

Incursion Working Group Report

May 2026

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IPV & Incursion Working Group Report

Guidance

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

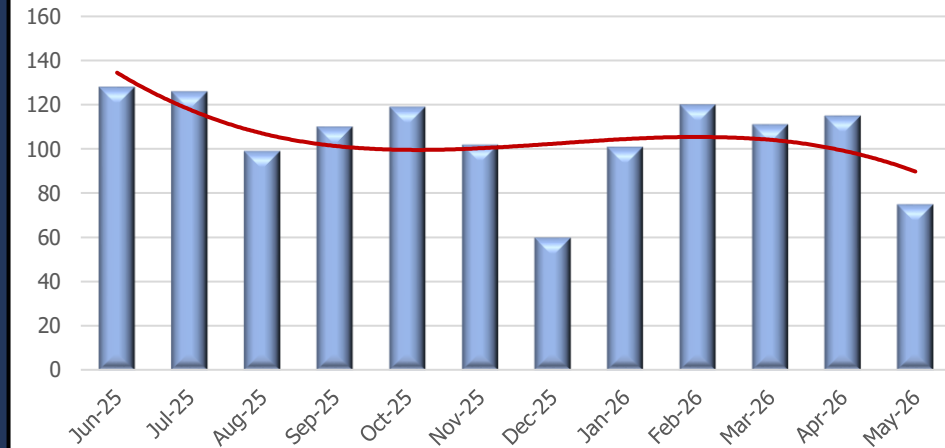
Select the following to view the [Executive Summary](#)

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

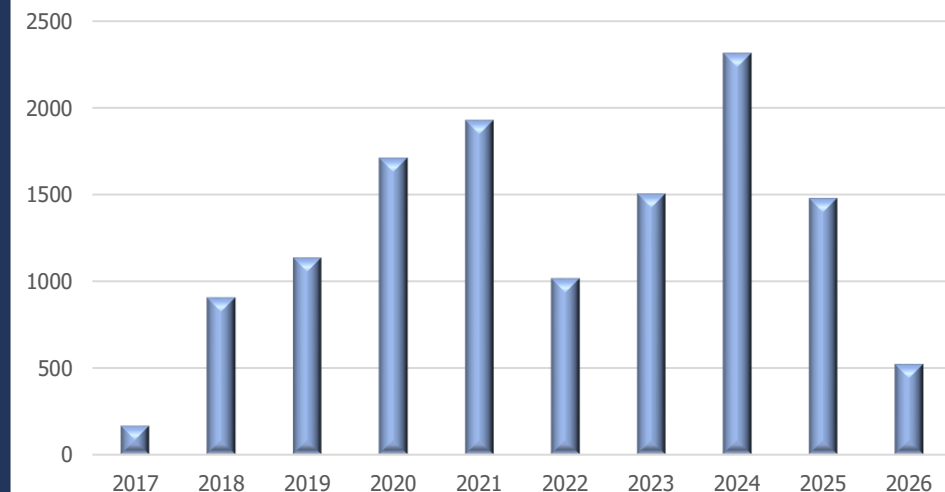
Executive Summary – Overview

- In May 2026 a total of 94 incursions were reported of which 76 were high and medium risk incursions.
- A total of 13 Incursions were recorded by Major Projects with 73 by the Operations Directorate and 8 incursions by others.
- Technology utilisation (such as Intellicone usage) is around xx% per night, a decrease of xx% from the previous month (with xx% listed as non NH works).
- Numbers of medium and high-risk incursions has increased from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
 - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
 - All incursion types are not equal and not reported in equal numbers.

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



High & Medium Risk of All Incursions

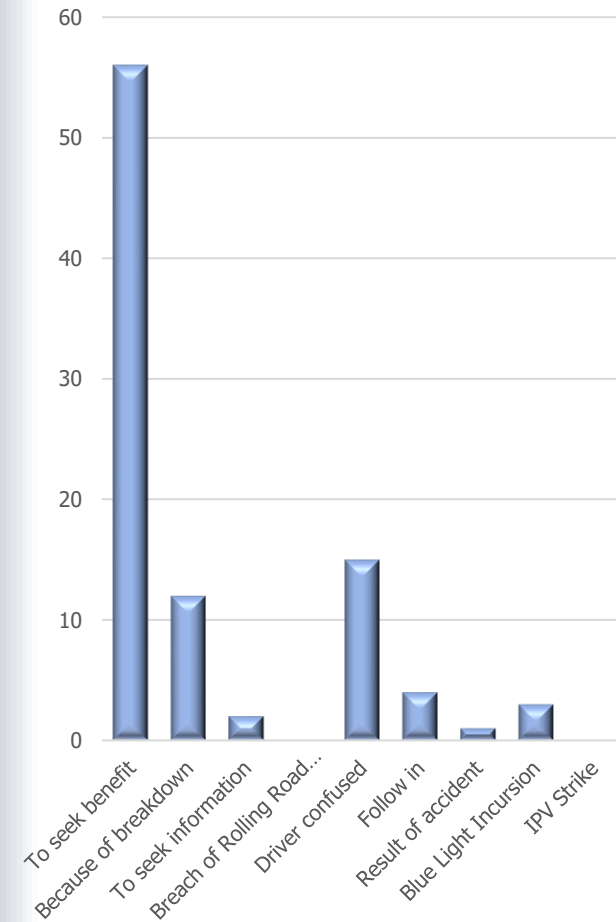


■ Executive Summary – In Month

- In **May 2026**, and across the SRN there were **76** medium and high-risk incursions recorded, with **57** being 'Seeking Benefit' type incursions; equating to **75%** of high & medium incursions reported.
- During the month there were **3** Blue light incursions with **0** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **18** incursions were recorded. Of which, **12** were breakdowns.
- The incursions HART data suggests that there were no injuries to the workforce or members of the public.
- The incursions HART data suggests that there were instances of abuse reported by Yorkshire & North East region, with nothing to indicate this was the case in other regions.
- Yorkshire & North East: This region presents the highest risk due to a combination of high-speed incursions and extreme behaviours, including a police pursuit breaching a live closure and vehicles entering active areas at speed. Multiple unauthorised entries, red-light breaches and aggressive driver behaviour indicate sustained non-compliance and limited deterrence. The presence of high-velocity movements within confined works zones significantly increases collision potential, with a credible risk of serious harm to the workforce and road users if such events recur or escalate.

Incursions Working Group

May 2026 – All Incursions



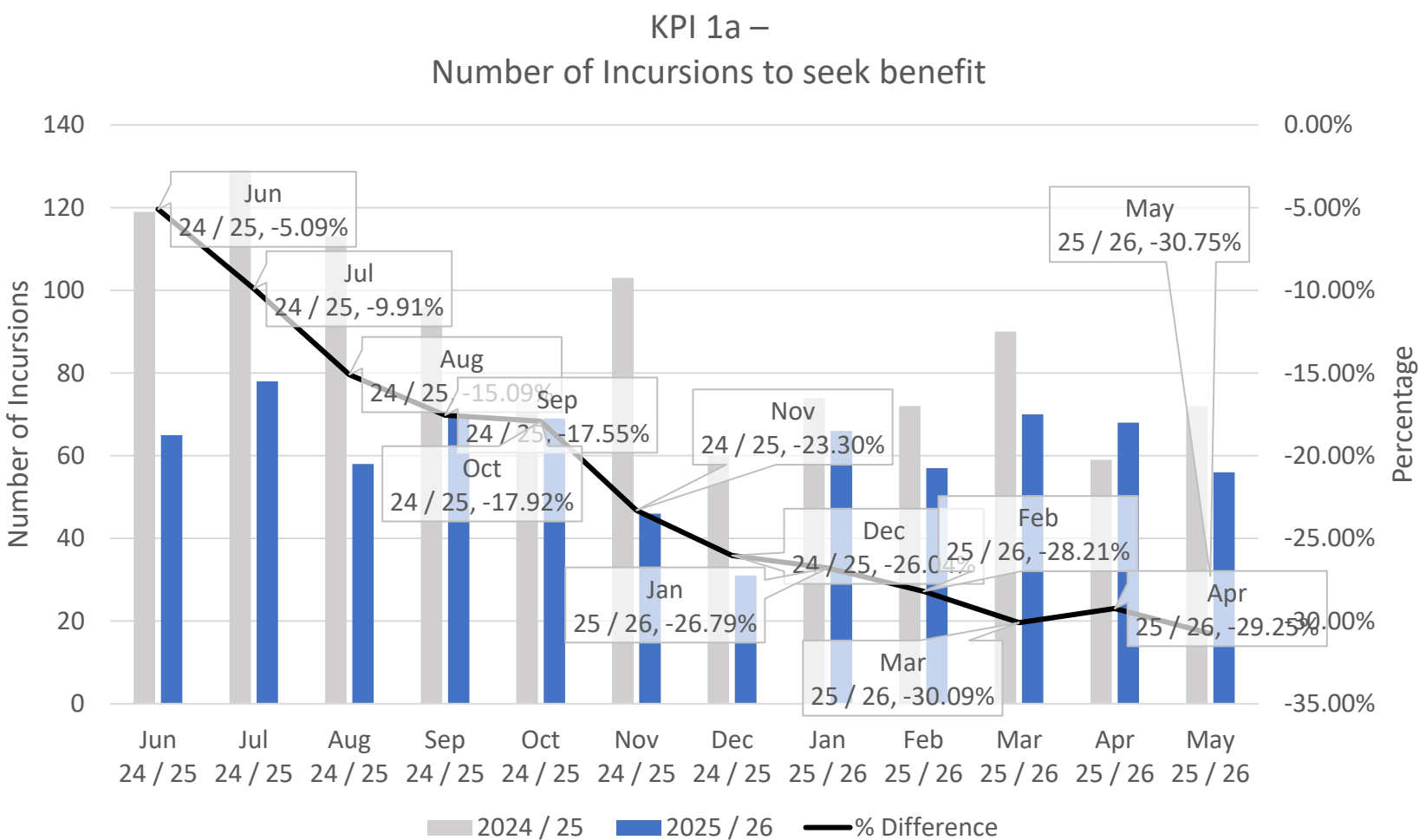
IPV & Incursion Working Group Report

‘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 May 2026, the data shows a 30.66% decrease in such incursions compared to May 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 May 2026	94
IPV Strike's recorded in May 2026	0
Blue Light Incursions recorded in May 2026	3

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

Top incursions categories for May 2026:

1. **Incursion; Intentional - To seek benefit [57]; equating to 61% of all incursions**
2. **Incursion; Unintentional - Driver confused [15]; equating to 16% of all incursions**
3. **Incursion; Unintentional - Follow in [4]; equating to 4% of all incursions**
4. Incursions; Intentional - Blue Light Incursion [3]; equating to 3% of all incursions
5. Incursion; Intentional – To seek information [2]; equating to 2% of all incursions
6. Incursion; Unintentional - Result of accident [1]; equating to 1% of all incursions
7. Incursion; Intentional - Breach of Rolling Road Block (TOS) [0]; equating to 0% of all incursions
8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [12]; equating to 13% of all incursions

Incursions Report (In Month) - Headline

94 Incursions were recorded for May 2026

Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	5	47	5		56
Incursion; Intentional - Because of breakdown	5	7			12
Incursion; Intentional - To seek information	1	1			2
Incursion; Intentional - Breach of Rolling Road Block (TOS)					0
Incursion; Unintentional - Driver confused	1	11	2	1	15
Incursion; Unintentional - Follow in		4			4
Incursion; Unintentional - Result of accident		1			1
Incursions; Intentional - Blue Light Incursion	1	2			3
IPV Strike					0
Grand Total	13	73	7	1	94

Incursions Recorded During May 2026

The table shows the number of incursions recorded each day in May 2026, with the daily total shown in brackets.

- Wednesdays recorded the highest number of incursions (20), followed by Tuesdays (18), while Sundays recorded the lowest number (7).
- Overall, most incursions occurred during the middle of the week, particularly on Tuesdays and Wednesdays.

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

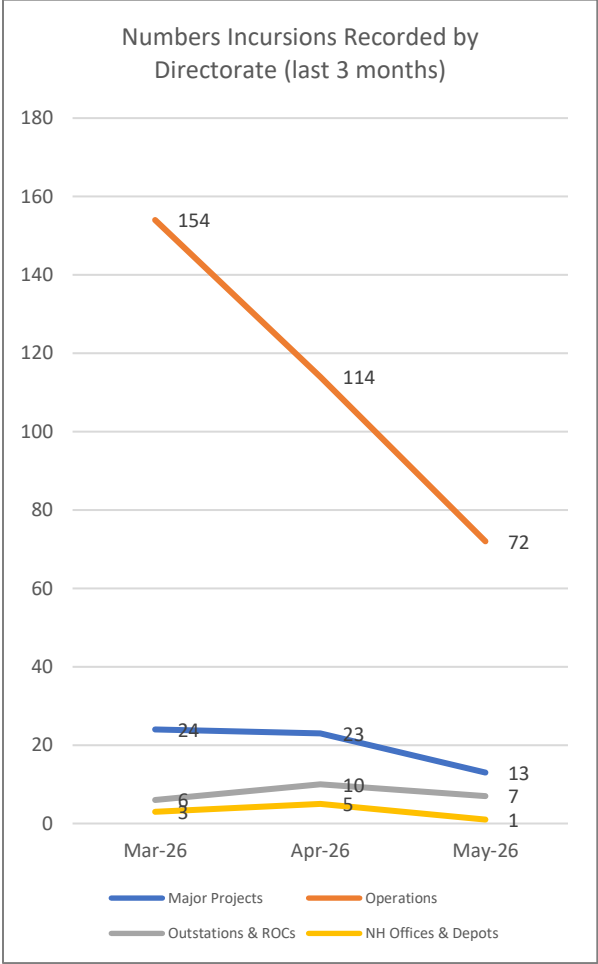
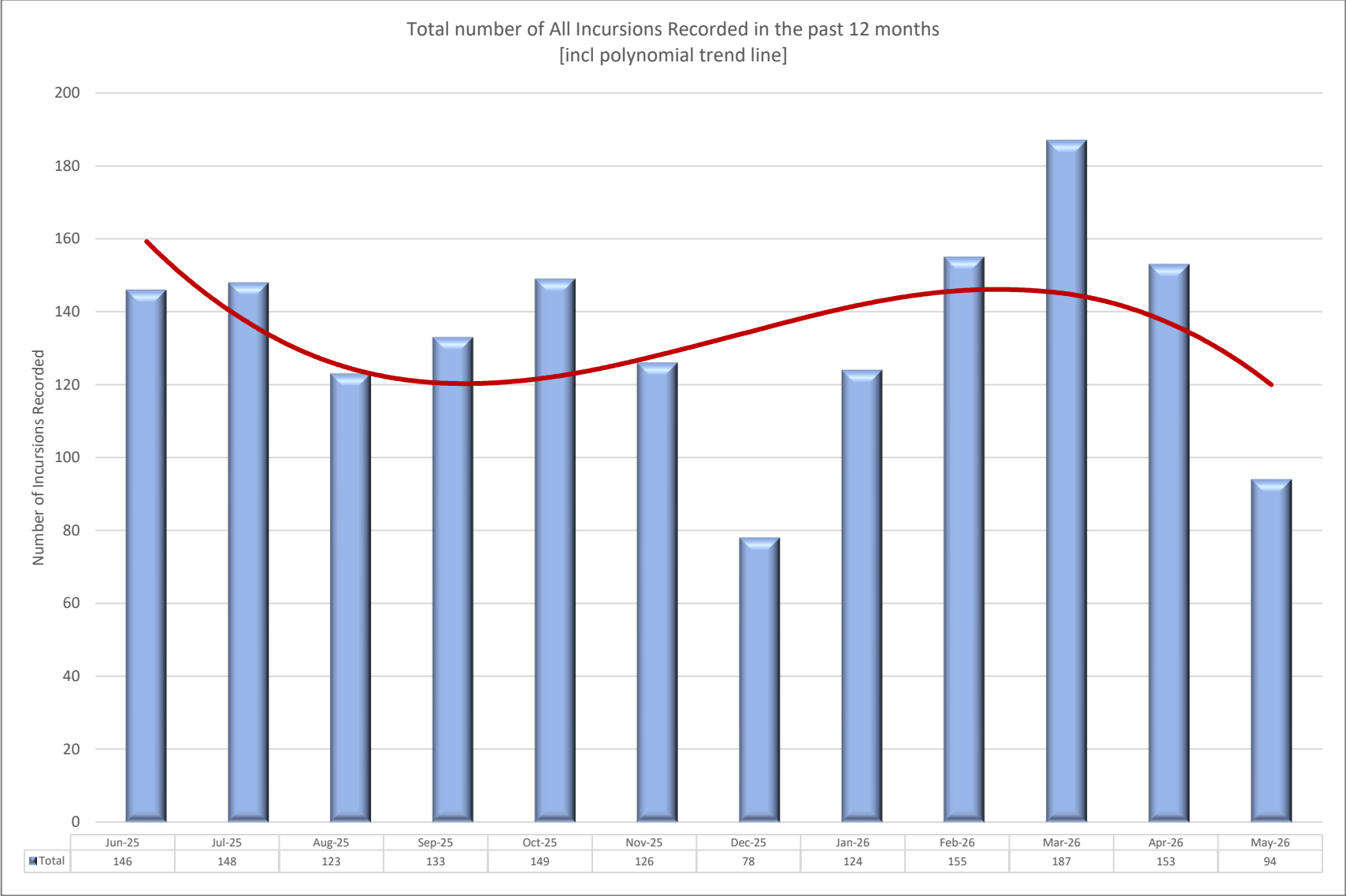
Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **24692**

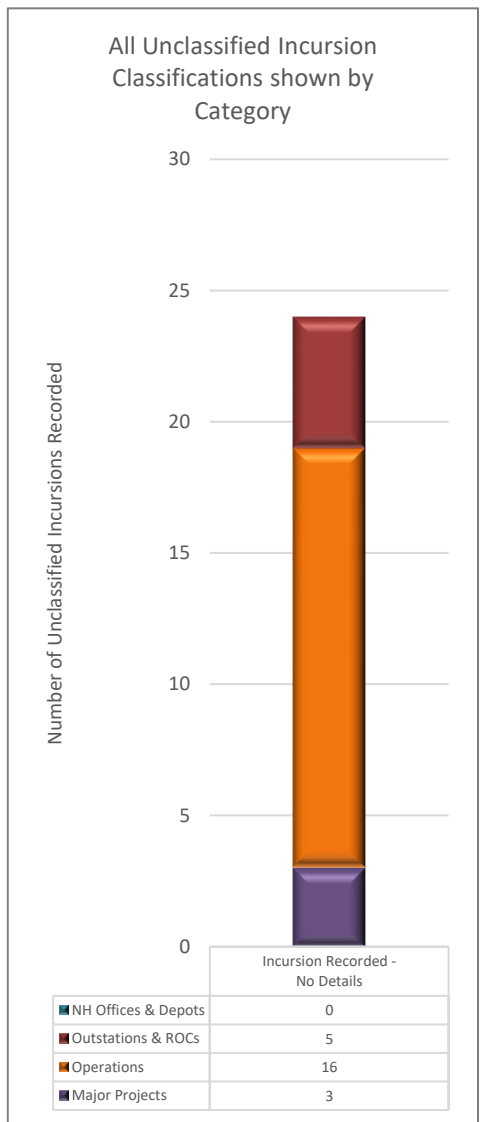
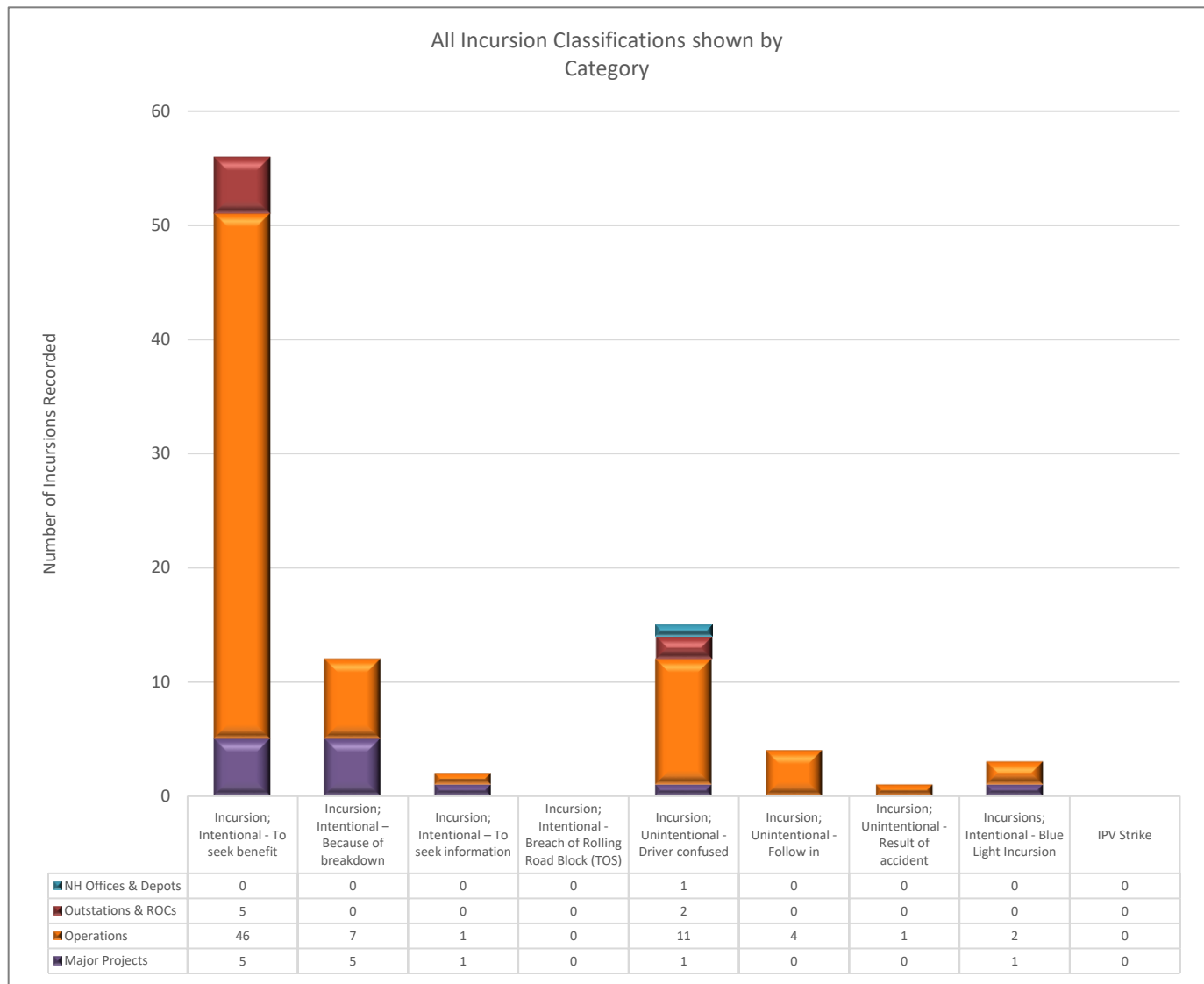
Kind of Event	Directorate				
	Major Projects	Operations	Outstations & ROCs	NH Offices & Depots	Grand Total
Incursion; Intentional - To seek benefit	1451	3552	727	83	5813
Incursion; Intentional – Because of breakdown	8916	793	150	4	9863
Incursion; Intentional – To seek information	114	147	35	5	301
Incursion; Intentional - Breach of Rolling Road Block (TOS)	5	27	898	10	940
Incursion; Unintentional - Driver confused	1331	1238	328	47	2944
Incursion; Unintentional - Follow in	231	407	20	5	663
Incursion; Unintentional - Result of accident	819	461	79	9	1368
Incursions; Intentional - Blue Light Incursion	114	205	6	2	327
IPV Strike	25	98	14	0	137
Incursion to seek information or benefit	233	1085	174	18	1510
Incursion unintentional - confused or follow in	181	429	210	6	826
Grand Total	13420	8442	2641	189	24692

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%)	713 (xx%)

Incursions Report - All Incursions



Incursions Report - All Incursions during May 2026



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

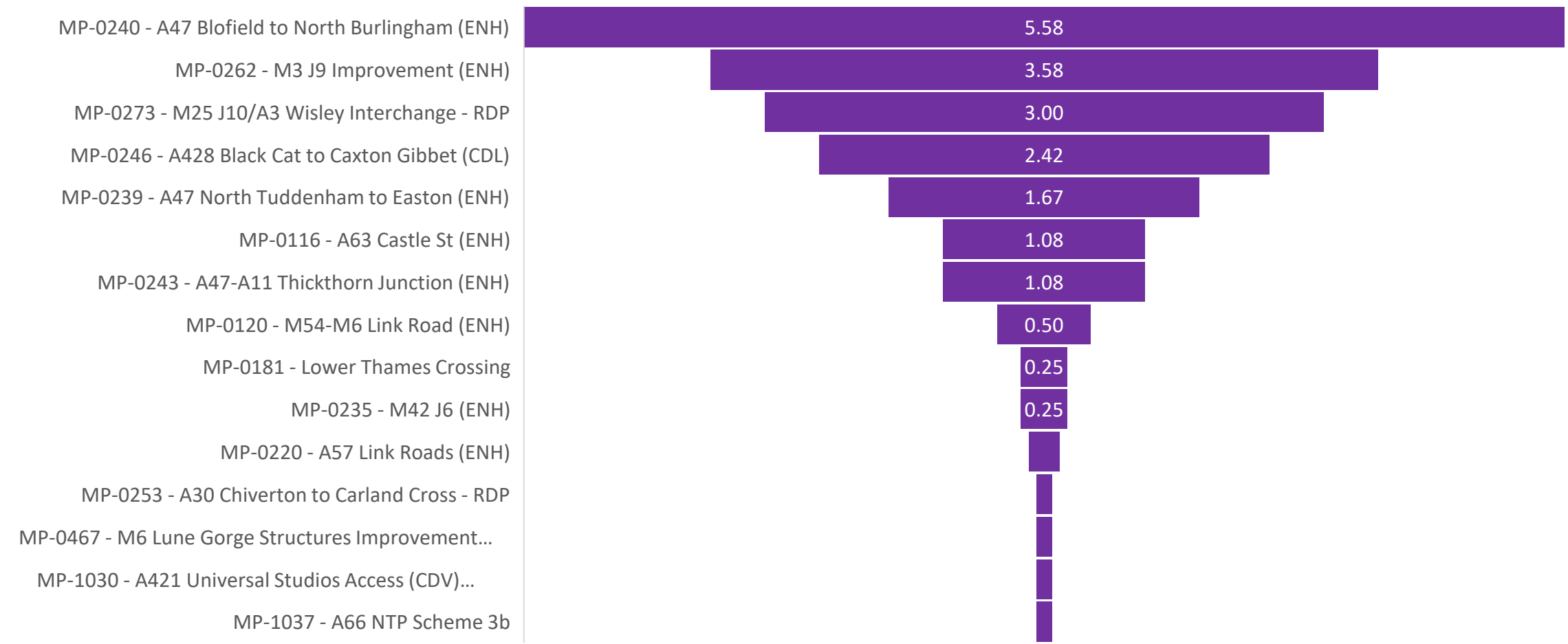
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8. IPV Strike [0]; equating to 0% of all incursions

Note - Incursion; Intentional – Because of breakdown [12]; equating to 13% of all incursions



Incursions Report for Major Projects

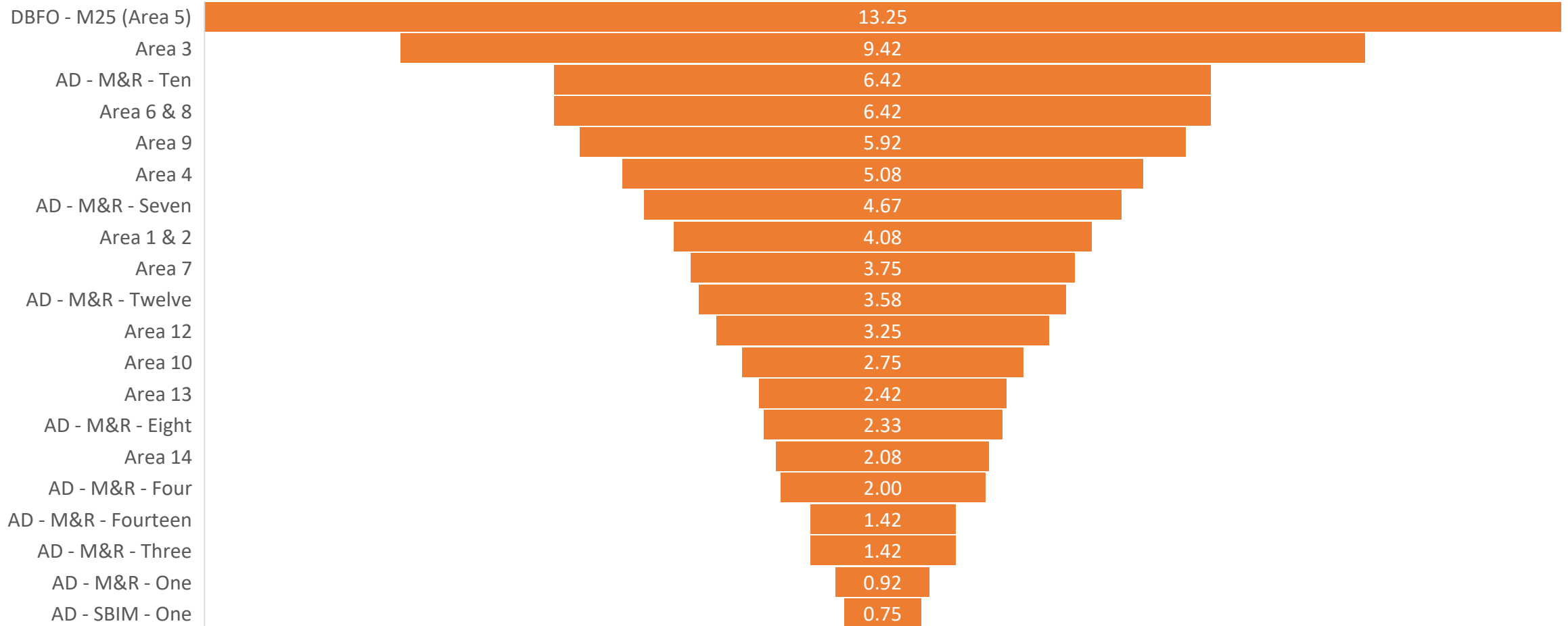
12 month rolling average of the number of all 'Incursions per Month'*



• 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

327 Blue Light Incursions have been recorded since March 2022 with **3** being recorded in May 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
177359	11/05/2026	17:20:00	Major Projects	South East - Major Projects	South East - Enhancements	MP-0262 - M3 J9 Improvement (ENH)	Lane Closure - Mainline	Standard works – Narrow Lane system inc. slips and links	Carriageway B	A34 9 7	Vegetation Clearance	Two Hampshire Fire & Rescue Service vehicles attended the site to investigate a pile of vegetation mulch, which was visibly steaming. No fire or disturbance was found or reported. The project team had not contacted the service, and it is believed that notification was raised by a passing member of the public.	Not Populated

