operations	12
Total	13

East Region

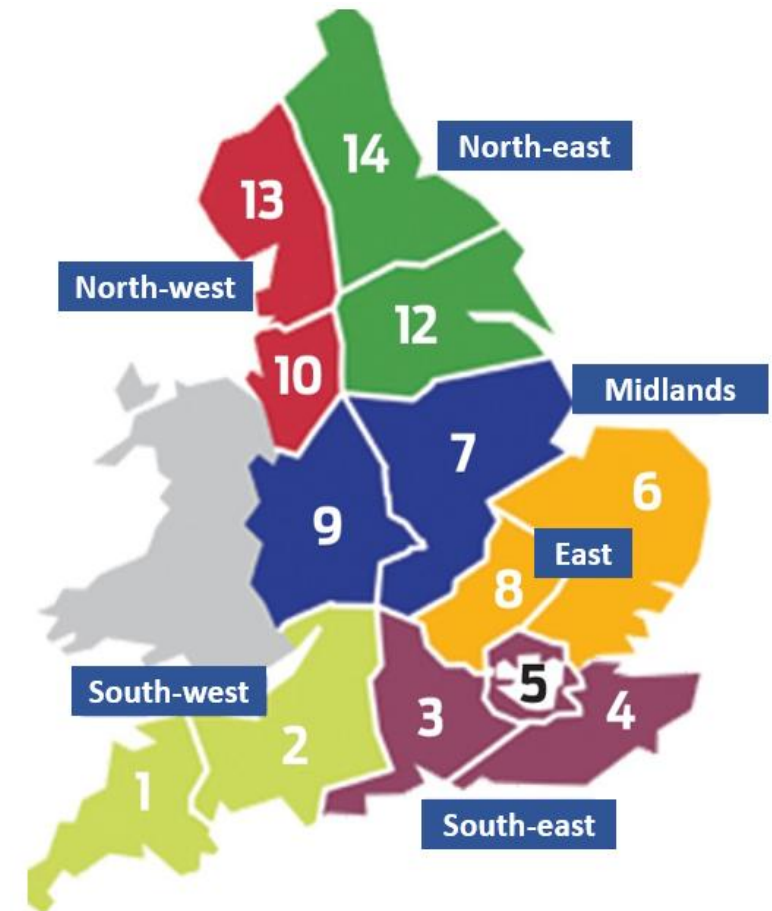
Major Projects	5
Operations	18
Total	23

North West Region

Major Projects	3
Operations	12
Total	15

Midlands Region

Major Projects	1
Operations	8
Total	9

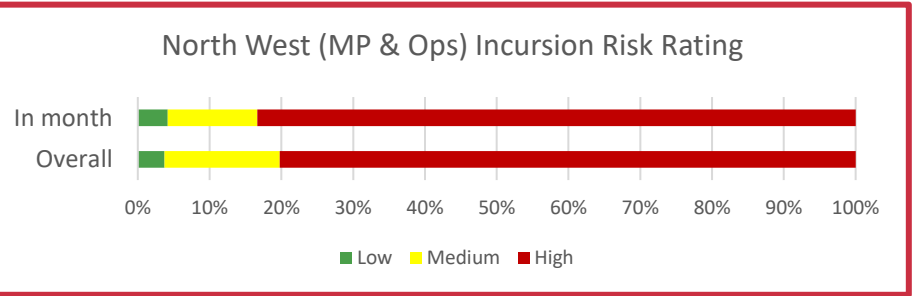


Incursions Report – North West Region

North West Region

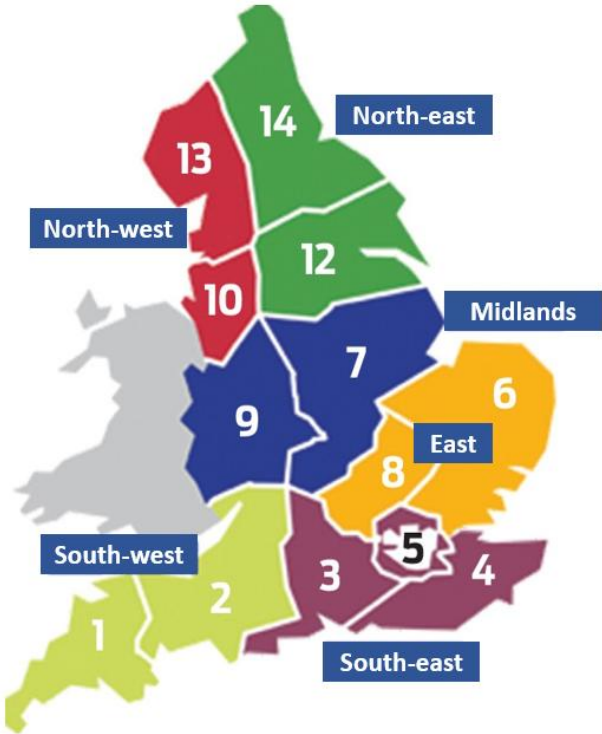
Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Intentional - To seek benefit	250 [14.03%]	448 [42.46%]	3 [100.00%]	4 [33.33%]
Intentional – Because of breakdown	1181 [66.27%]	114 [10.81%]		
Intentional – To seek information	42 [2.36%]	24 [2.27%]		
Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.47%]		
Unintentional - Driver confused	179 [10.04%]	271 [25.69%]		3 [25.00%]
Unintentional - Follow in	52 [2.92%]	90 [8.53%]		2 [16.67%]
Unintentional - Result of accident	70 [3.93%]	71 [6.73%]		3 [25.00%]
Intentional - Blue Light Incursion	6 [0.34%]	26 [2.46%]		
IPV Strike	1 [0.06%]	6 [0.57%]		
Grand Total	1782 [100.00%]	1055 [100.00%]	3 [100.00%]	12 [100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	723	217	30%	836	326	39%	1151	460	40%
Area 13	85	33	39%	95	16	17%	109	31	28%



North West Region						
Incursion Activity Summary - Jul 2026 (n=15)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 (0)	2 (0)	3 (0)	4 (0)	5 (0)
6 (0)	7 (1)	8 (0)	9 (0)	10 (0)	11 (0)	12 (0)
13 (1)	14 (0)	15 (2)	16 (0)	17 (2)	18 (1)	19 (2)
20 (0)	21 (1)	22 (0)	23 (2)	24 (1)	25 (0)	26 (0)
27 (2)	28 (0)	29 (0)	30 (0)	31 (0)		

Total	3	2	2	2	3	1	2
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Incursions Report – North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle and pedestrian incursions occurred within closures and work areas. Causes included driver confusion, following plant vehicles, sat nav errors, and unauthorised pedestrian access to closures.

Traffic Incidents *[Sentiment: Negative]*

Several traffic-related incidents affected traffic management, including closure strikes, taper strikes, damaged equipment, vehicles entering on red signals, and a collision involving vehicles within a closure.

Broken Down Vehicles *[Sentiment: Neutral]*

Broken down vehicles and tyre failures resulted in several motorists entering work areas seeking safety. Site teams managed each situation promptly, with occupants safely recovered and escorted from site.

Traffic Management Responses *[Sentiment: Positive]*

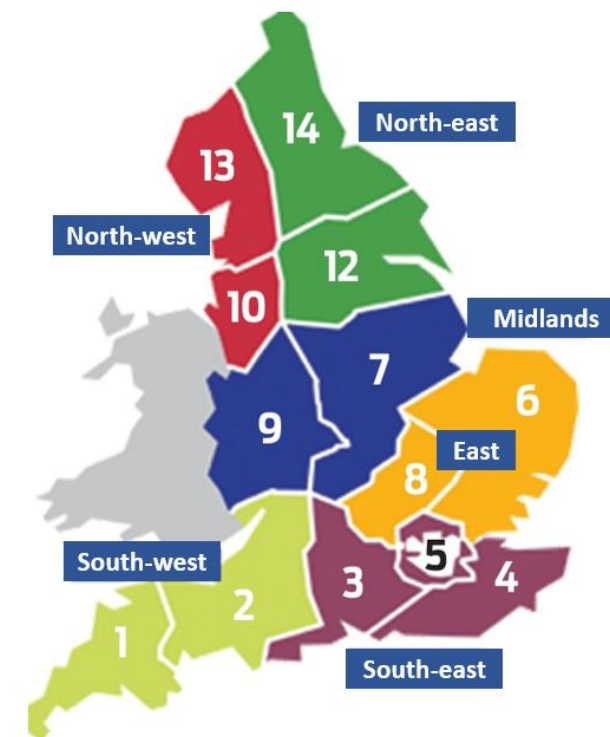
Traffic management personnel responded quickly to incursions, vehicle breakdowns and pedestrian access issues. Effective intervention prevented escalation and ensured incidents were managed safely and efficiently.

Overall *[Sentiment: Negative]*

The region experienced a high number of incursions and traffic management breaches. Most incidents resulted from driver behaviour, with prompt workforce responses limiting further risk to site operations.

Recommendations

Project team should review their approach and where required strengthen controls at works access points, reinforce closure and diversion messaging, assess opportunities for additional physical deterrents, and continue promoting workforce reporting and intervention procedures. Attention should be given to repeated driver non-compliance, pedestrian access into closures, and **an incident involving abuse towards the workforce where a motorist drove through a closure and threw a bottle at an operative**. No injuries to the workforce or members of the public were reported during this period.



Incursions Report

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

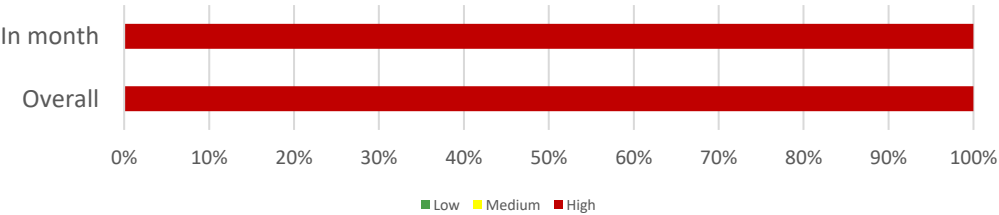
A total of 1 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



Incursion rate per length of TM (35.00 km / 21.75 miles)

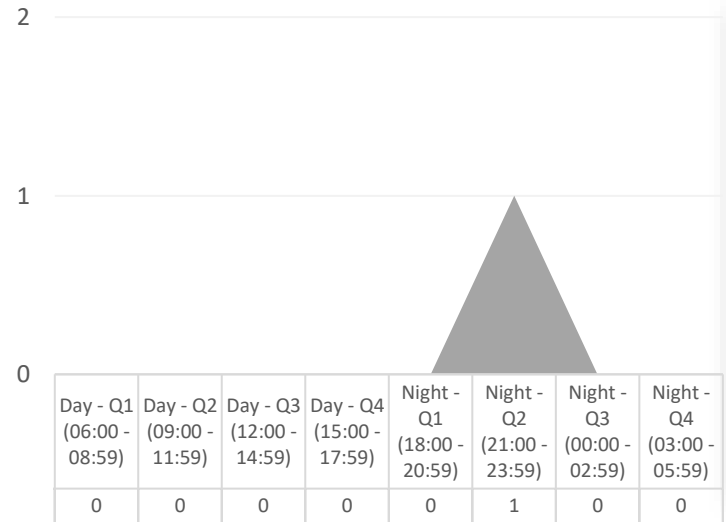
Project Incursion Rate: 6.09 incursions/km or 9.79 incursions/miles

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

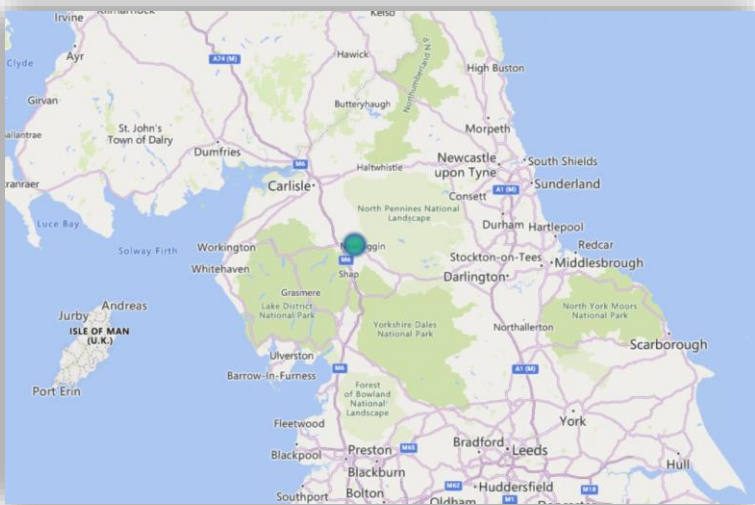
MP-1037 – A66 NTP Scheme



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: North West

Project: MP-1037 – A66 NTP Scheme



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A blue light vehicle incursion was recorded during the reporting period when an ambulance responding under emergency conditions entered and travelled through the traffic management closure. The activity was observed and monitored, with no adverse consequences reported and no further action required.

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: Positive]*

The traffic management arrangement remained operational throughout the incident. The event was observed by the site team and recorded in accordance with reporting requirements. No intervention was required, and there was no reported impact on the workforce, road users, or traffic management infrastructure.

Overall *[Sentiment: Neutral]*

The reporting period recorded a single blue light vehicle incursion involving an emergency response vehicle entering the traffic management closure. No injuries, damage, disruption, or safety concerns were reported, and the event was documented in line with established processes.

Recommendations

Project team should review their approach and where required ensure that emergency vehicle incursions are routinely recorded and reviewed to identify any recurring trends, confirm that traffic management layouts continue to support emergency response requirements, and maintain awareness among site personnel of reporting and monitoring expectations.

Incursions Report

Directorate: Major Projects
Region: North West
Project: MP-0292 – M60 Simister Island (ENH)

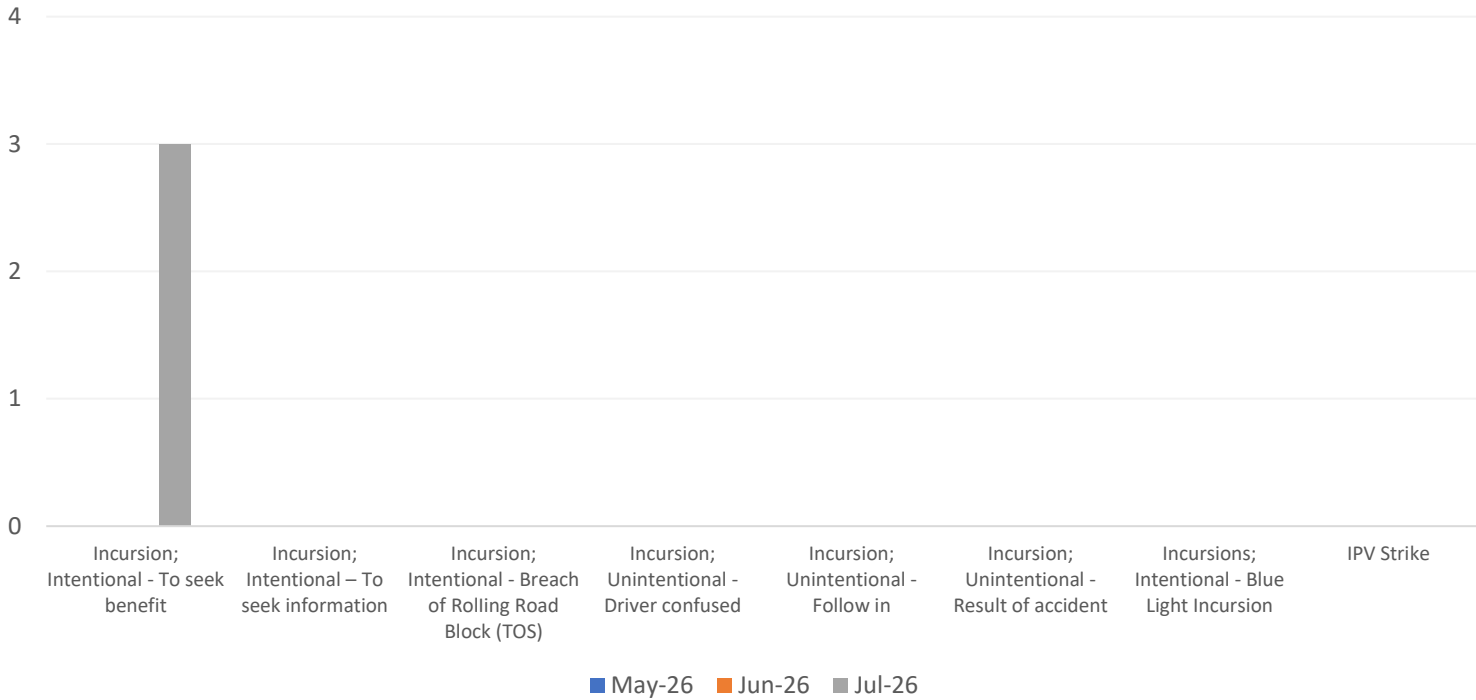
A total of 3 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

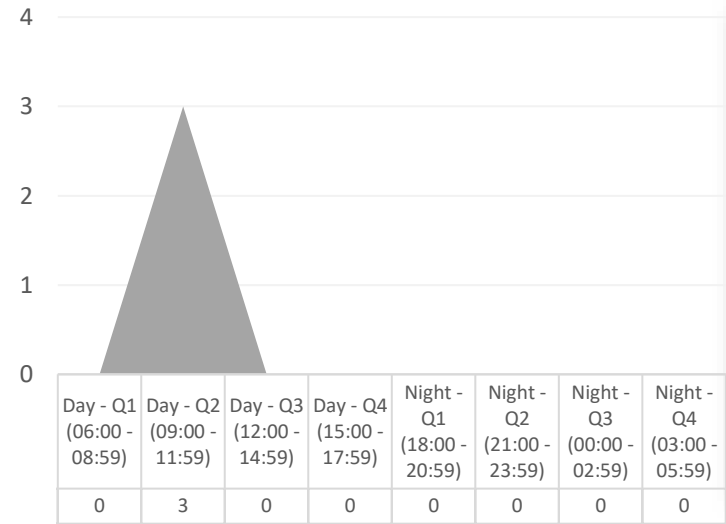
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

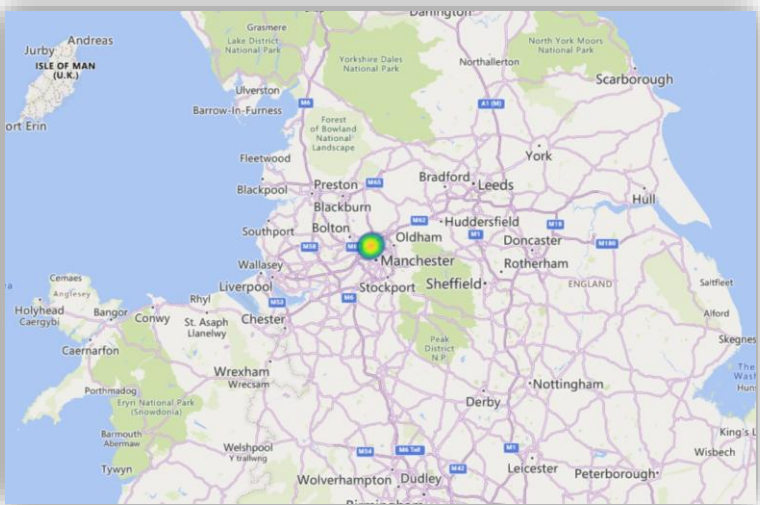
MP-0292 – M60 Simister Island (ENH)



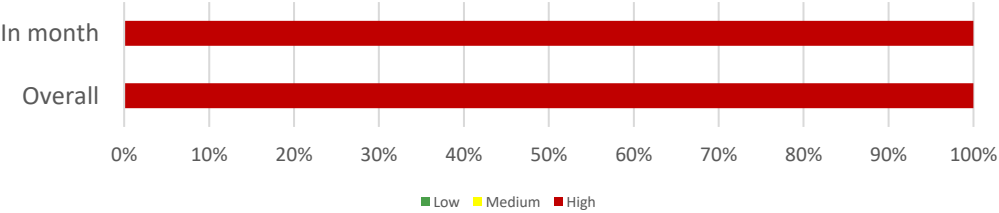
Time Profile of Incursions recorded



Heatmap



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

Incursions Report

Directorate: Major Projects

Region: North West

Project: MP-0292 – M60 Simister Island
(ENH)



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Two vehicle incursions were reported during this period. In both instances, members of the public mistakenly entered the works area and were stopped at the workers' gate before progressing further into the site. One driver stated they became confused due to unfamiliarity with the area and slow-moving traffic, while another vehicle was following satellite navigation instructions. No pedestrian incursions were reported.

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 workforce responded appropriately and promptly to both incursions. Site personnel identified the vehicles quickly and initiated the agreed notification process. Existing traffic management measures, including advance warning signage and temporary road markings, were found to be clearly visible, unobstructed and in good condition.

Overall [*Sentiment: Neutral*]

The project experienced two vehicle incursions involving members of the public entering the works access area. Both events were managed effectively, with vehicles stopped before accessing operational work areas. Available evidence indicates that traffic management measures were present, visible and functioning as intended.

Recommendations

Project team should review their approach and where required assess whether additional driver information, advance warning measures or enhanced visual cues could further reduce the likelihood of motorists mistakenly entering works access points. Consideration should also be given to the influence of satellite navigation systems and driver unfamiliarity with the area when reviewing site access arrangements. No injuries to the workforce or members of the public were reported.

Incursions Report

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

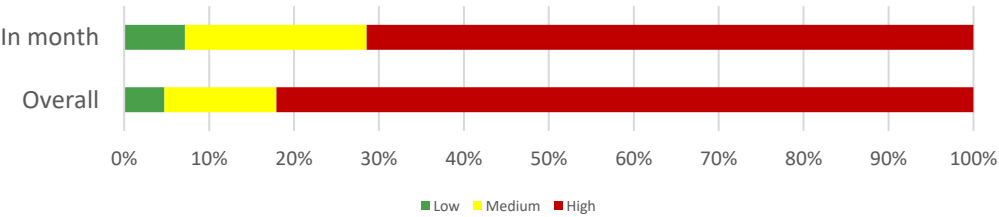
A total of 10 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Result of accident' 200% increase in 'Driver confused' no change from the previous month in Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

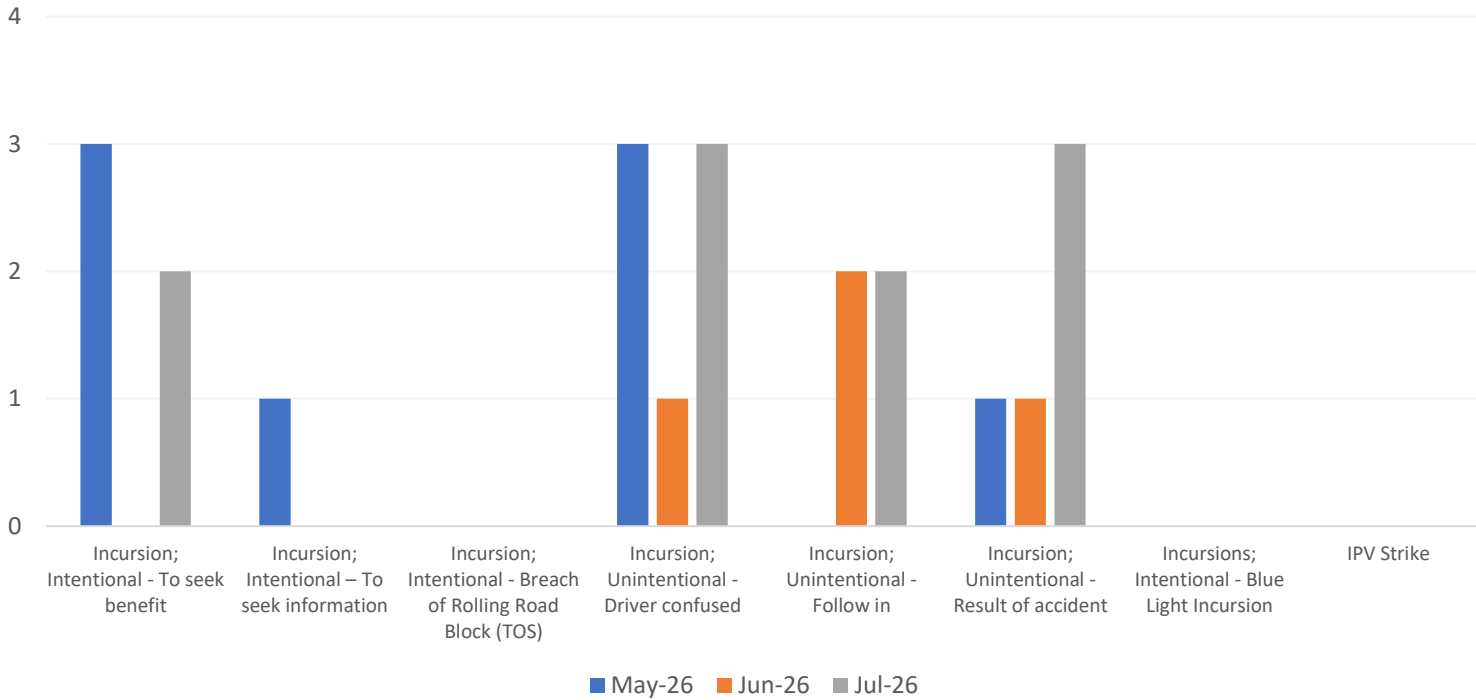
Project Risk Rating



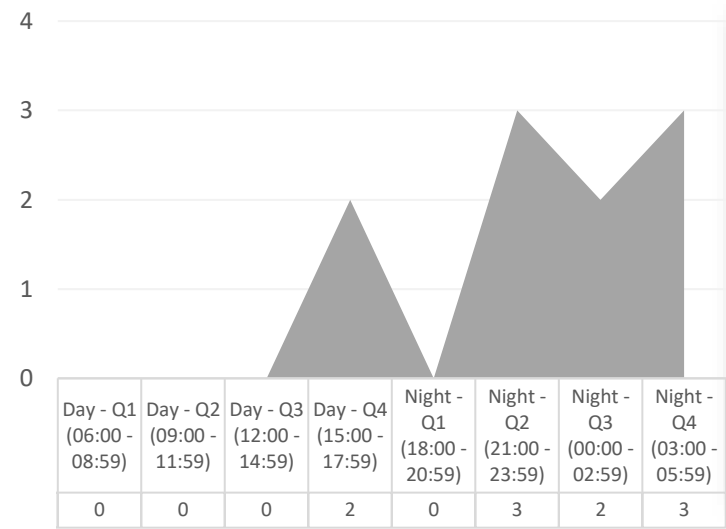
Incursion rate per length of TM (Unknown)

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

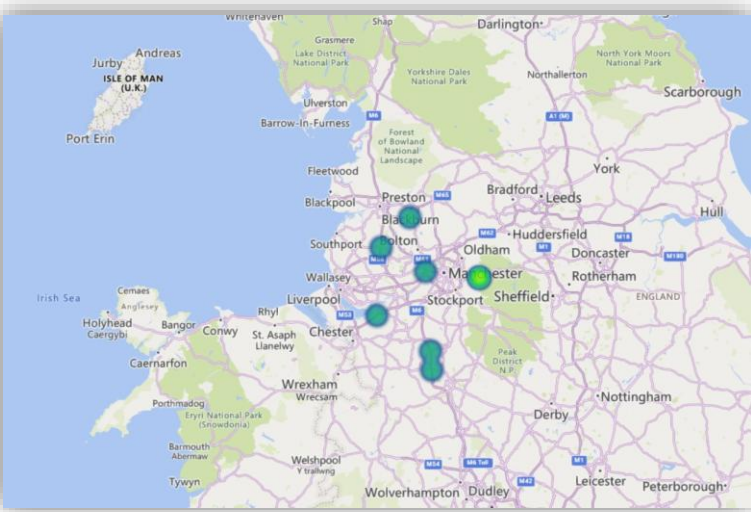
AD - M&R - Ten



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 reported during the period. Vehicles entered the works area through access points, following plant into the closure, seeking a place of safety following a tyre failure, and as a result of a breakdown. Two pedestrians also gained access to the closure from an adjacent area but were stopped before progressing further into the works.

Traffic Incidents *[Sentiment: Neutral]*

Several traffic incidents occurred, including cone strikes resulting in damaged traffic management equipment and lamps. A separate incident involved a vehicle collision after a driver entered the closure to remove debris from their vehicle. An additional incident involved a vehicle breaching a closure and driving through the work area, creating a serious risk to the workforce. A member of the workforce was placed at risk during this event, although no injury was reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Broken down vehicles entered the closure on two occasions. In both cases, the vehicles were seeking a place of safety due to mechanical issues, including a tyre failure. Site personnel attended promptly, remained with the occupants and coordinated safe recovery from the works area without further escalation.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management personnel responded appropriately to each event by attending vehicles, escorting recoveries, controlling access within the closure and engaging the police where necessary. Recovery arrangements were coordinated effectively, and swift intervention helped minimise risk to road users, pedestrians and the workforce.

Overall *[Sentiment: Negative]*

The period experienced a high level of interaction between road users and the works area, including vehicle incursions, pedestrian access, traffic incidents and breakdowns. Although no injuries were reported, several events had the potential for more serious consequences and required intervention by site personnel to maintain safety.

Recommendations

Project team should review their approach and where required strengthen access controls around works access points and closure entry locations to reduce the likelihood of unauthorised vehicle and pedestrian incursions. Consideration should also be given to improving protection of closure tapers, reinforcing workforce briefings on incursion response procedures, and reviewing opportunities for additional monitoring or supervision at higher-risk locations to identify and manage developing hazards more effectively.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

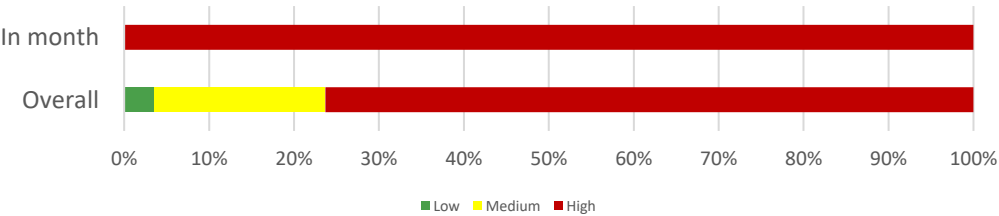
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



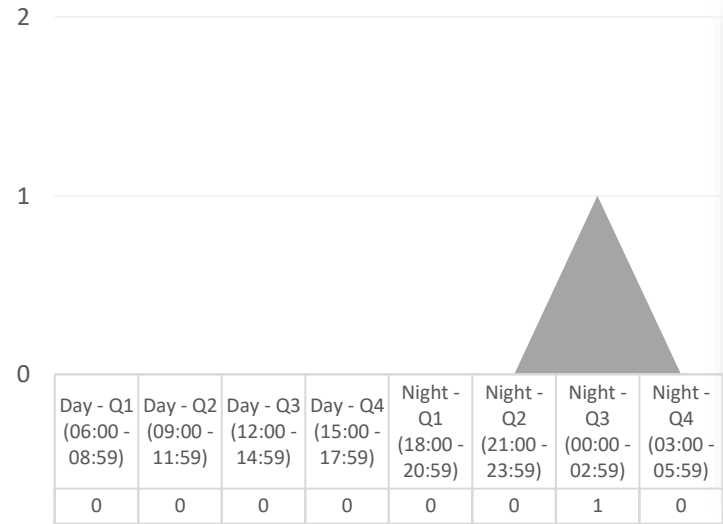
Incursion rate per length of TM (Unknown)

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

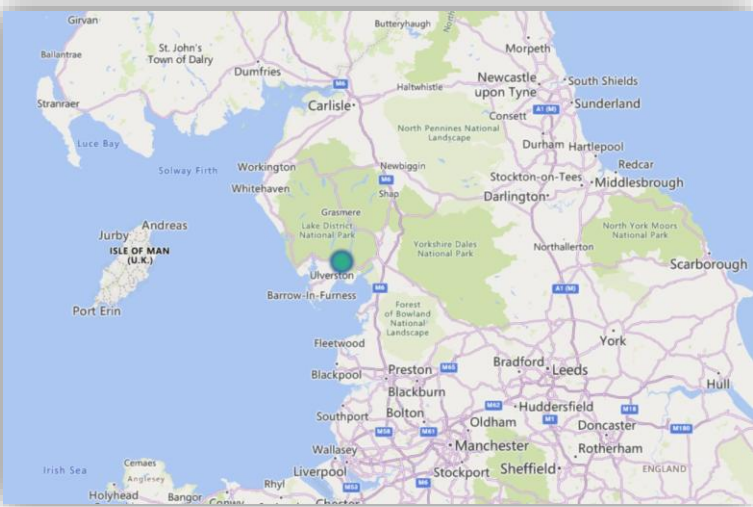
Area 13



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 13



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle entered the work area after driving through a coned barrier and disregarding a red traffic signal. The vehicle proceeded into the closure and reached an area containing plant and equipment before turning around and leaving the site.

