

Incursion Working Group Report

June 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.

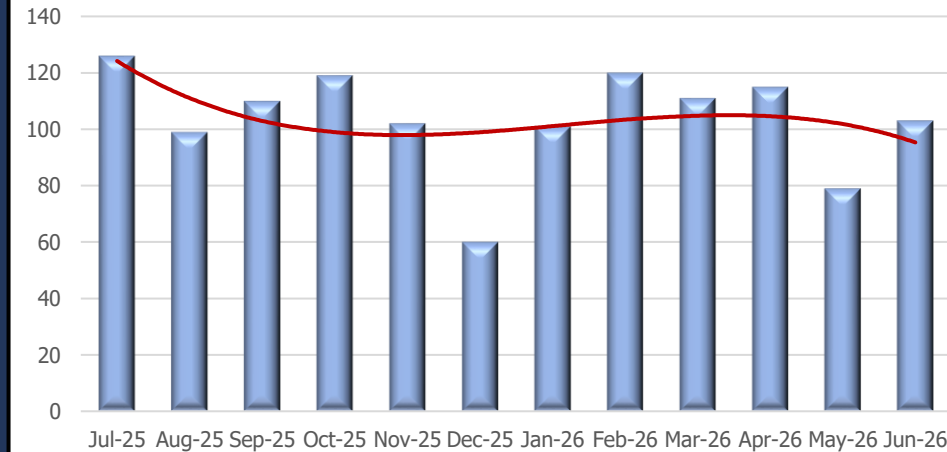
Select the following to view the [Executive Summary](#)

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

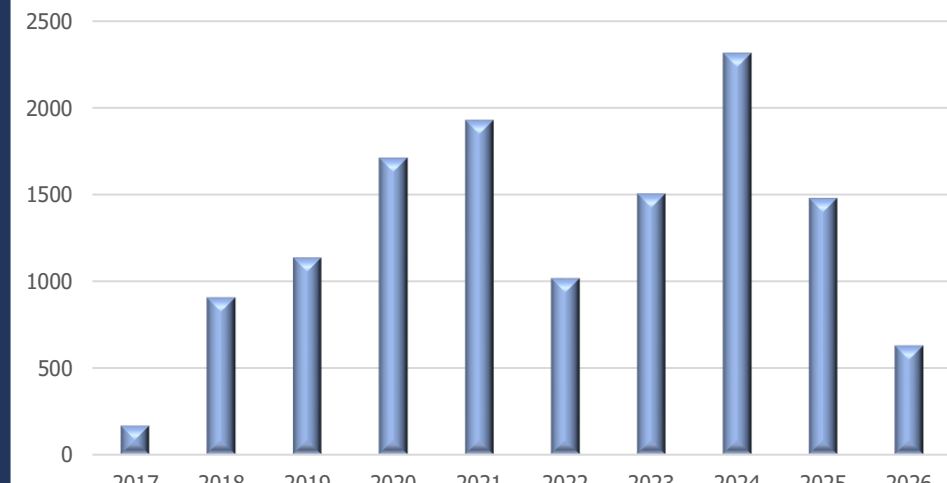
Executive Summary – Overview

- In **June 2026** a total of **127** incursions were reported of which **103** were high and medium risk incursions.
- A total of **13** Incursions were recorded by Major Projects with **109** by the Operations Directorate and **5** incursions by others.
- Technology utilisation (such as Intellicone usage) is around **51%** per night, an increase of **2%** from the previous month, with **4%** of closures listed as not National Highways.
- Numbers of medium and high-risk incursions has increased from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

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



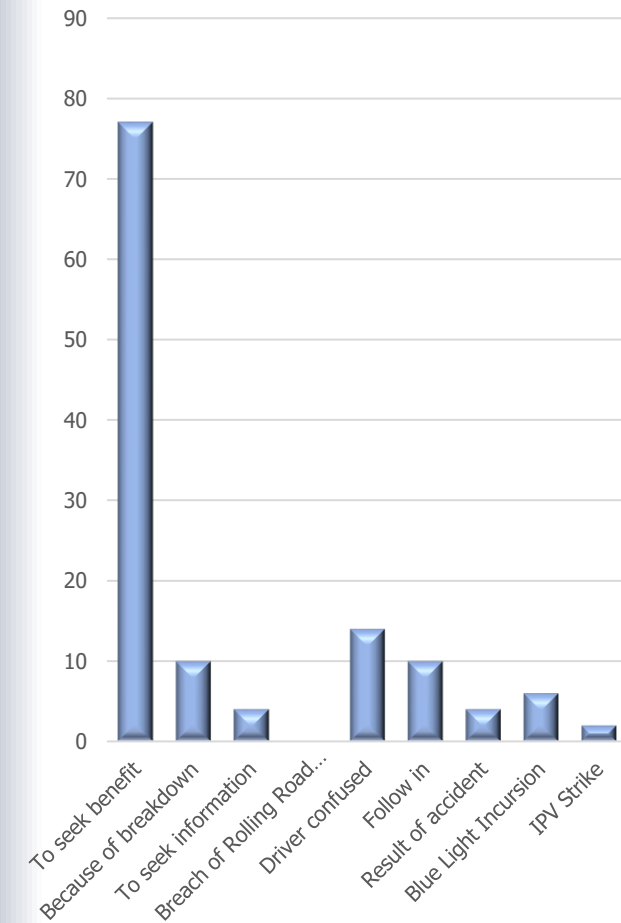
High & Medium Risk of All Incursions



■ Executive Summary – In Month

- In **June 2026**, and across the SRN there were **103** medium and high-risk incursions recorded, with **77** being 'Seeking Benefit' type incursions; equating to **75%** of high & medium incursions reported.
- During the month there were **6** Blue light incursions with **2** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **24** incursions were recorded. Of which, **10** were breakdowns.
- No workforce injuries or public injuries were directly attributed to the reported incursions, although several high-potential near misses were recorded across multiple regions.
- Verbal abuse, threats, racial abuse and spitting towards the workforce were reported across multiple regions, with several incidents requiring intervention by site teams and police.
- Midlands: The Midlands recorded the highest-risk incursion profile, combining a very high volume of closure breaches with several severe incidents that had clear potential for serious harm. These included a wrong-way vehicle travelling through a live worksite past the workforce, repeated unauthorised access via works accesses and airlocks, multiple vehicle incursions travelling at speed, a three-vehicle closure breach, pedestrian incursions through live traffic management, a police vehicle driving against traffic through a closure, taper strikes and collisions with traffic management equipment. The frequency, variety and escalation of behaviours significantly increased the potential for workforce or road user injury.

June 2026 – All Incursions



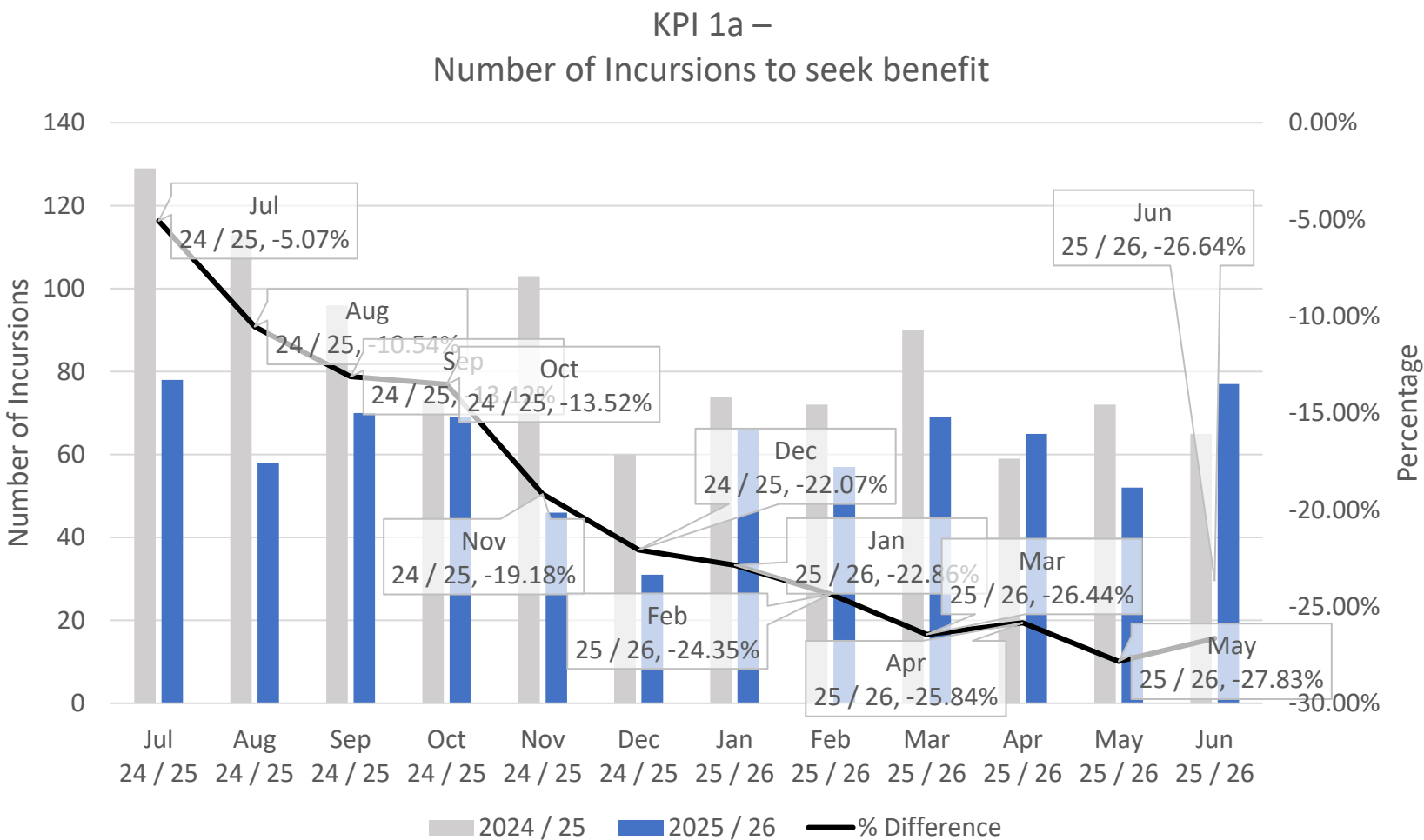
IPV & Incursion Working Group Report

‘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 June 2026, the data shows a 26.64% decrease in such incursions compared to June 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 June 2026	127
IPV Strike's recorded in June 2026	2
Blue Light Incursions recorded in June 2026	6

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

Top incursions categories for June 2026:

1. Incursion; Intentional - To seek benefit [77]; equating to 61% of all incursions
2. Incursion; Unintentional - Driver confused [14]; equating to 11% of all incursions
3. Incursion; Unintentional - Follow in [10]; equating to 8% of all incursions
4. Incursions; Intentional - Blue Light Incursion [6]; equating to 5% 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. IPV Strike [2]; equating to 2% of all incursions
8. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [10]; equating to 8% of all incursions

Incursions Report (In Month) - Headline

127 Incursions were recorded for June 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Intentional - To seek benefit	10	64	2	1	77
Intentional - Because of breakdown	1	9			10
Intentional - To seek information		4			4
Intentional - Breach of Rolling Road Block (TOS)					0
Unintentional - Driver confused	2	11	1		14
Unintentional - Follow in		10			10
Unintentional - Result of accident		4			4
Intentional - Blue Light Incursion		6			6
IPV Strike		1	1		2
Grand Total	13	109	4	1	127

Incursions Recorded During June 2026

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

- Wednesdays recorded the highest number of incursions in June 2026, with 30 reports, followed by Thursdays with 25 and Tuesdays with 22. Sundays recorded the lowest number, with 5 reports.
- Overall, incursion activity was concentrated in the middle of the week, with Tuesday to Thursday accounting for around 61% of all reported activity.

Incursion Activity Summary - Jun 2026 (n=127)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 (2)	2 (2)	3 (15)	4 (9)	5 (5)	6 (3)	7 (1)
8 (2)	9 (4)	10 (5)	11 (12)	12 (4)	13 (3)	14 (1)
15 (2)	16 (9)	17 (5)	18 (1)	19 (4)	20 (1)	21 (2)
22 (3)	23 (5)	24 (5)	25 (3)	26 (6)	27 (3)	28 (1)
29 (7)	30 (2)					

Total	16	22	30	25	19	10	5
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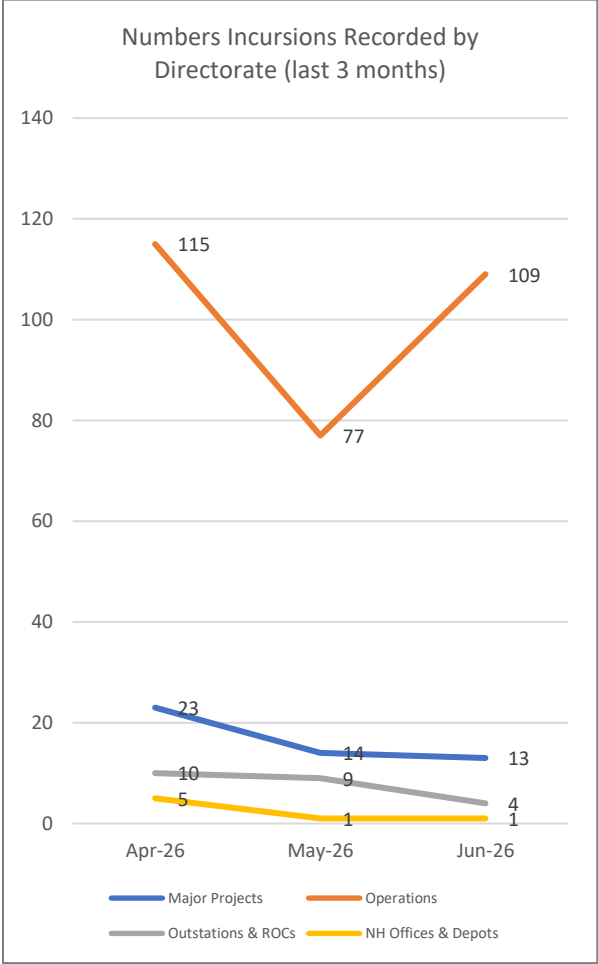
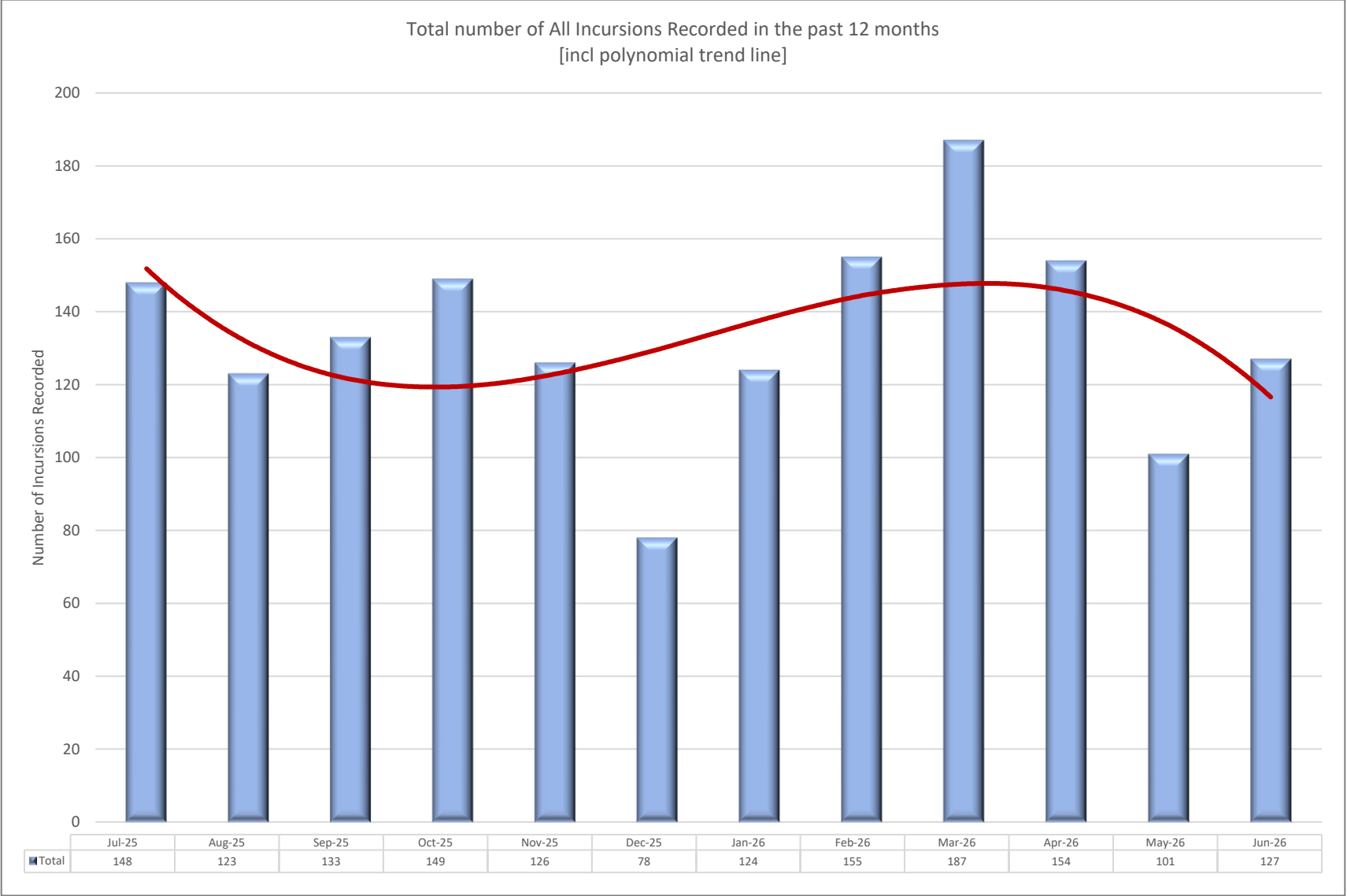
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24827**

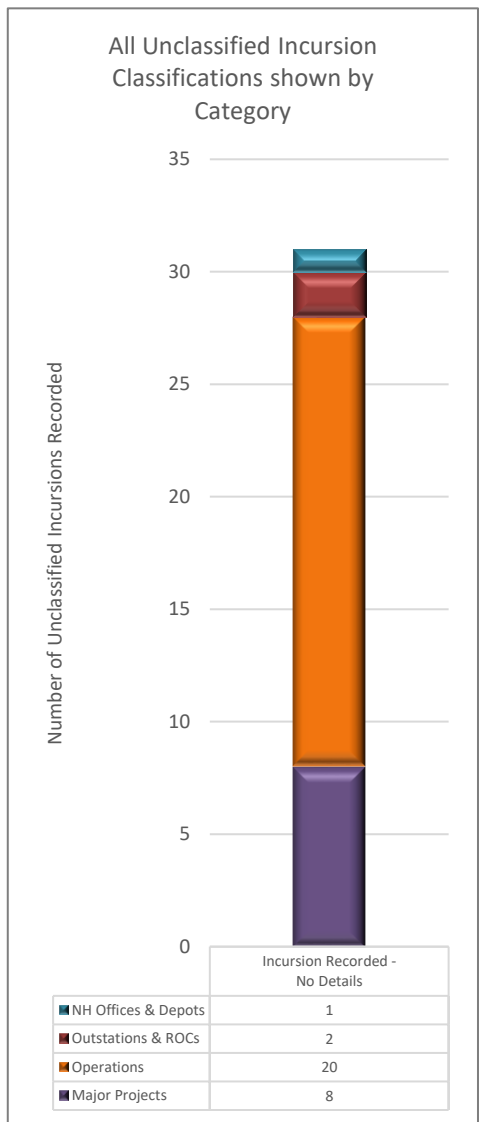
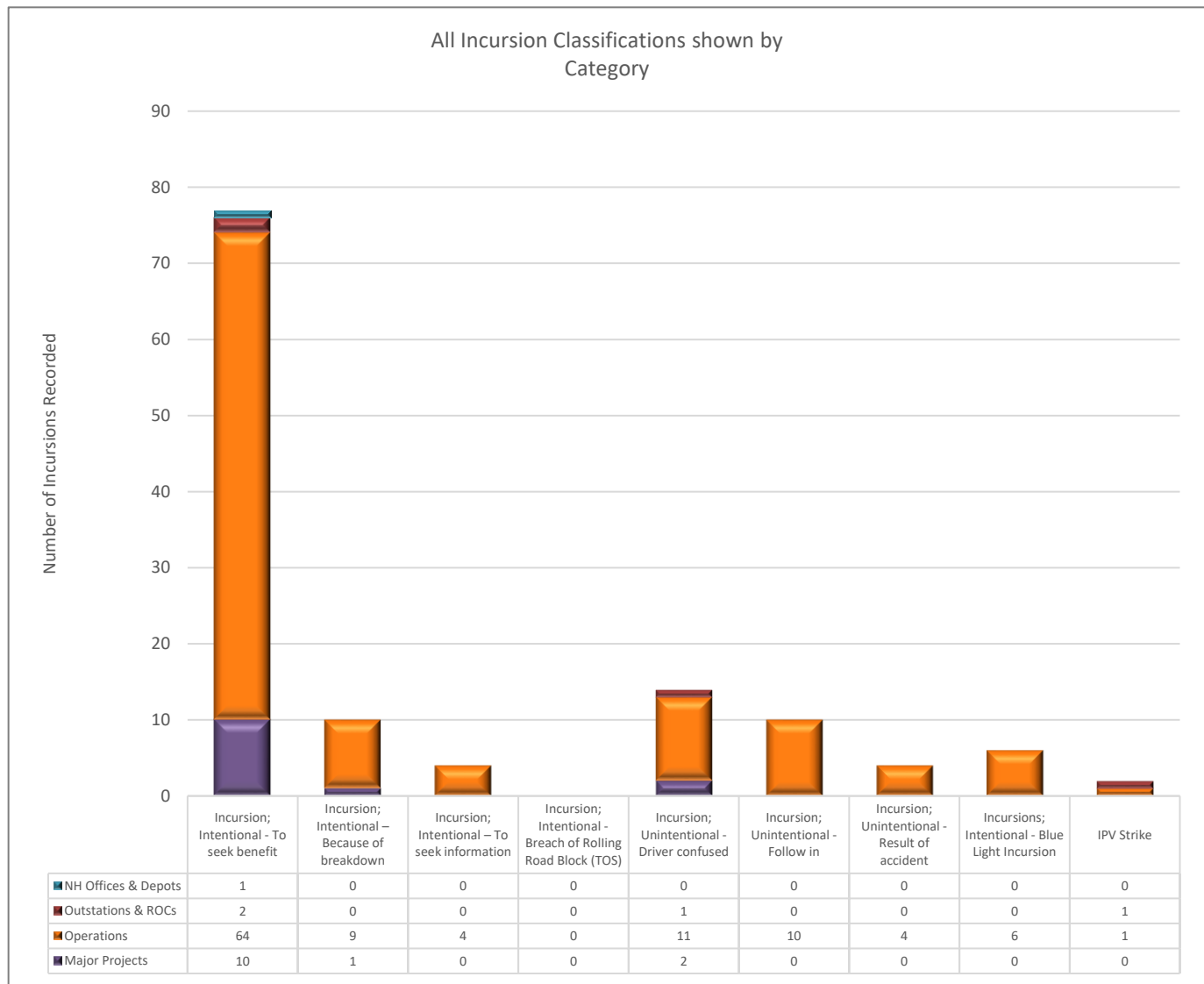
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Intentional - To seek benefit	1462	3605	731	83	5881
Intentional – Because of breakdown	8917	806	150	4	9877
Intentional – To seek information	114	151	35	5	305
Intentional - Breach of Rolling Road Block (TOS)	5	27	898	10	940
Unintentional - Driver confused	1333	1259	329	47	2968
Unintentional - Follow in	231	417	20	6	674
Unintentional - Result of accident	819	466	79	9	1373
Intentional - Blue Light Incursion	114	212	6	2	334
IPV Strike	25	99	15	0	139
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13434	8556	2647	190	24827

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%)	848 (xx%)

Incursions Report - All Incursions



Incursions Report - All Incursions during June 2026



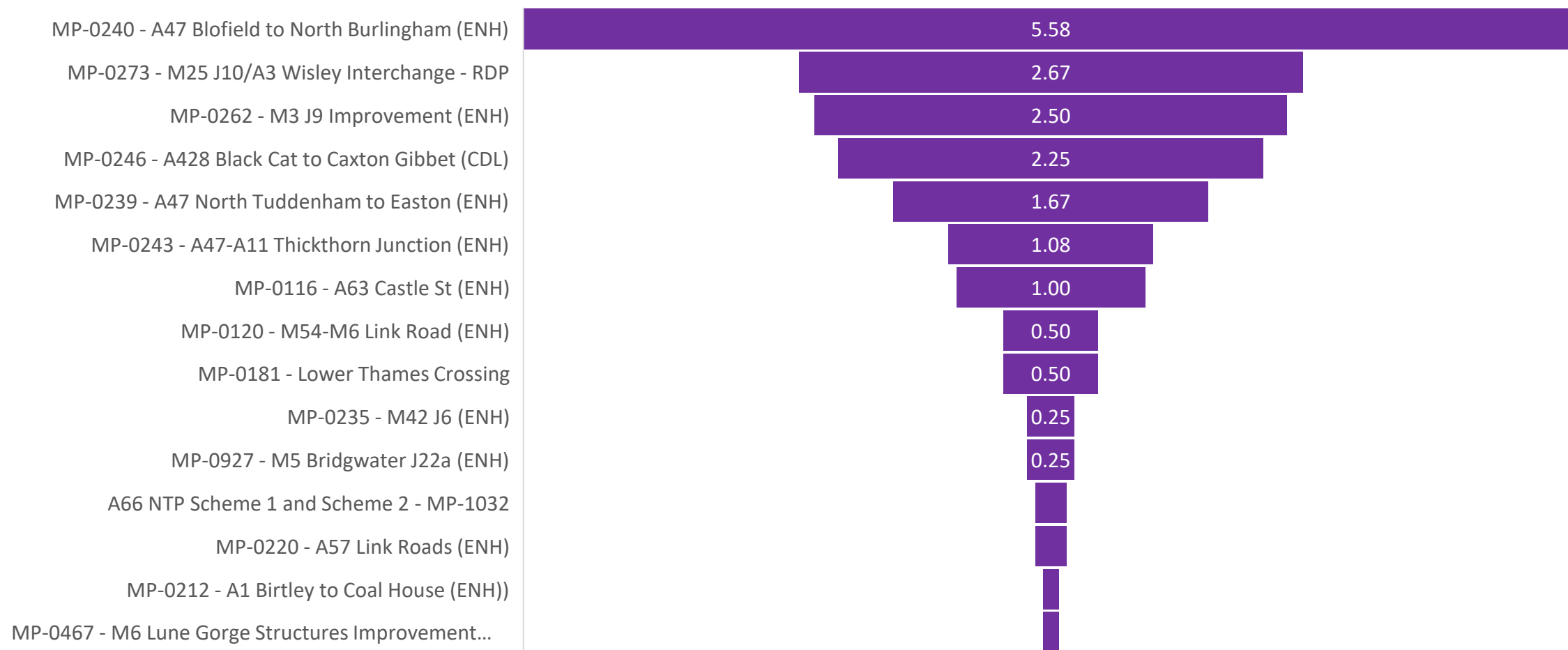
Top incursions categories for this month (across all directorates):

1. **Incursion; Intentional - To seek benefit [77]; equating to 61% of all incursions**
2. **Incursion; Unintentional - Driver confused [14]; equating to 11% of all incursions**
3. **Incursion; Unintentional - Follow in [10]; equating to 8% of all incursions**
4. Incursions; Intentional - Blue Light Incursion [6]; equating to 5% of all incursions
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Note - Incursion; Intentional – Because of breakdown [10]; equating to 8% of all incursions

Incursions Report for Major Projects

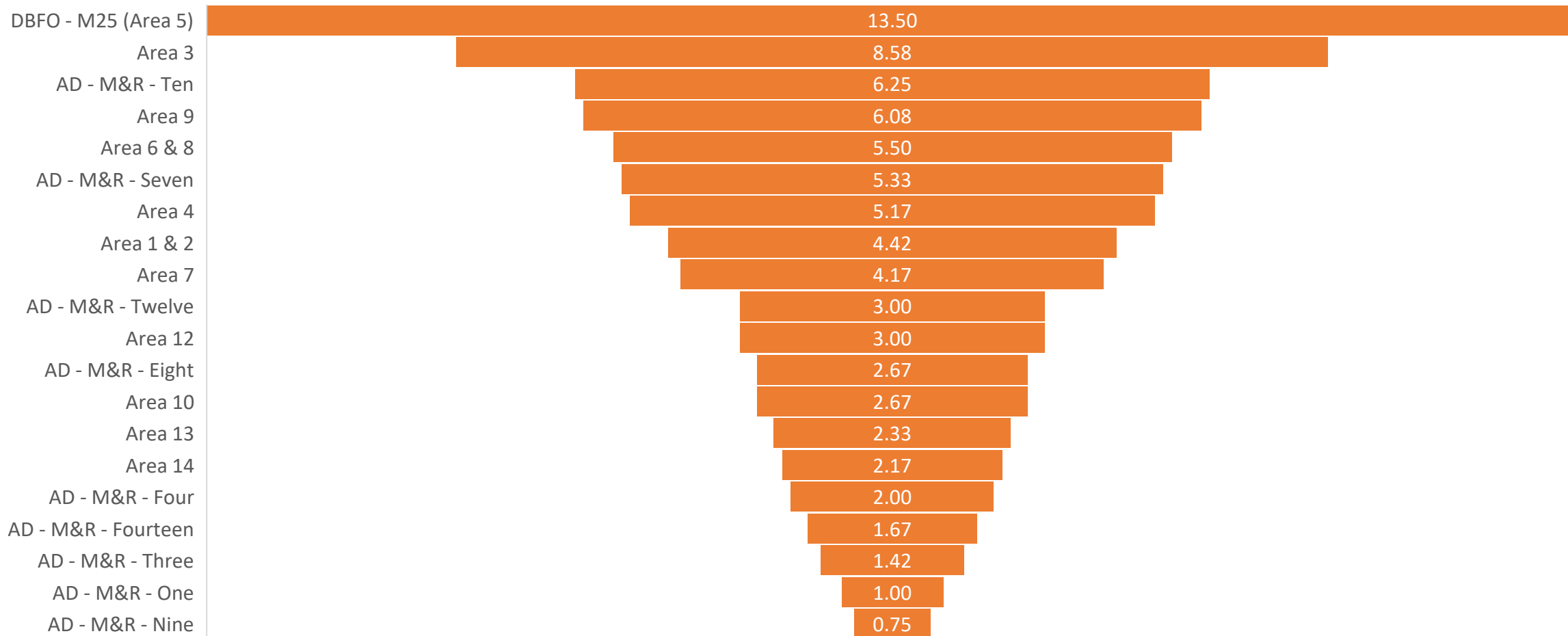
12 month rolling average of the number of all 'Incursions per Month'*



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

Incursions Report for Operations Directorate

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



* Excluding incursions as a result of breakdown



Blue Light Incursions Report - Headline

334 Blue Light Incursions have been recorded since March 2022 with **6** being recorded in June 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
177926	04/06/2026	00:30:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Lane Closure - Mainline	Relaxation works – Lane closure	Not populated	25 3-2 11/3B	lane closure	Octavius Closure - M25B J3 J2 H/S L1 11/3. Member of public pulled in through the cones ahead of Octavius Work Area followed 15mins later by an Ambulance. Ambulance and car left site at 01.00	Not Populated
177967	04/06/2026	22:50:00	Operations	Yorkshire & North East - Operations	Yorkshire & North East - Asset Delivery	AD - M&R - Twelve	Not populated	Not populated	Not populated	Not populated	VRS repair	A police vehicle responding on blue lights bypassed a closure gate by mounting the verge rather than waiting for access to be opened. It was reported that the officer verbally challenged a TM operative regarding the location of the emergency access. The vehicle then proceeded through the closure at speed. Shortly afterwards, three further police vehicles entered the closure and continued through the work area at speed despite attempts by traffic management operatives to slow them down.	The TM vehicle was moved to a more appropriate location to provide tight control of access to the closure and all operatives were re-briefed to be extra vigilant and report any further incidents.



Blue Light Incursions Report - Headline

334 Blue Light Incursions have been recorded since March 2022 with **6** being recorded in June 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
177968	04/06/2026	21:34:00	Operations	South West - Operations	South West - Area Contracts	Area 1 & 2	Not populated	Not populated	Not populated	M5 22-23 Southbound Bridgewater	Install Lane 1/2 closures on the M5 NB & SB.	An emergency service vehicle collided with the traffic management cones and proceeded through the lane closure at speed.	The collision resulted in a 76-metre gap within the longitudinal coning, Works were immediately suspended while the traffic management was assessed, repaired, and reinstated to a safe and compliant standard.
178041	05/06/2026	20:15:00	Operations	North West - Operations	North West - Area Contracts	Area 13	Not populated	Not populated	Not populated	A595 Briggs village .	A595 Westlakes to Clints Layby. Convoy Working	A police van traveling northbound on the A595, on blue lights and sirens, passed a red light and entered the lane under convoy, against the flow of the convoy vehicle. Members of the public's vehicles tried moving to allow them to squeeze past, and 1 car entered the closed lane worksite between the planer and tipper wagon, forcing it to stop. No registration was obtained.	Once the police van passed the vehicle which had entered the closed lane was escorted back onto the convoy lane. Site check completed and work resumed.



Blue Light Incursions Report - Headline

334 Blue Light Incursions have been recorded since March 2022 with **6** being recorded in June 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
178436	21/06/2026	22:03:00	Operations	South East	South East - Area Contracts	Area 3	Not populated	Relaxation works – Full main carriageway closure	Not populated	A34 Abingdon 70/7	Maintaining traffic management	It has been reported that police officers in a car moved temporary traffic management to gain access to a closed road, the A34 NB at Abingdon entry slip. As the road had only just been closed, the TMF reluctantly allowed access to the police car on the condition that they went slowly and only used lane 2. The police officers set off the Incursion Prevention and Warning System, a yellow PSA, whilst moving TM equipment. The TSCO warned the contractors on site of the uncontrolled access. It was then reported that the police car flew past a works crew at 60mph	Not Populated

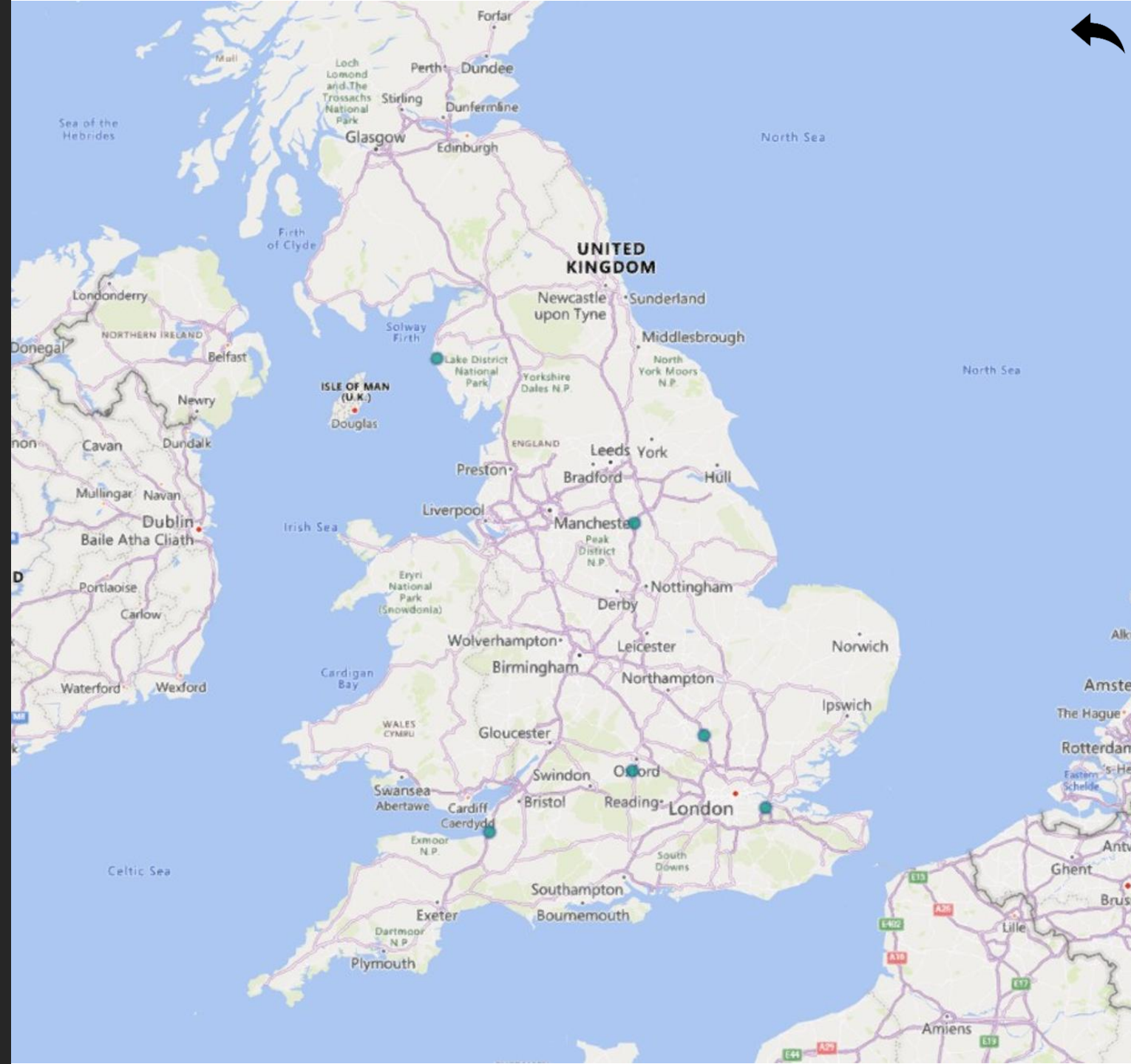


Blue Light Incursions Report - Headline

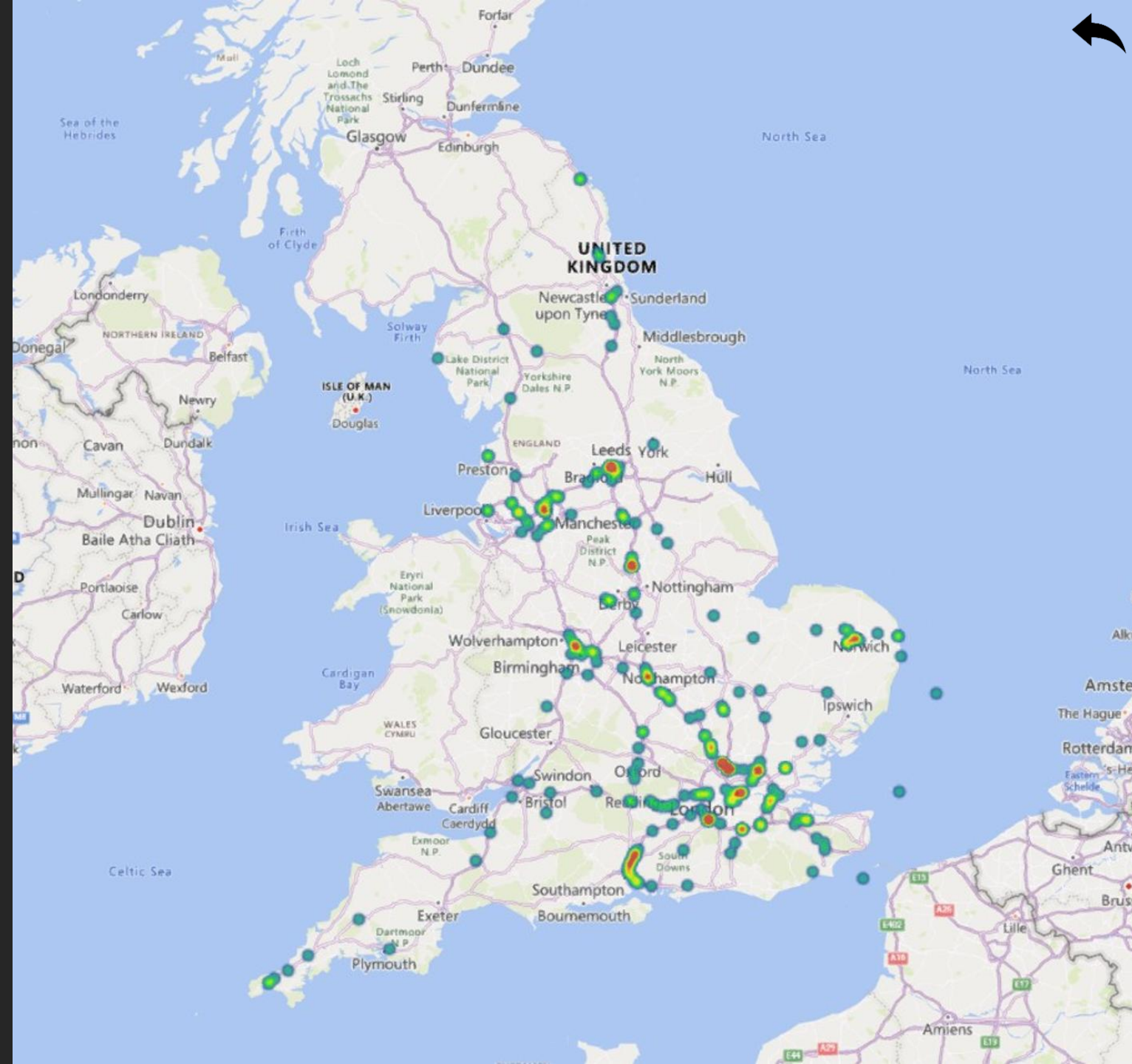
334 Blue Light Incursions have been recorded since March 2022 with **6** being recorded in June 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
178527	26/06/2026	01:00:00	Operations	East - Operations	East - Asset Delivery	AD - M&R - Eight	Not populated	Not populated	Not populated	M1 11A N/a	Strategic Road Closure M1	Suring the evening works an Ambulance crew requested access to the M1 SRC, they stopped at the gate and received a short briefing before being allowed to travel through the site. We were impressed the crew stopped to receive a briefing.	Ambulance crew given quick short brief of site and given permission to enter. Intellicone system engaged and crews alerted. All procedures followed correctly without issue.