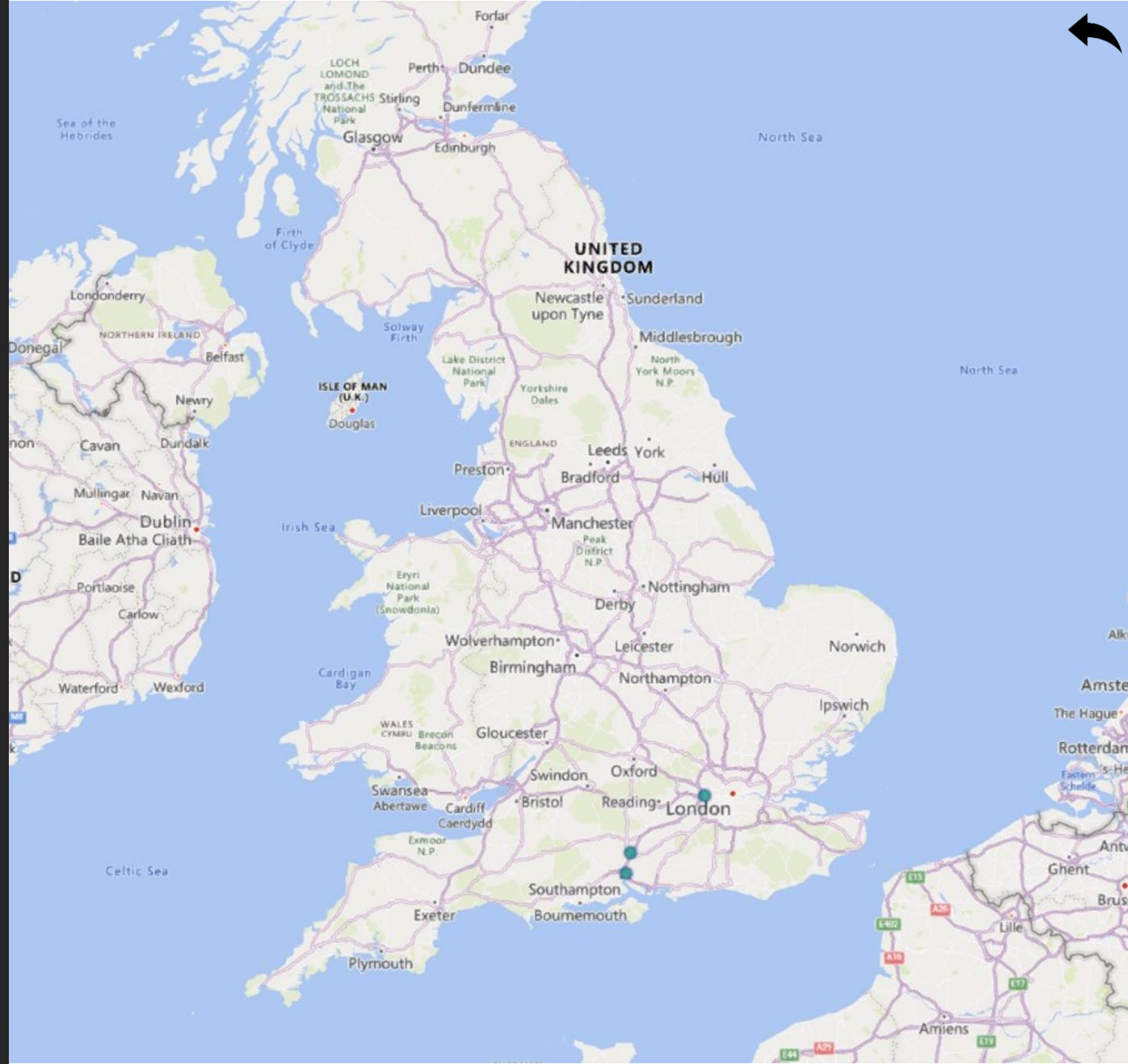


Blue Light Incursions Report - Headline

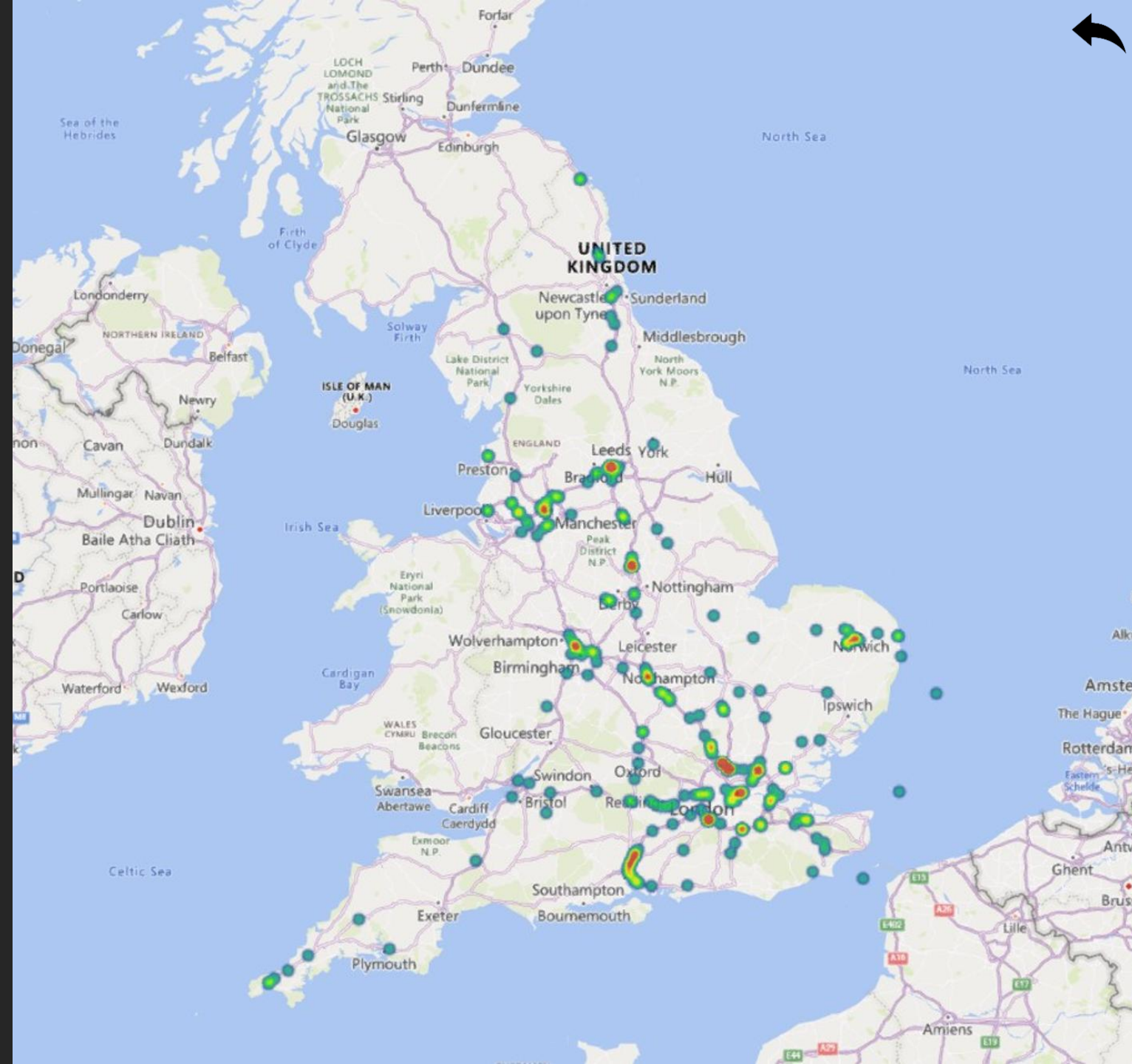
327 Blue Light Incursions have been recorded since March 2022 with **3** being recorded in May 2026 (Edited Record)

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
177390	11/05/2026	21:40:00	Operations	South East - Operations	South East - Area Contracts	Area 3	Lane Closure - Mainline	Relaxation works – Lane closure	Not populated	M27 5&7 22/3	Pavement inspection	Blue light incursion - Air Ambulance vehicle entered eastbound closure and travelled at speed in lane 3. Note pavement inspections were being undertaken within the closure. No one was harmed.	TSCO contacted the ROC, request for CCTV footage raised
177749	26/05/2026	23:18:00	Operations	South East - Operations	South East - DBFO	DBFO - M25 (Area 5)	Lane Closure - Slip Road	Relaxation works – Lane closure	Not populated	Not populated	Carriageway repairs	I received a call from the TMF on the A30 for carriageway repairs. That an ambulance had entered his closure and was still there. It appears this may have been patient transport. With being in the closure I asked the TMF if he was able and willing to escort past the carriageway repairs which he said he would	Not Populated

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



Heatmap of all Blue Light Incursions (BLI) recorded



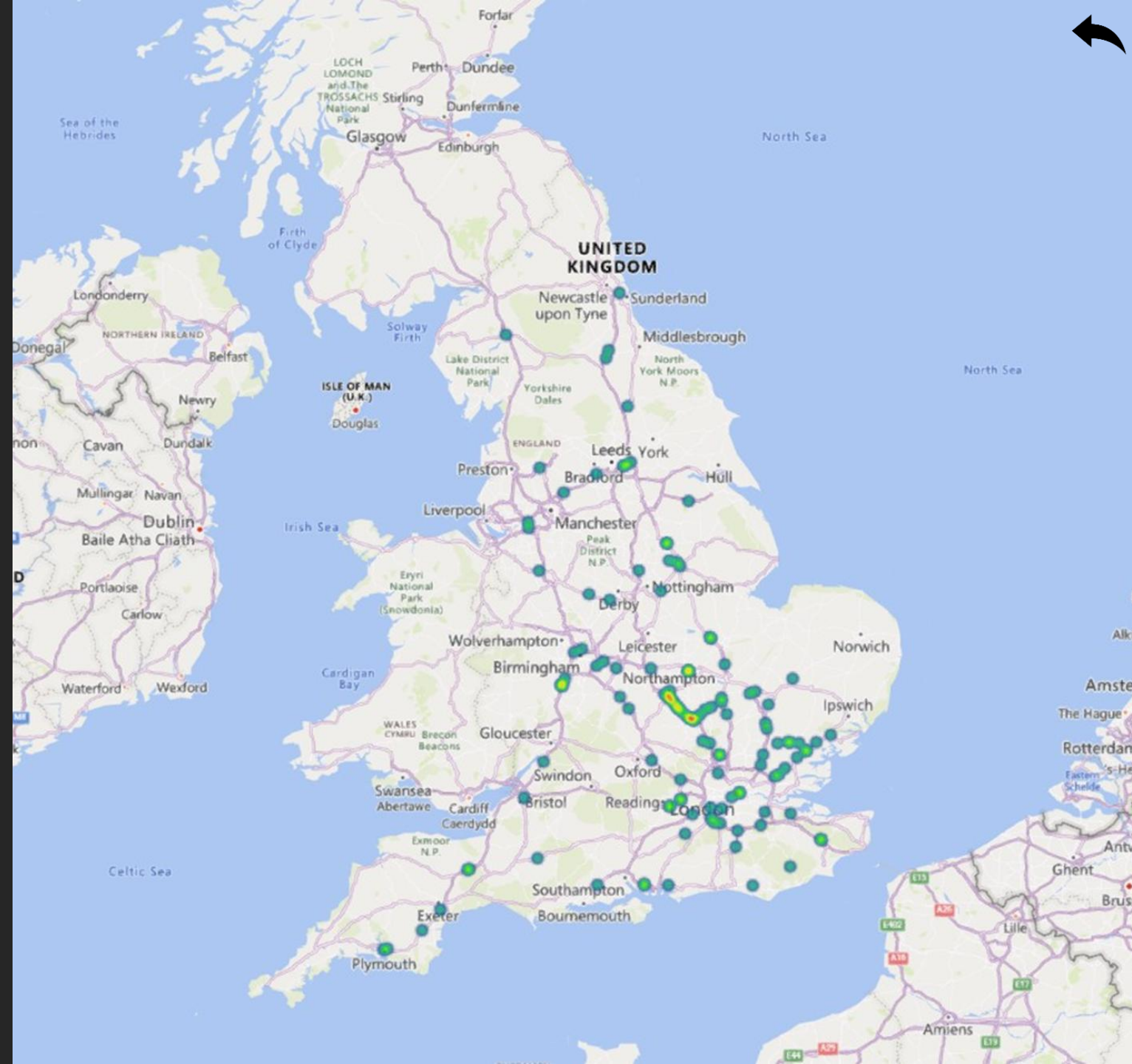
137

[illegible]

Heatmap of
IPV Strikes
recorded
during May
2026



Heatmap of all IPV Strikes recorded



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

South East Region

Major Projects	9
Operations	16
Total	25

South West Region

Major Projects	0
Operations	13
Total	13

East Region

Major Projects	4
Operations	6
Total	10

Midlands Region

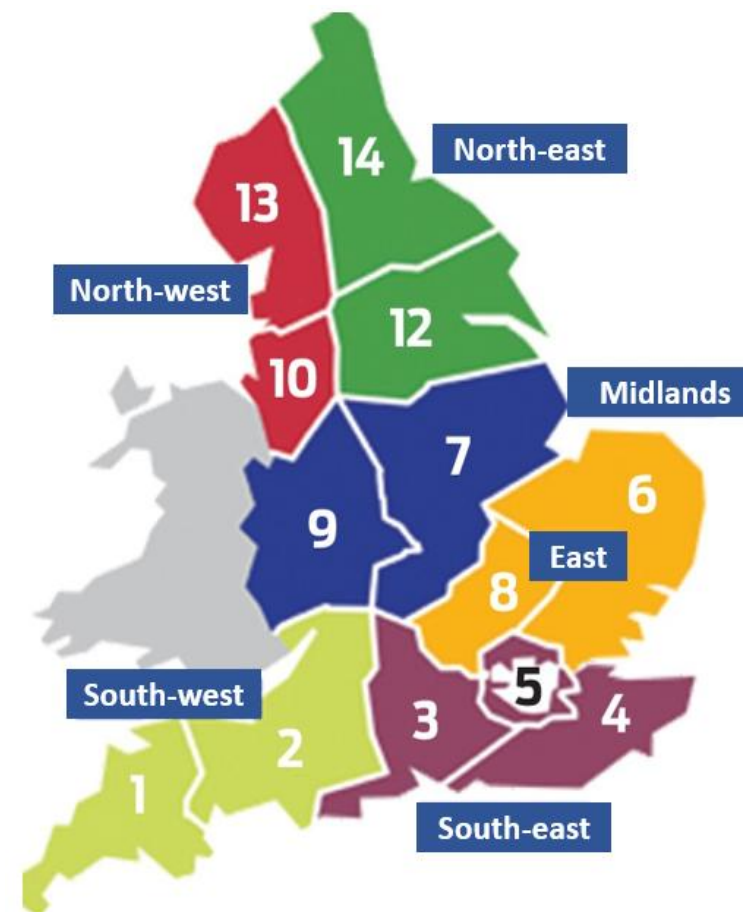
Major Projects	0
Operations	16
Total	16

Yorkshire & North East Region

Major Projects	0
Operations	12
Total	12

North West Region

Major Projects	0
Operations	10
Total	10



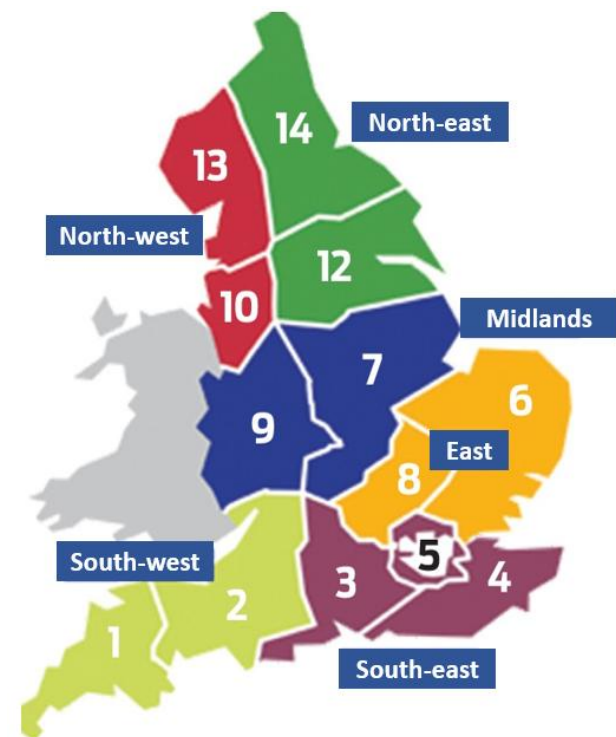
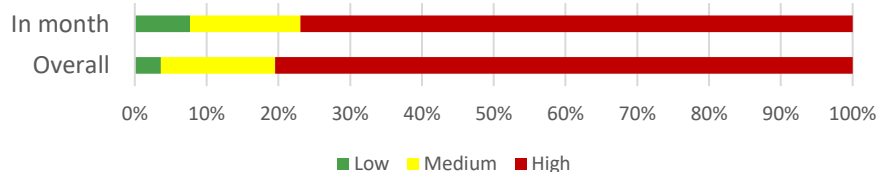
Incursions Report – North West Region

North West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	247 [13.88%]	446 [43.22%]		4 [40.00%]
Incursion; Intentional – Because of breakdown	1181 [66.39%]	113 [10.95%]		1 [10.00%]
Incursion; Intentional – To seek information	42 [2.36%]	24 [2.33%]		1 [10.00%]
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1 [0.06%]	5 [0.48%]		
Incursion; Unintentional - Driver confused	179 [10.06%]	262 [25.39%]		2 [20.00%]
Incursion; Unintentional - Follow in	52 [2.92%]	83 [8.04%]		1 [10.00%]
Incursion; Unintentional - Result of accident	70 [3.93%]	67 [6.49%]		1 [10.00%]
Incursions; Intentional - Blue Light Incursion	6 [0.34%]	26 [2.52%]		
IPV Strike	1 [0.06%]	6 [0.58%]		
Grand Total	1779 [100.00%]	1032 [100.00%]		10 [100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	668	53	8%	825	91	11%	723	217	30%
Area 13	68	5	7%	62	4	6%	85	33	39%

North West (MP & Ops) Incursion Risk Rating



Incursions Report – North West Region

Vehicle/Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were recorded, including vehicles entering closures through cones, following works vehicles, and travelling against traffic flow. Instances also included drivers seeking access through restricted areas and entering active lane closures.

Traffic Incidents *[Sentiment: Negative]*

A taper strike involving multiple vehicles resulted in damage to temporary traffic management equipment, including sync lights and cones. No further detail indicates wider disruption, but the incident reflects elevated risk to operational safety.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the closure after developing a technical fault. Additionally, a driver requested urgent assistance due to a reported medical emergency involving a passenger, prompting immediate response.

Traffic Management Responses *[Sentiment: Positive]*

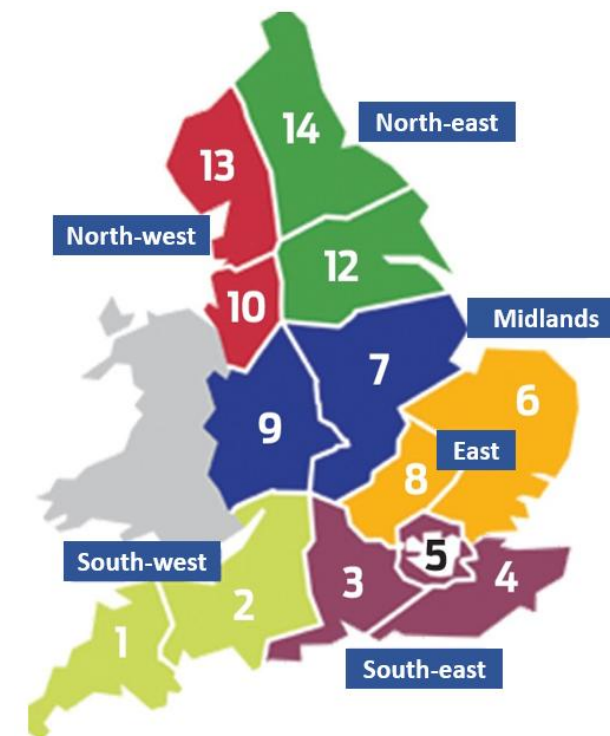
Traffic management teams demonstrated proactive responses, including stopping works vehicles safely, attempting to assist members of the public, reporting incidents to police and ROC, and reinforcing closure compliance through direct engagement with drivers.

Overall *[Sentiment: Negative]*

The reporting period was characterised by repeated incursions and non-compliant driver behaviour, increasing risk exposure within live closures. Despite this, traffic management teams maintained effective control measures and responded appropriately to emerging situations.

Recommendations

Project team should review their approach and where required strengthen closure integrity, enhance advance warning signage, and reinforce public compliance messaging to deter incursions. Consider additional controls during installation and removal phases, alongside targeted engagement to address driver behaviour risks and improve overall safety outcomes.



Incursions Report

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

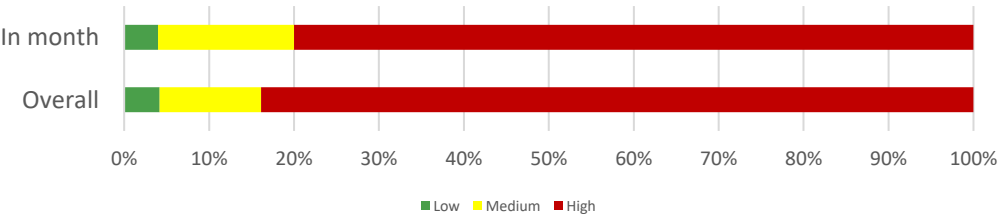
A total of 8 incursions have been recorded; with a 100% increase in 'Result of accident' type incursions, 100% increase in 'To seek information' type incursions, no change from the previous month in Driver confused' type incursions, incursions, with a 43% decrease in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

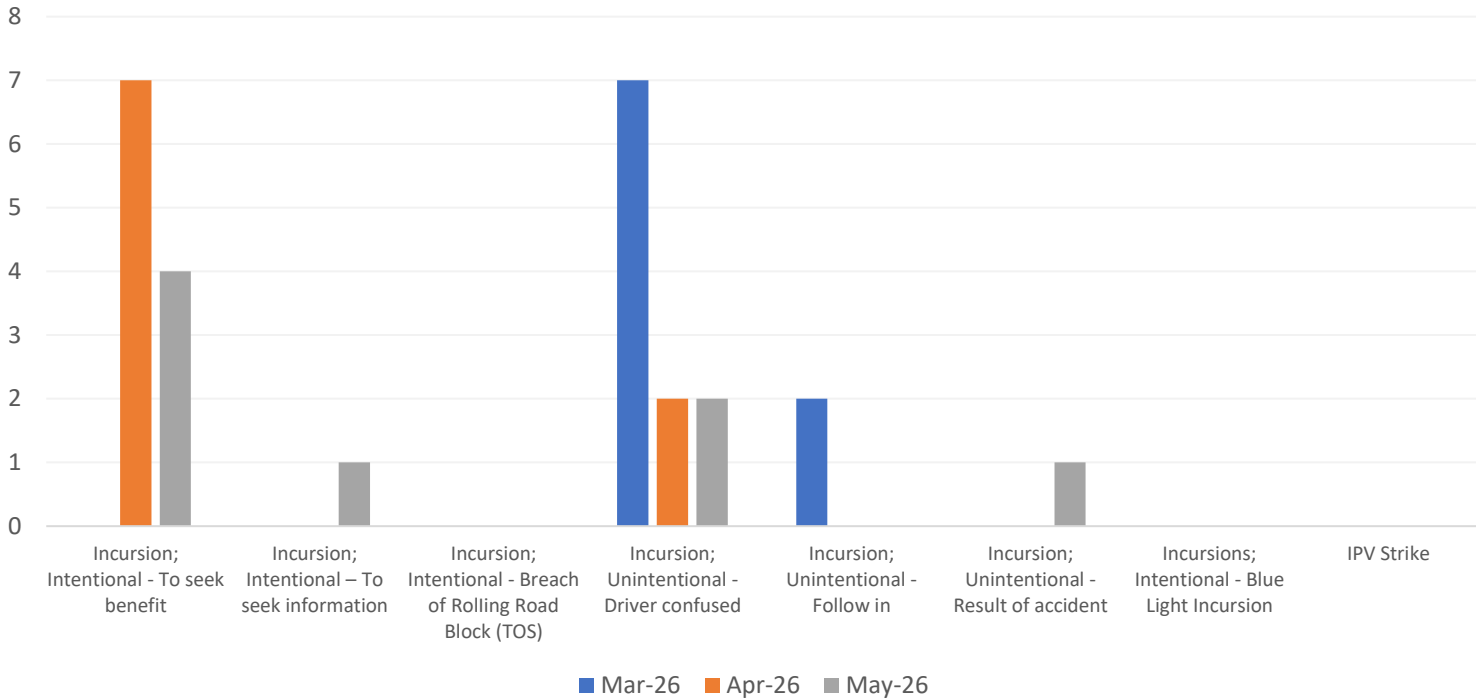
Project Risk Rating



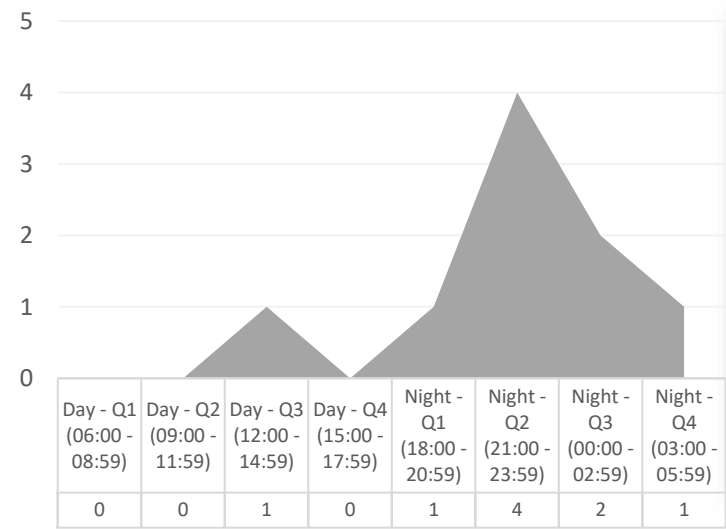
Incursion rate per length of TM (Unknown)

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

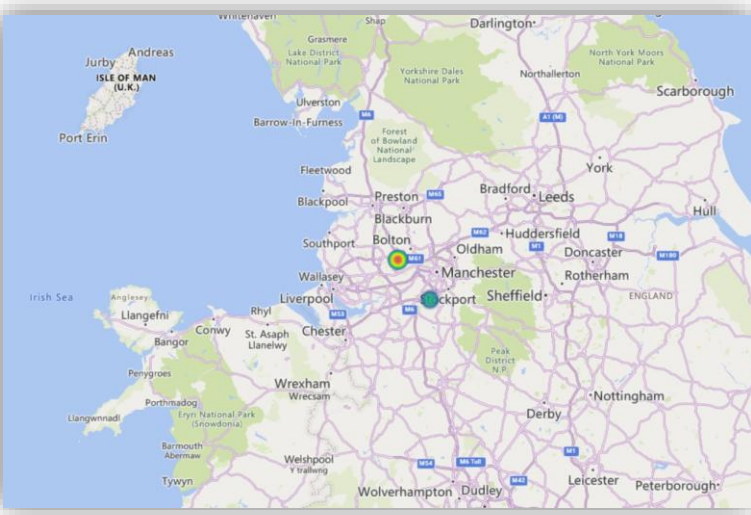
AD - M&R - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were recorded, including vehicles entering closures through cones, travelling in the wrong direction, and attempting to exit via restricted slip roads. Incidents increased during active traffic management operations and airlock control points.

Traffic Incidents *[Sentiment: Negative]*

A taper strike involving two vehicles resulted in damaged traffic management equipment, including missing and damaged cones and synchronisation units. The incident required reporting and logging, indicating disruption and potential safety risk.

Broken Down Vehicles *[Sentiment: Neutral]*

A vehicle entered the closure due to a technical fault and required assistance. In a separate incident, a driver sought urgent support due to a medical emergency involving a passenger, requiring immediate on-site response.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams intervened by directing vehicles out of closures, engaging with drivers, informing authorities, and escalating incidents to control centres. Police attendance and internal reporting processes were followed appropriately on multiple occasions.

Overall *[Sentiment: Negative]*

The period was characterised by a high number of vehicle incursions and unsafe driver behaviour within closures, increasing risk to workforce and operations. Traffic management teams responded effectively, though the frequency of incidents highlights ongoing challenges.

Recommendations

Project team should review their approach and where required strengthen traffic management layouts, improve advance warning measures, and enhance physical deterrents at access points to reduce incursions. Consider increased visibility, clearer signage, and additional workforce briefings to manage non-compliant road users and mitigate repeated entry into closures.

Incursions Report

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

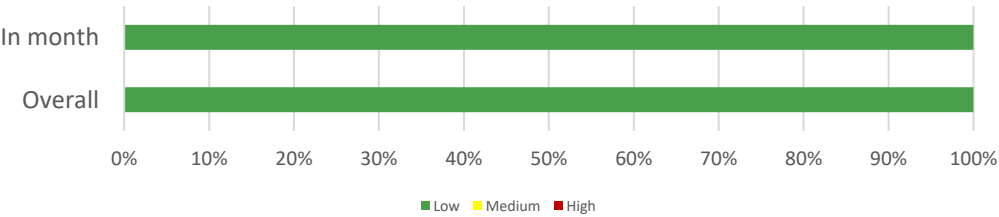
A total of 1 incursions have been recorded; with a 100% increase in 'Follow in' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

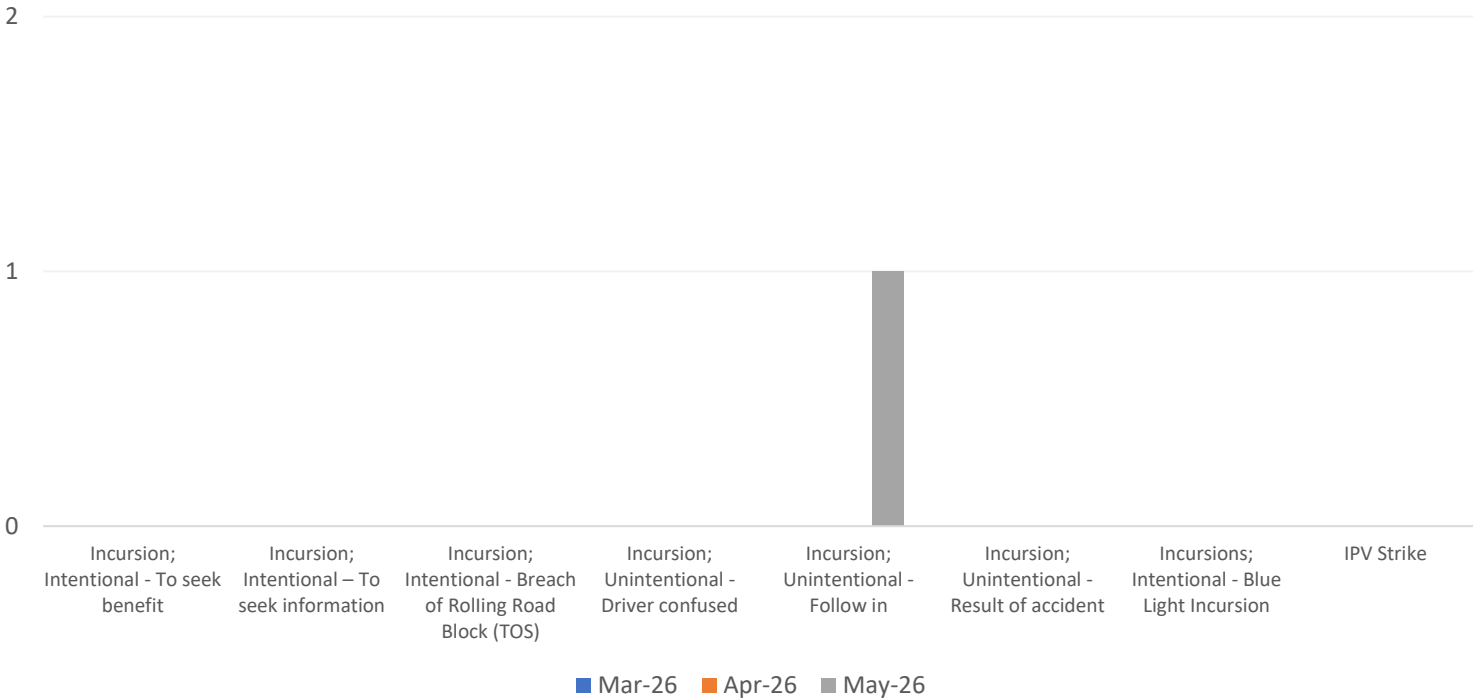


Incursion rate per length of TM (Unknown)

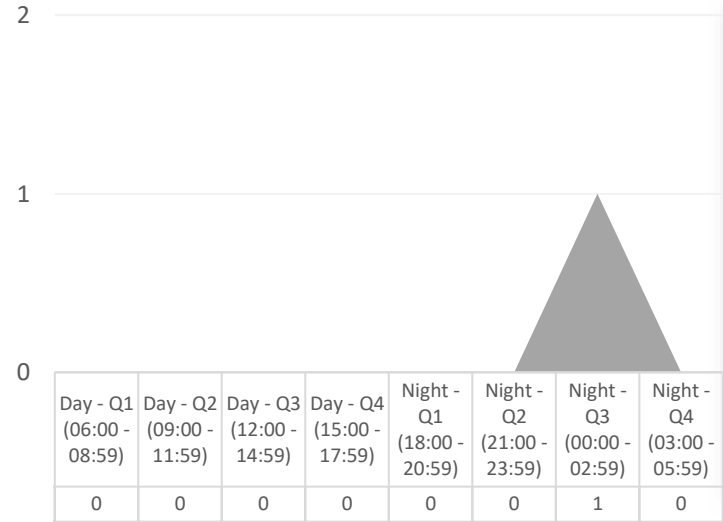
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

Pavement - Ten



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: North West

Project: Pavement - Ten



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public entered a lane closure by following a works vehicle. The works vehicle stopped safely and an operative attempted to assist, however the individual exited the closure before engagement.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

The works vehicle stopped at a safe location and the operative attempted to engage with the member of the public. Due to the individual leaving the closure, further intervention was not possible.

Overall *[Sentiment: Negative]*

The incident highlights a lapse in public compliance with traffic management measures, presenting a safety risk. Prompt action by the operative limited potential escalation, though the individual could not be fully engaged.

Recommendations

Project team should review their approach and where required strengthen measures to deter unauthorised access into closures, including clearer signage, improved delineation, and reinforcing public awareness of risks associated with entering restricted areas.