Traffic Incidents [*Sentiment: Neutral*]

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*]

Traffic management operatives identified the vehicle incursion and attempted to intervene to prevent further access into the closure. The vehicle was restricted by the existing site layout and equipment positioning, limiting its movement within the work area before it exited.

Overall [*Sentiment: Negative*]

A vehicle incursion occurred when a driver ignored traffic management controls and entered the closure. Although no injury, collision, or damage was reported, the event exposed the workforce and site operations to potential risk.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised access into closures, particularly at locations controlled by temporary traffic signals. Consider reviewing advance warning signage, site access controls, operative positioning, and escalation procedures for drivers who fail to comply with traffic management arrangements. No injuries to the workforce or members of the public were reported.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

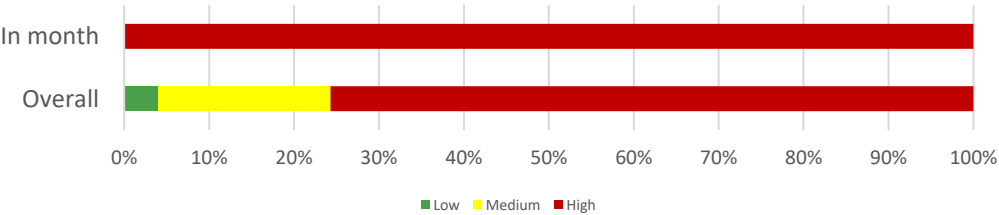
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

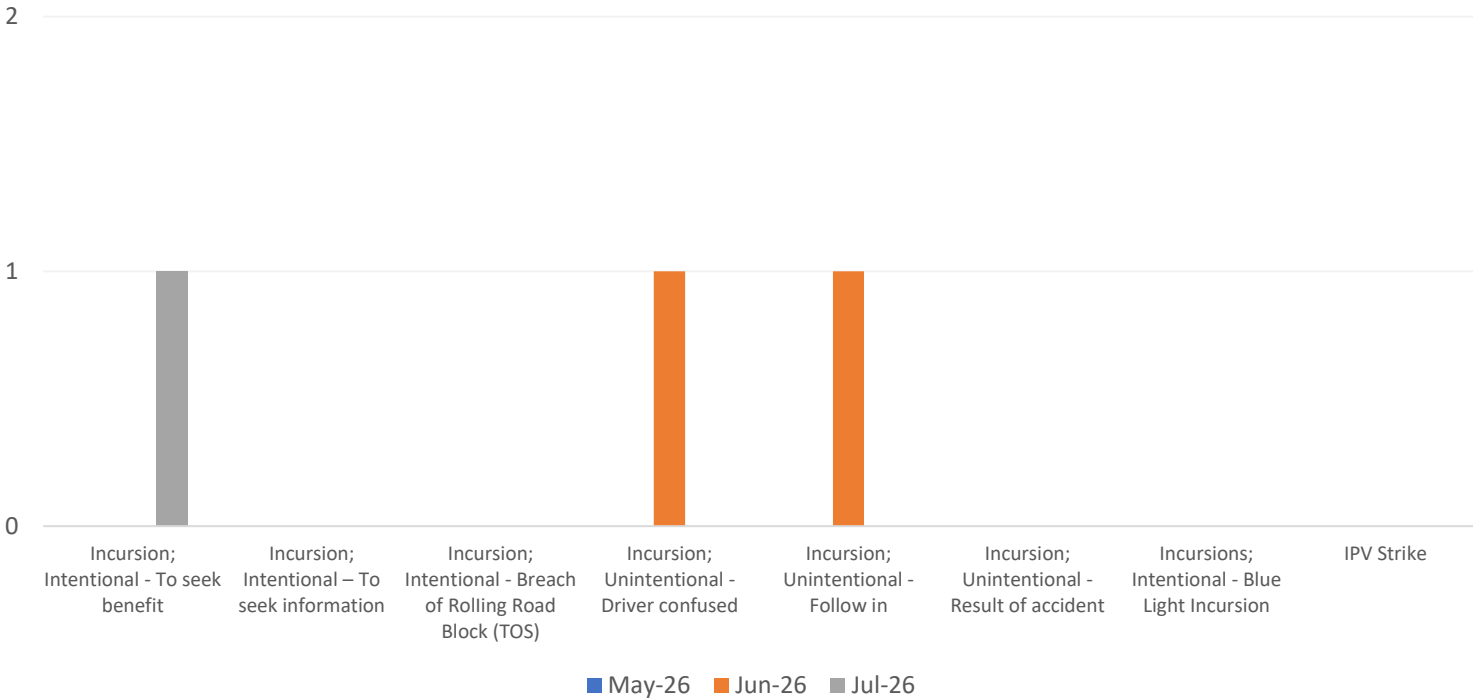
Project Risk Rating



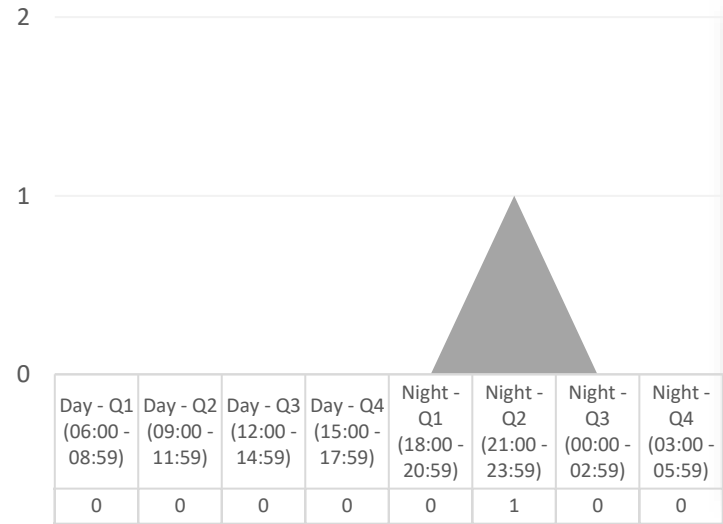
Incursion rate per length of TM (Unknown)

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

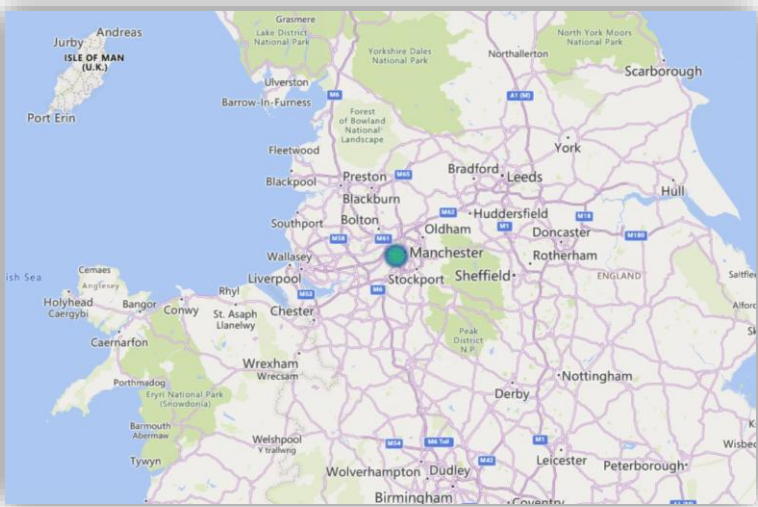
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A pedestrian-related incursion occurred when two members of the public on an electric bike entered a fully closed section of the network by crossing a grass verge. The individuals travelled through the traffic management enclosure before leaving the site. No injuries to the workforce or members of the public were reported.

Traffic Incidents [*Sentiment: Positive*]

No incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

The existing traffic management closure remained in place and successfully maintained separation between the unauthorised entrants and the work area. The incursion was contained within the closure, with no reported impact on workforce safety, traffic flow or operational activities.

Overall [*Sentiment: Neutral*]

An unauthorised public incursion into a closed section of the network was recorded during the reporting period. While the event presented a potential safety risk, it concluded without injury, damage or disruption to planned operations.

Recommendations

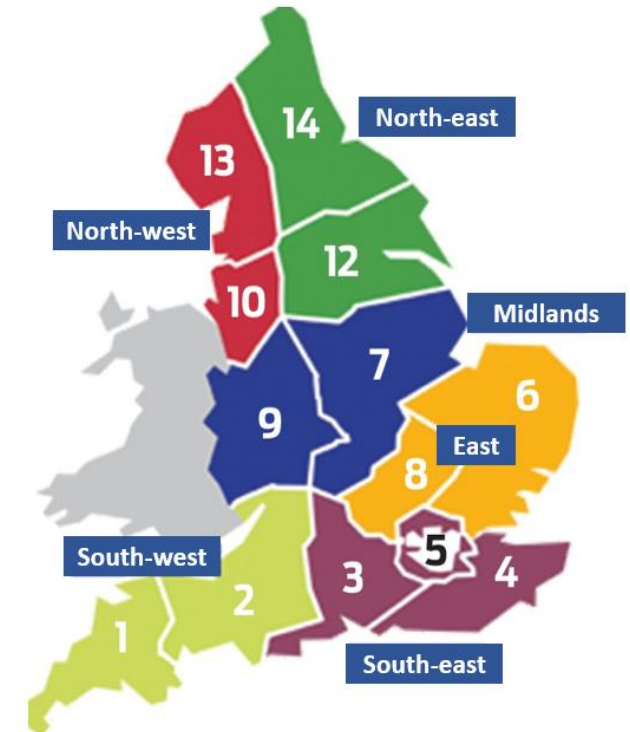
Project team should review their approach and where required strengthen measures to deter unauthorised access at closure entry points, particularly where adjacent verges or open land could provide alternative access routes. Consideration should also be given to monitoring locations vulnerable to public incursions and reinforcing site security messaging where appropriate.

Incursions Report – North West Region

End of regional report

[Back to [Summary](#) page]

Select next page for North East Region and
Project Reports

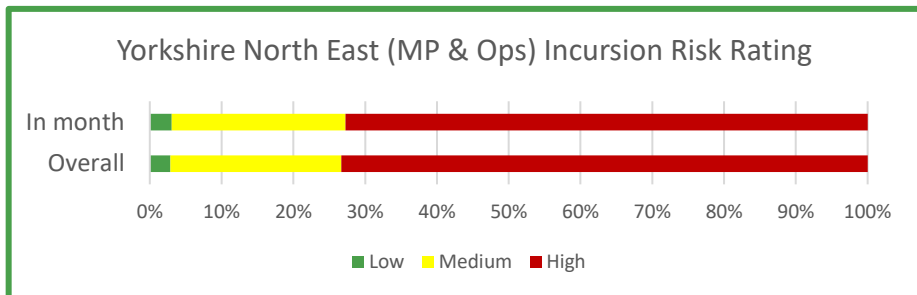


Incursions Report – Yorkshire & North East Region

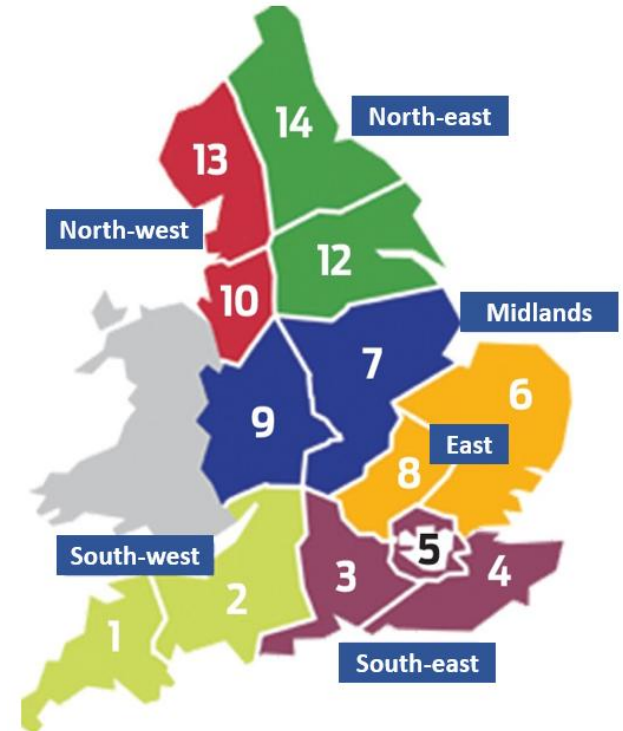
Yorkshire & North East Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Intentional - To seek benefit	208 [16.81%]	298 [50.68%]		6 [50.00%]
Intentional – Because of breakdown	457 [36.94%]	40 [6.80%]		2 [16.67%]
Intentional – To seek information	18 [1.46%]	11 [1.87%]		
Intentional - Breach of Rolling Road Block (TOS)		4 [0.68%]		
Unintentional - Driver confused	399 [32.26%]	109 [18.54%]	1 [100.00%]	3 [25.00%]
Unintentional - Follow in	57 [4.61%]	36 [6.12%]		1 [8.33%]
Unintentional - Result of accident	82 [6.63%]	57 [9.69%]		
Intentional - Blue Light Incursion	16 [1.29%]	26 [4.42%]		
IPV Strike		7 [1.19%]		
Grand Total	1237 [100.00%]	588 [100.00%]	1 [100.00%]	12 [100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	492	128	26%	601	156	26%	596	310	52%
Area 14	395	190	48%	159	86	54%	376	147	39%



Yorkshire & North East Region							
Incursion Activity Summary - Jul 2026 (n=13)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		1 (0)	2 (0)	3 (0)	4 (0)	5 (0)	
6 (0)	7 (2)	8 (4)	9 (1)	10 (0)	11 (0)	12 (0)	
13 (0)	14 (0)	15 (0)	16 (1)	17 (0)	18 (0)	19 (0)	
20 (1)	21 (1)	22 (0)	23 (1)	24 (0)	25 (0)	26 (0)	
27 (2)	28 (0)	29 (0)	30 (0)	31 (0)			
Total	3	3	4	3			



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Numerous vehicle incursions entered closures and work areas, including motorists following works vehicles, driving around closure points, and cyclists accessing restricted sections.

Traffic Incidents [*Sentiment: Negative*]

Multiple traffic management breaches occurred, including vehicles entering closures through confusion, travelling against traffic flow, and unsafe movements through controlled work zones.

Broken Down Vehicles [*Sentiment: Neutral*]

A broken-down vehicle within an active traffic management zone created a safety risk. The incident was managed within the operational controls in place.

Traffic Management Responses [*Sentiment: Positive*]

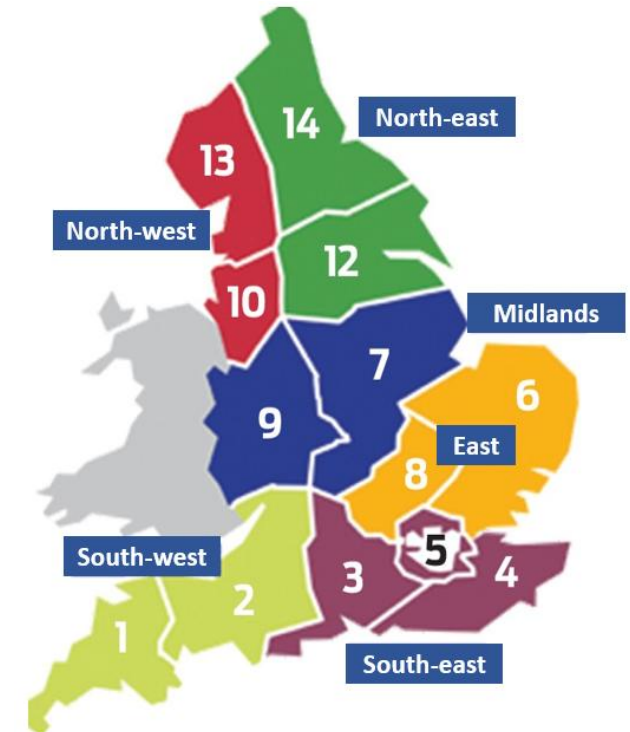
Traffic management teams intervened promptly, stopping incursions, controlling traffic movements, coordinating with police where necessary, and removing crews when safety concerns arose.

Overall [*Sentiment: Negative*]

The region experienced a high number of incursions and closure breaches. Repeated driver non-compliance created elevated risk to workforce safety and traffic management operations.

Recommendations

Project team should review their approach and where required strengthen access controls, improve closure and diversion signing, and consider additional measures to deter unauthorised entry into work areas. Attention should be given to incidents involving multiple vehicles following one another into closures and a **near miss where vehicles passed close to workforce members, creating a risk of injury**. No injuries to the workforce or members of the public were reported during this period. No incidents of abuse towards the workforce were reported during this period.



Incursions Report

Directorate: Major Projects
Region: Yorkshire & North East
Project: MP-0220 – A57 Link Roads (ENH)

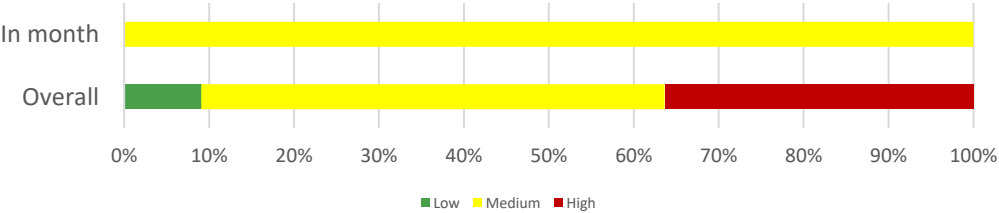
A total of 1 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

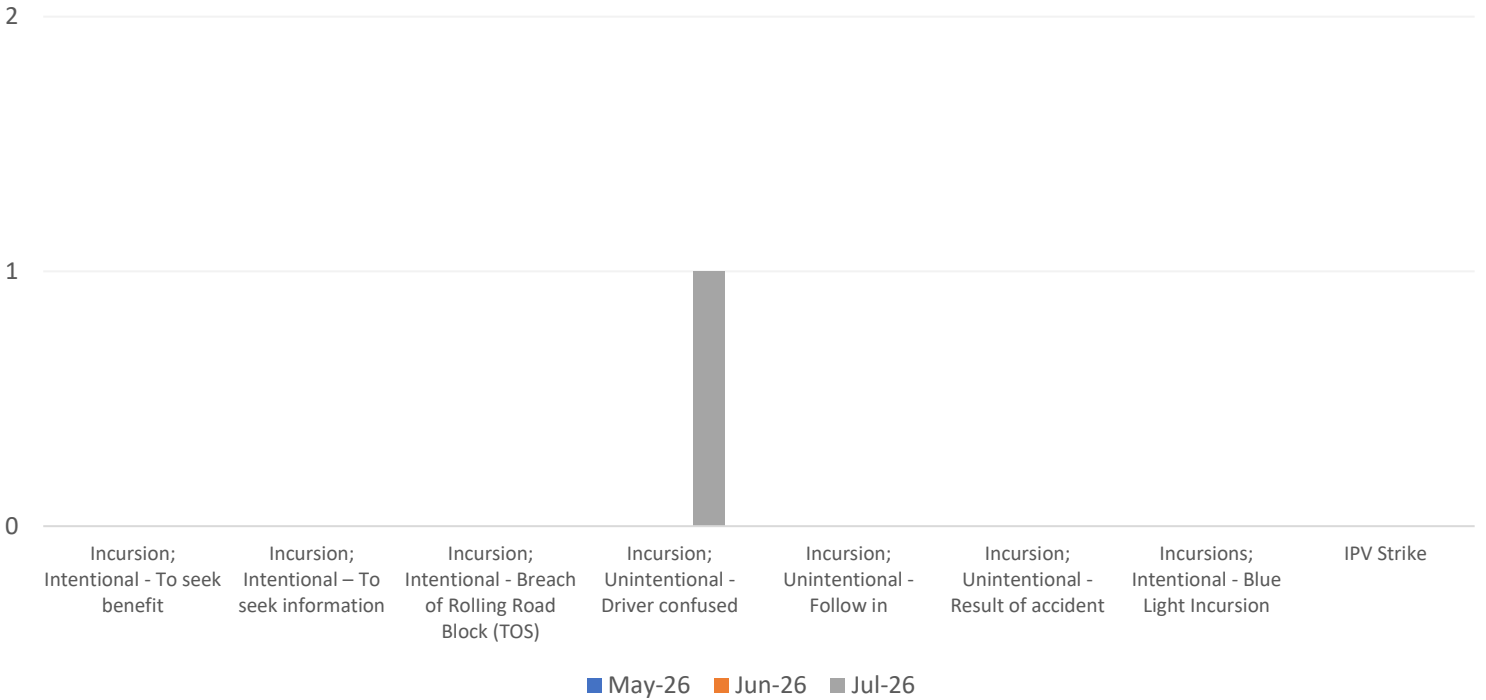
Project Risk Rating



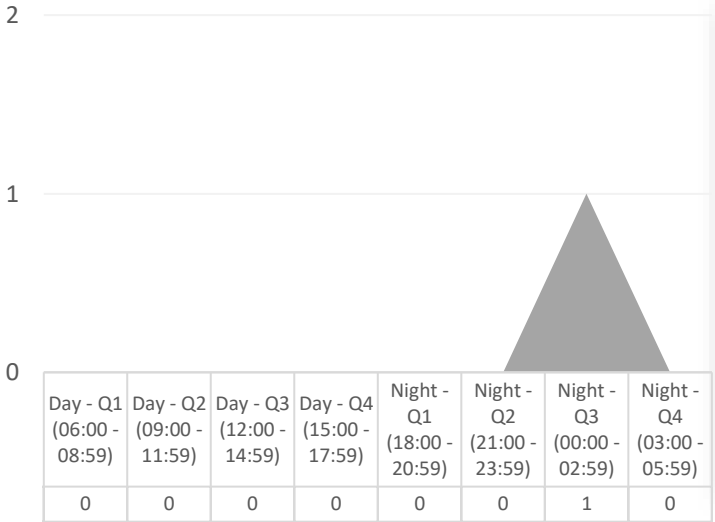
Incursion rate per length of TM (Unknown)

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

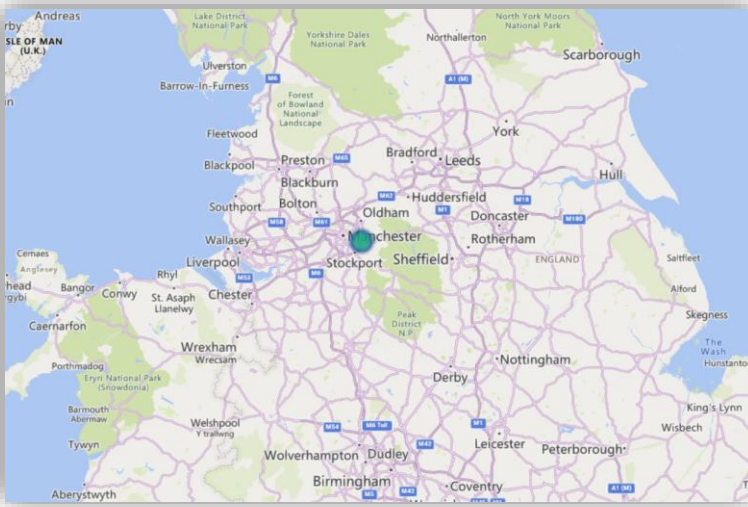
MP-0220 – A57 Link Roads (ENH)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: Yorkshire & North East

Project: MP-0220 – A57 Link Roads
(ENH)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public was observed driving within a fully closed section of carriageway during planned traffic management operations. The vehicle was identified by the traffic management maintenance team and stopped safely. Initial enquiries indicated the driver had entered the closure unintentionally, although the exact access point could not be confirmed.

Traffic Incidents *[Sentiment: Neutral]*

A traffic-related event occurred when a vehicle entered a closed carriageway and travelled against the intended direction of the closure arrangement. The situation was managed promptly, and there was no collision, damage, or reported impact on the travelling public or workforce.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents relating to broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management maintenance team identified the vehicle within the closure and intervened quickly to stop the driver safely. Police support was requested and attended site to manage the situation. Existing closure measures remained in place and prevented any exposure to live works or workforce activities.

Overall *[Sentiment: Neutral]*

A vehicle incursion into a road closure was recorded during the reporting period. The event was managed effectively by the traffic management team, and police assistance was obtained. No injuries were reported, no workforce members were placed at risk, and no disruption to ongoing works occurred.

Recommendations

Project team should review their approach and where required assess whether additional measures are needed to deter wrong-way entry into closure extents, particularly at potential access points. Consideration should also be given to reviewing signage, closure layouts and driver information to reduce the likelihood of inadvertent access by members of the public. No workforce injuries or injuries to members of the public were reported during this incident.

Incursions Report

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

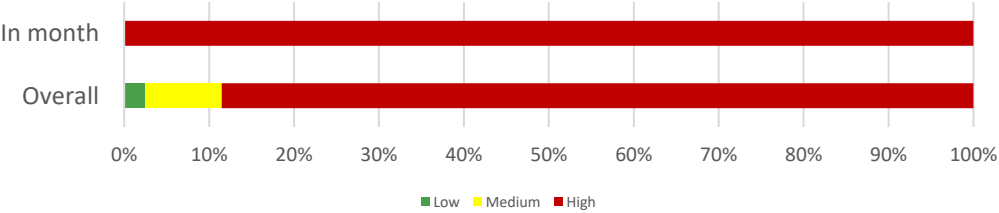
A total of 3 incursions have been recorded; with a 50% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

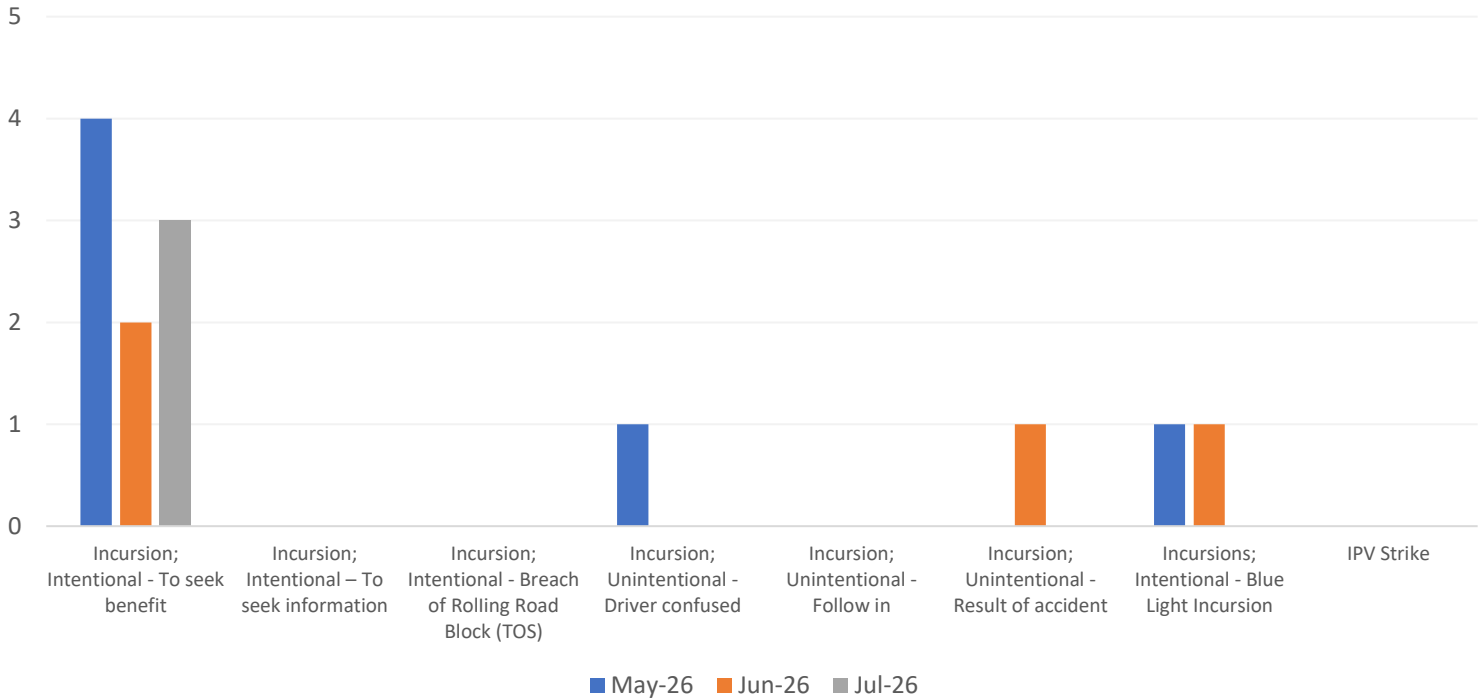
Project Risk Rating



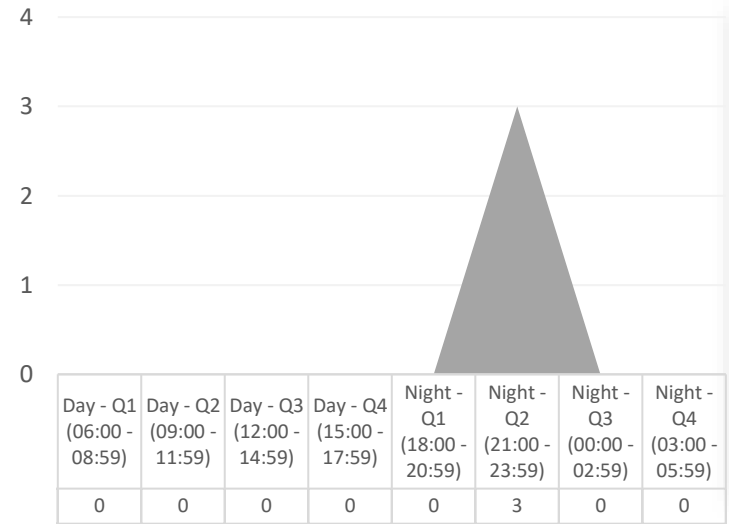
Incursion rate per length of TM (Unknown)

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

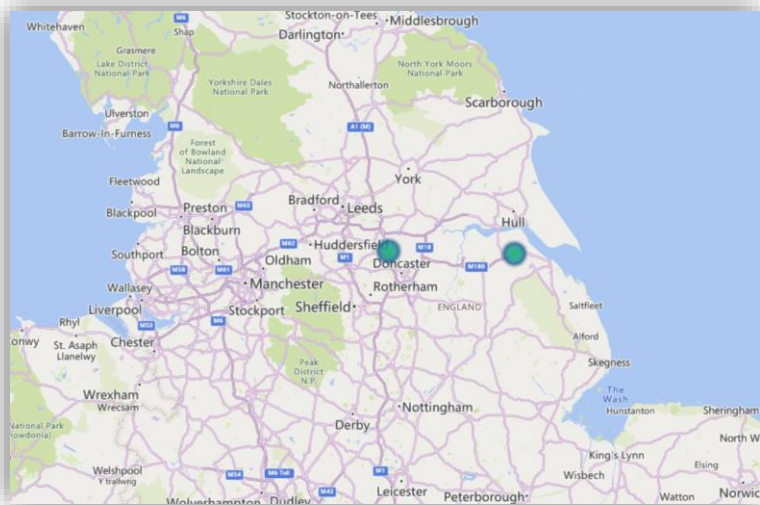
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicle incursions were reported within the traffic management closure. Both vehicles entered the closed area and stopped within the works location. One vehicle exited independently through the closure, while the second driver engaged with site personnel and was safely guided out of the area after receiving advice from the workforce.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Negative]*

A heavy goods vehicle was found occupying a layby located within the lane closure established for maintenance activities. The driver advised that they had been stationary for an extended period and intended to remain there for a further duration, creating an operational issue for the workforce.