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



Heatmap of all Blue Light Incursions (BLI) recorded

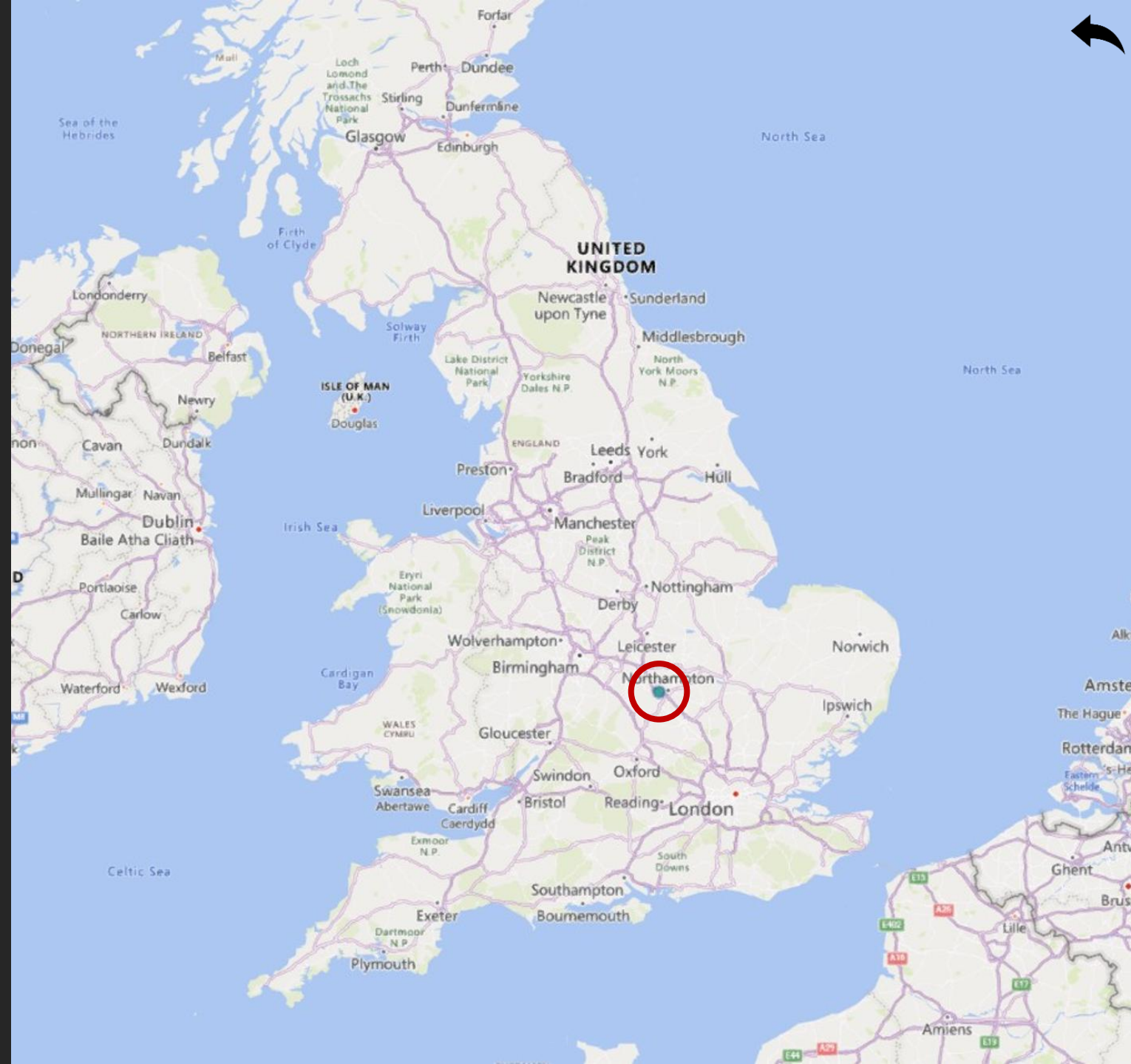


IPV Strike Report - Headline

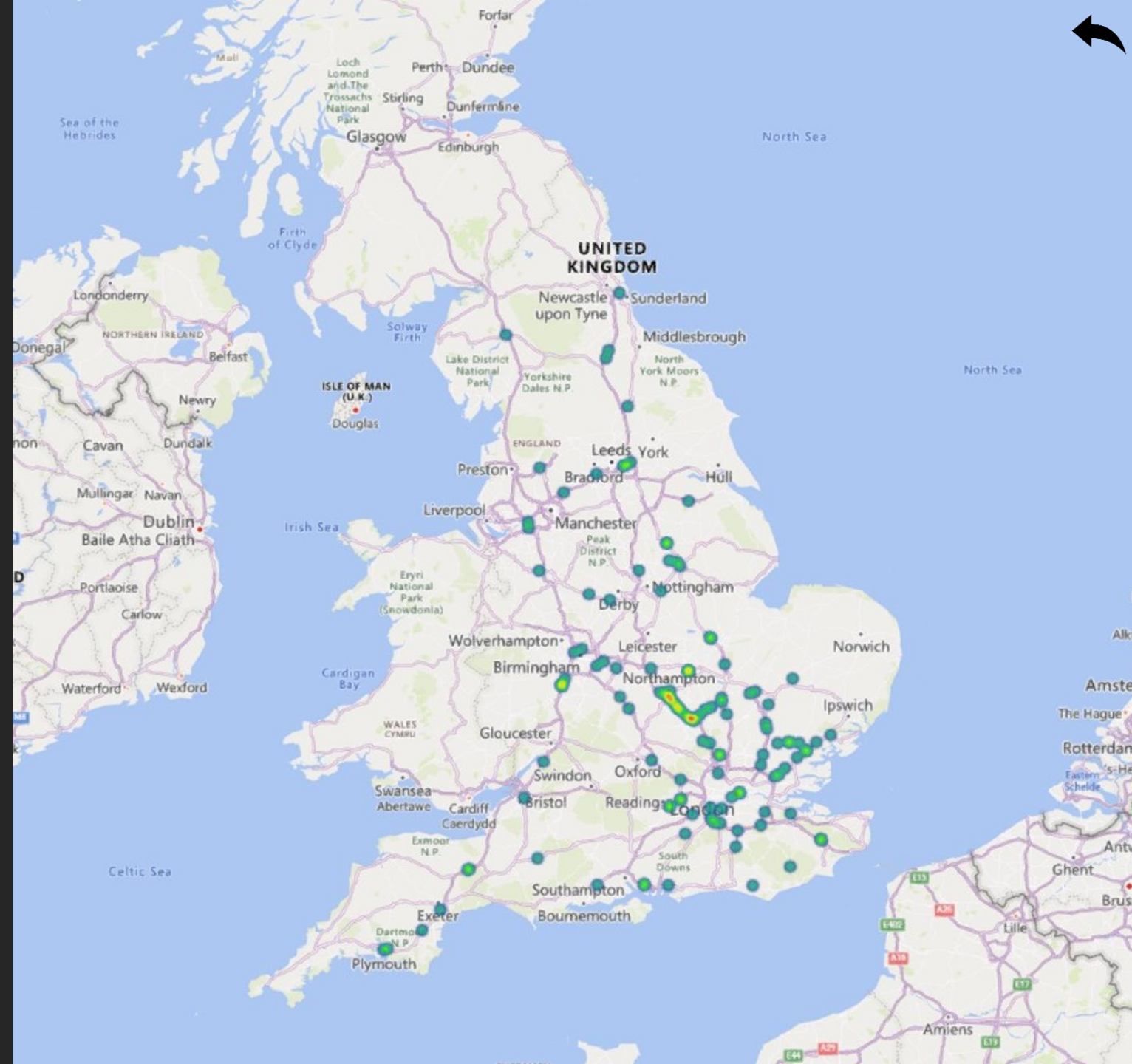
139 IPV strikes have been recorded since December 2019 with **2** being recorded in June 2026 (Edited Record)

Record ID	Date	Time	Directorate	Region	Programme	Site / Project	Type of Closure	Type of TTM	Location	Specific Location	Details of actual job being done	Describe the facts of what happened	Immediate Actions Taken
177918	03/06/2026	20:15:00	Operations	Midlands - Operations	Midlands - Asset Delivery	AD - M&R - Seven	Full Closure - Slip Road	Relaxation works – Lane closure	Carriageway A	M1 Northbound Prior to J16 Exit Slip road 108/4	Installation of traffic management	A Member of the Public drove her vehicle into the Nearside rear of a Subcontractors IPV Crash cushion	IPV removed from site and taken to Amey Depot Escalated to Duty Manager Subcontractor/Amey investigation process commenced
178147	13/06/2026	01:13:00	Outstations & ROCs	East - Outstations & ROCs	East - ROCs	East ROC	Lane Closure - Mainline	Standard works – Narrow Lane system inc. slips and links	Carriageway B	Not populated	Scheme works on roadworks log 3413-120626	IPV cushion and van got hit by a car which subsequently failed to stop, Police has attended, no CAD provided, no injuries	Not Populated

Heatmap of IPV Strikes recorded during June 2026



Heatmap of all IPV Strikes recorded



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

South East Region

Major Projects	6
Operations	38
Total	44

Midlands Region

Major Projects	0
Operations	32
Total	32

Yorkshire & North East Region

Major Projects	0
Operations	15
Total	15

South West Region

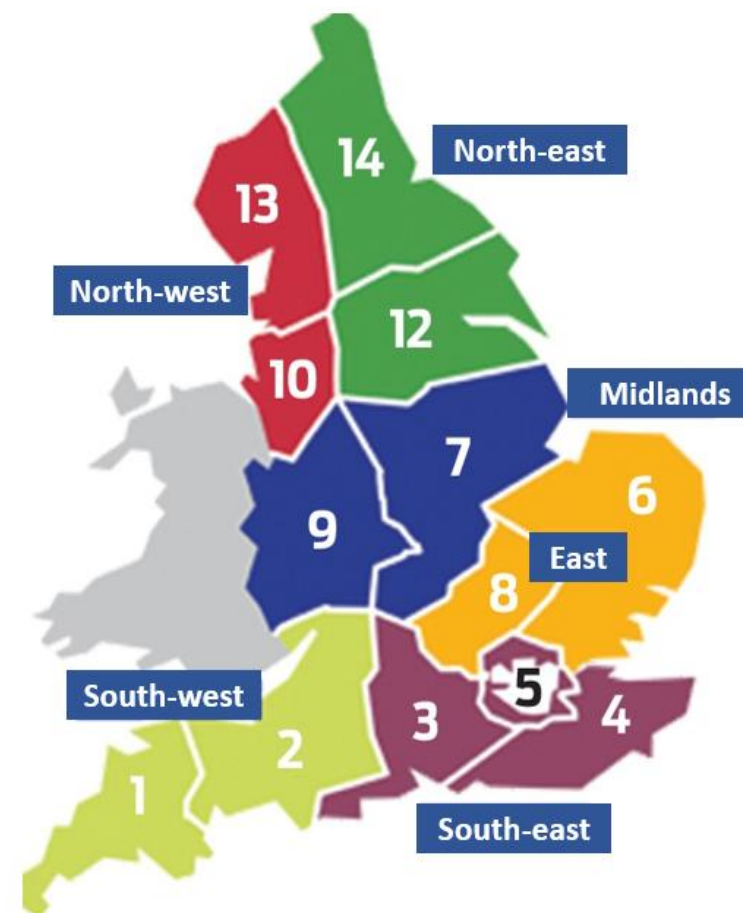
Major Projects	3
Operations	8
Total	11

East Region

Major Projects	2
Operations	8
Total	10

North West Region

Major Projects	0
Operations	8
Total	8

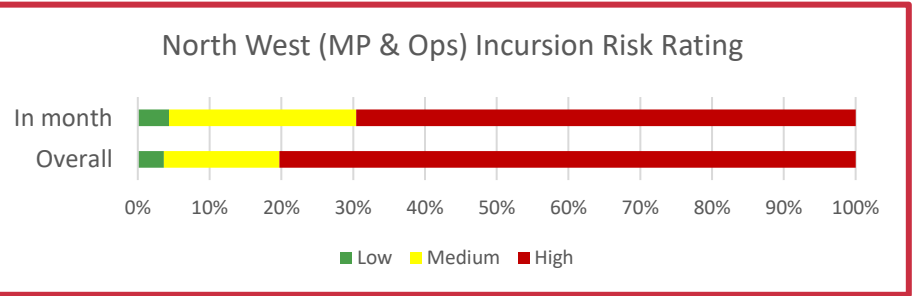


Incursions Report – North West Region

North West Region

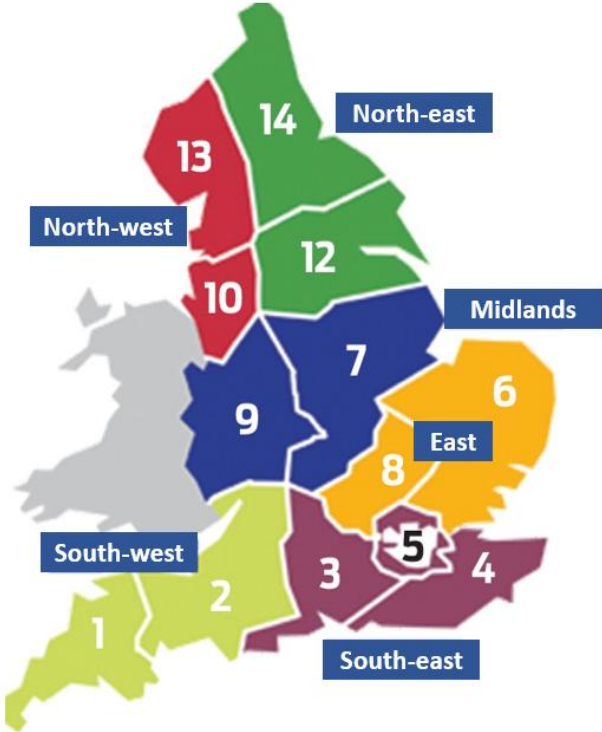
Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Intentional - To seek benefit	247 [13.88%]	446 [42.84%]		3 [37.50%]
Intentional – Because of breakdown	1181 [66.39%]	114 [10.95%]		
Intentional – To seek information	42 [2.36%]	24 [2.31%]		
Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.48%]		
Unintentional - Driver confused	179 [10.06%]	268 [25.74%]		3 [37.50%]
Unintentional - Follow in	52 [2.92%]	84 [8.07%]		1 [12.50%]
Unintentional - Result of accident	70 [3.93%]	67 [6.44%]		
Intentional - Blue Light Incursion	6 [0.34%]	27 [2.59%]		1 [12.50%]
IPV Strike	1 [0.06%]	6 [0.58%]		
Grand Total	1779 [100.00%]	1041 [100.00%]		8 [100.00%]

Technology Utilisation	Apr 26			May 26			Jun 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	825	91	11%	723	217	30%	836	326	39%
Area 13	62	4	6%	85	33	39%	95	16	17%



North West Region						
Incursion Activity Summary - Jun 2026 (n=8)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 (1)	2 (0)	3 (0)	4 (0)	5 (1)	6 (0)	7 (0)
8 (0)	9 (0)	10 (0)	11 (1)	12 (0)	13 (0)	14 (0)
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 (0)
29 (2)	30 (0)					

Total 4 1 1 1 1



Incursions Report – North West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions were reported, primarily involving members of the public following workforce or traffic management vehicles into closures and works access points. One vehicle entered a live worksite, causing plant operations to stop.

Traffic Incidents [*Sentiment: Neutral*]

One traffic collision was reported at a closure merge point involving a car and a heavy goods vehicle. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

No broken down vehicles were reported during this period.

Traffic Management Responses [*Sentiment: Neutral*]

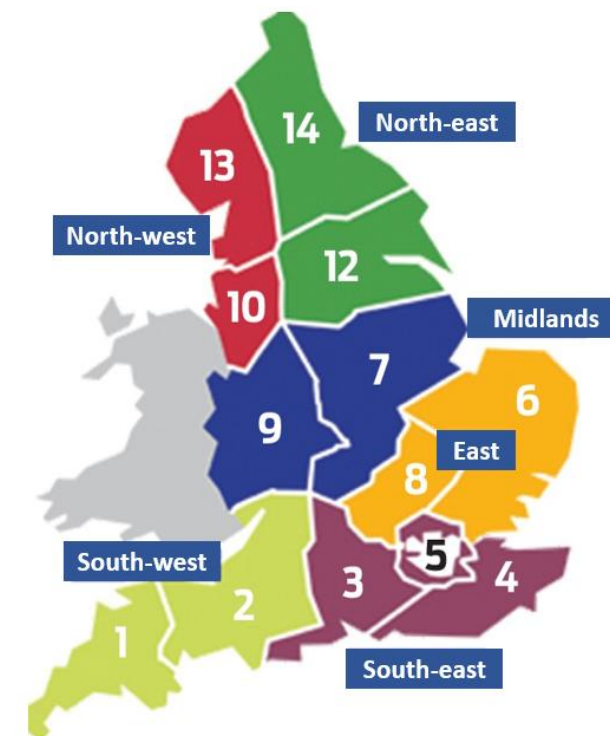
Supervisors and operatives identified incursions promptly, stopped work activities where necessary, challenged unauthorised drivers where possible, and completed incident reporting procedures.

Overall [*Sentiment: Negative*]

The reporting period was characterised by repeated unauthorised vehicle entries into closures and work areas. While no workforce injuries were reported, the frequency of incursions continued to present a risk to operational safety.

Recommendations

Project team should review their approach and where required strengthen measures at works access points and closure entry locations to deter unauthorised vehicles. Consider additional signing, physical controls, and workforce briefings focused on vehicle-following behaviour, particularly when entering or exiting closures. Continued monitoring of recurring incursion trends should be used to identify locations and activities requiring further mitigation.



Incursions Report

Directorate: Major Projects
Region: North West
Project: MP-1032 – A66 NTP Scheme

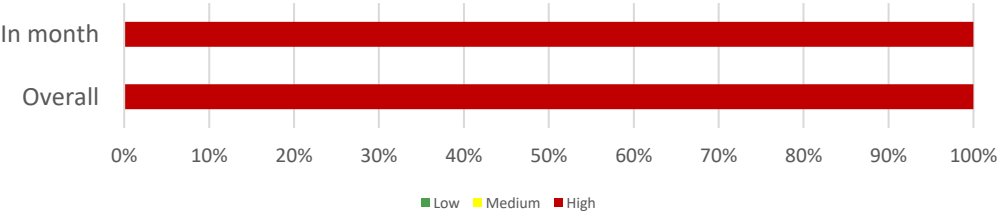
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

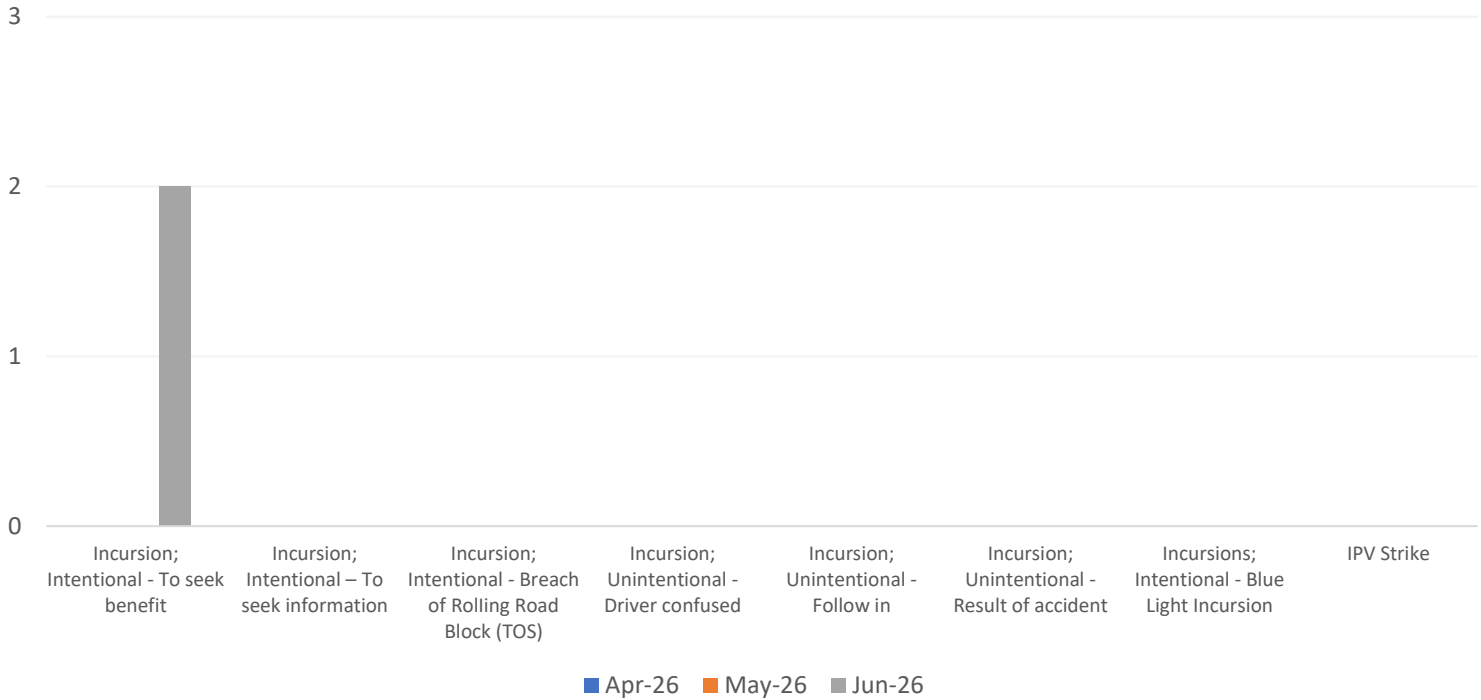
Project Risk Rating



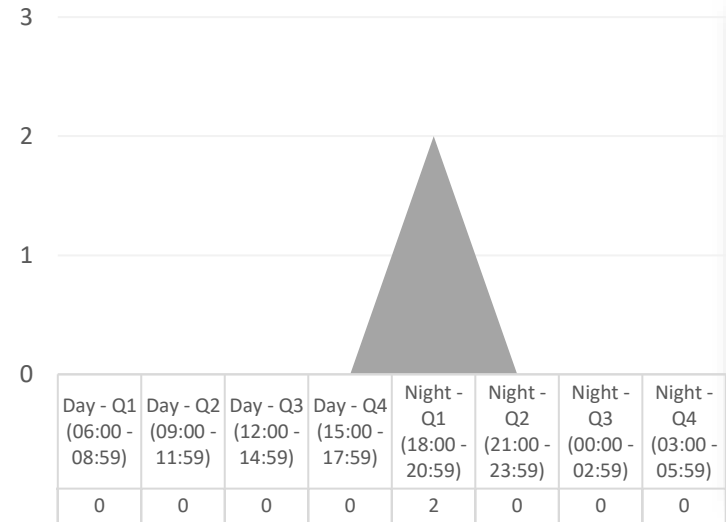
Incursion rate per length of TM (35.00 km / 21.75 miles)

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

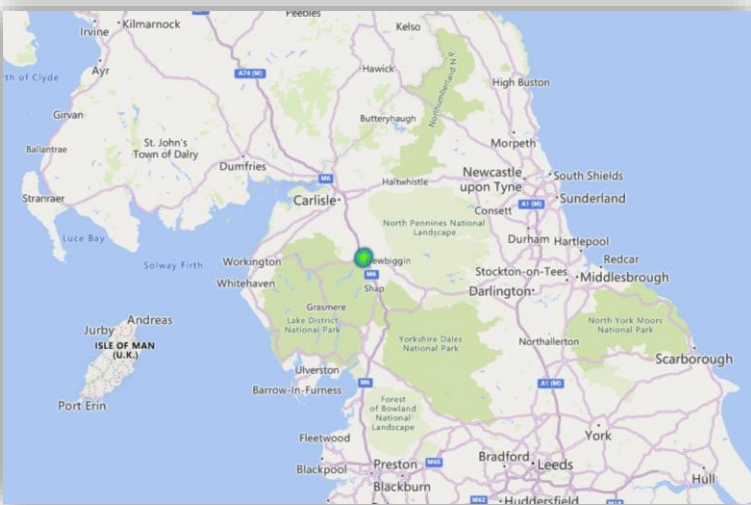
Breakdown Rate: 3.83 incidents/km or 6.16 incidents/miles



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: North West

Project: MP-1032 – A66 NTP Scheme



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Two vehicle incursions were recorded involving broken down vehicles entering areas associated with traffic management. In both cases, drivers moved to safer locations away from live traffic lanes. No pedestrian incursions were reported and there was no impact on active works.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period. There were no collisions, injuries, significant traffic disruptions or safety events affecting the workforce, road users or members of the public.

Broken Down Vehicles *[Sentiment: Neutral]*

Two vehicle breakdowns occurred within the scheme area. Both drivers positioned their vehicles in locations that avoided obstructing live traffic lanes. Recovery services attended and removed the vehicles safely, with no reported escalation or adverse impacts.

Traffic Management Responses *[Sentiment: Positive]*

The site team and Traffic Safety Officer responded appropriately, engaging with vehicle occupants, providing safety advice and monitoring the situation until recovery was completed. Traffic management measures remained effective and supported the safe resolution of both incidents.

Overall *[Sentiment: Positive]*

The period was characterised by two vehicle breakdowns that were managed safely and efficiently. There was no reported impact on active works, no injuries to the workforce or members of the public, and no disruption requiring additional intervention.

Recommendations

Project team should review their approach and where required continue reinforcing procedures for managing vehicle breakdowns within traffic management areas, ensuring clear guidance is provided to motorists and that site personnel maintain effective coordination with recovery services to minimise risk and disruption.

Incursions Report

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

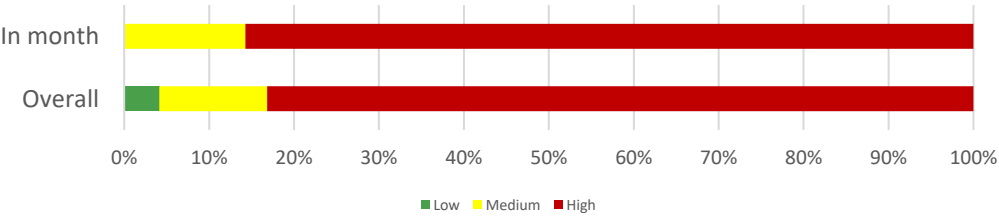
A total of 4 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions together with an 67% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

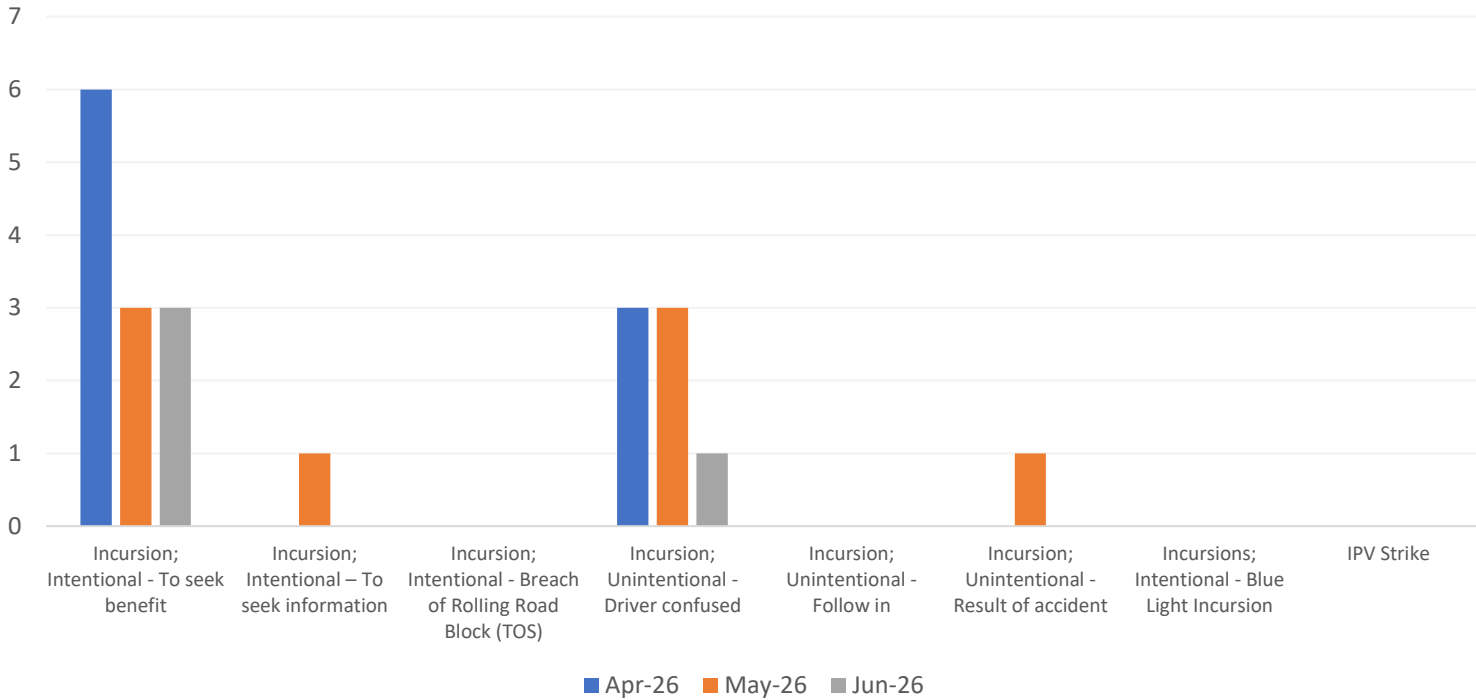
Project Risk Rating



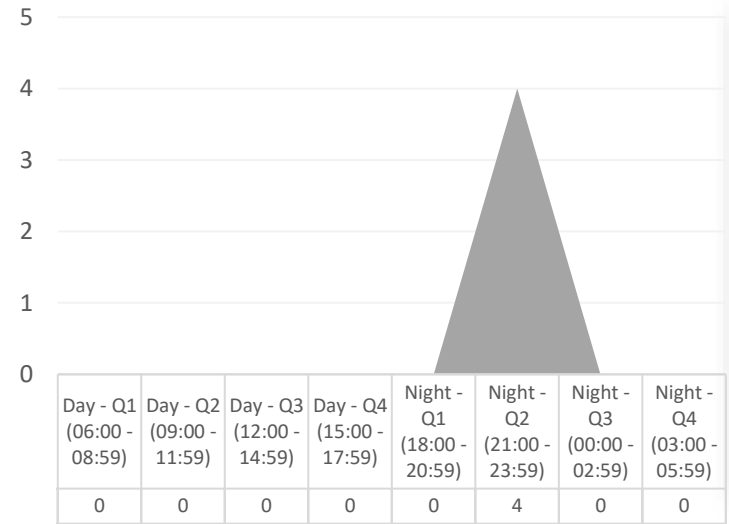
Incursion rate per length of TM (Unknown)

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

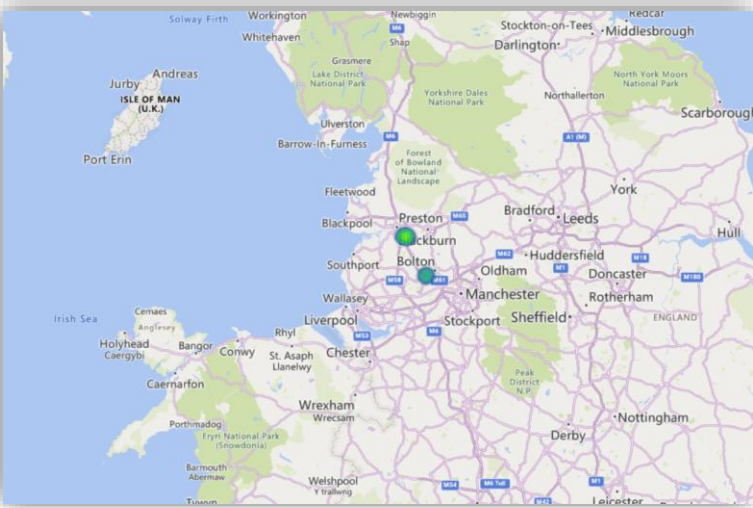
AD - M&R - Ten



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 where unauthorised vehicles entered the traffic management closure. Incidents included vehicles following authorised traffic management vehicles into the works area and a driver entering the closure to access an exit slip rather than following the designated route. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle involved in a collision outside the works area entered the closure and reported a prior collision with a heavy goods vehicle near the traffic management merge point. No direct impact on the workforce or traffic management operations was reported.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Site personnel challenged unauthorised access where safe to do so, and relevant incident reporting processes were completed. The incidents were escalated through the appropriate channels, with records updated and reports submitted to support ongoing monitoring and review.

Overall *[Sentiment: Neutral]*

The reporting period was characterised by several vehicle incursions into the traffic management closure. While no injuries, workforce impacts, or significant operational disruptions were reported, the repeated unauthorised access highlights ongoing risks associated with driver non-compliance.

Recommendations

Project team should review their approach and where required consider whether additional measures are needed to discourage unauthorised access into closures, particularly at entry and exit locations. The project team should also review incident trends, reinforce driver information and signing arrangements, and identify opportunities to reduce the likelihood of repeat incursions. No injuries to the workforce or members of the public were reported.

Incursions Report

Directorate: Operations
Region: North West
Project: Pavement - Ten

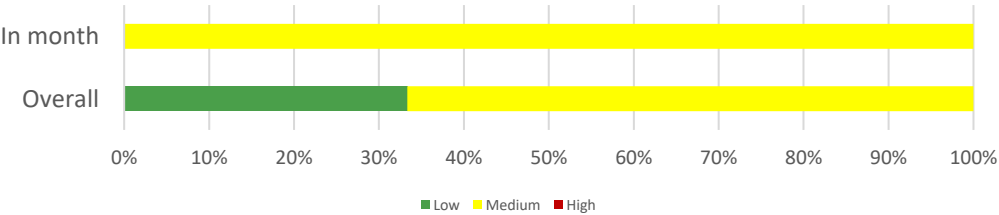
A total of 1 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions

[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)

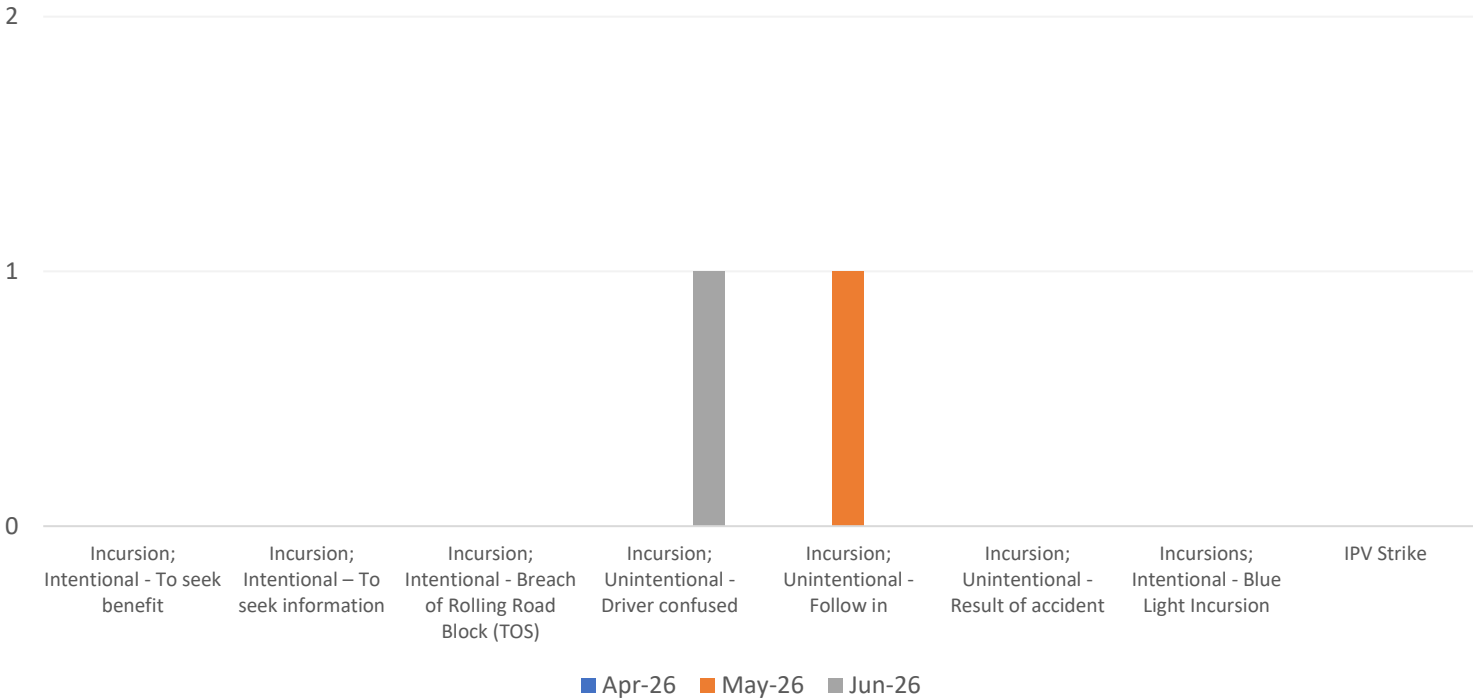
Project Risk Rating



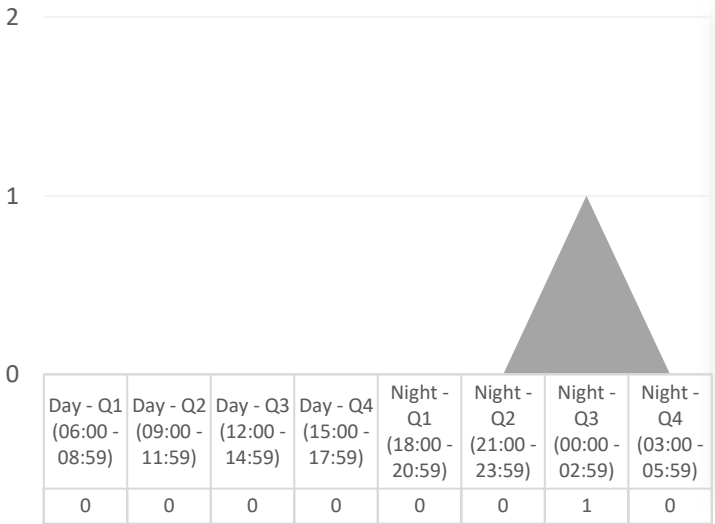
Incursion rate per length of TM (Unknown)

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

Pavement - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Pavement - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the work access point as part of operational activity. Two members of the public subsequently followed the vehicle into the works area without authorisation before leaving the closure. This represented an unauthorised vehicle incursion into the worksite.