Incursions Report – North West Region

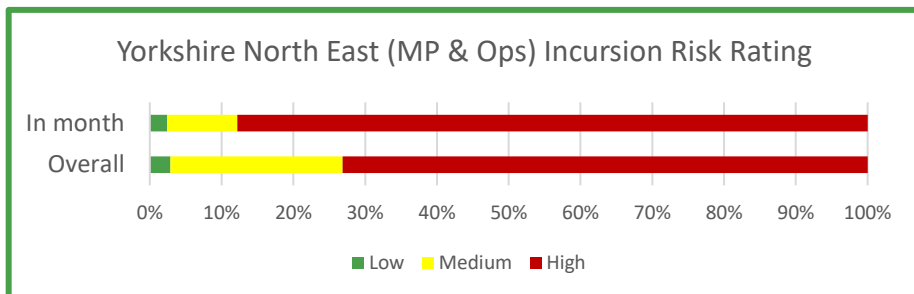
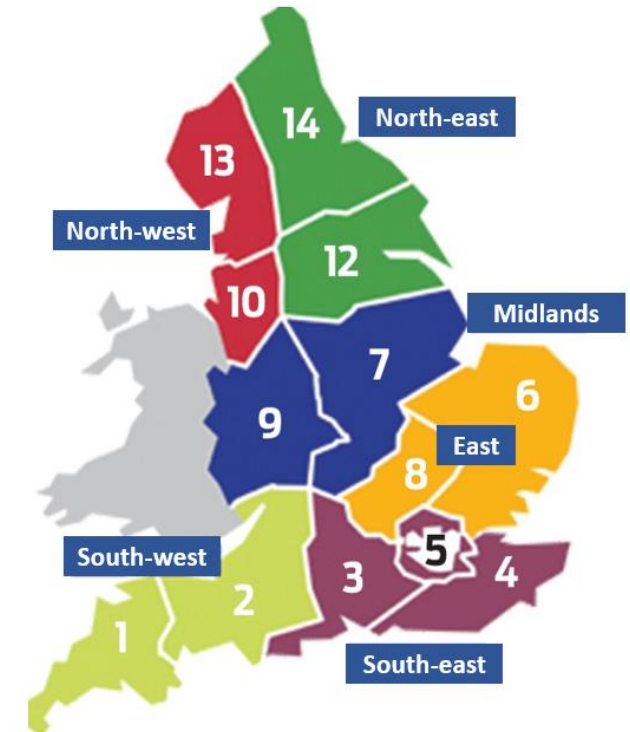
End of regional report

Select next page for North East Region and Project Reports

Incursions Report – Yorkshire & North East Region

Yorkshire & North East Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	207	[16.76%]	286	[50.98%]	9 [75.00%]
Incursion; Intentional – Because of breakdown	457	[37.00%]	36	[6.42%]	
Incursion; Intentional – To seek information	18	[1.46%]	11	[1.96%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)			4	[0.71%]	
Incursion; Unintentional - Driver confused	398	[32.23%]	103	[18.36%]	2 [16.67%]
Incursion; Unintentional - Follow in	57	[4.62%]	34	[6.06%]	1 [8.33%]
Incursion; Unintentional - Result of accident	82	[6.64%]	56	[9.98%]	
Incursions; Intentional - Blue Light Incursion	16	[1.30%]	24	[4.28%]	
IPV Strike			7	[1.25%]	
Grand Total	1235	[100.00%]	561	[100.00%]	12 [100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	841	227	27%	548	115	21%	492	128	26%
Area 14	296	145	49%	254	145	57%	395	190	48%



Incursions Report – Yorkshire & North East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions occurred, including a 4x4 entering a roundabout work area at speed and several unauthorised entries into closures. Drivers displayed non-compliant and occasionally aggressive behaviour towards operatives.

Traffic Incidents [*Sentiment: Negative*]

Incidents included vehicles breaching red signals, entering live lanes, and a high-speed police pursuit through a closure. These events created unsafe conditions for road users and increased operational risk within live works.

Broken Down Vehicles [*Sentiment: Neutral*]

Instances of broken down vehicles entering closures were reported, including a vehicle and an HGV leaking oil within the works area. These were identified and managed without workforce interaction at entry points.

Traffic Management Responses [*Sentiment: Positive*]

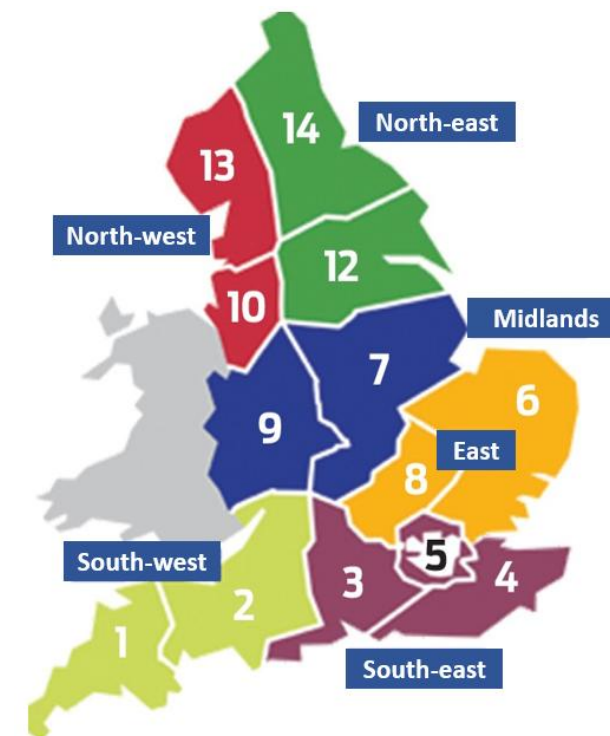
Traffic management teams responded effectively by stopping vehicles, engaging drivers, and arranging safe escorts through sites. Where required, police support was utilised, and awareness was raised across teams to ensure workforce safety.

Overall [*Sentiment: Negative*]

There was a high frequency of incursions and unsafe driver behaviour, increasing risk to workforce and operations. However, proactive responses by teams ensured situations were controlled without reported harm or escalation.

Recommendations

Project team should review their approach and where required strengthen closure integrity, improve advance warning signage, and reinforce public compliance messaging. Consider enhanced physical measures, increased enforcement presence, and targeted engagement to reduce repeat incursions.



Incursions Report

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

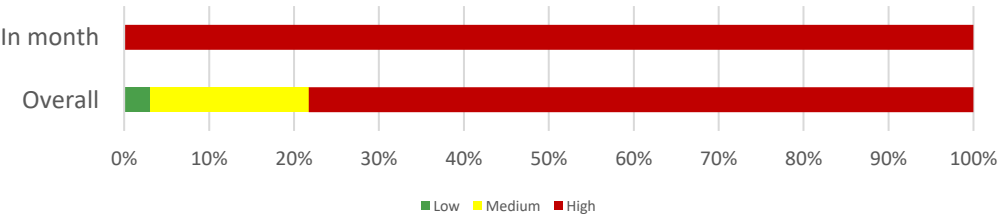
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

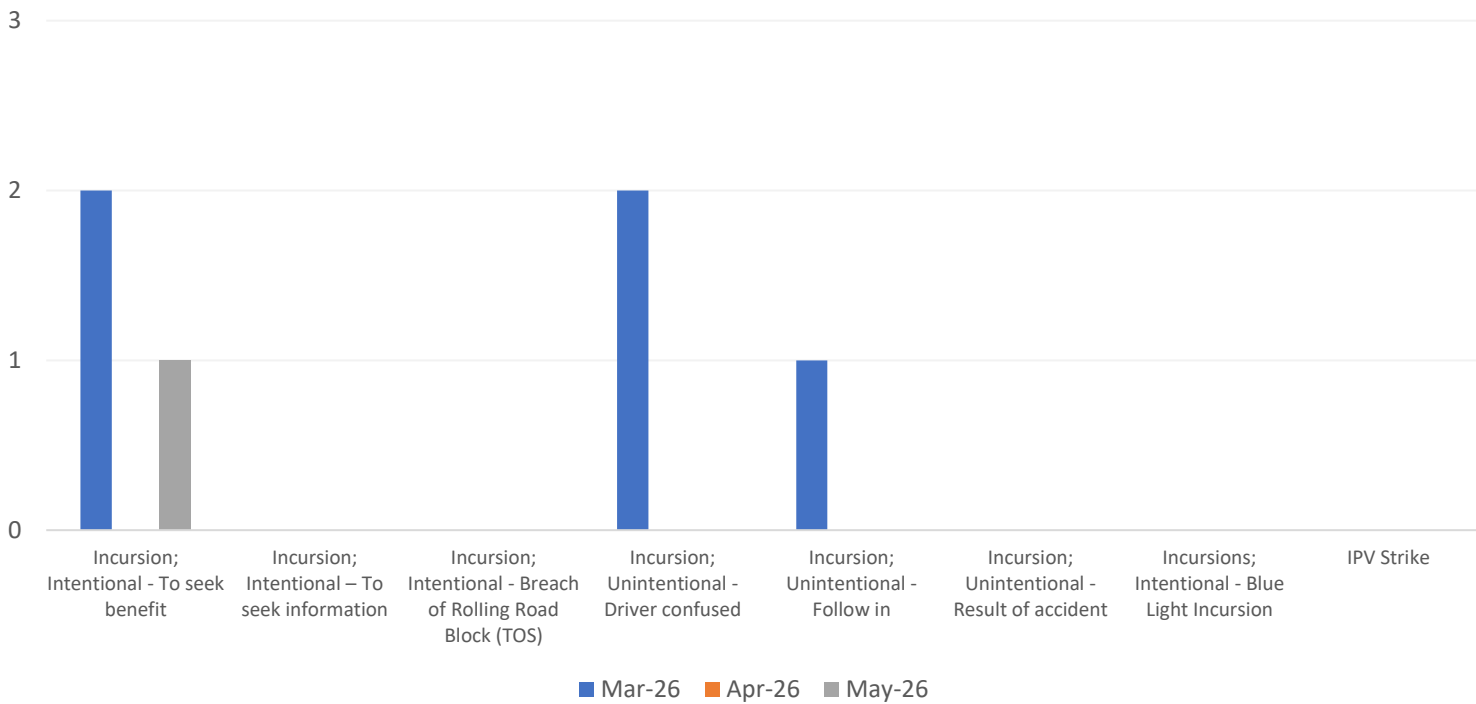
Project Risk Rating



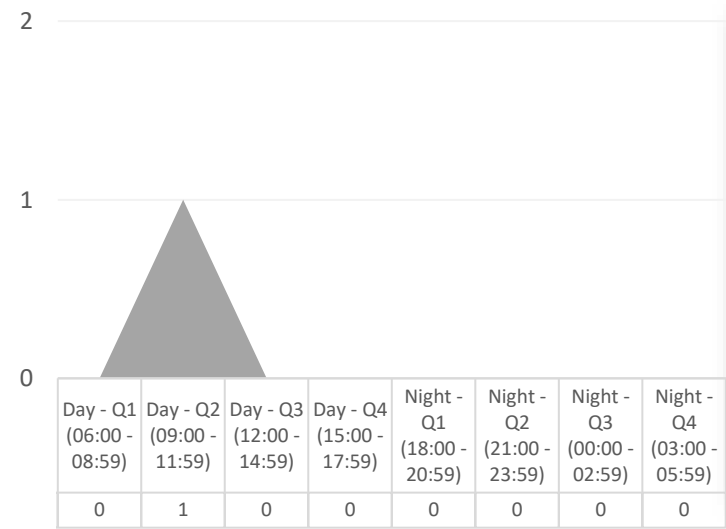
Incursion rate per length of TM (Unknown)

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

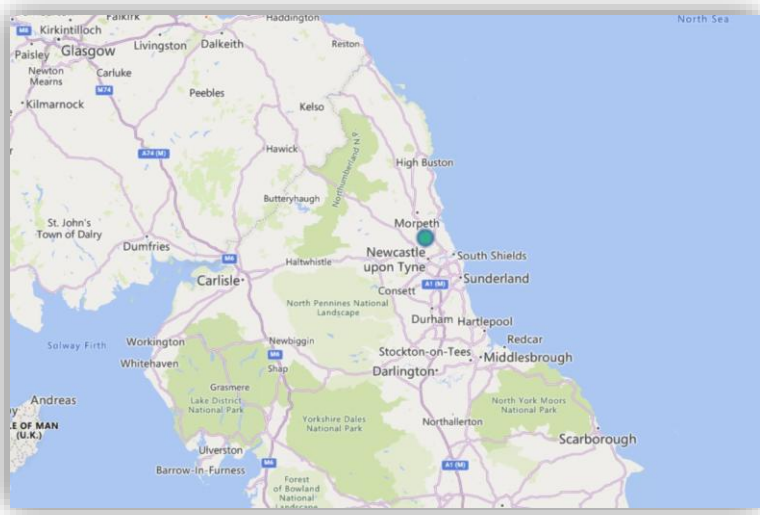
AD - M&R - Fourteen



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Fourteen



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public drove through a red traffic signal and entered the controlled area, creating a head to head conflict with oncoming traffic before moving aside within the closure.

Traffic Incidents *[Sentiment: Negative]*

A traffic incident occurred involving a vehicle conflicting with opposing flows due to signal non-compliance, resulting in temporary disruption and a potentially hazardous situation before normal movement was restored.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management arrangements remained in place and effectively accommodated the situation, allowing the vehicle to move safely aside while preventing escalation and maintaining a level of control within the closure.

Overall *[Sentiment: Neutral]*

The period was impacted by a single significant non-compliance event involving a member of the public, creating risk to road users. No injuries to workforce or members of the public were reported.

Recommendations

Project team should review their approach and where required strengthen measures to improve driver compliance with traffic signals, including enhanced signage visibility, advance warning, and consideration of additional controls to deter unauthorised entry into closures.

Incursions Report

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

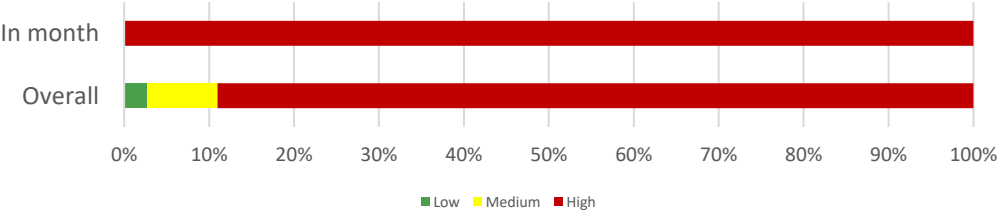
A total of 7 incursions have been recorded; with a 700% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

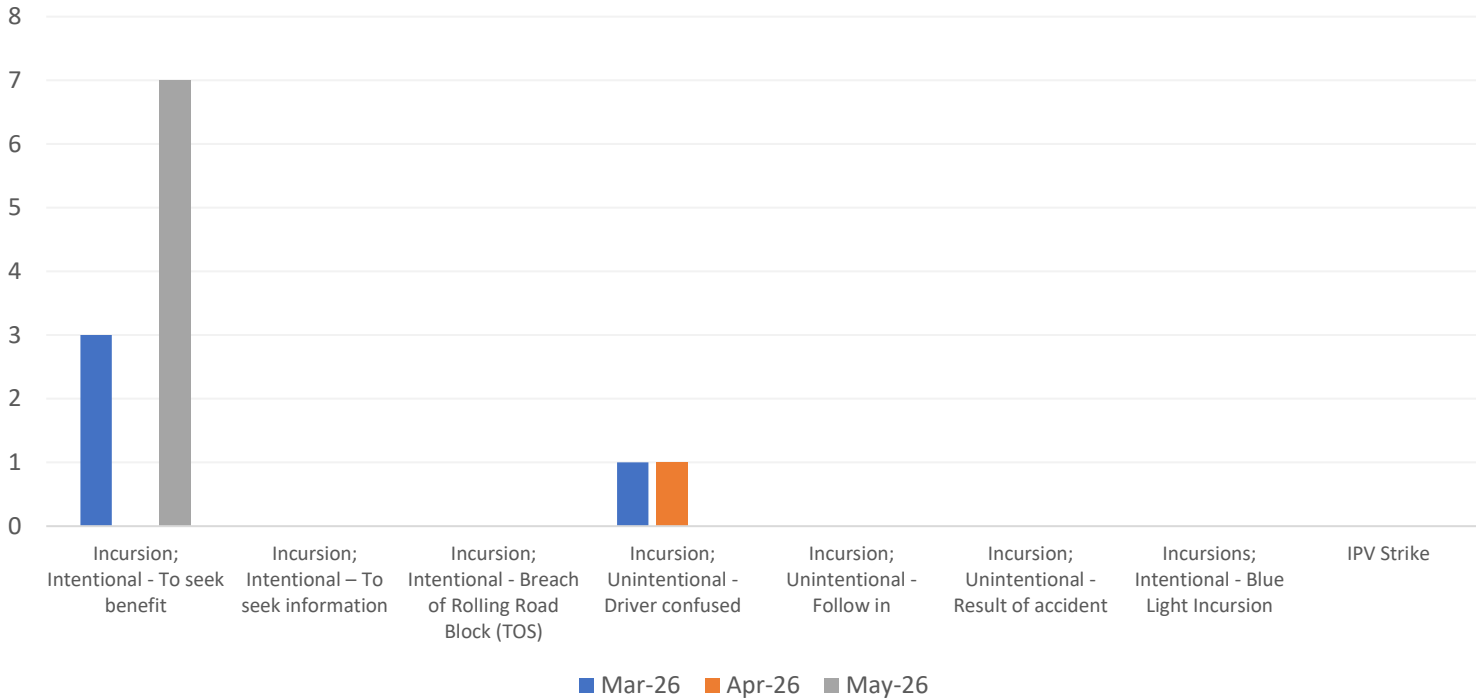
Project Risk Rating



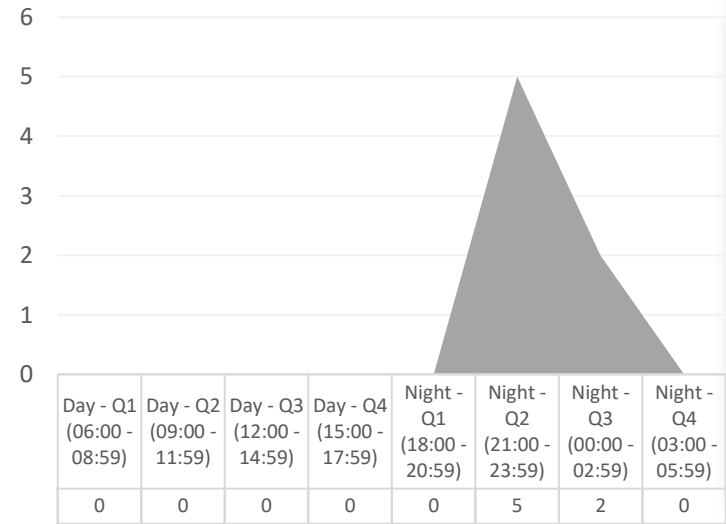
Incursion rate per length of TM (Unknown)

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

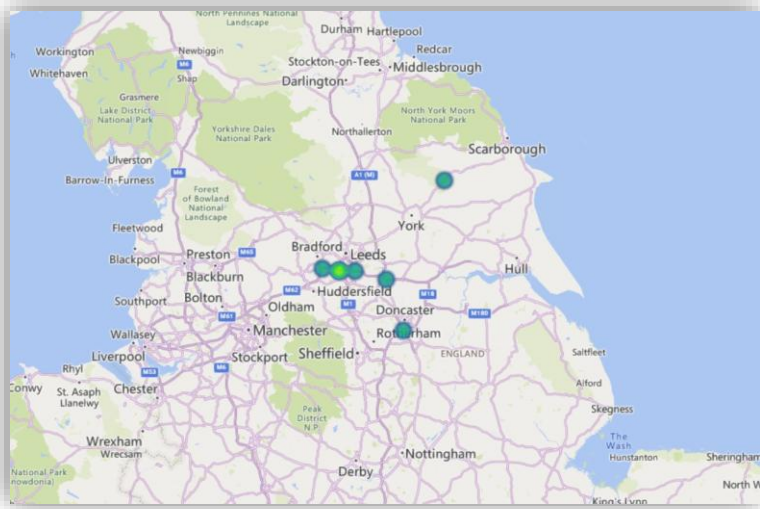
AD - M&R - Twelve



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions into live closures were recorded, including high-speed breaches, attempts to bypass traffic management, and unauthorised access movements. One individual attempted to tamper with closure measures but was prevented.

Traffic Incidents *[Sentiment: Negative]*

Incidents involved unsafe driving behaviour within closures, including high-speed entry and police pursuit activity. Vehicles breached cone lines and closures, creating potential risk to workforce, although no direct harm occurred.

Broken Down Vehicles *[Sentiment: Neutral]*

Instances of vehicles entering closures due to breakdowns were reported, including one stationary vehicle and one heavy goods vehicle leaking oil. These situations were managed safely with no workforce exposure.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded effectively by stopping vehicles, escorting unauthorised users out, liaising with police, and maintaining workforce awareness. Communication and intervention prevented escalation and ensured safety was maintained.

Overall *[Sentiment: Neutral]*

The period was characterised by repeated unauthorised vehicle incursions and non-compliant behaviour, presenting safety risks. However, proactive traffic management responses mitigated potential harm and maintained safe operations throughout.

Recommendations

Project team should review their approach and where required strengthen closure integrity, improve advance warning measures, and review escort procedures. Consider additional deterrents, enhanced signage visibility, and engagement strategies to address non-compliant road user behaviour.

Incursions Report

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

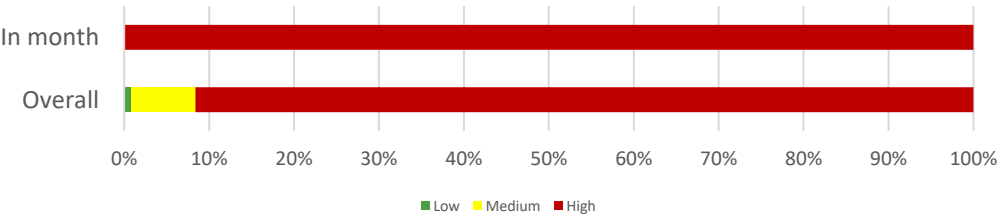
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

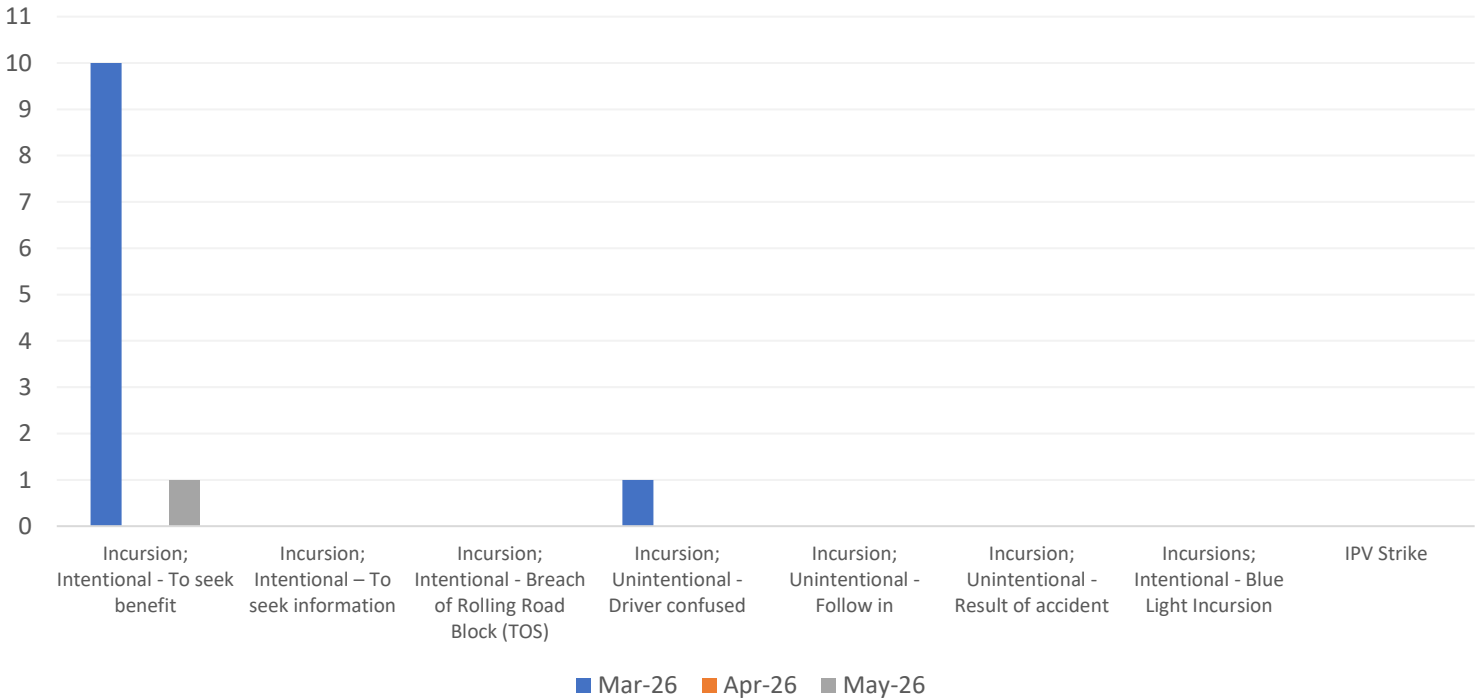
Project Risk Rating



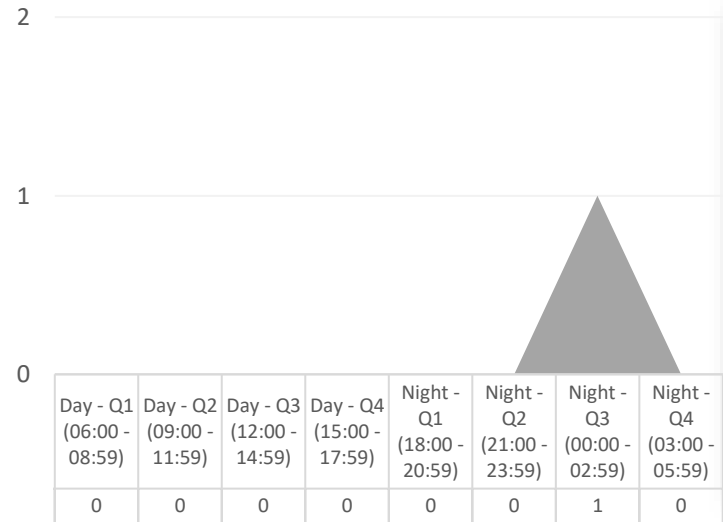
Incursion rate per length of TM (Unknown)

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

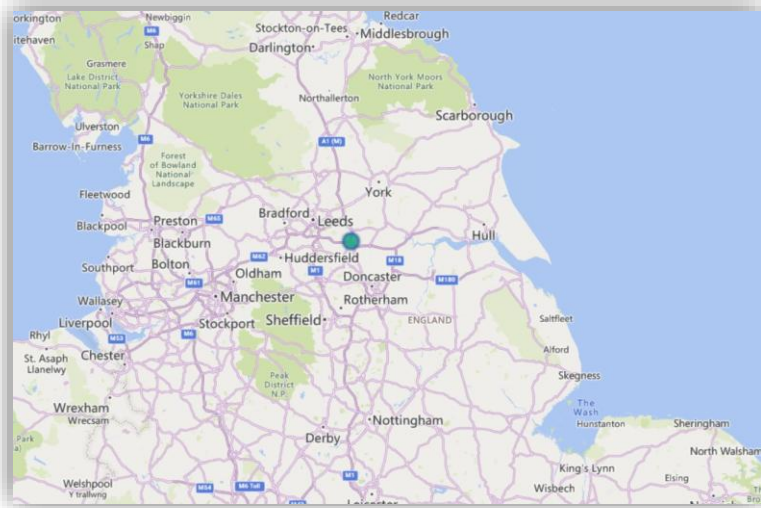
Area 12



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A 4x4 vehicle mounted the verge, bypassed traffic management and drove through the work area at speed, ignoring instructions to stop and behaving aggressively towards workforce members present.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management measures were in place, including road blocking and an IPV positioned on site. The vehicle avoided controls by leaving the carriageway, with camera footage identified for potential follow up review.

Overall *[Sentiment: Negative]*

A serious incursion occurred where an unauthorised vehicle entered the work area at speed, bypassing controls and creating risk to workforce safety, highlighting vulnerabilities in the current traffic management setup.

Recommendations

Project team should review their approach and where required strengthen verge protection and physical mitigation measures to prevent off carriageway access. Consider enhanced monitoring, clearer escalation processes, and improved deterrence to better protect the workforce.

Incursions Report

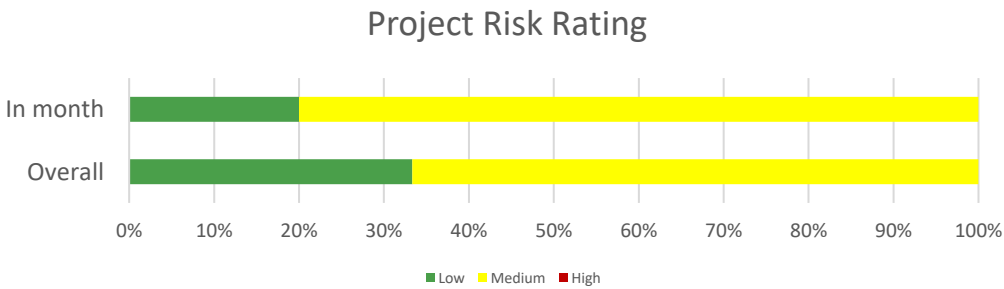
Directorate: Operations
Region: Yorkshire & North East
Project: DBFO M1/A1(M) CSB Scheme 4

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

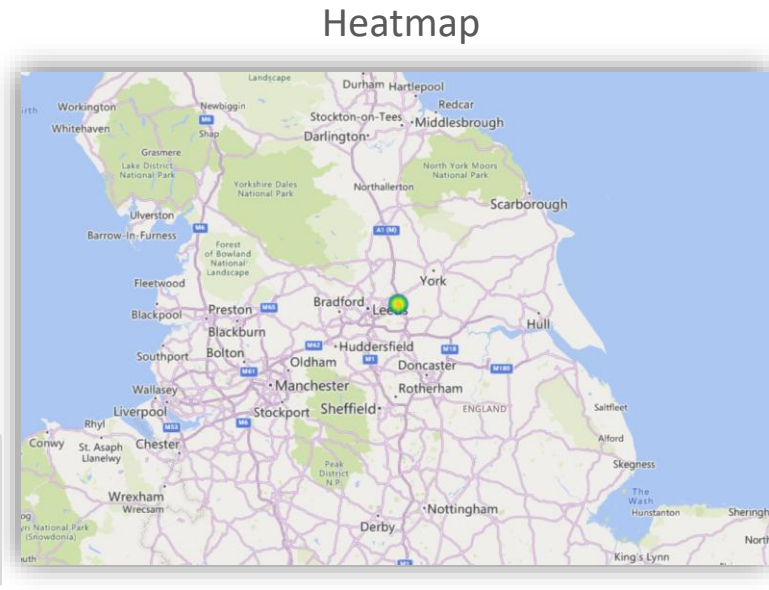
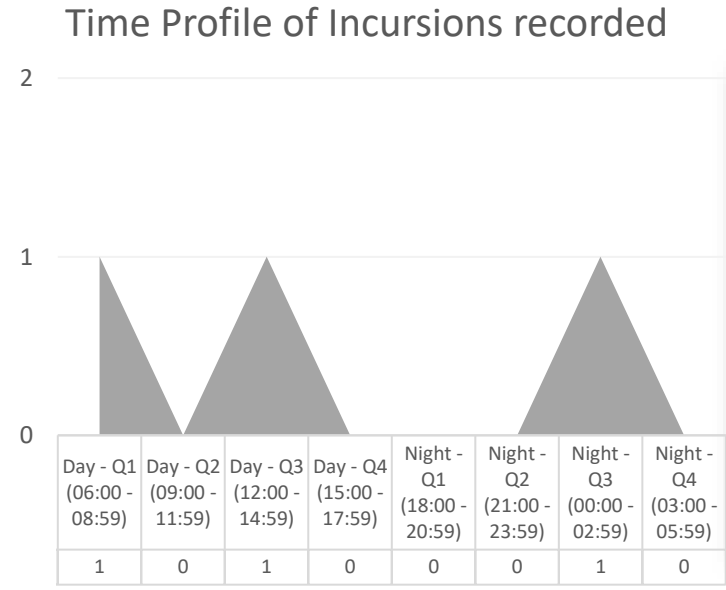
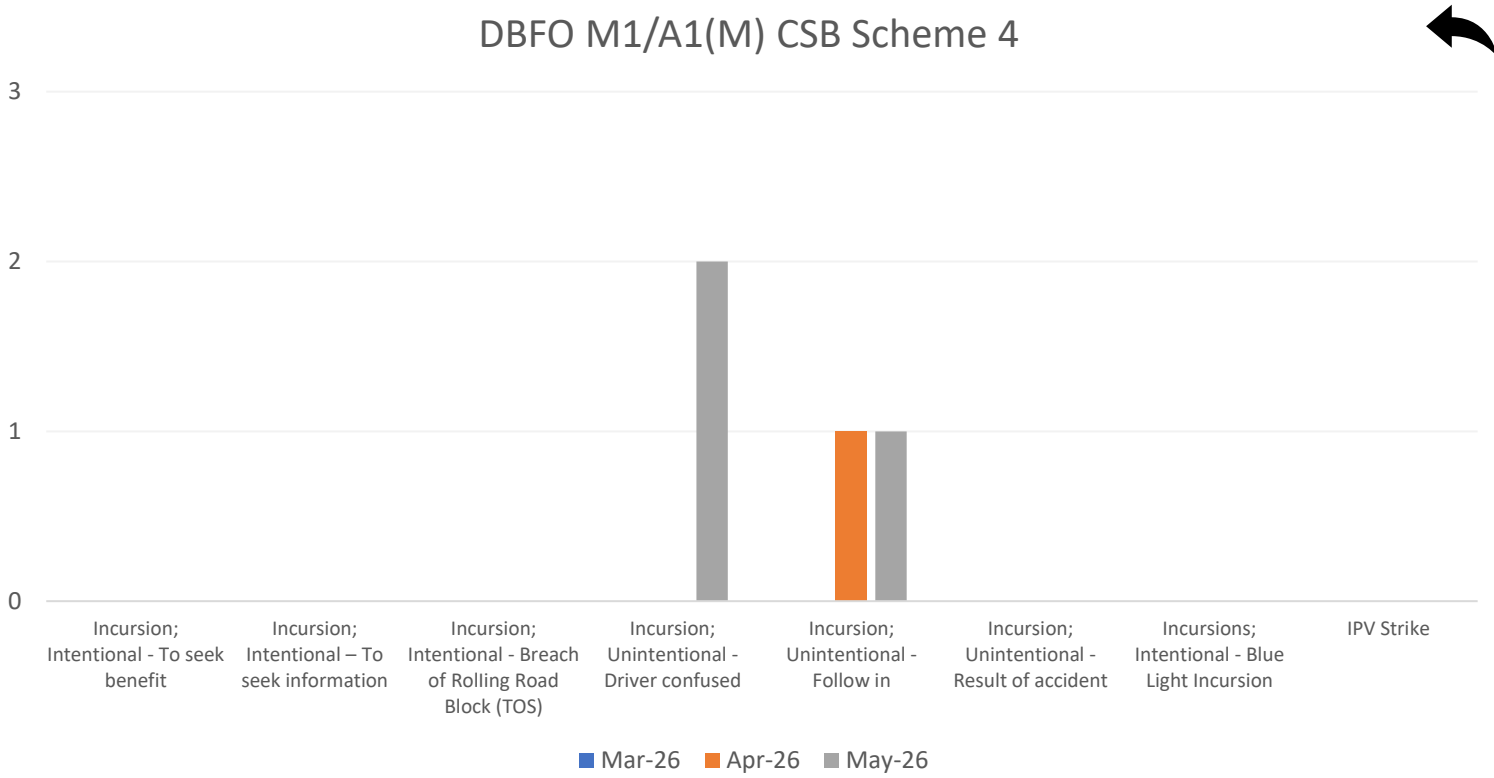
[0 - Incursions resulting from breakdowns were recorded]

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

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



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



Incursions Report

Directorate: Operations

Region: Yorkshire & North East

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Three separate vehicle incursions involving members of the public entering the works access via the hard shoulder closure were recorded. Each incident was identified quickly, with vehicles stopped safely prior to entering the site working area.