Traffic Management Responses *[Sentiment: Positive]*

The workforce responded appropriately to both events. Site personnel engaged with vehicle drivers, provided clear instructions and safely managed vehicle movements to remove unauthorised vehicles from the closure area. The situation was controlled without escalation or disruption to the ongoing works.

Overall *[Sentiment: Neutral]*

The period included unauthorised vehicle access into the traffic management area and the presence of a heavy goods vehicle within a closed section of the network. Workforce intervention ensured both situations were managed safely. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen measures that deter drivers from entering closure areas, including reviewing the visibility and positioning of traffic management signing. Consideration should also be given to procedures for managing unauthorised vehicles already present within closures, ensuring workforce communications, escalation routes and site monitoring arrangements remain effective.

Incursions Report

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

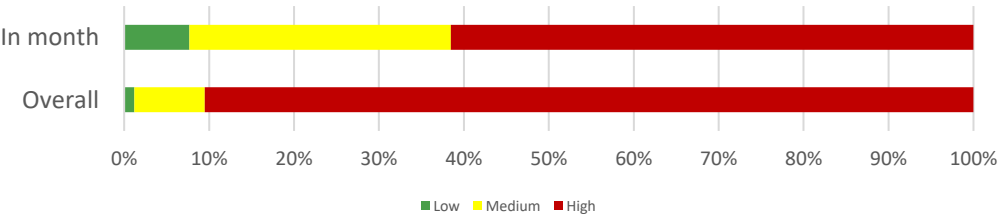
A total of 5 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' no change from the previous month in Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

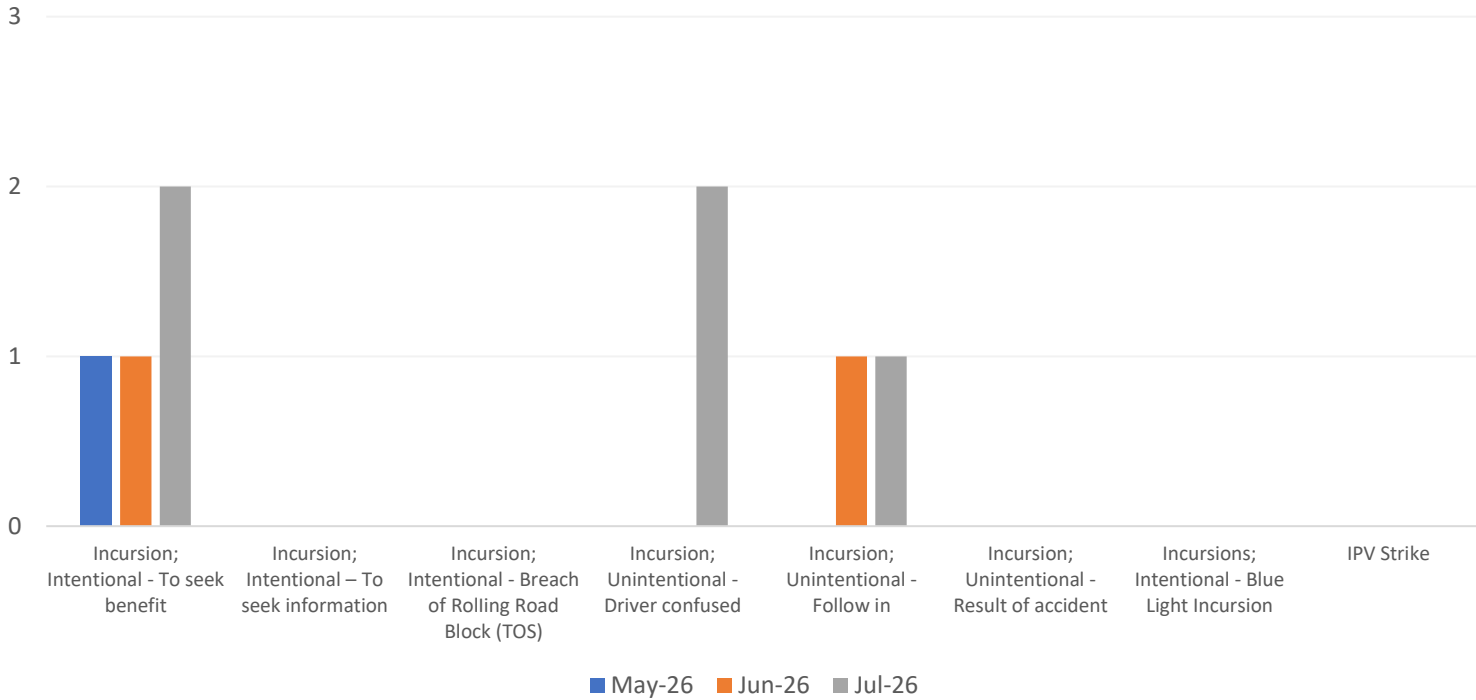
Project Risk Rating



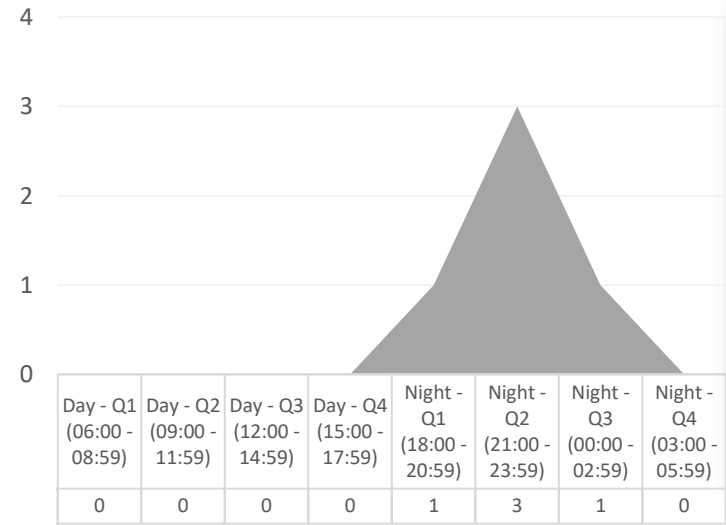
Incursion rate per length of TM (Unknown)

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

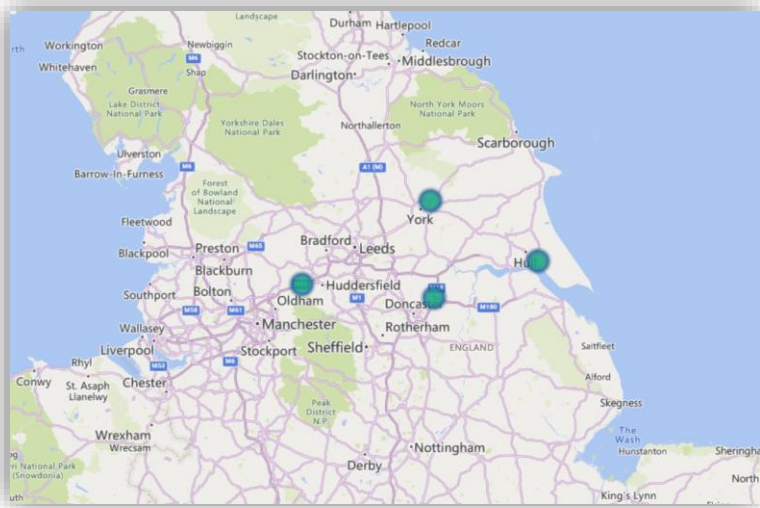
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised incursions were reported during the closure. Two vehicles bypassed the closure point and travelled in the wrong direction towards the roundabout before being stopped and safely escorted out. In addition, four cyclists entered the closed section and proceeded through the work area, creating a risk to both themselves and the workforce.

Traffic Incidents *[Sentiment: Negative]*

A serious near miss occurred when multiple vehicles travelled through the closure at speed while operatives were working within the carriageway. Further concerns arose when additional vehicles passed an escort vehicle and continued through the works area. No injuries were reported, but the incident presented a high level of risk to the workforce.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel intervened promptly to stop and safely remove vehicles that had entered the closure. Following the significant near miss involving speeding vehicles, the decision was taken to withdraw site personnel from the works area until safety concerns could be addressed, demonstrating a precautionary approach to workforce protection.

Overall *[Sentiment: Negative]*

The reporting period was characterised by multiple incursions into the closure by both vehicles and cyclists, together with a serious near miss involving speeding traffic. These events indicate ongoing challenges with road user compliance and resulted in increased safety risks for personnel working within the closure.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, site access controls and advance warning arrangements to reduce the likelihood of unauthorised entry into the works area. Consideration should also be given to reviewing escort vehicle procedures, closure visibility and workforce safe systems of work following the reported near miss involving vehicles travelling at speed through the closure. Particular attention should be given to protecting the workforce from live traffic incursions and ensuring lessons learned are communicated to all site teams.

Incursions Report

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

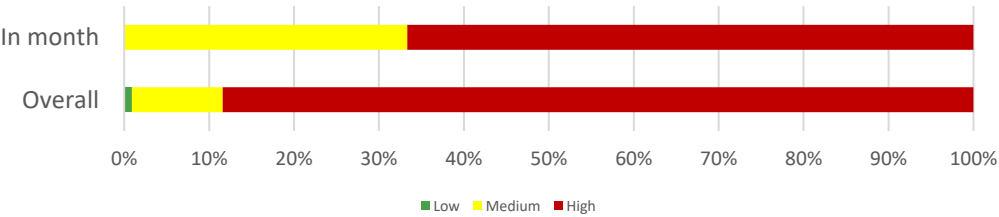
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

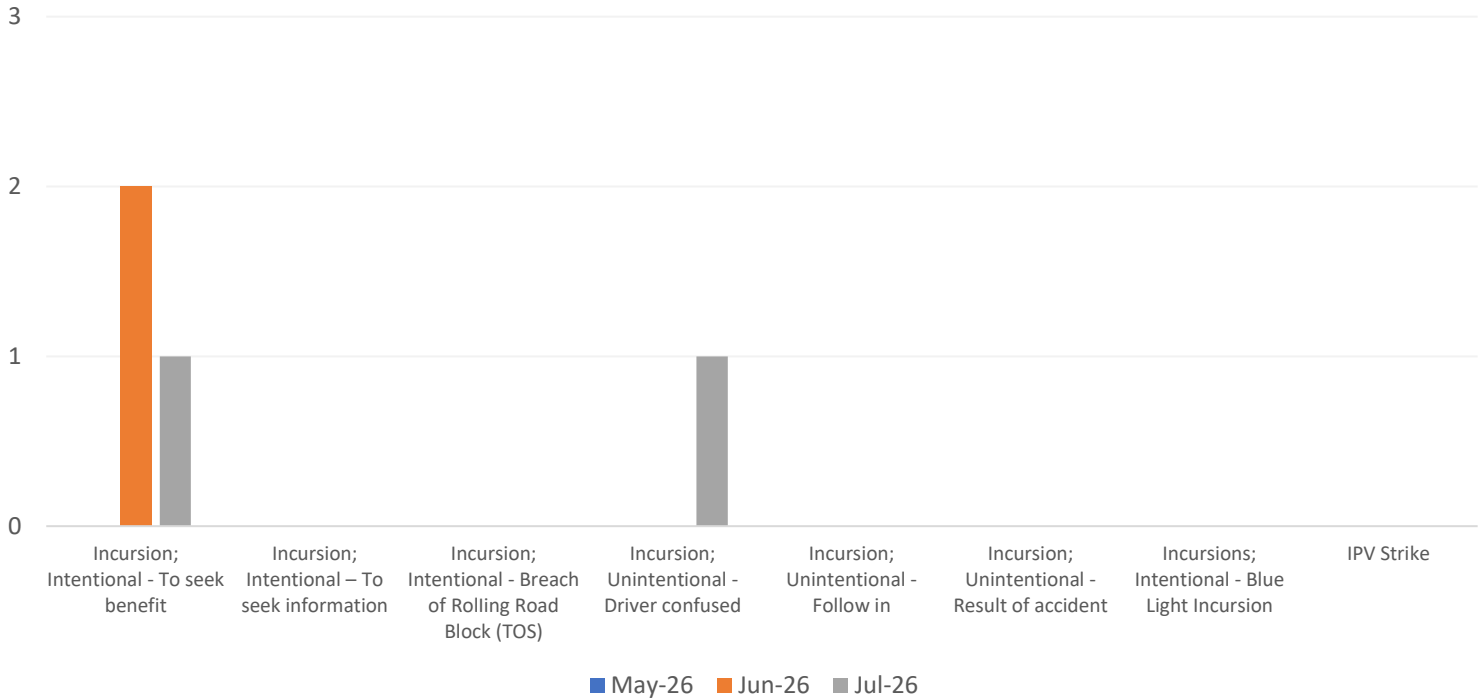
Project Risk Rating



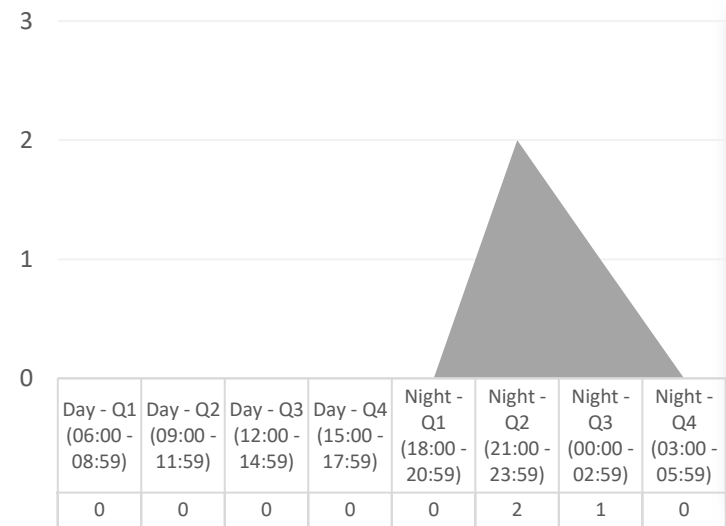
Incursion rate per length of TM (Unknown)

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

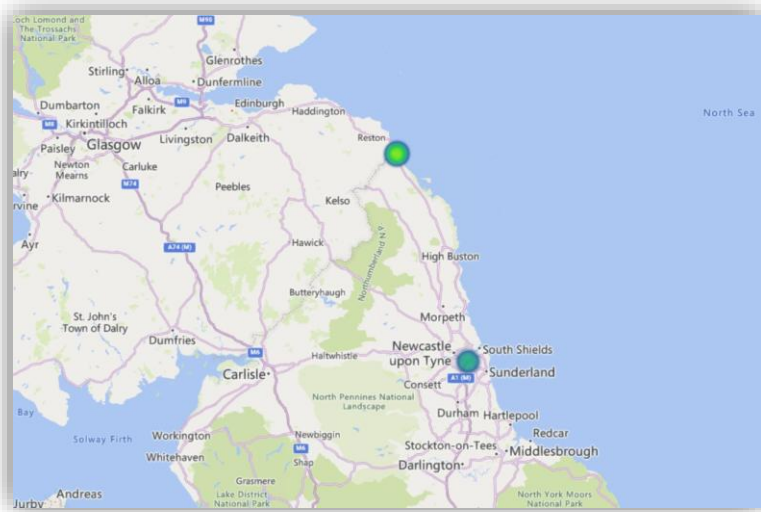
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported during this period. Several members of the public entered the closure through a works access point and proceeded towards the workforce before being stopped. In a separate event, a number of vehicles mistakenly followed another driver into the closure after becoming confused by the traffic management layout.

Traffic Incidents *[Sentiment: Neutral]*

No reportable traffic collisions or significant traffic incidents were recorded during this period. The primary issues related to unauthorised vehicle entry into traffic management closures rather than incidents involving vehicle-to-vehicle or vehicle-to-infrastructure impacts.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle broke down within an active traffic management zone and remained stationary on the carriageway. The presence of the vehicle created a potential hazard for road users and posed additional operational and safety challenges within the managed work area.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management operatives responded appropriately to the reported incursions. Temporary traffic signals were switched to an all-red phase to allow vehicles to exit the closure safely. Existing traffic management measures also helped manage the risks associated with the broken-down vehicle within the work zone.

Overall *[Sentiment: Neutral]*

The period was characterised by several unauthorised vehicle entries into the closure and one vehicle breakdown within the traffic management layout. No injuries to the workforce or members of the public were reported. The events indicate a need to review driver comprehension of the traffic management arrangement.

Recommendations

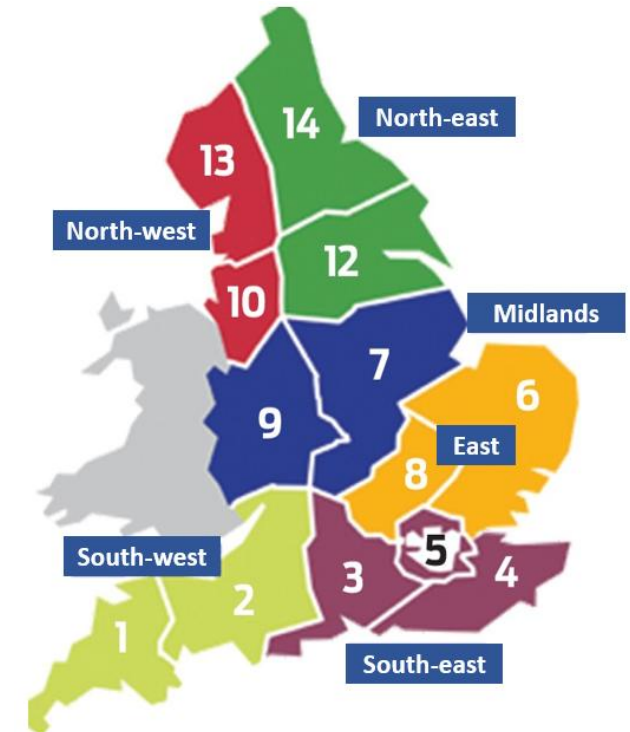
Project team should review their approach and where required strengthen traffic management layouts, signage visibility and driver guidance at closure entry points to reduce the likelihood of motorists entering restricted areas. Consideration should also be given to reviewing works access arrangements, temporary traffic signal positioning and advance warning information to improve driver understanding and minimise confusion when travelling through or around works.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

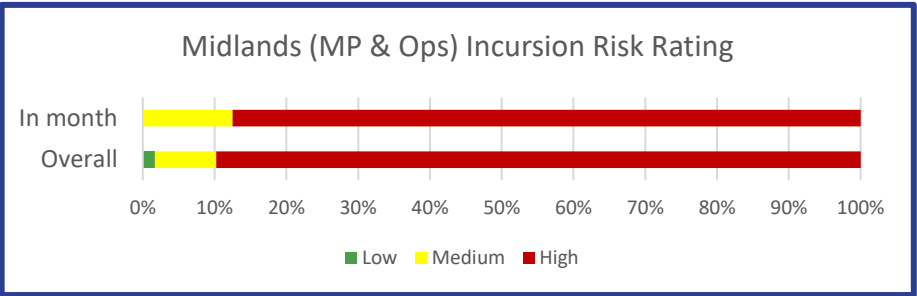
Select next page for Midlands Region and Project Reports



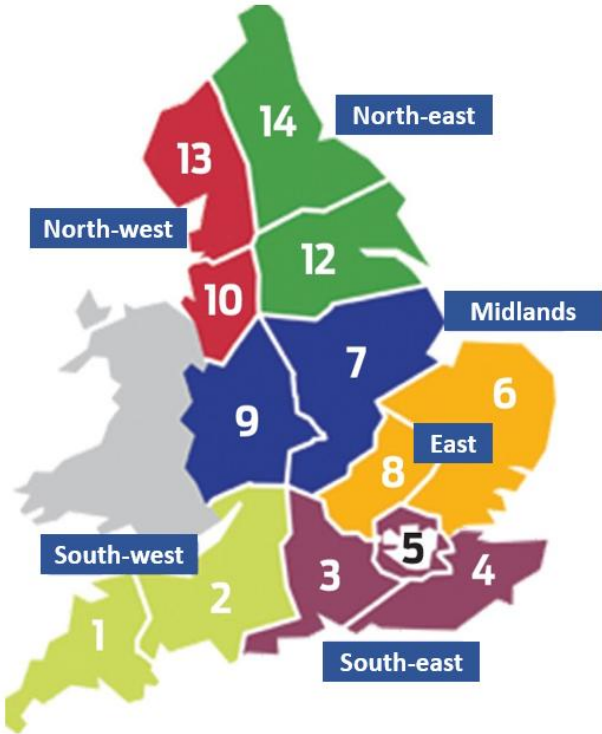
Incursions Report – Midlands Region

Midlands Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Intentional - To seek benefit	138	[4.62%]	752	[59.68%]	1	[100.00%]
Intentional – Because of breakdown	2502	[83.79%]	70	[5.56%]		
Intentional – To seek information	13	[0.44%]	44	[3.49%]		
Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.63%]		
Unintentional - Driver confused	122	[4.09%]	214	[16.98%]		2 [25.00%]
Unintentional - Follow in	26	[0.87%]	46	[3.65%]		
Unintentional - Result of accident	163	[5.46%]	78	[6.19%]		1 [12.50%]
Intentional - Blue Light Incursion	17	[0.57%]	29	[2.30%]		1 [12.50%]
IPV Strike	4	[0.13%]	19	[1.51%]		
Grand Total	2986	[100.00%]	1260	[100.00%]	1	[100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	456	246	54%	604	338	56%	469	314	67%
Area 9	354	113	32%	465	177	38%	571	211	37%



Midlands Region						
Incursion Activity Summary - Jul 2026 (n=9)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 (0)	2 (0)	3 (0)	4 (0)	5 (0)
6 (0)	7 (0)	8 (1)	9 (0)	10 (1)	11 (0)	12 (0)
13 (0)	14 (2)	15 (0)	16 (0)	17 (1)	18 (0)	19 (0)
20 (0)	21 (0)	22 (1)	23 (1)	24 (0)	25 (0)	26 (0)
27 (0)	28 (1)	29 (0)	30 (0)	31 (1)		
Total						
	3	2	1	3		



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions entered closures and works accesses, including motorists following contractors, accessing sites incorrectly, and driving through restricted work areas.

Traffic Incidents *[Sentiment: Negative]*

A serious road traffic collision required emergency service intervention and traffic management adjustments. Additional incidents involved vehicles striking cones and entering closures unexpectedly.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

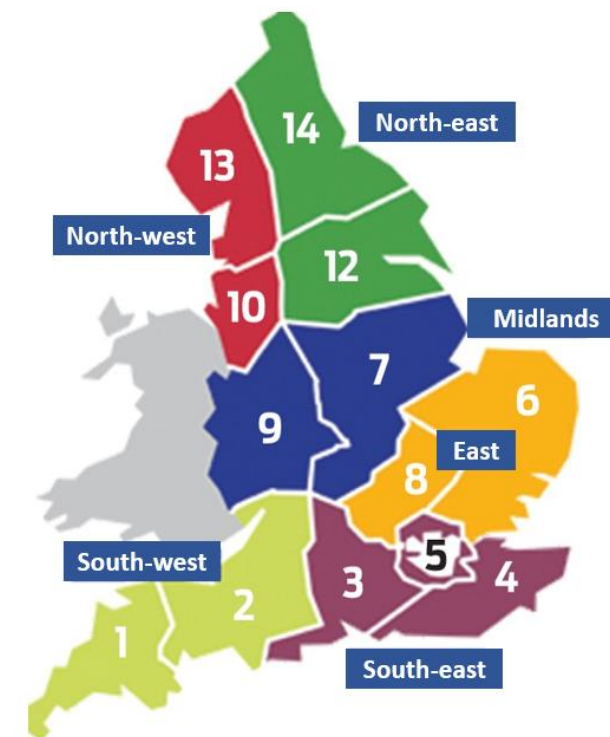
Traffic management teams responded effectively, controlling traffic flows, escorting vehicles from closures, supporting emergency services, and maintaining safe site operations.

Overall *[Sentiment: Negative]*

The region experienced several incursions alongside a serious traffic collision. Workforce intervention and traffic management controls helped prevent further escalation of incidents.

Recommendations

Project team should review their approach and where required strengthen controls around works access points, assess vehicle-following risks, review visibility and positioning of temporary site equipment, and reinforce driver information at closure locations. Attention should be given to the **road traffic collision where a vehicle struck stationary traffic and the driver became trapped**, presenting a serious risk of injury. No incidents of abuse towards the workforce were reported during this period.



Incursions Report

Directorate: Major Projects
Region: Midlands
Project: MP-0418 – A46 Coventry Walsgrave (ENH)

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

[0 - Incursions resulting from breakdowns were recorded]

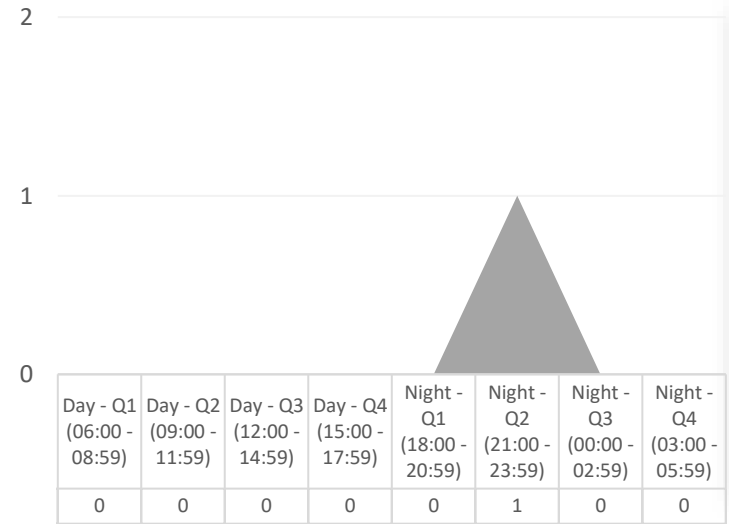
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

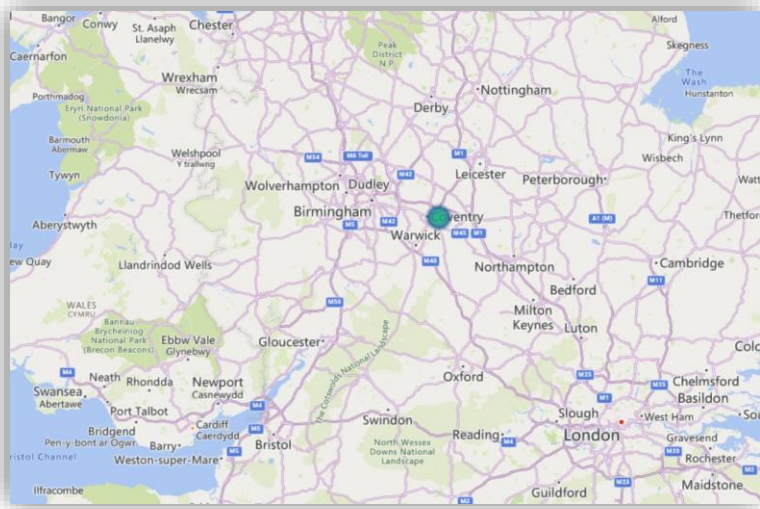
MP-0418 – A46 Coventry Walsgrave (ENH)



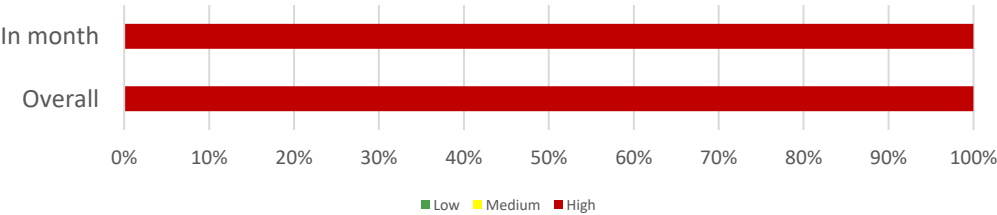
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



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

Project Incursion Rate: TM Length required

Breakdown Rate: TM Length required

Incursions Report

Directorate: Major Projects

Region: Midlands

Project: MP-0418 – A46 Coventry
Walsgrave (ENH)



Vehicle / Pedestrian Incursions *[Sentiment: Positive]*

No incidents were reported during this period. There were no recorded vehicle or pedestrian incursions into the work area, and no unauthorised access events that affected workforce safety, site security, or operational activities.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period. There were no traffic-related events affecting the operation of the traffic management arrangement or causing disruption to the safe movement of road users.

Broken Down Vehicles *[Sentiment: Neutral to Positive]*

No incidents were reported during this period. There were no reports of broken down vehicles impacting the traffic management layout, workforce activities, or the safe operation of the site.

Traffic Management Responses *[Sentiment: Positive]*

An unplanned visit was made by a third-party organisation that had attended the incorrect location in error. The matter was identified promptly, the visitors were informed, and they departed without issue. No work was undertaken, and there was no impact on safety, traffic management, or site operations.

Overall *[Sentiment: Positive]*

Site operations remained stable throughout the period with no safety events, traffic incidents, vehicle breakdowns, or incursions reported. An isolated incorrect site attendance was resolved quickly and professionally, with no disruption to ongoing activities.