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]*

The operative acted appropriately by stopping when safe to do so and attempting to engage with the members of the public. The unauthorised vehicles exited the closure before further intervention was required, limiting the duration of the incursion.

Overall *[Sentiment: Neutral]*

An unauthorised vehicle incursion occurred when members of the public followed a works vehicle into the closure. The situation was managed safely by the operative and was resolved without escalation. No injuries to the workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen measures at work access points to discourage vehicles from following authorised traffic into closures. Consider whether additional signing, access controls, site briefings or local awareness measures could further reduce the risk of unauthorised entry into the worksite.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 13

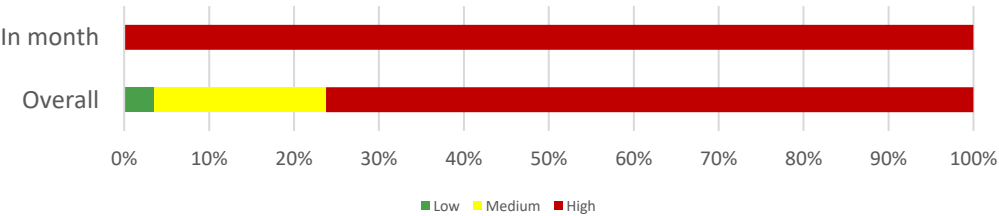
A total of 1 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

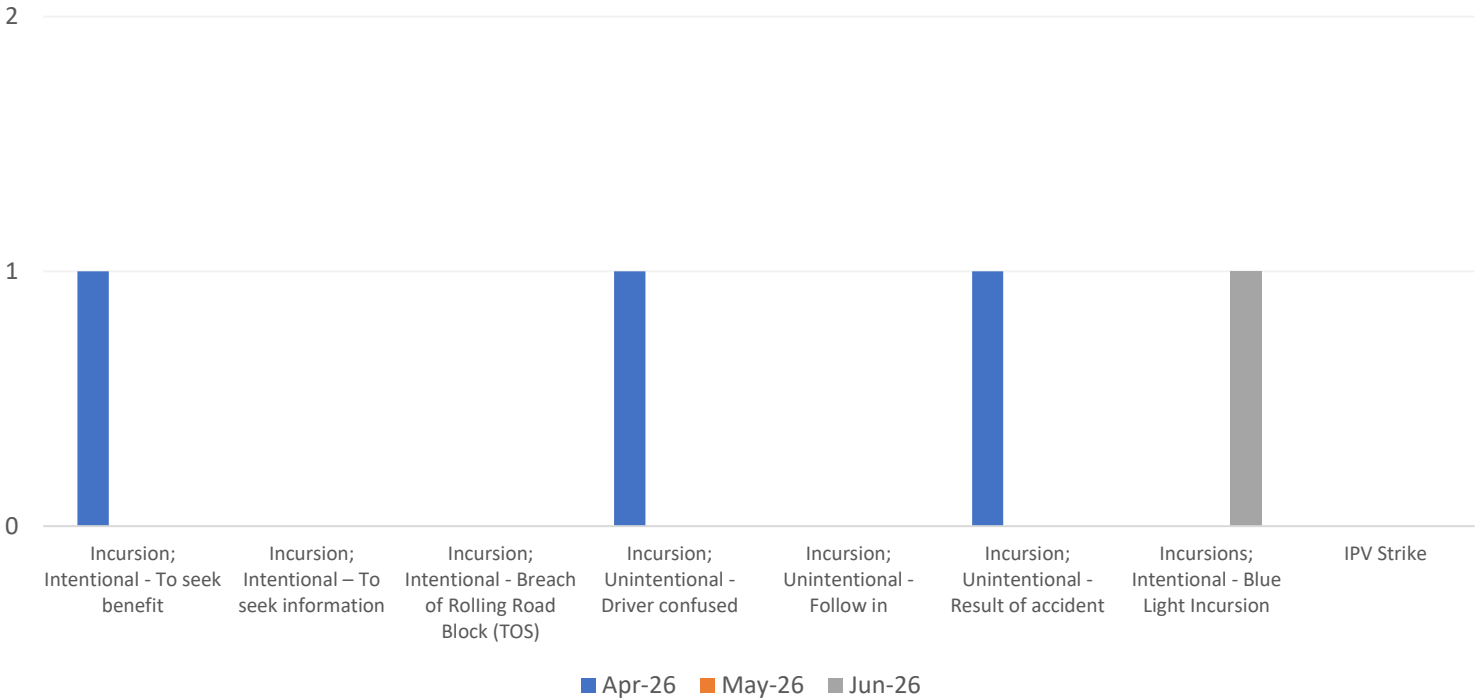
Project Risk Rating



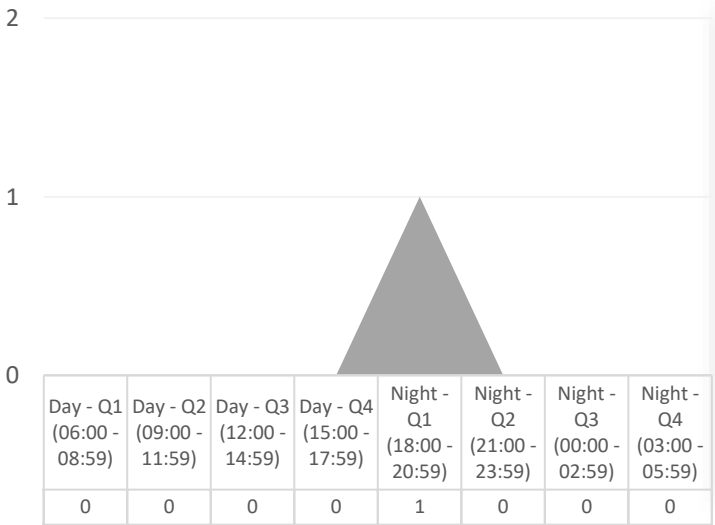
Incursion rate per length of TM (Unknown)

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

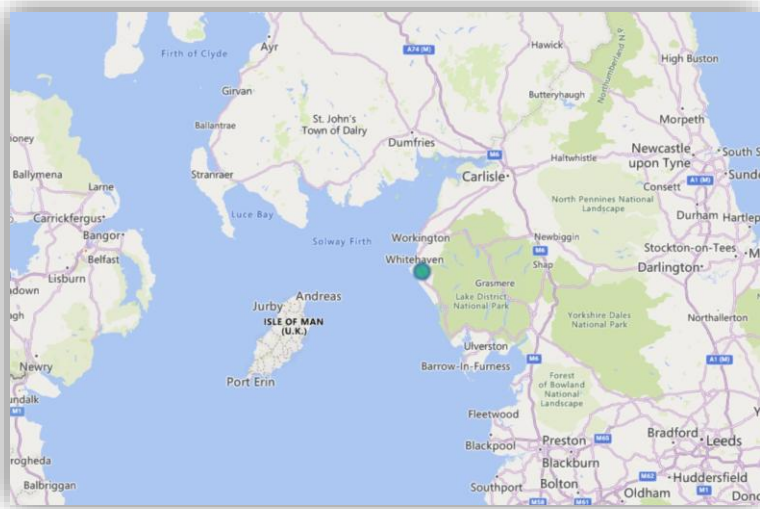
Area 13



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 closed lane worksite during a convoy operation after an emergency response vehicle travelled against the convoy flow. The vehicle passed between operational plant and equipment, resulting in work activity being brought to a stop to prevent further risk.

Traffic Incidents *[Sentiment: Negative]*

A traffic management incident occurred when an emergency response vehicle entered the restricted work area while responding with blue lights and sirens. This action disrupted the convoy operation and contributed to an unauthorised vehicle entering the closure.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management operation responded appropriately by stopping work activities when an unauthorised vehicle entered the worksite. This prevented the situation from escalating and maintained the safety of the workforce and road users.

Overall *[Sentiment: Negative]*

The event demonstrates the risks that can arise when emergency response activity interacts with live traffic management operations. Although no injuries, collisions or damage were reported, the unauthorised entry into the worksite created a potentially hazardous situation requiring immediate operational intervention.

Recommendations

Project team should review their approach and where required consider arrangements for managing interactions between emergency response vehicles and convoy operations. The project team should assess whether additional communication processes, briefing arrangements or control measures could reduce the likelihood of unauthorised vehicle entry into live works areas and improve situational awareness for all road users. No workforce or public injuries were reported.

Incursions Report

Directorate: Operations
Region: North West
Project: Area 10

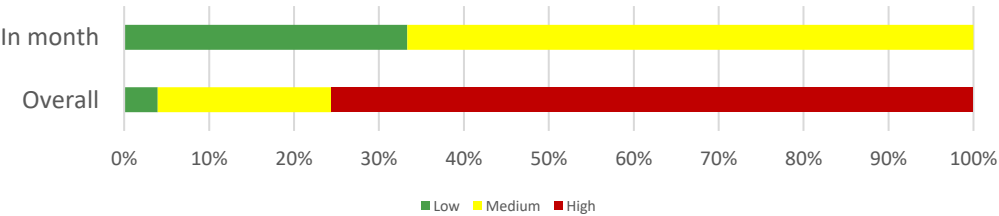
A total of 2 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an 100% increase in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

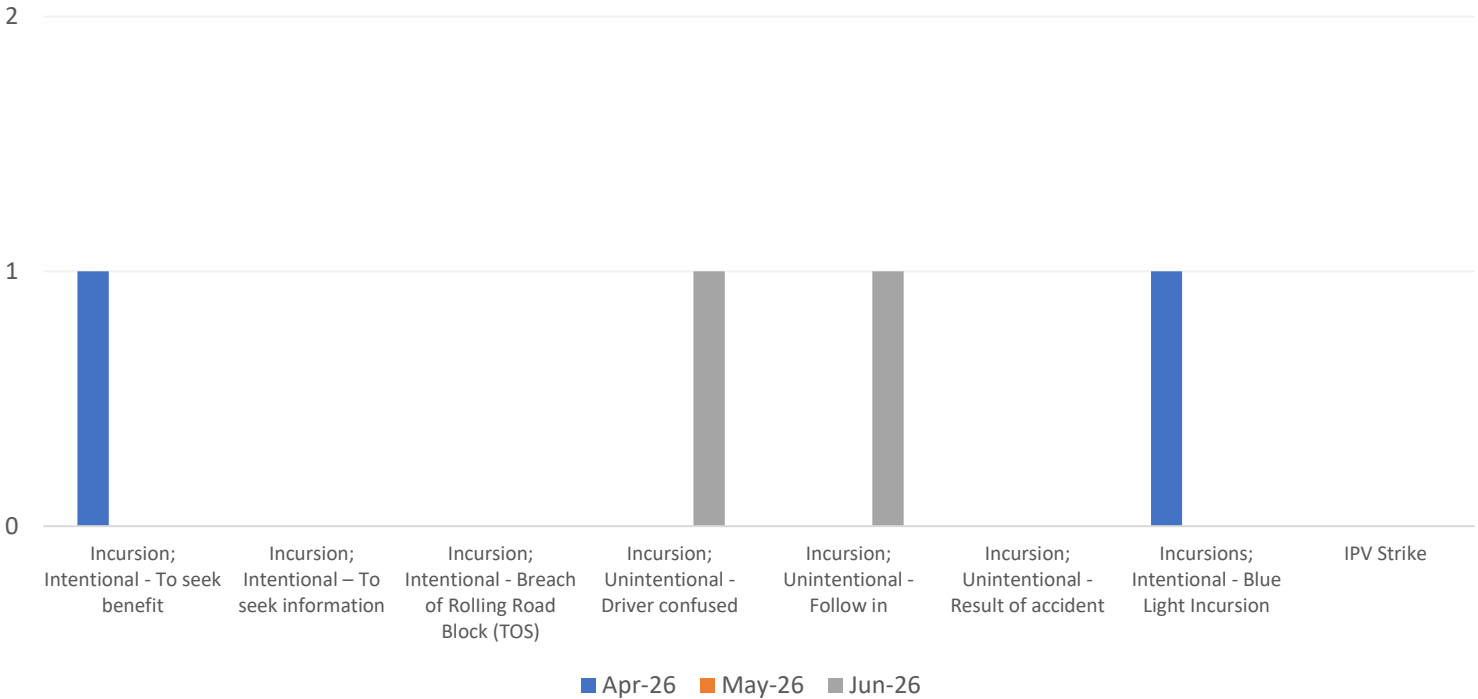
Project Risk Rating



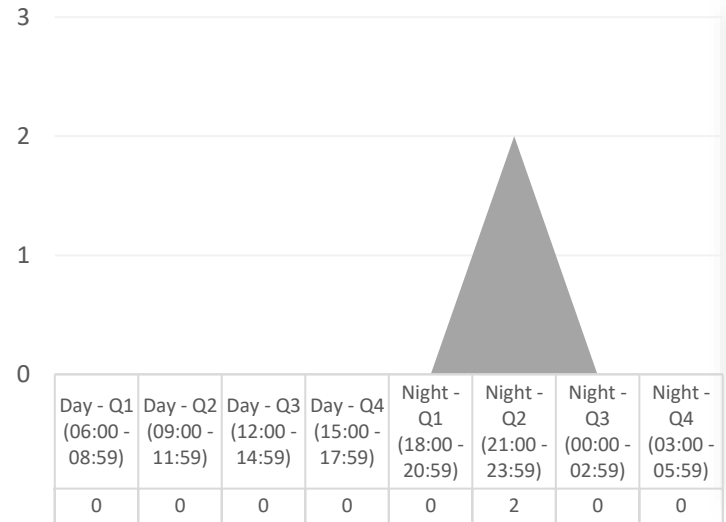
Incursion rate per length of TM (Unknown)

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

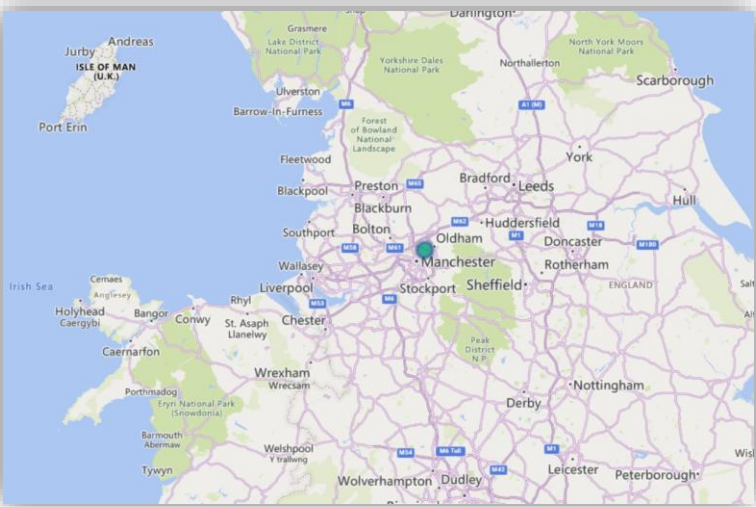
Area 10



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: North West
Project: Area 10



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle gained unauthorised access to the worksite closure by following workforce access movements through a works entrance. The vehicle remained within the closure before exiting independently. 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 event was identified and recorded following an unauthorised vehicle entering the closure through the works access point. The incident was monitored and documented, allowing the project team to review current access control arrangements.

Overall [*Sentiment: Neutral*]

One vehicle incursion into the closure was reported during the period. The event involved unauthorised access through a works entrance used by the workforce. No injuries or damage were reported, although the incident presented a potential safety risk.

Recommendations

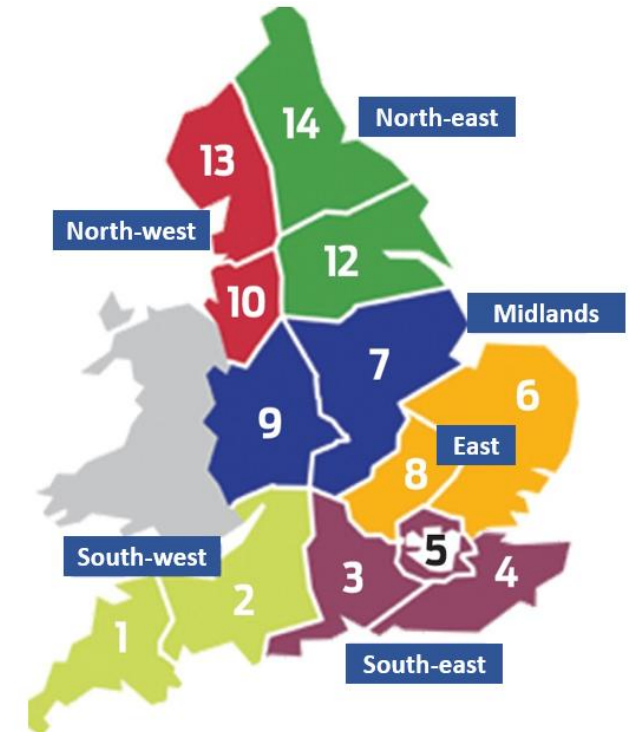
Project team should review their approach and where required strengthen access control measures at works entry and exit points to reduce the likelihood of unauthorised vehicles following authorised movements into closures. Consider reinforcing site access procedures, workforce awareness, and physical or operational controls to deter similar occurrences.

Incursions Report – North West Region

End of regional report

[Back to [Summary](#) page]

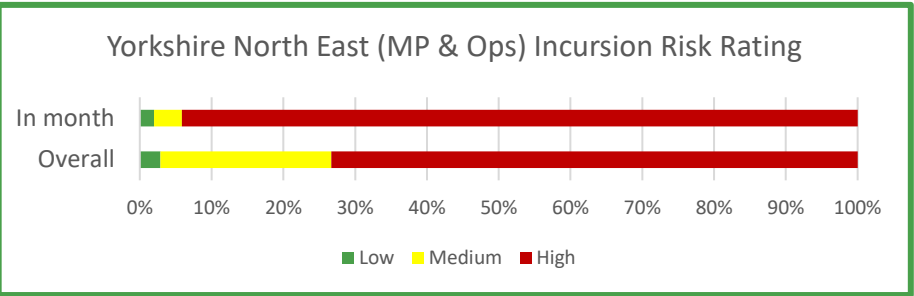
Select next page for North East Region and
Project Reports



Incursions Report – Yorkshire & North East Region

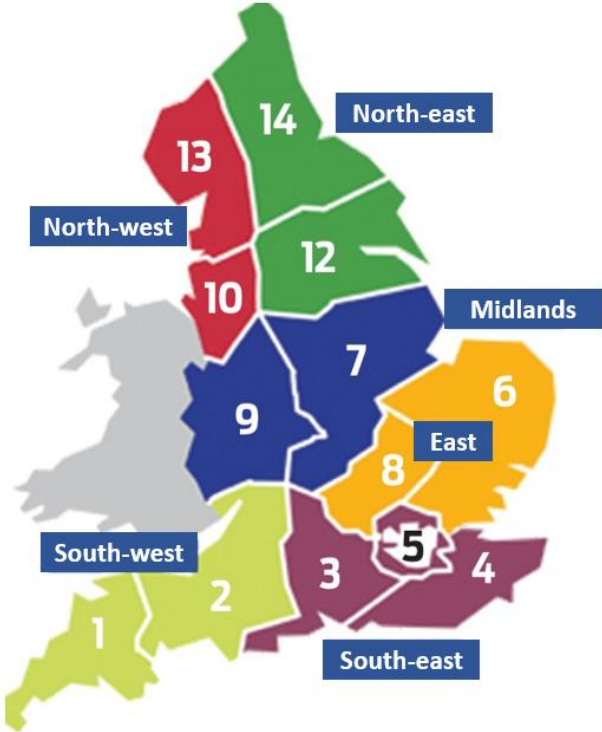
Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Intentional - To seek benefit	208	[16.83%]	292	[50.69%]	10 [66.67%]
Intentional – Because of breakdown	457	[36.97%]	38	[6.60%]	1 [6.67%]
Intentional – To seek information	18	[1.46%]	11	[1.91%]	
Intentional - Breach of Rolling Road Block (TOS)			4	[0.69%]	
Unintentional - Driver confused	398	[32.20%]	106	[18.40%]	1 [6.67%]
Unintentional - Follow in	57	[4.61%]	35	[6.08%]	1 [6.67%]
Unintentional - Result of accident	82	[6.63%]	57	[9.90%]	1 [6.67%]
Intentional - Blue Light Incursion	16	[1.29%]	26	[4.51%]	1 [6.67%]
IPV Strike			7	[1.22%]	
Grand Total	1236	[100.00%]	576	[100.00%]	15 [100.00%]

Technology Utilisation	Apr 26			May 26			Jun 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	548	115	21%	492	128	26%	601	156	26%
Area 14	254	145	57%	395	190	48%	159	86	54%



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

Total	3	2	2	6	1	1
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Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions were reported involving motorists entering work areas, following works vehicles, bypassing traffic signals and entering lane closures. A pedestrian inadvertently entered a works access area. No injuries were reported.

Traffic Incidents [*Sentiment: Negative*]

A road traffic collision occurred within a closure involving a vehicle and HGV. Emergency service access was also required following reports that a police officer had been run over by a member of the public.

Broken Down Vehicles [*Sentiment: Neutral*]

A heavy goods vehicle entered the work area after experiencing a mechanical issue. The driver was assisted and safely exited the site following traffic management controls.

Traffic Management Responses [*Sentiment: Positive*]

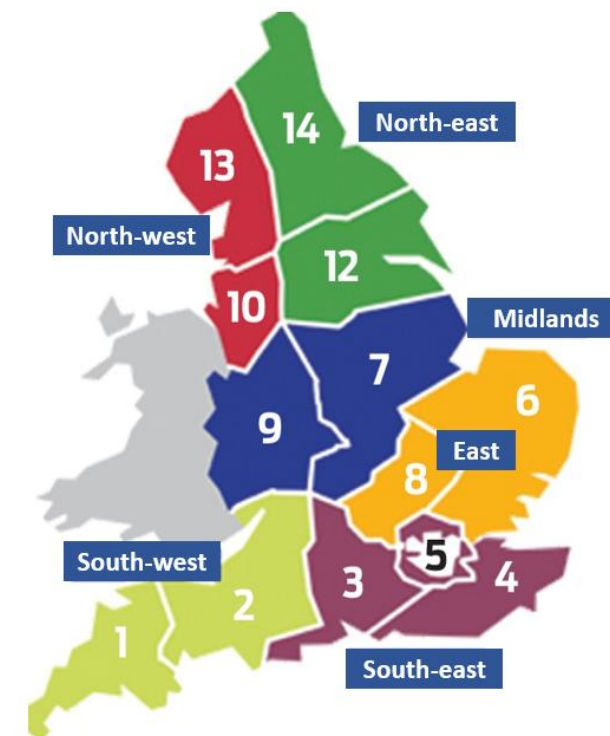
Traffic management teams successfully intervened to prevent several incursions escalating, using traffic signal controls, radio communication, site supervision and access management to maintain workforce safety.

Overall [*Sentiment: Negative*]

The region experienced a high number of vehicle incursions and unsafe driver behaviour. There was also an instance of verbal abuse directed towards traffic management operatives by a member of the public. Traffic management controls prevented more serious consequences.

Recommendations

Project team should review their approach and where required strengthen driver awareness measures around temporary traffic management, reinforce works access controls, and share lessons learned from repeated signal violations and unauthorised site entries. Consider targeted engagement with local stakeholders and emergency services to improve compliance, site access understanding and workforce safety.



Incursions Report

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

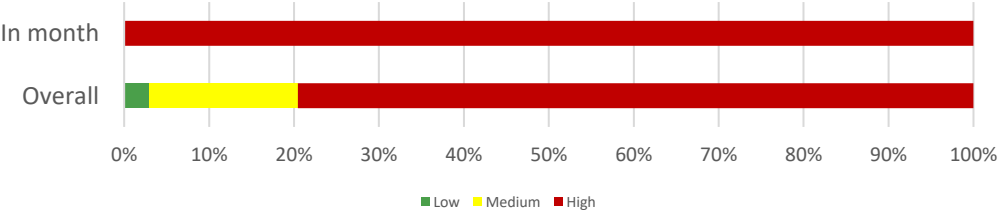
A total of 5 incursions have been recorded; with a 400% increase in 'Seeking Benefit' type incursions

[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)

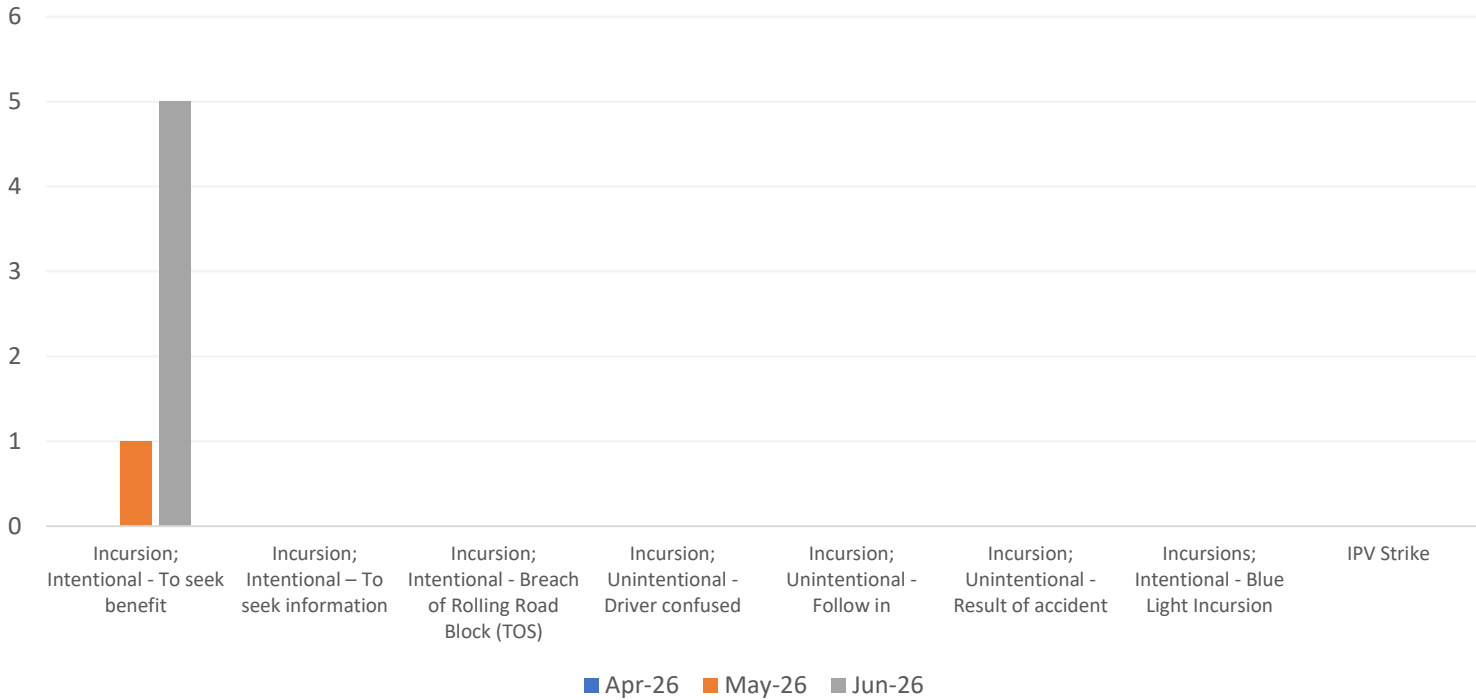
Project Risk Rating



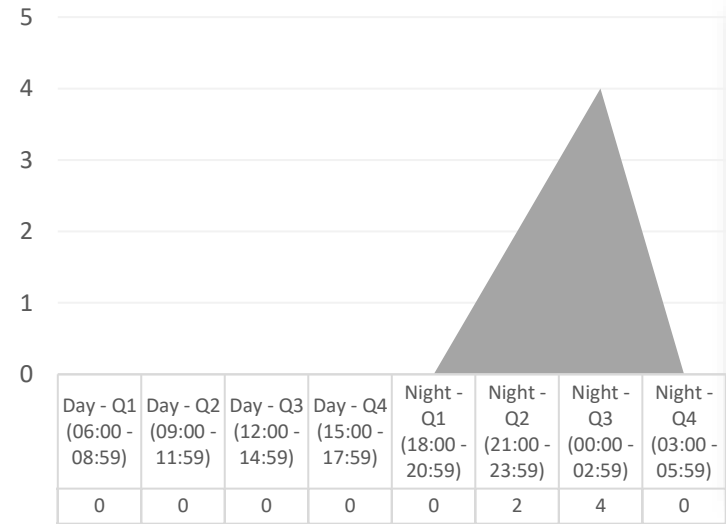
Incursion rate per length of TM (Unknown)

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

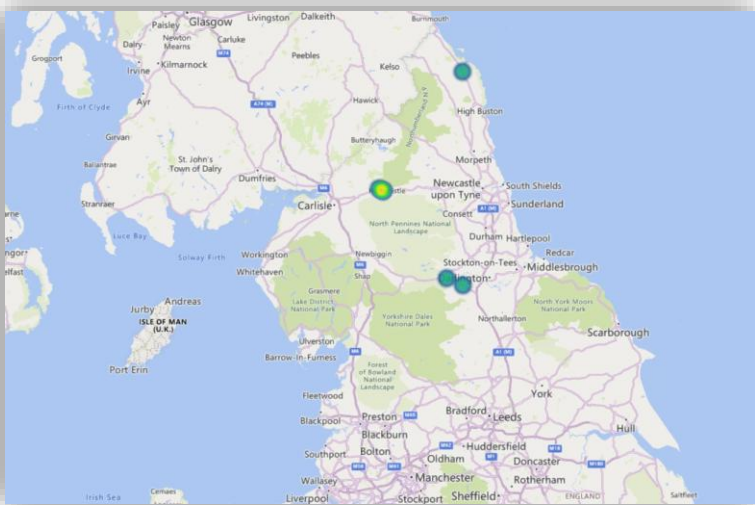
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported where members of the public ignored temporary traffic signals and entered controlled work areas or contraflow sections. Several drivers proceeded through red lights, creating the potential for conflict with oncoming traffic and roadworks operations. One incident resulted in a road worker having to take evasive action to avoid being struck.

Traffic Incidents *[Sentiment: Negative]*

Several traffic-related incidents occurred involving vehicles contravening temporary traffic management arrangements. Drivers bypassed stationary traffic, entered opposing traffic flows and created hazardous situations requiring immediate intervention. No collisions were reported, but the incidents increased risk to road users and the workforce.

Broken Down Vehicles *[Sentiment: Neutral]*

A heavy goods vehicle entered the works area after experiencing a mechanical issue. The situation was identified promptly and managed safely by site personnel. Following confirmation that the issue had been resolved, the vehicle was escorted from the works area under controlled conditions.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded effectively to each event through radio communications, temporary signal control and direct intervention with drivers. Coordinated actions prevented conflicting vehicle movements and reduced the likelihood of more serious incidents within the work area and surrounding traffic network.

Overall *[Sentiment: Negative]*

The reporting period was characterised by repeated non-compliance with temporary traffic signals and traffic management measures. While no collisions were reported, the frequency of incursions demonstrated ongoing risk exposure. One incident involved a member of the workforce taking evasive action to avoid being struck by a vehicle.

Recommendations

Project team should review their approach and where required strengthen measures to improve driver compliance at temporary traffic signals and controlled work areas. Consider reviewing site visibility, advance warning signage, communication arrangements and lessons learned from repeated signal violations. Continued monitoring of incursion trends and sharing of learning across delivery teams may help reduce future risk to both the workforce and road users.

Incursions Report

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

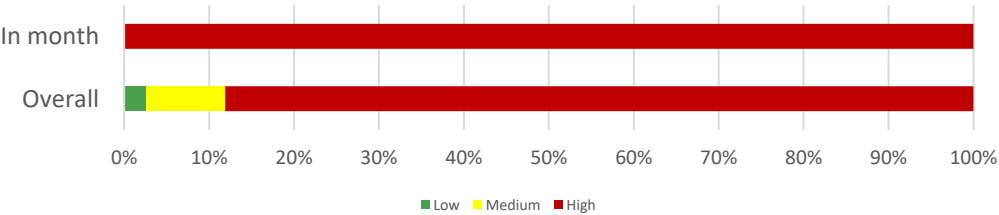
A total of 4 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions together with an no change from the previous month in Blue Light' 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

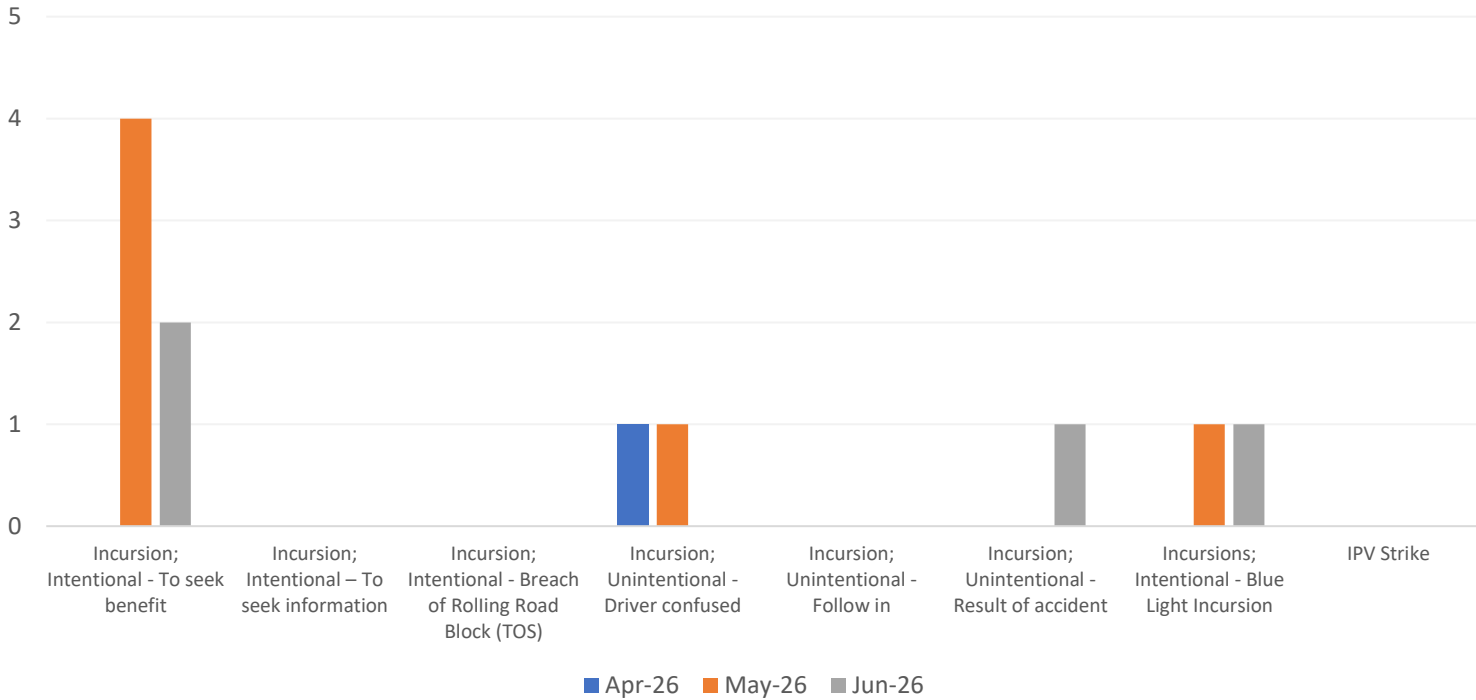
Project Risk Rating



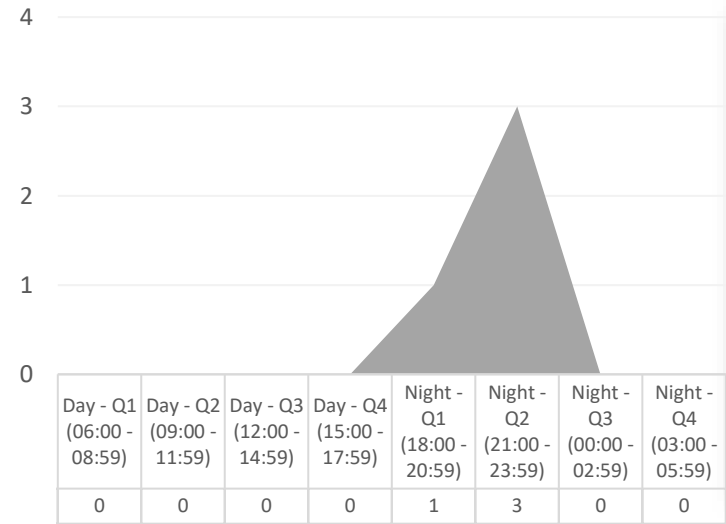
Incursion rate per length of TM (Unknown)

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

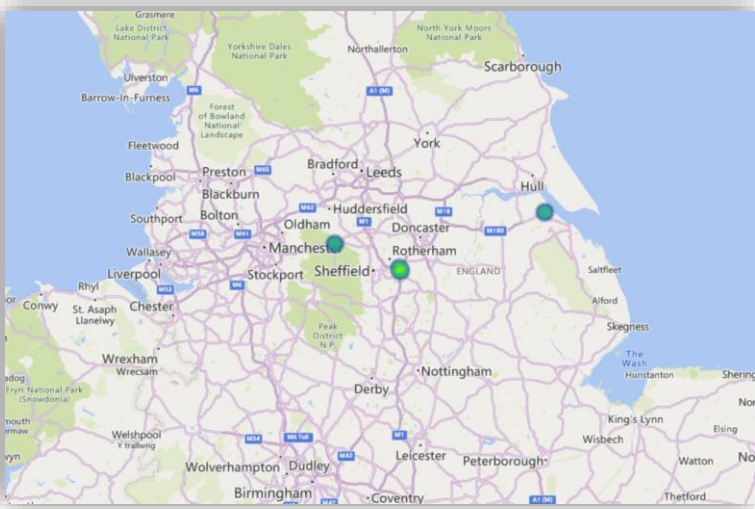
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two vehicle incursions and one unauthorised vehicle entry were reported within traffic management closures. An emergency service vehicle bypassed a closure gate and travelled through the works area at speed. Separately, a member of the public followed a works vehicle into a closure before returning to the live carriageway, while two other vehicles drove through a coned-off area and crossed between carriageways.

Traffic Incidents *[Sentiment: Negative]*

One traffic incident was reported within a closure involving a collision between a vehicle and a heavy goods vehicle. The incident had already received an emergency response before traffic management personnel attended. 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]*

Traffic management operatives responded promptly to emerging situations by assisting emergency services access, opening closure points, investigating reported incidents and attempting to manage vehicle movements through works areas. Operatives took proactive action where possible to maintain site safety and access arrangements.

Overall *[Sentiment: Negative]*

The reporting period was characterised by several unauthorised vehicle movements within traffic management closures and one collision within a closed section of road. The incidents demonstrate continued exposure to risks associated with vehicle access into controlled work areas, although no workforce or public injuries were reported.

Recommendations

Project team should review their approach and where required strengthen arrangements for managing authorised and unauthorised vehicle access into closures, particularly at access points used by emergency services and works traffic. Consider reinforcing closure controls, reviewing communication arrangements with responding agencies, assessing cone layouts and access routes, and promoting awareness of closure restrictions to reduce the likelihood of vehicles entering controlled work areas.