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 site team responded effectively by stopping vehicles at the point of entry and notifying the TSCO. Each vehicle was safely escorted through the site to the designated exit without escalation or disruption.

Overall *[Sentiment: Neutral]*

Multiple unauthorised vehicle entries were observed; however, all were managed safely and in accordance with procedures. There were no injuries, and controls in place ensured risks were mitigated effectively.

Recommendations

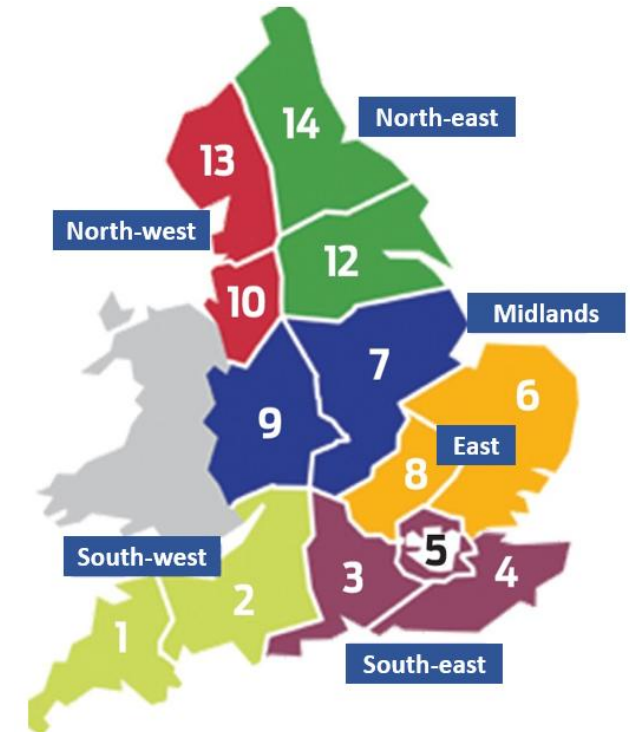
Project team should review their approach and where required strengthen physical and visual measures at access points, improve advance warning signage, and reinforce workforce vigilance to prevent unauthorised entry into the works area.

Incursions Report – North East Region

End of regional report

[Back to [Summary](#) page]

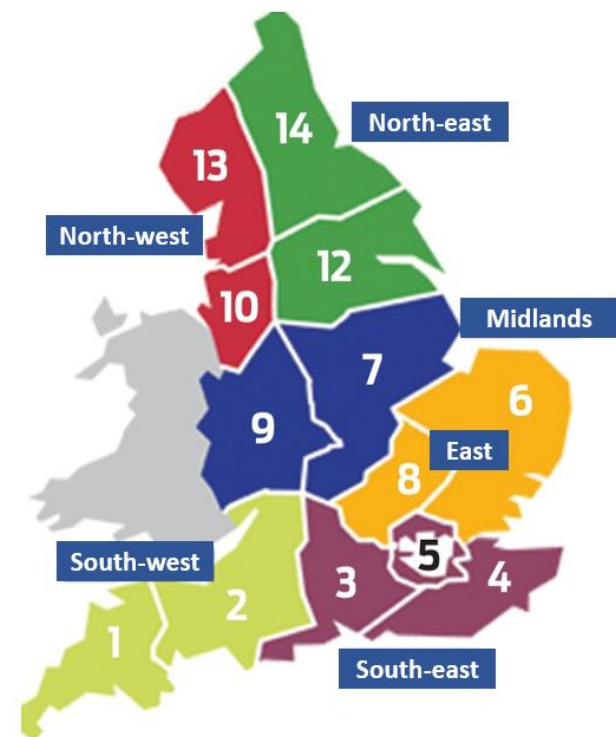
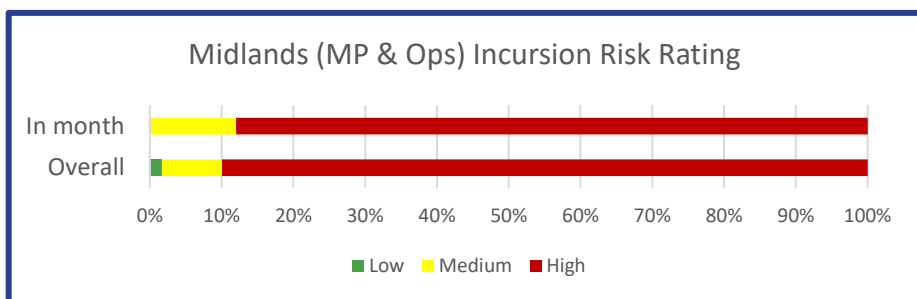
Select next page for Midlands Region and Project Reports



Incursions Report – Midlands Region

Midlands Region					
Kind of Event	Overall		In Month		
	Major Projects		Operations		
Incursion; Intentional - To seek benefit	137	[4.59%]	733	[60.28%]	11 [68.75%]
Incursion; Intentional – Because of breakdown	2502	[83.82%]	65	[5.35%]	2 [12.50%]
Incursion; Intentional – To seek information	13	[0.44%]	43	[3.54%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	[0.03%]	8	[0.66%]	
Incursion; Unintentional - Driver confused	122	[4.09%]	201	[16.53%]	3 [18.75%]
Incursion; Unintentional - Follow in	26	[0.87%]	44	[3.62%]	
Incursion; Unintentional - Result of accident	163	[5.46%]	77	[6.33%]	
Incursions; Intentional - Blue Light Incursion	17	[0.57%]	27	[2.22%]	
IPV Strike	4	[0.13%]	18	[1.48%]	
Grand Total	2985	[100.00%]	1216	[100.00%]	16 [100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	449	171	38%	556	245	44%	456	246	54%
Area 9	491	236	48%	358	136	38%	354	113	32%



Incursions Report – Midlands Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple serious incursions occurred, including vehicles breaching closures, removing cones, and travelling at speed through work areas. Motorcyclists also entered closures, creating significant risk to workforce safety.

Traffic Incidents [*Sentiment: Negative*]

Incidents included vehicles striking cones, debris entering live lanes causing evasive manoeuvres, and unsafe driver behaviour such as abrupt braking and unauthorised movements through works areas. No injuries were reported.

Broken Down Vehicles [*Sentiment: Neutral*]

Breakdowns were managed within closures with limited disruption. Vehicles pulled into safe areas or prompted controlled access into closures, with recovery coordinated and sites isolated to maintain workforce safety.

Traffic Management Responses [*Sentiment: Neutral*]

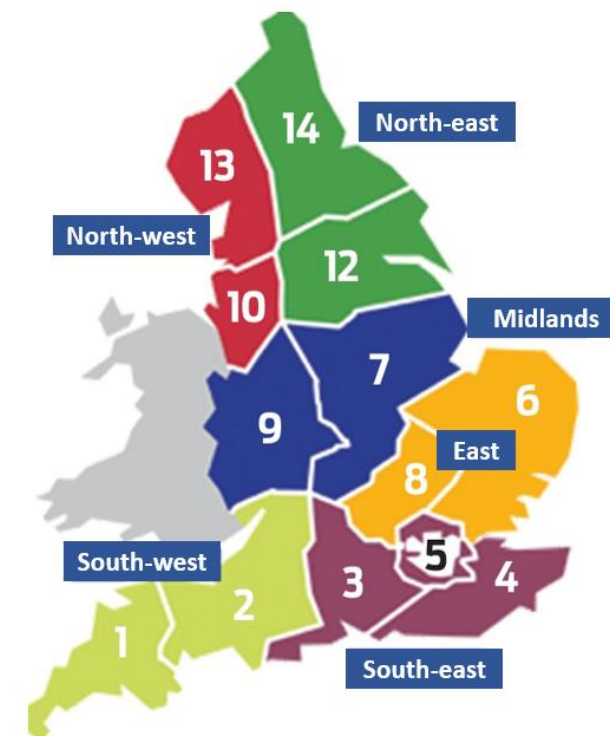
Traffic management teams responded proactively by escorting vehicles, isolating sites, and coordinating with Traffic Officers. However, some challenges were noted where vehicles bypassed controls or gained unauthorised access despite intervention.

Overall [*Sentiment: Negative*]

The period saw repeated breaches of traffic management measures, high-risk driver behaviour, and incursions into works areas. While no injuries were reported, risks to workforce and public safety remained consistently elevated.

Recommendations

Project team should review their approach and where required strengthen closure integrity, improve access control measures, and enhance visibility of restrictions. Consider additional physical barriers, earlier intervention points, and reinforced communication to deter unsafe driver behaviour.



Incursions Report

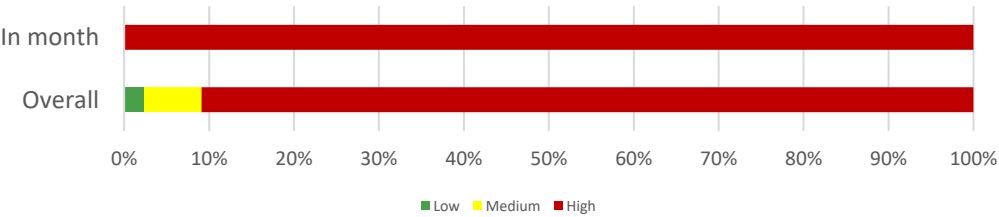
Directorate: Operations
Region: Midlands
Project: AD - M&R - Seven

A total of 2 incursions have been recorded; with a 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)

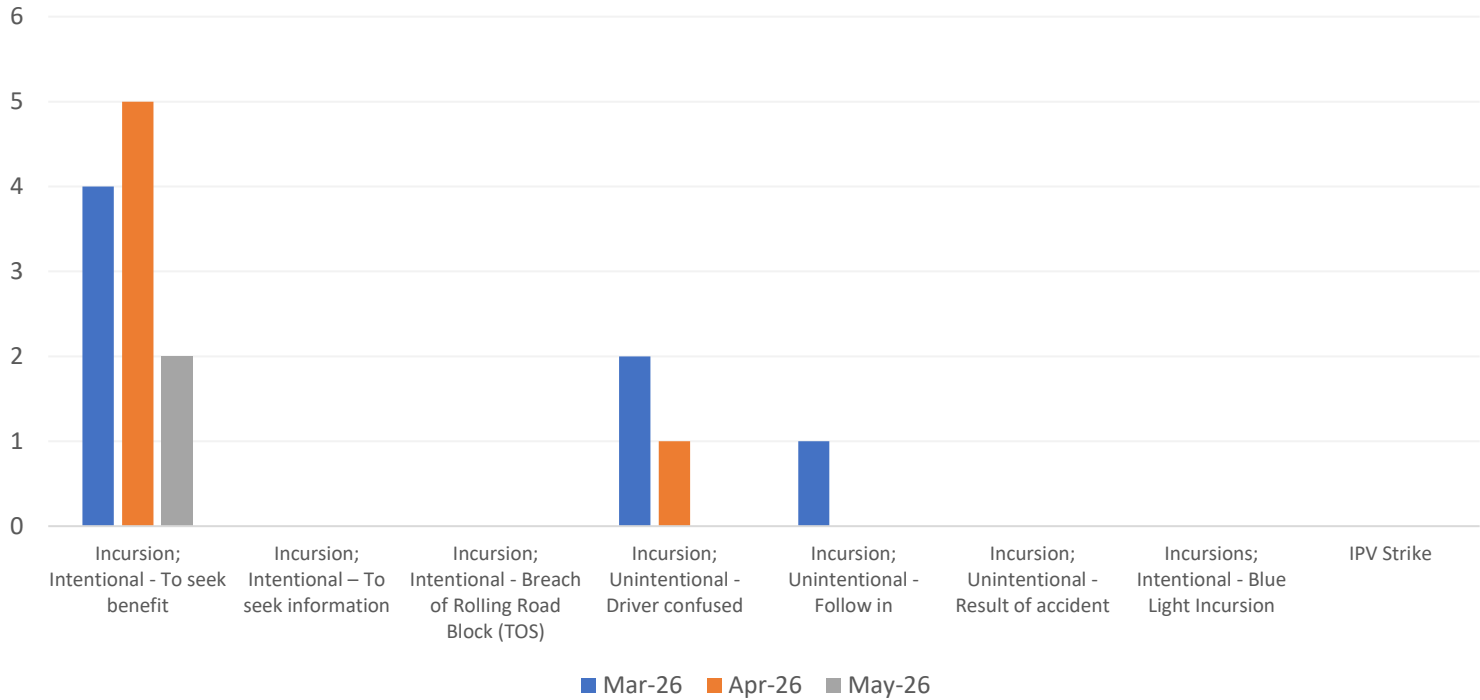
Project Risk Rating



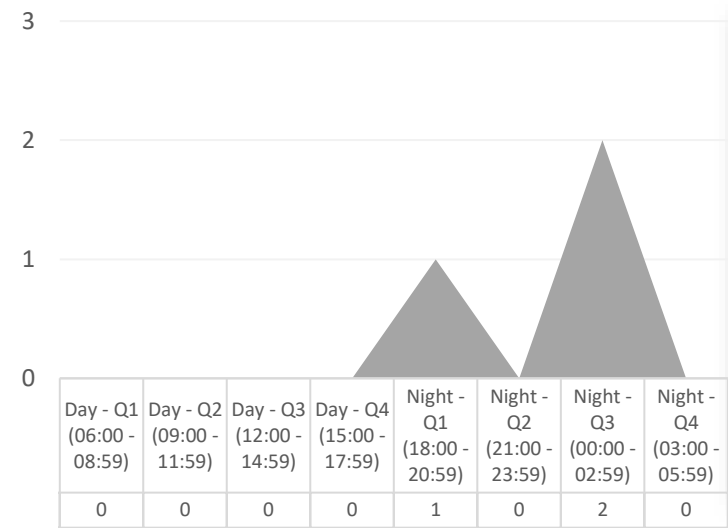
Incursion rate per length of TM (Unknown)

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

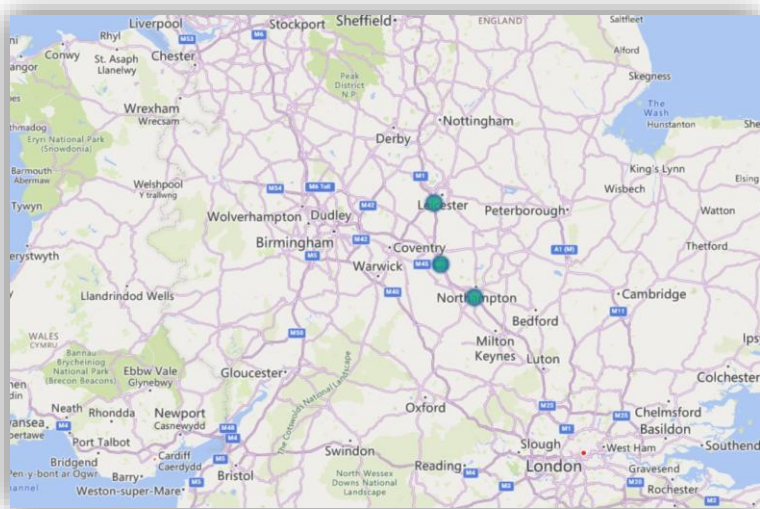
AD - M&R - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

Multiple members of the public entered established closures, primarily linked to vehicle breakdowns or stopping to check vehicles. Each instance was managed safely, with individuals escorted out under controlled conditions.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

Several breakdowns occurred within or near closure areas, prompting entry by members of the public. These situations required coordination for safe management and recovery within controlled working environments.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by escorting individuals out of closures and coordinating with Traffic Officers during recovery activities, including isolating the site to maintain workforce and public safety throughout interventions.

Overall *[Sentiment: Neutral]*

Activity was characterised by repeated public entry into closures associated with breakdowns. Effective management and coordination ensured safe resolutions, with no reported incidents impacting workforce or public safety during this period.

Recommendations

Project team should review their approach and where required strengthen measures to discourage public entry into closures, particularly during breakdowns, through improved signage, early intervention, and clearer communication to road users approaching affected areas.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Pavement - Seven

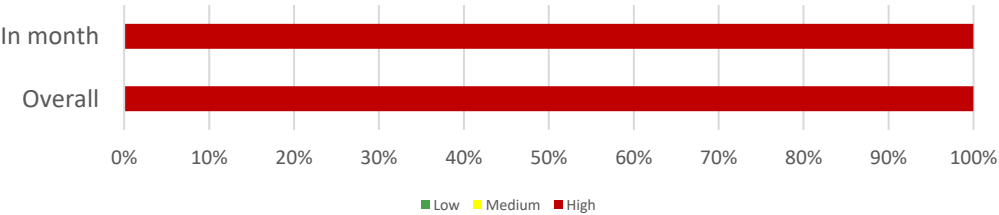
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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)

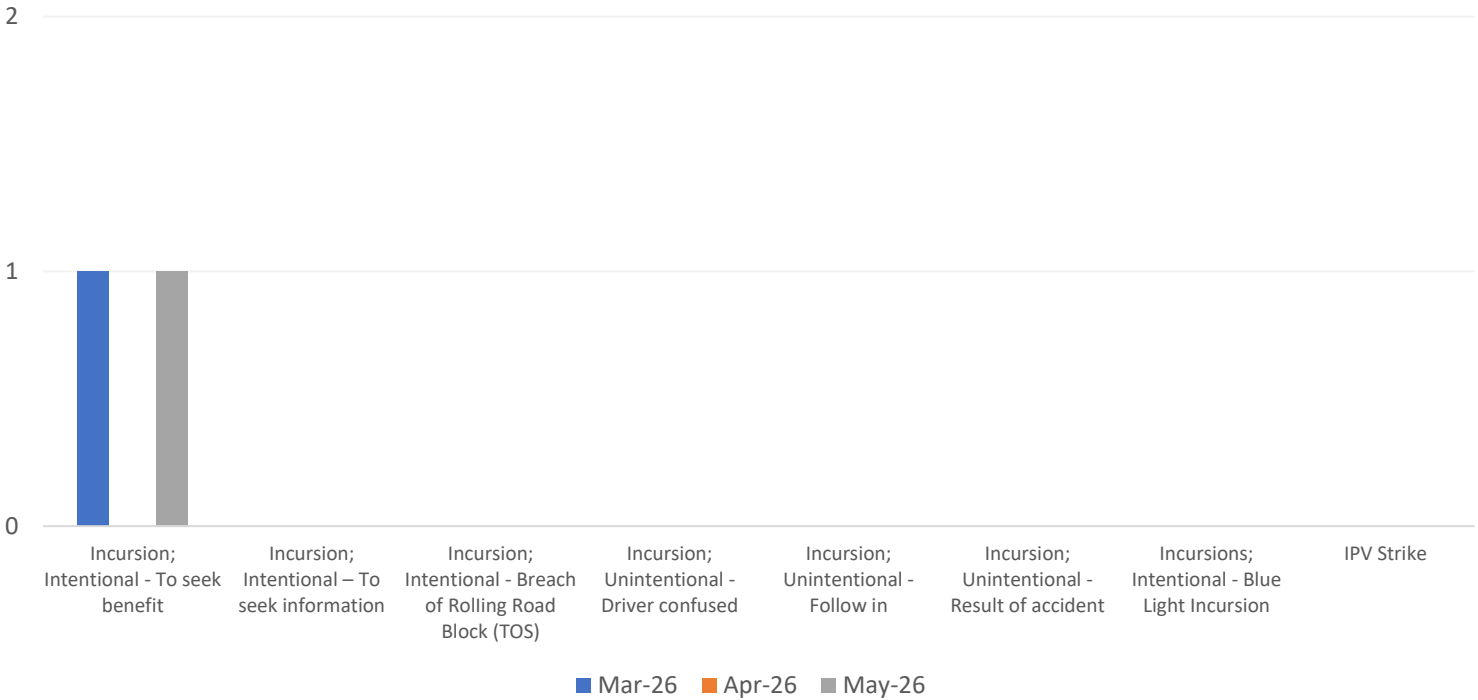
Project Risk Rating



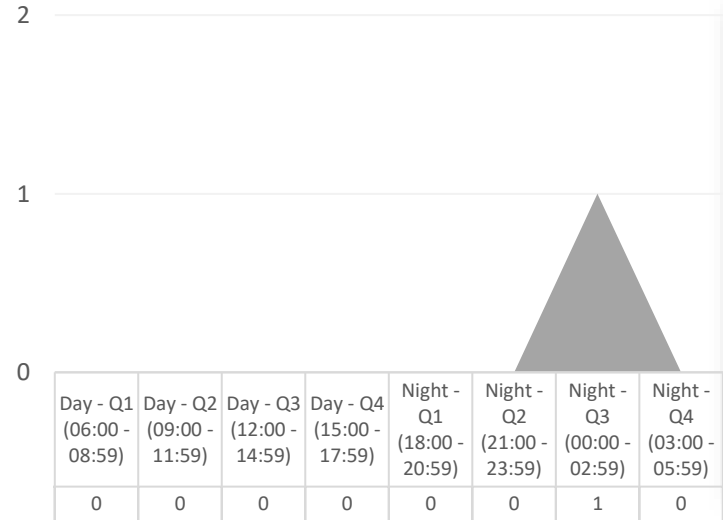
Incursion rate per length of TM (Unknown)

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

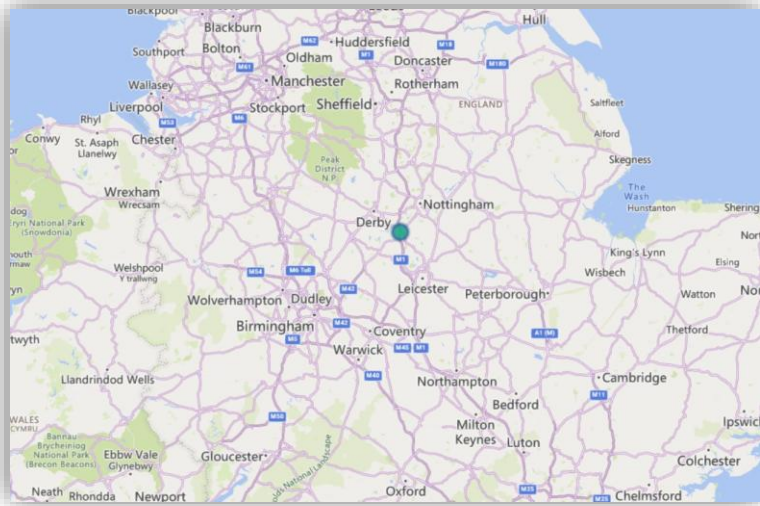
Pavement - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Pavement - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the works area at high speed and travelled within the lane closure, weaving between plant and narrowly avoiding equipment. An occupant exited the vehicle and crossed a live carriageway, creating significant risk.

Traffic Incidents *[Sentiment: Negative]*

A serious traffic incident occurred involving unauthorised entry into the closure at speed, with erratic manoeuvring around plant. Although no collision occurred, the situation presented a high potential for harm to workforce and road users.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

Traffic management remained in place; however, the incursion indicates that measures in place did not fully deter unauthorised access or unsafe behaviour within the closure, highlighting potential gaps in effectiveness.

Overall *[Sentiment: Negative]*

A high-risk incursion occurred involving vehicle and pedestrian movement within the closure, resulting in a near miss with plant. While no injuries were reported, the event posed a significant safety concern.

Recommendations

Project team should review their approach and where required strengthen physical and visual deterrents at closure entry points, enhance advance warning signage, and consider additional enforcement or monitoring measures to reduce the risk of unauthorised vehicle access and unsafe pedestrian behaviour within live carriageways.

Incursions Report

Directorate: Operations
Region: Midlands
Project: TST (N) - Seven

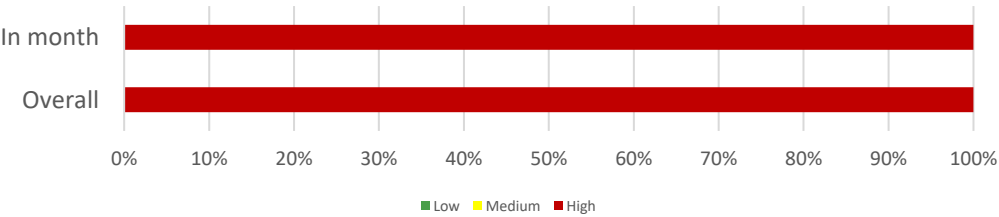
A total of 2 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions

[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



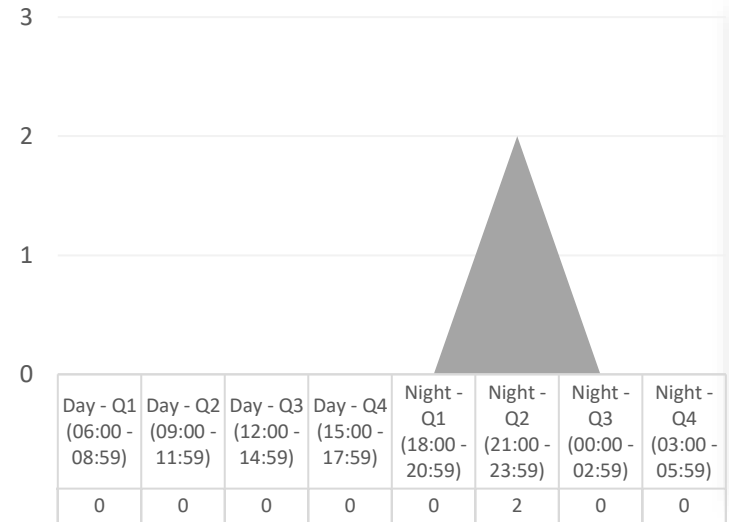
Incursion rate per length of TM (Unknown)

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

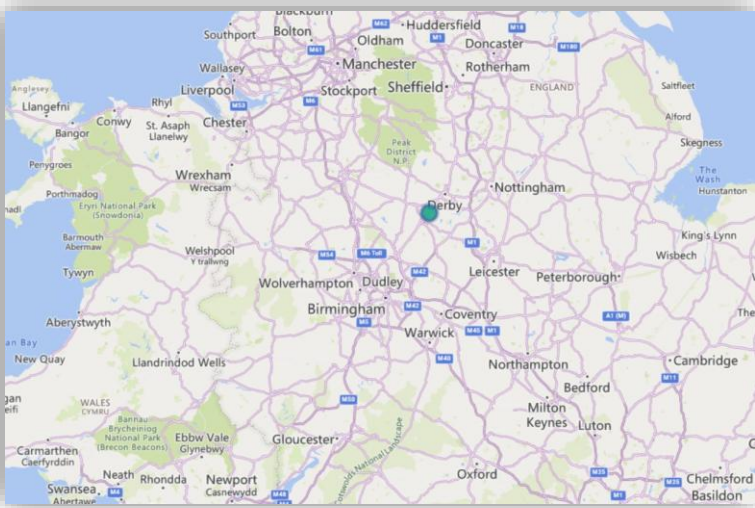
TST (N) - Seven



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: TST (N) - Seven



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Unauthorised vehicles entered the closure after cones were moved by occupants to gain access. Vehicles bypassed traffic management measures, mounting kerbs and central reservation, and proceeded towards the live working area.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management personnel identified the approaching vehicles and provided a warning. One driver was confronted but remained non-compliant, resulting in controlled escort through the work zone to safely exit the closure.

Overall *[Sentiment: Negative]*

The event involved deliberate non-compliance with closure measures, creating a safety risk to the workforce. Prompt awareness and intervention prevented escalation, though behaviour remained confrontational and challenging to manage.

Recommendations

Project team should review their approach and where required strengthen physical closure measures to prevent unauthorised access, reinforce advance signage and communication to road users, and consider additional enforcement or support to manage confrontational behaviour and ensure workforce safety.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 7

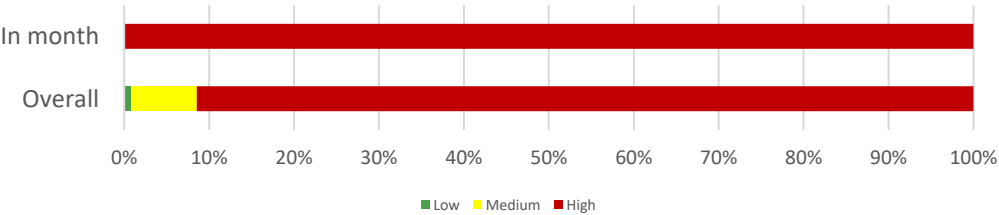
A total of 5 incursions have been recorded; with a 25% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



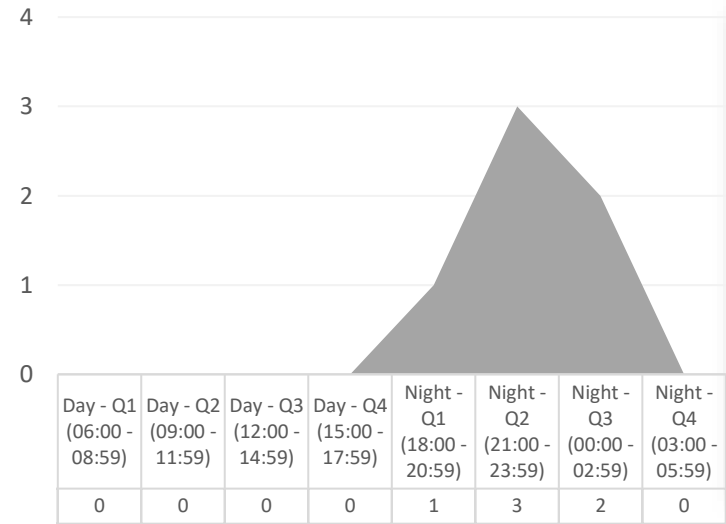
Incursion rate per length of TM (Unknown)

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

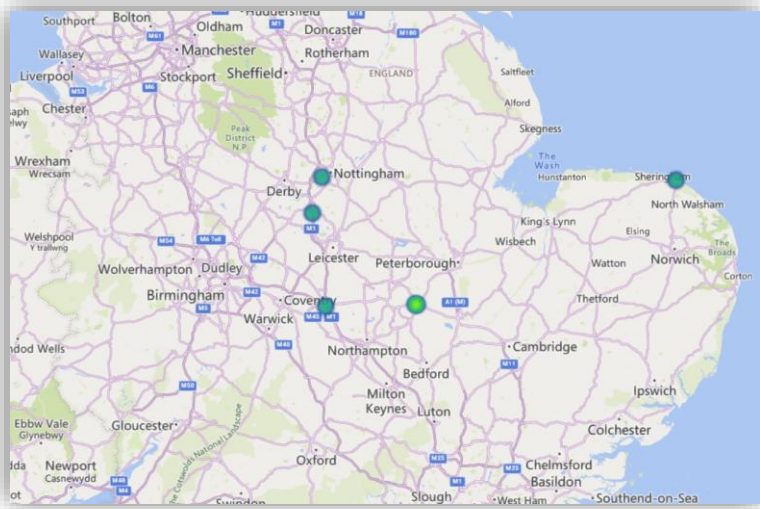
Area 7



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicle incursions occurred, including motorcycles entering closed lanes at speed and vehicles breaching full closures. Driver behaviour was non-compliant, creating significant risk to the workforce, although no injuries were reported.