Recommendations

Project team should review their approach and where required reinforce site communication and location verification processes for visiting organisations and suppliers to reduce the likelihood of incorrect site attendance. Consider confirming site details in advance where external parties are expected to attend, helping to avoid unnecessary visits and maintain operational efficiency.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

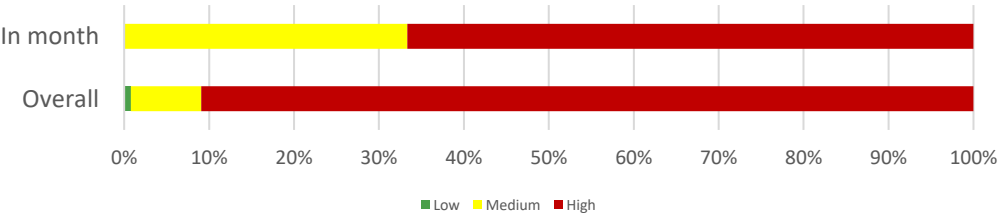
A total of 2 incursions have been recorded; with a type incursions together with an no change from the previous month in Blue Light 50% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

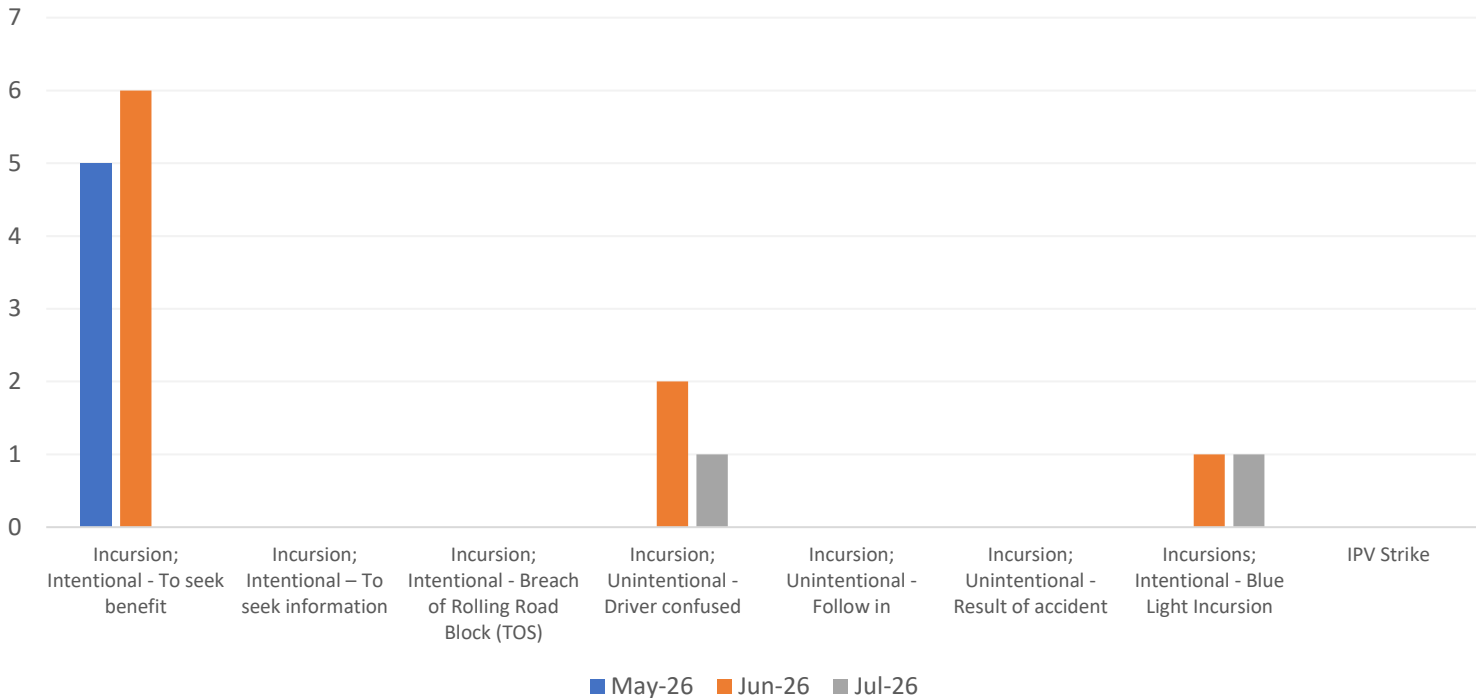
Project Risk Rating



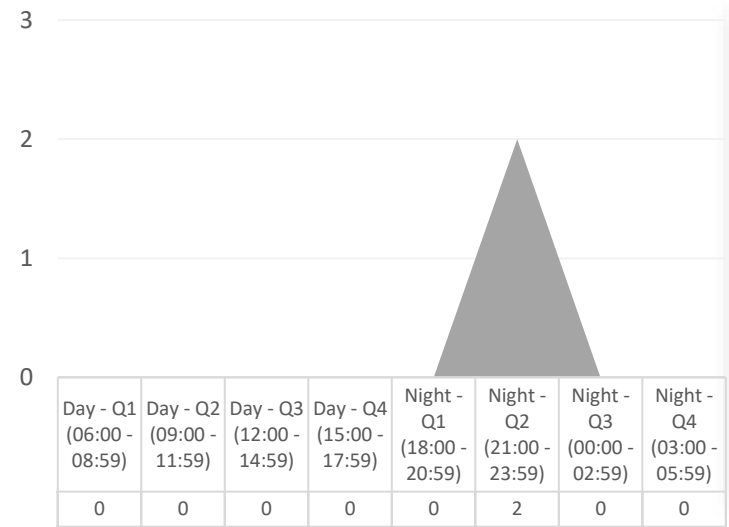
Incursion rate per length of TM (Unknown)

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

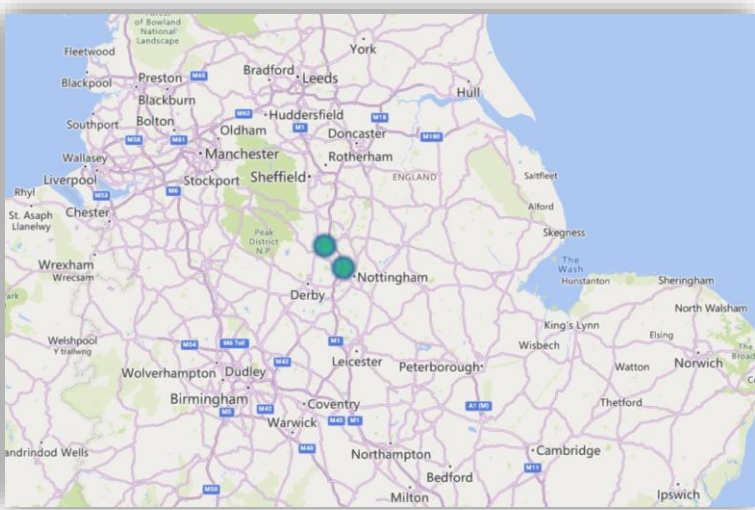
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A police vehicle entered and travelled through the traffic management closure at speed while the closure was being installed. The hard shoulder remained available for use, meaning there was no apparent operational requirement to enter the work area. This created an unnecessary vehicle incursion into the closure and increased risk to the workforce.

Traffic Incidents *[Sentiment: Negative]*

A driver became startled by a bright LED safety light fitted to a drainage vehicle operating within a lane closure. The driver swerved, struck the kerb, then collided with traffic management cones before coming to a stop within the closure. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

An observation report was submitted following the traffic incident involving the drainage vehicle lighting. The event identified the potential for work vehicle lighting to affect road users and highlighted the need to ensure site plant and vehicle equipment does not distract passing traffic.

Overall *[Sentiment: Negative]*

The reporting period included two vehicle-related safety events within or adjacent to traffic management operations. Both incidents involved avoidable risks associated with vehicle movements and site controls. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and, where required, strengthen controls relating to work vehicle lighting, ensuring equipment does not adversely affect passing road users. Project team should also review arrangements for managing unauthorised vehicle access into live closures and reinforce engagement with emergency services to minimise unnecessary incursions into work areas.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

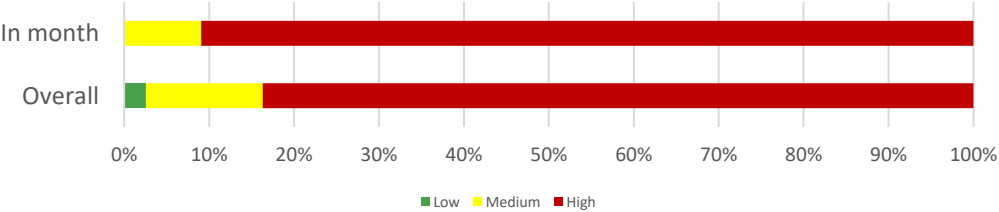
A total of 6 incursions have been recorded; with a type incursions together with an no change from the previous month in Driver confused' no change from the previous month in Result of accident' 20% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

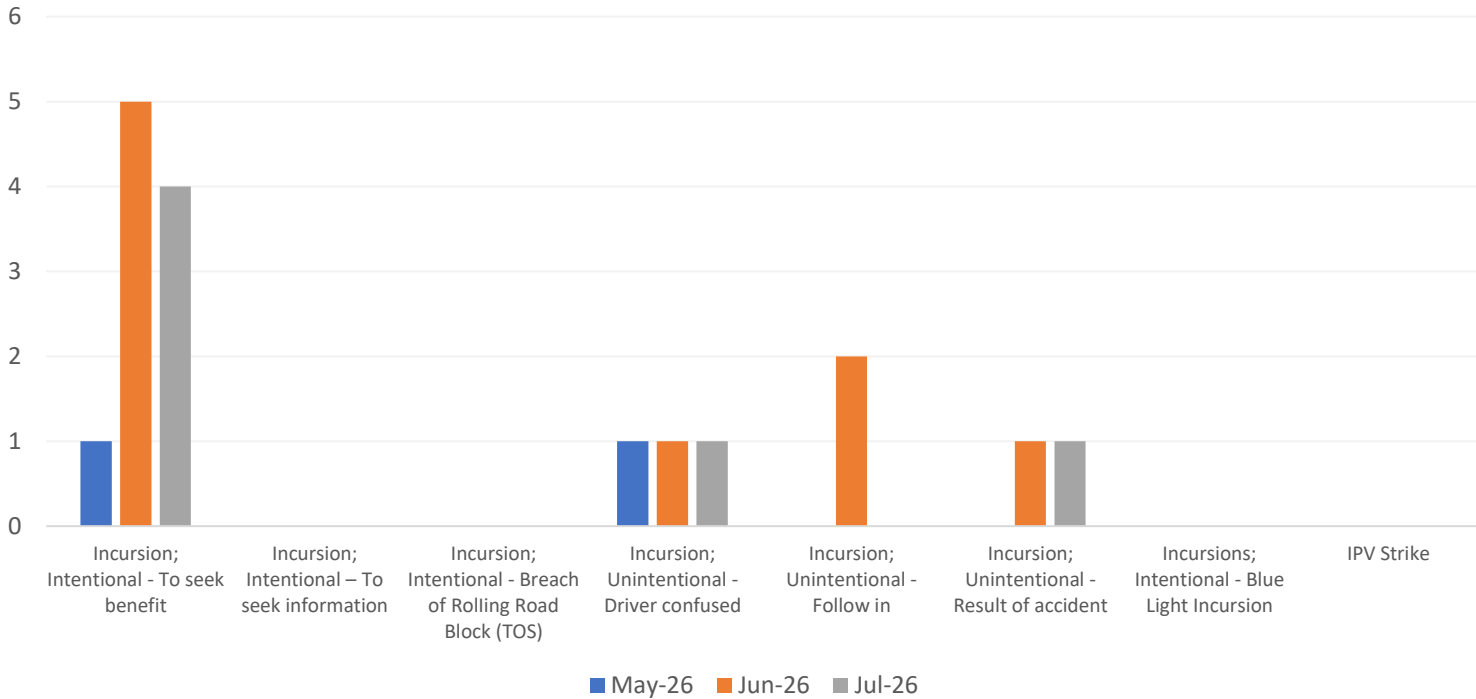
Project Risk Rating



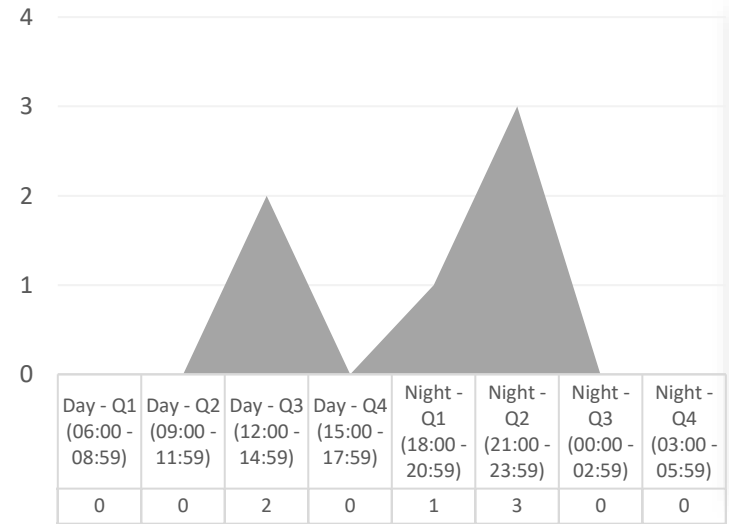
Incursion rate per length of TM (Unknown)

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

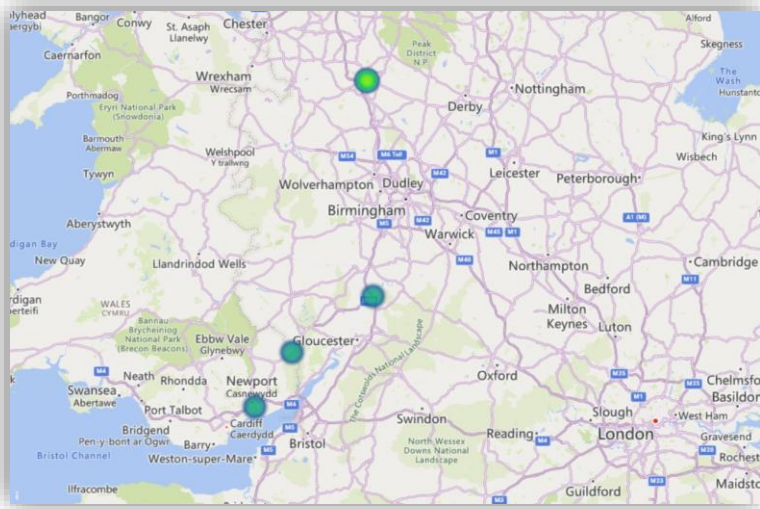
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported during this period. Members of the public entered works areas by following contractors through access points, entering from the wrong side of closures, and bypassing traffic management measures. In each case, site personnel identified the vehicles and took action to remove them safely from the work area, preventing escalation and maintaining workforce safety.

Traffic Incidents *[Sentiment: Negative]*

A serious traffic incident occurred when a vehicle left the carriageway and collided with stationary traffic at a signal-controlled junction. The collision resulted in significant disruption and required a coordinated response from emergency services, traffic management personnel and site representatives. A driver became trapped within a vehicle and required assistance from emergency responders.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles associated with the roadworks or traffic management operation were reported during this period. Vehicle recovery activities were undertaken following a traffic collision, but no separate breakdown-related incidents were identified.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded effectively to incidents by implementing manual traffic signal control, supporting emergency service requirements and maintaining communication with members of the public. Temporary traffic management arrangements were adjusted as needed to facilitate emergency access, vehicle recovery operations and traffic flow management while minimising disruption where possible.

Overall *[Sentiment: Negative]*

The period was characterised by a serious road traffic collision and several vehicle incursions into work areas. While these events increased risk to road users and the workforce, prompt intervention by traffic management personnel and coordination with emergency services helped maintain control of the situation and support safe resolution of incidents. A member of the public was trapped in a vehicle following the collision and required emergency assistance.

Recommendations

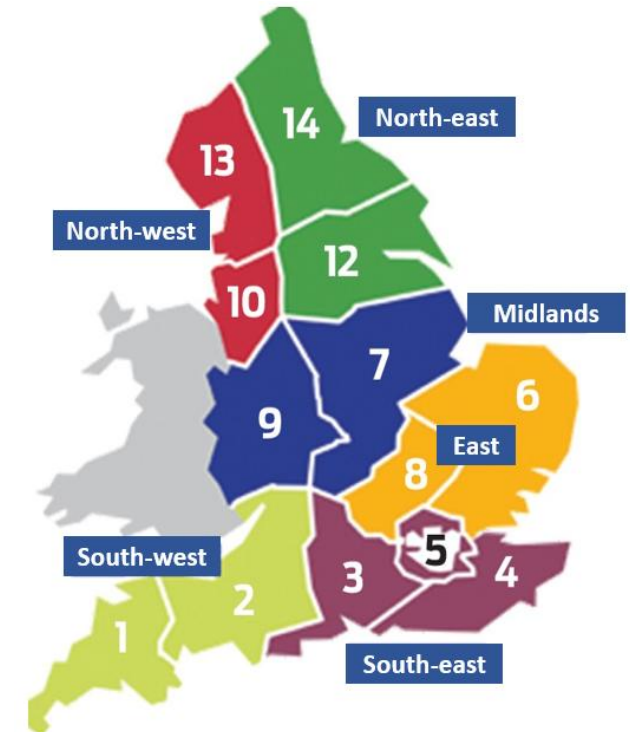
Project team should review their approach and where required strengthen access control measures at works entrances and closure points to discourage unauthorised vehicle entry. Additional consideration should be given to signage visibility, closure integrity, workforce awareness and procedures for managing persistent non-compliant road users. The project team should also continue to reinforce coordination arrangements with emergency services and ensure traffic management contingency plans remain effective for responding to major incidents and protecting both the workforce and members of the public.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

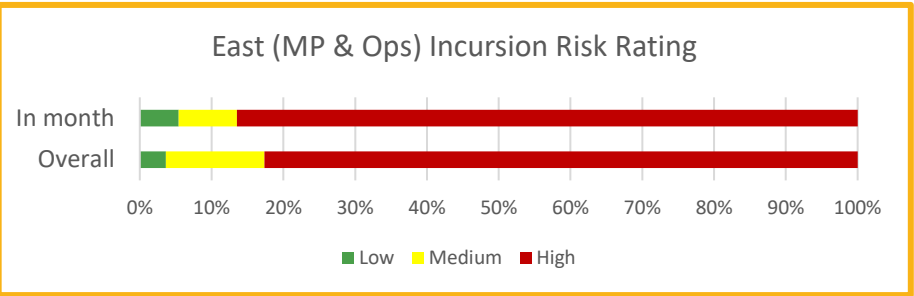
Select next page for East Region and
Project Reports



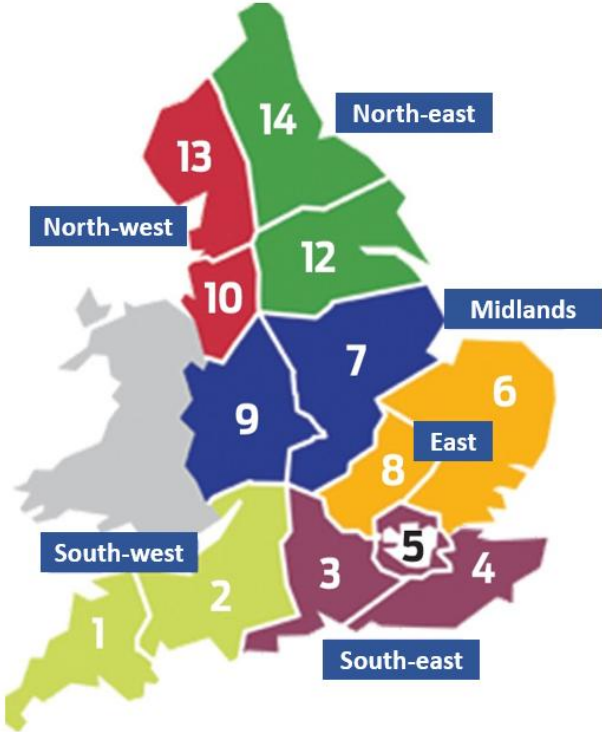
Incursions Report – East Region

East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Intentional - To seek benefit	266	[16.03%]	484	[47.27%]	3	[60.00%]
Intentional – Because of breakdown	961	[57.93%]	80	[7.81%]		
Intentional – To seek information	81	[4.88%]	15	[1.46%]		2 [11.11%]
Intentional - Breach of Rolling Road Block (TOS)	3	[0.18%]	1	[0.10%]		
Unintentional - Driver confused	167	[10.07%]	240	[23.44%]	2	[40.00%]
Unintentional - Follow in	65	[3.92%]	53	[5.18%]		2 [11.11%]
Unintentional - Result of accident	73	[4.40%]	80	[7.81%]		
Intentional - Blue Light Incursion	27	[1.63%]	35	[3.42%]		1 [5.56%]
IPV Strike	16	[0.96%]	36	[3.52%]		1 [5.56%]
Grand Total	1659	[100.00%]	1024	[100.00%]	5	[100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	249	182	73%	325	231	71%	270	184	68%
Area 8	231	102	44%	335	164	49%	214	120	56%



East Region						
Incursion Activity Summary - Jul 2026 (n=23)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 (0)	2 (1)	3 (0)	4 (0)	5 (2)
6 (2)	7 (1)	8 (1)	9 (1)	10 (0)	11 (0)	12 (0)
13 (0)	14 (1)	15 (3)	16 (1)	17 (0)	18 (0)	19 (0)
20 (2)	21 (1)	22 (1)	23 (0)	24 (0)	25 (0)	26 (0)
27 (0)	28 (2)	29 (2)	30 (1)	31 (1)		
Total	4	5	7	4	1	2



Incursions Report – East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions occurred, including unauthorised access through closures, wrong-way movements, vehicles following works traffic, and motorcycles breaching escort controls.

Traffic Incidents [*Sentiment: Neutral*]

Several serious traffic incidents were reported, including high-speed closure breaches, police pursuits, an IPV strike, and vehicles travelling through live work areas.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken-down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

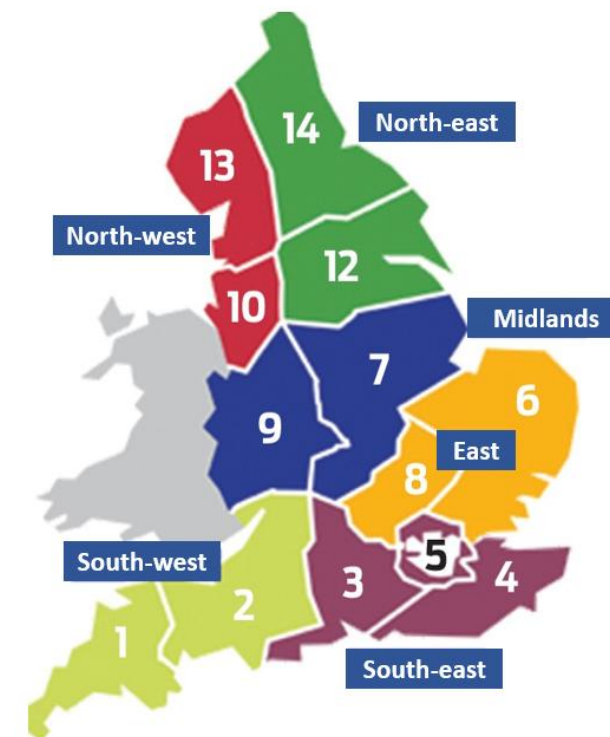
Traffic management teams stopped works, escorted vehicles out, reported incidents to police, managed airlocks, and responded to alarms triggered by unauthorised access.

Overall [*Sentiment: Negative*]

The region experienced frequent and high-risk incursions, with repeated driver non-compliance and several incidents creating direct risk to workforce safety.

Recommendations

Project team should review their approach and where required strengthen airlock controls, works access checks, escort arrangements, closure signing, and physical deterrents at vulnerable entry points. Attention should be given to **near misses involving workforce members**, including vehicles passing close to operatives, a motorcycle overtaking an escort vehicle near the workforce, and an operative taking evasive action to avoid being struck. No abuse towards the workforce was reported during this period.



Incursions Report

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

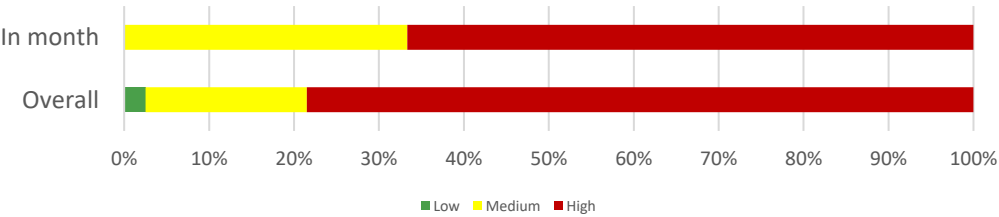
A total of 4 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' type incursions

[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)

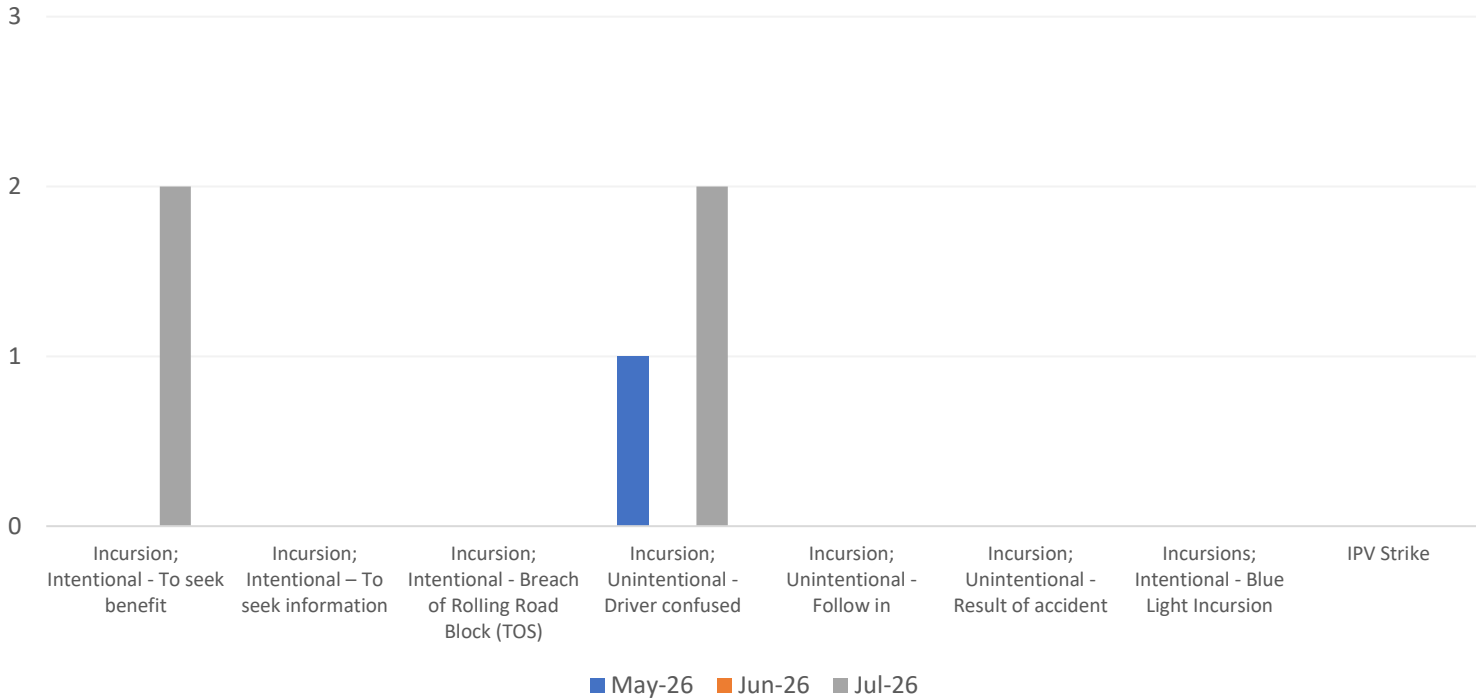
Project Risk Rating



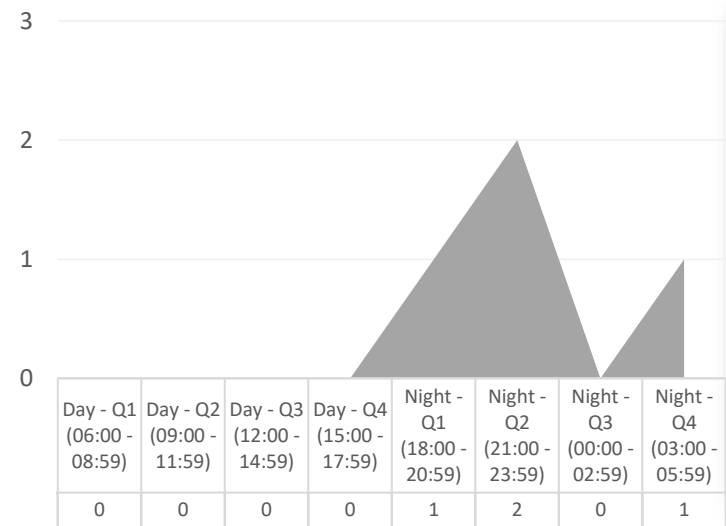
Incursion rate per length of TM (Unknown)

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

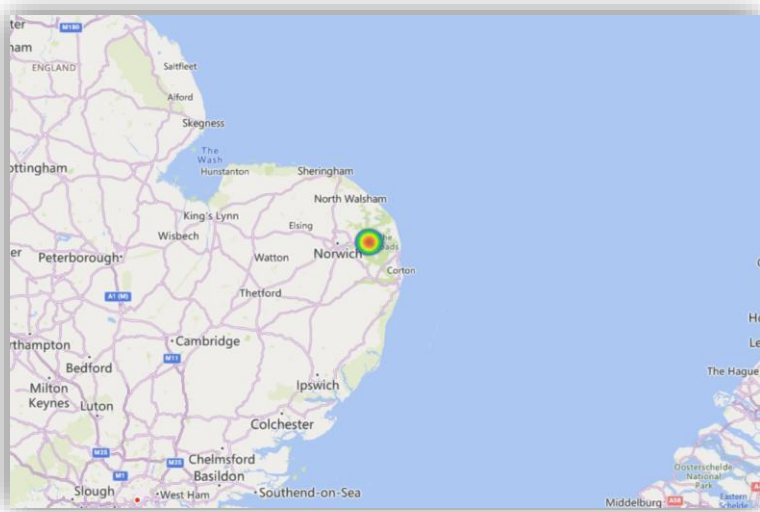
MP-0240 – A47 Blofield to North Burlington Dualling



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions occurred during full road closures, with drivers entering restricted areas by bypassing closure points and traffic management measures. In one instance, a vehicle travelled through the closure and passed a live surfacing operation before being stopped. Other vehicles accessed closed sections after missing diversion routes or deliberately moving closure equipment.

Traffic Incidents [*Sentiment: Neutral*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management personnel responded appropriately to incursions by intercepting drivers, providing guidance, escorting vehicles from the closure and directing them onto diversion routes. One incident was escalated and reported to the police. Closure systems and alarms also assisted with the prompt identification of unauthorised access.

Overall [*Sentiment: Negative*]

The reporting period was characterised by several vehicle incursions into closed work areas, indicating repeated non-compliance with road closure arrangements. Although no injuries were reported and traffic management teams responded effectively, the frequency of incursions increased exposure to risk for the workforce and highlighted ongoing challenges with driver behaviour around closures.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, signage placement and advance diversion information to reduce opportunities for drivers to enter restricted areas. Consideration should also be given to reinforcing access control at closure points, reviewing alarm activation procedures and sharing lessons learned with operational teams to minimise the likelihood of repeat incursions. No workforce or public injuries were reported during this period.

Incursions Report

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

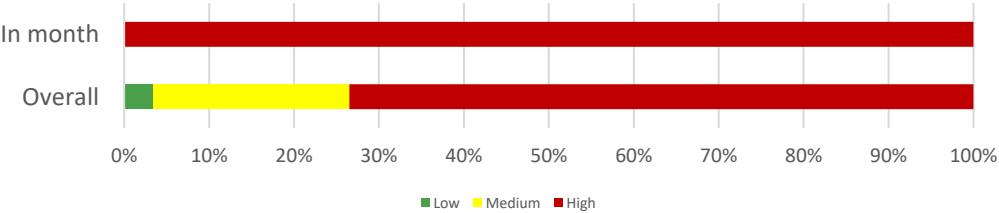
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



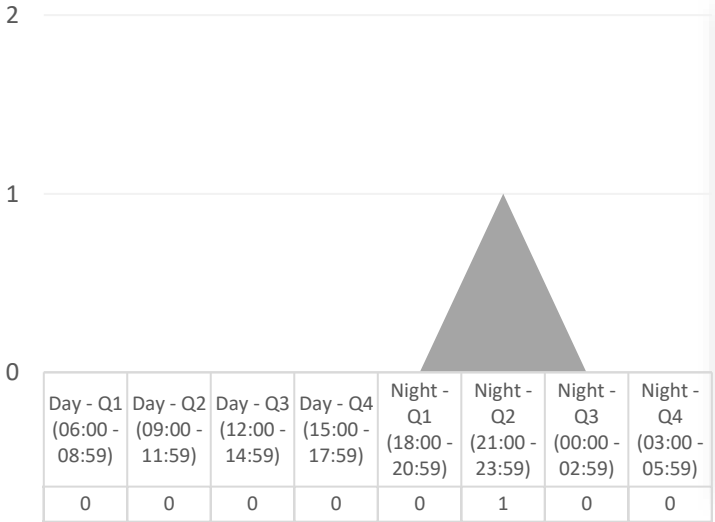
Incursion rate per length of TM (Unknown)

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

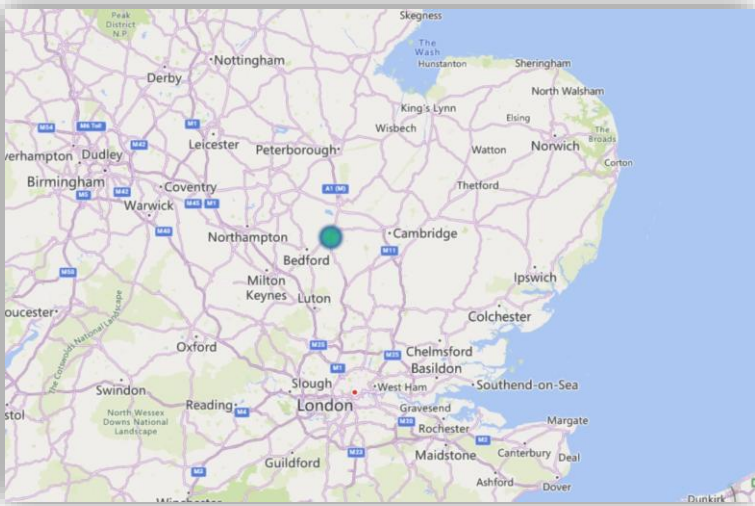
MP-0246 – A428 Black Cat to Caxton Gibbet (CDL)



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 left the carriageway during a police pursuit and entered a neighbouring property, breaching a garden boundary fence before coming to rest within the property. No workforce or pedestrian incursions associated with the project were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred when a vehicle departed the carriageway and collided with a residential boundary fence before coming to rest within a private garden. The incident took place external to the traffic management operation, but had the potential to create local disruption.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

No traffic management response associated with the project was reported during this period. The incident involved a vehicle leaving the carriageway during a police pursuit and was not identified as being related to the traffic management layout.