Incursions Report

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

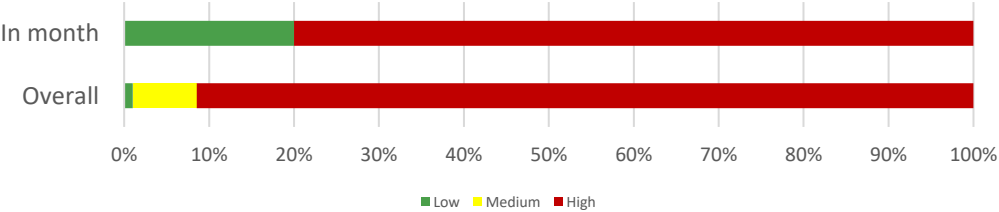
A total of 2 incursions have been recorded; with a 100% increase in 'Follow in' type incursions together with an no change from the previous month in Seeking Benefit' type incursions

[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)

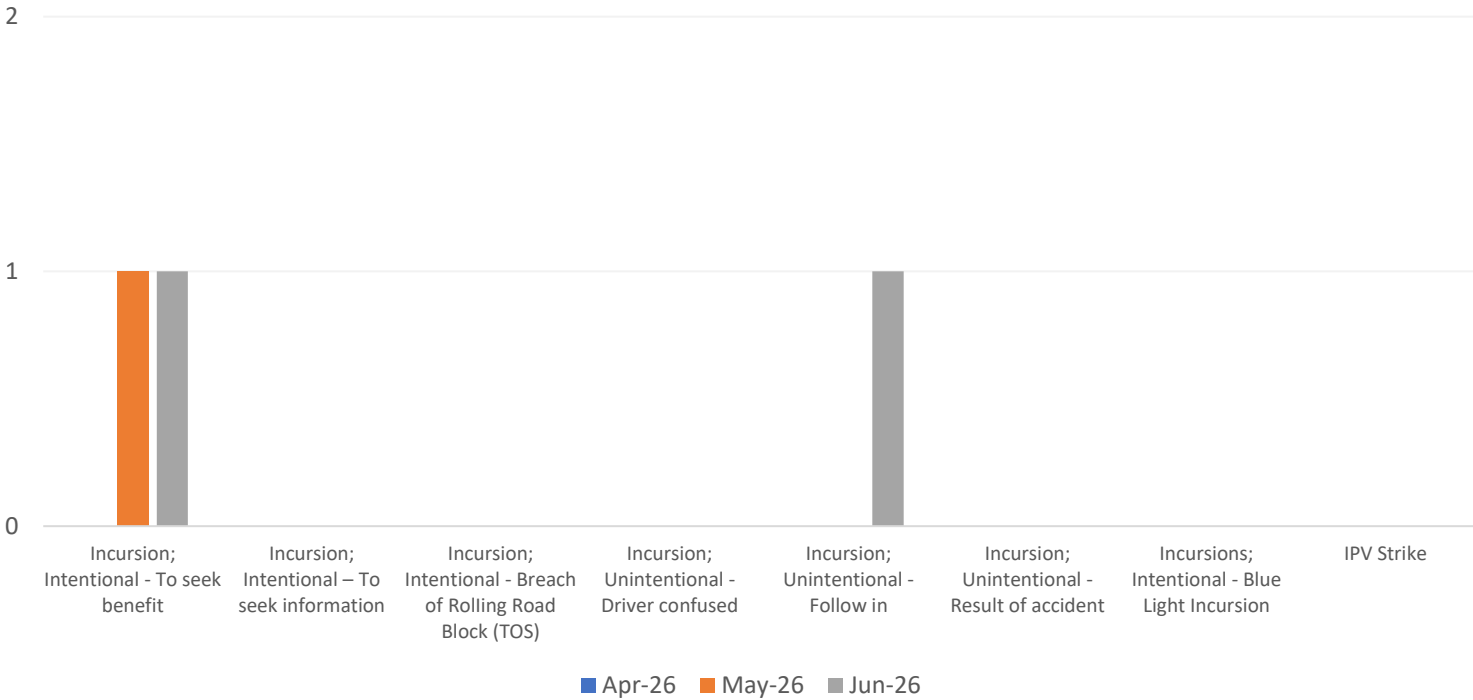
Project Risk Rating



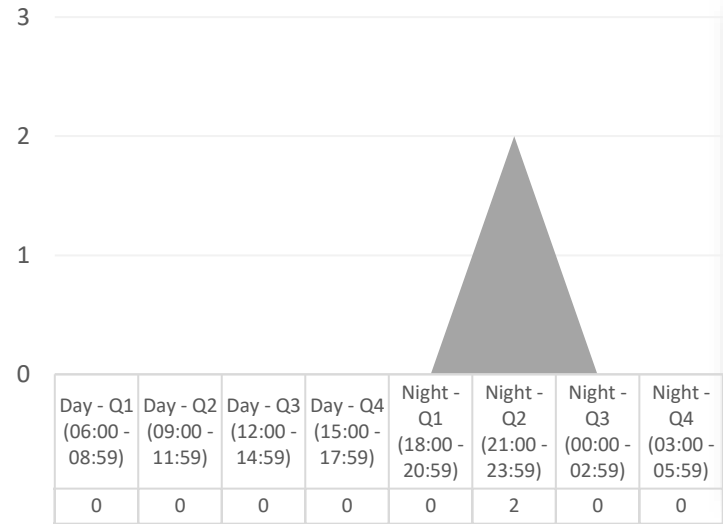
Incursion rate per length of TM (Unknown)

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

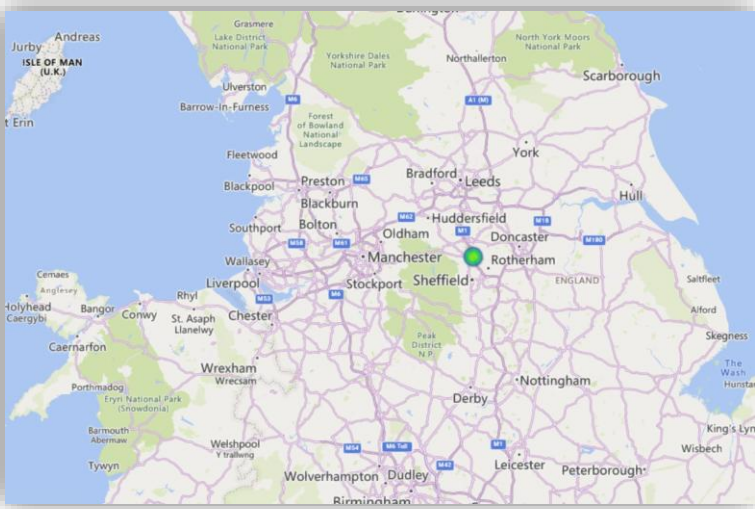
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered the works access area alongside the workforce. This resulted in an unauthorised interaction between site operations and a public vehicle movement within the controlled works access point.

Traffic Incidents *[Sentiment: Negative]*

An oversized crane entered the works area via the main gate. The incident required attention due to the size of the vehicle and its interaction with the site access arrangements.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements were required to accommodate vehicle movements into the works area, including managing access involving an oversized vehicle and responding to an unauthorised public vehicle entering the works access.

Overall *[Sentiment: Neutral]*

The period saw two vehicle-related events involving site access. No injuries to the workforce or members of the public were reported. The events reinforce the need to maintain effective control of works access points and vehicle management procedures.

Recommendations

Project team should review their approach and where required strengthen controls at works access points to reduce the likelihood of unauthorised vehicle entry. Additional consideration should be given to managing oversized vehicle arrivals, ensuring access arrangements, site communications and workforce awareness remain appropriate for unusual or high-risk vehicle movements.

Incursions Report

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

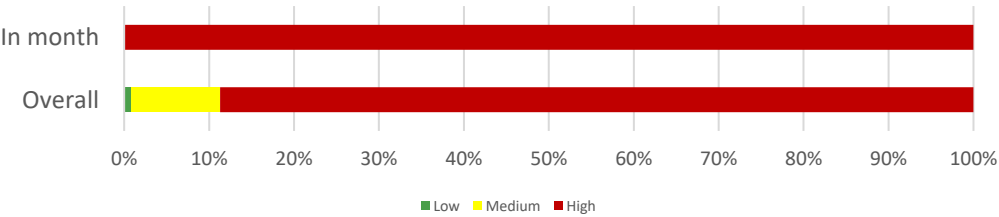
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

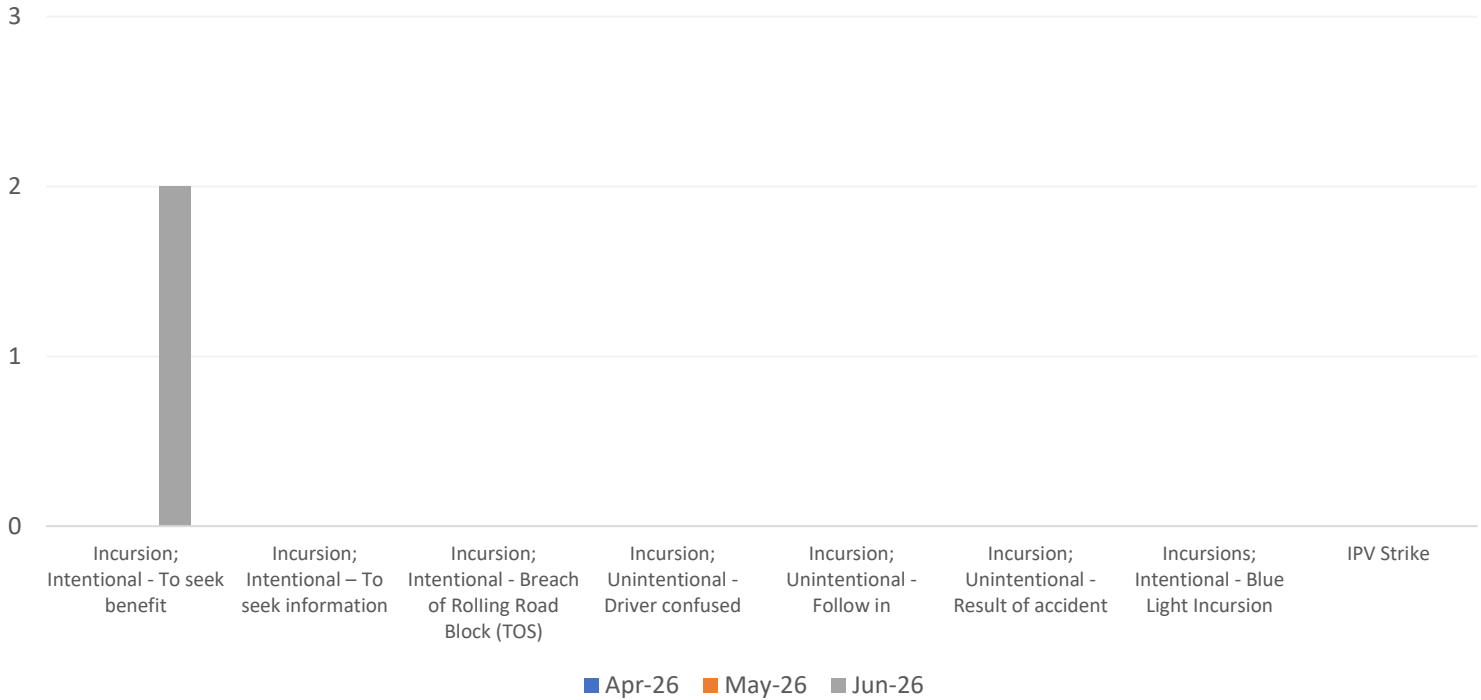
Project Risk Rating



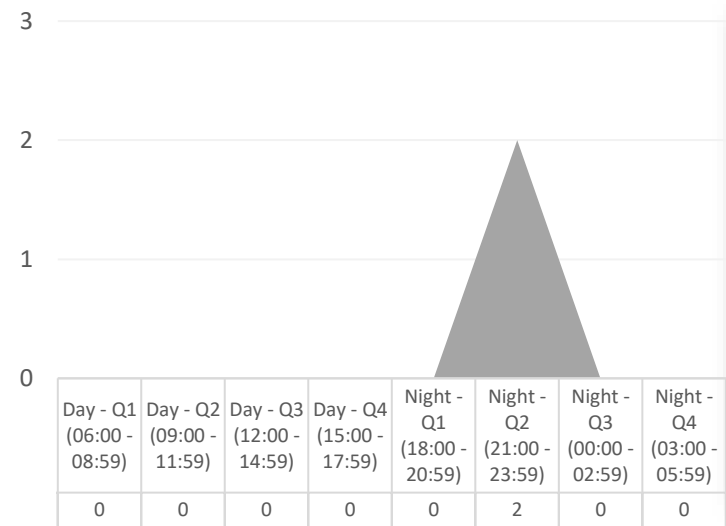
Incursion rate per length of TM (Unknown)

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

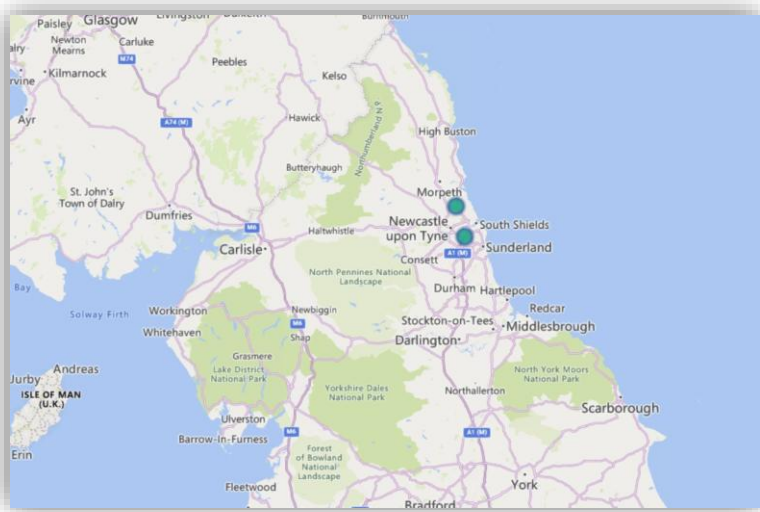
Area 14



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle was reported entering the traffic management arrangement on multiple occasions. Attempts to engage with the driver were unsuccessful, with the vehicle leaving the area before any discussion could take place. Repeated unauthorised access into traffic management presents an ongoing safety concern for the workforce and road users.

Traffic Incidents *[Sentiment: Negative]*

A road traffic collision occurred in the vicinity of the works, resulting in emergency services responding to the scene. A police officer was reported to have been injured during the incident. The event required an immediate operational response and introduced additional risks and disruption around the work area.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management remained in place while emergency services accessed the closure to respond to the road traffic collision. The arrangement facilitated safe access for responding vehicles and supported the management of the wider incident within the operational area.

Overall *[Sentiment: Negative]*

The reporting period was characterised by a serious external traffic incident involving an injury to an emergency service worker, together with repeated unauthorised vehicle presence within the traffic management layout. While traffic management supported the emergency response, the incidents demonstrate continued exposure to safety risks from third-party road users.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised vehicle entry into traffic management arrangements, including considering additional monitoring, engagement and reporting processes. The project team should also review emergency access arrangements and incident response procedures to ensure the safe and efficient management of external incidents occurring within or adjacent to the works area.

Incursions Report

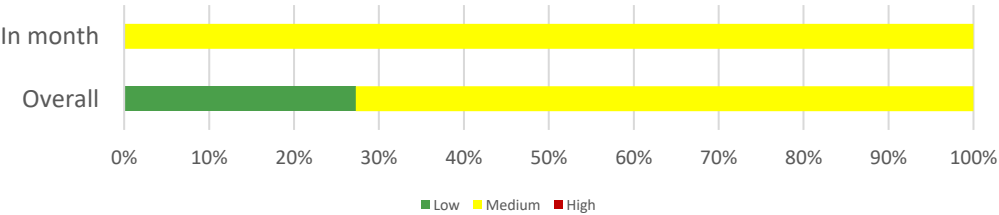
Directorate: Operations
Region: Yorkshire & North East
Project: DBFO M1/A1(M) CSB Scheme 4

A total of 1 incursions have been recorded; with a type incursions [0 - Incursions resulting from breakdowns were recorded]

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

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

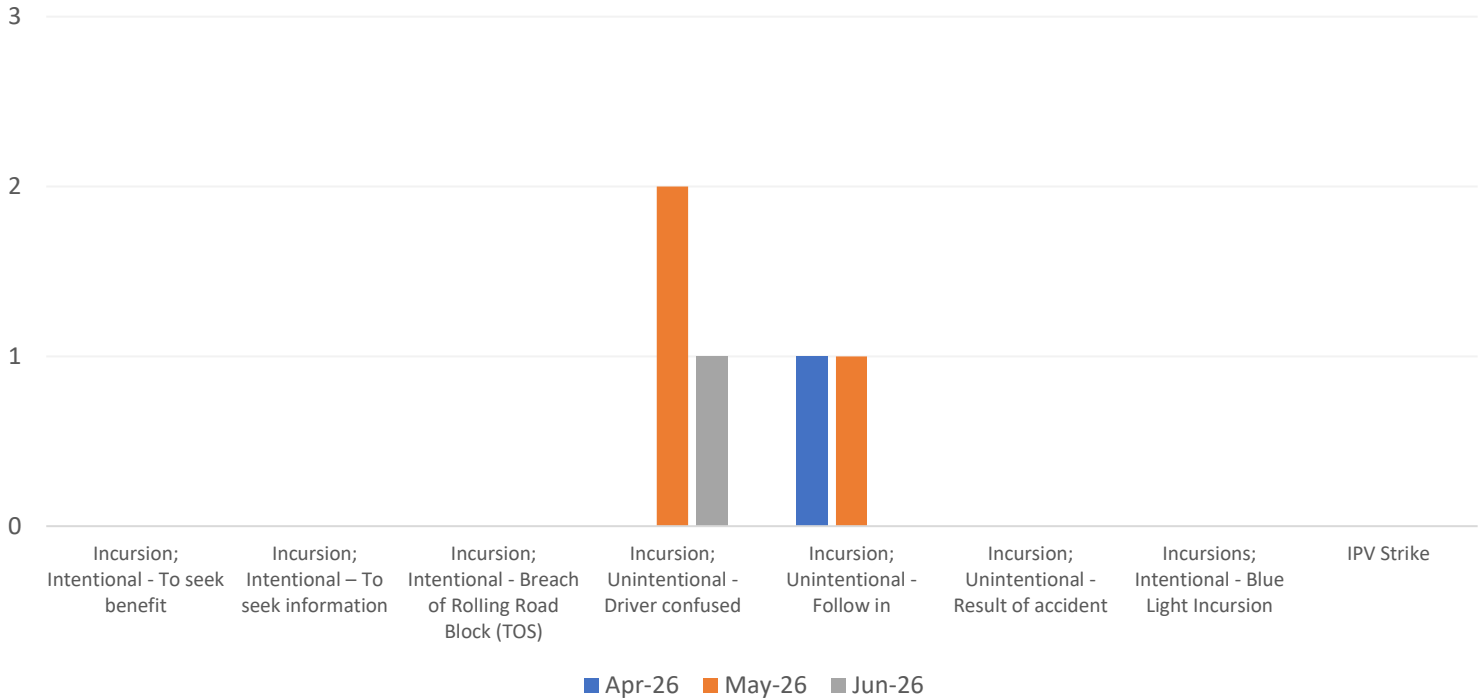
Project Risk Rating



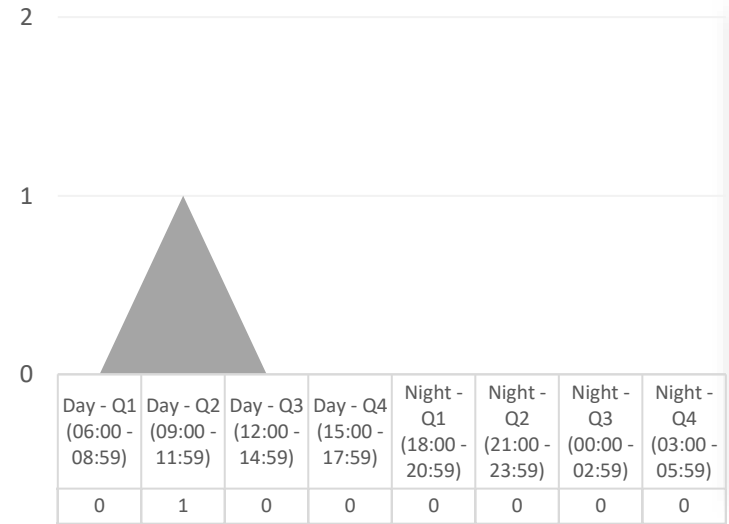
Incursion rate per length of TM (Unknown)

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

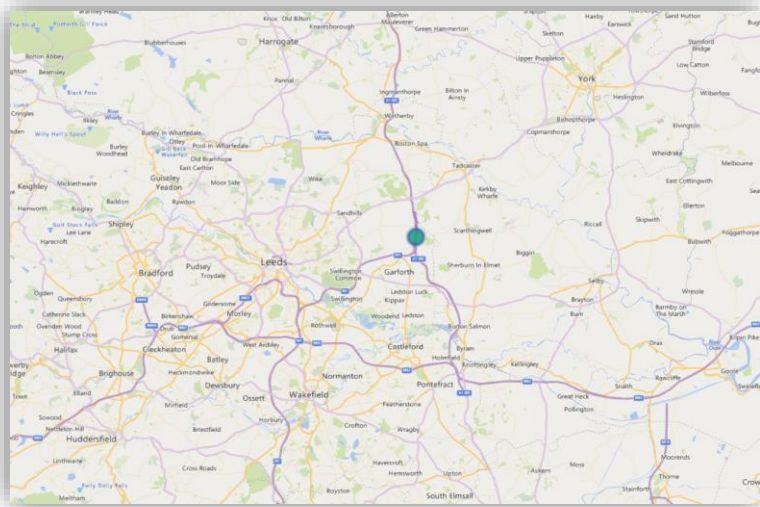
DBFO M1/A1(M) CSB Scheme 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

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



Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

A member of the public unintentionally entered the works access after following satellite navigation directions. The vehicle stopped at the traffic management entry point and did not enter the active work area. No pedestrians or workforce were exposed to risk.

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*]

Traffic management measures and site access controls operated as intended. The vehicle was contained at the site entrance and did not progress into the work area. Existing barriers and access arrangements provided effective protection for the workforce.

Overall [*Sentiment: Positive*]

A minor site access incursion occurred when a member of the public mistakenly entered the works access. The incident was controlled without escalation and there was no impact on site operations. No injuries to the workforce or members of the public were reported.

Recommendations

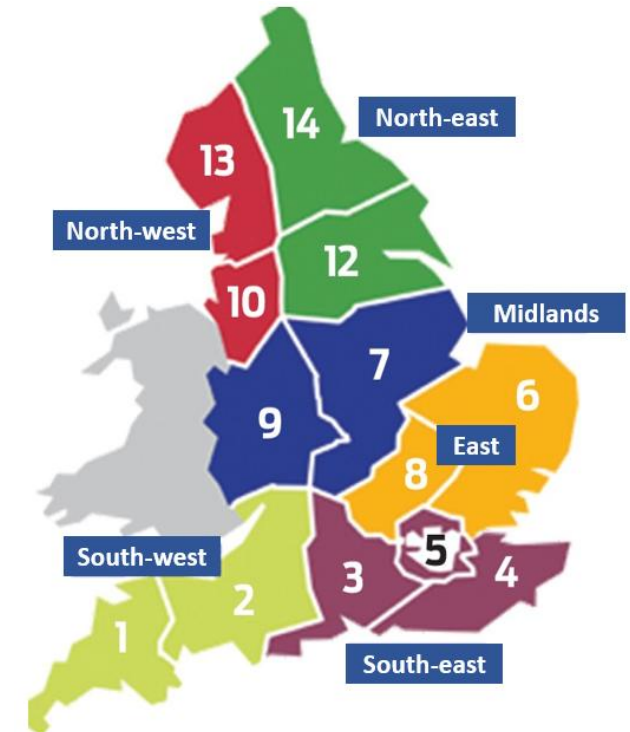
Project team should review their approach and where required consider additional measures to improve the visibility of site access arrangements, including advance signing and directional information. The team should also assess whether further measures could reduce the likelihood of navigation systems directing road users towards works access points.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

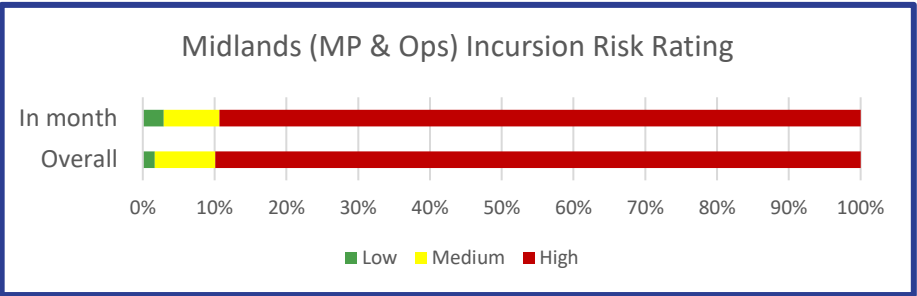
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

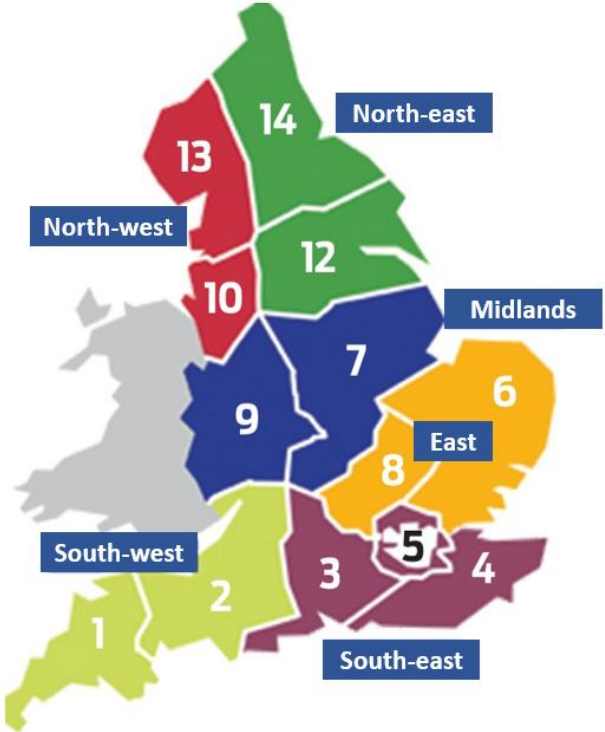
Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects	Operations	Major Projects	Operations	
Intentional - To seek benefit	137 [4.59%]	753 [60.29%]		22 [68.75%]	
Intentional – Because of breakdown	2502 [83.82%]	69 [5.52%]		2 [6.25%]	
Intentional – To seek information	13 [0.44%]	44 [3.52%]		1 [3.13%]	
Intentional - Breach of Rolling Road Block (TOS)	1 [0.03%]	8 [0.64%]			
Unintentional - Driver confused	122 [4.09%]	206 [16.49%]		4 [12.50%]	
Unintentional - Follow in	26 [0.87%]	46 [3.68%]		2 [6.25%]	
Unintentional - Result of accident	163 [5.46%]	77 [6.16%]			
Intentional - Blue Light Incursion	17 [0.57%]	27 [2.16%]			
IPV Strike	4 [0.13%]	19 [1.52%]		1 [3.13%]	
Grand Total	2985 [100.00%]	1249 [100.00%]		32 [100.00%]	

Technology Utilisation	Apr 26			May 26			Jun 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	556	245	44%	456	246	54%	604	338	56%
Area 9	358	136	38%	354	113	32%	465	177	38%



Midlands Region						
Incursion Activity Summary - Jun 2026 (n=32)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 (1)	2 (1)	3 (7)	4 (1)	5 (0)	6 (1)	7 (0)
8 (0)	9 (2)	10 (0)	11 (3)	12 (2)	13 (0)	14 (0)
15 (1)	16 (2)	17 (2)	18 (0)	19 (1)	20 (0)	21 (0)
22 (1)	23 (1)	24 (0)	25 (2)	26 (1)	27 (1)	28 (0)
29 (1)	30 (1)					

Total 4 7 9 6 4 2



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

A high number of vehicle and pedestrian incursions were reported, including vehicles entering closures, works accesses and live work areas. Pedestrians were also observed entering closures and crossing through active work sites. Workforce members were threatened and subjected to verbal abuse during one incident.

Traffic Incidents [*Sentiment: Negative*]

Several traffic incidents occurred involving vehicles striking traffic management equipment, crash cushions and closure tapers. A wrong-direction vehicle travelled through a live work area. No workforce injuries or public injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

A small number of vehicle breakdowns occurred within traffic management areas, including a vehicle suffering mechanical issues and another entering a closure after running out of fuel. Both incidents were managed safely.

Traffic Management Responses [*Sentiment: Positive*]

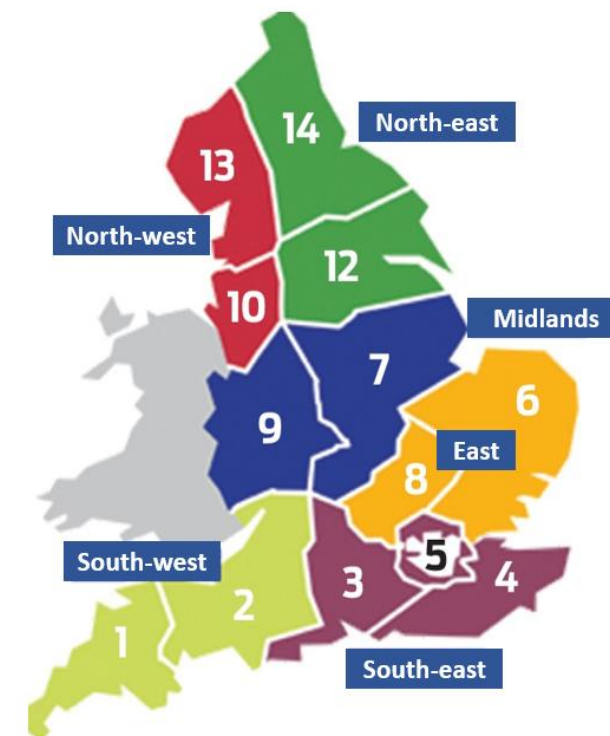
Traffic management teams responded effectively by activating incursion alarms, escorting members of the public from works areas, securing closures, recording near misses and implementing measures to prevent recurrence.

Overall [*Sentiment: Negative*]

The reporting period was characterised by frequent vehicle and pedestrian incursions into closures and work sites. Despite the volume of events, prompt traffic management responses prevented escalation and no workforce injuries were reported.

Recommendations

Project team should review their approach and where required strengthen closure integrity, works access controls and public information measures to reduce unauthorised entry. Consider targeted reviews of recurring incursion locations, reinforce gate management arrangements, promote consistent alarm activation procedures, and share lessons learned across delivery teams to improve workforce safety and closure compliance.



Incursions Report

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

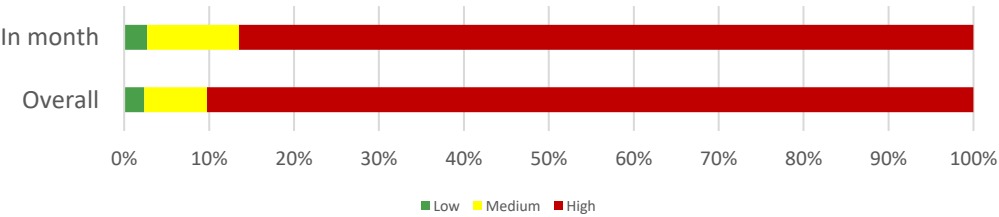
A total of 11 incursions have been recorded; with a 700% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Driver confused' 100% increase in 'IPV Strike' 100% increase in 'To seek information' and type incursions

[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)

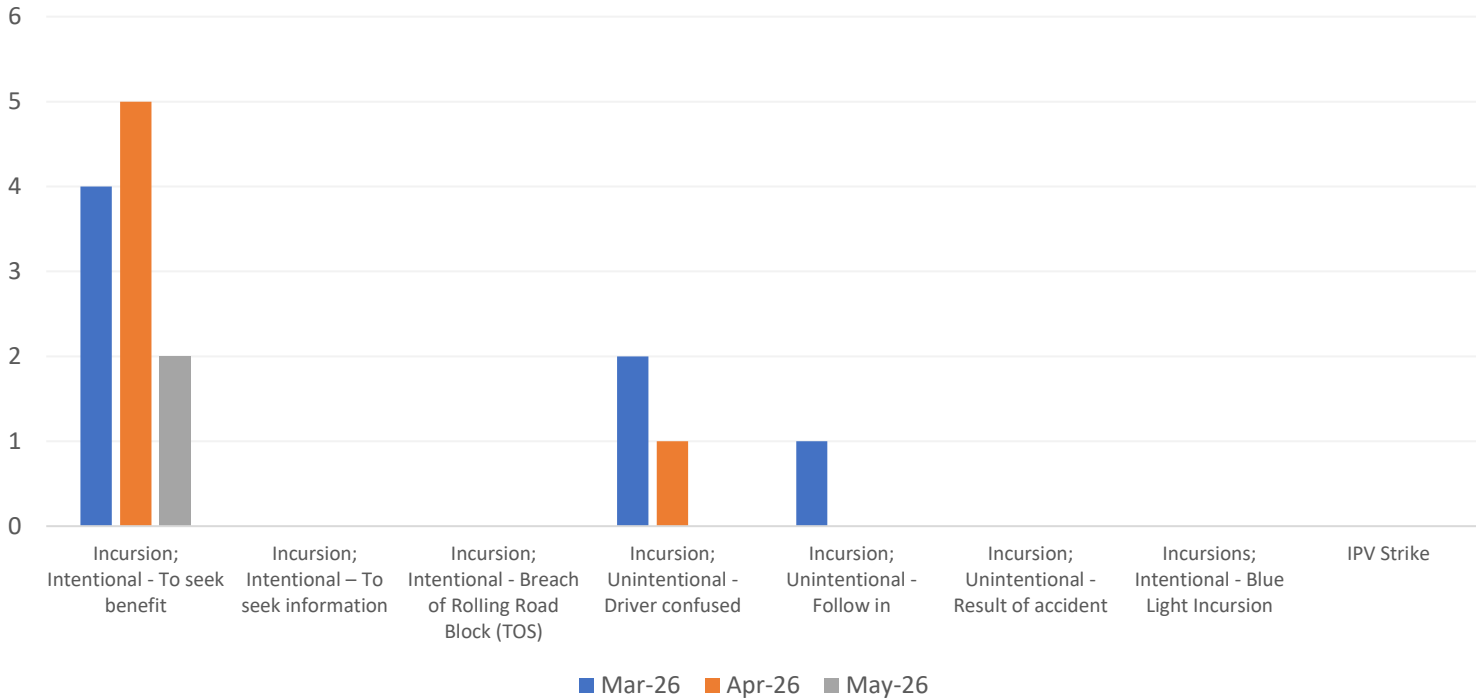
Project Risk Rating



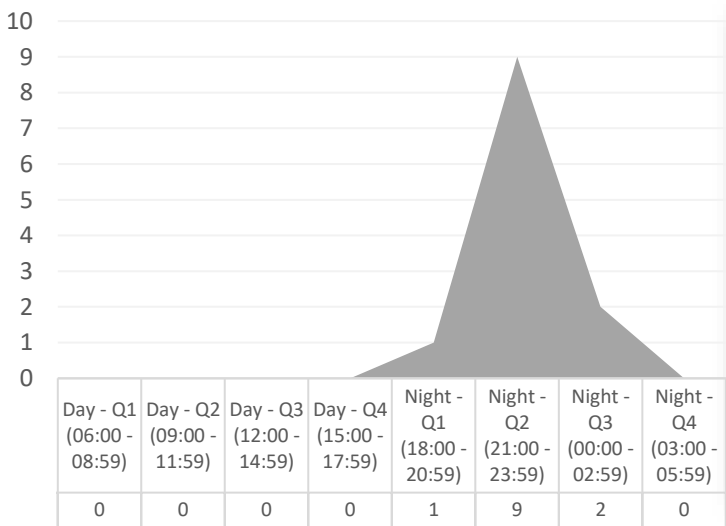
Incursion rate per length of TM (Unknown)

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

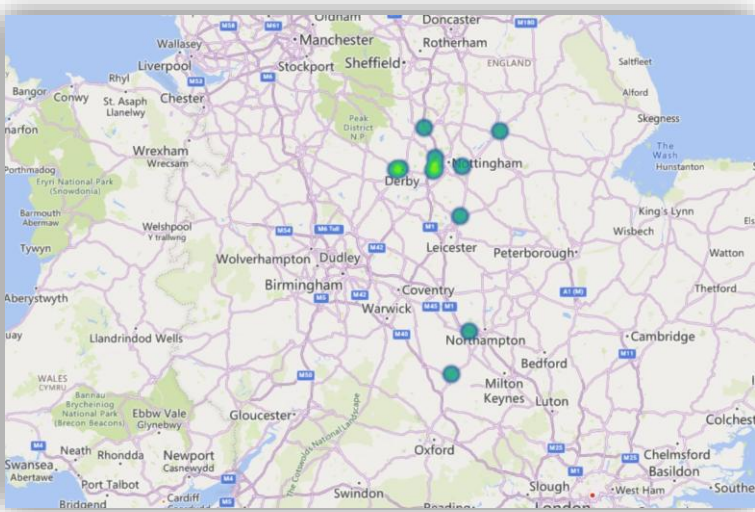
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported where members of the public entered established closures, lane closures, works access points and airlock sections. A pedestrian was also observed crossing through a closure by climbing over barriers. Most incidents ended without escalation, although one barrier was damaged.

Traffic Incidents *[Sentiment: Negative]*

A member of the public drove into the rear crash cushion of an Impact Protection Vehicle. Another vehicle entered a closure to allow an emergency vehicle to pass before safely rejoining the carriageway. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

One member of the public who had run out of fuel entered an established lane closure. The incident was managed without further consequence and no wider impact on the workforce, traffic management operation or travelling public was reported.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel responded appropriately to unauthorised access into closures and works areas. Members of the public were engaged, directed away from the works and, where necessary, left the site without further incident. Control measures remained effective in preventing escalation.