Traffic Incidents *[Sentiment: Negative]*

A vehicle collided with traffic management cones, dispersing debris across live lanes and causing disruption to passing traffic. Following vehicles took evasive action. No injuries to workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

A heavy goods vehicle with a tyre failure entered the closure and stopped within the hard shoulder area, away from active works. No damage to traffic management equipment occurred and no safety impact was reported.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management operatives identified and reported closure breaches promptly. However, limited physical deterrents and absence of additional protection measures reduced the ability to prevent incursions from non-compliant and potentially impaired drivers.

Overall *[Sentiment: Negative]*

The period was characterised by repeated high-risk incursions and non-compliant driver behaviour, including suspected impairment. While no injuries occurred, the exposure to workforce risk remains high and requires further mitigation.

Recommendations

Project team should review their approach and where required strengthen physical closure measures, including enhanced barrier protection and advance warning. Improved coordination, enforcement support and consideration of additional protective systems should be implemented to deter non-compliant road users and reduce risk exposure.

Incursions Report

Directorate: Operations
Region: Midlands
Project: Area 9

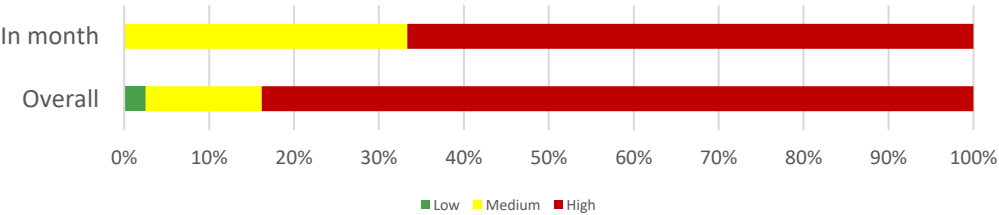
A total of 2 incursions have been recorded; with a 75% decrease in 'Driver confused' type incursions, incursions, with a 67% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

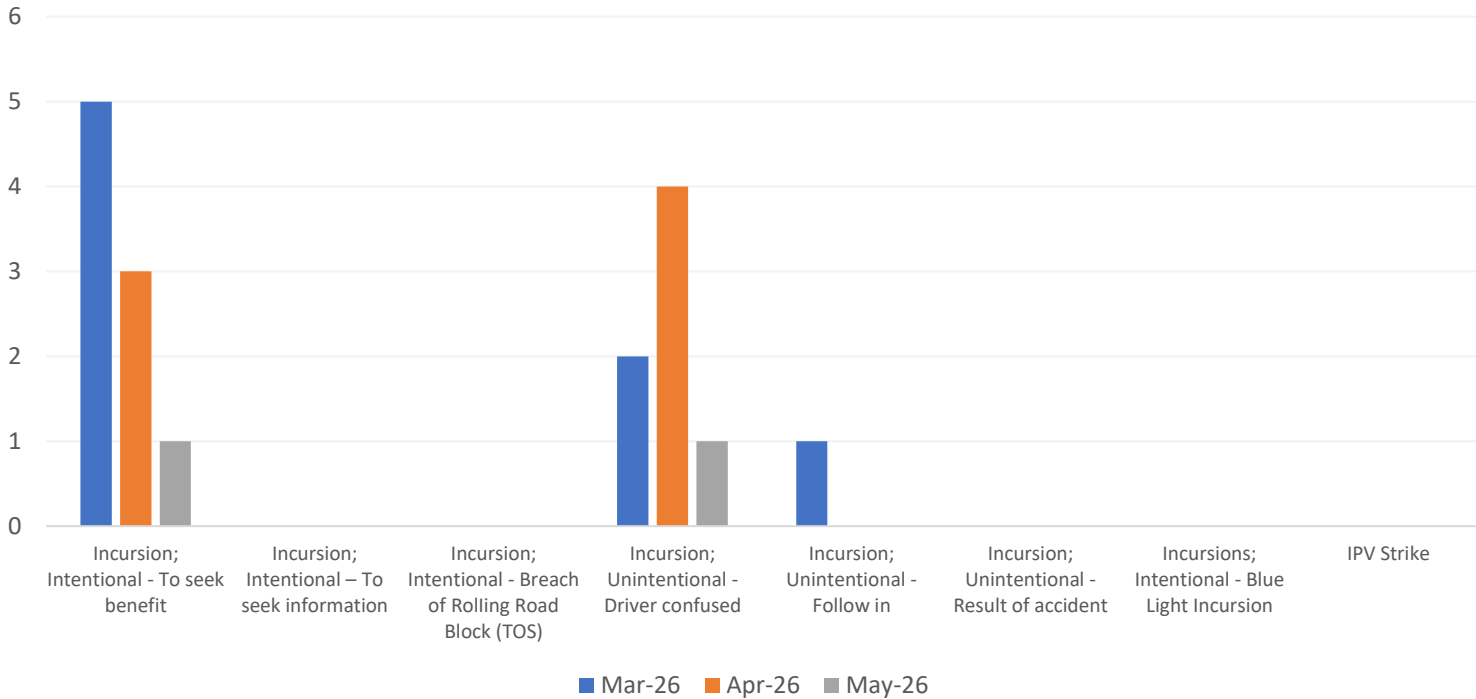
Project Risk Rating



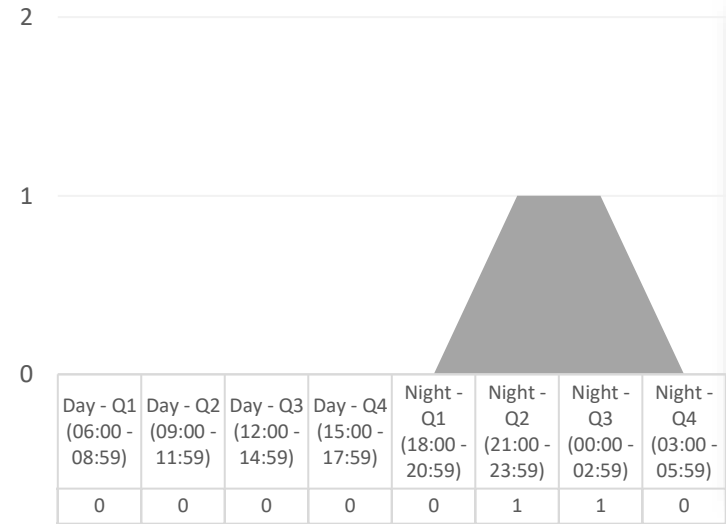
Incursion rate per length of TM (Unknown)

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

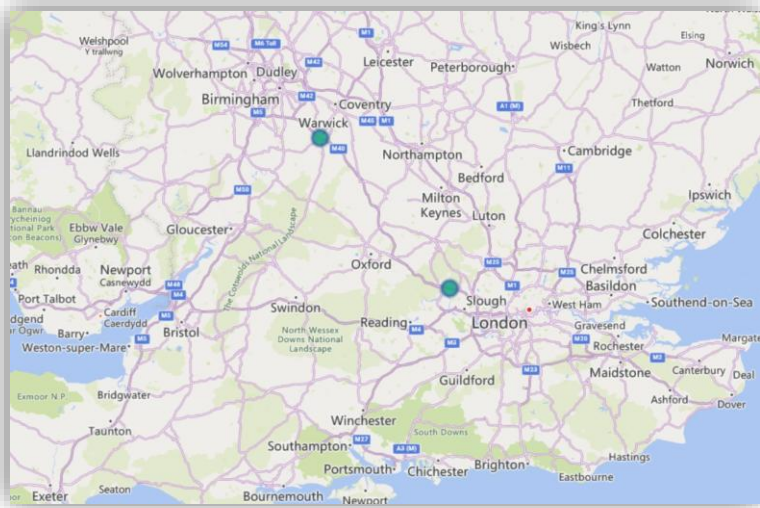
Area 9



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle overshot the exit slip, braked sharply causing a following heavy goods vehicle to react, then entered the works area via the splitter and exited up the slip road.

Traffic Incidents *[Sentiment: Negative]*

An erratic manoeuvre at an exit slip created a short-notice braking event for following traffic, increasing risk of rear-end collision and disruption to traffic flow near the works.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

A taper striker event resulted in five sequential units being damaged beyond repair, indicating impact within the taper area and highlighting vulnerability of traffic management equipment to live traffic encroachment.

Overall *[Sentiment: Negative]*

A vehicle incursion and associated erratic driving behaviour resulted in traffic disruption and significant damage to traffic management equipment. No injuries were reported, but the risk to workforce and road users remained elevated.

Recommendations

Project team should review their approach and where required strengthen taper layouts, improve advance signage clarity, and assess visibility of exit information to reduce late manoeuvres. Consider additional delineation and driver guidance measures.

Incursions Report

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

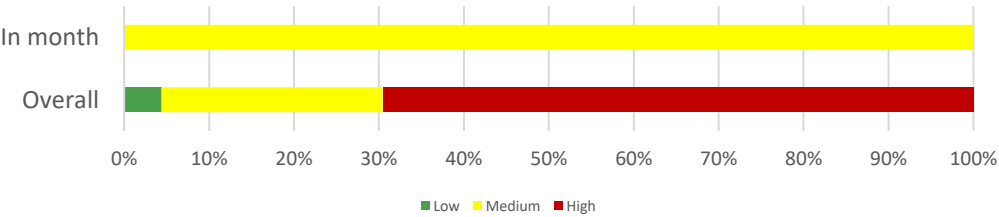
A total of 2 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions

[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)

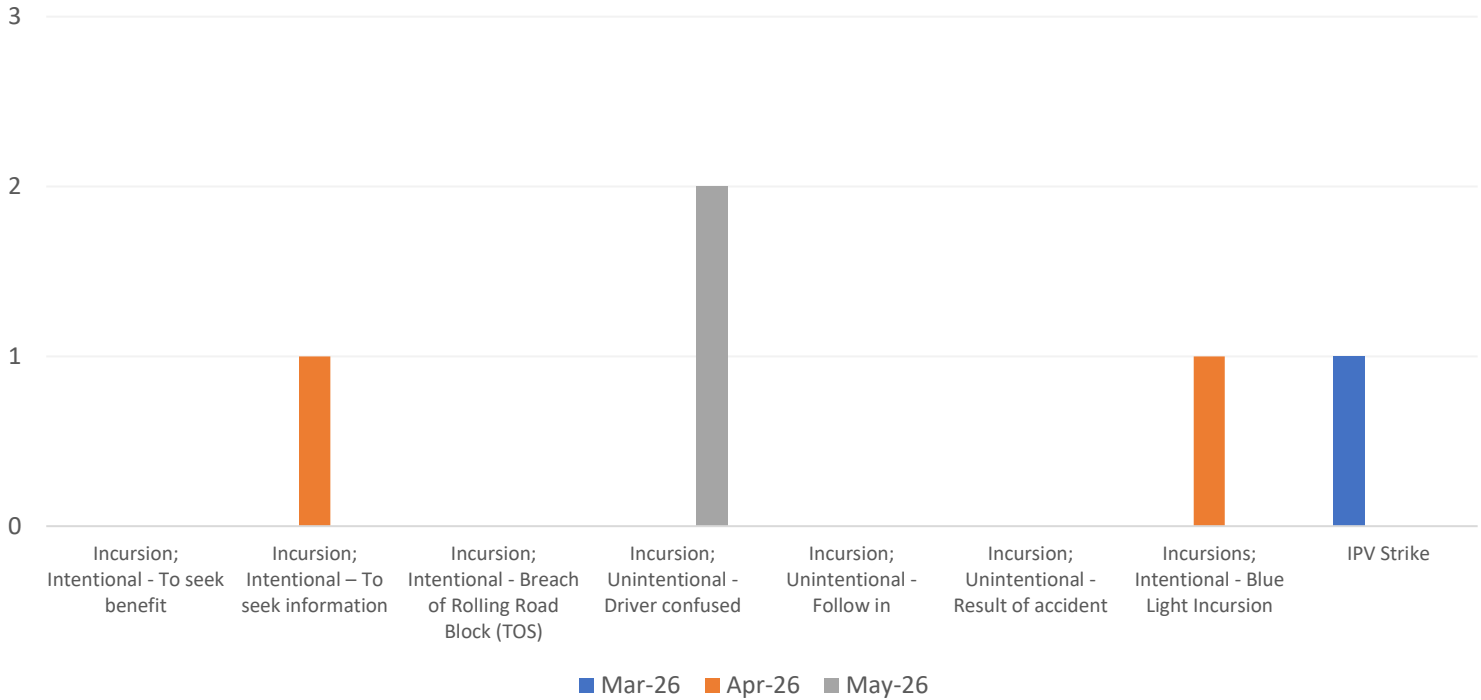
Project Risk Rating



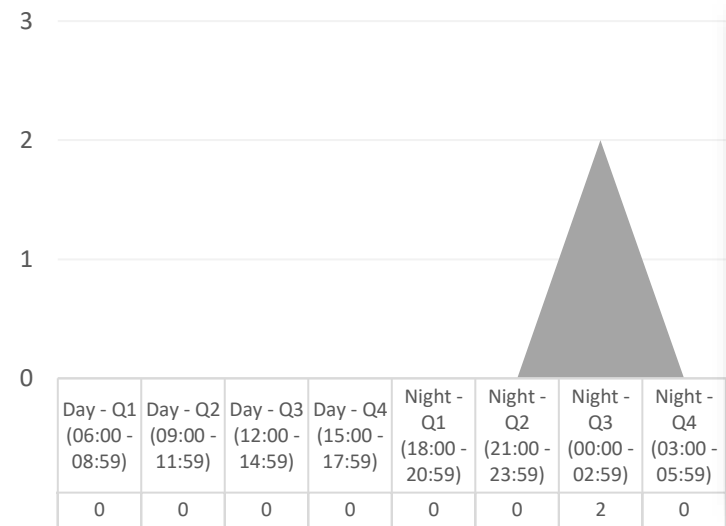
Incursion rate per length of TM (Unknown)

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

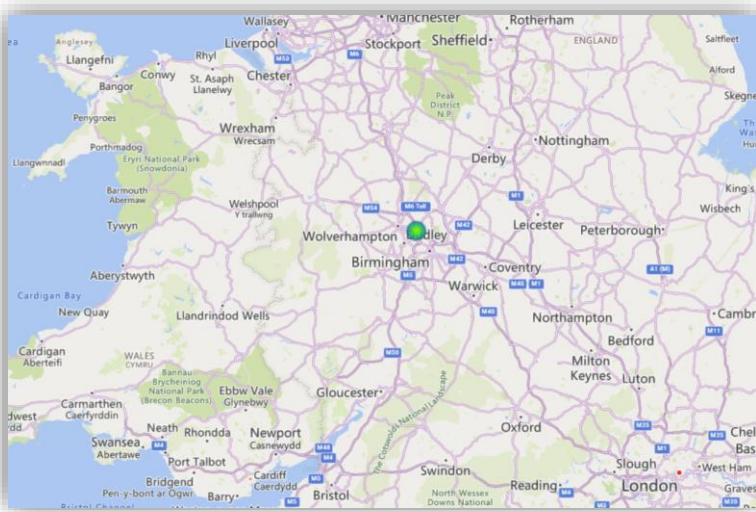
AD - M&R - Nine



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Nine



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A delivery vehicle entered the closure through an incorrect access point, breaching cone lines and stopping briefly in a live lane before proceeding within the closure, creating an unauthorised incursion into the work area.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Negative]*

Traffic management did not prevent unauthorised entry via the slip road, and escorted vehicle release occurred prematurely, allowing vehicles to pass through at speed close to the workforce and active works.

Overall *[Sentiment: Negative]*

The operation experienced coordination and control issues, including unauthorised access and premature vehicle release, which introduced avoidable safety risks and reduced the effectiveness of the planned traffic management arrangements.

Recommendations

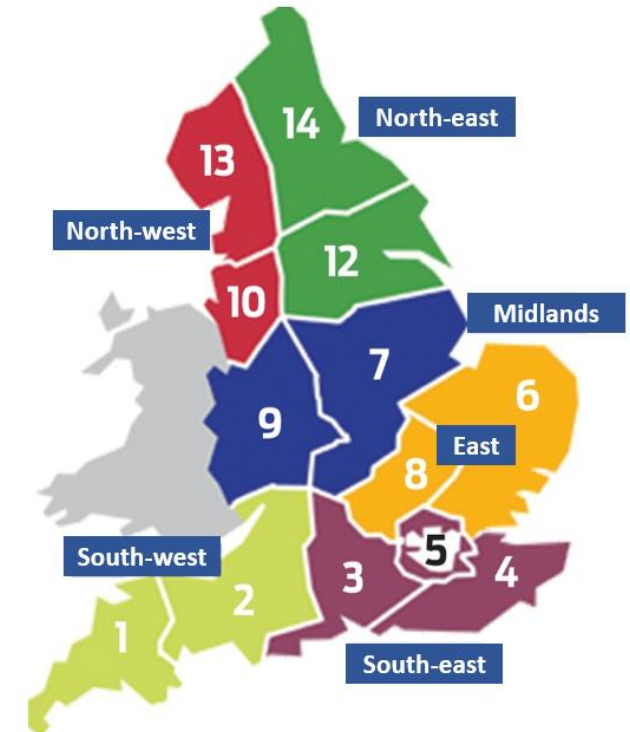
Project team should review their approach and where required strengthen access control measures, reinforce closure integrity at all entry points, improve communication between teams, and ensure escort release protocols are strictly managed to prevent high-speed vehicle exposure within closures.

Incursions Report – Midlands Region

End of regional report

[Back to [Summary](#) page]

Select next page for East Region and
Project Reports

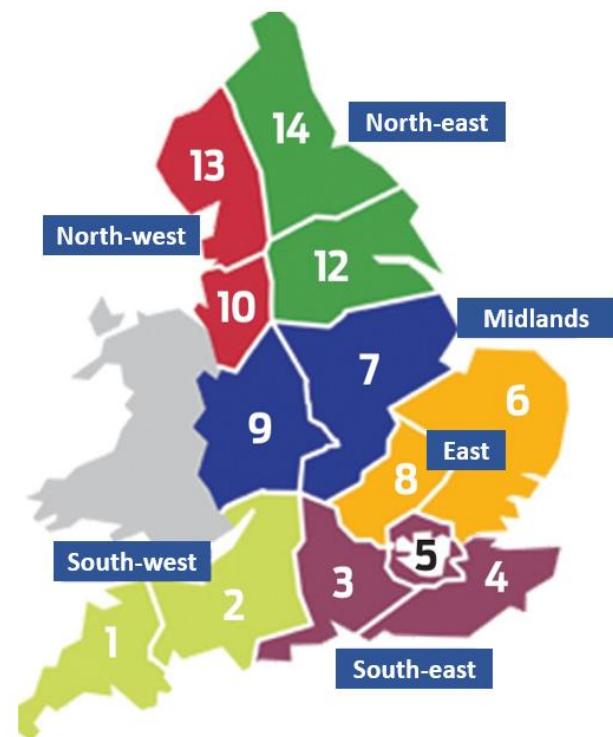


Incursions Report – East Region

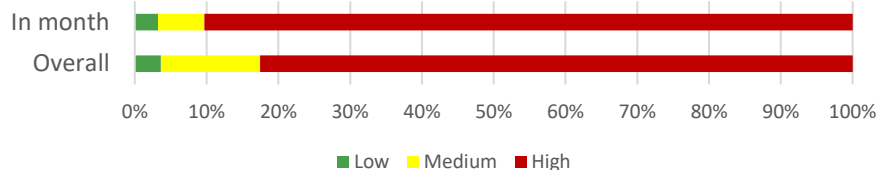
East Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	263 [15.92%]	469 [46.99%]	2 [50.00%]	5 [83.33%]
Incursion; Intentional – Because of breakdown	958 [57.99%]	80 [8.02%]		1 [16.67%]
Incursion; Intentional – To seek information	81 [4.90%]	13 [1.30%]	1 [25.00%]	
Incursion; Intentional - Breach of Rolling Road Block (TOS)	3 [0.18%]	1 [0.10%]		
Incursion; Unintentional - Driver confused	165 [9.99%]	238 [23.85%]	1 [25.00%]	
Incursion; Unintentional - Follow in	65 [3.93%]	51 [5.11%]		
Incursion; Unintentional - Result of accident	74 [4.48%]	78 [7.82%]		
Incursions; Intentional - Blue Light Incursion	27 [1.63%]	33 [3.31%]		
IPV Strike	16 [0.97%]	35 [3.51%]		
Grand Total	1652 [100.00%]	998 [100.00%]	4 [100.00%]	6 [100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	362	264	73%	308	231	75%	249	182	73%
Area 8	392	188	48%	328	102	31%	231	102	44%



East (MP & Ops) Incursion Risk Rating



Incursions Report – East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several unauthorised vehicle incursions were reported, including deliberate entry into road closures, interference with traffic management and misuse of access routes. Incidents involved members of the public, operational vehicles and a stakeholder entering restricted areas.

Traffic Incidents [*Sentiment: Negative*]

A live carriageway incident occurred when a vehicle lost control following a tyre failure and entered a hard shoulder closure close to the workforce. Another vehicle was reported driving erratically through coned areas, causing disruption.

Broken Down Vehicles [*Sentiment: Neutral*]

Two broken down vehicles were reported during the period. In both cases, the drivers sought refuge within or adjacent to traffic management, and the situations were managed without further escalation or reported impact on operations.

Traffic Management Responses [*Sentiment: Positive*]

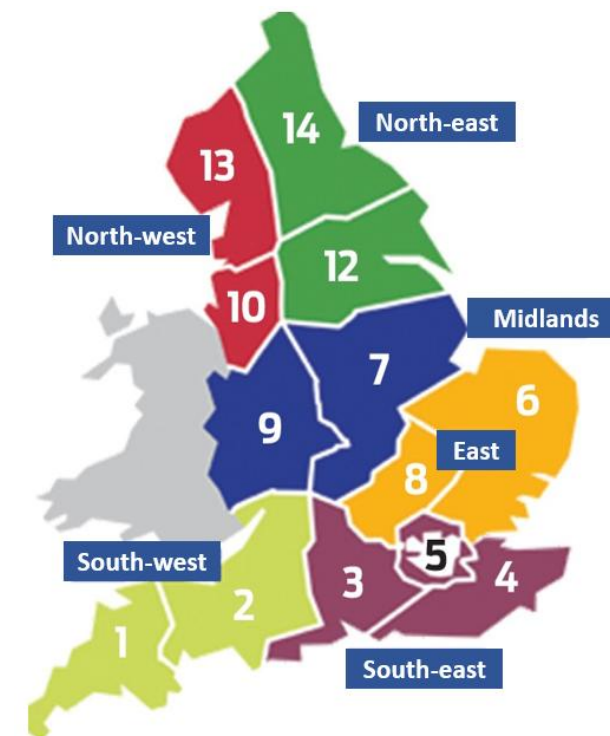
Traffic management teams responded promptly by stopping vehicles, escorting them from closures, triggering incursion warnings, reinstating traffic management and escalating matters to the police where necessary. Checks also confirmed installations were generally in place as intended.

Overall [*Sentiment: Negative*]

The period saw a notable number of incursions and one significant traffic incident, indicating continued risk from unauthorised access and non-compliance with closures. Traffic management controls were effective in response, but repeated breaches remain a concern.

Recommendations

Project team should review their approach and where required strengthen closure integrity, resident communication, access planning and workforce briefings, particularly where public footways remain open or escorted access is needed, to reduce repeat incursions and unsafe vehicle movements.



Incursions Report

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

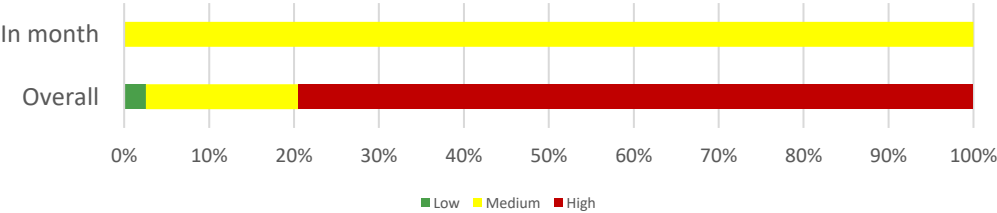
A total of 1 incursions have been recorded; with a no change from the previous month in Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

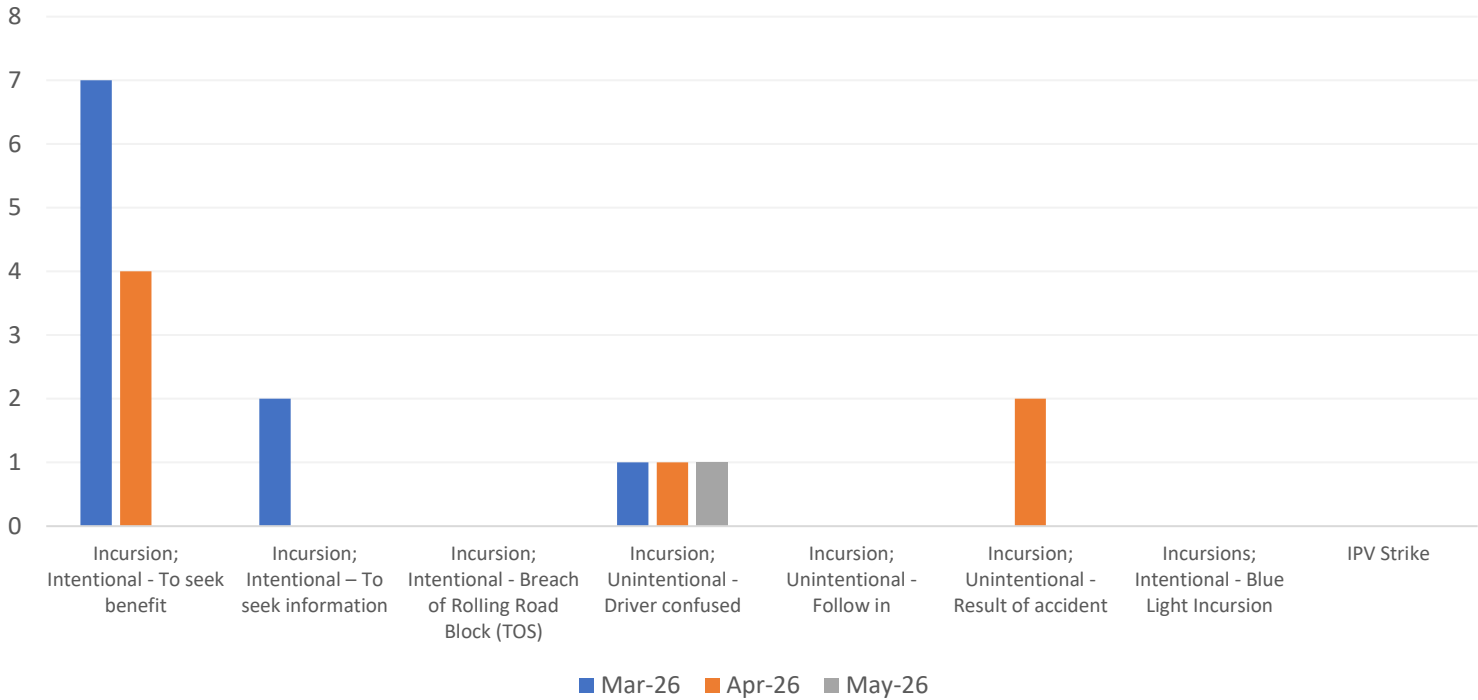
Project Risk Rating



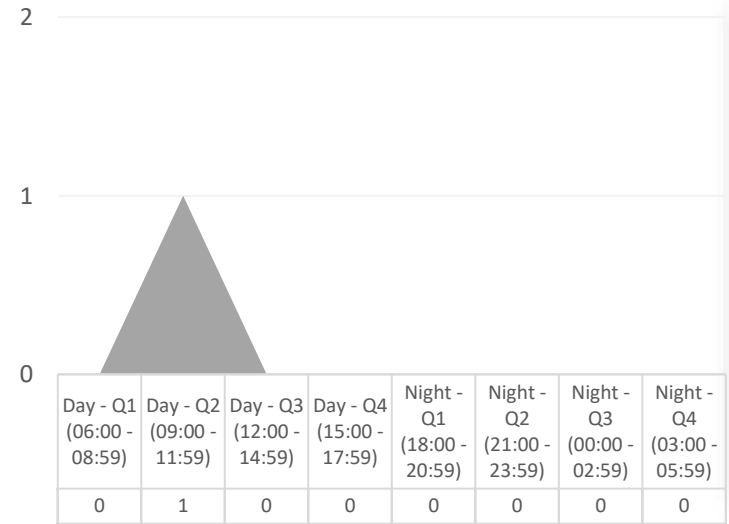
Incursion rate per length of TM (Unknown)

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

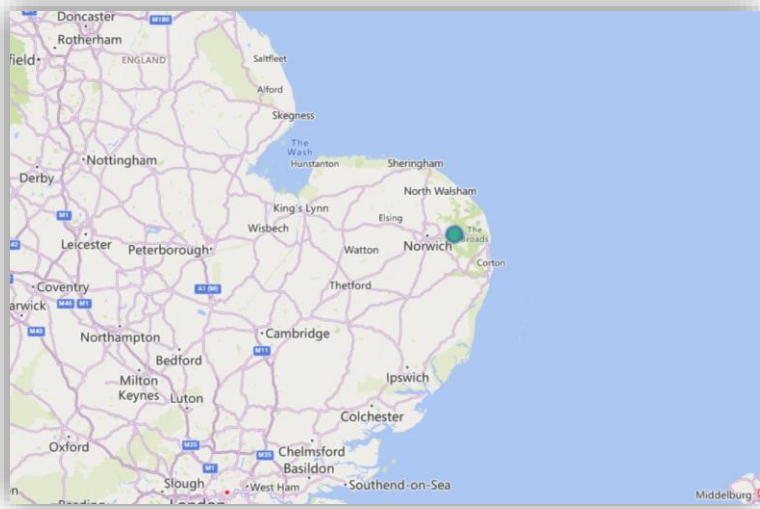
MP-0240 – A47 Blofield to North Burlington Dualling



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Positive]*

No vehicle or pedestrian incursions into the works area were reported during this period. Traffic movements remained compliant with the implemented measures, with no unauthorised access observed within the controlled work zones.

Traffic Incidents *[Sentiment: Positive]*

No traffic incidents affecting the works or surrounding network were reported during this period. Traffic conditions remained stable, and there were no collisions, near misses, or disruption events linked to the scheme.

Broken Down Vehicles *[Sentiment: Neutral]*

A member of the public experienced a vehicle breakdown and entered the static Lane 2 closure to seek a place of relative safety. The vehicle remained within the protected area without further incident.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained in place and functioned as intended, providing a protected environment that enabled the broken down vehicle to safely refuge within the closure without impacting live traffic conditions.

Overall *[Sentiment: Positive]*

Overall, the period was managed effectively with no significant safety events or disruption to traffic flows. The single breakdown was contained without escalation, demonstrating appropriate conditions within the traffic management layout.

Recommendations

Project team should review their approach and where required consider enhanced advance warning signage and communication to road users regarding safe refuge options, ensuring clarity on appropriate actions should a breakdown occur within or approaching traffic management.