Overall *[Sentiment: Negative]*

One vehicle-related incident was reported during the period involving a vehicle leaving the carriageway and entering a private property. No workforce injuries, public injuries, vehicle incursions into the worksite, or traffic management-related issues were reported.

Recommendations

Project team should review their approach and where required consider whether existing traffic management arrangements, roadside protection measures and incident reporting processes remain suitable for locations adjacent to residential properties. The project team should also continue monitoring external traffic incidents to identify any recurring risks that could affect the safety of road users, the workforce or nearby property owners. No injuries to the workforce or members of the public were reported.

Incursions Report

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

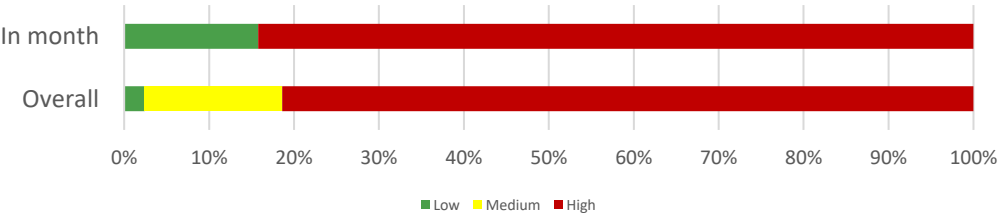
A total of 7 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions together with an 50% increase in 'Seeking Benefit' 200% increase in 'To seek information' 100% increase in 'Follow in' and type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

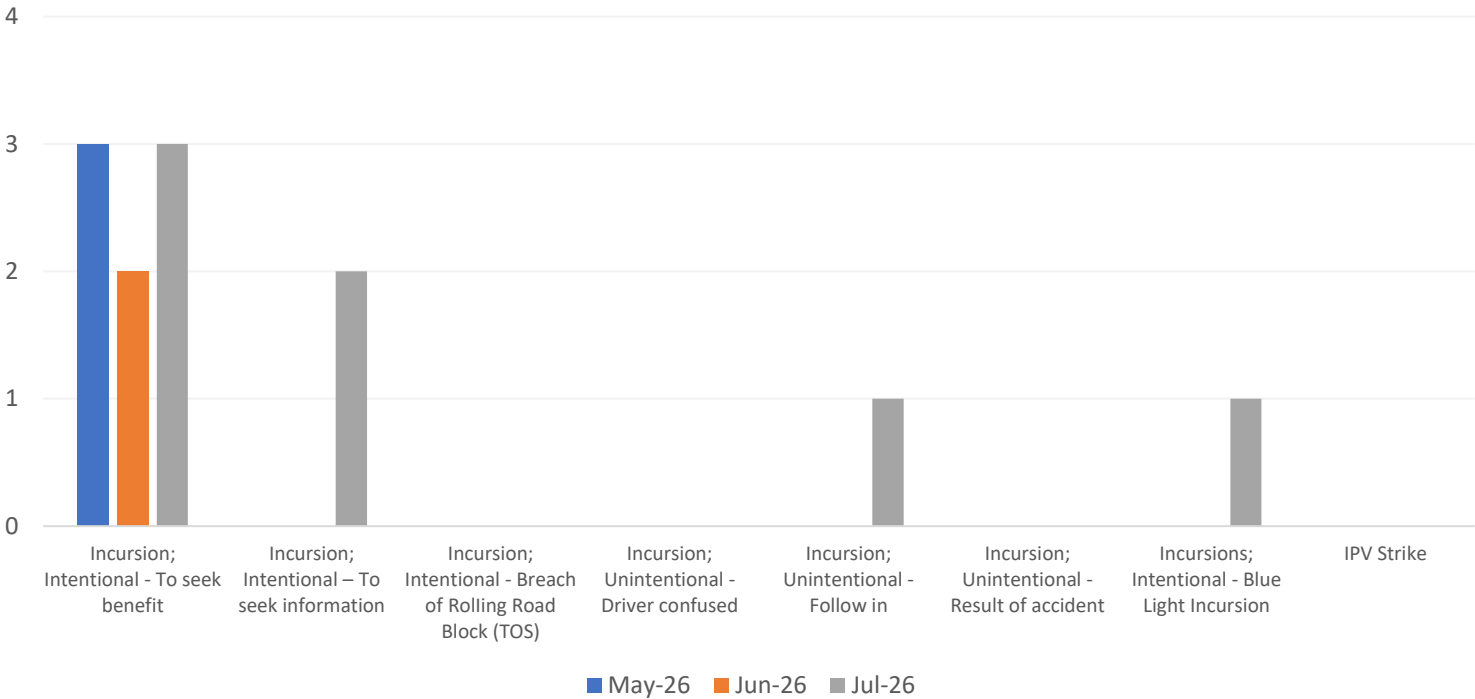


Incursion rate per length of TM (Unknown)

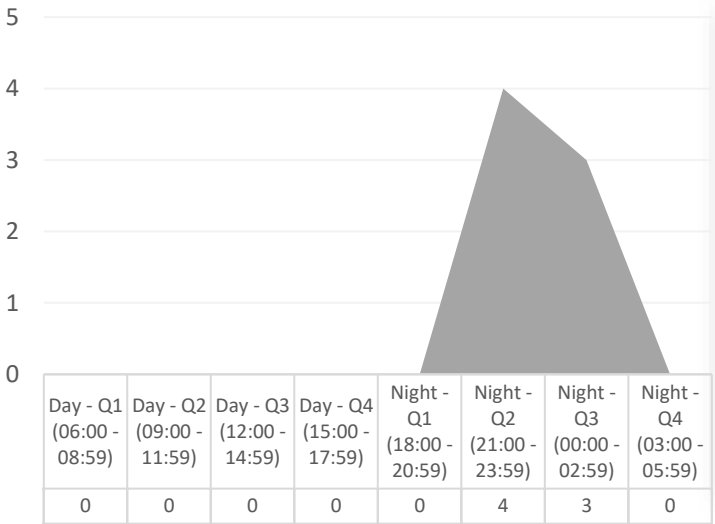
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

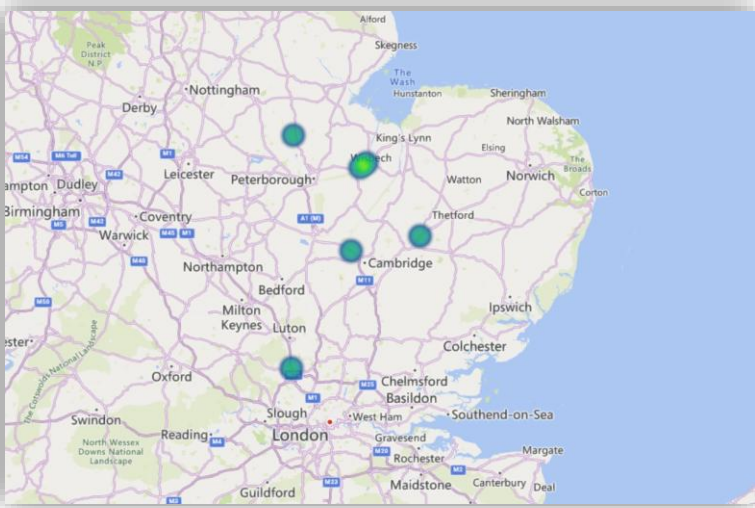
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Multiple vehicle incursions were reported during the period. Several members of the public entered live work areas through closures, airlocks and cone lines. Of particular concern, two vehicles entered active work zones at speed, with one incident requiring an operative to take immediate evasive action to avoid being struck. A motorcycle also overtook an escort vehicle within the works area, narrowly missing members of the workforce.

Traffic Incidents *[Sentiment: Negative]*

A serious traffic-related incident occurred when a vehicle breached a closure at high speed and travelled through a live works area. The incident resulted in a near miss involving a workforce member. Police were informed and subsequently attended the area in connection with the event. No collisions were reported within the works area during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel took prompt action to manage several unauthorised entries into closures. Drivers were intercepted, escorted where appropriate, and prevented from continuing unsupervised through work areas. One equipment failure was identified following an unauthorised entry, with an intercom battery found to have no power. The issue was identified and allowed for corrective action to be taken.

Overall *[Sentiment: Negative]*

The period was characterised by multiple incursions into live work sites, including several breaches of traffic management measures. The most serious event involved a workforce member taking evasive action to avoid injury after a high-speed vehicle entered a closure. A workforce operative was placed at immediate risk of injury during this incident. While site teams responded effectively, the frequency of unauthorised access remains a concern.

Recommendations

Project team should review their approach and where required strengthen access control arrangements at closure entry points, airlocks and longitudinal cone runs to reduce the likelihood of unauthorised vehicle entry. Consideration should be given to reinforcing closure messaging, improving identification of authorised vehicles, enhancing communication systems and ensuring all temporary traffic management equipment remains fully operational. Additional monitoring of high-risk access locations may help identify recurring issues and support preventative measures.

Incursions Report

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

A total of 7 incursions have been recorded; with a 100% increase in 'IPV Strike' type incursions together with an 100% increase in 'Driver confused' 33% increase in 'Seeking Benefit' 100% increase in 'Follow in' and type incursions

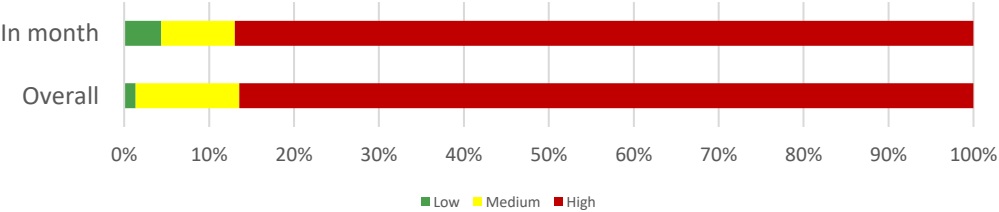
[0 - Incursions resulting from breakdowns were recorded]"

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)

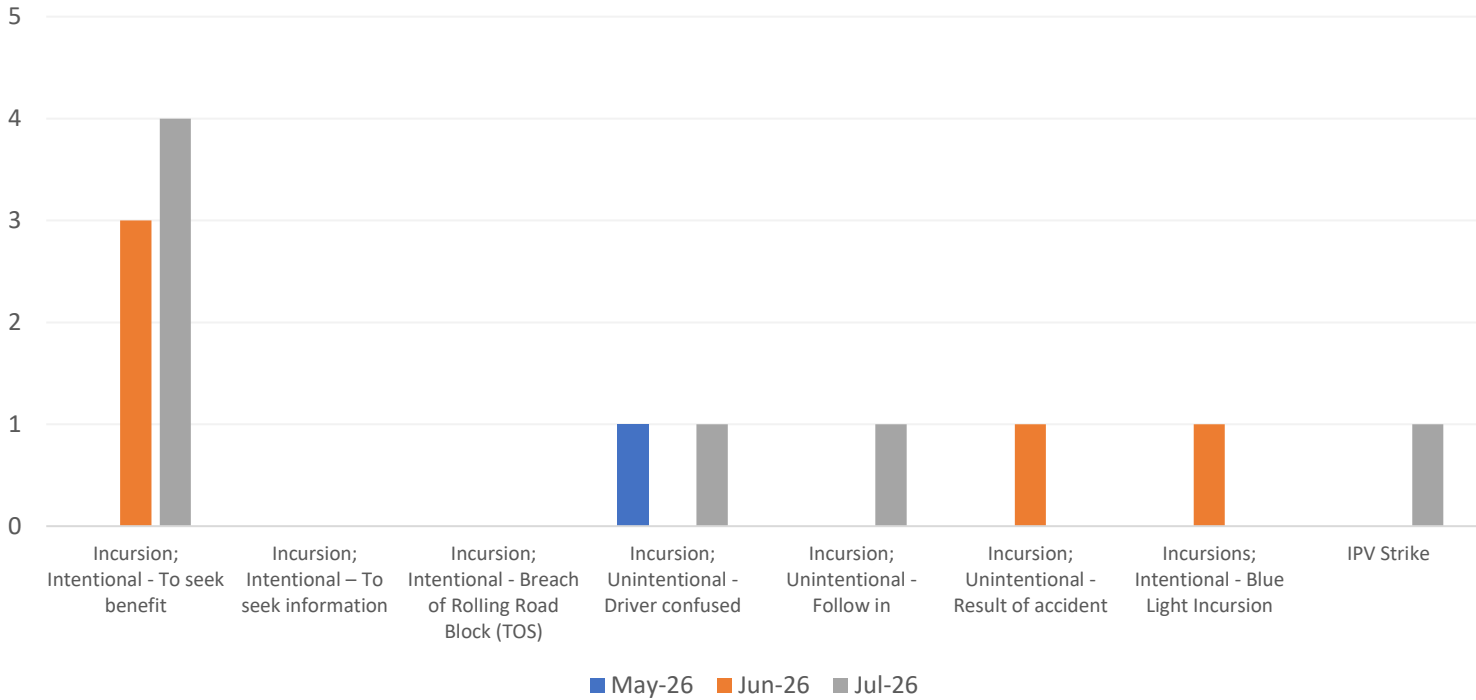
Project Risk Rating



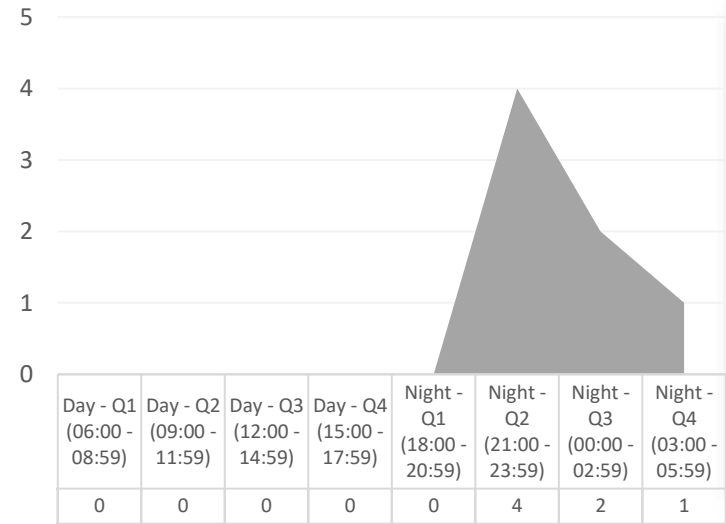
Incursion rate per length of TM (Unknown)

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

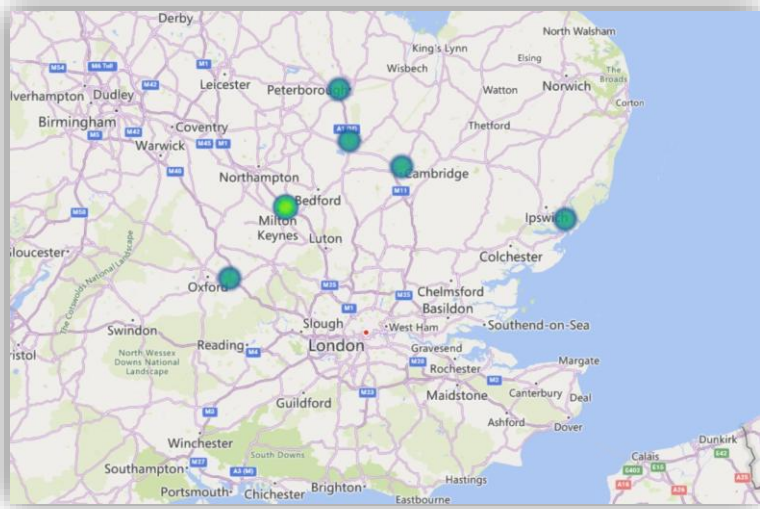
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicle and pedestrian incursions were reported during the period. Vehicles entered the closure through works access points and members of the public accessed restricted areas. These events increased potential risk to the workforce and site operations.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included cone strikes, damage to traffic management equipment, and a collision involving vehicles within the closure. Instances of aggressive behaviour towards the workforce were also reported, creating additional safety concerns.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicles entered the closure seeking a place of safety following mechanical failures. Site personnel attended promptly, managed the situations safely, and coordinated recovery arrangements to minimise risk and disruption.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management personnel responded appropriately to reported incidents by attending vehicles, controlling access within the closure, escorting vehicles from the site, coordinating recoveries, and engaging relevant authorities where required to maintain safety.

Overall *[Sentiment: Negative]*

The reporting period was characterised by multiple vehicle and pedestrian incursions, traffic management equipment strikes, vehicle breakdowns, and traffic-related incidents. Workforce intervention and effective incident management helped maintain safety and prevent more serious outcomes. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen access controls at works access points, improve measures to deter unauthorised entry into closures, review protection of traffic management assets, and reinforce workforce procedures for managing incursions, breakdowns and challenging interactions with members of the public. Continued monitoring of recurring incursion trends should be undertaken to identify opportunities for further risk reduction.

Incursions Report

Directorate: Operations
Region: East
Project: DBFO – M40 J1 to 15 Denham to Warwick (Area 30)

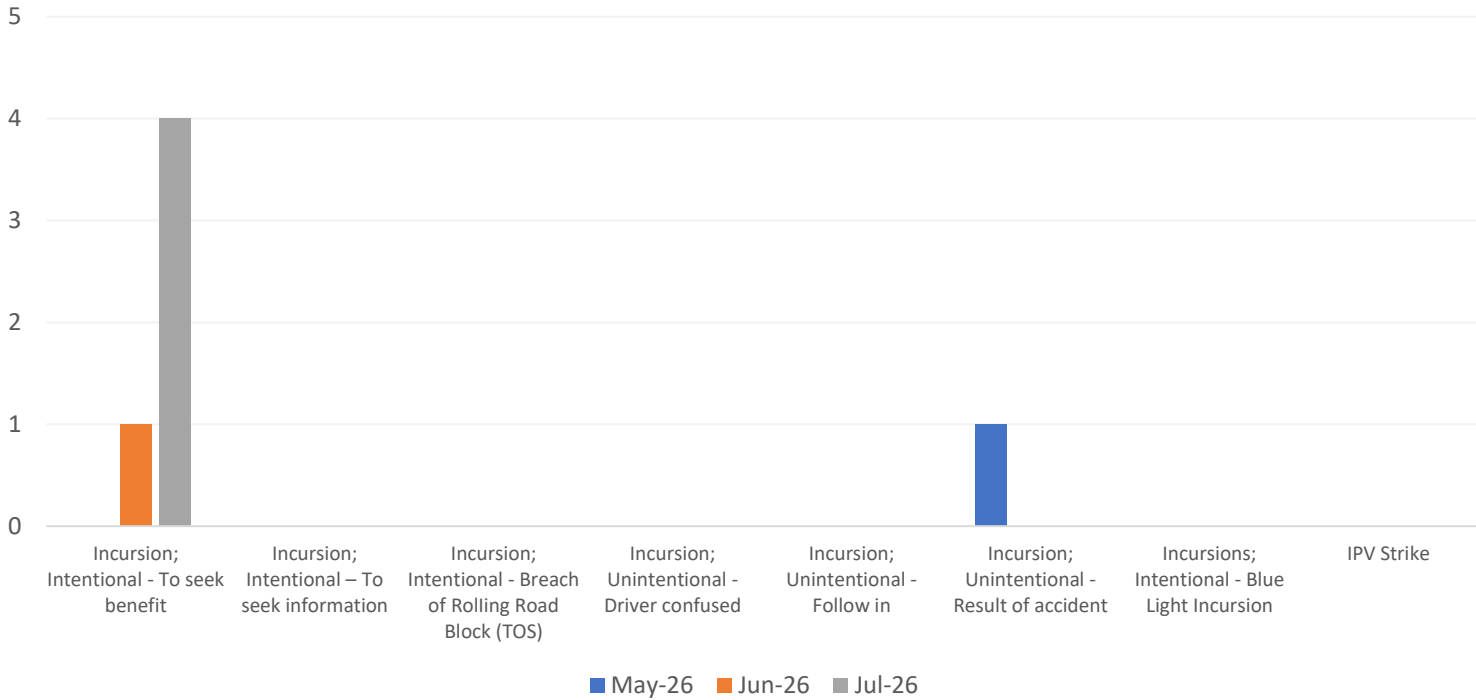
A total of 4 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

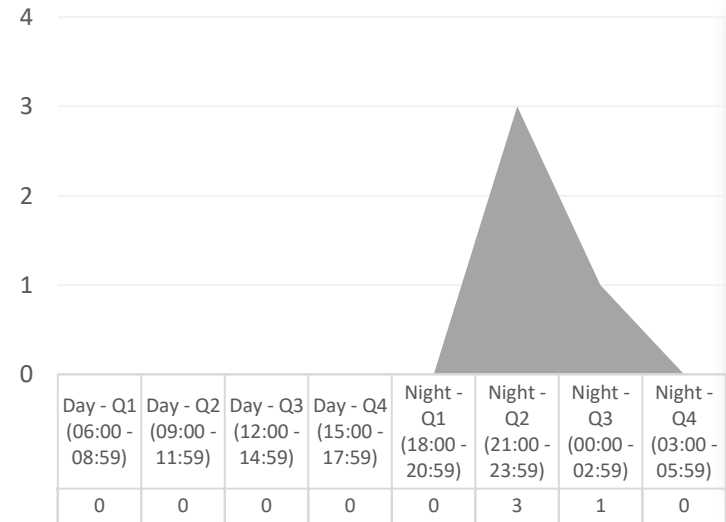
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

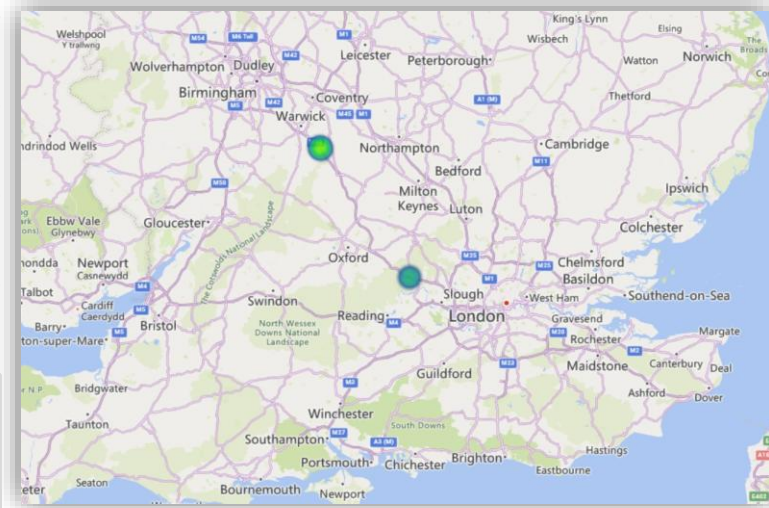
DBFO – M40 J1 to 15 Denham to Warwick (Area 30)



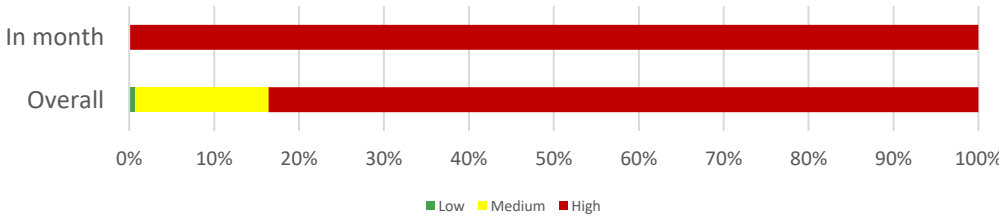
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Operations

Region: East

Project: DBFO – M40 J1 to 15 Denham to
Warwick (Area 30)



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Several vehicle incursions were reported during the period. Two tipper lorries entered a closure in error and travelled past the works area. In a separate event, two vehicles entered an exit slip in the wrong direction before safely turning around. No pedestrian incursions were reported.

Traffic Incidents [*Sentiment: Negative*]

Traffic management was affected by vehicle movements that did not follow the intended route. An articulated lorry obstructed visibility during a site escort operation, contributing to confusion for following transport and resulting in vehicles entering an incorrect closure point.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

Traffic management teams responded appropriately to the reported events. Vehicles that entered incorrect locations were identified and safely redirected. Escort arrangements remained in place, and affected transport was guided into the correct closure without injury or further escalation.

Overall [*Sentiment: Neutral*]

A number of vehicle-related incidents occurred within or approaching traffic management arrangements. All events were managed safely, with vehicles redirected as required. No injuries to the workforce or members of the public were reported during the period.

Recommendations

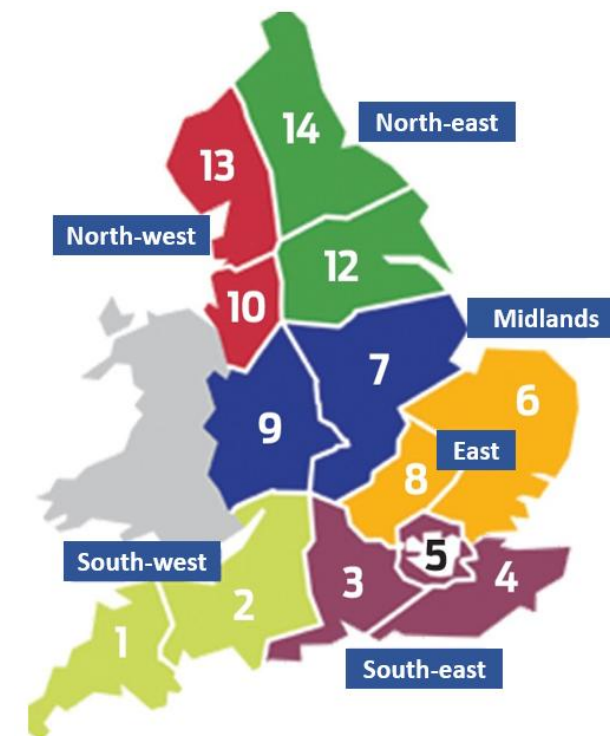
Project team should review their approach and where required strengthen closure access controls, escort arrangements, route verification processes and advance driver briefing requirements. Consideration should also be given to improving signing, communications and convoy management to reduce the likelihood of vehicles entering incorrect closures or traffic management layouts.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

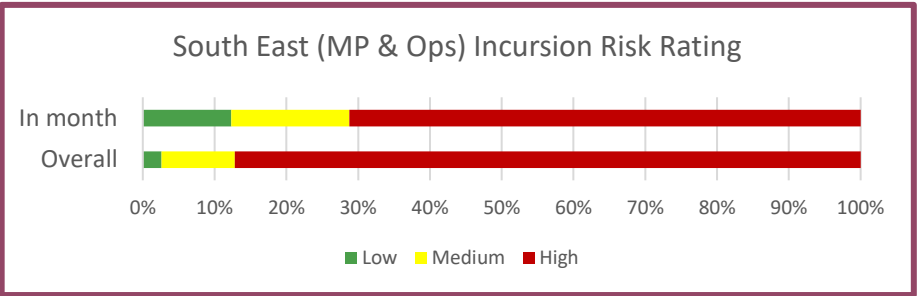
Select next page for South East Region and Project Reports



Incursions Report – South East Region

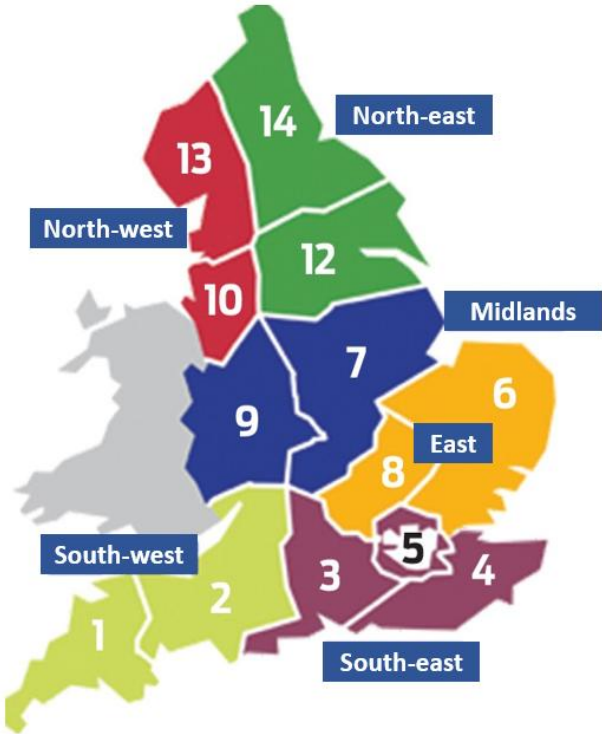
South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Intentional - To seek benefit	614	[11.74%]	1493	[56.04%]	3	[30.00%]
Intentional – Because of breakdown	3546	[67.78%]	352	[13.21%]	4	[40.00%]
Intentional – To seek information	55	[1.05%]	75	[2.82%]		
Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]		
Unintentional - Driver confused	476	[9.10%]	359	[13.48%]	3	[30.00%]
Unintentional - Follow in	98	[1.87%]	195	[7.32%]		
Unintentional - Result of accident	395	[7.55%]	83	[3.12%]		
Intentional - Blue Light Incursion	46	[0.88%]	86	[3.23%]		
IPV Strike	2	[0.04%]	19	[0.71%]		
Grand Total	5232	[100.00%]	2664	[100.00%]	10	[100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	478	335	70%	429	309	72%	491	344	70%
Area 4	235	148	63%	235	139	59%	265	154	58%
Area 5	340	279	82%	336	252	75%	420	332	79%



South West Region						
Incursion Activity Summary - Jul 2026 (n=19)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 (1)	2 (0)	3 (1)	4 (0)	5 (0)
6 (1)	7 (2)	8 (2)	9 (1)	10 (0)	11 (0)	12 (0)
13 (1)	14 (1)	15 (0)	16 (0)	17 (1)	18 (0)	19 (0)
20 (4)	21 (1)	22 (1)	23 (0)	24 (1)	25 (0)	26 (0)
27 (1)	28 (0)	29 (0)	30 (0)	31 (0)		

Total 7 4 4 1 3



Incursions Report – South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous vehicle and pedestrian incursions occurred, including motorists following works vehicles, entering closures through airlocks, accessing works areas, and pedestrians breaching barriers.

Traffic Incidents *[Sentiment: Negative]*

Several traffic management breaches created safety concerns, including high-speed incursions, cone strikes, incorrect traffic management layouts, and vehicles entering live work areas.

Broken Down Vehicles *[Sentiment: Neutral]*

Multiple broken-down vehicles and tyre failures sought refuge within closures and traffic management areas. All were managed safely with appropriate oversight and assistance.

Traffic Management Responses *[Sentiment: Positive]*

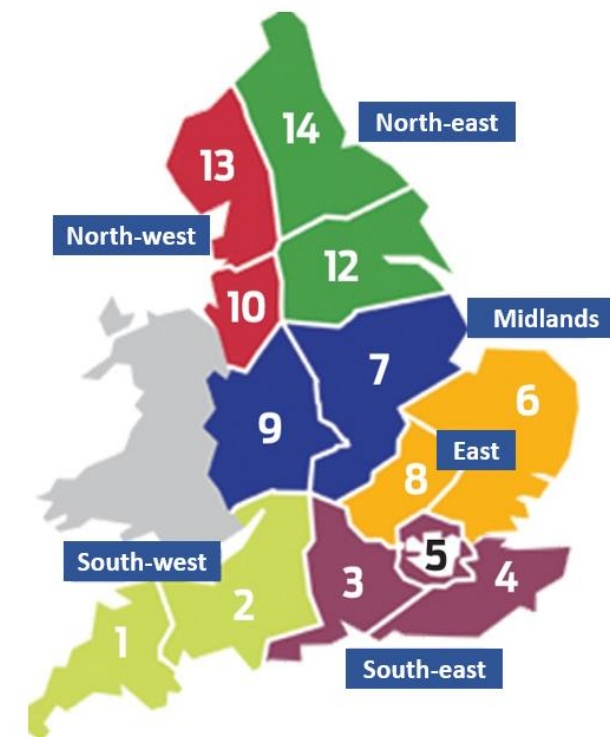
Traffic management teams stopped works when necessary, escorted vehicles safely from closures, corrected layouts, monitored incidents, and coordinated responses to emerging risks.