Overall *[Sentiment: Negative]*

The reporting period recorded multiple unauthorised vehicle incursions into closures and works access points, together with one pedestrian incursion. While no injuries were reported and most events were resolved safely, the frequency of breaches indicates an ongoing risk to operational safety.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, access point controls and advance communications to reduce unauthorised entry into works areas. Consider targeted reviews of locations experiencing repeated incursions, reinforce diversion routes and monitor trends to identify opportunities for improving public compliance and site safety.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

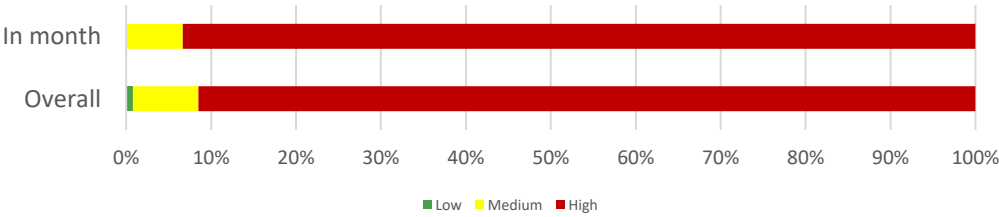
A total of 8 incursions have been recorded; with a 100% increase in 'Driver confused' type incursions together with an 40% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

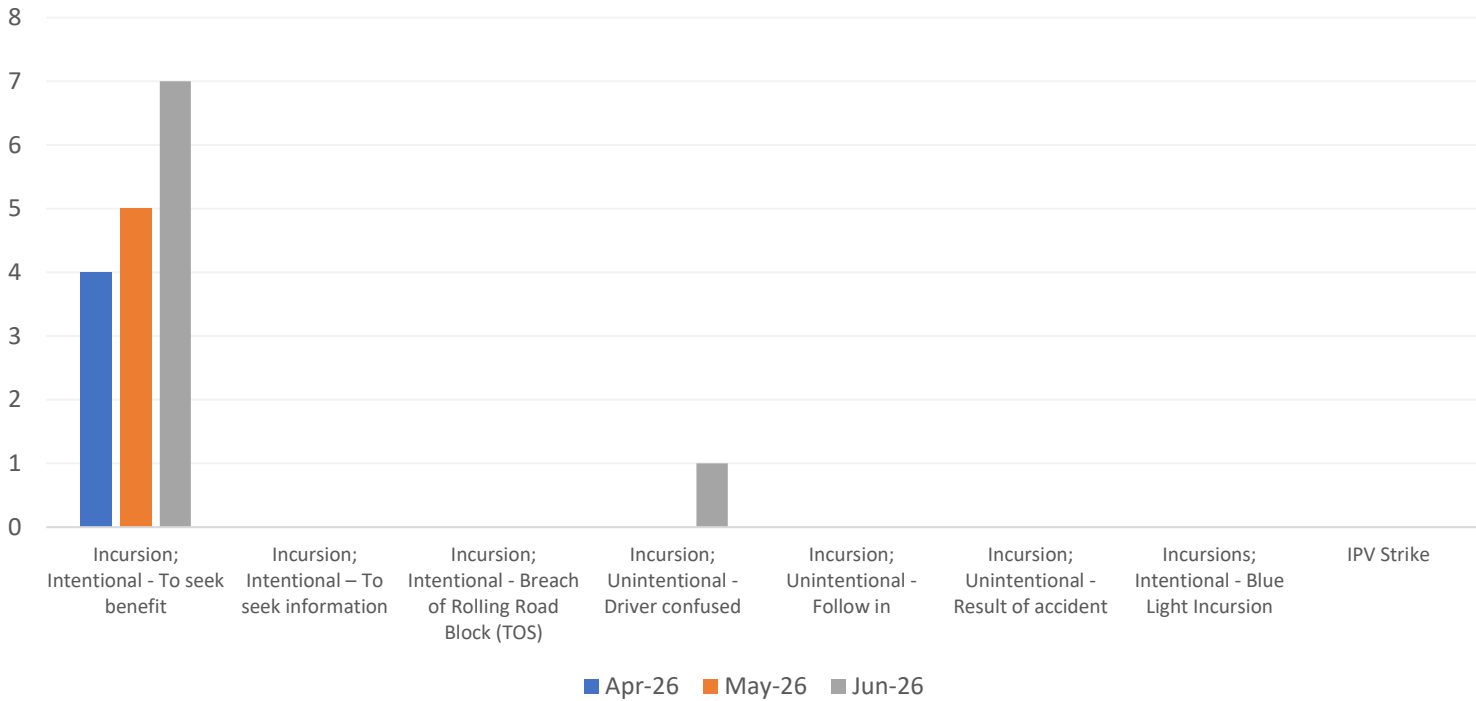
Project Risk Rating



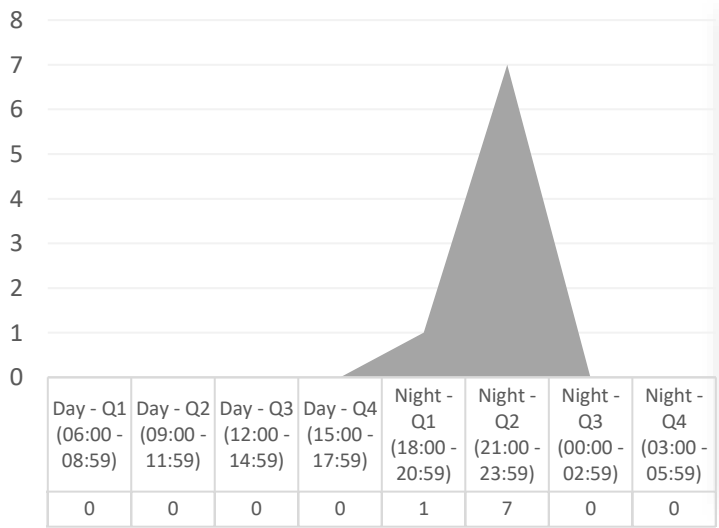
Incursion rate per length of TM (Unknown)

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

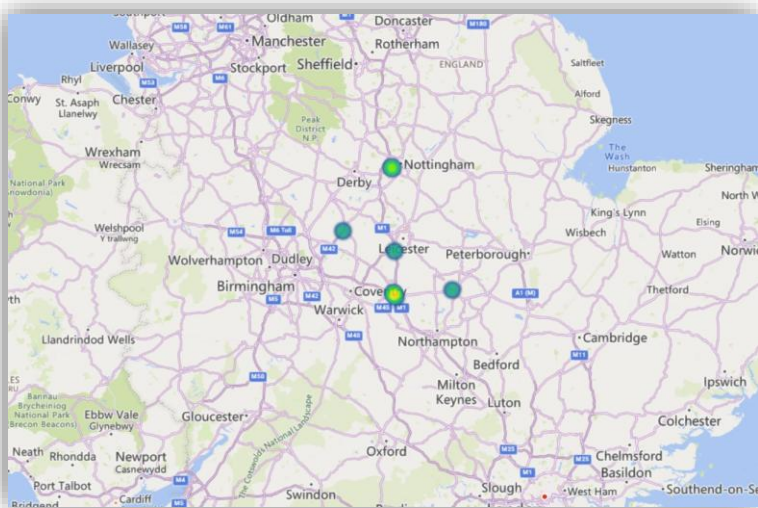
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle and pedestrian incursions were reported during the period. These included vehicles entering closures, a wrong-way vehicle travelling through a live worksite, unauthorised access through a site gate, a taxi driving through a closure, and members of the public entering closed works areas on foot and by motorcycle. Workforce warnings were activated and all reported incursions were managed without injury.

Traffic Incidents *[Sentiment: Neutral]*

One traffic incident was reported involving a vehicle striking temporary traffic management equipment during installation activities. Minor damage was recorded to equipment. No injuries to the workforce or members of the public were reported. The incident highlights ongoing risks associated with live traffic operating close to work activities.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded appropriately to reported incursions by activating alarms, moving personnel to places of safety, escorting intruders from site, recording details, and reporting matters to the police where appropriate. These actions helped maintain workforce safety and reduced the potential for more serious outcomes.

Overall *[Sentiment: Negative]*

The reporting period experienced a high number of vehicle and pedestrian incursions across the network, including deliberate and accidental breaches of closures. Although no injuries were reported, the frequency of unauthorised access and incursions demonstrates an ongoing risk to workforce safety and highlights the continued need for vigilance and effective site controls.

Recommendations

Project team should review their approach and where required strengthen controls around access and closure points, particularly at known vulnerable locations and concealed entry routes. Consider reviewing alarm activation procedures, workforce briefings, physical deterrents, and engagement with enforcement partners to reduce unauthorised access. The team should also continue sharing lessons learned from incursions to improve consistency of response and support workforce safety.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

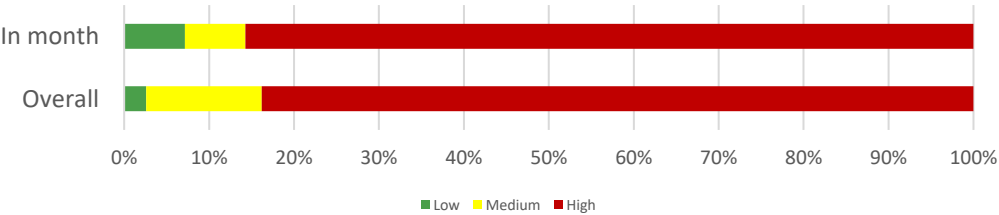
A total of 9 incursions have been recorded; with a 500% increase in 'Seeking Benefit' type incursions together with an 200% increase in 'Follow in' no change from the previous month in Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

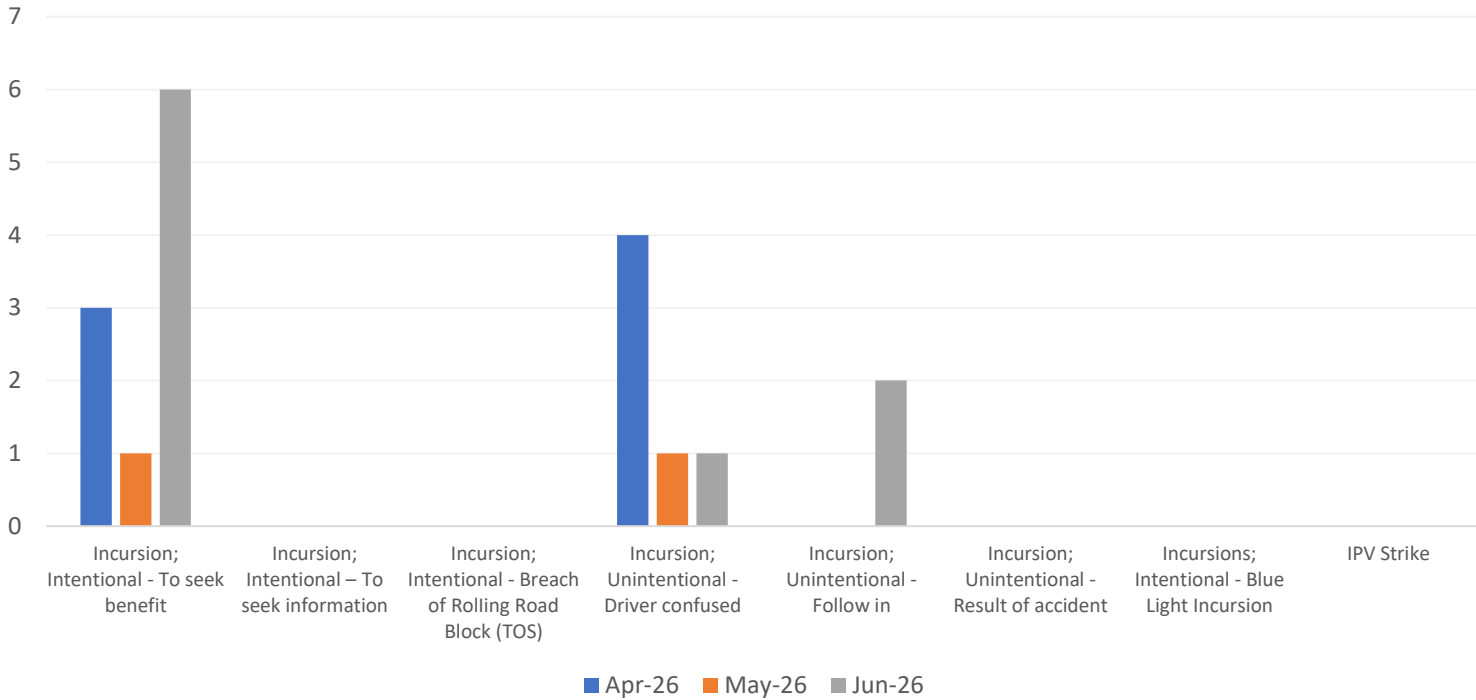
Project Risk Rating



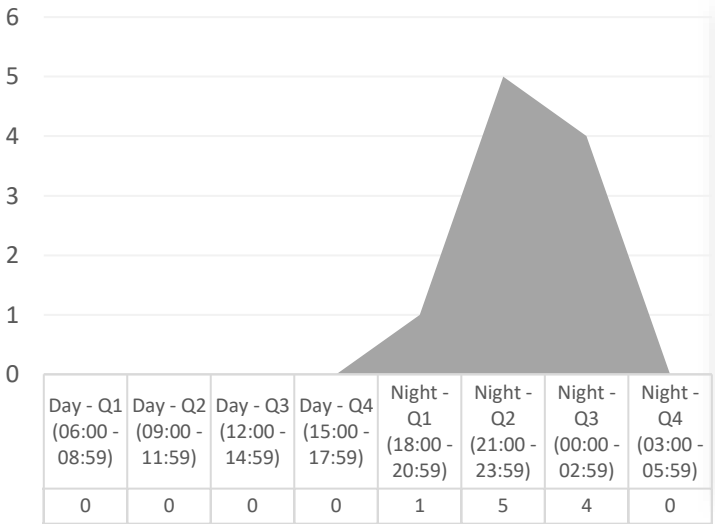
Incursion rate per length of TM (Unknown)

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

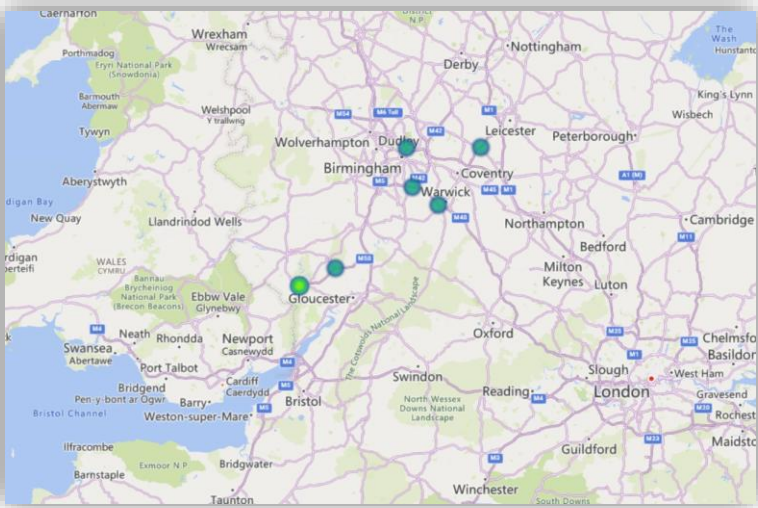
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported within the traffic management works area. These included vehicles following the workforce through site access points, unauthorised access through a closure, entry into a traffic management enclosure, and multiple vehicles entering the closure through a gap in the cone line. No injuries or damage were reported in connection with these incidents.

Traffic Incidents *[Sentiment: Negative]*

Two traffic incidents were reported within active traffic management. One involved a vehicle striking the taper, resulting in damage to traffic management equipment. A separate collision occurred within a lane closure area, requiring replacement of damaged cones and equipment. No workforce injuries or injuries to members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the works area after experiencing a mechanical fault. The driver declined recovery assistance but was safely escorted through the works and advised to leave the network at the next suitable location. No injuries, damage or further issues were reported.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly to reported incursions and incidents. Actions included notifying relevant stakeholders, raising a near miss report, escorting a stranded motorist safely through the works, restoring damaged traffic management equipment, and strengthening closure protection measures to reduce the likelihood of repeat incursions.

Overall *[Sentiment: Negative]*

The reporting period was characterised by a number of vehicle incursions into live traffic management, alongside two traffic incidents that resulted in damage to traffic management assets. While no injuries were reported, the frequency of unauthorised vehicle movements within the works area demonstrates a continuing risk to workforce safety and operational effectiveness.

Recommendations

Project team should review their approach and where required strengthen access control arrangements at works entry points, closure extents and known vulnerability locations. Consider additional physical measures to deter unauthorised entry, reinforce operative awareness of site access procedures, and review closure layouts where vehicles have previously gained access through gaps or transition points. Continued reporting and analysis of incursions should be used to identify trends and inform preventative measures.

Incursions Report

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

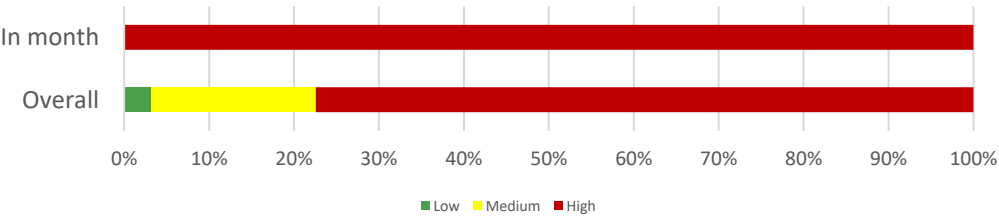
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

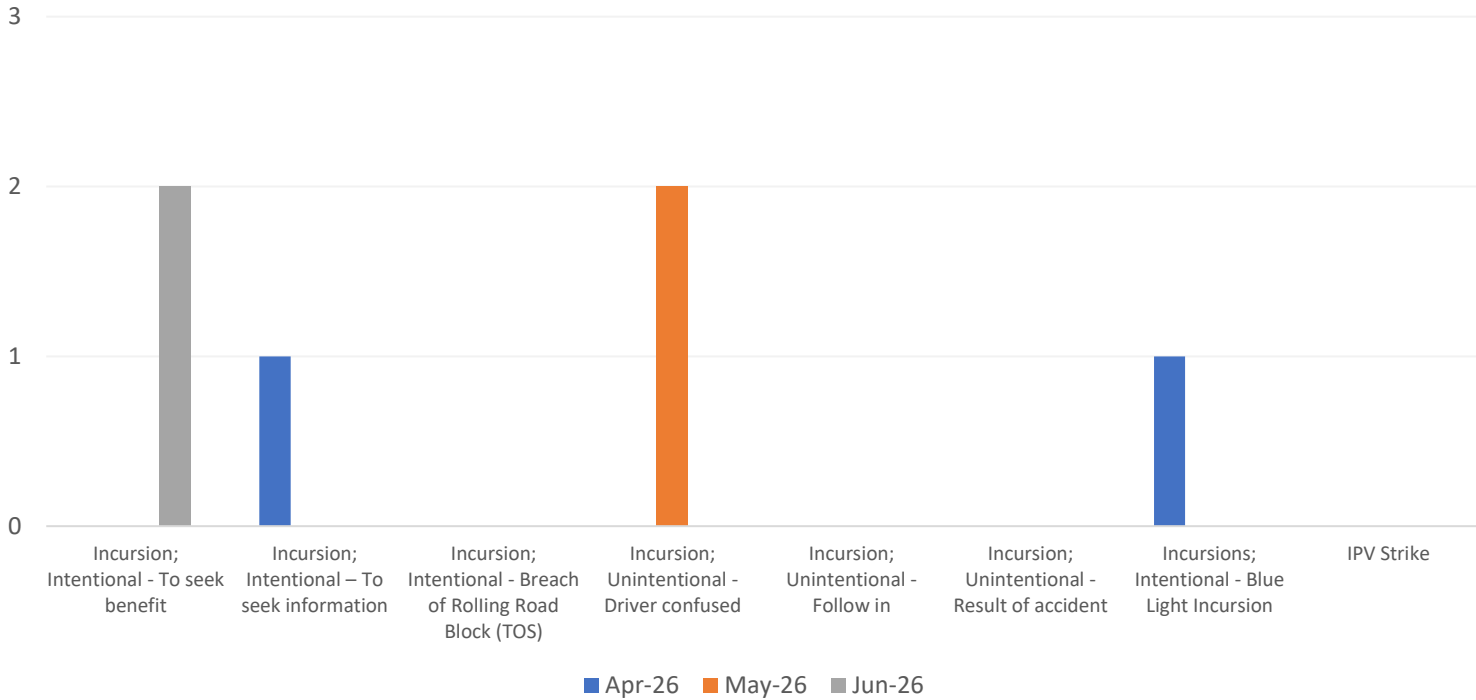
Project Risk Rating



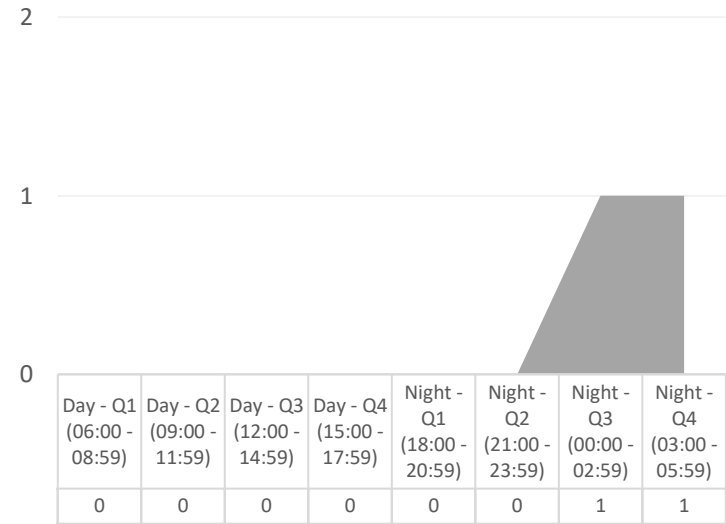
Incursion rate per length of TM (Unknown)

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

AD - M&R - Nine



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Nine



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two vehicle incursions were reported during this period. In one incident, a vehicle entered a fully closed section of carriageway through an access point after traffic management controls were left unsecured. In a separate incident, a driver entered the works area through traffic management measures, ignored instructions from site personnel and continued through the site before leaving the area.

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: Neutral]*

Traffic management personnel attended the location, secured the access gates and monitored the closure until the escort crew returned. The incidents were escalated to supervision, and details were reported for review and follow-up by the project team.

Overall *[Sentiment: Negative]*

The period was characterised by two vehicle incursions into controlled works areas. The incidents exposed weaknesses in maintaining secure closure points and demonstrated the potential for unauthorised vehicle access where traffic management controls are not continuously monitored.

Recommendations

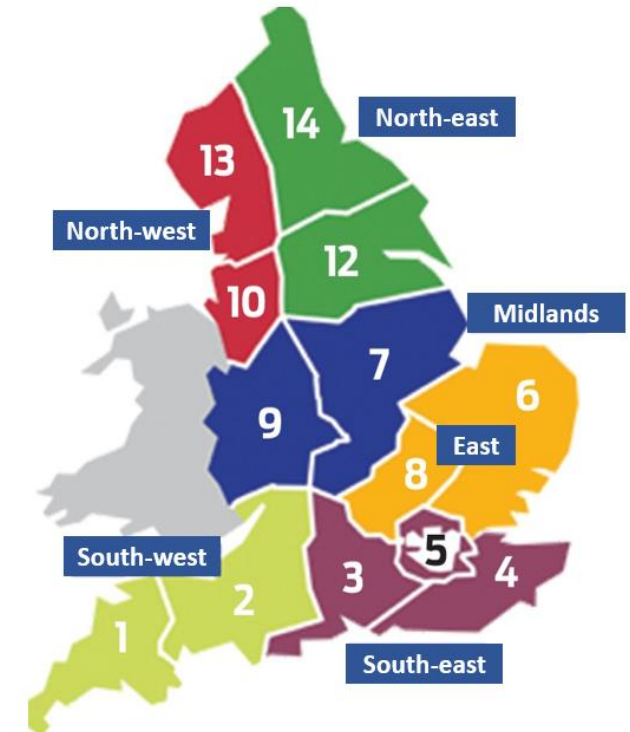
Project team should review their approach and where required strengthen procedures for managing access points, airlocks and escorted vehicle movements to ensure closures remain secure at all times. Consider reinforcing workforce briefings on maintaining effective control measures, improving supervision of temporary traffic management arrangements and reviewing monitoring arrangements to reduce the likelihood of unauthorised vehicle access to the works area. No workforce injuries or injuries to members of the public were reported.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

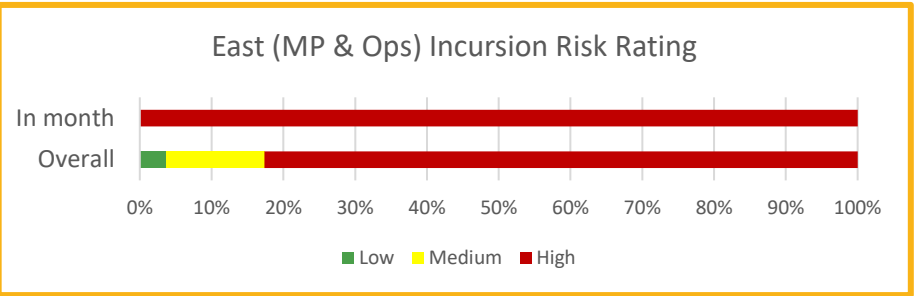
Select next page for East Region and
Project Reports



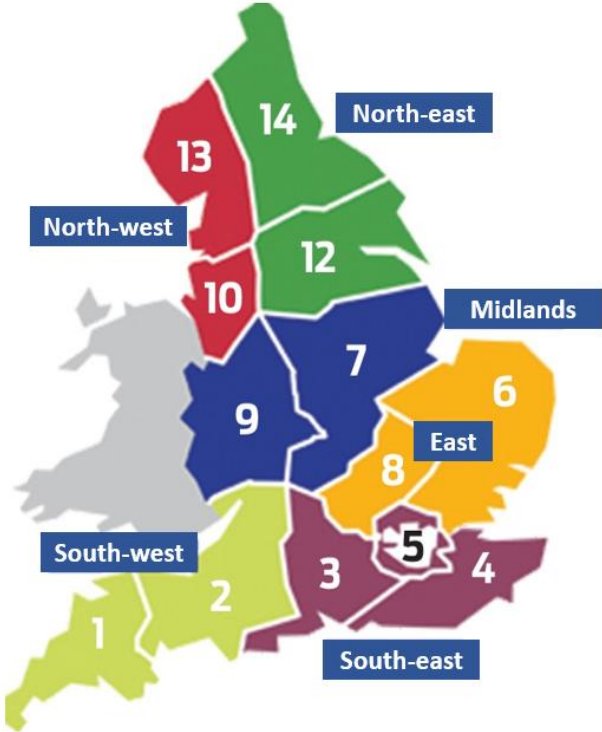
Incursions Report – East Region

East Region						
Kind of Event	Overall			In Month		
	Major Projects		Operations	Major Projects		Operations
Intentional - To seek benefit	265	[16.02%]	473 [47.02%]	2	[100.00%]	6 [75.00%]
Intentional – Because of breakdown	958	[57.92%]	80 [7.95%]			
Intentional – To seek information	81	[4.90%]	13 [1.29%]			
Intentional - Breach of Rolling Road Block (TOS)	3	[0.18%]	1 [0.10%]			
Unintentional - Driver confused	165	[9.98%]	239 [23.76%]			
Unintentional - Follow in	65	[3.93%]	51 [5.07%]			
Unintentional - Result of accident	74	[4.47%]	80 [7.95%]			1 [12.50%]
Intentional - Blue Light Incursion	27	[1.63%]	34 [3.38%]			1 [12.50%]
IPV Strike	16	[0.97%]	35 [3.48%]			
Grand Total	1654	[100.00%]	1006 [100.00%]	2	[100.00%]	8 [100.00%]

Technology Utilisation	Apr 26			May 26			Jun 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	308	231	75%	249	182	73%	325	231	71%
Area 8	328	102	31%	231	102	44%	335	164	49%



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



Incursions Report – East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple incursions were recorded, including vehicles entering closures, breaching traffic management, following works vehicles into closures and repeated incursions at a slip road closure. Abuse towards the workforce by a member of the public was also reported during one incident.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle left the carriageway and entered the works area after mounting the kerb. Vehicle damage occurred, but no injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Several vehicle breakdowns occurred within active traffic management closures. One incident resulted in a minor diesel spill, which was contained and cleared with no further reported impact.

Traffic Management Responses *[Sentiment: Positive]*

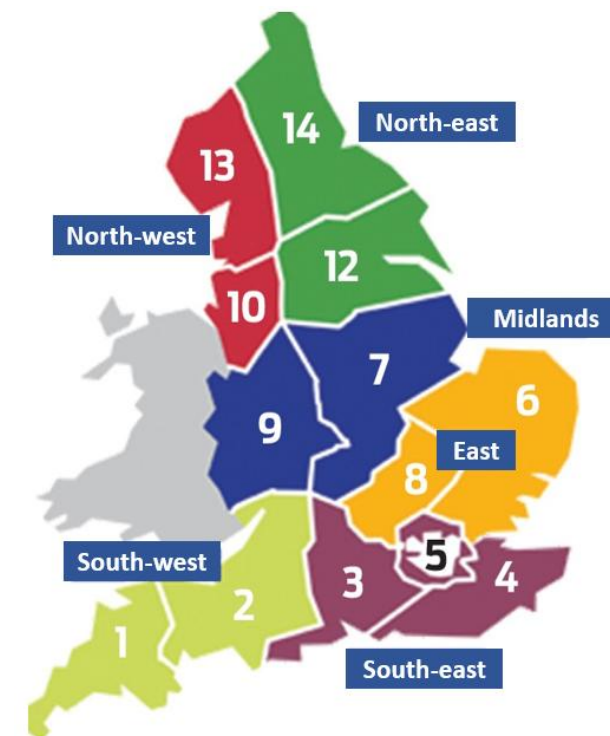
The workforce responded professionally to multiple incidents, safely managing incursions, escorting unauthorised vehicles from closures, facilitating emergency access and coordinating effectively with police.

Overall *[Sentiment: Neutral]*

The period was characterised by a high number of traffic management breaches and vehicle incursions. Despite these events, incidents were managed safely and no injuries were reported.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, reinforce public awareness of roadworks, analyse recurring incursion locations, and share learning from incidents involving hostile behaviour, closure breaches and successful workforce interventions.



Incursions Report

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

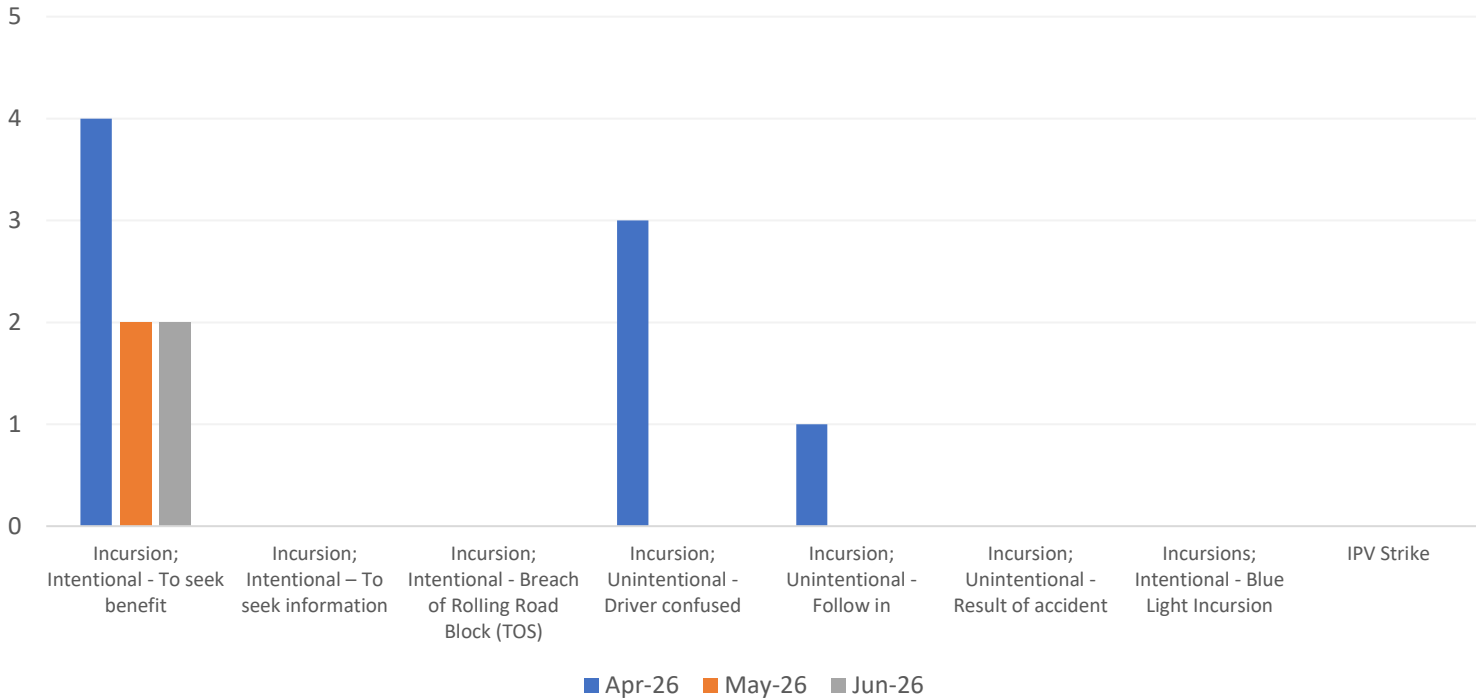
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

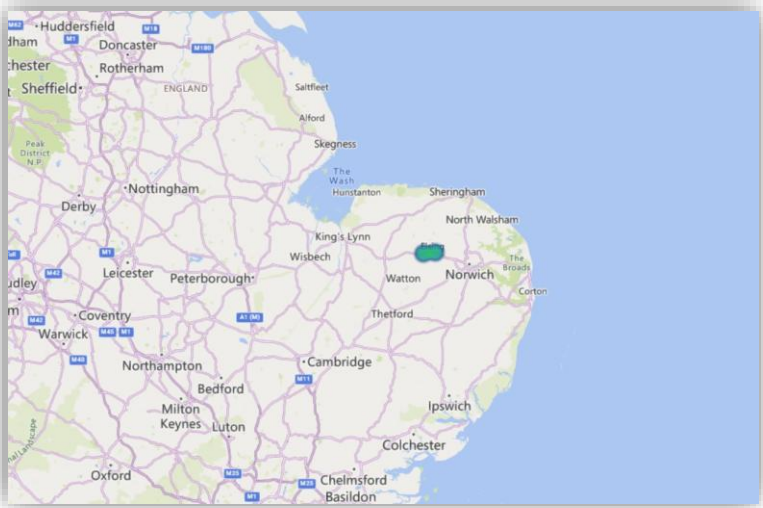
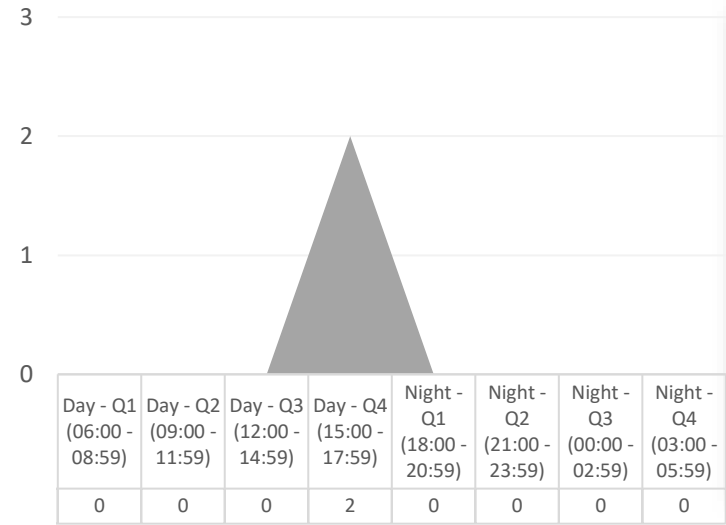
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0239 - A47 North Tuddenham to Easton - RDP

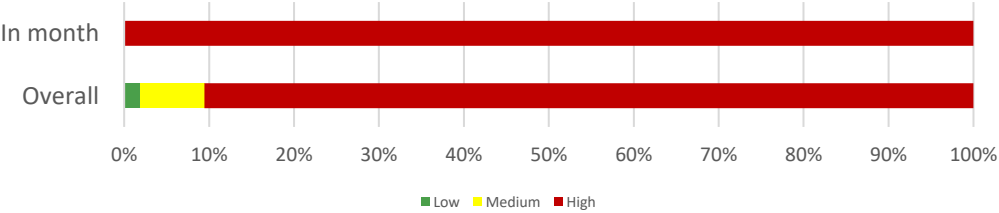


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle left the live carriageway, mounted the kerb and entered the construction site after failing to follow the road alignment. The incident resulted in damage to the vehicle. No injuries to the workforce or members of the public were reported. No pedestrian incursions were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred when a vehicle departed from the carriageway and entered the work site. The event caused vehicle damage and had the potential to affect the safety of road users and site operations. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken-down vehicle stopped within the lane closure on the approach to the roundabout. The incident was contained within the traffic management area and was managed without any reported impact to the workforce, members of the public or the wider road network.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management measures helped contain both incidents within controlled areas, reducing the risk to the workforce and road users. The lane closure provided a safe location for the broken-down vehicle, and no further escalation or injuries were reported.

Overall *[Sentiment: Neutral]*

Two vehicle-related events were recorded during the reporting period. One vehicle entered the construction site after leaving the carriageway, and one vehicle broke down within a lane closure. No injuries to the workforce or members of the public were reported, and both incidents were managed without significant consequences.

Recommendations

Project team should review their approach and where required consider whether existing signage, delineation and advance warning measures remain appropriate at locations where road alignment changes may increase driver error. The project team should also review incident trends involving vehicles entering traffic management areas and ensure suitable arrangements remain in place to safely manage broken-down vehicles within closures.

Incursions Report

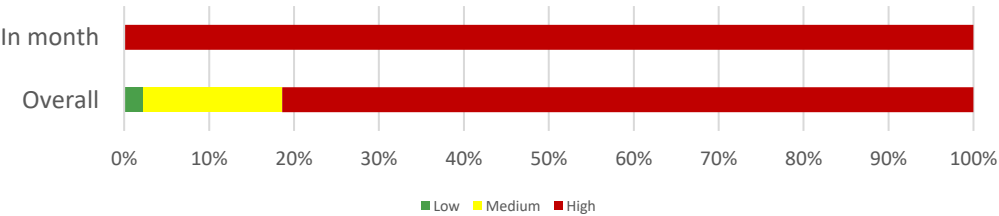
Directorate: Operations
Region: East
Project: Area 6 & 8

A total of 2 incursions have been recorded; with a type incursions
[0 - Incursions resulting from breakdowns were recorded]

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

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

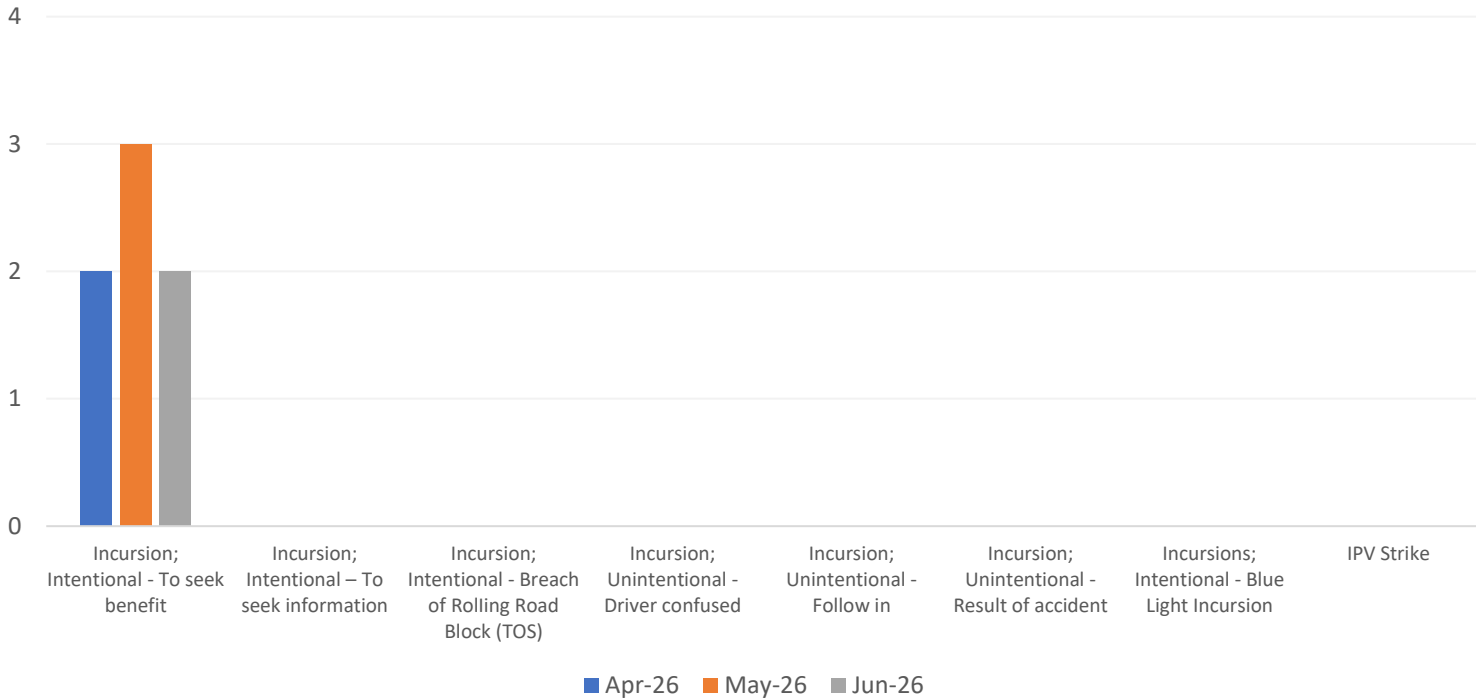
Project Risk Rating



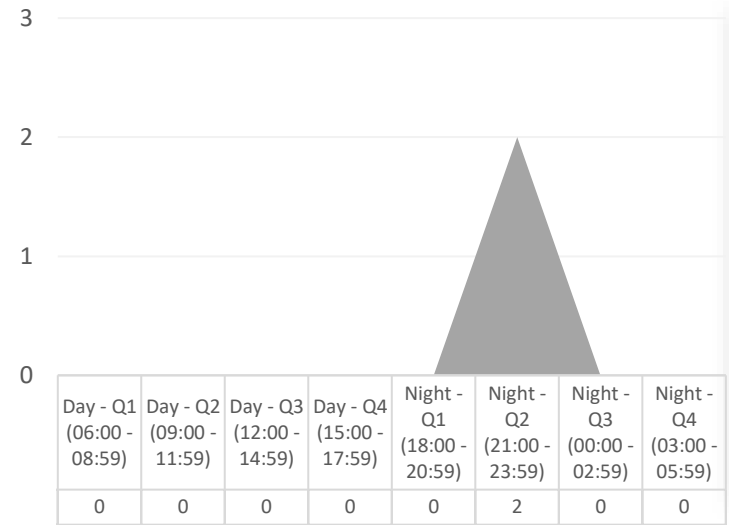
Incursion rate per length of TM (Unknown)

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

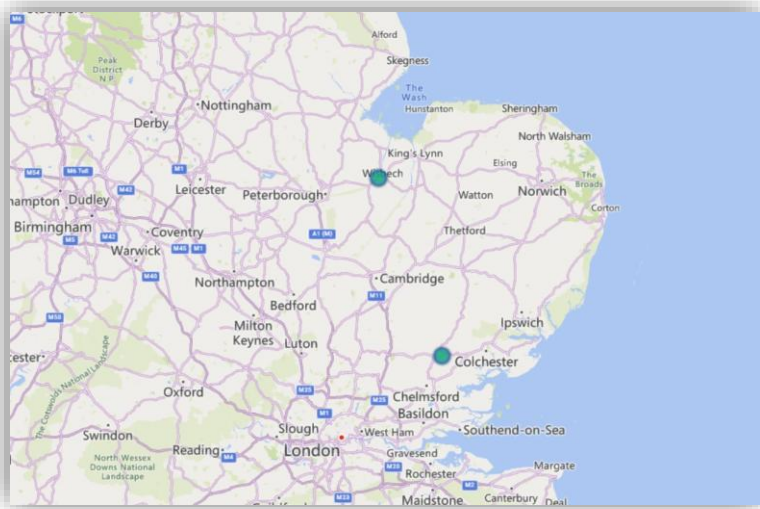
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

A member of the public entered the closure area and acted in an aggressive and confrontational manner towards the workforce. The individual unlawfully accessed the worksite, interfered with site operations and later entered the live carriageway, creating a significant safety risk. A separate vehicle incursion occurred when a driver mounted the grass verge, bypassed traffic cones and entered the closure area incorrectly.