Incursions Report

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

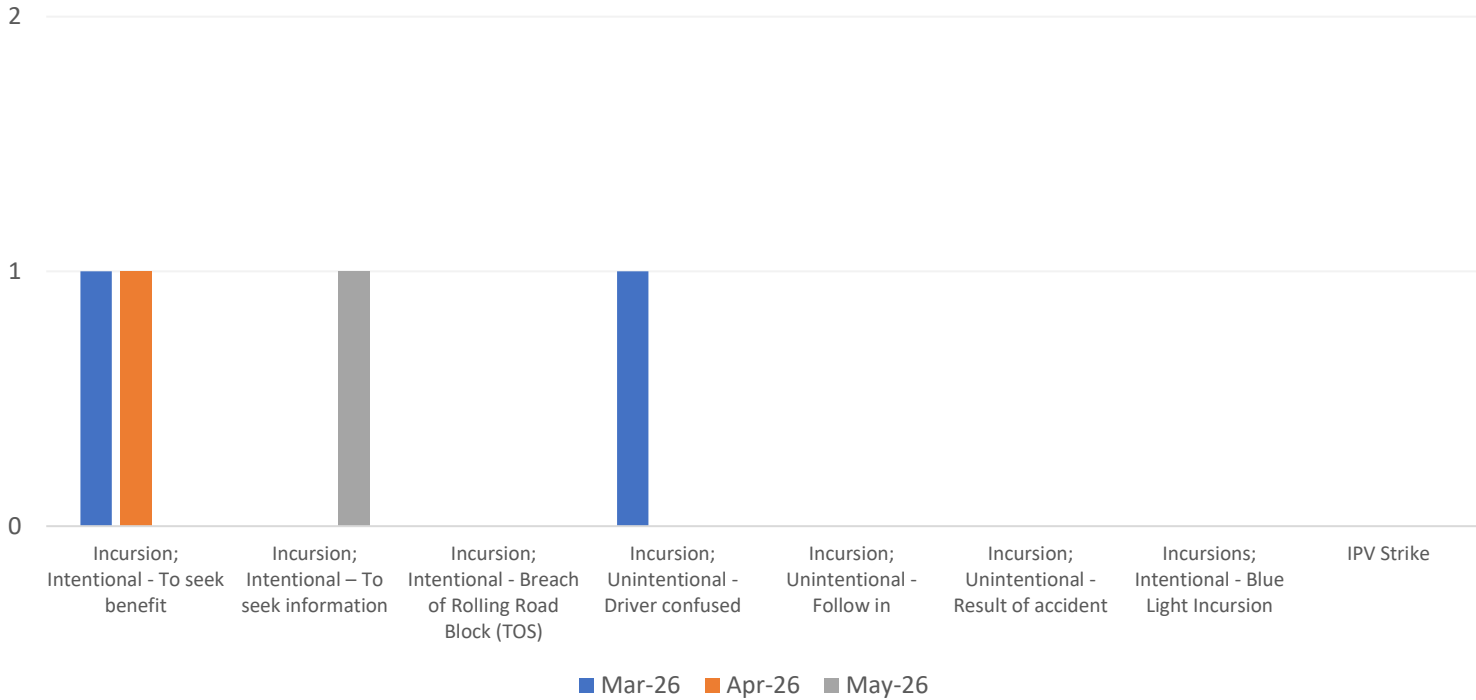
A total of 1 incursions have been recorded; with a 100% increase in 'To seek information' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

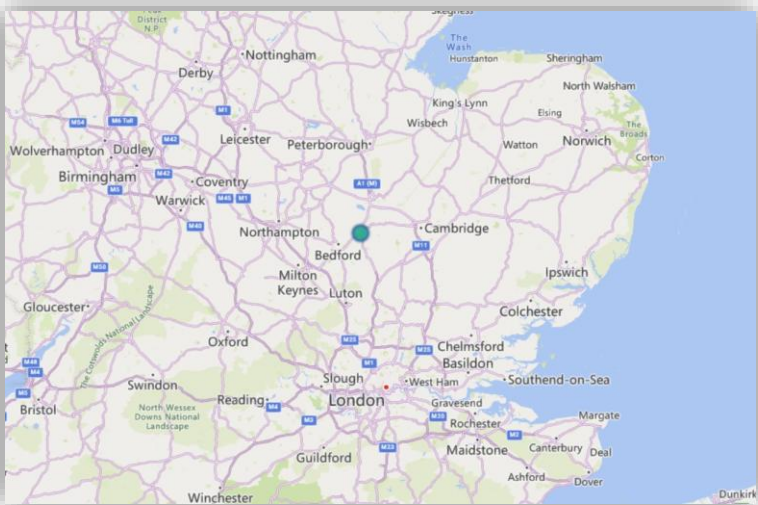
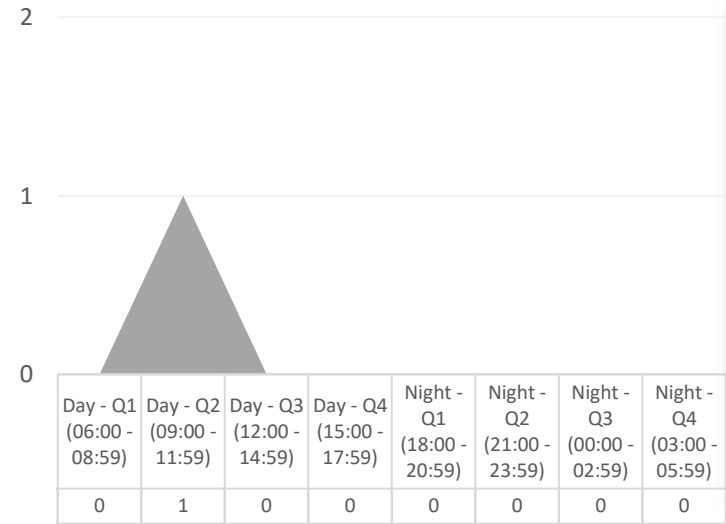
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

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

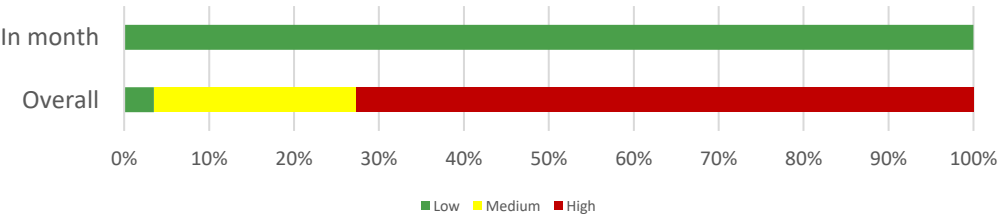


Time Profile of Incursions recorded

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

An unauthorised access was recorded where a local farmer entered the site via a borrow pit access point to inspect adjacent land without prior coordination. The individual was safely intercepted and escorted off site.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The site team responded promptly by stopping the unauthorised individual, ensuring safe removal from the working area, and exchanging contact details to support follow up engagement and prevent recurrence.

Overall *[Sentiment: Positive]*

A single unauthorised access incident occurred but was managed effectively with no escalation or safety consequences. Controls were applied quickly, maintaining site safety and minimising disruption to ongoing works.

Recommendations

Project team should review their approach and where required strengthen stakeholder communication and access control measures at site boundaries, ensuring local landowners are clearly informed of restrictions and appropriate protocols for site entry.

Incursions Report

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

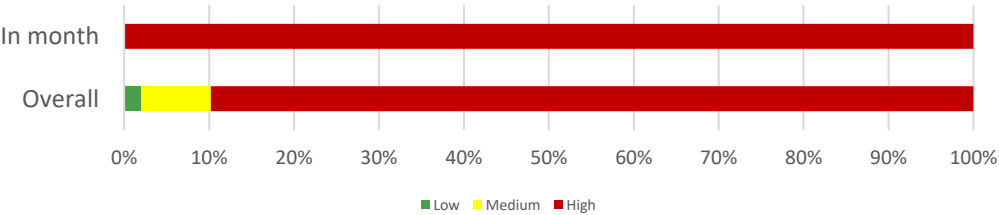
A total of 2 incursions have been recorded; with a 50% decrease in 'Seeking Benefit' type incursions

[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)

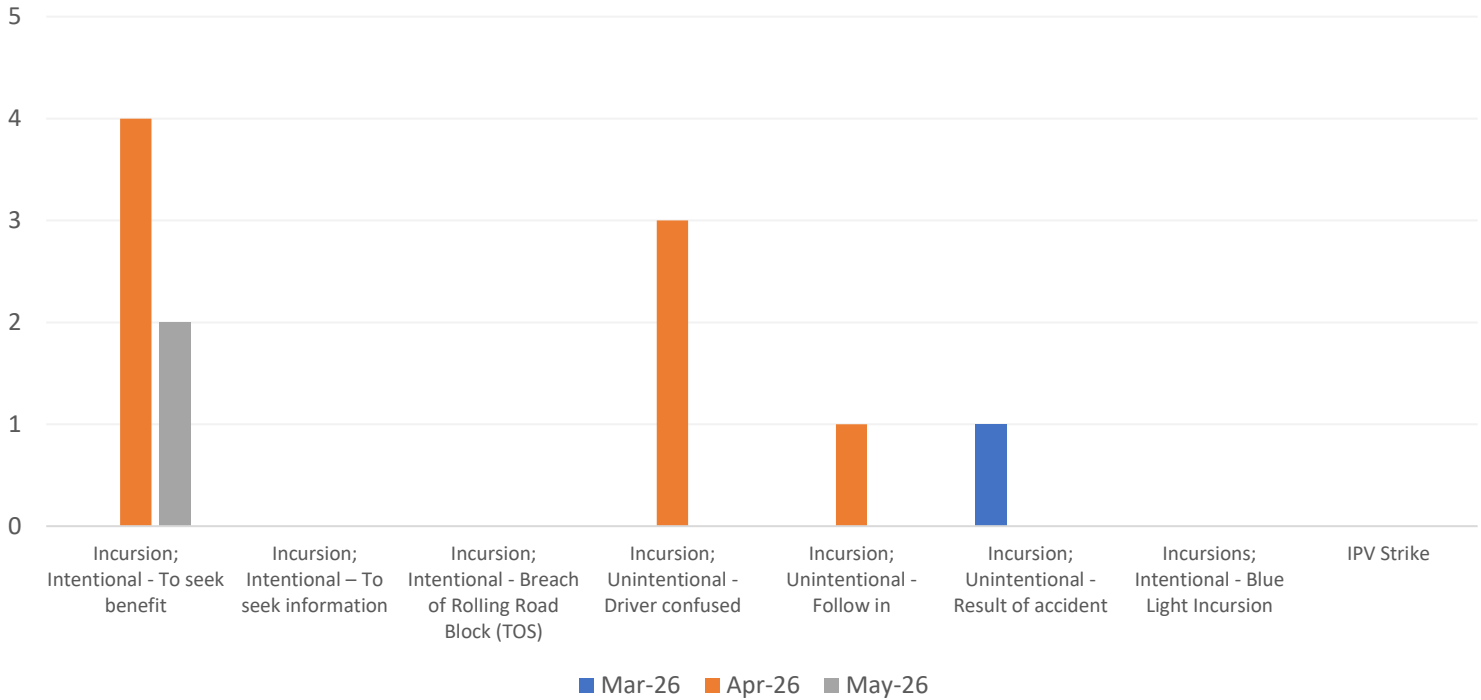
Project Risk Rating



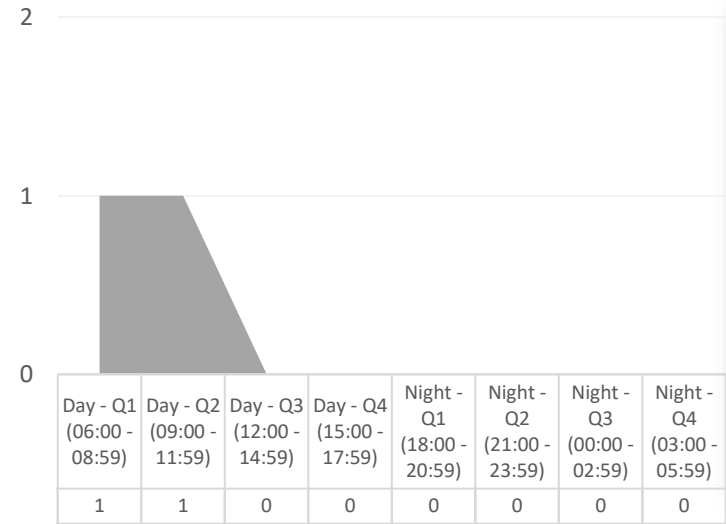
Incursion rate per length of TM (Unknown)

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

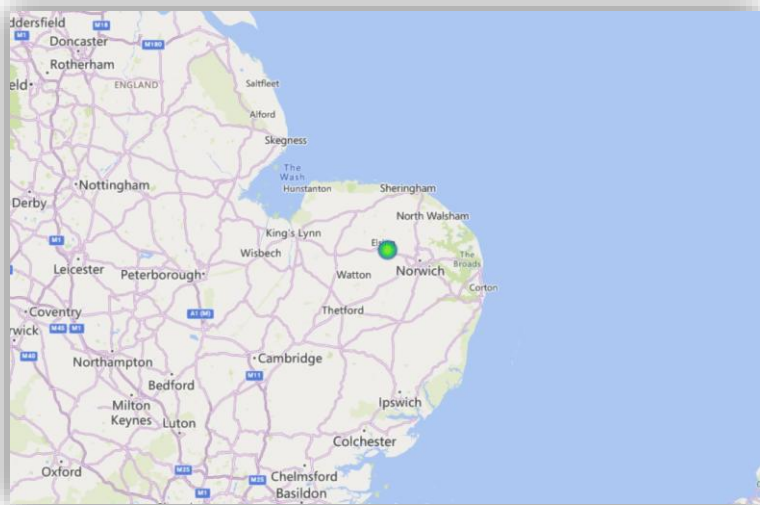
MP-0239 - A47 North Tuddenham to Easton - RDP



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Two incursions occurred during the full road closure, both involving members of the public deliberately entering the closed carriageway. One used the footpath to gain access, while another removed traffic management to enter.

Traffic Incidents *[Sentiment: Neutral]*

No traffic collisions or vehicle-to-vehicle incidents were reported within the closure. All recorded events related to deliberate breaches of the traffic management rather than accidental occurrences on the network.

Broken Down Vehicles *[Sentiment: Neutral]*

No broken down vehicles were reported within the closure extents. All vehicles entering the works area during this period were operational and associated with deliberate access attempts rather than mechanical failure.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management remained correctly installed and effective overall. Operatives responded promptly to incursions, activated warning systems, challenged individuals, reinstated measures and escalated issues to supervision and police where appropriate.

Overall *[Sentiment: Neutral]*

The closure was generally well controlled; however, two deliberate incursions by members of the public highlighted behavioural risks and local dissatisfaction. No workforce or public injuries were reported, and no direct safety breaches impacted ongoing works.

Recommendations

Project team should review their approach and where required strengthen physical and behavioural deterrents at access points, particularly where footpaths remain open. Greater emphasis should be placed on resident engagement, ensuring access routes are suitable and clearly communicated. Consider additional monitoring or supervision at known risk locations and review contingency plans where local dissatisfaction may increase the likelihood of deliberate interference with traffic management.

Incursions Report

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

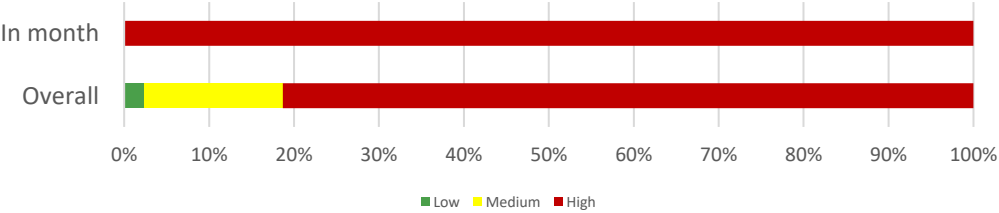
A total of 3 incursions have been recorded; with a 50% increase in 'Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



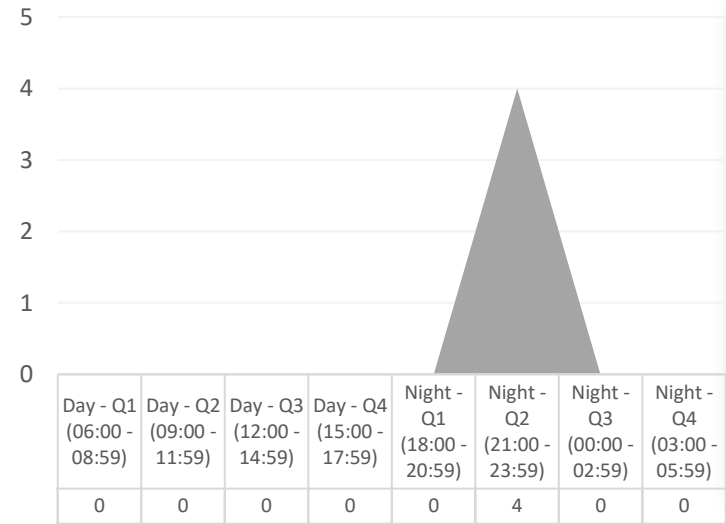
Incursion rate per length of TM (Unknown)

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

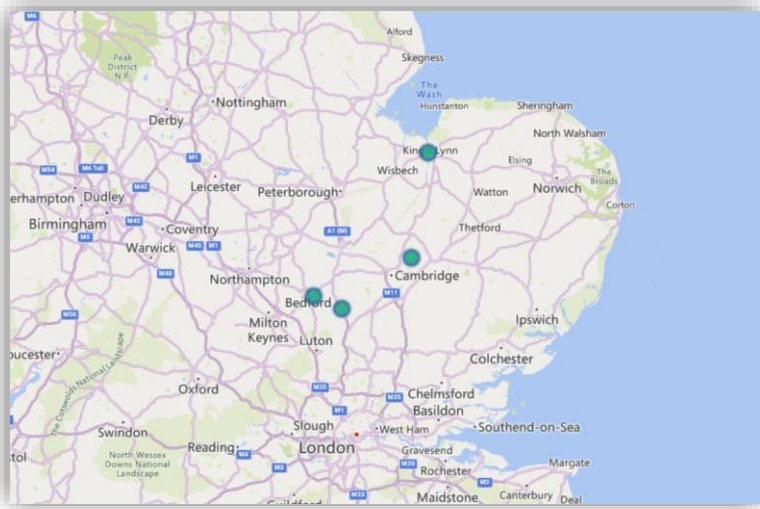
Area 6 & 8



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



Vehicle / Pedestrian Incursions *[Negative]*

Unauthorised vehicles entered the closed carriageway on multiple occasions, including one driver suspected of being under the influence and another disregarding escort instructions. Traffic cones were struck and displaced, creating additional safety risks.

Traffic Incidents *[Sentiment: Negative]*

Erratic vehicle behaviour was observed, including a vehicle swerving through traffic management and impacting approximately 400 metres of cones. Another driver failed to comply with closure controls, overtaking within a restricted area.

Broken Down Vehicles *[Sentiment: Positive]*

A stranded vehicle was identified and safely positioned off the carriageway behind the rib line, ensuring no immediate risk to the workforce or live traffic and allowing works to continue without disruption.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management teams responded promptly by stopping unauthorised vehicles, reporting incidents, and coordinating with police where necessary. Measures were taken to manage risks and maintain safety within the closure effectively.

Overall *[Sentiment: Negative]*

The period was characterised by repeated non-compliance with traffic management measures, including unsafe vehicle movements within closures. While responses were effective, the frequency of incidents indicates ongoing challenges in securing site integrity.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve visibility and clarity of closures, and consider additional enforcement or deterrent measures to reduce unauthorised vehicle entry and unsafe driver behaviour.

Incursions Report

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

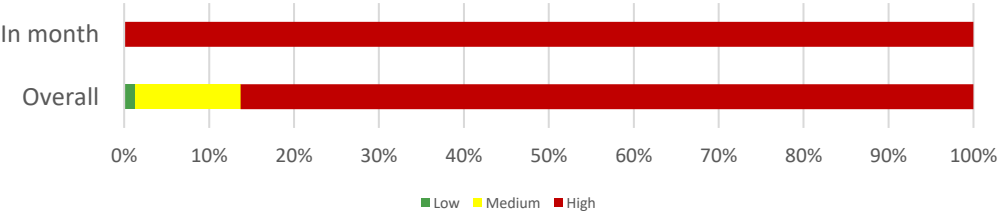
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[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



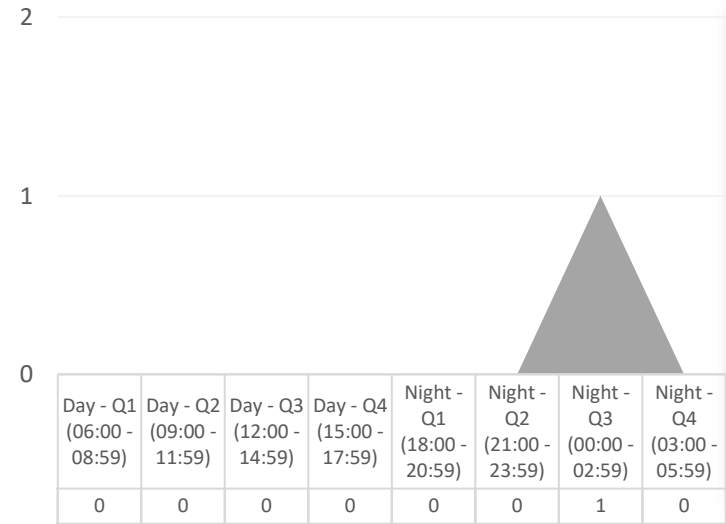
Incursion rate per length of TM (Unknown)

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

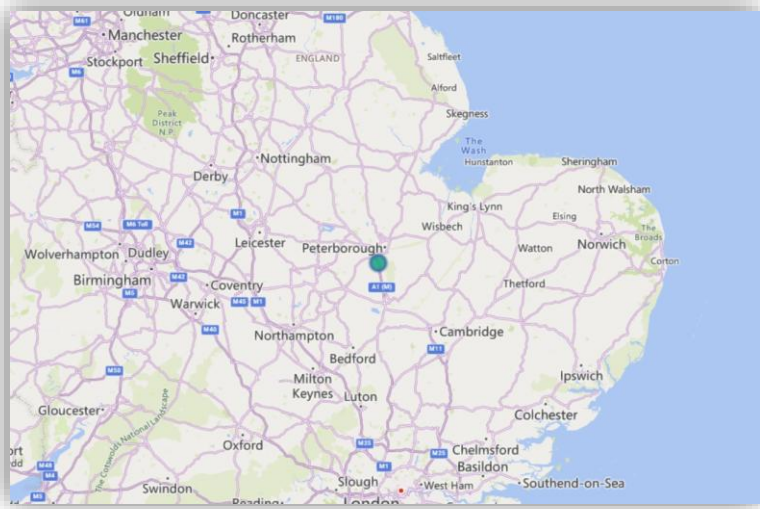
AD – M&R - Eight



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple unauthorised vehicles entered the established lane closure while contractors were actively working within the area. No pedestrian incursions were reported; however, the presence of numerous vehicles created a heightened risk to workforce safety.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic Management identified the unauthorised presence of vehicles within the closure and intervened to address the situation. All vehicles were successfully escorted out, restoring the integrity of the traffic management setup.

Overall *[Sentiment: Negative]*

The incident highlights a breakdown in access control and site discipline, with multiple vehicles entering a live working area without approval or awareness of safety procedures, increasing risks to operatives and overall site safety.

Recommendations

Project team should review their approach and where required strengthen site access controls, ensuring all vehicles are authorised prior to entry. Reinforce mandatory team briefings and safety talks, improve communication of closure boundaries, and enhance supervision to prevent unauthorised access and ensure workforce safety compliance.

Incursions Report

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

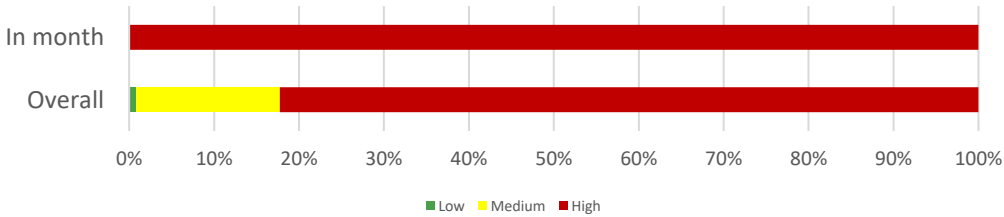
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[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)

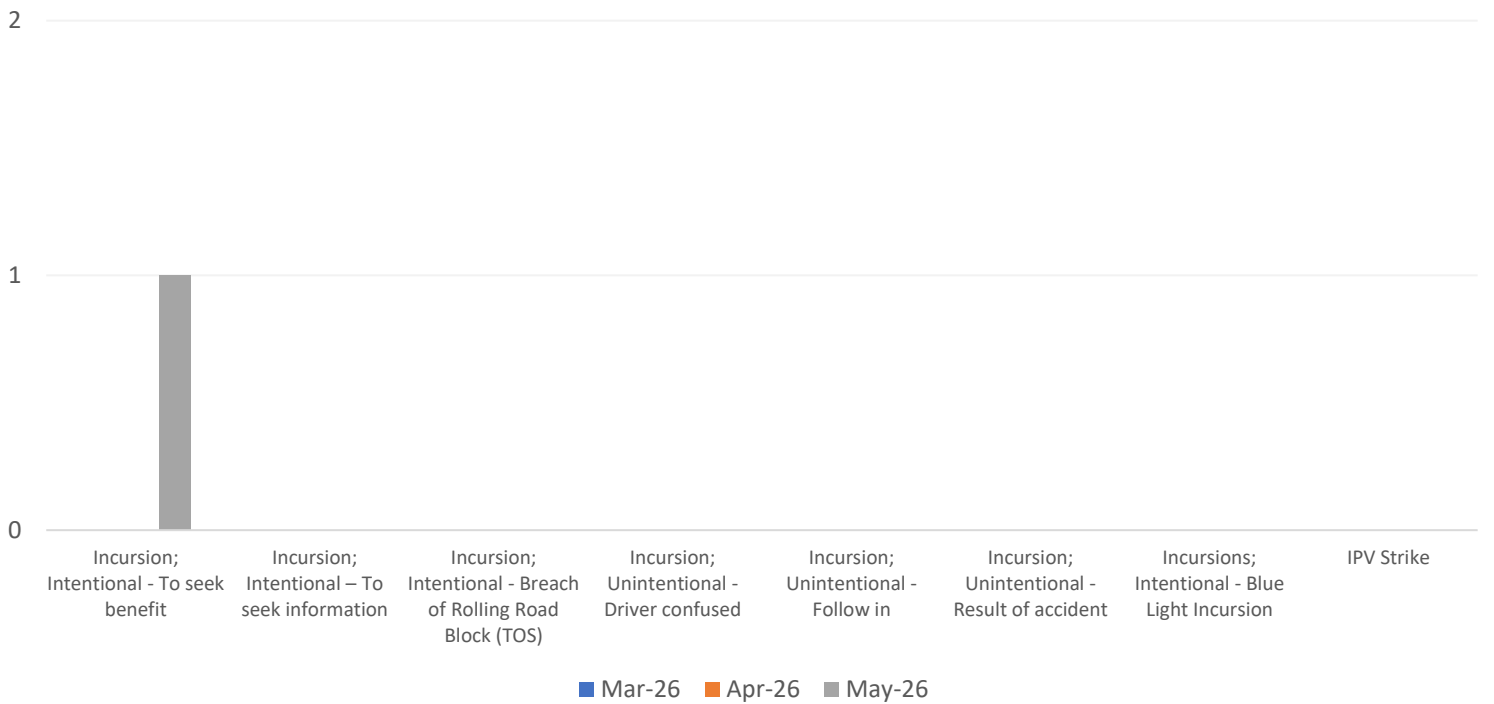
Project Risk Rating



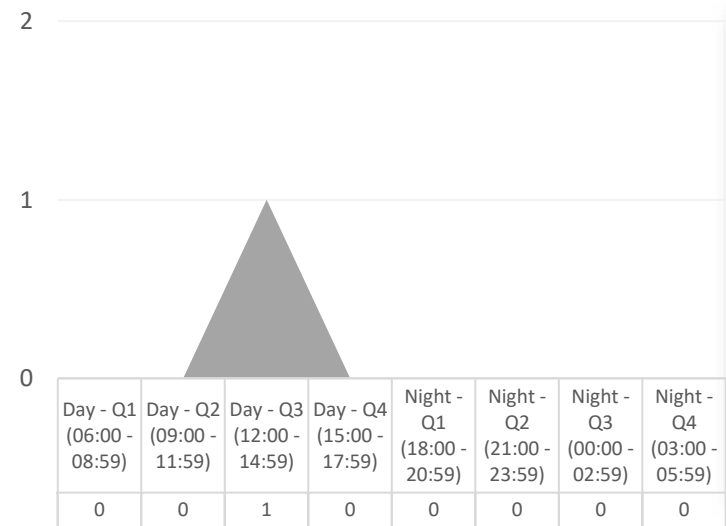
Incursion rate per length of TM (Unknown)

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

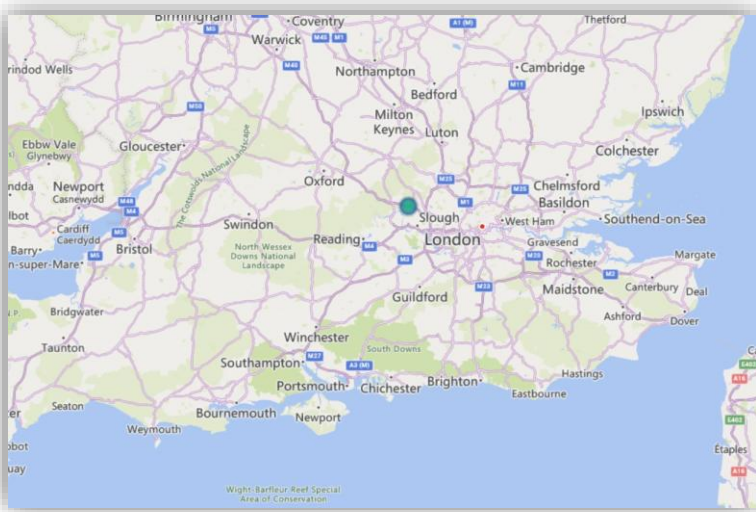
DBFO – M40 J1 to 15 Denham to Warwick (Area 30)



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 vehicle entered the hard shoulder closure following a tyre failure, crossing multiple live lanes before travelling through the work zone and coming to rest partly on the verge. No workforce contact occurred.

Traffic Incidents *[Sentiment: Negative]*

A serious traffic incident occurred involving a loss of control due to a tyre blowout, resulting in the vehicle overturning and travelling unpredictably across all lanes, creating significant risk to road users and workforce.

Broken Down Vehicles *[Sentiment: Negative]*

A vehicle suffered a sudden tyre blowout leading to loss of control. The failure escalated into a major incident rather than remaining a stationary breakdown, increasing overall network and safety risk.

Traffic Management Responses *[Sentiment: Neutral]*

The existing hard shoulder closure contained the works as planned; however, it was unable to prevent an errant vehicle from entering the work area following the incident, highlighting limitations in protection against high-energy incursions.

Overall *[Sentiment: Negative]*

A high-risk incident occurred where a loss of vehicle control resulted in incursion into a live work zone. While no workforce injury was reported, the event presented a significant near-miss with potential severe consequences.

Recommendations

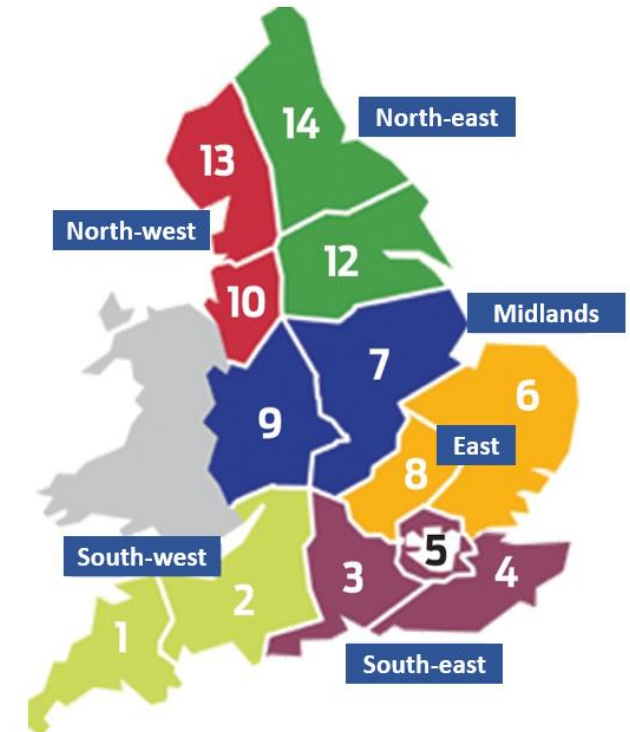
Project team should review their approach and where required enhance protection measures for hard shoulder closures, including consideration of additional physical or passive safety barriers. Project team should review the positioning of works vehicles and safe refuge strategies to reduce exposure to errant vehicles. Project team should review incident preparedness and emergency response arrangements to ensure rapid and effective reaction to high-severity events.

Incursions Report – East Region

End of regional report

[Back to [Summary](#) page]

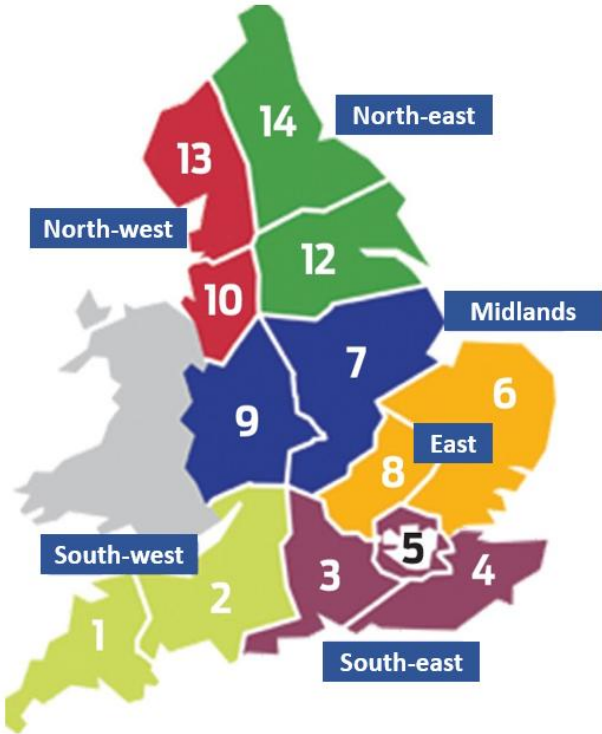
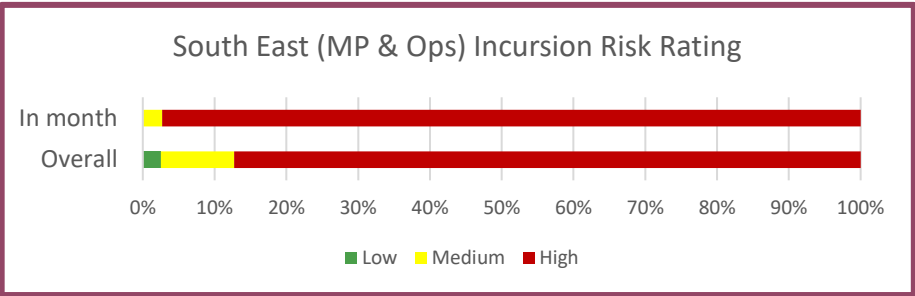
Select next page for South East Region and Project Reports



Incursions Report – South East Region

South East Region						
Kind of Event	Overall		In Month			
	Major Projects		Operations			
Incursion; Intentional - To seek benefit	608	[11.66%]	1464	[56.39%]	3	[33.33%]
Incursion; Intentional – Because of breakdown	3541	[67.89%]	341	[13.14%]	5	[55.56%]
Incursion; Intentional – To seek information	55	[1.05%]	70	[2.70%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)			2	[0.08%]		
Incursion; Unintentional - Driver confused	471	[9.03%]	350	[13.48%]		1 [6.25%]
Incursion; Unintentional - Follow in	98	[1.88%]	183	[7.05%]		
Incursion; Unintentional - Result of accident	395	[7.57%]	86	[3.31%]		
Incursions; Intentional - Blue Light Incursion	46	[0.88%]	81	[3.12%]	1	[11.11%]
IPV Strike	2	[0.04%]	19	[0.73%]		
Grand Total	5216	[100.00%]	2596	[100.00%]	9	[100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	350	245	70%	369	292	79%	478	335	70%
Area 4	297	143	48%	289	139	48%	235	148	63%
Area 5	445	347	78%	337	243	72%	340	279	82%



Incursions Report – South East Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions were reported across closures and live traffic management, including drivers entering at speed, travelling the wrong way, overtaking escorts and breaching coned areas. No pedestrian incursions were reported during this period.