Overall *[Sentiment: Negative]*

The region experienced a high volume of incursions and closure breaches. Most incidents resulted from driver confusion, although several created direct risks to workforce safety.

Recommendations

Project team should review their approach and where required strengthen works access controls, airlock management, closure signing, workforce protection measures, and monitoring of vulnerable entry points. Attention should be given to **incidents where operatives were placed at risk from vehicles entering closures at speed**, and the **assault on a traffic management operative, where a member of the public headbutted a TSCO after becoming verbally aggressive**. **A member of the public required ambulance attendance following a vehicle incursion**, although no workforce injuries were reported during this period.



Incursions Report

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

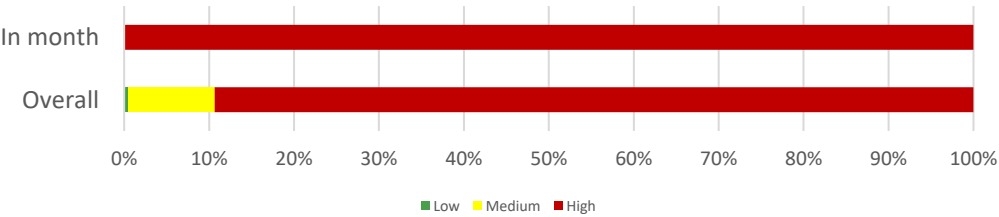
A total of 3 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions

[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



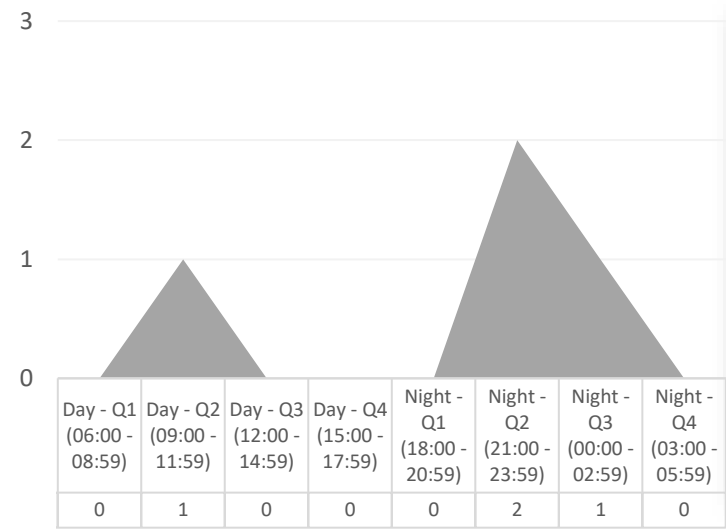
Incursion rate per length of TM (Unknown)

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

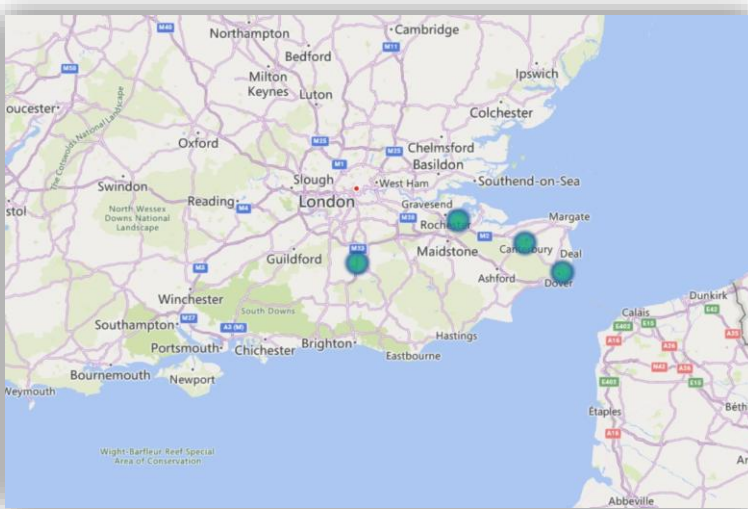
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicles entered the work site, including an undertaker's vehicle and a member of the public who stopped within the traffic management area following a vehicle breakdown. A further vehicle entered the site while operational activities were being undertaken, increasing the risk of interaction between live traffic and the workforce.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle was observed travelling through a lane closure prior to a merge point, resulting in a breach of the established traffic management arrangement. No collision, injury, or damage was reported during the period, although the incident created an avoidable safety risk.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public's vehicle broke down and came to a stop between a works vehicle and an impact protection vehicle within the work area. The situation had the potential to create additional safety concerns but was managed without any reported injury or escalation.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management measures remained in place and helped manage the identified risks associated with unauthorised vehicle access and the broken-down vehicle. The existing controls limited wider disruption and supported a safe response to the reported events.

Overall *[Sentiment: Neutral]*

The reporting period involved several vehicle incursions into the work area, including unauthorised site access and a vehicle breakdown within the traffic management layout. No injuries to the workforce or members of the public were reported, but the events demonstrate continued exposure to incursion-related risks.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised vehicle entry into work areas, particularly at access and egress locations. Consider whether additional signing, physical controls, workforce briefings, or site-specific risk assessments are needed to reduce the likelihood of public vehicles entering the works and to improve management of breakdown-related incidents within traffic management layouts.

Incursions Report

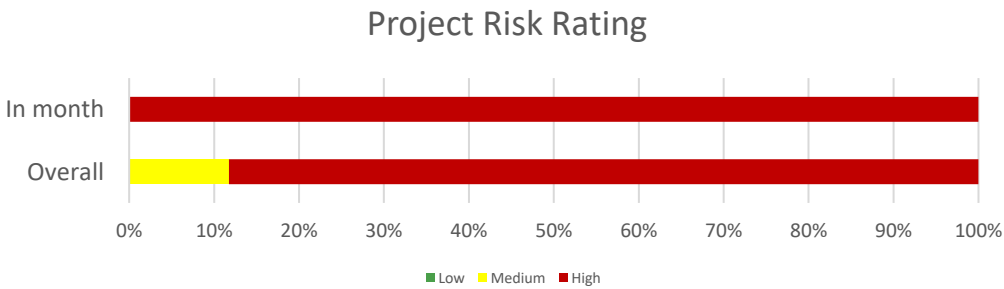
Directorate: Major Projects
Region: South East
Project: MP-0181 – Lower Thames Crossing

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

[0 - Incursions resulting from breakdowns were recorded]

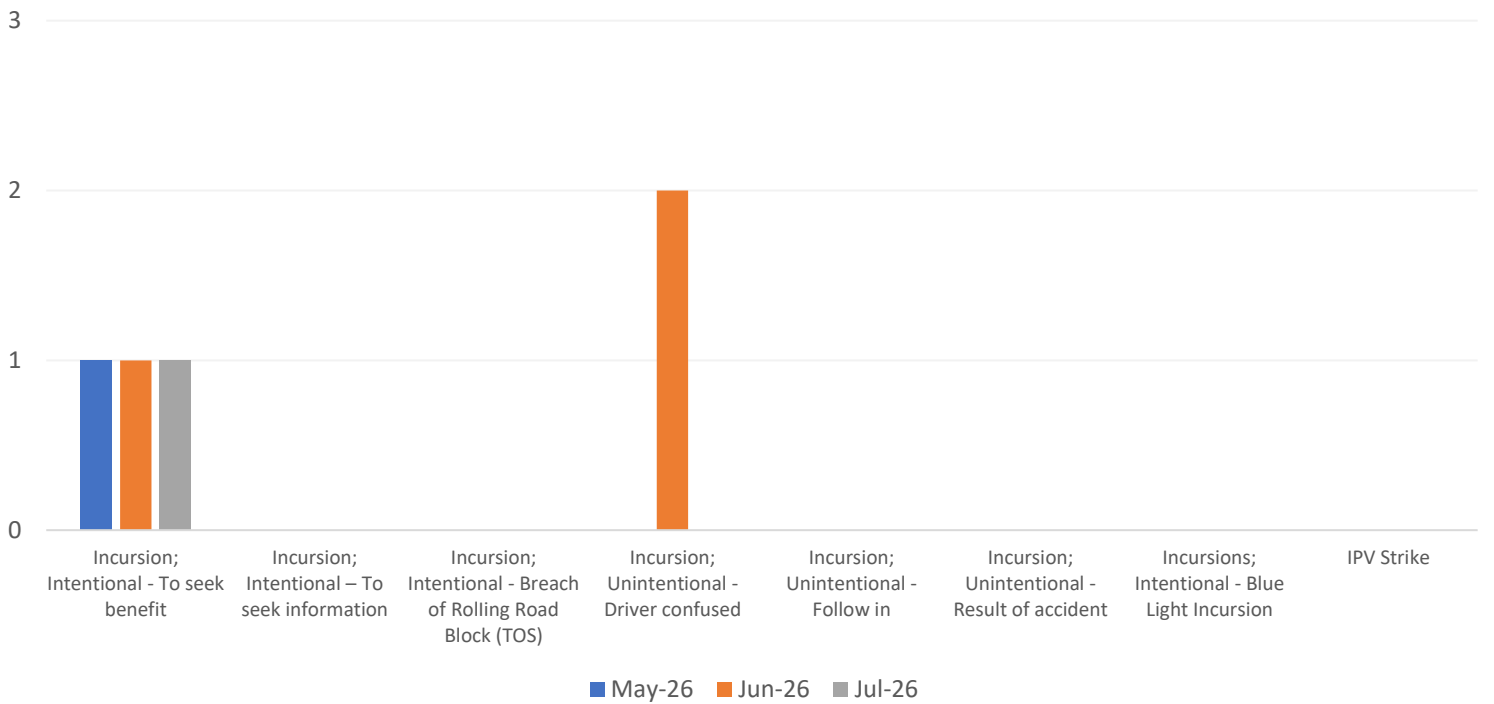
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

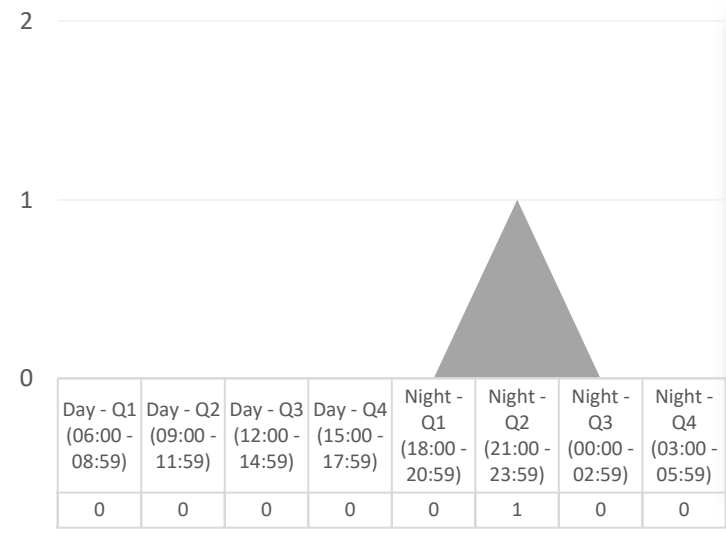


Incursion rate per length of TM (Unknown)
Project Incursion Rate: Length of TM data not available
Breakdown Rate: Length of TM data not available

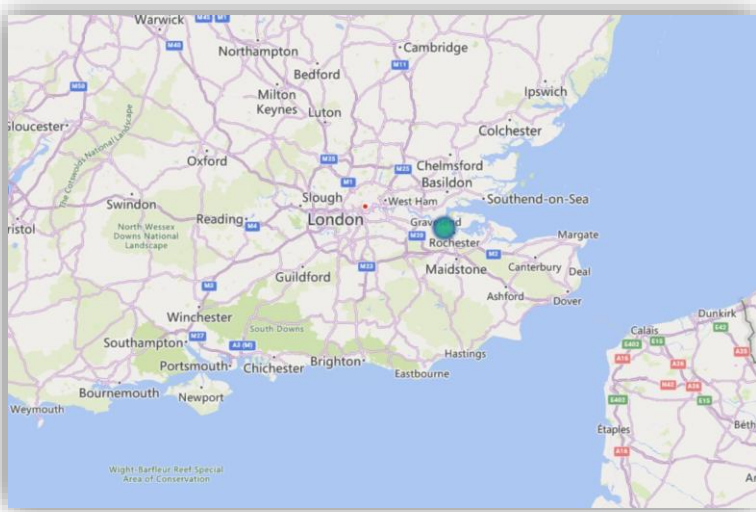
MP-0181 – Lower Thames Crossing



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0181 – Lower Thames Crossing



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public drove a vehicle through a traffic management closure and subsequently entered the active work site without authorisation. The incident involved hostile behaviour towards site personnel and represented a serious breach of the closure arrangement and workforce safety controls.

Traffic Incidents *[Sentiment: Negative]*

A traffic-related incident occurred when a vehicle unlawfully entered the closure and proceeded through the live works area. The unauthorised movement created additional risk to site operations and those working within the traffic management arrangement.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Site personnel and traffic safety staff responded appropriately by attempting to de-escalate the situation and maintain control of the closure point. Following the incident, the matter was reported to the police for further action and investigation.

Overall *[Sentiment: Negative]*

A serious vehicle incursion occurred involving aggressive behaviour from members of the public. A member of the workforce was assaulted when a traffic safety officer was headbutted. The incident escalated beyond a routine closure breach and required police involvement following an unauthorised entry into the work site.

Recommendations

Project team should review their approach and where required strengthen measures at closure points to deter unauthorised access and improve workforce protection from aggressive public behaviour. Consider whether additional security support, enhanced escalation procedures, improved incident reporting arrangements, and further briefings for personnel managing high-risk closures would reduce the likelihood and impact of similar events. Particular attention should be given to protecting staff from physical assault and ensuring rapid engagement with law enforcement when such incidents occur.

Incursions Report

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

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

[0 - Incursions resulting from breakdowns were recorded]

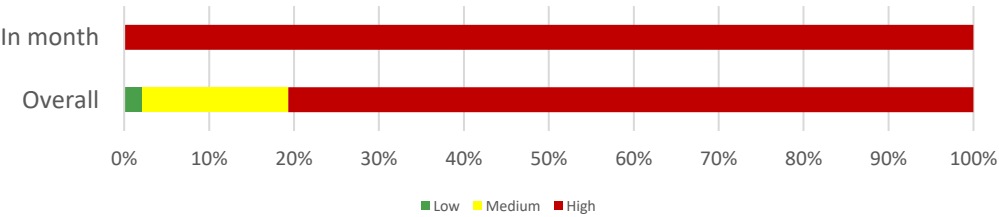
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

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



Project Risk Rating

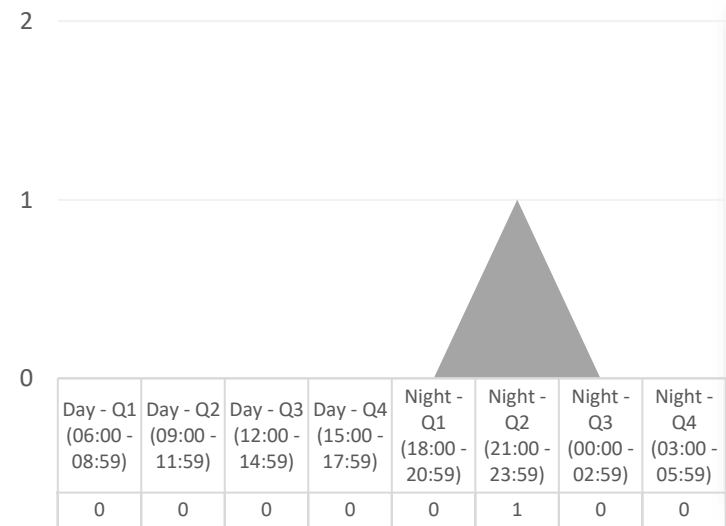


Incursion rate per length of TM (17.35 km / 10.78 miles)

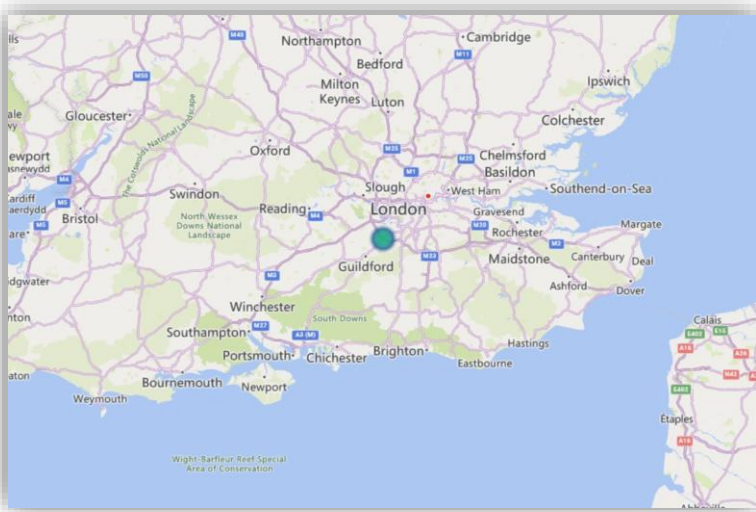
Project Incursion Rate: 16.60 incursions/km or 26.71 incursions/miles

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle incursion occurred when a member of the public drove through a traffic management air lock and entered a live traffic management closure via the exit slip road. The vehicle gained unauthorised access to the work area, creating a potential risk to the workforce and operational activities. No injuries were reported and no damage occurred.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management measures remained in place and successfully prevented harm despite the unauthorised vehicle entering the closure. No workforce injuries occurred, no members of the public were injured, and no damage was reported to traffic management assets, vehicles or plant within the work area.

Overall *[Sentiment: Neutral]*

One vehicle incursion into the traffic management closure was recorded during the reporting period. While the event presented a potential safety risk, there were no injuries to the workforce or members of the public, and no damage to vehicles, plant or traffic management infrastructure.

Recommendations

Project team should review their approach and where required strengthen measures at traffic management access and egress points to reduce the likelihood of unauthorised vehicles entering closures. Consider whether additional signing, delineation, monitoring or physical controls could improve driver compliance and provide further protection for the workforce and operational activities. No injuries to the workforce or members of the public were reported.

Incursions Report

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

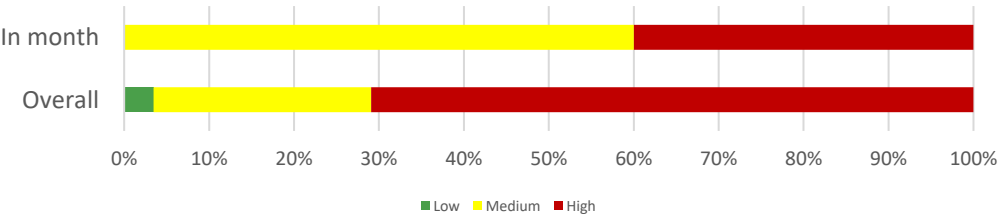
A total of 4 incursions have been recorded; with a 300% increase in 'Driver confused' type incursions together with an incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[4 - Incursions resulting from breakdowns were recorded]

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

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

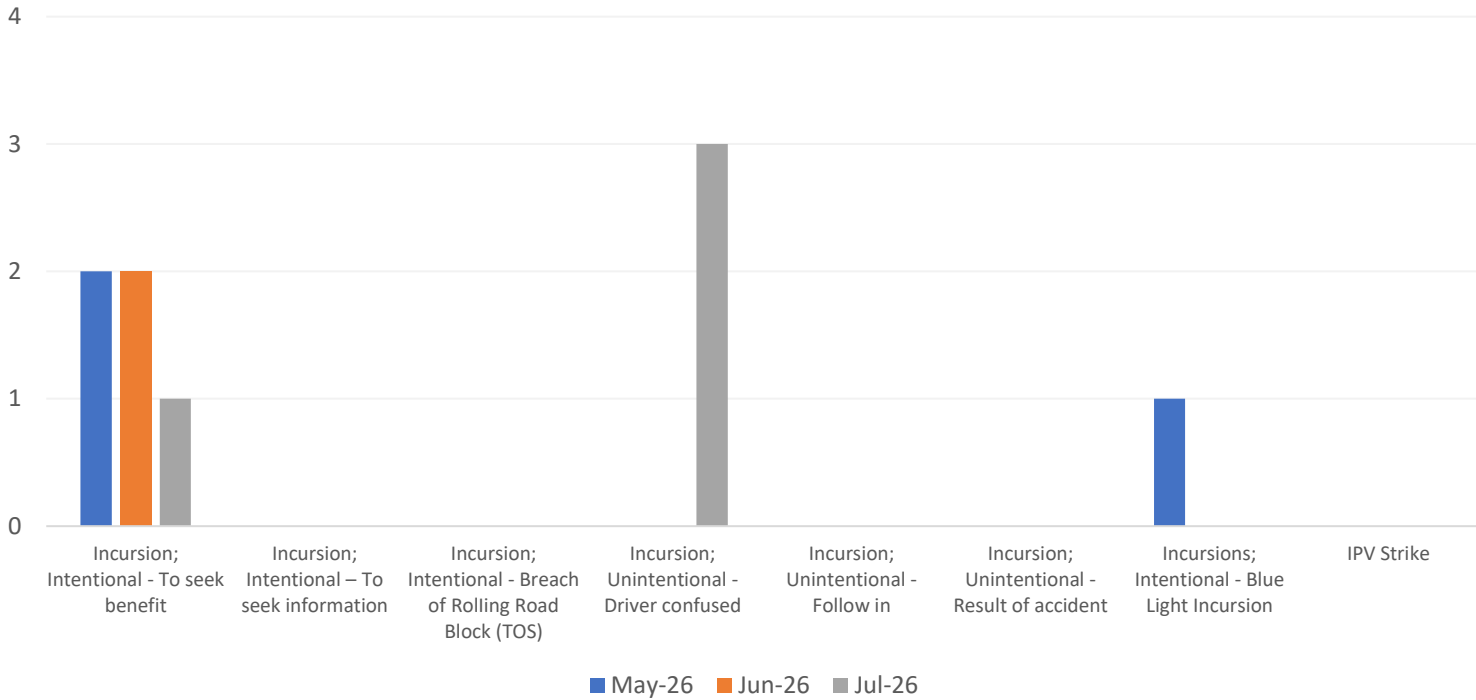
Project Risk Rating



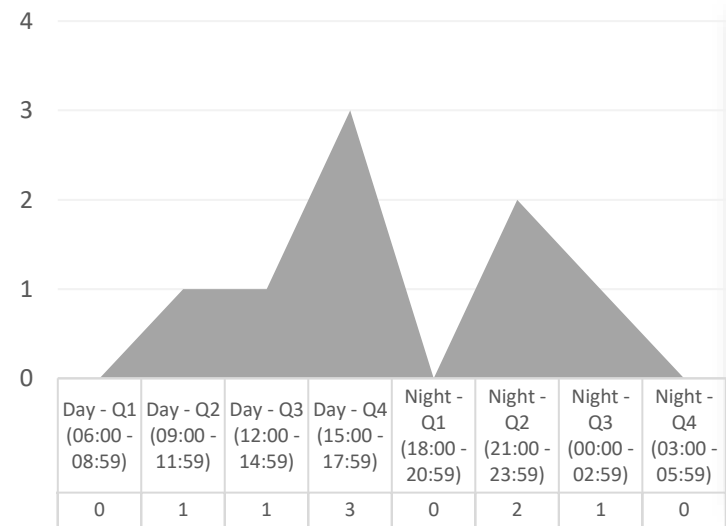
Incursion rate per length of TM (Unknown)

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

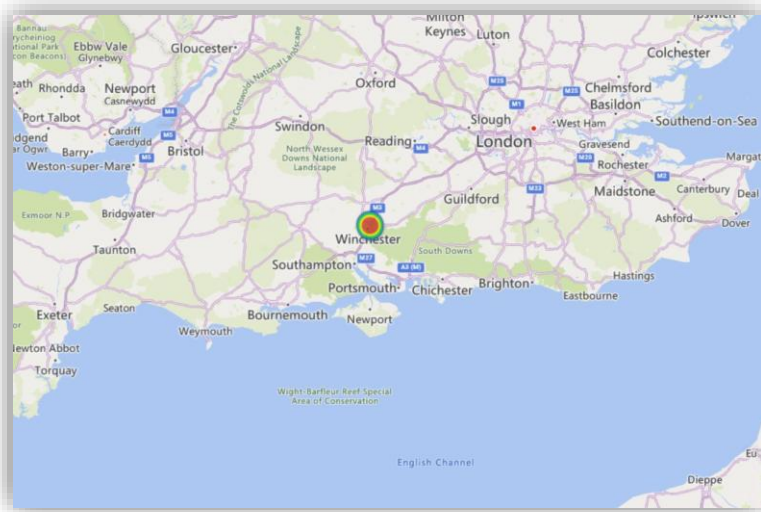
MP-0262 – M3 Jct 9 Improvement - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were reported during this period involving both vehicles and pedestrians entering traffic management areas. Incidents included unauthorised vehicle access into works areas, a vehicle travelling the wrong way within a closed slip road, and pedestrians entering work zones by crossing installed barriers. Workforce intervention prevented escalation and enabled safe resolution without injury.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

Several broken-down vehicles sought refuge within traffic management areas, including vehicles entering hard shoulder and central reservation work zones. One heavy goods vehicle with a punctured tyre remained within the works area while recovery arrangements were monitored. All incidents were managed safely without reported impact on the workforce or travelling public.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management personnel responded promptly to reported events. Work activities were stopped immediately when required, affected areas were monitored, and unauthorised road users were safely escorted from restricted locations. Effective communication and oversight helped maintain safety and prevented any reported injuries or damage.

Overall *[Sentiment: Neutral]*

The period saw several unauthorised entries into traffic management areas by motorists and pedestrians, alongside multiple breakdown-related incursions. Despite these events, traffic management measures and workforce actions were effective in maintaining safety, with no reported injuries, damage, or significant disruption to operations.

Recommendations

Project team should review their approach and where required strengthen measures that deter unauthorised vehicle and pedestrian access into traffic management areas. Consider reviewing signing, barrier layouts, access point protection, and public wayfinding to reduce driver confusion and improve compliance. The team should also continue reinforcing workforce awareness and incident response procedures to ensure prompt intervention when incursions occur. No injuries to the workforce or members of the public were reported during this period.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

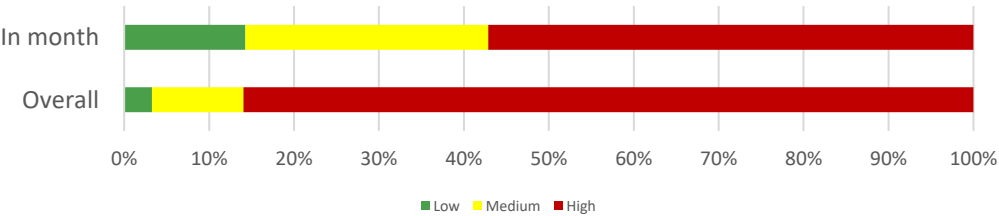
A total of 6 incursions have been recorded; with a 200% increase in 'To seek information' type incursions together with an no change from the previous month in Driver confused' incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

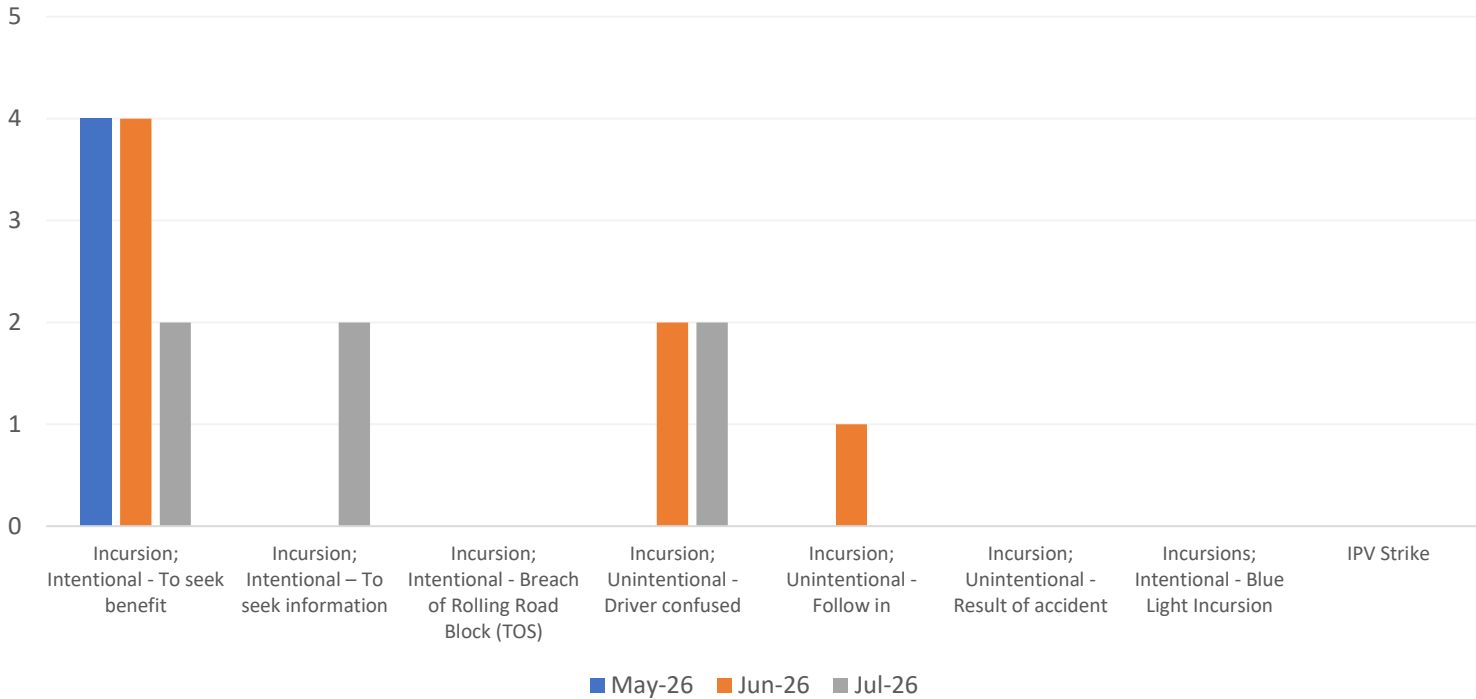
Project Risk Rating



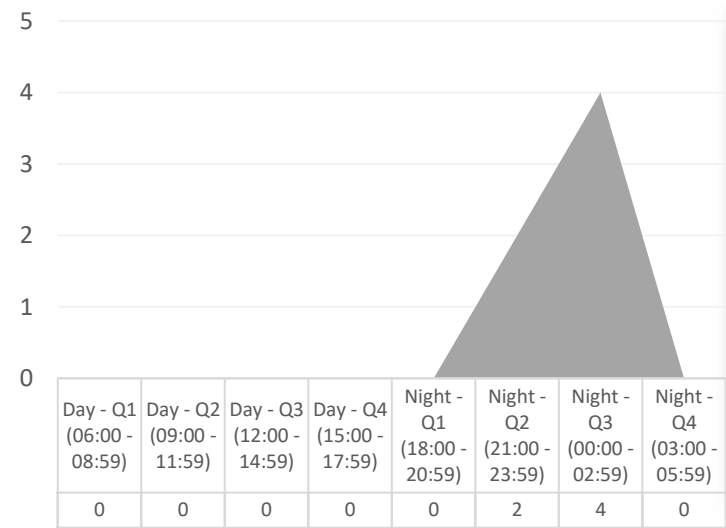
Incursion rate per length of TM (Unknown)

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

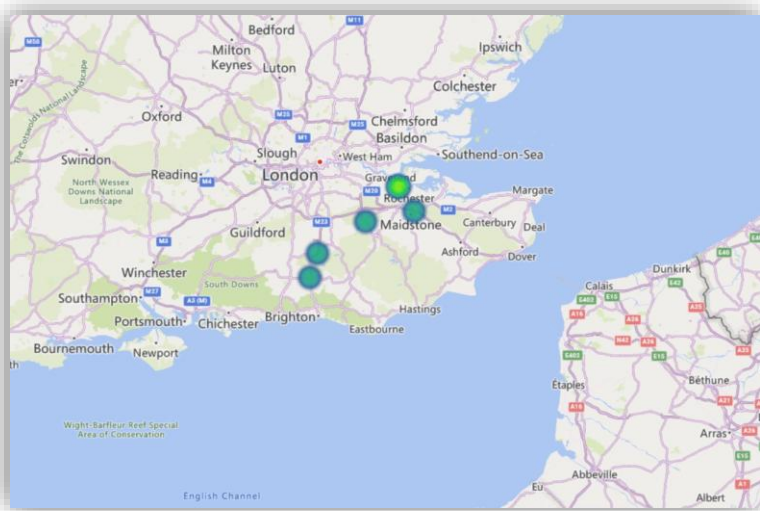
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported during this period. Vehicles entered traffic management closures by driving through cone lines and protective measures. In one incident, a driver exited their vehicle and walked within the closure. An elderly driver also entered the closure after becoming confused by road layout changes and restrictions.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management controls were reported as correctly installed and functioning as intended. Cone layouts remained in place, warning systems were activated where available, and operatives were alerted to vehicle movements within closures. The workforce remained aware of potential risks and responded appropriately to reported incursions.