Traffic Incidents *[Sentiment: Neutral]*

The reported events created operational disruption and increased risk within the work area. Site operations were temporarily suspended while the situation was safely managed. No collisions, damage incidents or injuries arising from vehicle movements were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The workforce responded professionally and calmly throughout both incidents. Site safety procedures were implemented, including activation of site alarms and monitoring systems. Police attendance supported the resolution of the public intrusion incident, while traffic management measures identified and recorded the vehicle incursion. No injuries to the workforce or members of the public were reported.

Overall *[Sentiment: Neutral]*

The period was marked by two separate incursions which created safety risks and temporary disruption to planned operations. The incidents were managed effectively through established procedures, workforce vigilance and external support, allowing activities to resume safely once risks had been controlled.

Recommendations

Project team should review their approach and where required consider additional measures to deter unauthorised access to closure areas, reinforce public awareness of roadworks restrictions and assess whether closure-point protection and signage remain appropriate. The project team should also review lessons identified from both incursions to strengthen workforce safety, reporting arrangements and incident response processes.

Incursions Report

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

A total of 5 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions together with an 100% increase in 'Result of accident' 100% increase in 'Blue Light' type incursions

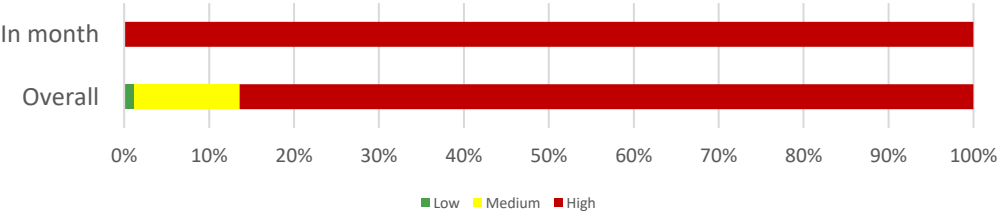
[0 - Incursions resulting from breakdowns were recorded]

Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)

- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

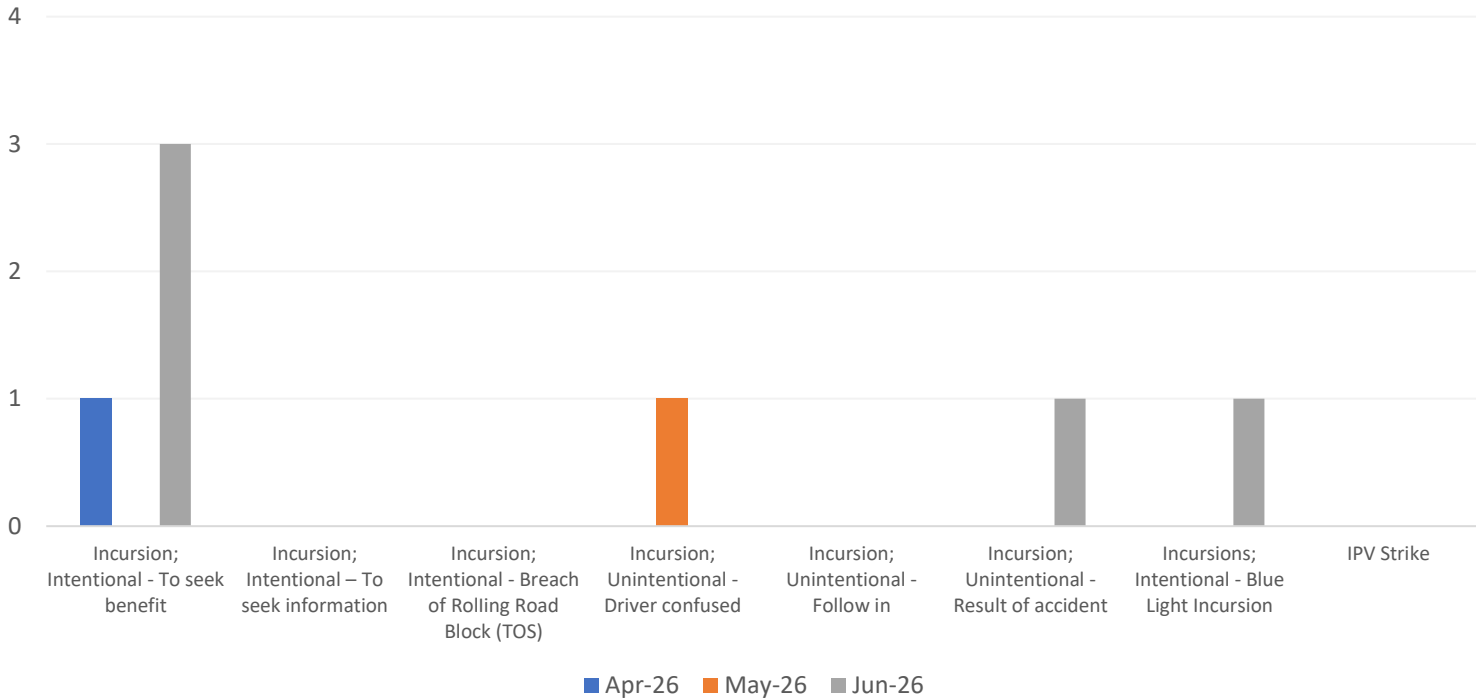
Project Risk Rating



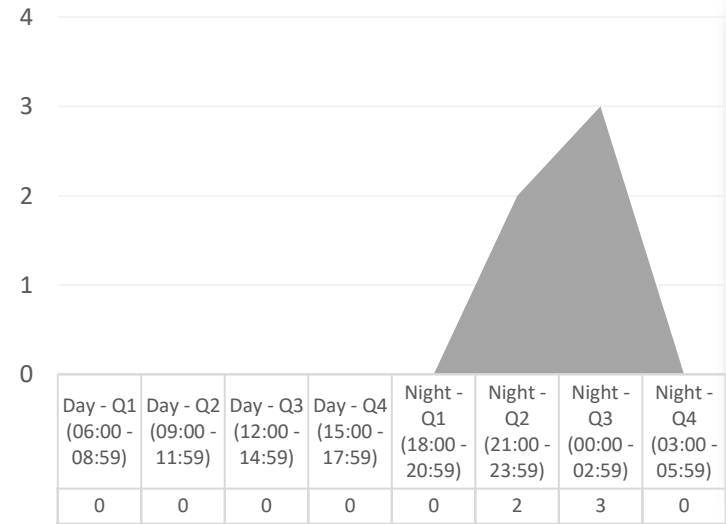
Incursion rate per length of TM (Unknown)

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

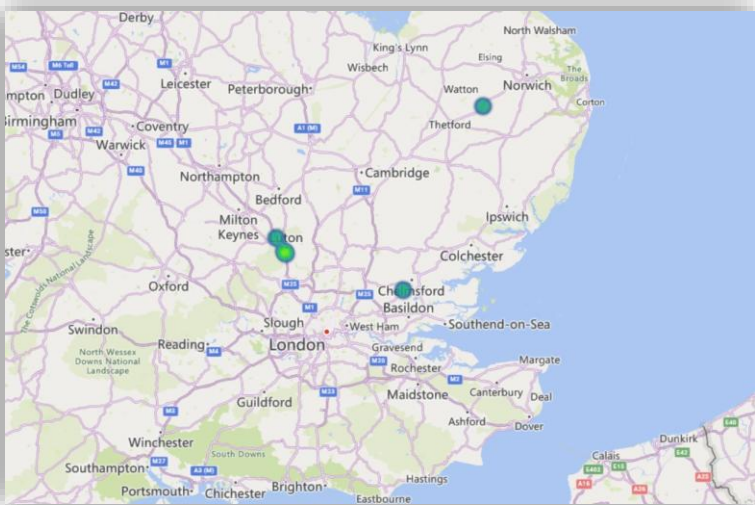
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions and traffic management breaches were reported during the period. A driver passed a rolling roadblock by ignoring lane restrictions, a closure experienced at least eight incursions, and another vehicle entered a full road closure by travelling around established traffic management measures.

Traffic Incidents *[Sentiment: Neutral]*

A minor diesel spill occurred following a public vehicle breakdown within lane closures. The spill was contained and cleared using appropriate equipment, with no further damage reported. No injuries to the workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A public minibus broke down within an area of back-to-back lane closures established for maintenance activities. The vehicle remained within the closure, and no further operational impacts, damage, or safety incidents were reported.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management personnel remained professional when faced with hostile driver behaviour and maintained control of the operation. Emergency services requested access to a closure, received a safety briefing, and complied with site requirements. Following a closure breach, damaged infrastructure was made safe and appropriately managed.

Overall *[Sentiment: Neutral]*

The period saw several incursions and traffic management breaches, indicating ongoing challenges associated with driver compliance. Traffic management teams responded effectively to incidents, maintained operational control, and implemented appropriate measures to manage safety risks and minimise disruption.

Recommendations

Project team should review their approach and where required strengthen measures aimed at improving driver compliance around traffic management. Consider reviewing closure protection arrangements, recurring incursion locations, communication of lane restrictions, and the sharing of lessons learned from breach events to support continued workforce safety and operational resilience. No workforce or public injuries were reported during this period.

Incursions Report

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

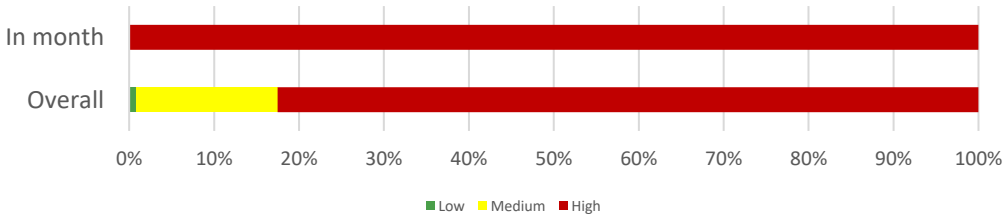
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

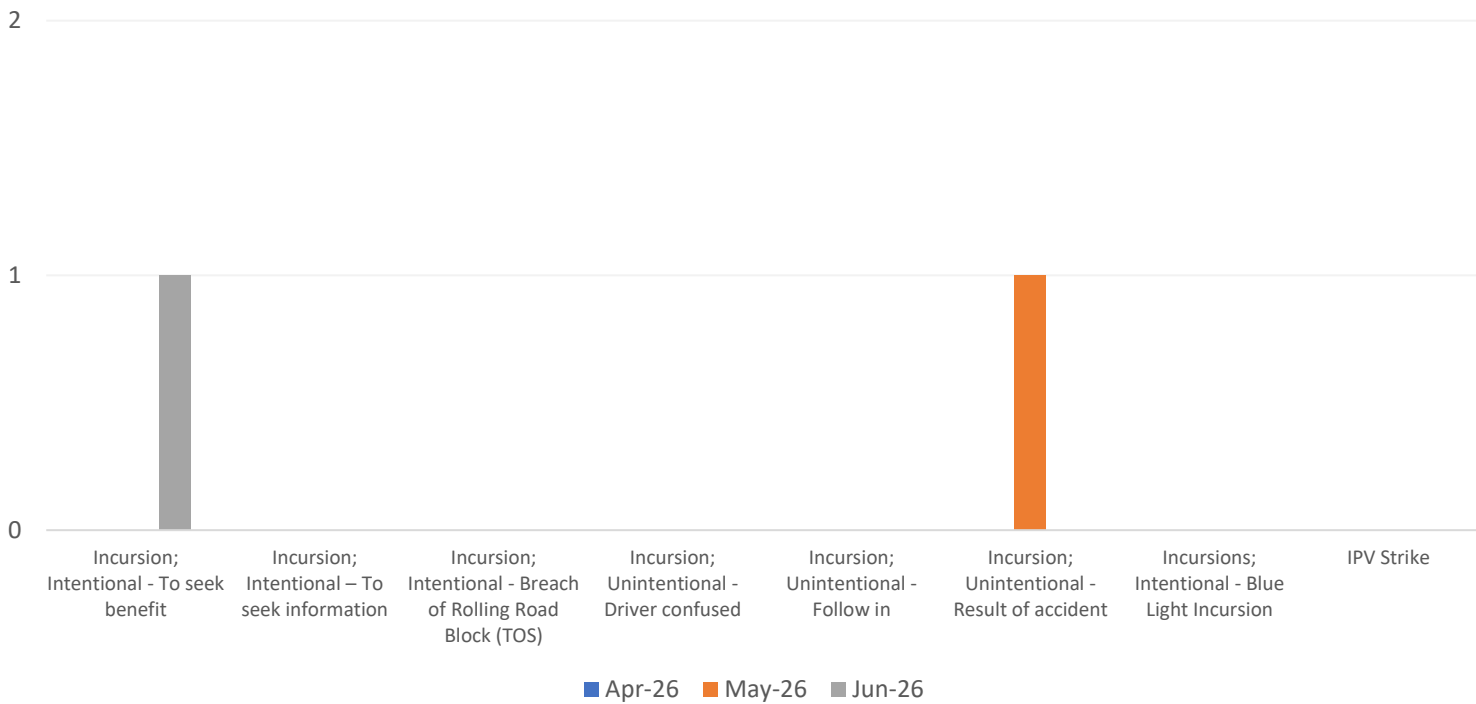
Project Risk Rating



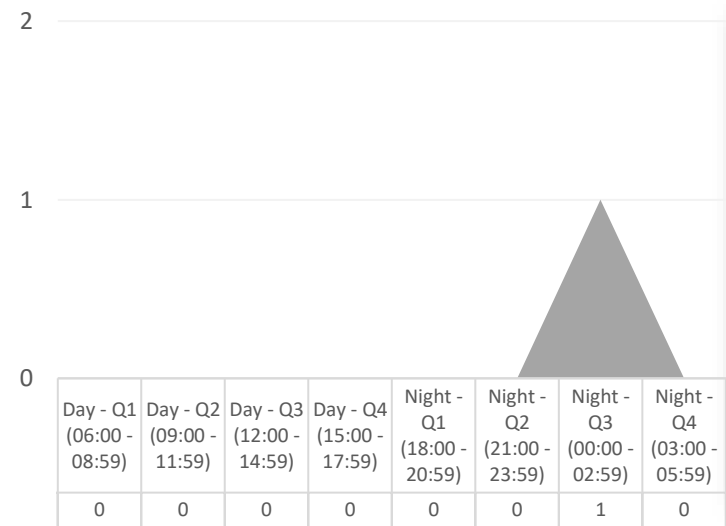
Incursion rate per length of TM (Unknown)

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

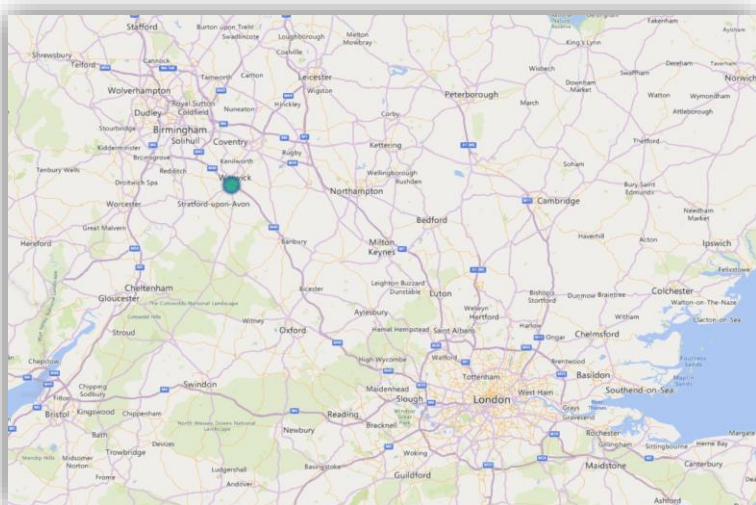
DBFO – M40 J1 to 15 Denham to Warwick (Area 30)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered a cyclic closure after following works vehicles into the restricted area. The vehicle was identified, stopped safely and escorted through the works area to the designated exit without further escalation.

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 promptly after identifying an unauthorised vehicle within the cyclic closure. The vehicle was safely intercepted and escorted from the works area, restoring normal site controls and maintaining a safe working environment.

Overall *[Sentiment: Neutral]*

One vehicle incursion involving a member of the public entering a cyclic closure was reported. The situation was managed effectively with no reported harm, disruption, or further safety issues arising from the incident.

Recommendations

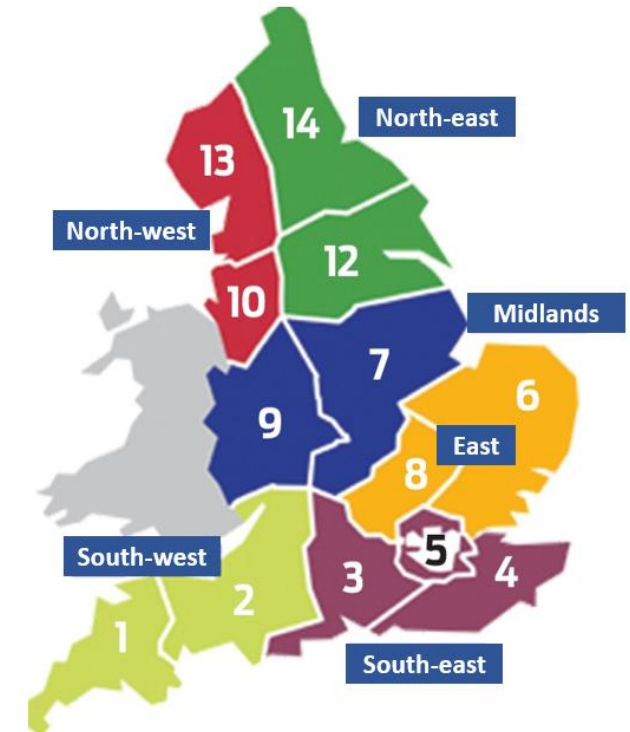
Project team should review their approach and where required strengthen measures to prevent members of the public from following authorised works vehicles into restricted areas. Consider reinforcing access controls, reviewing site entry arrangements, and reminding operatives of procedures for managing unauthorised vehicle access during closures.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

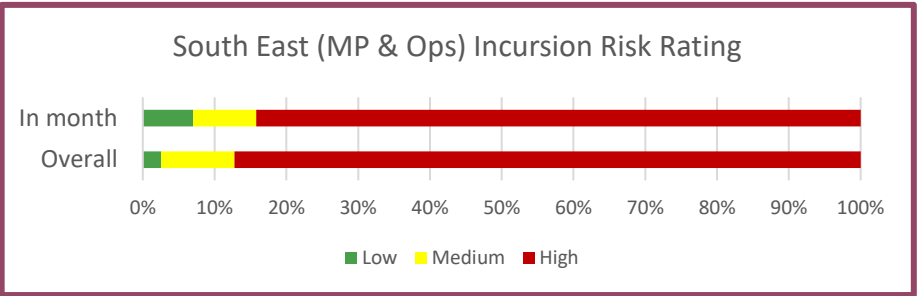
Select next page for South East Region and Project Reports



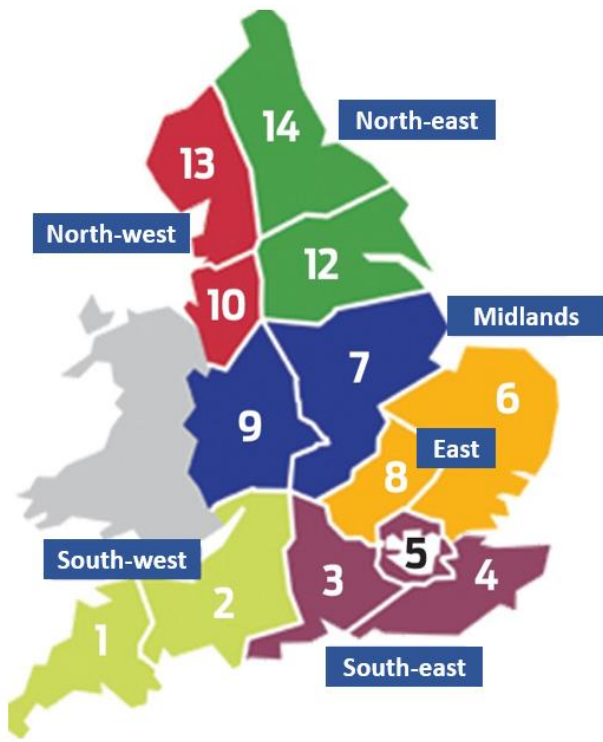
Incursions Report – South East Region

Kind of Event	South East Region							
	Overall				In Month			
	Major Projects		Operations		Major Projects		Operations	
Intentional - To seek benefit	611	[11.70%]	1482	[56.20%]	3	[50.00%]	18	[47.37%]
Intentional – Because of breakdown	3542	[67.83%]	347	[13.16%]	1	[16.67%]	6	[15.79%]
Intentional – To seek information	55	[1.05%]	73	[2.77%]			3	[7.89%]
Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]				
Unintentional - Driver confused	473	[9.06%]	356	[13.50%]	2	[33.33%]	3	[7.89%]
Unintentional - Follow in	98	[1.88%]	188	[7.13%]			5	[13.16%]
Unintentional - Result of accident	395	[7.56%]	87	[3.30%]			1	[2.63%]
Intentional - Blue Light Incursion	46	[0.88%]	83	[3.15%]			2	[5.26%]
IPV Strike	2	[0.04%]	19	[0.72%]				
Grand Total	5222	[100.00%]	2637	[100.00%]	6	[100.00%]	38	[100.00%]

Technology Utilisation	Apr 26			May 26			Jun 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	369	292	79%	478	335	70%	429	309	72%
Area 4	289	139	48%	235	148	63%	235	139	59%
Area 5	337	243	72%	340	279	82%	336	252	75%



South East Region							
Incursion Activity Summary - Jun 2026 (n=44)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1 (0)	2 (0)	3 (7)	4 (3)	5 (4)	6 (1)	7 (0)	
8 (0)	9 (2)	10 (4)	11 (2)	12 (0)	13 (1)	14 (0)	
15 (1)	16 (4)	17 (1)	18 (0)	19 (2)	20 (0)	21 (1)	
22 (0)	23 (1)	24 (5)	25 (0)	26 (3)	27 (0)	28 (0)	
29 (2)	30 (0)						
Total	3	7	17	5	9	2	1



Incursions Report – South East Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Numerous vehicle incursions occurred, including members of the public entering closures, following authorised vehicles into works areas and ignoring traffic management controls. A pedestrian was also observed within a closure. Abuse towards the workforce was reported, including verbal abuse, threats, racial abuse and spitting. A workforce contact incident occurred when a vehicle made contact with an operative's safety boot.

Traffic Incidents *[Sentiment: Negative]*

Traffic incidents included vehicles travelling through closures at speed, striking traffic management equipment, undertaking unauthorised manoeuvres and creating near misses. A vehicle also struck roadside infrastructure before leaving the site. No serious injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

Several broken down vehicles entered or stopped within closures and work areas due to mechanical issues, punctures and suspected fuel shortages. Most were monitored, escorted safely from site or recovered without further incident.

Traffic Management Responses *[Sentiment: Positive]*

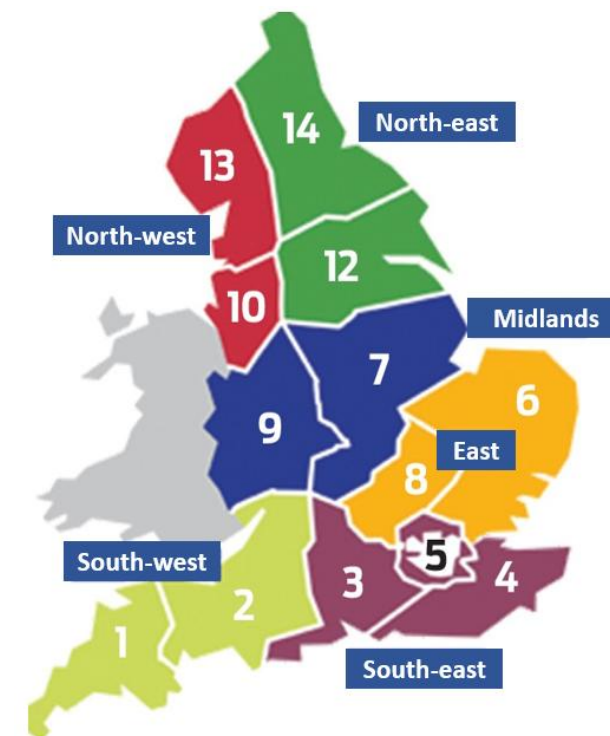
Traffic management teams responded effectively by stopping works, moving operatives to safe locations, escorting vehicles from closures, warning site teams of incursions and maintaining site safety. No workforce injuries were reported.

Overall *[Sentiment: Negative]*

The period was characterised by frequent incursions and repeated non-compliance with traffic management measures. Abusive behaviour towards the workforce, including threats, racial abuse and spitting, remains a concern. Repeated near misses and unsafe driver behaviour continue to present risks.

Recommendations

Project team should review their approach and where required strengthen public communication, access controls and closure protection measures at known incursion locations. Consider targeted engagement, improved driver information and sharing lessons learned from workforce abuse incidents, near misses and closure breaches.



Incursions Report

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

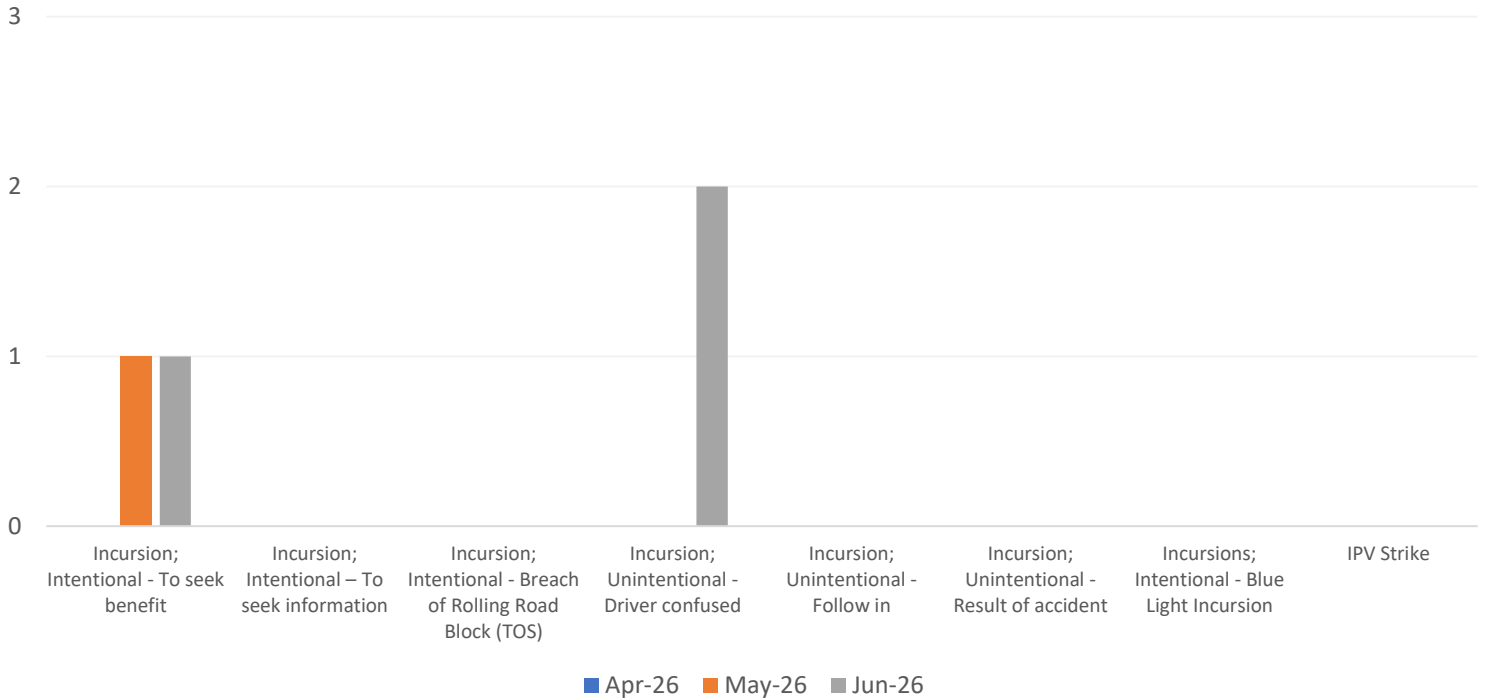
A total of 3 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an no change from the previous month in Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

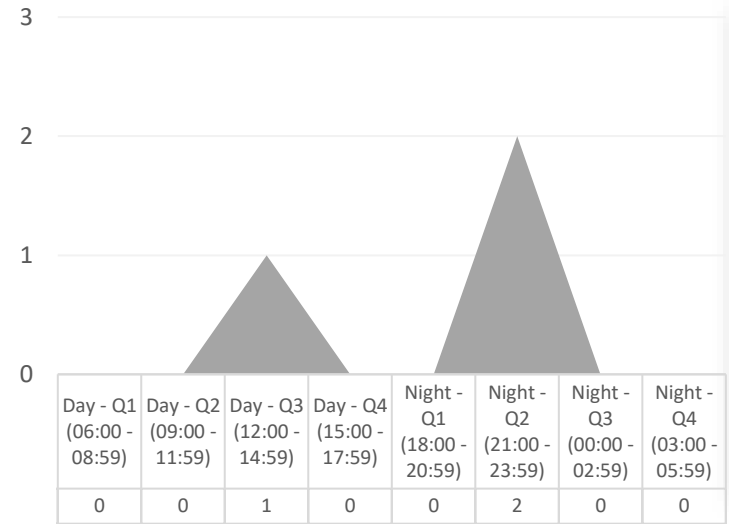
- Bottom left – Project Risk Rating with showing 'In-month' rating and 'Overall' rating & incursion rate per length of TM (if available)
- Bottom middle – Time profile for 'all' incursion types
- Bottom right – localised heatmap of 'all' incursion types

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

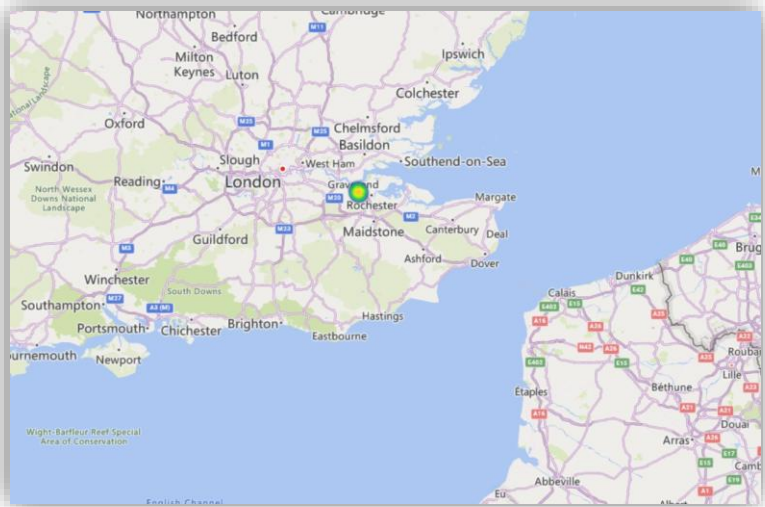
MP-0181 – Lower Thames Crossing



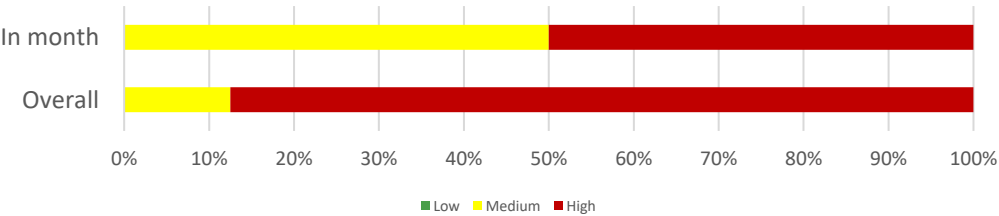
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0181 – Lower Thames Crossing



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two unauthorised vehicle incursions occurred when a group riding motorbikes and quad bikes forced entry through traffic management airlocks and travelled through an active work site at speed before exiting the closure. The incident also involved abusive behaviour towards site personnel, including spitting in their direction and the use of racist language. No injuries were reported.

Traffic Incidents *[Sentiment: Neutral]*

A vehicle entered a traffic management taper after failing to follow advance signing, resulting in damage to cones and sequential lamps. Separately, a delivery vehicle entered the wrong closure area in error but was quickly identified and redirected by the site team. No injuries or additional damage were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management controls remained effective in identifying and managing unauthorised access and driver error. Site personnel intervened safely to stop an incorrectly routed vehicle, while approved traffic management layouts were in place and operating as designed throughout the reported events.

Overall *[Sentiment: Neutral]*

The reporting period included multiple vehicle-related incursions and one traffic management asset strike. While these events presented potential safety risks and involved unacceptable behaviour towards the workforce, no injuries to the workforce or members of the public were reported, and traffic management measures functioned as intended.

Recommendations

Project team should review their approach and where required consider additional measures to deter unauthorised access through airlocks, strengthen protection for frontline personnel exposed to abuse, and reinforce driver awareness of closure layouts and advance signing. The project team should also continue monitoring incursion trends and asset strikes to identify any recurring patterns requiring targeted intervention.

Incursions Report

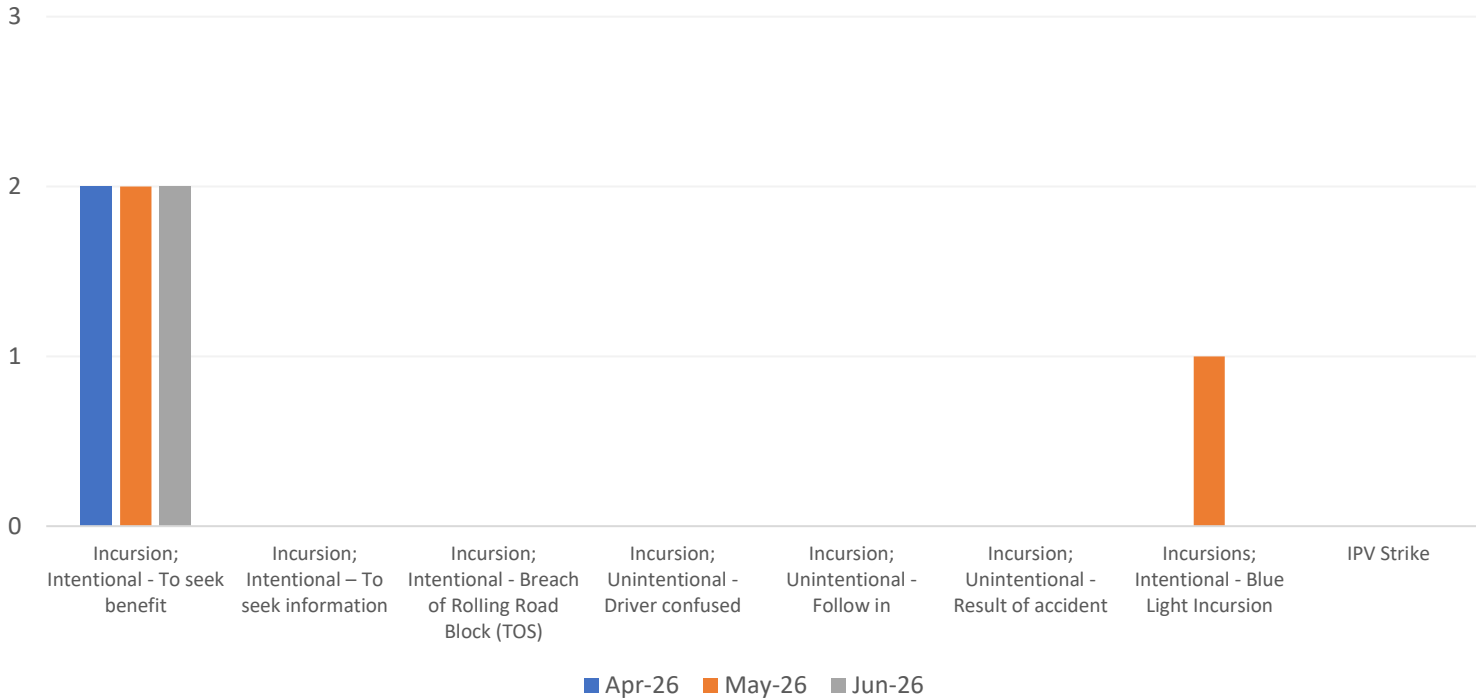
Directorate: Major Projects
Region: South East
Project: MP-0262 – M3 Jct 9 Improvement - RDP

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

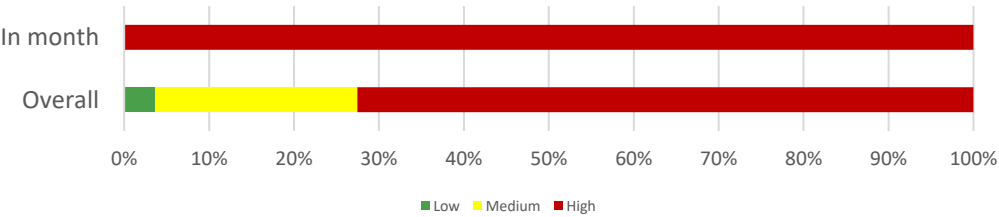
[1 - Incursions resulting from breakdowns were recorded]

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

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



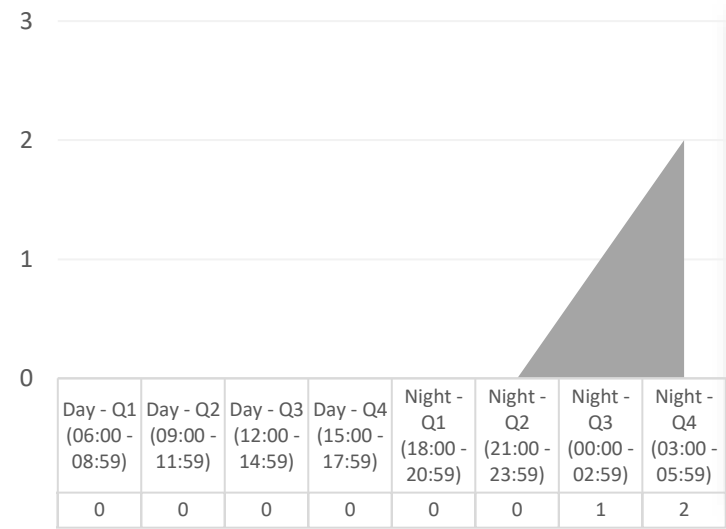
Project Risk Rating



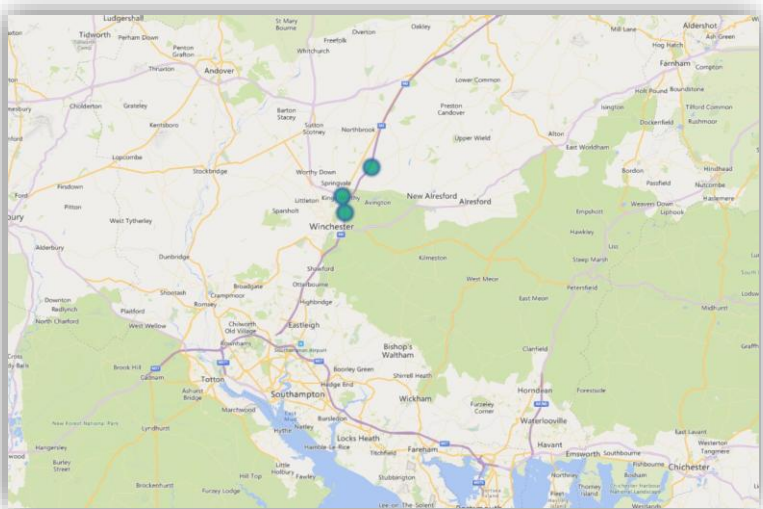
Incursion rate per length of TM (Unknown)

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

Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public was observed running within the closed traffic management area along the hard shoulder. This unauthorised access into the closure created a potential safety risk and required monitoring by the project team.