Traffic Incidents [*Sentiment: Negative*]

Traffic incidents included vehicles striking cones, damaging taper layouts, entering works areas unsafely and passing through closures at speed. These events increased risk to the workforce and disrupted safe operation of the traffic management.

Broken Down Vehicles [*Sentiment: Neutral*]

Several broken down vehicles sought refuge in or near traffic management, including within tapers, lane closures and access points. Although these incidents created operational issues, they were generally managed without escalation.

Traffic Management Responses [*Sentiment: Positive*]

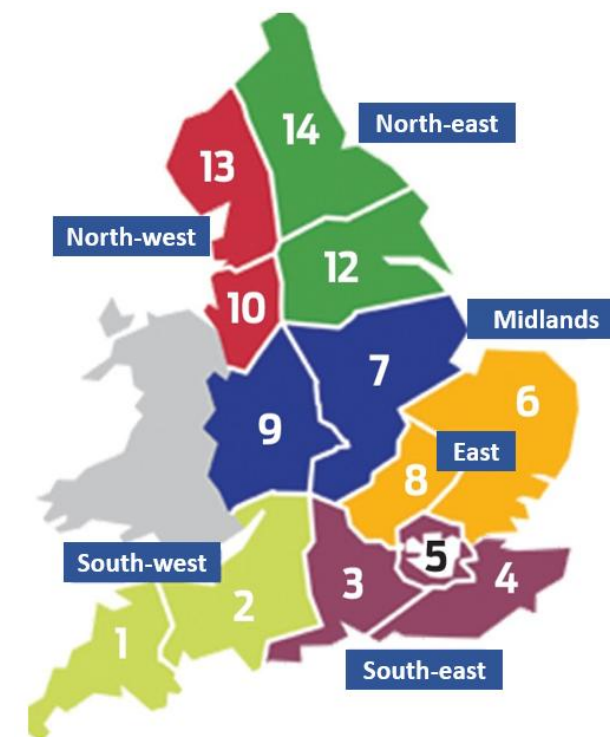
Traffic management teams responded promptly by alerting contractors, reporting incidents to the police, re-establishing damaged layouts, escorting vehicles where possible and maintaining site safety following unauthorised access and vehicle breakdowns.

Overall [*Sentiment: Negative*]

The period was marked by repeated vehicle incursions, unsafe driving behaviour and several breakdown-related disruptions within traffic management. No injuries to the workforce or members of the public were reported, but the frequency of events shows ongoing risk.

Recommendations

Project team should review their approach and where required strengthen closure access controls, reinforce escort arrangements, improve protection at works exits and taper points, and ensure incident reporting, evidence capture and briefings consistently support safe and rapid intervention.



Incursions Report

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

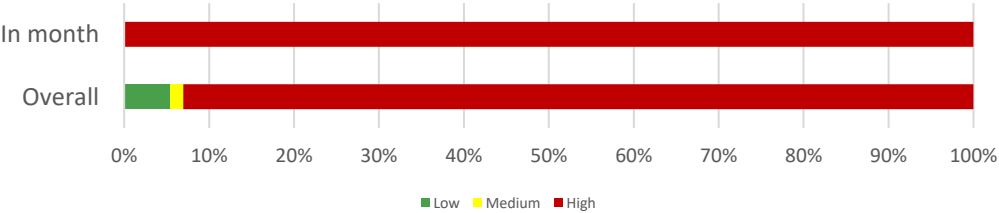
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[1 - Incursions resulting from breakdowns were recorded]

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

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

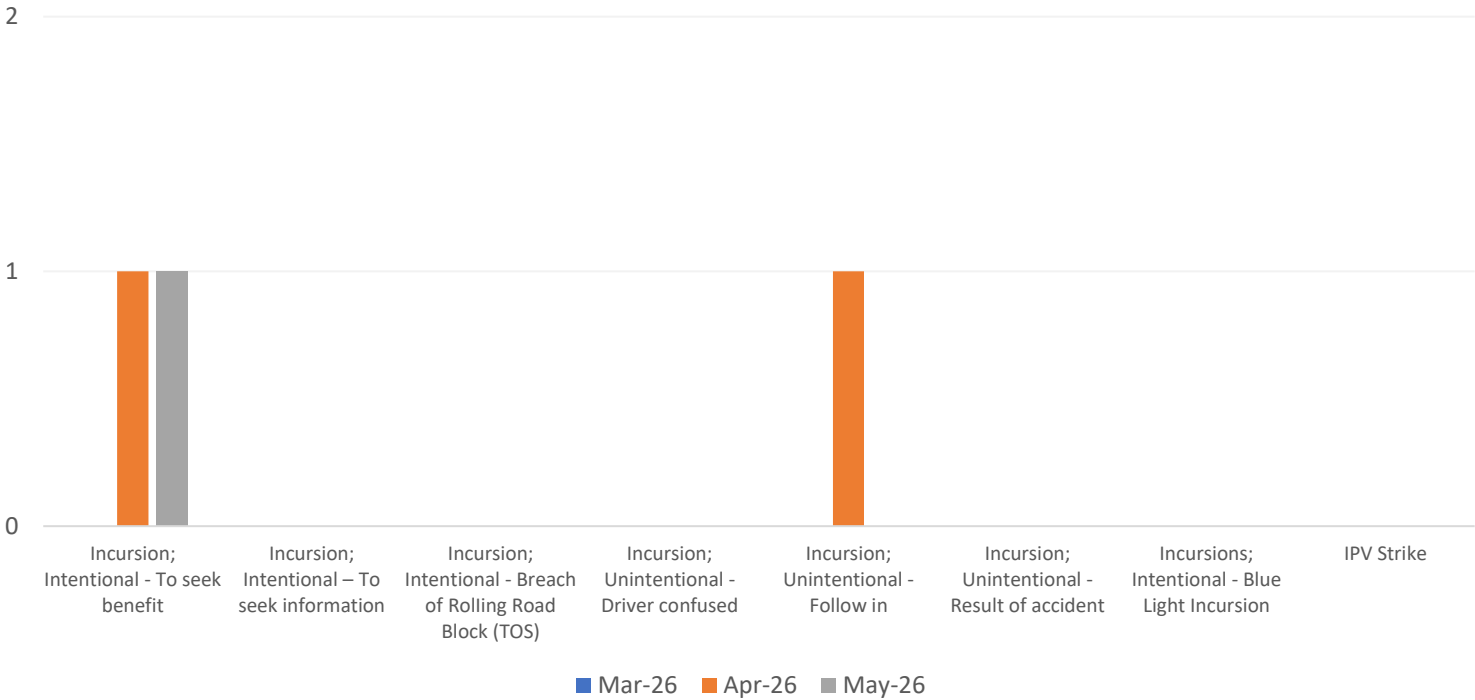
Project Risk Rating



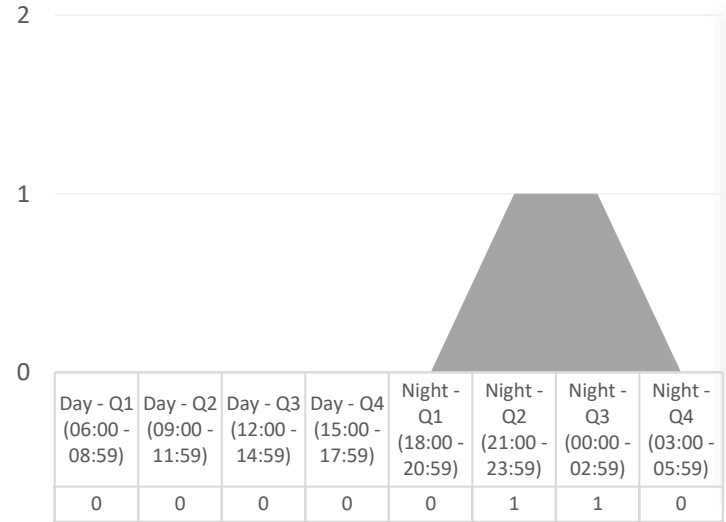
Incursion rate per length of TM (Unknown)

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

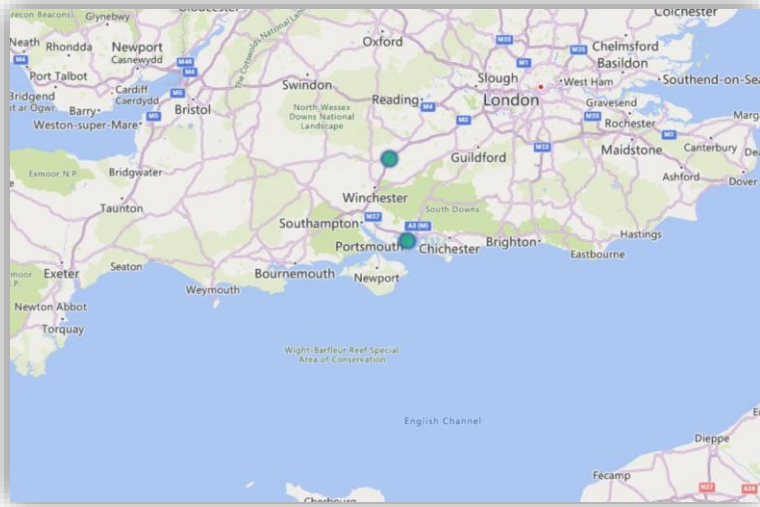
AD – M&R - Three



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Three



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle was identified within the traffic management closure after striking a cone. The presence of the vehicle inside the controlled area indicates a breach of the established traffic management measures.

Traffic Incidents [*Sentiment: Neutral*]

No significant traffic incidents were reported during this period that resulted in disruption, collision, or escalation beyond minor interaction with traffic management measures.

Broken Down Vehicles [*Sentiment: Neutral*]

A vehicle was stationary on the hard shoulder, assessed as either parked or broken down. No occupants were present, and works continued safely without direct interaction or further escalation.

Traffic Management Responses [*Sentiment: Positive*]

The workforce continued installation activities despite the presence of a stationary vehicle nearby. Traffic management checks identified a vehicle within the closure, demonstrating active monitoring and response to site risks.

Overall [*Sentiment: Neutral*]

The period was characterised by minor non-compliance with traffic management controls and a stationary vehicle on the hard shoulder. No injuries or major disruptions were reported, and site operations continued effectively.

Recommendations

Project team should review their approach and where required strengthen perimeter control measures to prevent unauthorised vehicle access, reinforce cone line visibility, and enhance monitoring to ensure early identification and safe resolution of incursions.

Incursions Report

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

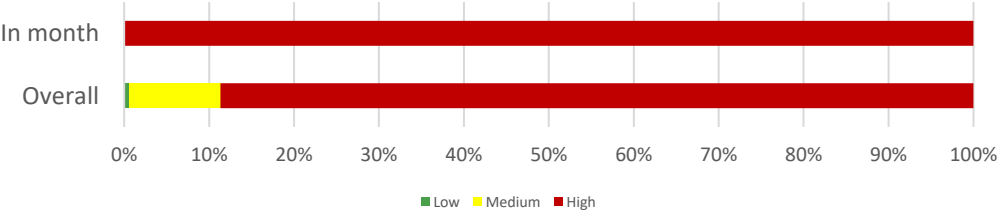
A total of 1 incursions have been recorded; with a 75% decrease in 'Seeking Benefit' type incursions

[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



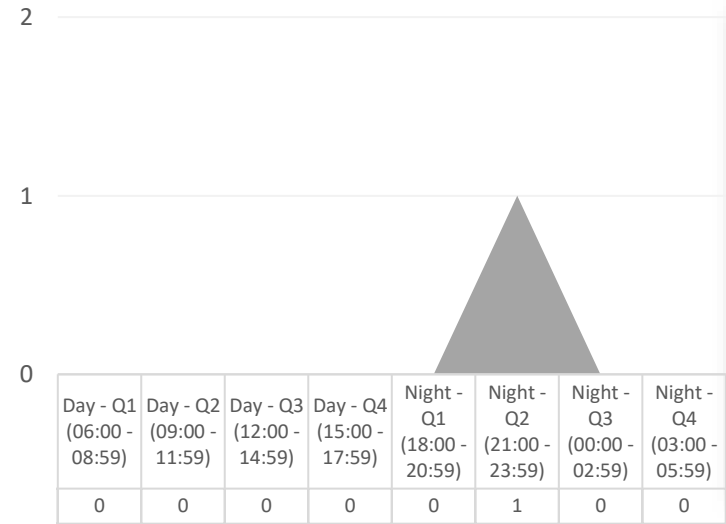
Incursion rate per length of TM (Unknown)

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

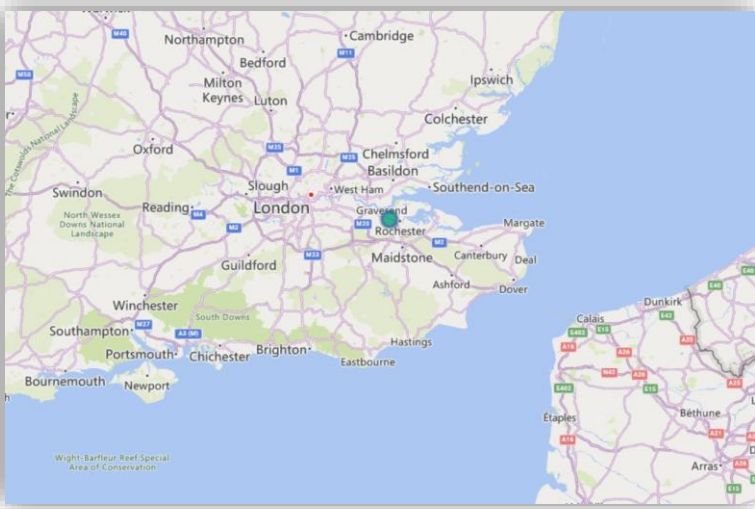
AD – M&R - Four



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public drove into the road closure at speed while displaying inappropriate behaviour, creating a significant safety risk to the workforce and site integrity. The incident was promptly reported to the police.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The operative responded appropriately by reporting the unsafe incursion to the police immediately, ensuring escalation through the correct channels and supporting enforcement action to mitigate further risk.

Overall *[Sentiment: Negative]*

The event highlights a serious breach of closure compliance by a road user, posing considerable risk despite no reported injuries. Swift reporting ensured appropriate action was initiated to address the behaviour.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, reinforce advance warning signage, and consider additional mitigation such as physical deterrents or increased monitoring to reduce the likelihood of deliberate incursions.

Incursions Report

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

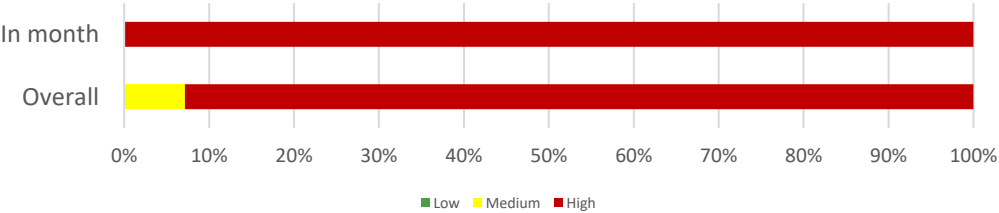
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating

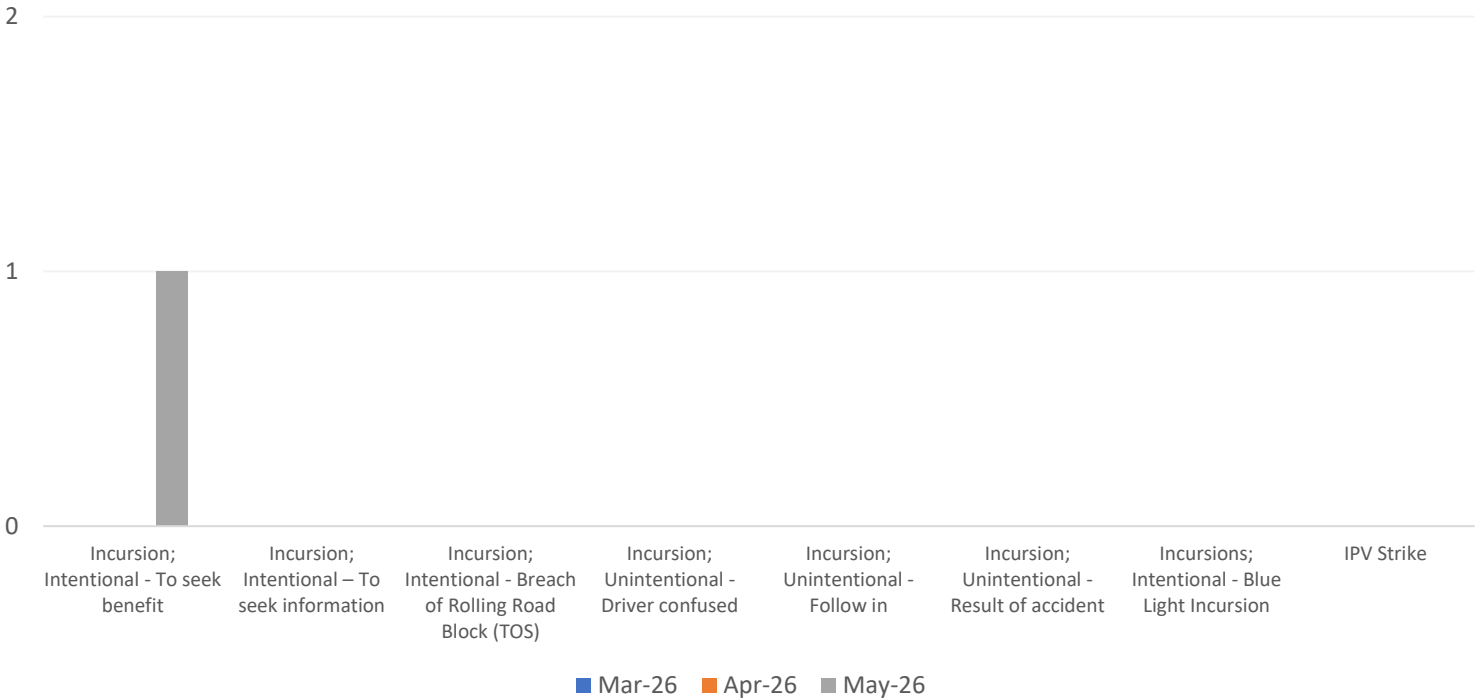


Incursion rate per length of TM (Unknown)

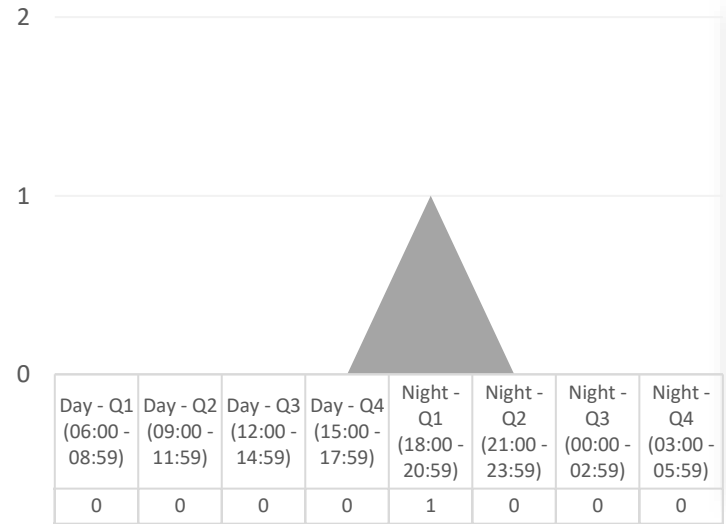
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

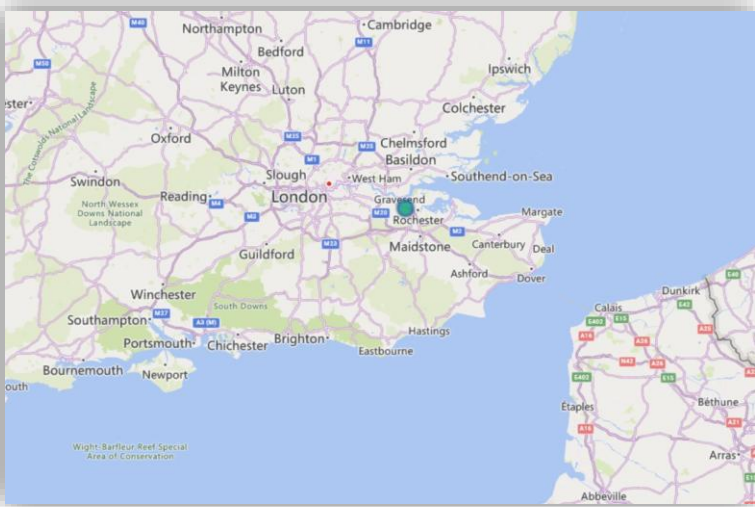
MP-0181 – Lower Thames Crossing



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Major Projects

Region: South East

Project: MP-0181 – Lower Thames Crossing



Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

An unmarked police vehicle entered the live closure to bypass stationary traffic, travelling at excessive speed and passing site personnel. This constituted a significant unauthorised incursion into a controlled work zone.

Traffic Incidents [*Sentiment: Neutral*]

Aside from the unauthorised vehicle entry, no wider traffic collisions or disruptions affecting road users or workforce safety were reported within the monitored area during this period.

Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period involving broken down vehicles impacting the traffic management setup, workforce safety, or overall network performance within the operational area.

Traffic Management Responses [*Sentiment: Neutral*]

Traffic management was installed in advance of the incursion and remained operational. However, no immediate intervention was noted to prevent or control the high-speed entry of the unauthorised vehicle.

Overall [*Sentiment: Negative*]

The period was largely stable, but the high-speed unauthorised access by a vehicle into the closure presented a significant safety concern, highlighting vulnerability in maintaining secure work zone protection.

Recommendations

Project team should review their approach and where required strengthen measures to prevent unauthorised vehicle access into live closures, including enhanced physical controls, clearer advance signage and liaison protocols with emergency services to reduce risk exposure.

Incursions Report

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

A total of 3 incursions have been recorded; with a 100% increase in 'Blue Light' type incursions, no change from the previous month in Seeking Benefit' type incursions

[5 - Incursions resulting from breakdowns were recorded]

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

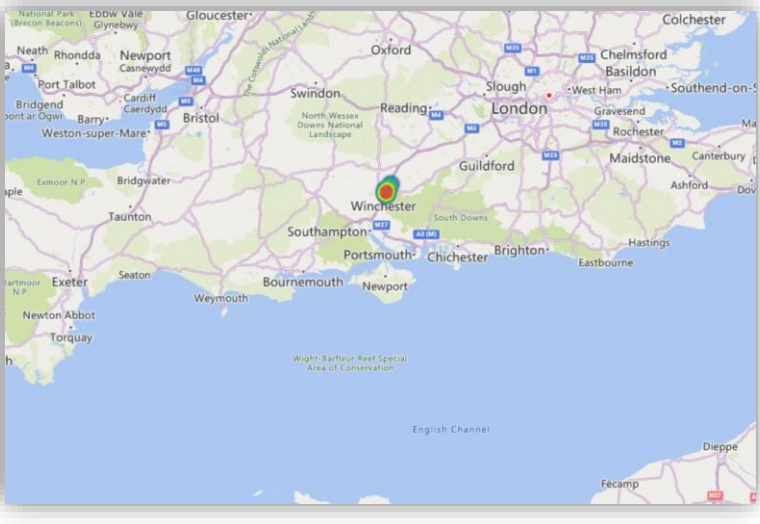
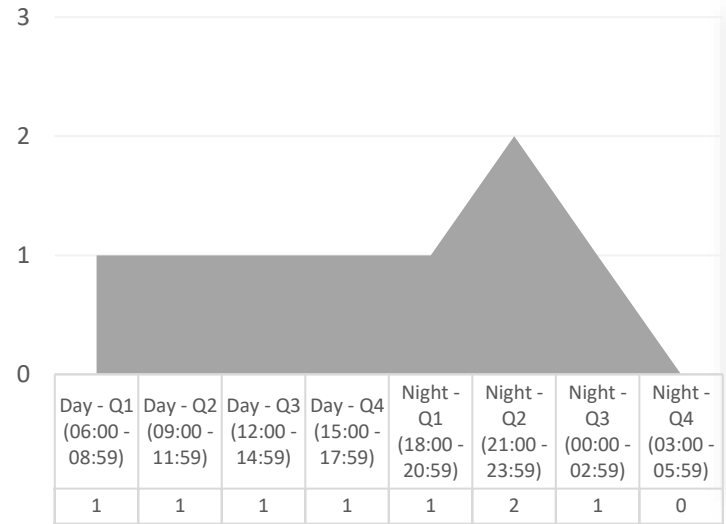
Type of Roadworks: Full & Lane Closures (Mainline & Slip)
Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

MP-0262 – M3 Jct 9 Improvement - RDP

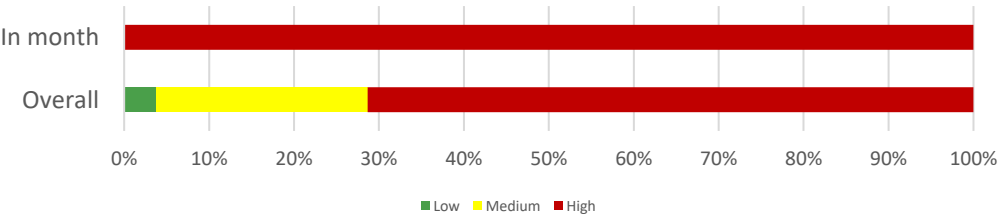


Time Profile of Incursions recorded

Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

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

Incursions Report

Directorate: Major Projects

Region: South East

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

An escorted vehicle failed to follow instructions, overtaking and travelling at speed through the works. Separate unauthorised access occurred where a tractor and trailer entered a live closure via a coned-off area.

Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Negative]*

Several members of the public entered traffic management to seek refuge following breakdowns, including within tapers and lane closures. Vehicles repeatedly crossed cones or accessed controlled areas while awaiting recovery, increasing exposure to risk.

Traffic Management Responses *[Sentiment: Neutral]*

Workforce responded promptly by alerting all contractors following the escort breach, maintaining situational awareness. However, recurring access by broken down vehicles and external attendance by emergency services indicates opportunities to strengthen communication and control measures.

Overall *[Sentiment: Negative]*

The period was characterised by repeated public interaction with live traffic management, including unsafe manoeuvres and unauthorised access. While no injuries were reported, behaviour indicates heightened risk requiring improved preventative measures.

Recommendations

Project team should review their approach and where required strengthen escort procedures, access control measures, and public communication to reduce unauthorised entry into closures. Consider clearer physical delineation, improved contingency planning for breakdowns, and reinforcing briefings to minimise repeated incursions and associated risk exposure.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 4

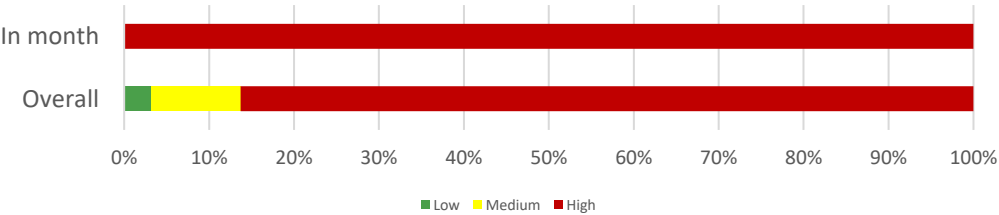
A total of 4 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

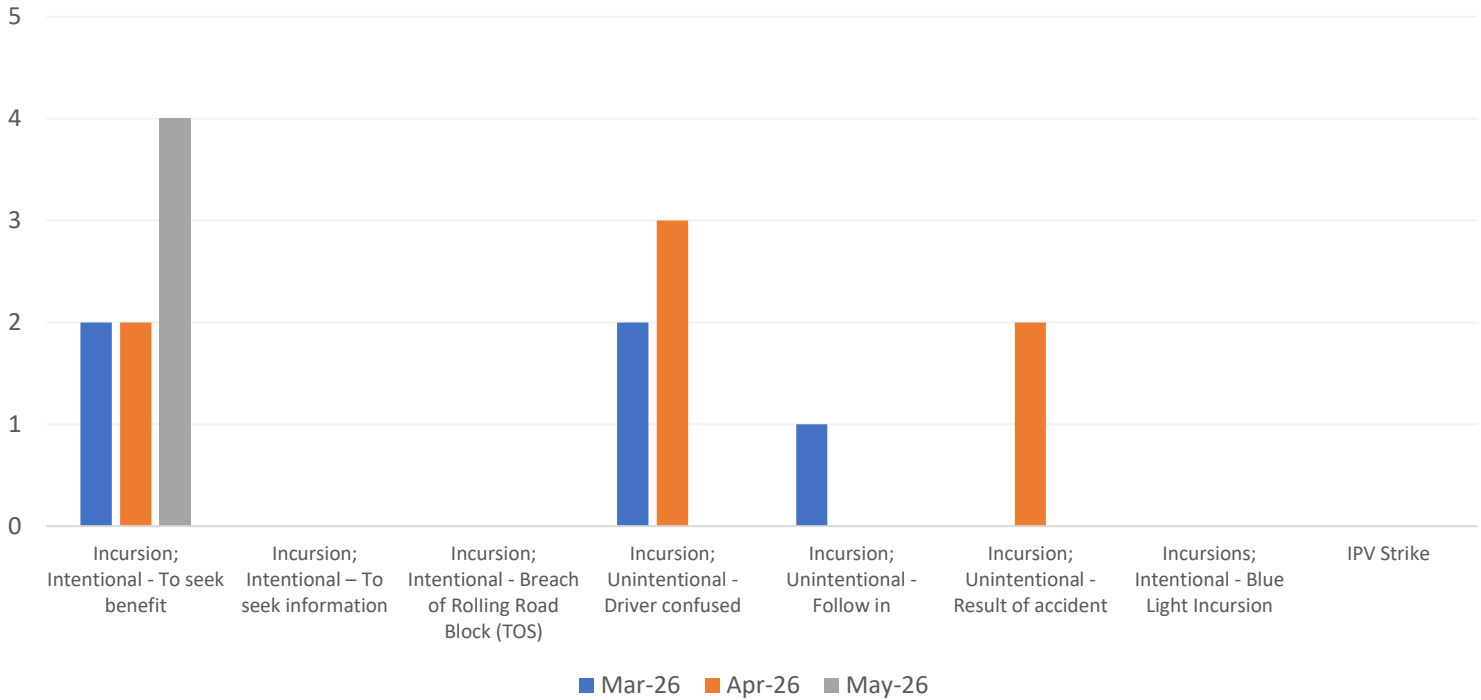
Project Risk Rating



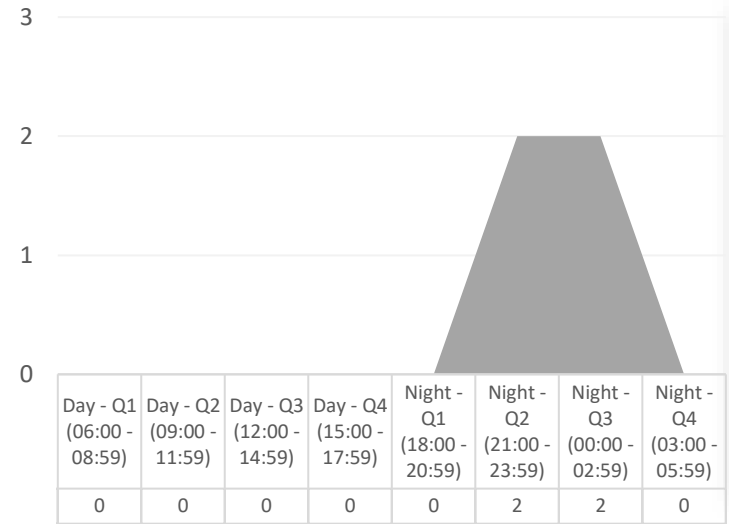
Incursion rate per length of TM (Unknown)

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

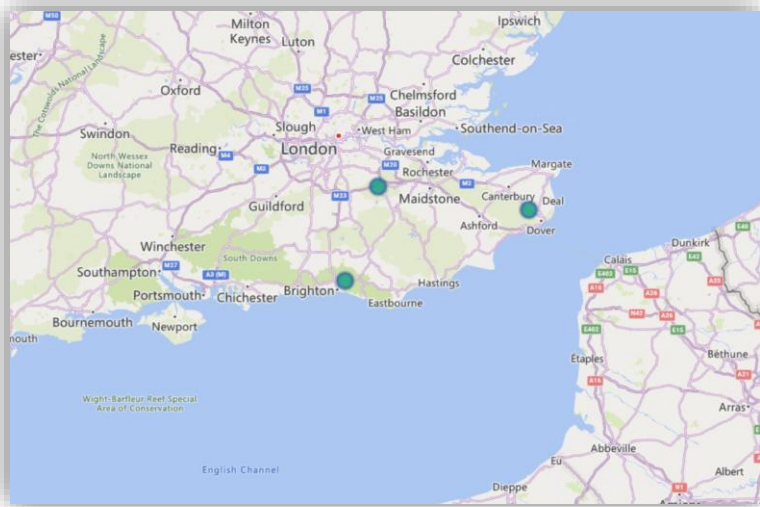
Area 4



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 4



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions were reported within the traffic management layout, including vehicles entering through coned areas, using the wrong carriageway and passing close to the workforce. No pedestrian incursions were reported during this period.