Overall *[Sentiment: Negative]*

The reporting period was characterised by several vehicle incursions into work areas, including instances of drivers deliberately bypassing traffic management measures and entering closures. Although no injuries were reported to the workforce or members of the public, the frequency of incursions indicates ongoing risks associated with driver non-compliance and confusion around road restrictions.

Recommendations

Project team should review their approach and where required strengthen traffic management arrangements at vulnerable access and closure points to discourage unauthorised entry. Consideration should be given to enhancing driver information, reviewing closure visibility, and assessing whether additional measures or signage could reduce confusion and improve compliance with traffic management restrictions.

Incursions Report

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

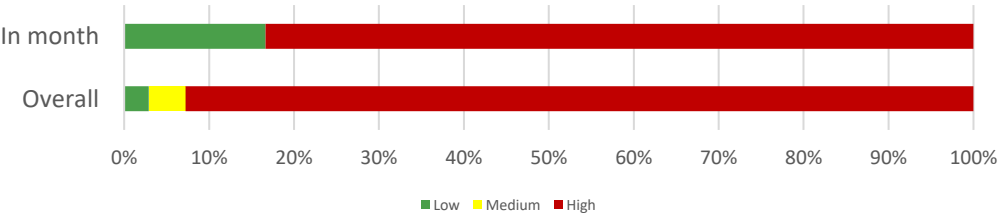
A total of 9 incursions have been recorded; with a 400% increase in 'Follow in' type incursions together with an 67% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

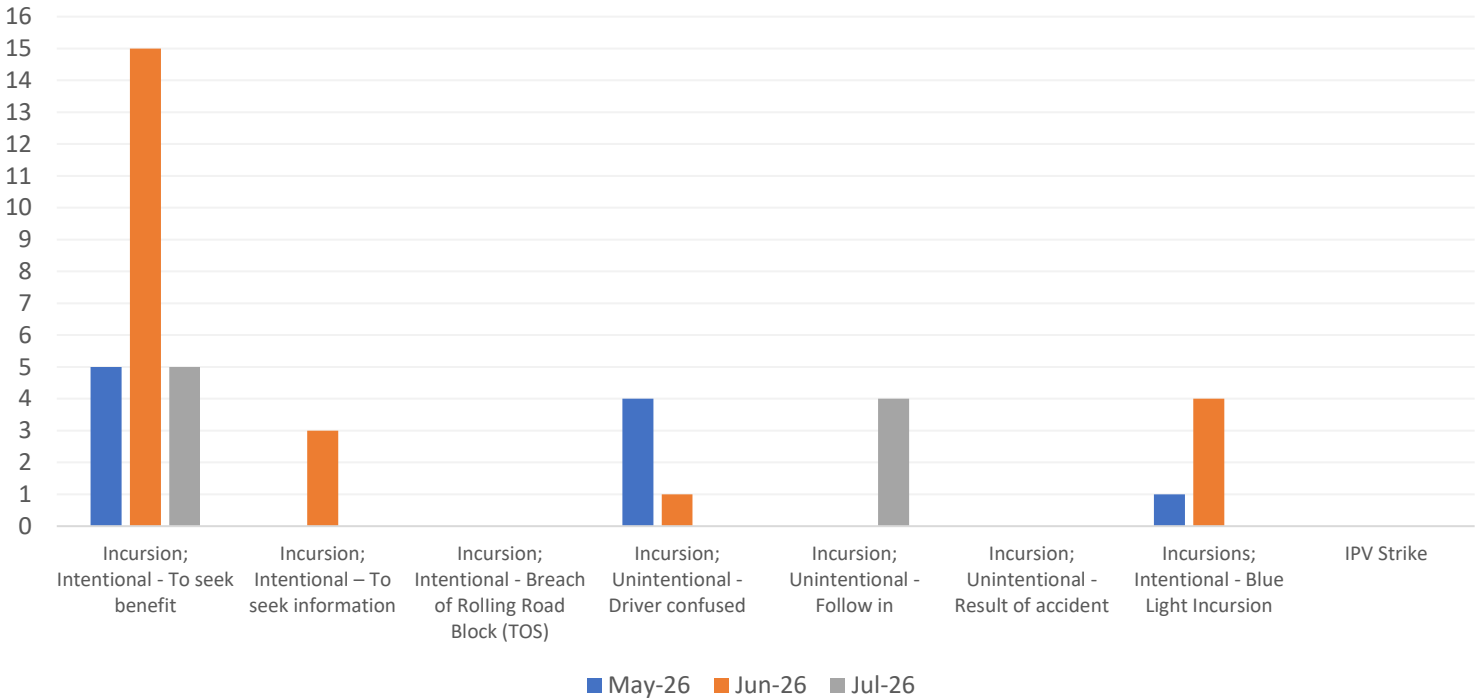
Project Risk Rating



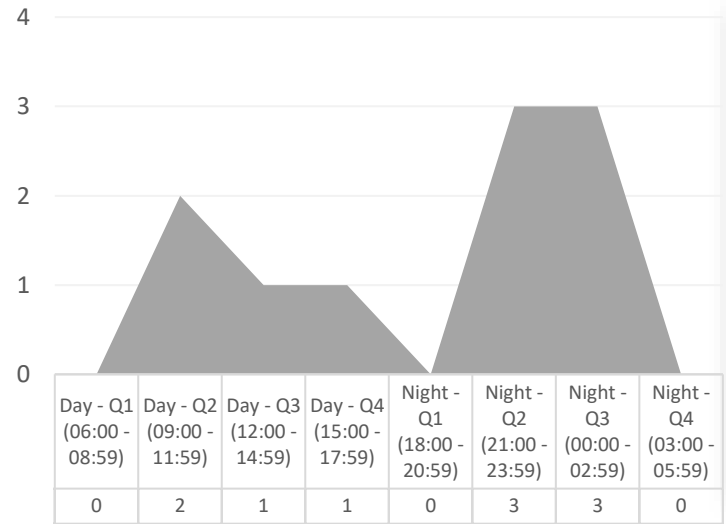
Incursion rate per length of TM (Unknown)

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

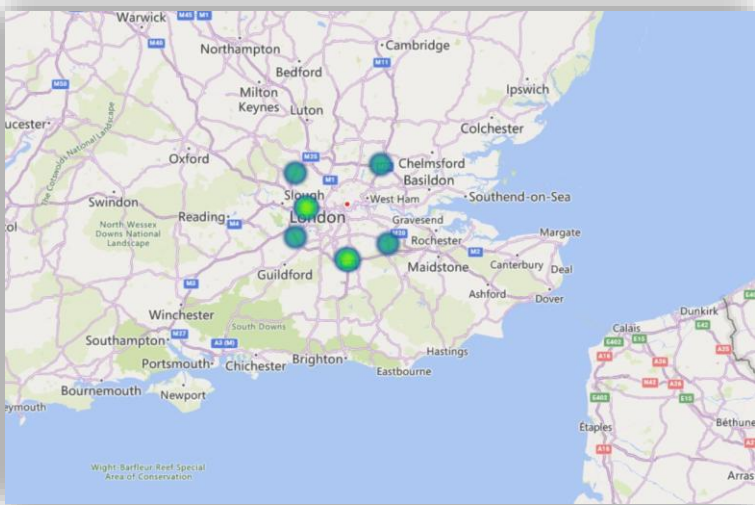
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported during the period. Members of the public followed works vehicles through access points, entered lane closures and airlocks, and drove through coned areas. In some cases, drivers were confused or unaware they had entered the works area. Multiple incursions created risks to the workforce and increased the potential for collisions within live traffic management operations.

Traffic Incidents *[Sentiment: Negative]*

A vehicle entered a closure following a tyre blowout and required assistance. A separate incident involved a vehicle striking traffic management equipment after entering the closure. The driver required medical attention, resulting in emergency services being contacted. No injuries to the workforce were reported during these incidents.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public entered a closure following a tyre failure which rendered the vehicle unable to continue safely within live traffic. The situation was managed without reported harm to the workforce, although the presence of the vehicle created an additional operational hazard within the closure.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management personnel responded appropriately to reported incursions and safety concerns by escorting vehicles from closures, suspending works where necessary, improving cone layouts, establishing airlocks, and ensuring workforce protection before activities continued. Teams demonstrated good situational awareness and took preventative measures to reduce immediate risks.

Overall *[Sentiment: Negative]*

The period was characterised by a high number of vehicle incursions into closures and works access points. While effective interventions by traffic management teams prevented workforce injuries, the frequency of unauthorised vehicle entries indicates continuing risks to operational safety and highlights the need for further preventative measures.

Recommendations

Project team should review their approach and where required strengthen controls at closure entry points, works accesses, and airlocks to deter unauthorised vehicle entry. Consider enhanced supervision during traffic management installation, verification of cone and taper layouts before works commence, and reinforcement of workforce briefings on incursion management procedures. Particular attention should be given to locations where repeated incursions occur, ensuring that traffic management arrangements provide clear guidance to motorists and minimise the opportunity for vehicles to enter closures inadvertently. No workforce injuries were reported; however, a member of the public required medical attention following a vehicle incident within the closure.

Incursions Report

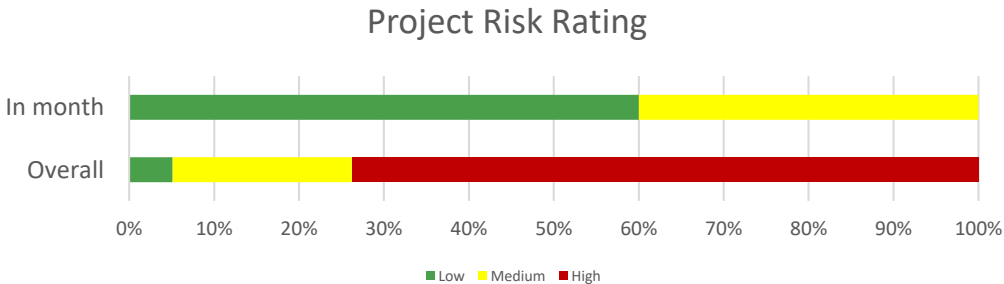
Directorate: Operations
Region: South East
Project: Area 3

A total of 4 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an 25% decrease in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

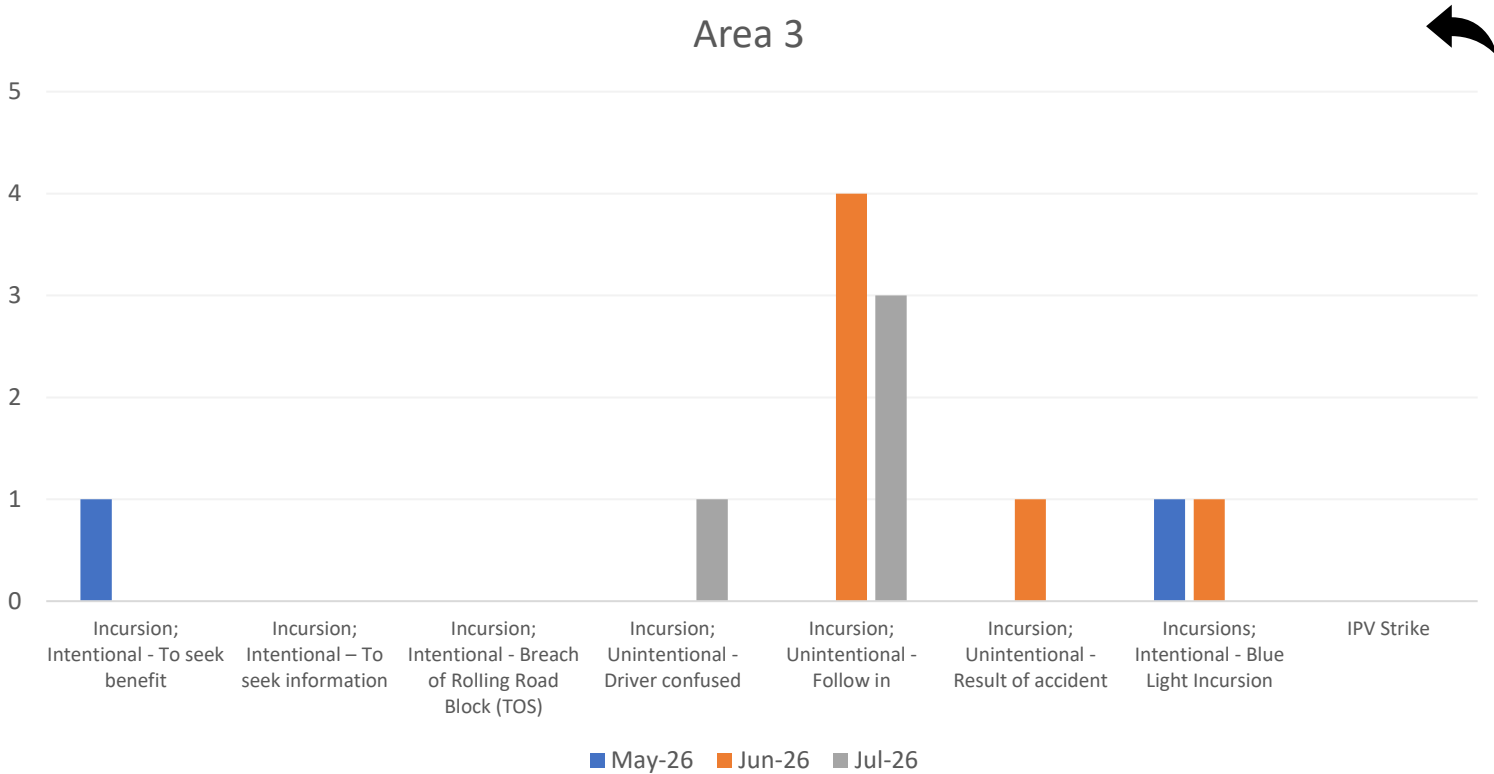
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)



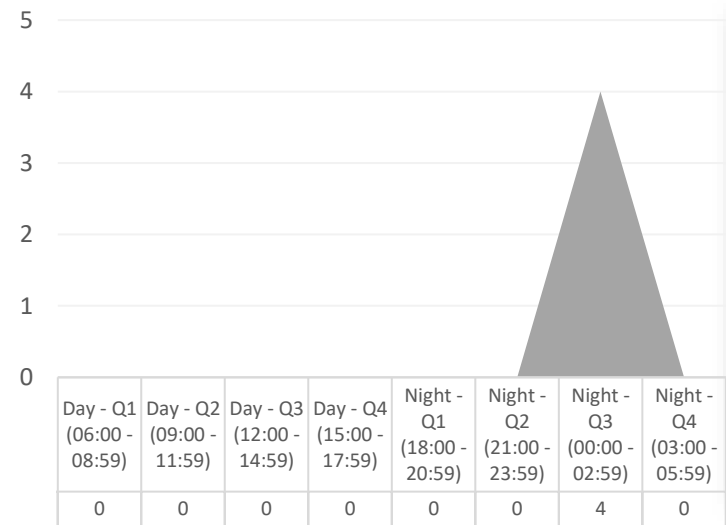
Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available

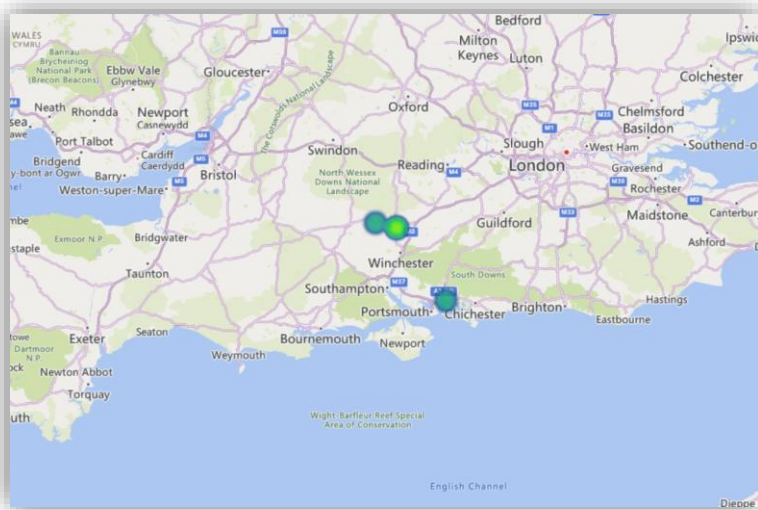
Breakdown Rate: Length of TM data not available



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred when members of the public followed authorised site traffic through the works access and into the closure, reaching the airlock area. Site personnel identified the incursions promptly and prevented further progression into the worksite, maintaining control of the situation and avoiding escalation.

Traffic Incidents *[Sentiment: Neutral]*

A delivery vehicle entered the closure in error after mistakenly travelling to the wrong work location. The vehicle was stopped, the circumstances were verified, and the driver was redirected to the correct destination. The incident had no effect on ongoing works and did not create any reported safety issues.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management operatives responded effectively to each unauthorised entry by intercepting vehicles at the airlock and preventing access to active work areas. Staff remained vigilant, challenged drivers where appropriate, and ensured vehicles were safely managed and redirected without disruption to site operations.

Overall *[Sentiment: Neutral]*

The reporting period was characterised by several unauthorised public vehicle incursions through the works access route. While these events indicate a recurring intrusion risk, traffic management controls functioned as intended, with all incursions identified and managed safely. No injuries to the workforce or members of the public were reported.

Recommendations

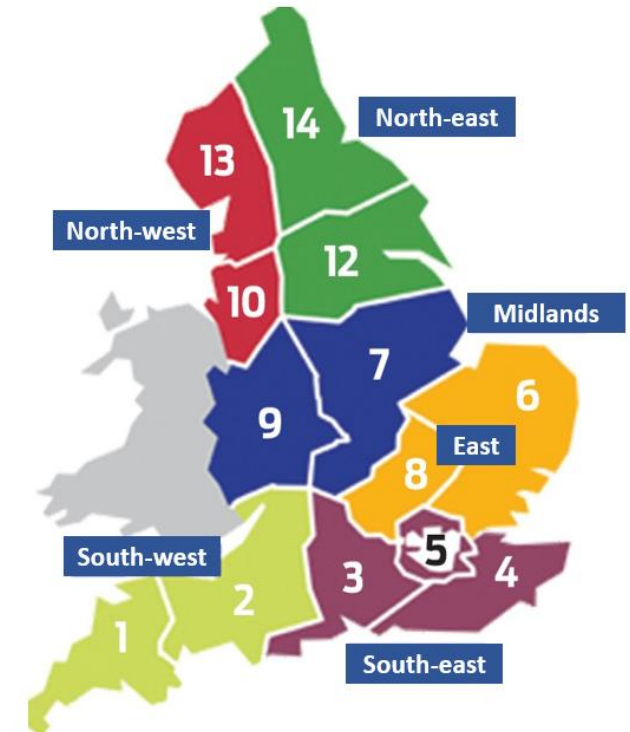
Project team should review their approach and where required strengthen access control measures at works entry points to discourage members of the public from following authorised vehicles into the closure. Consider reinforcing site access arrangements, reviewing signage and physical controls around works access points, and reminding workforce personnel of the need to remain alert to tailgating vehicles approaching the airlock system.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports

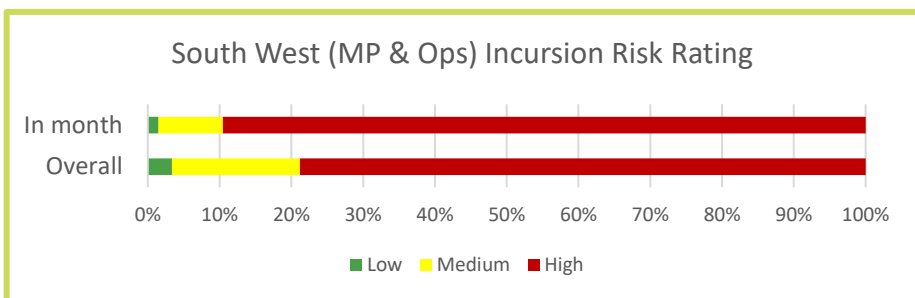


Incursions Report – South West Region

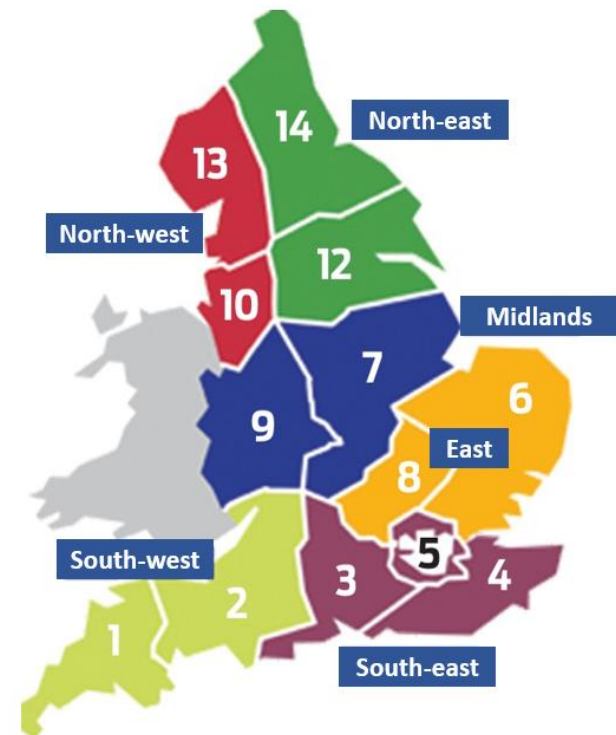
South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Intentional - To seek benefit	10 [21.74%]	161 [46.40%]		13 [68.42%]
Intentional – Because of breakdown	3 [6.52%]	29 [8.36%]		
Intentional – To seek information		5 [1.44%]		
Intentional - Breach of Rolling Road Block (TOS)				
Unintentional - Driver confused	21 [45.65%]	82 [23.63%]		3 [15.79%]
Unintentional - Follow in	9 [19.57%]	24 [6.92%]		1 [5.26%]
Unintentional - Result of accident	1 [2.17%]	19 [5.48%]		
Intentional - Blue Light Incursion	2 [4.35%]	17 [4.90%]		2 [10.53%]
IPV Strike		10 [2.88%]		
Grand Total	46 [100.00%]	347 [100.00%]		19 [100.00%]

Technology Utilisation	May 26			Jun 26			Jul 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	115	75	65%	103	75	73%	159	134	84%
Area 2	139	82	59%	242	152	63%	270	173	64%



South East Region						
Incursion Activity Summary - Jul 2026 (n=34)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 (1)	2 (2)	3 (2)	4 (1)	5 (0)
6 (1)	7 (2)	8 (3)	9 (2)	10 (1)	11 (1)	12 (0)
13 (1)	14 (0)	15 (0)	16 (0)	17 (0)	18 (0)	19 (0)
20 (5)	21 (1)	22 (1)	23 (1)	24 (1)	25 (0)	26 (0)
27 (2)	28 (0)	29 (2)	30 (2)	31 (2)		
Total	9	3	7	7	6	2



Incursions Report – South West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous vehicle and pedestrian incursions occurred, including closure breaches, wrong-way movements, unauthorised access through barriers, and repeated entries into restricted work areas.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included vehicles striking traffic management equipment, unsafe manoeuvres, police and emergency vehicle incursions, and a vehicle collision on the hard shoulder.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken-down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

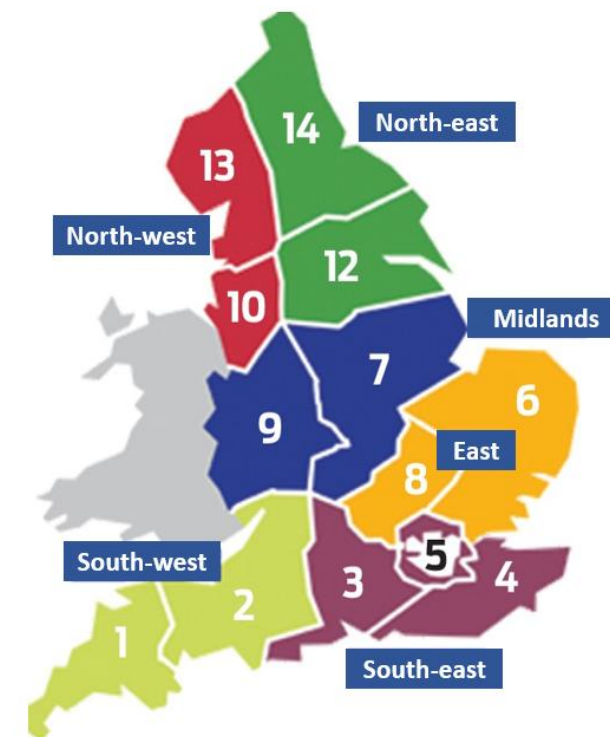
Traffic management teams activated warning systems, stopped works where necessary, escorted vehicles from closures, informed site teams, and implemented additional controls following incidents.

Overall *[Sentiment: Negative]*

The region experienced frequent incursions and closure breaches, creating risks to workforce safety. Effective intervention helped prevent more serious consequences.

Recommendations

Project team should review their approach and where required strengthen closure security, improve access control arrangements, review diversion signage, and ensure adequate coverage of side road access points. Attention should be given to **vehicles travelling at speed through closures near the workforce** and an incident involving **abusive and threatening behaviour towards an operative**, where a member of the public became aggressive and threatened to enter live traffic lanes. **No injuries to the workforce or members of the public were reported during this period.**



Incursions Report

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

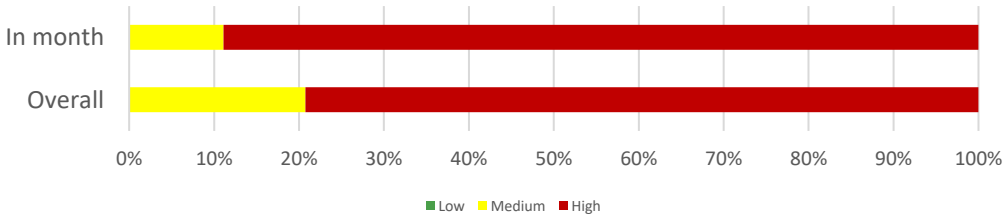
A total of 5 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions together with an incursions, with a 50% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

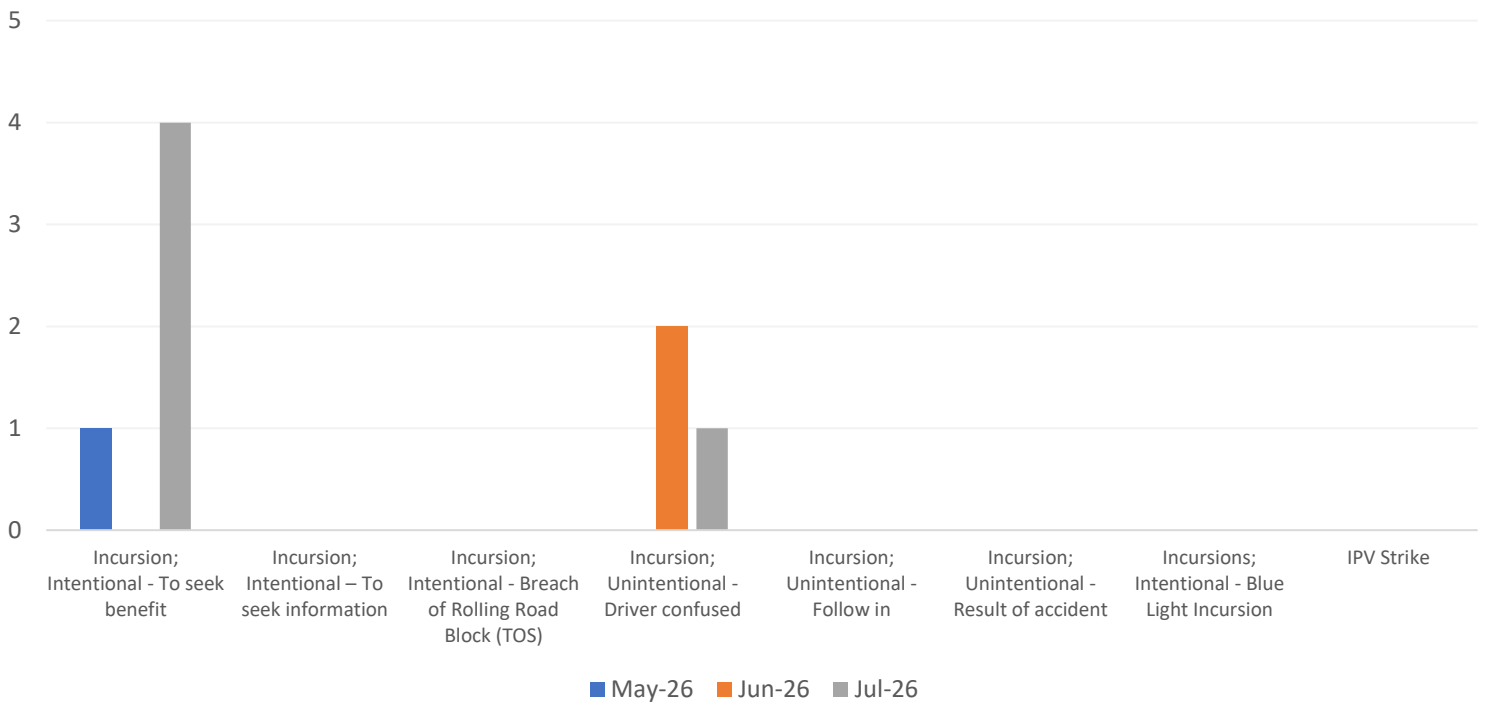
Project Risk Rating



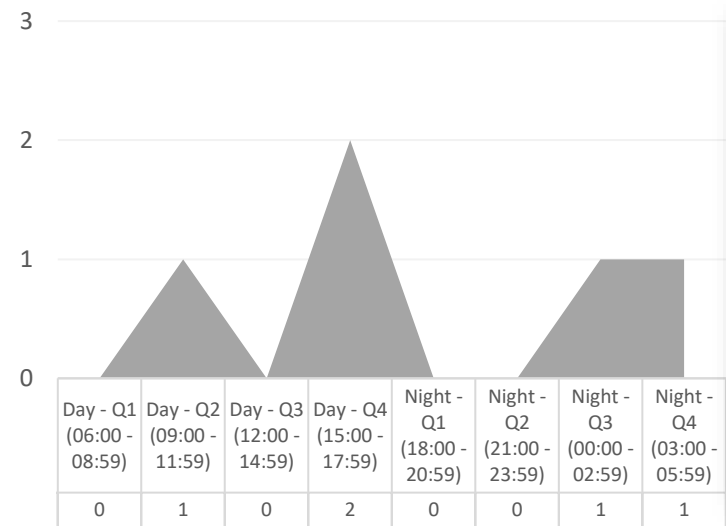
Incursion rate per length of TM (Unknown)

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

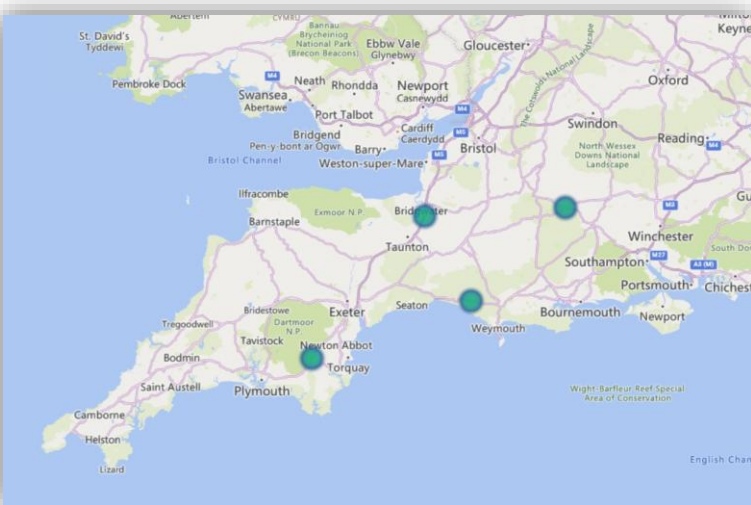
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD M&R - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported during this period. Two vehicles entered a northbound closure shortly after traffic management was deployed, with one vehicle continuing through the closure. A separate vehicle was later identified attempting to pass through a police closure. In addition, two vehicles travelled the wrong way down an entry slip road after becoming confused by diversion arrangements. A further vehicle entered the works area after deliberately moving traffic management equipment.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred while a vehicle was stationary on the hard shoulder when it was struck by a member of the public. Damage was caused to the vehicle, although no injuries were reported. Traffic conditions associated with a separate full carriageway closure may also have contributed to driver confusion in the surrounding network.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel responded appropriately to several incidents by monitoring vehicle movements, stopping unauthorised access and identifying recurring vehicles involved in incursions. Supporting information and photographic evidence were provided to enforcement authorities where appropriate. The incidents were also observed and recorded by site teams to support follow-up actions.