Traffic Incidents *[Sentiment: Negative]*

A delivery driver failed to follow the approved access route and attempted to enter the project via an unauthorised route. After being denied access, the driver proceeded in the wrong direction on the carriageway, creating a significant road safety concern.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle became immobilised within the coned area, reportedly due to a suspected lack of fuel. The incident occurred within the traffic management layout and required attention to ensure the continued safe operation of the works area.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management controls functioned as intended. Unauthorised project access was identified and prevented, while site monitoring activities successfully detected unsafe behaviour within the closure, allowing risks to be recognised and managed promptly.

Overall *[Sentiment: Neutral]*

The reported events primarily involved non-compliance by road users and project visitors rather than failures of the traffic management arrangement. Existing controls were effective in identifying and managing issues, although the incidents demonstrate continuing exposure to public safety risks.

Recommendations

Project team should review their approach and where required strengthen communication of approved delivery routes and site access requirements with suppliers and subcontractors. Consider reinforcing route compliance through pre-delivery briefings and driver information. The project team should also review whether additional measures are required to discourage and detect unauthorised pedestrian access within closures and ensure recovery arrangements remain effective for vehicles becoming stranded within traffic management layouts. No workforce or member of the public injuries were reported in the information provided.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

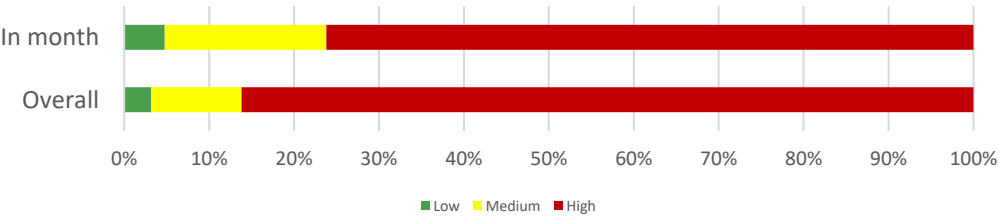
A total of 7 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions together with an 100% increase in 'Follow in' no change from the previous month in Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

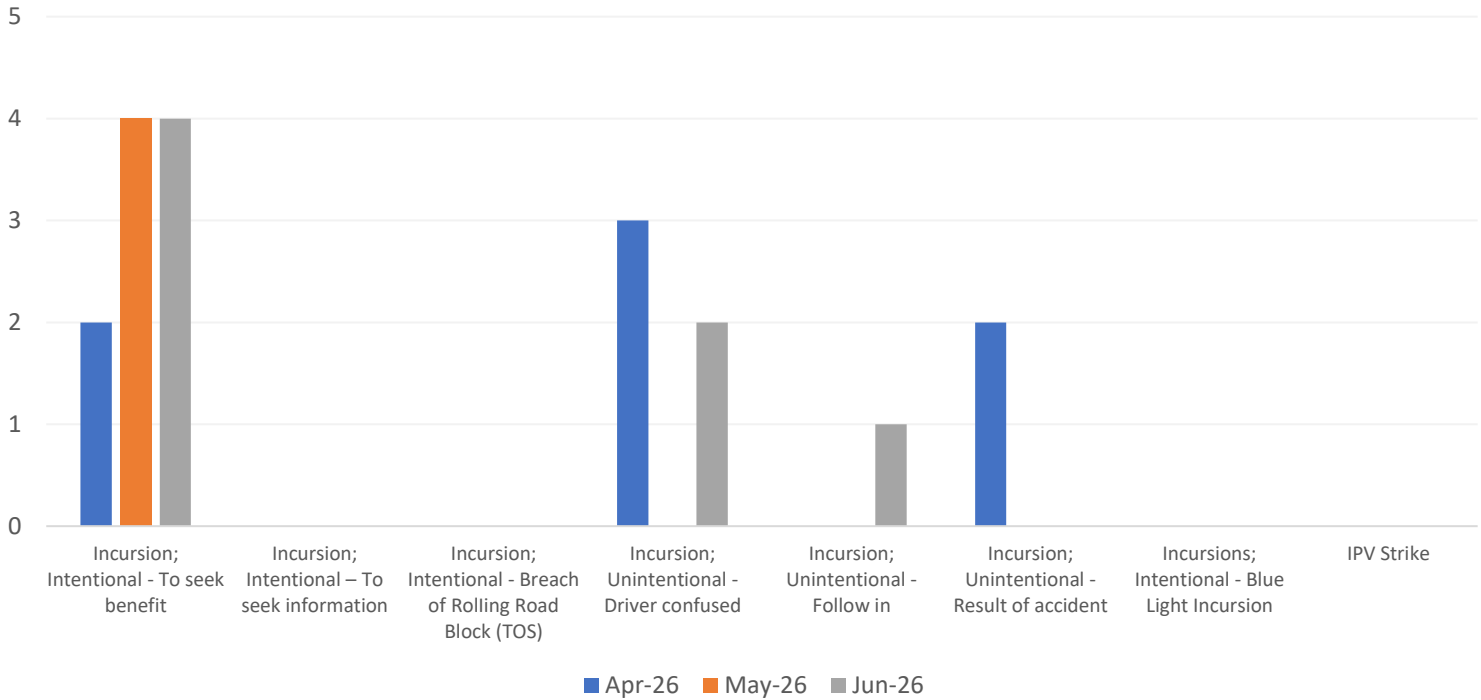
Project Risk Rating



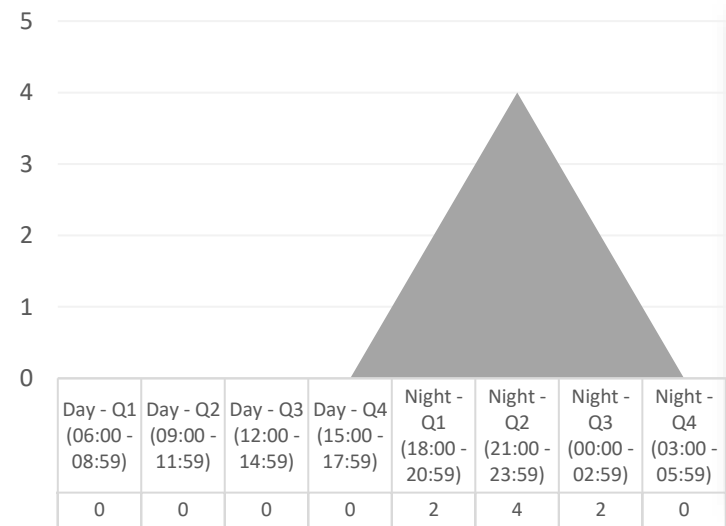
Incursion rate per length of TM (Unknown)

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

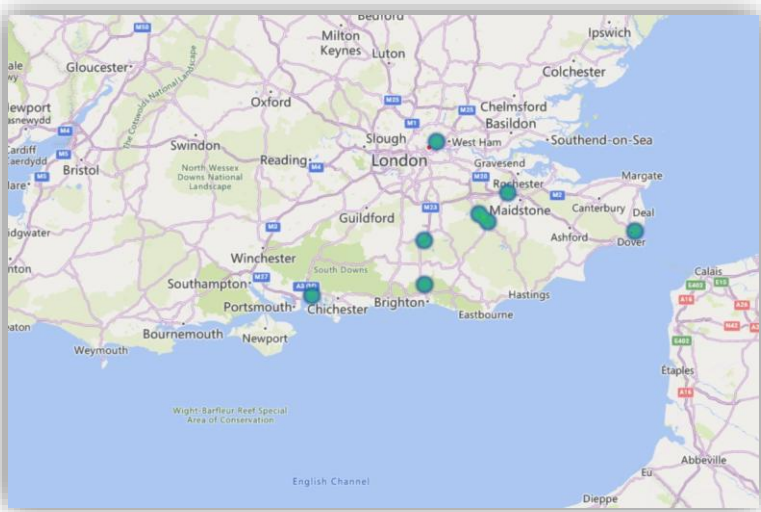
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported within traffic management closures and work areas. These included unauthorised entry into closed sections by a motorcyclist, a taxi, a lorry and other members of the public. Vehicles were also observed entering site accesses and closed carriageways without permission, creating risks to the workforce and disrupting planned operations.

Traffic Incidents *[Sentiment: Negative]*

Multiple incidents involved unsafe driver behaviour around traffic management. These included vehicles driving through closures, following authorised vehicles into site accesses, undertaking unauthorised manoeuvres and entering restricted areas. One member of the public moved traffic management equipment to gain access to site, while several motorists challenged closure arrangements.

Broken Down Vehicles *[Sentiment: Neutral]*

One broken down vehicle was reported within a traffic management enclosure. The vehicle was positioned within the work area but no further operational impacts, safety incidents or escalation relating to the breakdown were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded appropriately to reported incidents by stopping works where necessary, moving operatives to safe locations and escorting unauthorised vehicles from closures. Site teams managed access issues, maintained traffic management arrangements and enabled planned works to continue following incident resolution.

Overall *[Sentiment: Negative]*

The period was characterised by a high number of public incursions, unauthorised vehicle movements and challenges to site access controls. While traffic management teams responded effectively and works generally continued as planned, vehicle interactions within closures created continued exposure to safety risks. One incident involved contact between a vehicle and a traffic management operative's safety boot. No injury was reported.

Recommendations

Project team should review their approach and where required strengthen site access controls, closure protection measures and public communication regarding restrictions. Consider reviewing recurring access points used by unauthorised vehicles, reinforcing entry controls, sharing learning from reported incidents across delivery teams and monitoring locations experiencing repeated incursions or public confrontation to identify further risk reduction opportunities.

Incursions Report

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

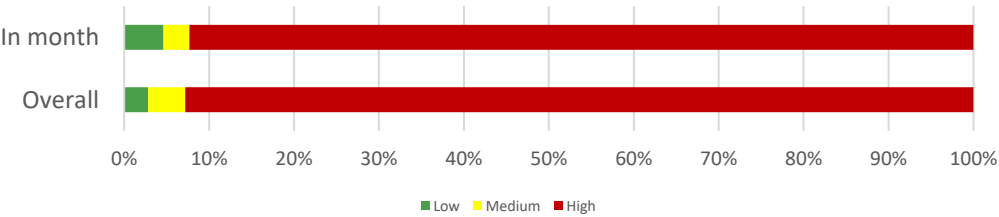
A total of 19 incursions have been recorded; with a 180% increase in 'Seeking Benefit' type incursions together with an 300% increase in 'To seek information' no change from the previous month in Blue Light' incursions, with a 75% decrease in 'Driver confused' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

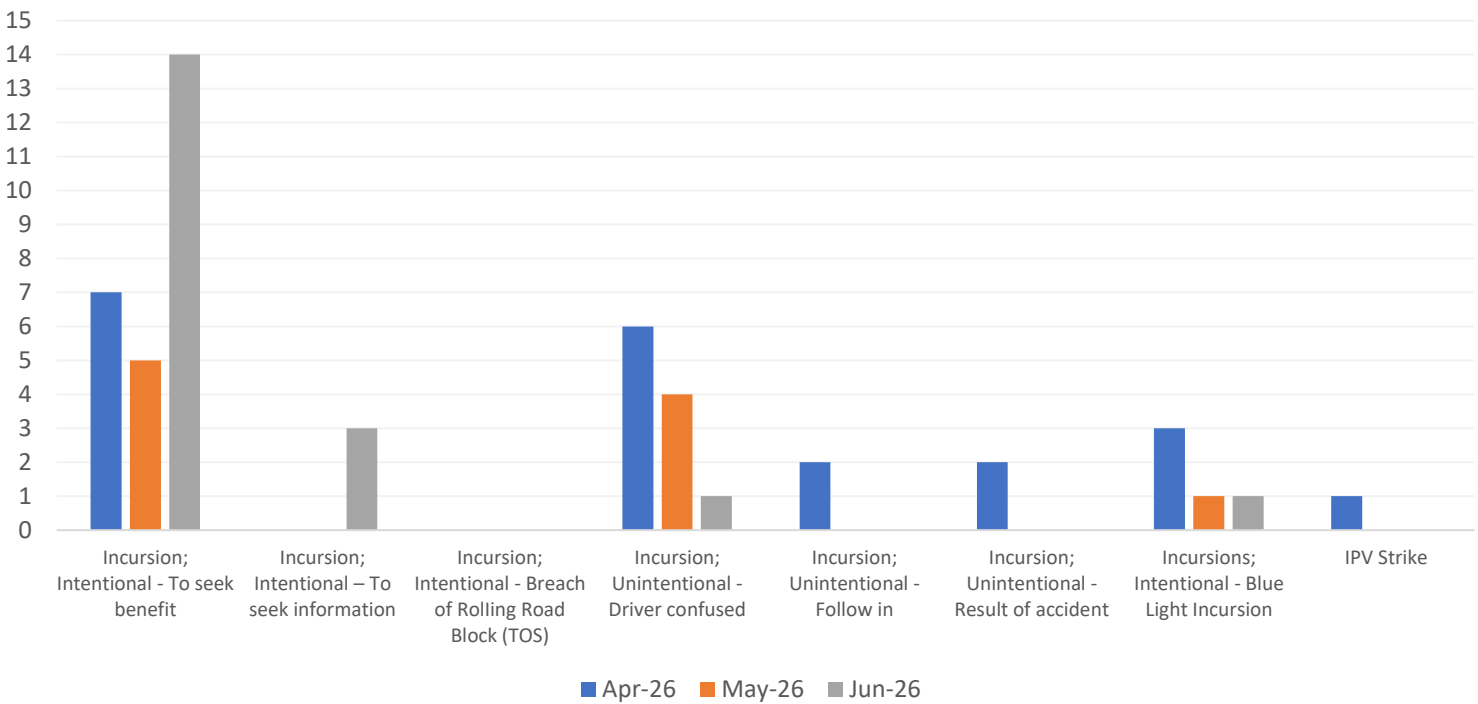
Project Risk Rating



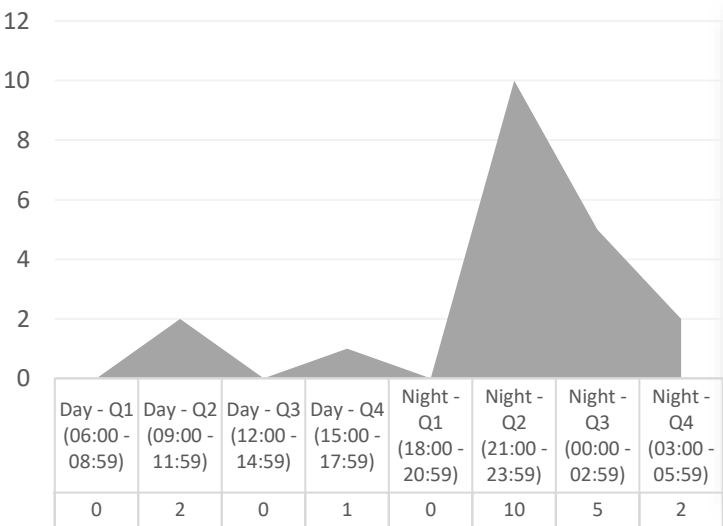
Incursion rate per length of TM (Unknown)

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

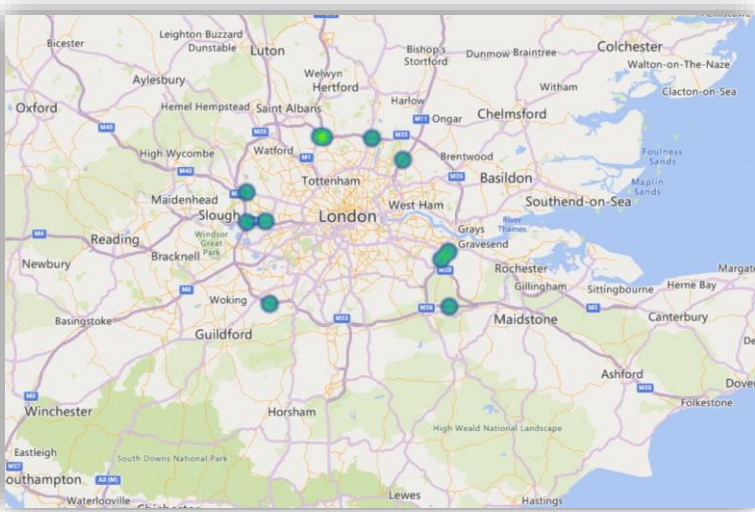
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions into lane and full carriageway closures were reported, involving members of the public entering active work areas through cone lines and closure points. Several incidents involved vehicles travelling at speed within closures, creating a number of near miss situations for the workforce. No workforce injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A carriageway defect within the works area required immediate attention and temporary repairs. During closure management activities, a driver became abusive towards traffic management operatives and undertook unsafe manoeuvres when leaving the site, creating additional risk to both road users and workers.

Broken Down Vehicles *[Sentiment: Neutral]*

A coach entered a lane closure after experiencing an apparent vehicle fault and stopped within the closed area while carrying out checks and topping up fluids. The vehicle remained temporarily before safely leaving the location without any reported injuries or further disruption.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded appropriately to reported incursions and defects, implementing incident reporting procedures, monitoring closure integrity, supporting emergency repairs and engaging with drivers. Vehicles entering closures were challenged where safe to do so and appropriate escalation processes were followed.

Overall *[Sentiment: Negative]*

This reporting period was characterised by a high number of vehicle incursions into traffic management closures, including repeated breaches of work areas and several near miss events involving operatives. While no workforce or public injuries were reported, the frequency of incursions continues to present a notable safety risk.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised entry into closures through enhanced signing, closure layouts and advance messaging. Consider targeted reviews of locations experiencing repeated incursions, reinforce workforce reporting of near misses and abusive behaviour, and assess opportunities to improve driver awareness of active roadworks and closure compliance requirements.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

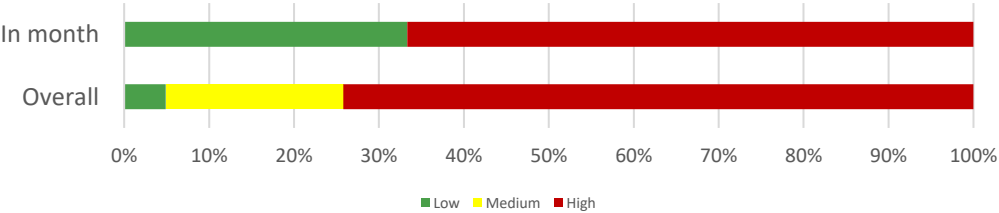
A total of 6 incursions have been recorded; with a 400% increase in 'Follow in' type incursions together with an 100% increase in 'Result of accident' no change from the previous month in Blue Light' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

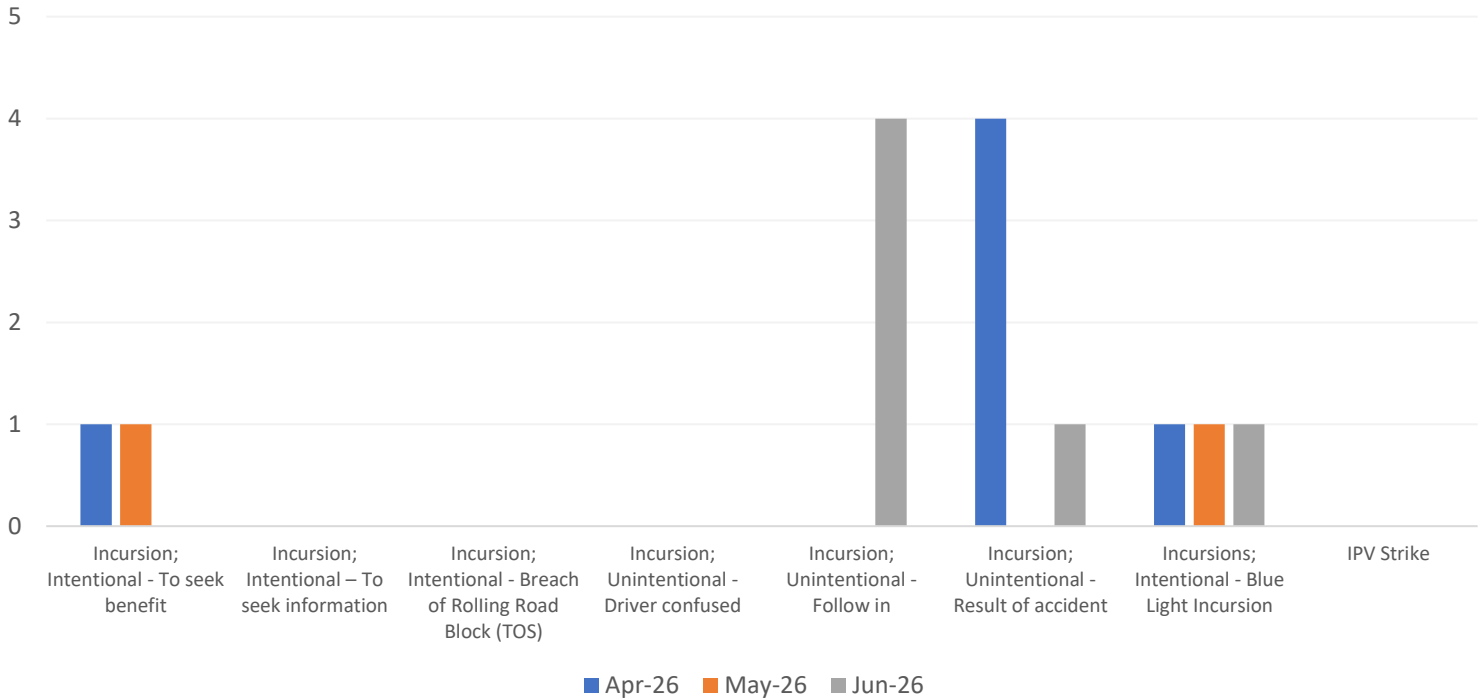


Incursion rate per length of TM (Unknown)

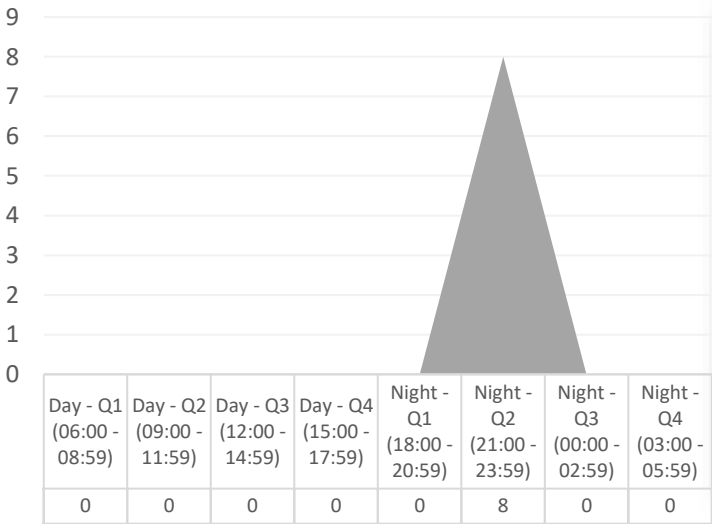
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

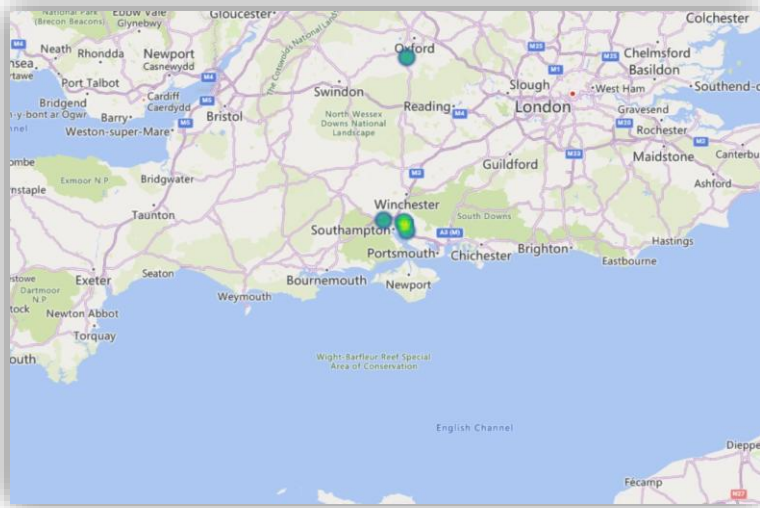
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations
Region: South East
Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several unauthorised vehicle incursions were reported within temporary traffic management. Vehicles entered a road closure behind authorised works traffic, and a vehicle was reported to have entered the works area at speed before striking roadside infrastructure and leaving the site. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Negative]*

A vehicle entered the works area at speed and collided with a vehicle restraint barrier and kerb before departing the site. These events presented a risk to both the travelling public and the workforce. No workforce or public injuries were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A broken down vehicle entered the coned area of the works site. The incident required attention from the site team but was managed without any reported escalation, injury, or significant impact on operations.

Traffic Management Responses *[Sentiment: Neutral]*

The temporary traffic management team responded to unauthorised access by warning site personnel and monitoring the situation. Activation of the Incursion Prevention and Warning System provided additional awareness to the workforce when uncontrolled vehicle movements occurred.

Overall *[Sentiment: Negative]*

The reporting period included several vehicle-related incursions and instances of unauthorised access into temporary traffic management. While no injuries were reported, the events exposed the workforce to elevated risk and demonstrate the continued need for effective closure control and site protection measures.

Recommendations

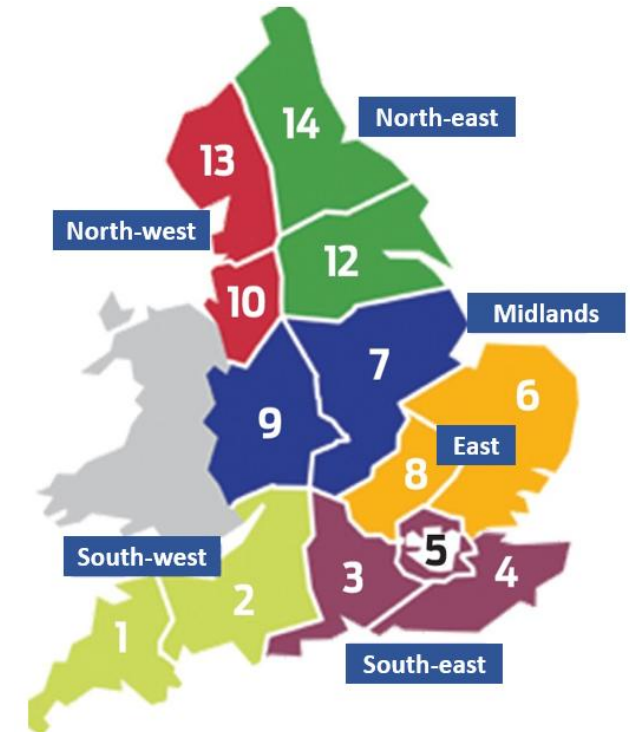
Project team should review their approach and where required strengthen controls around closure access, vehicle entry management and communication arrangements with external responders and authorised vehicles. Consider reinforcing site access protocols, reviewing workforce warning arrangements, and identifying opportunities to reduce the likelihood of unauthorised vehicles entering closed sections of road or temporary traffic management layouts.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports

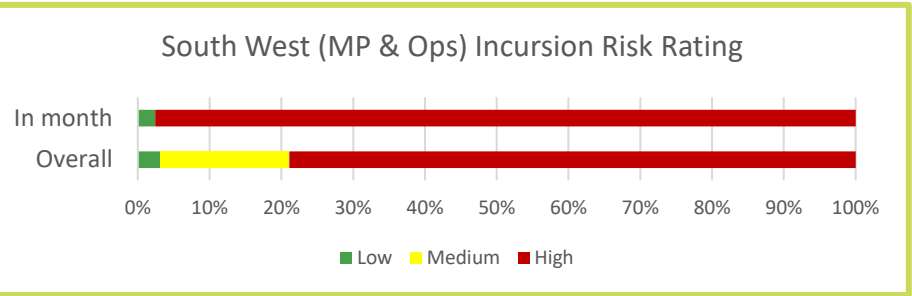


Incursions Report – South West Region

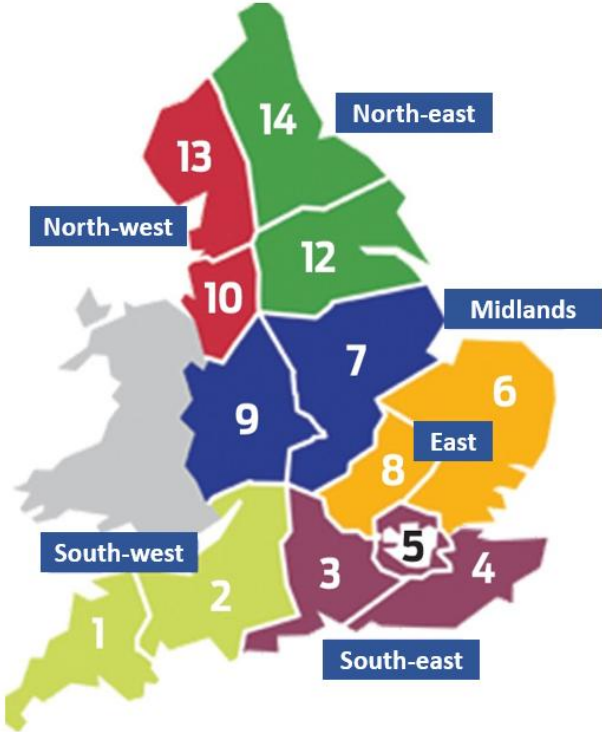
South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Intentional - To seek benefit	13 [28.26%]	148 [45.40%]	3 [100.00%]	5 [62.50%]
Intentional – Because of breakdown	3 [6.52%]	29 [8.90%]		
Intentional – To seek information		5 [1.53%]		
Intentional - Breach of Rolling Road Block (TOS)				
Unintentional - Driver confused	21 [45.65%]	77 [23.62%]		
Unintentional - Follow in	7 [15.22%]	22 [6.75%]		1 [12.50%]
Unintentional - Result of accident	1 [2.17%]	20 [6.13%]		1 [12.50%]
Intentional - Blue Light Incursion	1 [2.17%]	15 [4.60%]		1 [12.50%]
IPV Strike		10 [3.07%]		
Grand Total	46 [100.00%]	326 [100.00%]	3 [100.00%]	8 [100.00%]

Technology Utilisation	Apr 26			May 26			Jun 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	111	59	53%	115	75	65%	103	75	73%
Area 2	166	95	57%	139	82	59%	242	152	63%



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



Incursions Report – South West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions were reported, including members of the public following authorised vehicles into traffic management, emergency service vehicles entering closures without escort, and unauthorised access through work sites. One incident involved abuse towards the workforce, with a driver entering site and shouting at personnel before removing barriers and driving through the closure.

Traffic Incidents [*Sentiment: Negative*]

A contractor vehicle was struck by an HGV while traffic management was being deployed. A vehicle under police pursuit travelled through a live work area at high speed, passing workers and plant before exiting the closure. No injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

Traffic Management Responses [*Sentiment: Positive*]

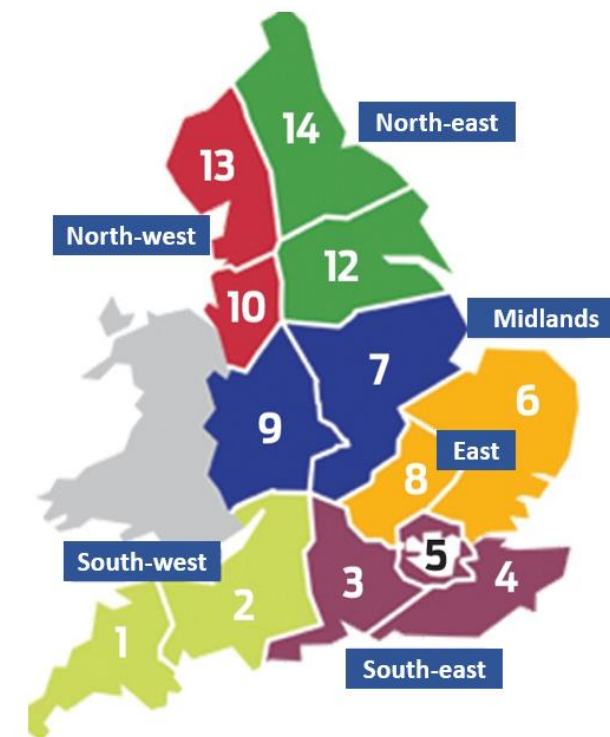
Traffic management and project teams responded appropriately by stopping unauthorised vehicles, arranging escorts where possible, and following established procedures to safely remove members of the public from traffic management areas.

Overall [*Sentiment: Negative*]

The period was characterised by a high number of vehicle incursions into traffic management. Several incidents involved emergency service or public vehicles entering live work areas, creating significant risk to the workforce. While no injuries were reported, there were multiple instances where workers and plant were exposed to potential harm.

Recommendations

Project team should review their approach and where required strengthen access control arrangements at traffic management entry points, reinforce escort procedures, and work with traffic management providers to reduce opportunities for unauthorised vehicle access. Consider reviewing signage, gate supervision, and communication arrangements for emergency service access to minimise incursions and reduce risk to the workforce.



Incursions Report

Directorate: Major Projects
Region: South West
Project: MP-0927 - M5 Bridgewater J22a (ENH)

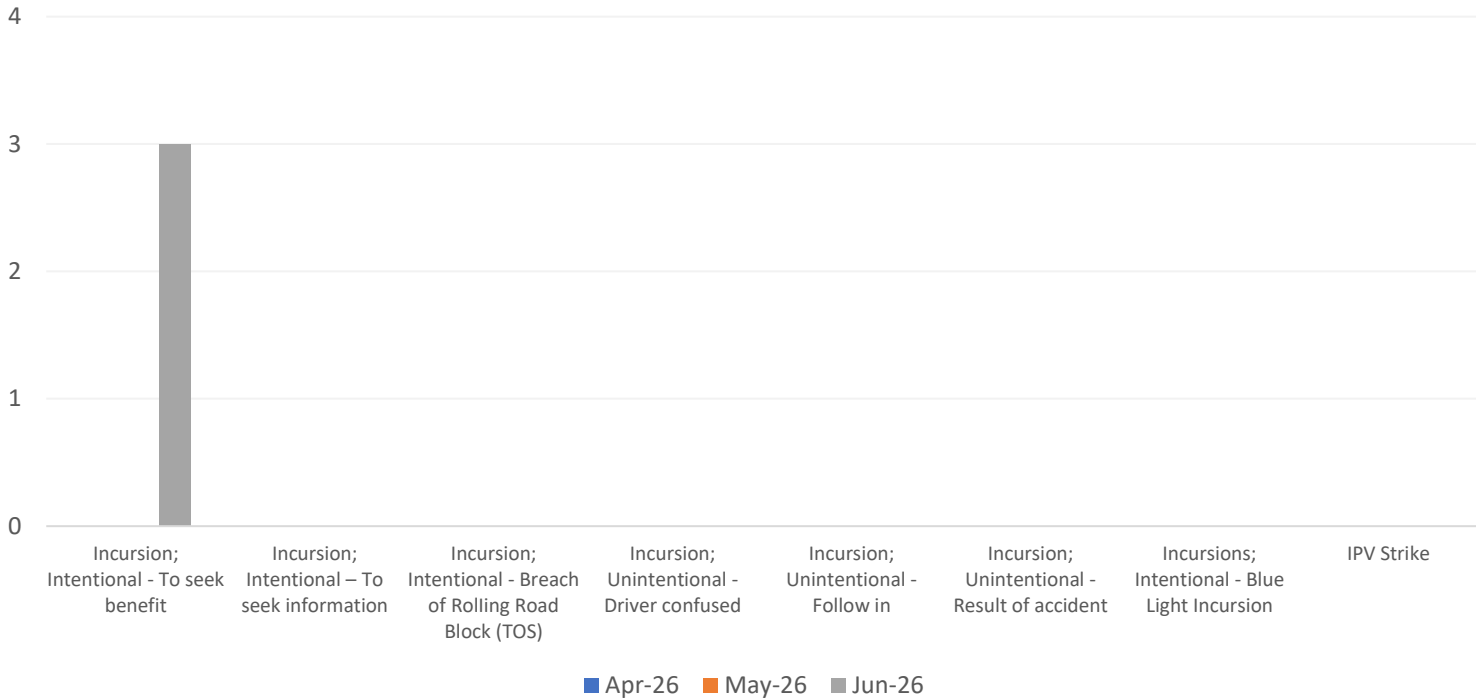
A total of 3 incursions have been recorded; with a 300% increase in 'Seeking Benefit' type incursions

[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

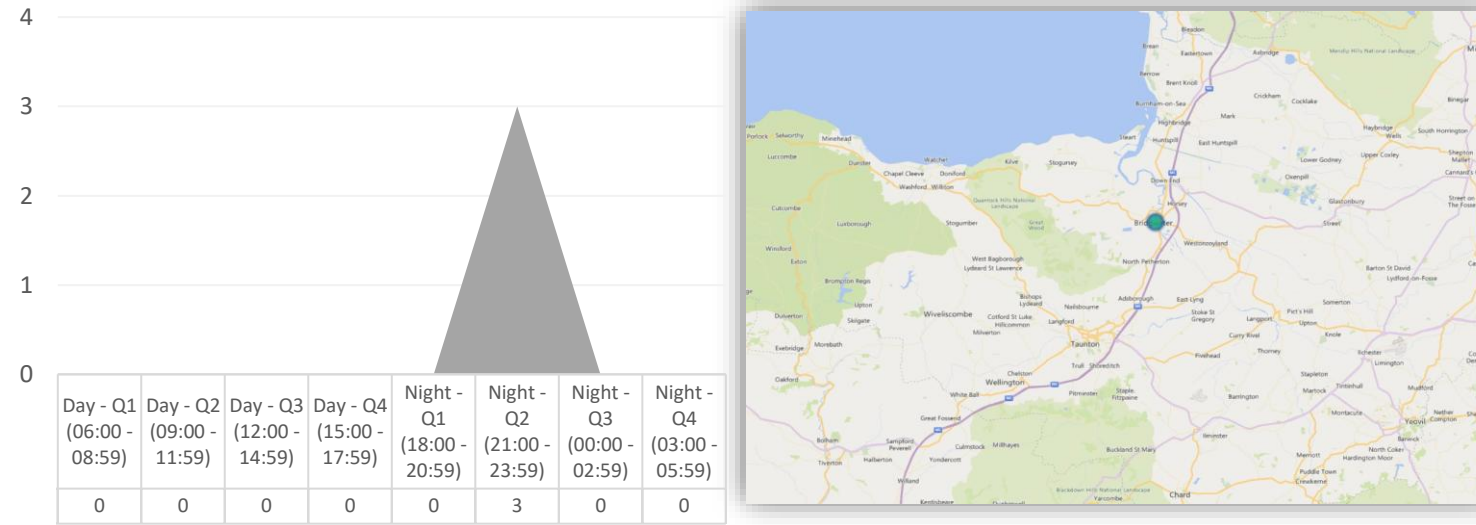
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0927 – M5 Bridgewater J22a (ENH)

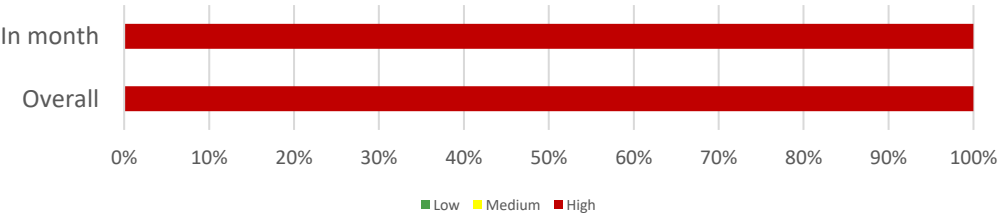


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: South West

Project: MP-0927 - M5 Bridgewater J22a
(ENH)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported within the traffic management. Public vehicles entered the closure by following authorised works vehicles through access points. In each case, vehicles exited the works area without causing injury or damage. No pedestrian incursions were reported.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents resulting in collisions, injury, damage, or significant disruption were reported during this period. Several unauthorised vehicle entries created potential risk within the traffic management, but no incident occurred.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management and supervisory teams responded appropriately to unauthorised vehicle entries by attempting to control movements, inform drivers, and arrange safe escort from the closure. Established procedures were followed where opportunities permitted.