Overall *[Sentiment: Negative]*

Several vehicle incursions occurred during this period, indicating challenges with driver compliance and route awareness around closure locations. No injuries were reported; however, repeated unauthorised vehicle movements presented a risk to the workforce, road users and enforcement personnel. Particular concern should be noted regarding a vehicle that nearly struck a police officer.

Recommendations

Project team should review their approach and where required strengthen advance warning and diversion signing to reduce driver confusion around closures and entry slips. Project team should review whether traffic management layouts provide sufficient visibility and clarity for approaching road users, particularly where other nearby closures may influence traffic behaviour. Project team should also consider reinforcing site security measures to prevent the unauthorised movement of traffic management equipment and continue monitoring incursion trends to identify recurring risks.

Incursions Report

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

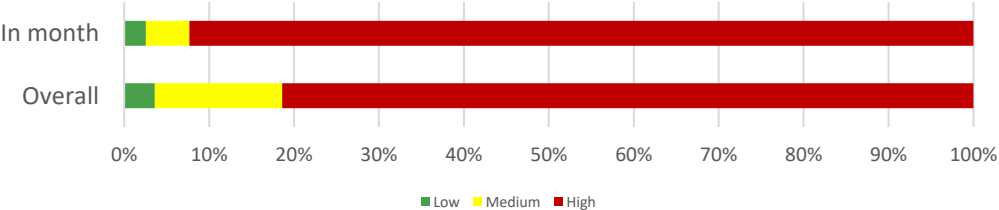
A total of 11 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions together with an 75% increase in 'Seeking Benefit' 100% increase in 'Driver confused' no change from the previous month in Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

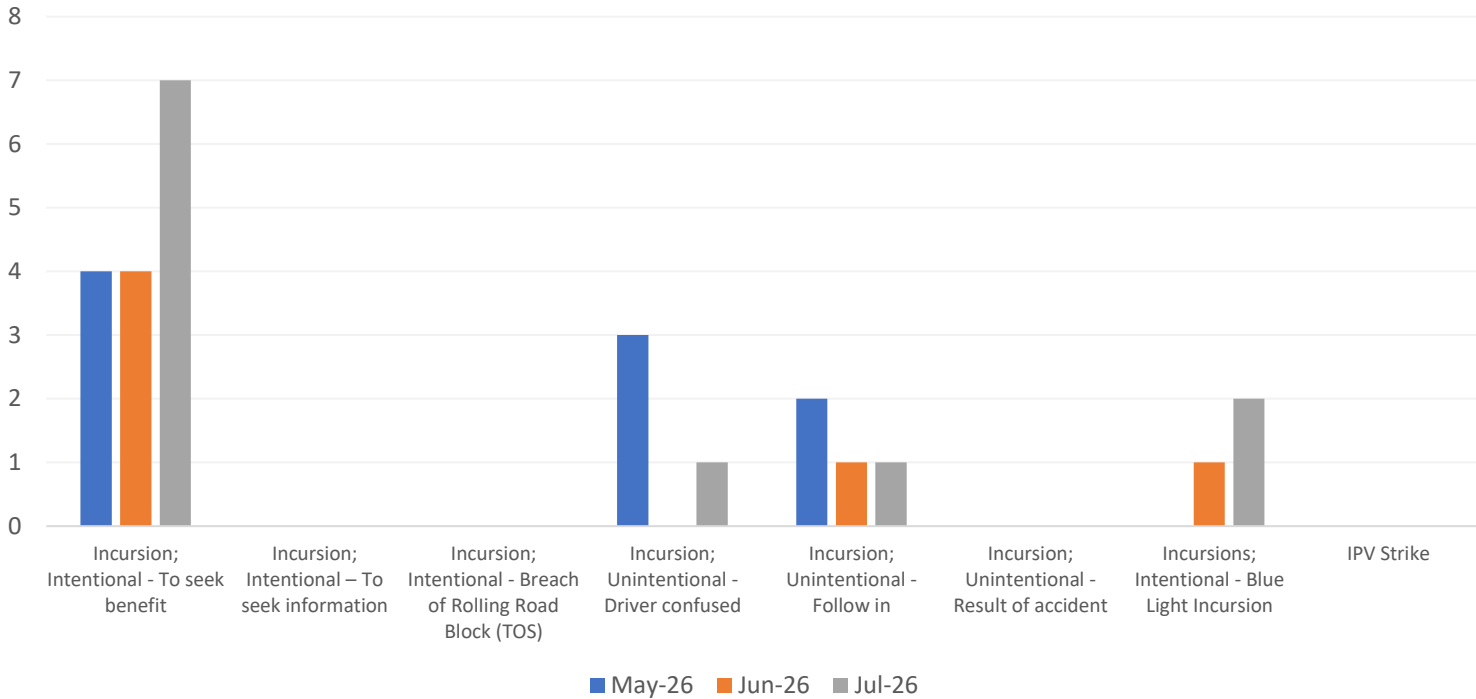


Incursion rate per length of TM (Unknown)

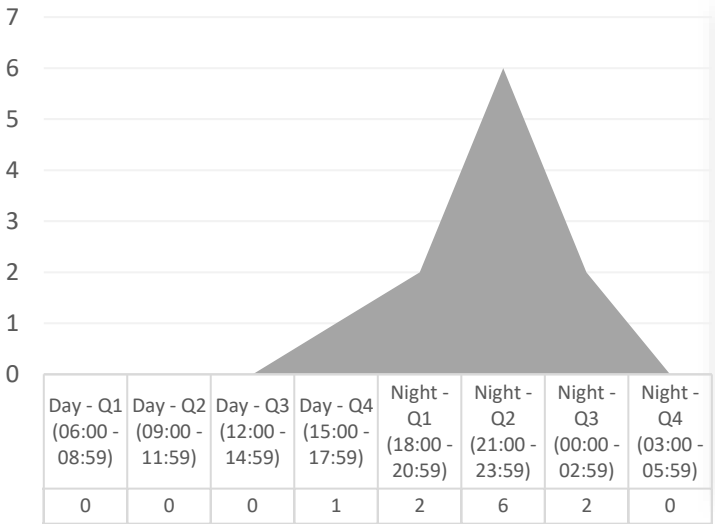
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

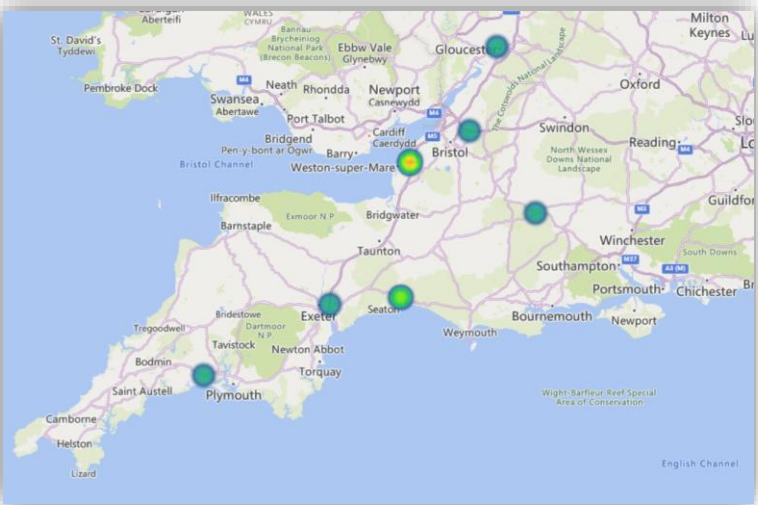
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported during this period. Vehicles entered closures by driving around traffic management, barriers and cones, including one travelling at speed through a works area. Additional incidents involved members of the public following authorised vehicles into closures, travelling in the wrong direction, dismantling closure points, and repeated incursions associated with a nearby traveller site. There were no reported pedestrian incursions.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle collision within a merge area resulted in damage to traffic management equipment after one driver avoided another vehicle and entered a coned section. Emergency service vehicles, including police and ambulance responses, also travelled through traffic management arrangements while responding to operational incidents. No injuries were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded effectively to multiple incursions. Operatives safely contained and escorted unauthorised vehicles from closures, while warning systems were activated to alert the workforce. Closure breaches were managed promptly, preventing vehicles from progressing further into work areas and reducing risk to the workforce and road users.

Overall *[Sentiment: Negative]*

The period saw a high number of vehicle incursions and closure breaches, creating potential risks to workforce safety. Several incidents involved deliberate disregard for traffic management measures. Despite this, mitigation measures, active monitoring, and prompt intervention by traffic management personnel prevented escalation and no injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen closure protection measures at locations experiencing repeated incursions. Consider additional monitoring, enhanced physical measures at access points, and targeted liaison with local stakeholders where recurring misuse is identified. The team should also review the effectiveness of advance warning arrangements and continue promoting rapid response procedures that successfully prevented unauthorised vehicles from reaching active work areas.

Incursions Report

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

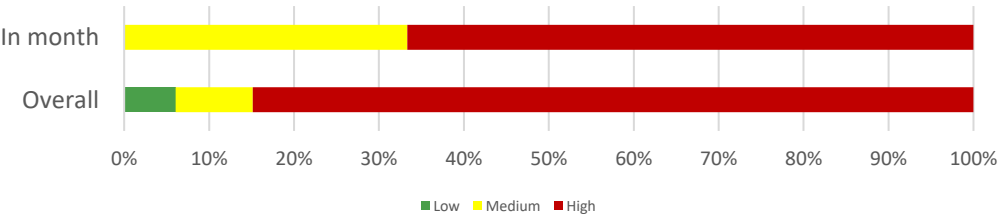
A total of 2 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

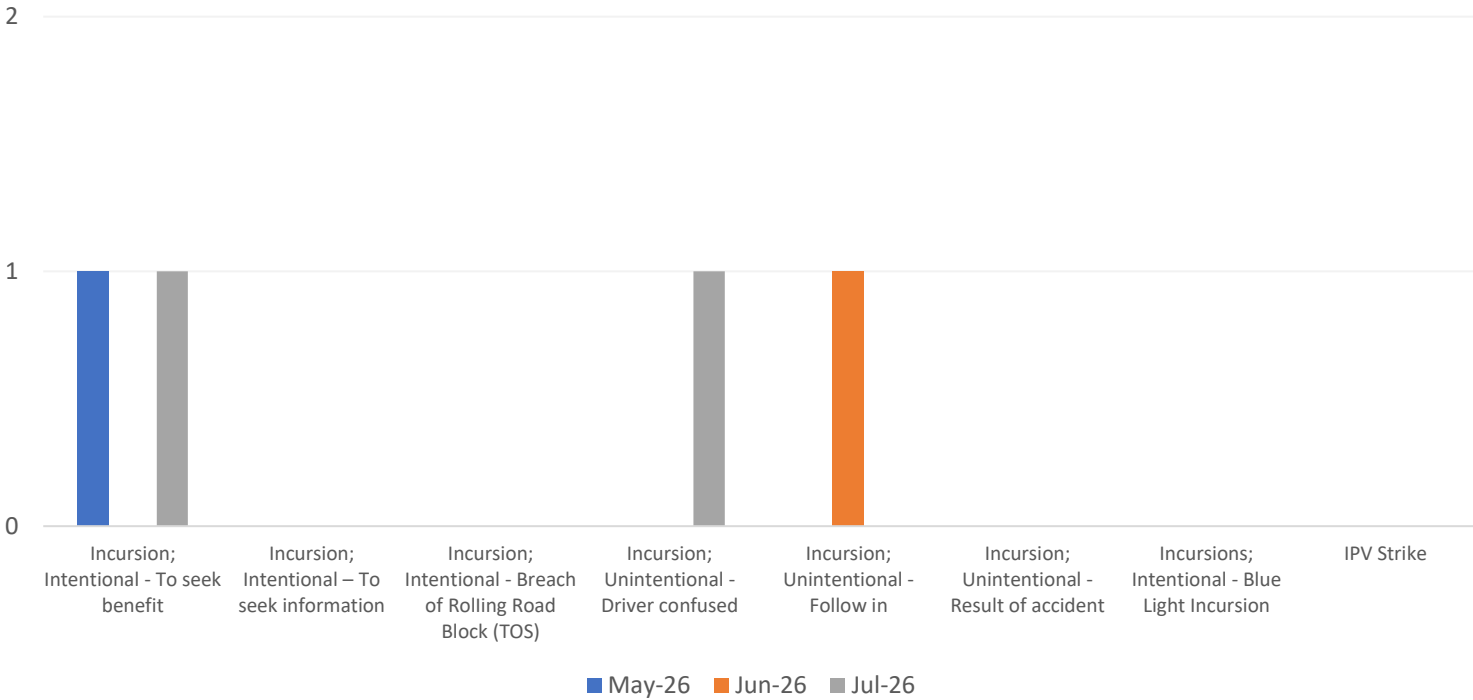
Project Risk Rating



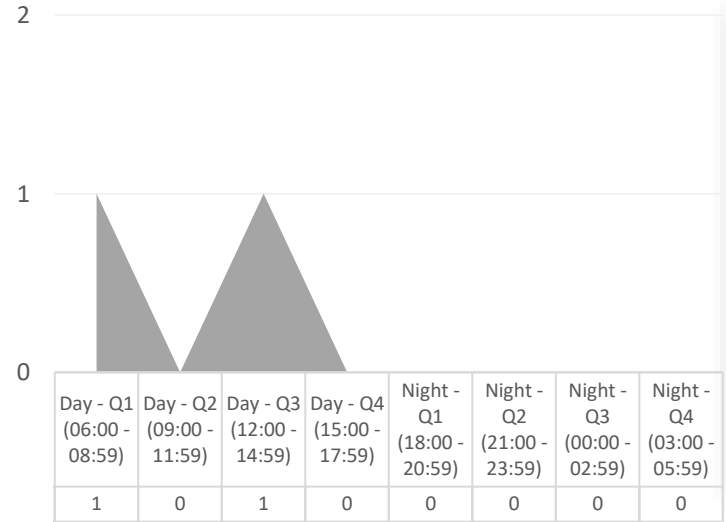
Incursion rate per length of TM (Unknown)

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

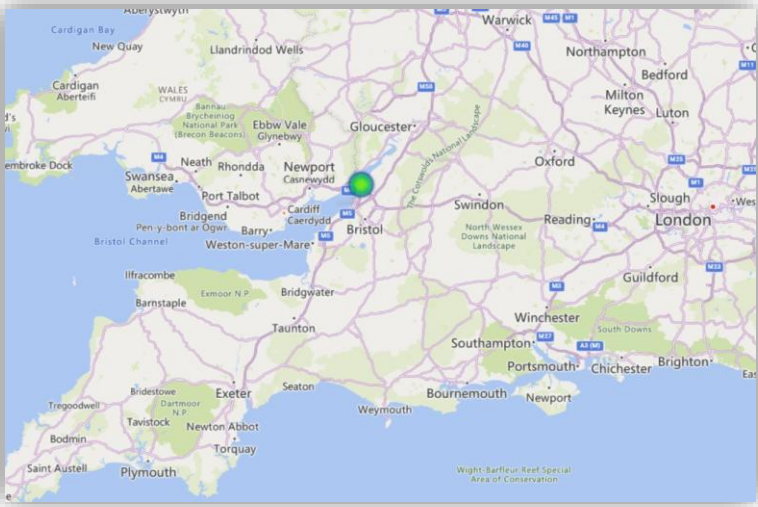
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD – SBIM - One



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Two pedestrian incursions occurred within a closed work area. Members of the public accessed a restricted cycle track and a closed route despite closure measures being in place. In one case, an individual became confrontational when challenged and continued through the closure, requiring work activities to be paused while operatives monitored their safe passage.

Traffic Incidents [*Sentiment: Neutral*]

No traffic incidents were reported during this period.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

The workforce responded appropriately to both incursions by engaging with the individuals, providing clear instructions and escalating concerns through the established communication process. Work activities were temporarily halted where necessary, relevant personnel were informed, and teams remained vigilant until the risk had passed. Closure monitoring systems also supported early identification of unauthorised access.

Overall [*Sentiment: Neutral*]

The reporting period was characterised by two unauthorised pedestrian incursions into restricted areas. Control measures and workforce intervention prevented escalation and maintained safety. No injuries to the workforce or members of the public were reported. A video of one incident was subsequently shared on social media, increasing visibility of the event.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised access to closed routes and work areas, including the effectiveness of physical barriers, signage and public information. Consideration should also be given to reinforcing workforce guidance on managing confrontational behaviour, improving early warning arrangements and assessing whether additional monitoring or security controls would reduce the likelihood of future incursions.

Incursions Report

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

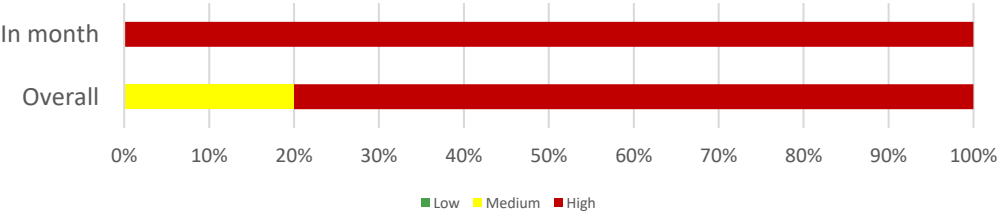
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



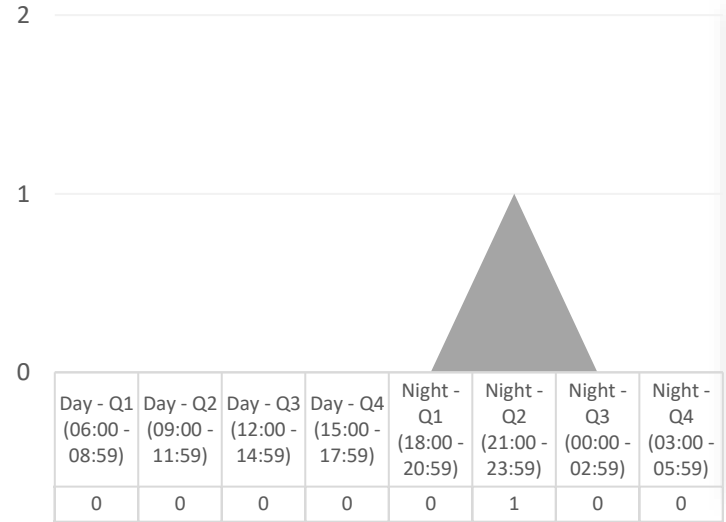
Incursion rate per length of TM (Unknown)

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

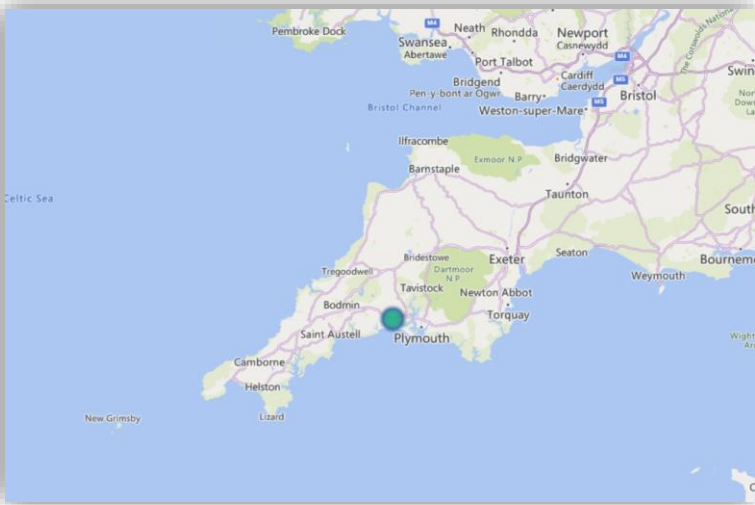
AD – Construction - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD – Construction - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle incursion risk was identified when traffic management operatives at an airlock allowed vehicles to enter the work area without confirming site conditions. Although no work activities were taking place at the time, the controls in place did not adequately prevent unauthorised access.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Following identification of the risk, an improvised airlock arrangement was introduced to strengthen access control. This response addressed the challenge presented by multiple side accesses and reduced the likelihood of further unauthorised vehicle entries into the work area.

Overall *[Sentiment: Neutral]*

The event highlighted a shortfall in access control arrangements and awareness among traffic management operatives. While no harm occurred and no site activity was underway, the potential for a vehicle incursion existed. Prompt intervention and revised controls reduced the immediate risk.

Recommendations

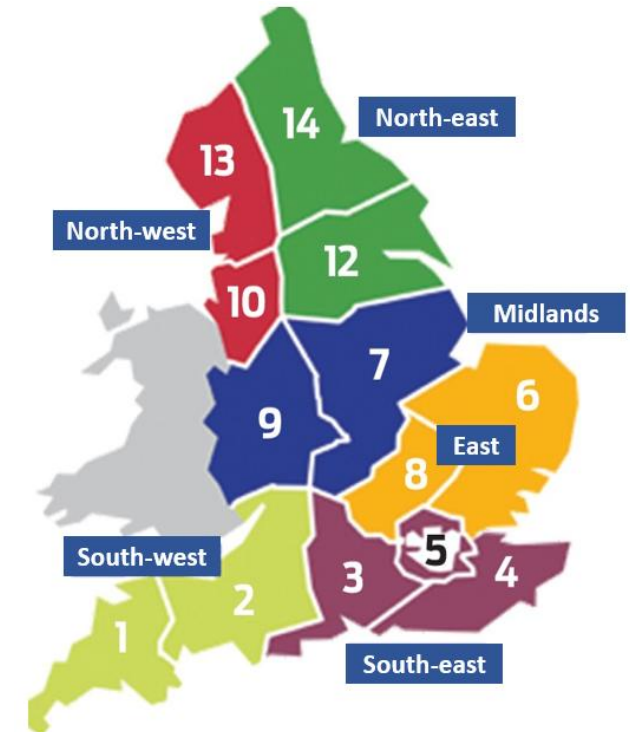
Project team should review their approach and where required strengthen access control procedures at work site entry points, ensuring traffic management operatives have clear instructions on site activity status and authorised vehicle movements. Consideration should also be given to locations with multiple access points to confirm sufficient resources and controls are in place to prevent unauthorised entry.

Incursions Report – South West Region

End of regional report

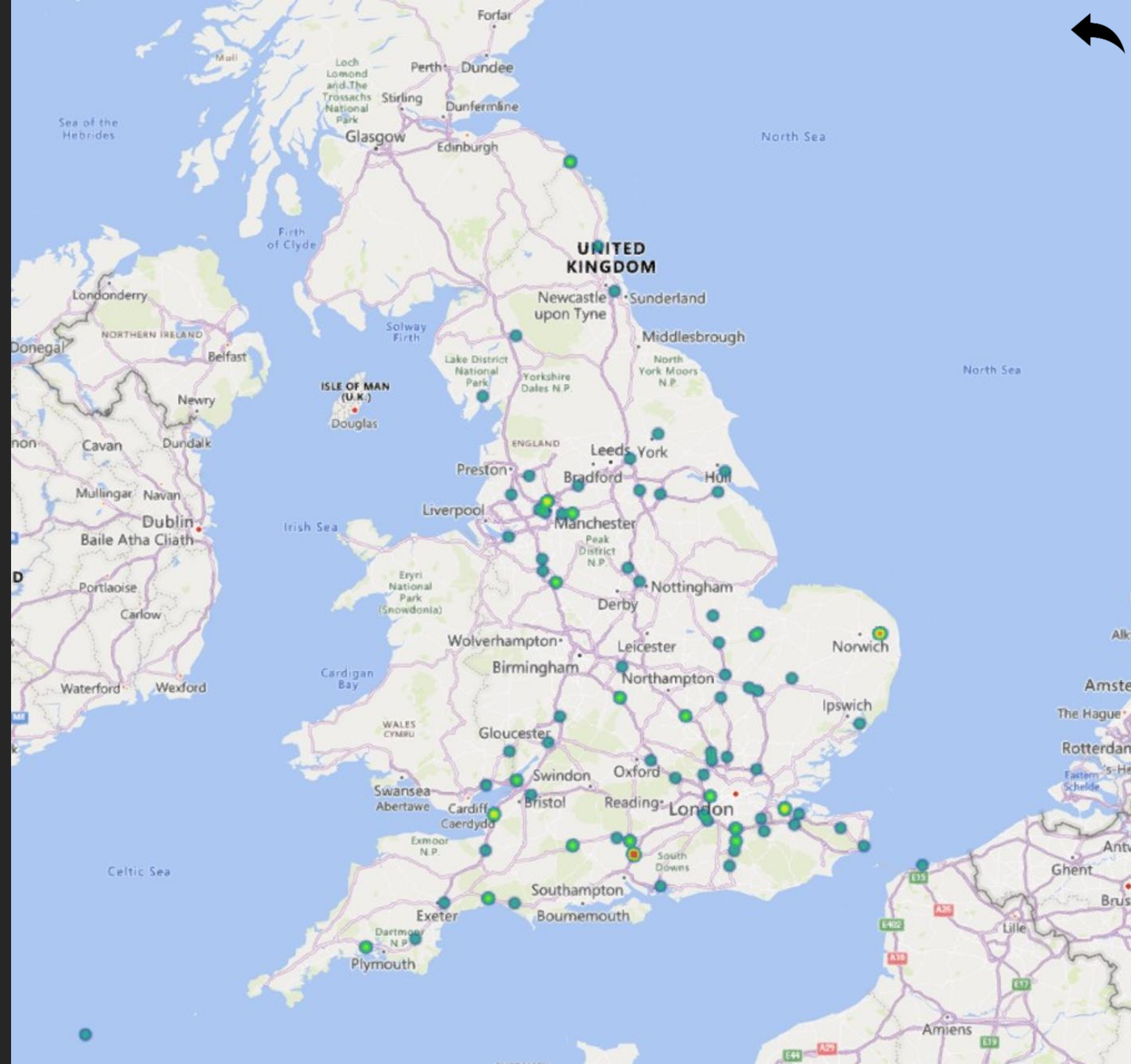
[Back to [Summary](#) page]

Select next page for Heatmaps

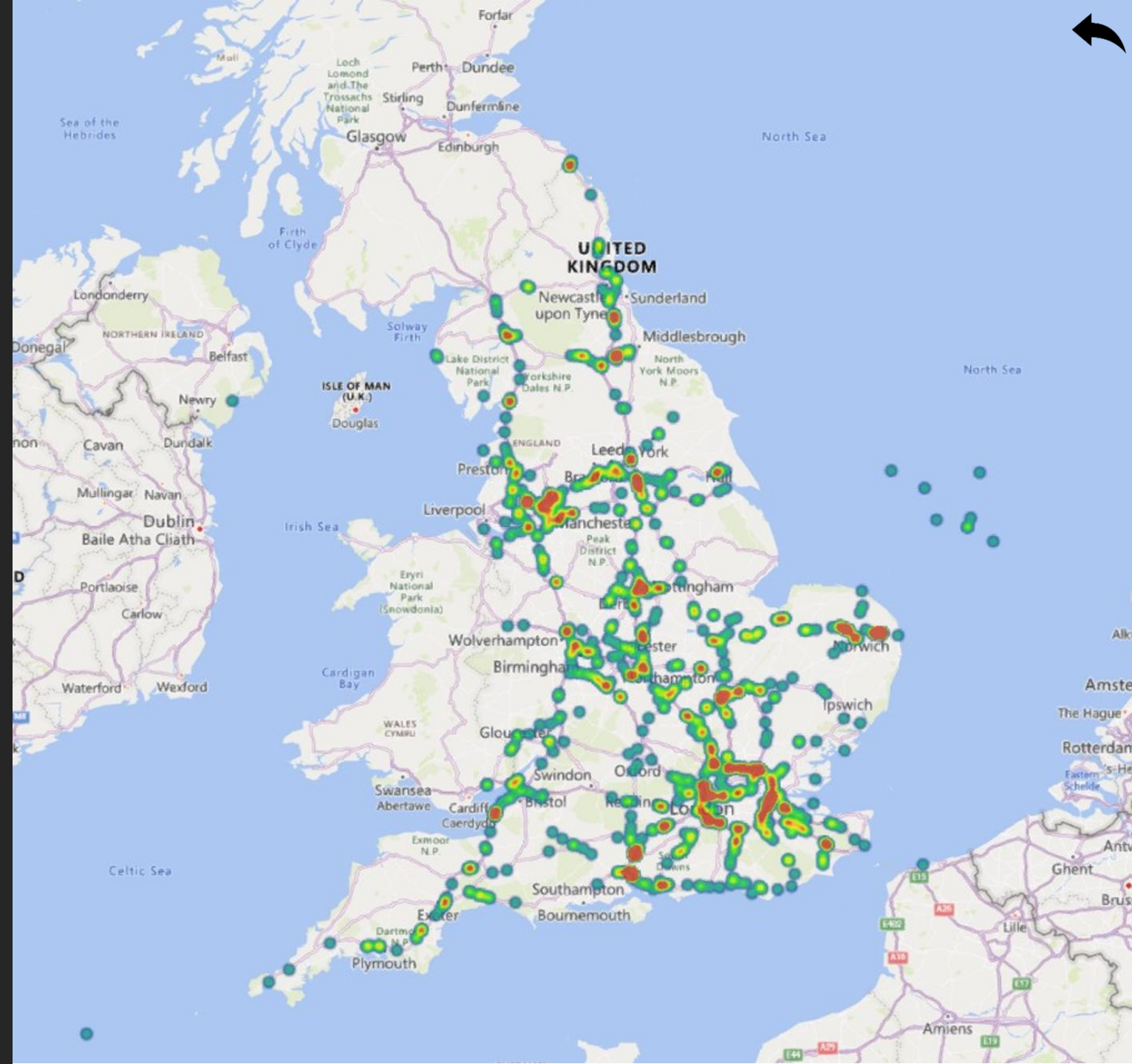


Heatmap of Incursions recorded in July 2026

“96% of all incursions were recorded with coordinates”



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



Incursions Report

End of Incursions Report