Overall *[Sentiment: Negative]*

Overall, the management of vehicle and pedestrian incursions, traffic incidents, and broken down vehicles has been vigilant and proactive. While the incursions and broken down vehicles pose ongoing challenges, the traffic management teams' quick response and continuous monitoring have been effective in ensuring safety. Enhanced measures, such as stricter control of lane closures and improved signage, are necessary to prevent future incidents and maintain a secure work environment.

Recommendations

Project team should review their approach and where required strengthen access control arrangements, communication between contractors, and advance notification processes when traffic management is installed. Consider whether additional signing, physical controls, or entry monitoring would reduce the likelihood of vehicles following authorised traffic into closures. Particular attention should be given to preventing unauthorised access by both public and emergency service vehicles, as the reported events demonstrate a potential for serious workforce injury had operatives been present within the closure at the time. No workforce or member of public injuries were reported.

Incursions Report

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

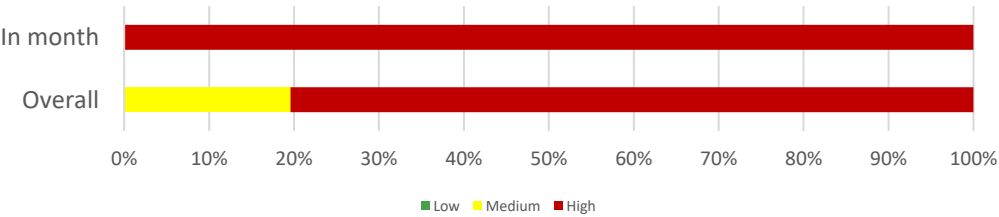
A total of 1 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

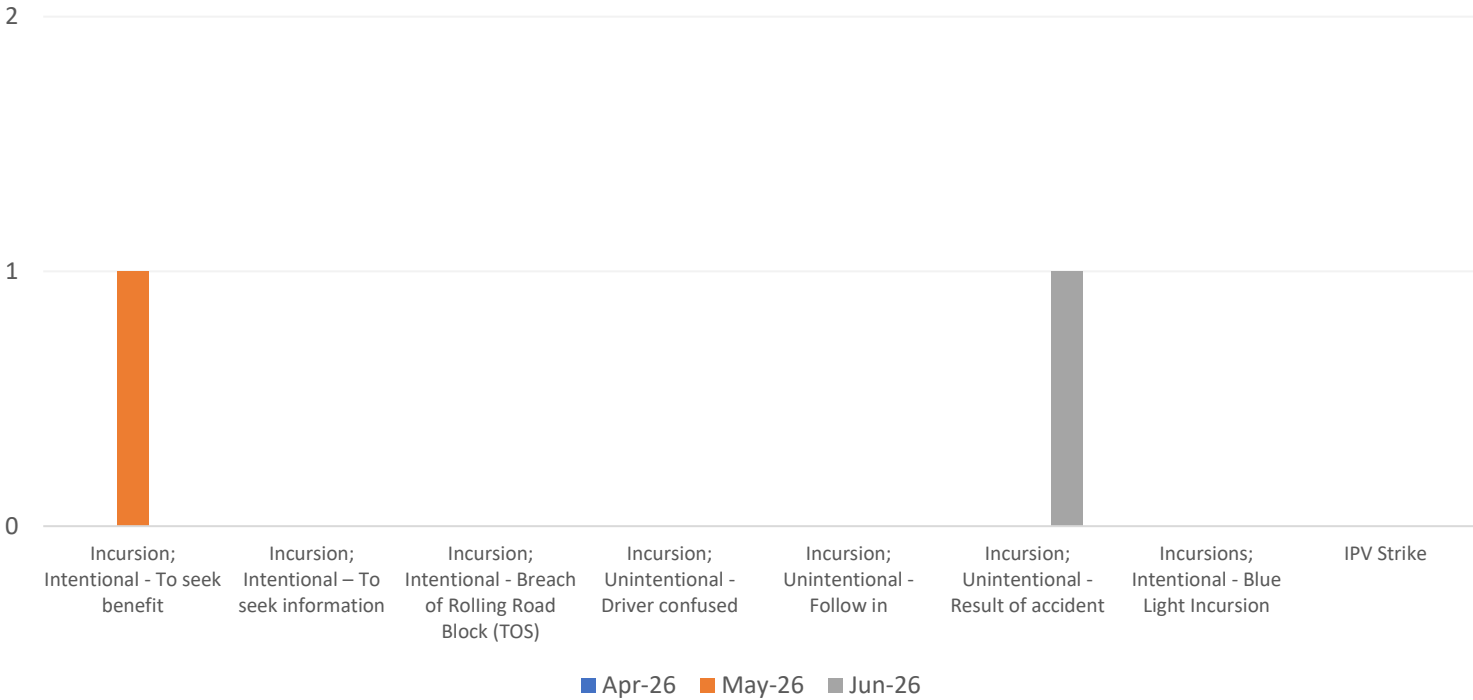
Project Risk Rating



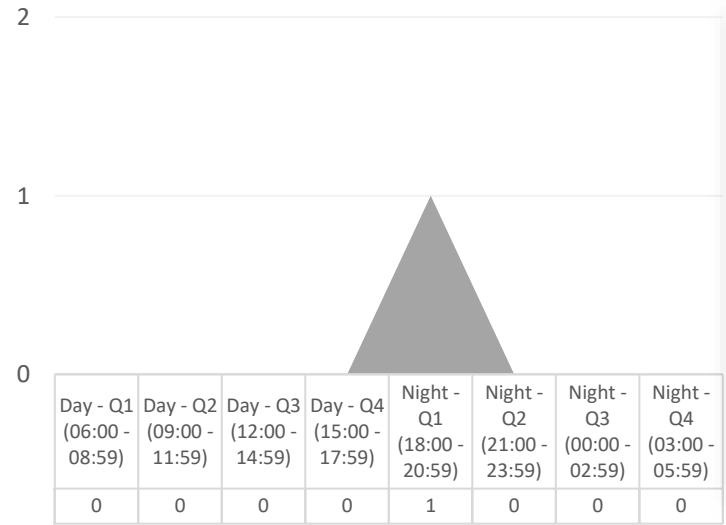
Incursion rate per length of TM (Unknown)

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

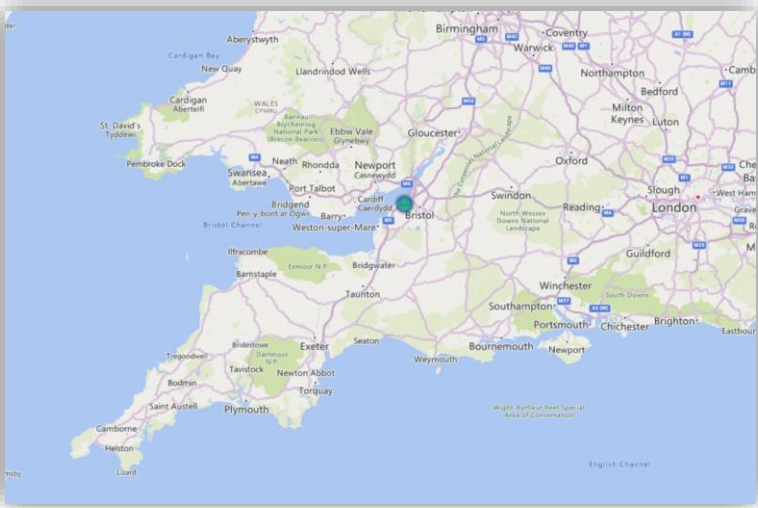
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

No vehicle or pedestrian incursions were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred when a contractor vehicle positioned on the hard shoulder for traffic management activities associated with a barrier repair was struck by a passing heavy goods vehicle. No injuries were reported in the information provided.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management was being deployed to support a barrier repair when the incident occurred. The available information indicates that the traffic management operation was underway at the time of the vehicle strike.

Overall *[Sentiment: Negative]*

One traffic-related incident was reported during the period involving a collision with a contractor vehicle operating within a works environment. No information has been provided to indicate injury to the workforce or members of the public.

Recommendations

Project team should review their approach and where required consider whether additional measures are needed to improve protection for vehicles involved in traffic management deployment activities. The project team should also review site setup practices, workforce exposure to live traffic and opportunities to reduce the risk of vehicle strikes during operational activities.

Incursions Report

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

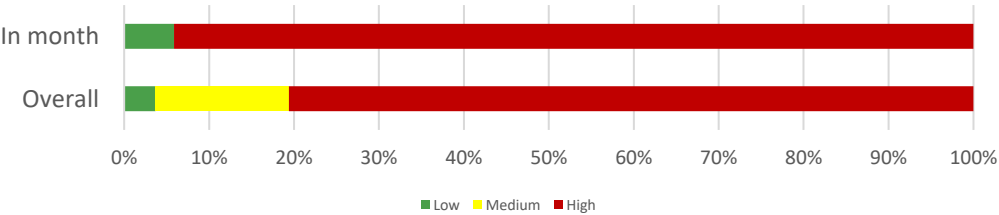
A total of 5 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions together with an 50% decrease in 'Follow in' 25% decrease in 'Seeking Benefit' type incursions

[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)

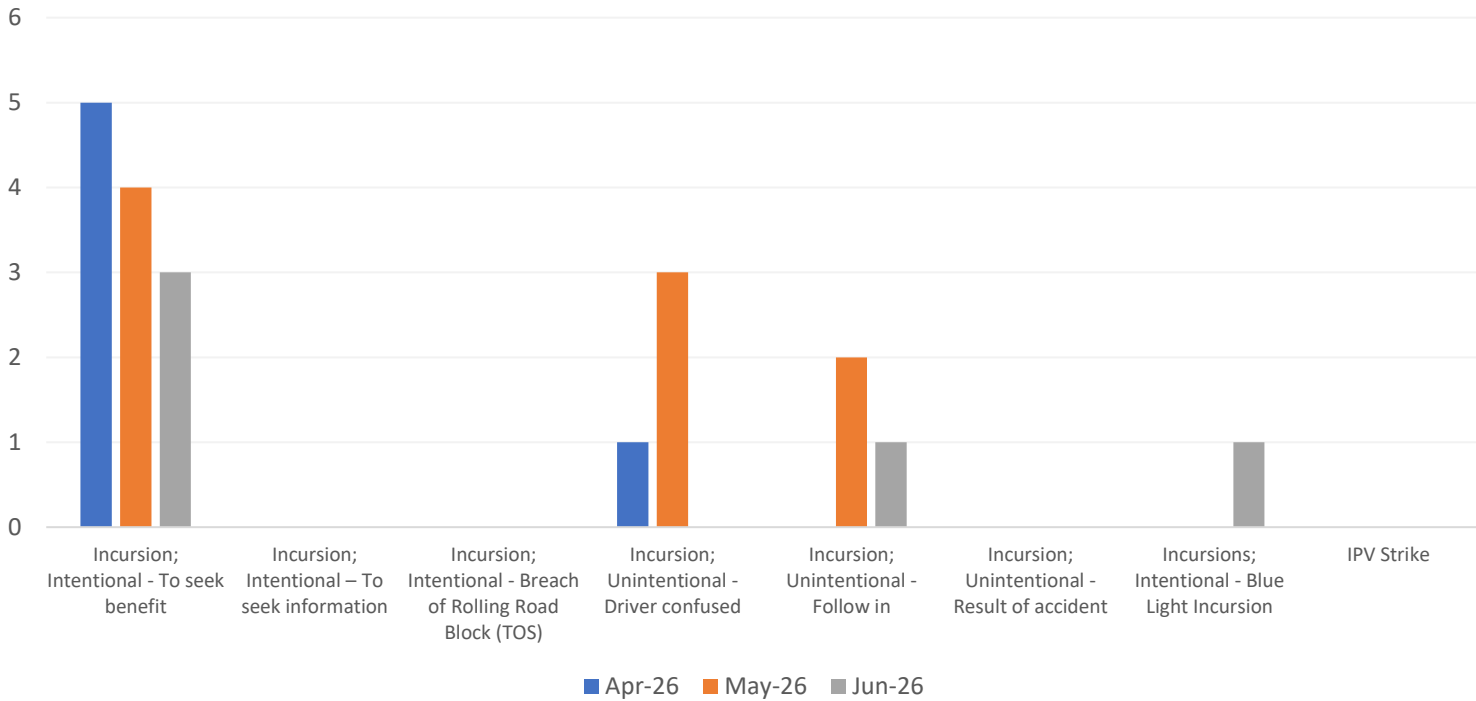
Project Risk Rating



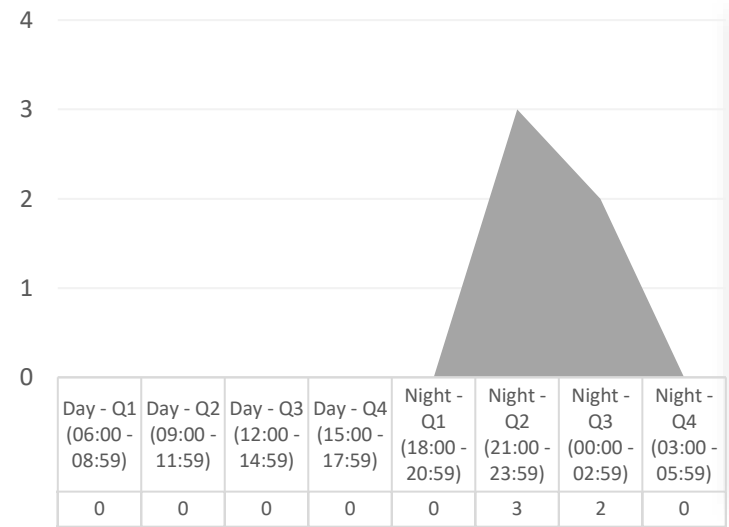
Incursion rate per length of TM (Unknown)

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

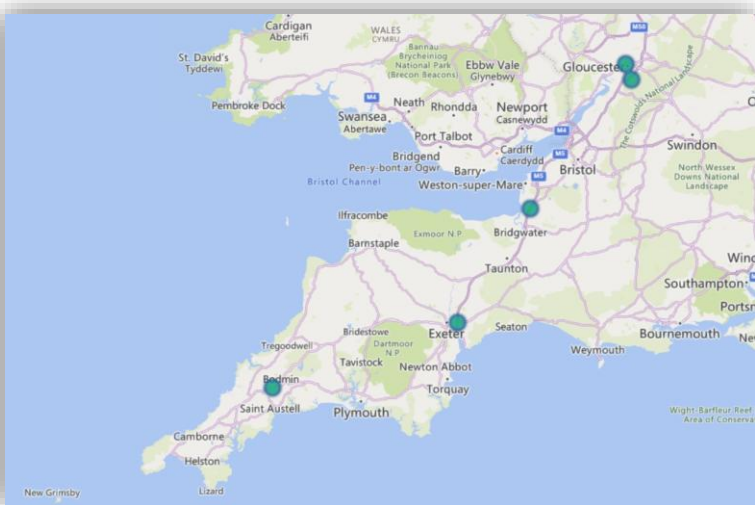
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions were reported within live traffic management areas. Incidents included vehicles following authorised access, vehicles driving through lane closures, and barriers being moved to gain entry. Several events resulted in vehicles travelling through active work areas, creating increased risk to the workforce and site operations.

Traffic Incidents *[Sentiment: Negative]*

An emergency service vehicle collided with traffic management cones before continuing through a lane closure. A separate vehicle under police pursuit travelled through a closed section of carriageway at high speed and breached traffic management measures before leaving the site. No injuries were reported.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel identified and responded to several incursions, including contacting site teams to provide access control and escort arrangements. In some cases, drivers declined escort support and proceeded through closures. Lessons were identified regarding continuous gate supervision and access management.

Overall *[Sentiment: Negative]*

The reporting period was characterised by multiple unauthorised vehicle movements through active traffic management works, including incursions involving emergency service and police-related activity. While no injuries were reported, the frequency and severity of events indicate continued exposure to significant workforce and operational risk.

Recommendations

Project team should review their approach and where required strengthen access control arrangements at site entry points, ensuring suitable supervision is maintained to prevent unauthorised entry. Consider reinforcing escort procedures, reviewing physical traffic management measures, and sharing lessons learned with operational teams to reduce the likelihood of future incursions and improve workforce protection.

Incursions Report

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

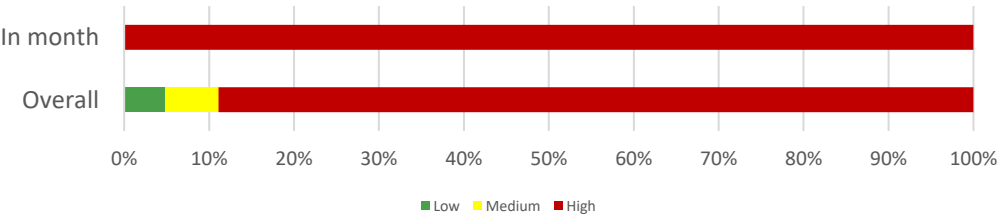
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[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)

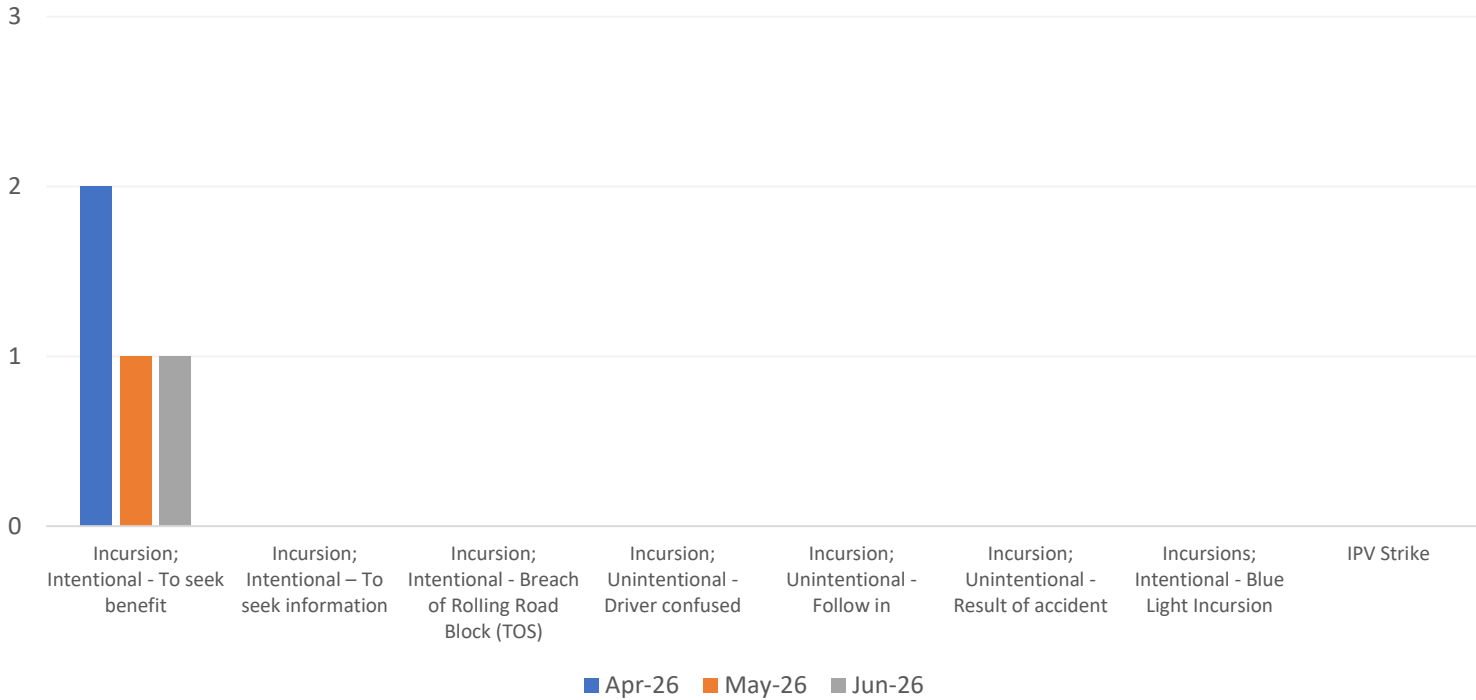
Project Risk Rating



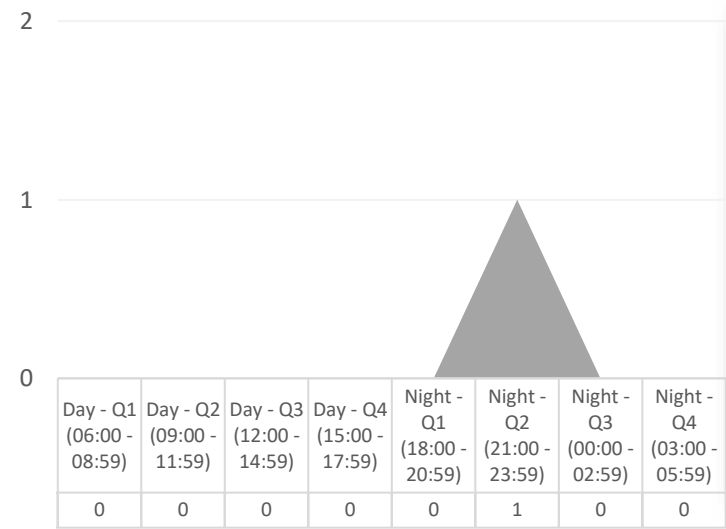
Incursion rate per length of TM (Unknown)

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

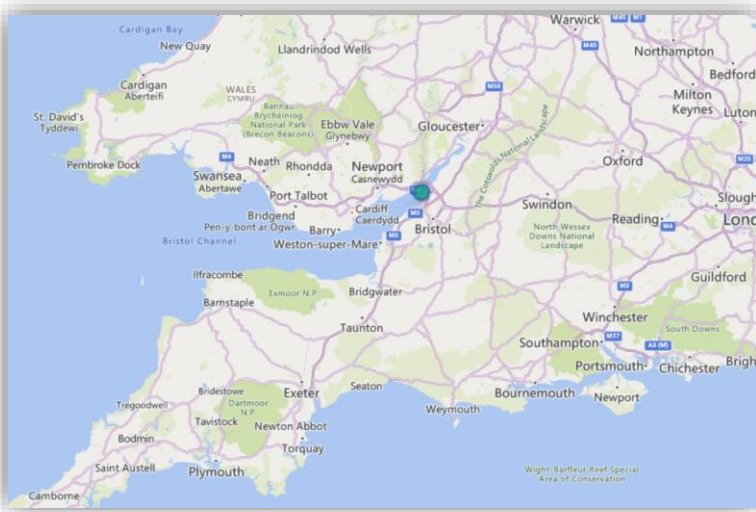
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD – SBIM - One



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A vehicle followed a traffic management vehicle through the works access point and entered the traffic management layout. The driver quickly recognised the error and exited through the coned area without further interaction or escalation.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The traffic management team entered the works access point using appropriate warning beacons and reduced speed. The unexpected vehicle entry was short in duration and the vehicle left the site area immediately.

Overall *[Sentiment: Neutral]*

An unauthorised vehicle briefly entered the traffic management area after following a works vehicle through the access point. The situation was resolved without further issue, disruption, injury, or damage being reported.

Recommendations

Project team should review their approach and where required consider additional measures to discourage vehicles from following authorised traffic management vehicles into work areas. This could include reinforcing access control arrangements, reviewing signing and cone layouts, and reminding site teams of the potential for vehicles to mistakenly follow authorised movements into the works area.

Incursions Report

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

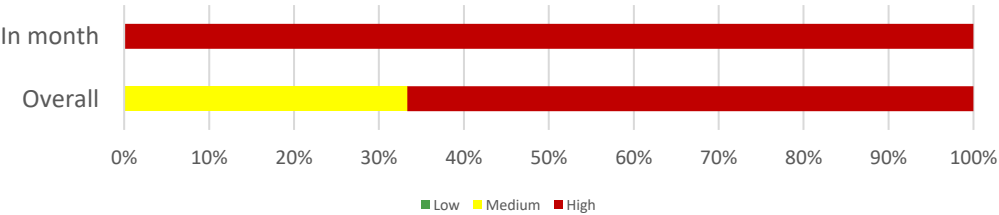
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



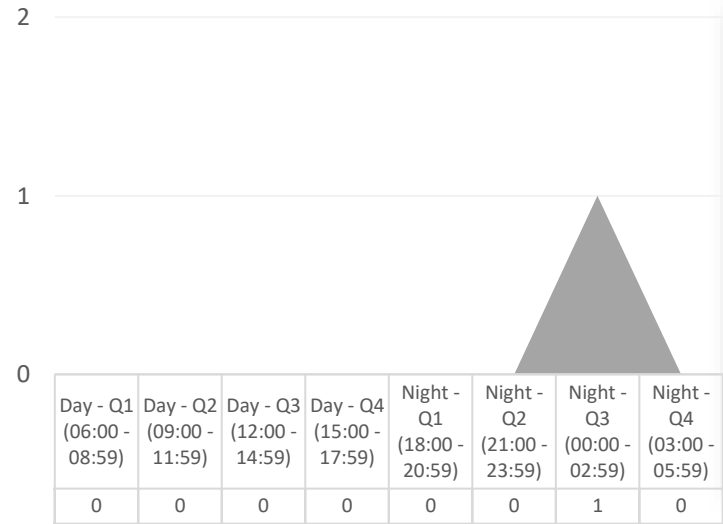
Incursion rate per length of TM (Unknown)

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

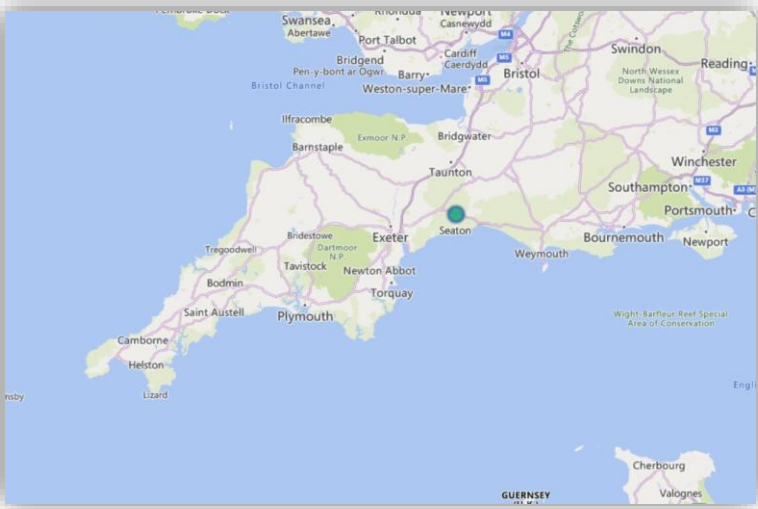
AD – Construction - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South West

Project: AD – Construction - One



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public drove into the works area and stated they lived locally to the site. The vehicle gained access to the work site, creating an unauthorised incursion that had the potential to affect workforce safety and site operations.

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: Neutral]*

The incident was identified and recorded following the unauthorised vehicle entry into the works area. The available information indicates the event was noted, allowing the site team to review existing access controls and traffic management arrangements.

Overall *[Sentiment: Negative]*

An unauthorised vehicle entered the work site during the reporting period. While no injuries, collisions or other traffic-related incidents were reported, the event demonstrates the continued need for effective site access control and public awareness measures.

Recommendations

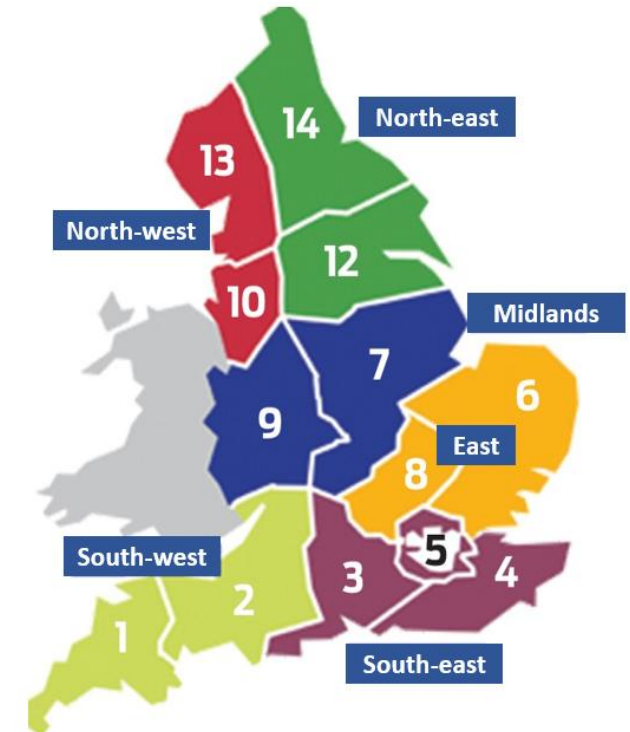
Project team should review their approach and where required strengthen site access controls, vehicle entry arrangements and public information measures to reduce the likelihood of unauthorised vehicles entering the works area. The team should also consider whether additional signage, physical deterrents or workforce briefings would further improve site security and safety.

Incursions Report – South West Region

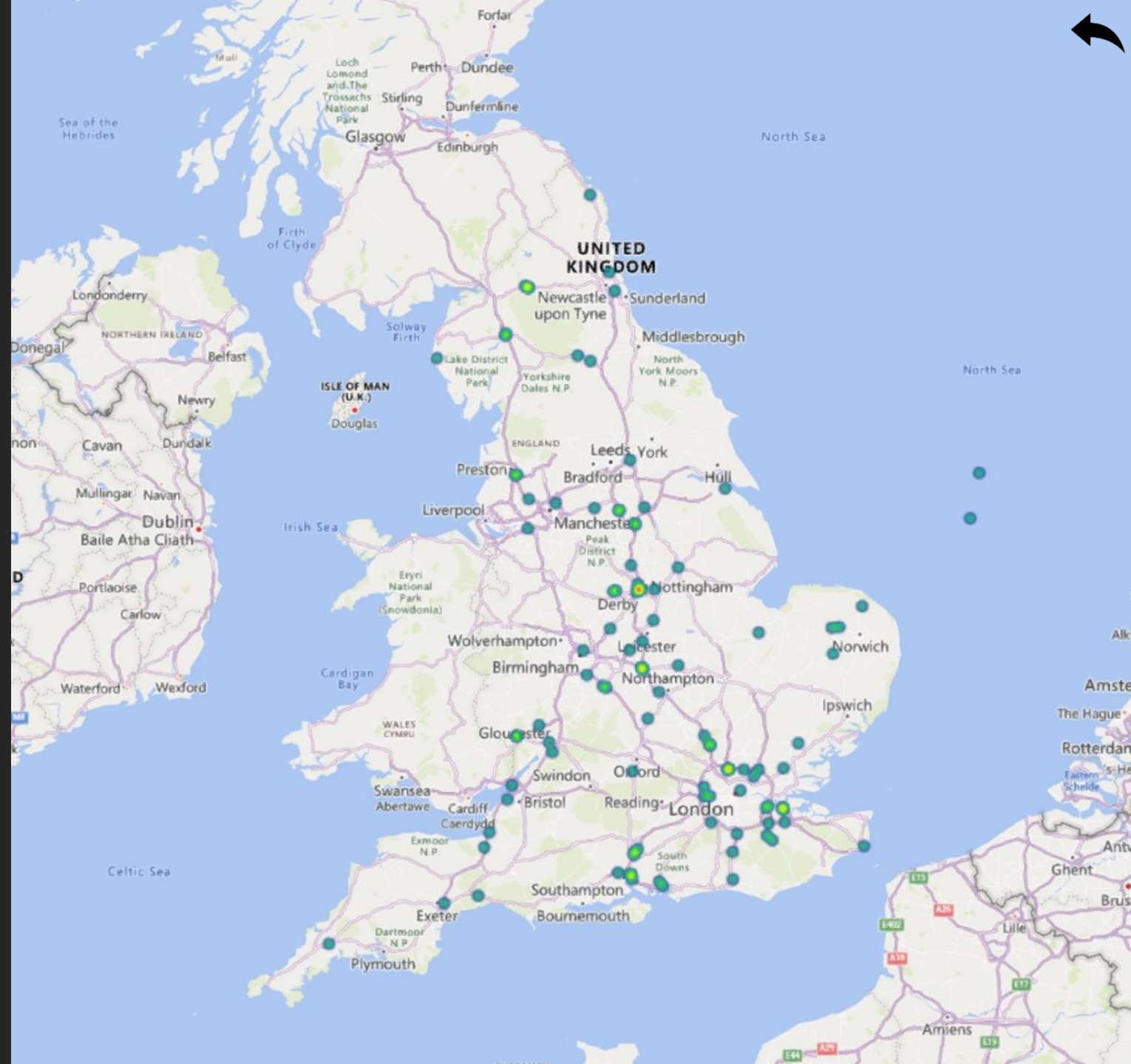
End of regional report

[Back to [Summary](#) page]

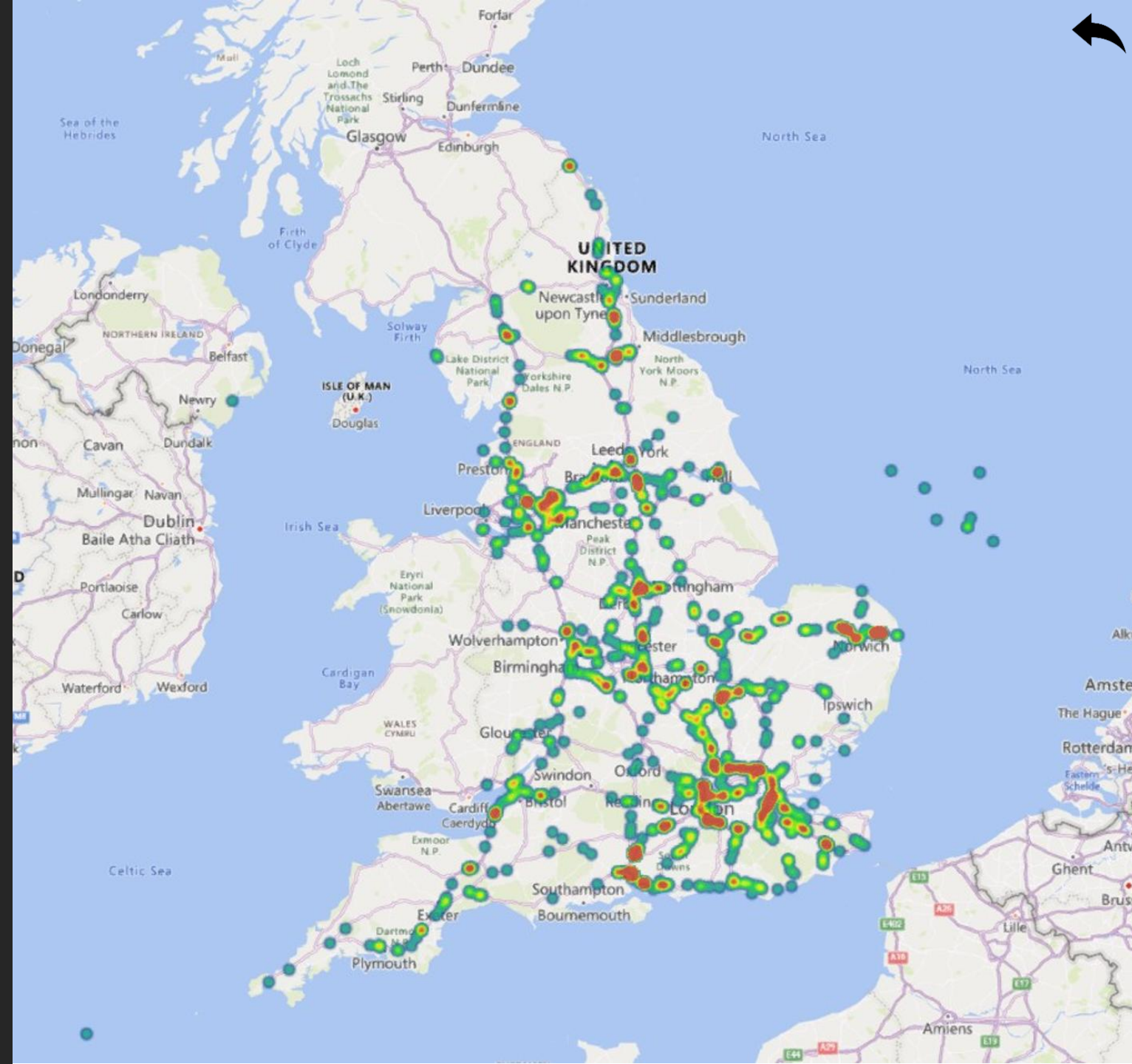
Select next page for Heatmaps



"95% of all incursions were recorded with coordinates"



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



Incursions Report

End of Incursions Report