Traffic Incidents *[Sentiment: Negative]*

Several unsafe driving incidents were reported, involving vehicles travelling against the direction of traffic and entering restricted areas. These events created a significant risk to the workforce, although no injuries to workforce or members of the public were reported.

Broken Down Vehicles *[Sentiment: Neutral]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management measures were effective in alerting operatives and supporting immediate response. Operatives took prompt evasive action to avoid harm, and detection systems were activated to identify unauthorised vehicle movements within the work area.

Overall *[Sentiment: Negative]*

The period was marked by a number of serious vehicle-related incursions and unsafe driver behaviour within the works area. While no injuries or damage were reported, the events indicate continued exposure to significant workforce risk.

Recommendations

Project team should review their approach and where required strengthen access control, closure integrity and protection at works entry and exit points. Consider whether additional physical measures, layout changes, monitoring or driver warning arrangements are needed to reduce the risk of unauthorised vehicle entry and improve workforce protection.

Incursions Report

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

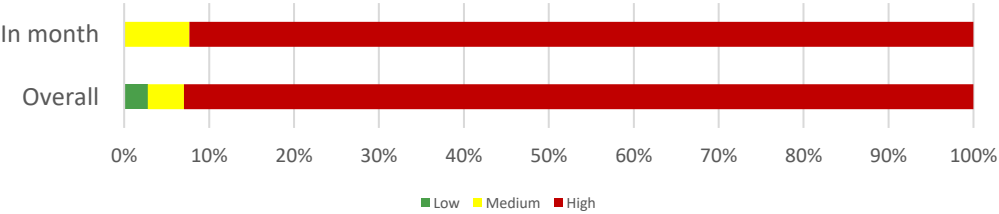
A total of 7 incursions have been recorded; with a 29% decrease in 'Seeking Benefit' and type incursions, 83% decrease in 'Driver confused' type incursions, 67% decrease in 'Blue Light' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

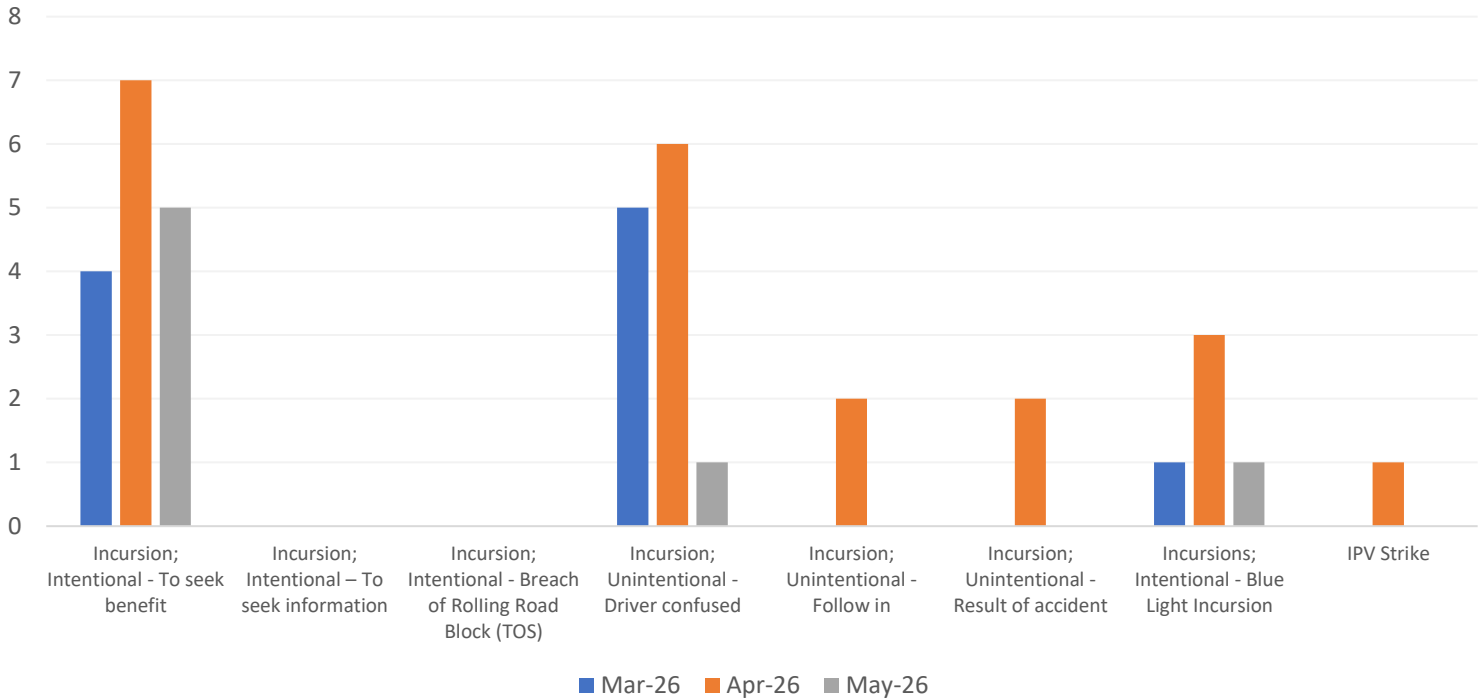
Project Risk Rating



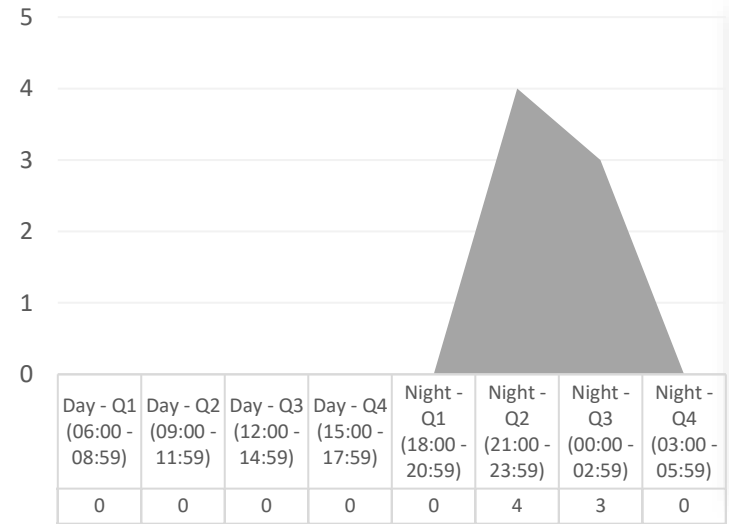
Incursion rate per length of TM (Unknown)

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

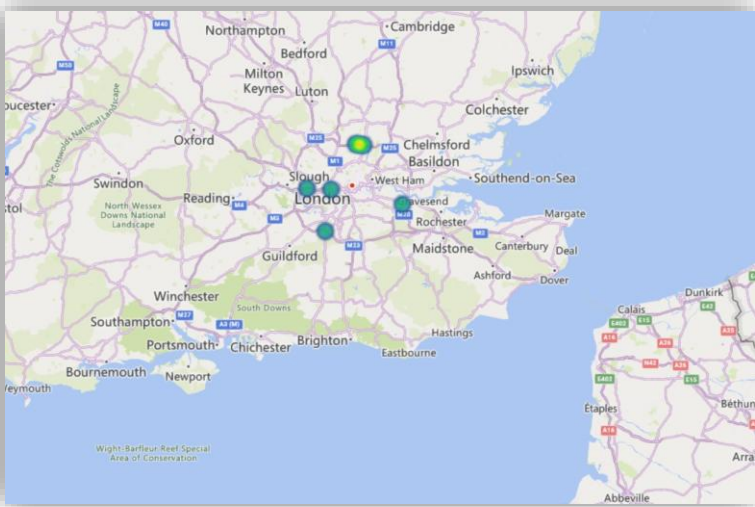
DBFO – M25 (Area 5)



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Several vehicle incursions were reported, including vehicles entering closures, striking tapers, and following operatives through restricted areas. These events created safety concerns for the workforce but resulted in no reported injuries.

Traffic Incidents *[Sentiment: Neutral]*

Traffic-related incidents were limited to vehicles breaching closures and failing to comply with traffic management measures. No collisions involving third parties or significant traffic disruption incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No broken down vehicles were reported within or impacting the works area during this period.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly by reinstating damaged coning, maintaining site integrity, and facilitating controlled escort of authorised vehicles within closures. Actions ensured safe continuation of works with minimal disruption.

Overall *[Sentiment: Negative]*

The period was characterised by multiple vehicle incursions and damage to traffic management layouts. While no injuries were reported, the frequency of non-compliance presents ongoing safety risks requiring continued vigilance and improvement.

Recommendations

Project team should review their approach and where required strengthen closure protection measures, improve advance warning signage, and consider additional physical or supervisory controls to deter incursions. Increased engagement with road users and enforcement partners should be explored to reduce repeated non-compliance and enhance workforce safety.

Incursions Report

Directorate: Operations
Region: South East
Project: Area 3

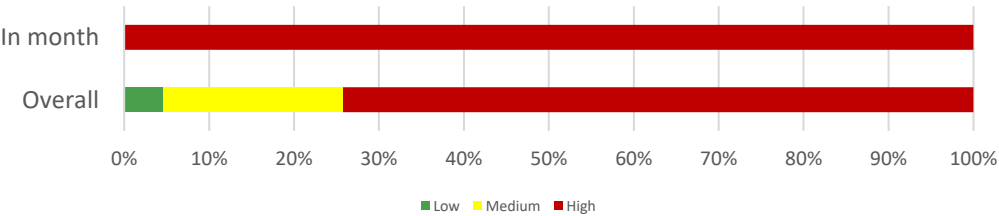
A total of 2 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions, no change from the previous month in Blue Light' type incursions

[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)

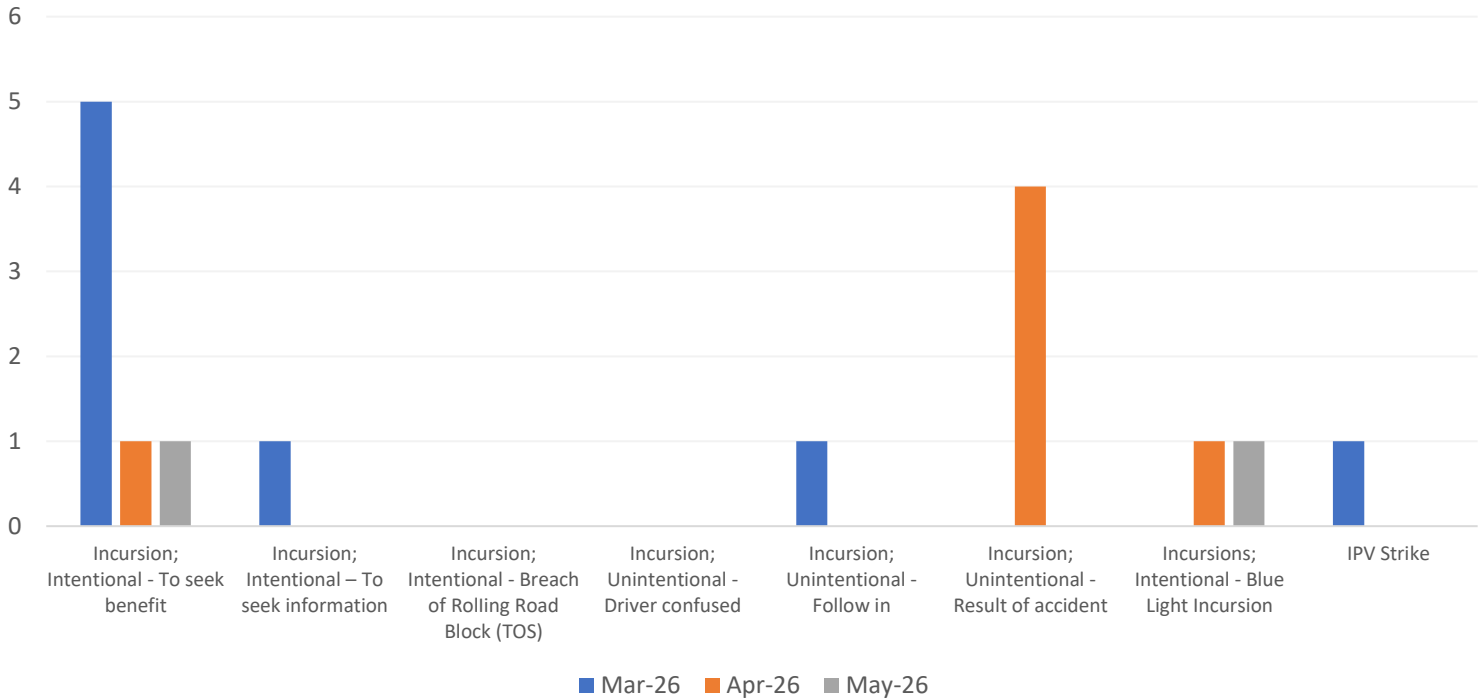
Project Risk Rating



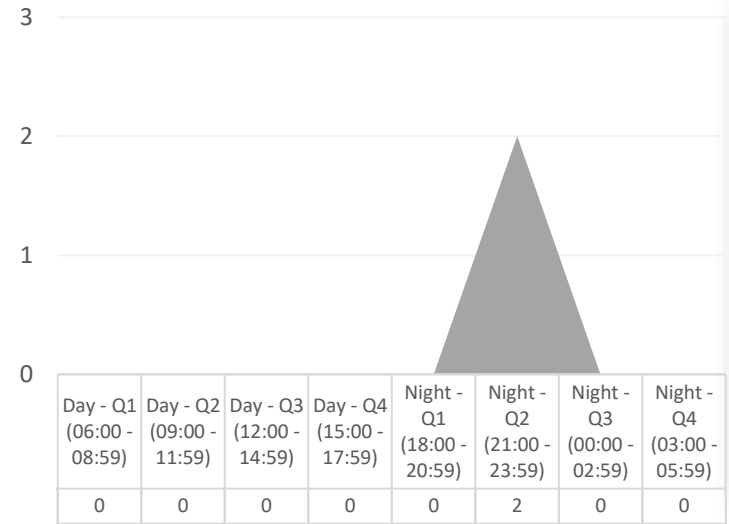
Incursion rate per length of TM (Unknown)

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

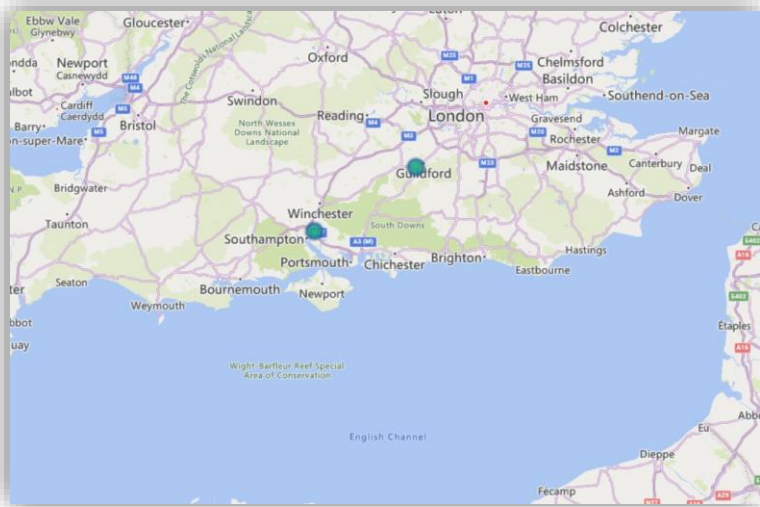
Area 3



Time Profile of Incursions recorded



Heatmap



Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle was reported travelling in the wrong direction within a lane closure, entering via a slip road and briefly using the opposing carriageway before exiting the area without approaching the workforce.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management remained in place with lane and full closures active. The incorrect vehicle movement was monitored and did not interact with the workforce, with no immediate intervention required.

Overall *[Sentiment: Neutral]*

Isolated instances of unauthorised vehicle movements occurred, including a blue light vehicle entering a closure at speed. Activities continued without disruption and no harm to workforce or public was reported.

Recommendations

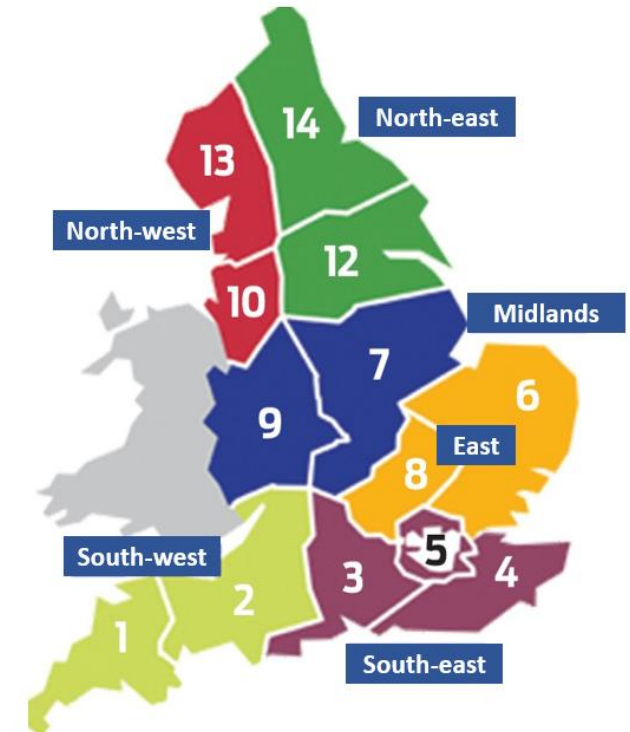
Project team should review their approach and where required strengthen access control measures at entry and exit points, improve signage clarity for diversion routes, and reinforce communication with emergency services to reduce risk of unauthorised incursions.

Incursions Report – South East Region

End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports



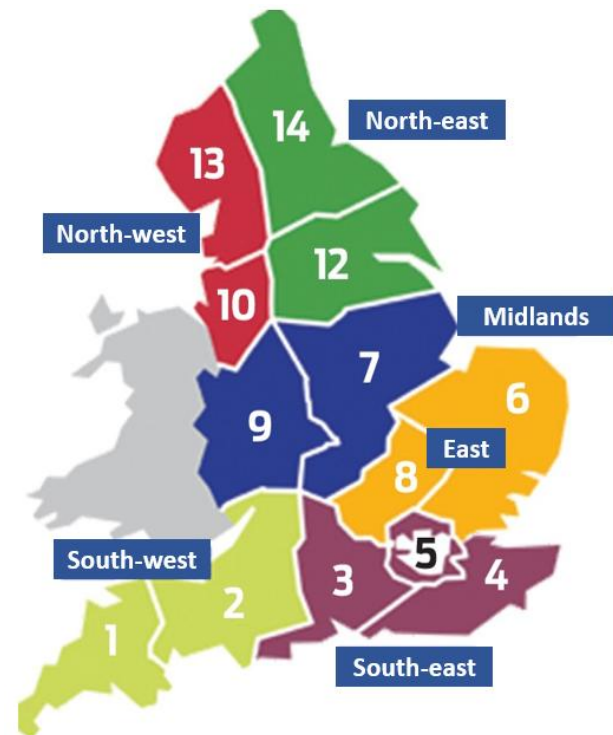
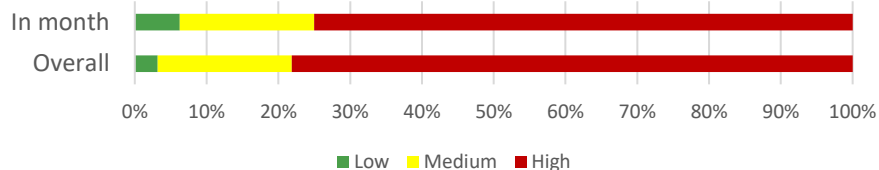
Incursions Report – South West Region

South West Region

Kind of Event	Overall		In Month	
	Major Projects	Operations	Major Projects	Operations
Incursion; Intentional - To seek benefit	10 [23.26%]	143 [44.97%]		6 [46.15%]
Incursion; Intentional – Because of breakdown	3 [6.98%]	29 [9.12%]		2 [15.38%]
Incursion; Intentional – To seek information		5 [1.57%]		
Incursion; Intentional - Breach of Rolling Road Block (TOS)				
Incursion; Unintentional - Driver confused	21 [48.84%]	77 [24.21%]		3 [23.08%]
Incursion; Unintentional - Follow in	7 [16.28%]	21 [6.60%]		2 [15.38%]
Incursion; Unintentional - Result of accident	1 [2.33%]	19 [5.97%]		
Incursions; Intentional - Blue Light Incursion	1 [2.33%]	14 [4.40%]		
IPV Strike		10 [3.14%]		
Grand Total	43 [100.00%]	318 [100.00%]		13 [100.00%]

Technology Utilisation	Mar 26			Apr 26			May 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	162	105	65%	111	59	53%	115	75	65%
Area 2	310	143	46%	166	95	57%	139	82	59%

South West (MP & Ops) Incursion Risk Rating



Incursions Report – South West Region

Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions occurred where members of the public followed works vehicles through access points, bypassed airlocks, or entered closures at speed. Most were intercepted and escorted safely from site without escalation.

Traffic Incidents [*Sentiment: Neutral*]

A limited number of traffic-related events were recorded, including unsafe manoeuvres in live lanes and vehicles navigating incorrectly through slip roads. All incidents were managed without collision or wider disruption to network flow.

Broken Down Vehicles [*Sentiment: Neutral*]

A heavy goods vehicle experienced a flat tyre within a closure and remained on site temporarily while recovery arrangements were made. The situation was controlled, with traffic management supervision maintained throughout.

Traffic Management Responses [*Sentiment: Positive*]

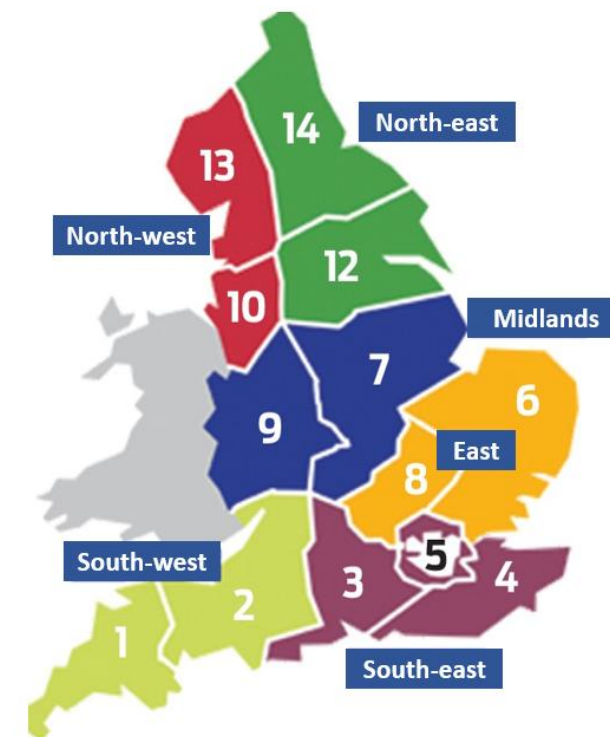
Traffic management teams responded promptly by intercepting unauthorised vehicles, engaging drivers, and escorting them from site where required. Coordination with control centres and adherence to procedures ensured risks were effectively mitigated.

Overall [*Sentiment: Negative*]

The period experienced several incursions largely linked to public vehicles following authorised traffic or navigation errors. Effective intervention by site teams prevented escalation, with no reported injuries or damage to workforce, public or assets.

Recommendations

Project team should review their approach and where required strengthen access control measures, improve visibility of closure points, and reinforce signage to prevent unauthorised entry. Additional workforce vigilance and briefings may further reduce recurrence.



Incursions Report

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

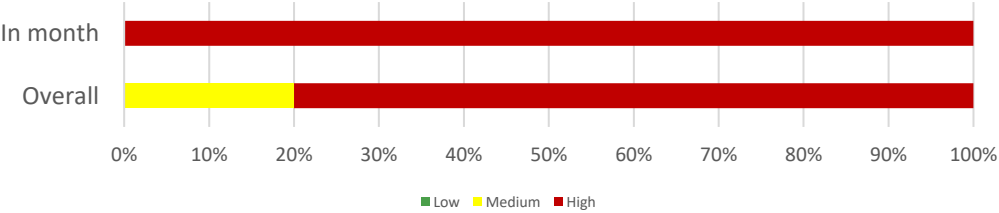
A total of 1 incursions have been recorded; with a 100% increase in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

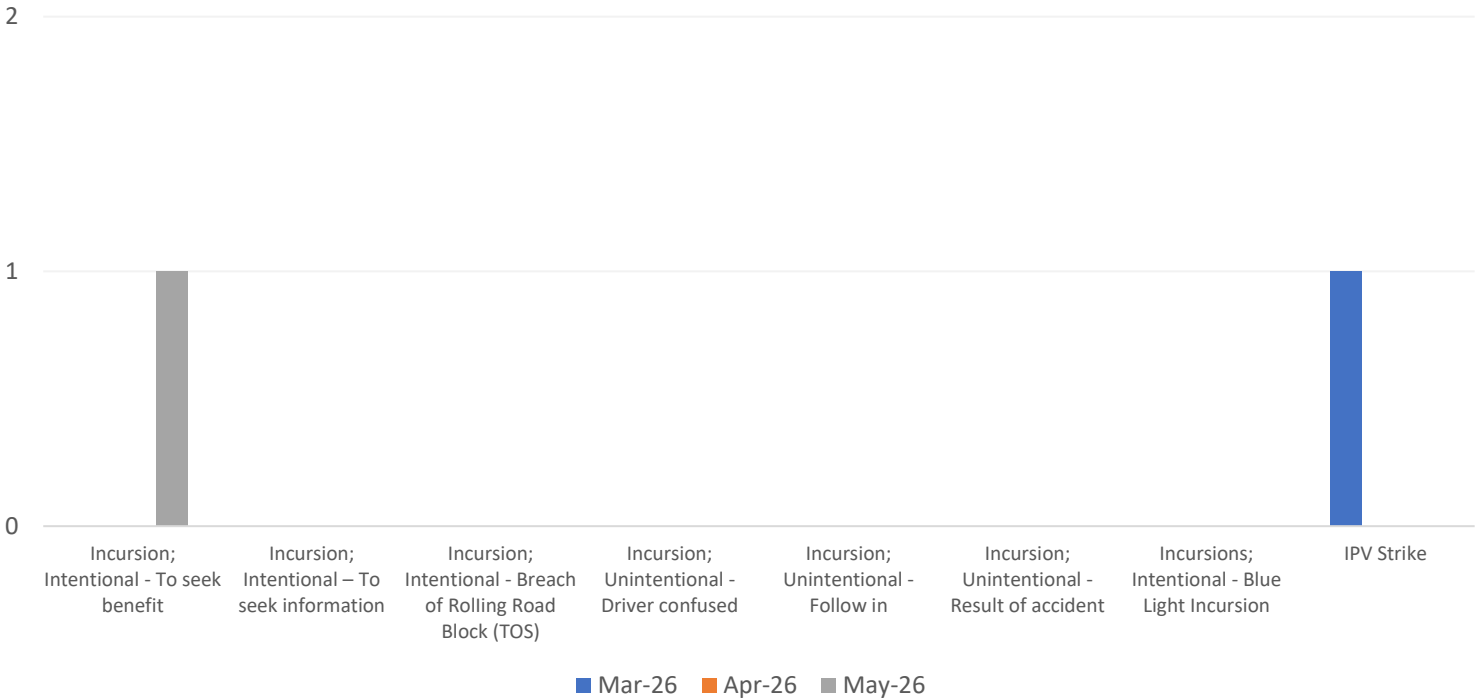
Project Risk Rating



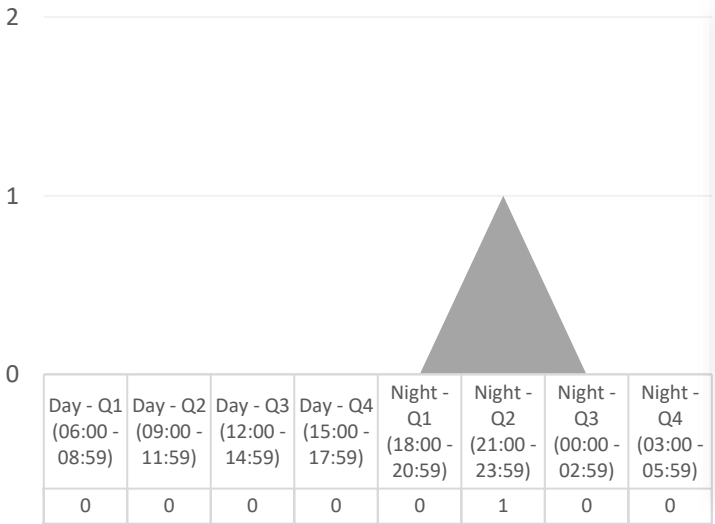
Incursion rate per length of TM (Unknown)

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

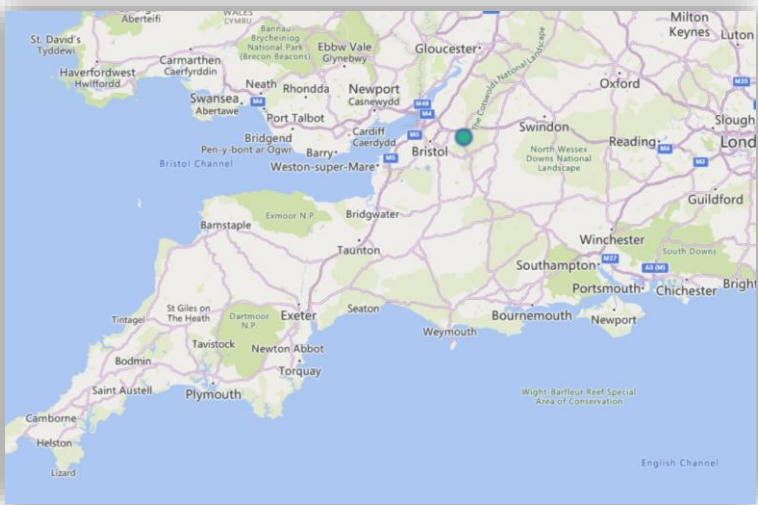
AD M&R - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Neutral]*

A member of the public breached an airlock during a full road closure, entering a controlled work zone. No injury, vehicle damage or property damage was reported following the incident.

Traffic Incidents *[Sentiment: Positive]*

No incidents were reported during this period.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Neutral]*

Traffic management controls remained in place and functioned as designed, with the airlock system limiting further exposure. No escalation or additional intervention was required following the breach.

Overall *[Sentiment: Neutral]*

One incursion occurred involving a road closure breach; however, no harm or damage resulted. Controls were generally effective, and the situation was contained without wider impact on network safety or operations.

Recommendations

Project team should review their approach and where required strengthen physical and visual measures at closure points, ensuring airlock arrangements are clearly understood and discourage unauthorised access by members of the public.

Incursions Report

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

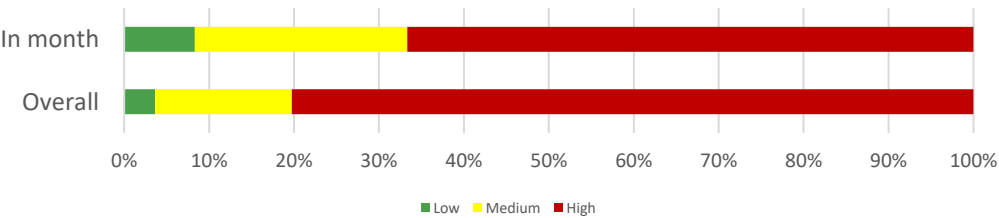
A total of 9 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions, 200% increase in 'Follow in' type incursions, incursions, with a 20% decrease in 'Seeking Benefit' type incursions

[2 - Incursions resulting from breakdowns were recorded]

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

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

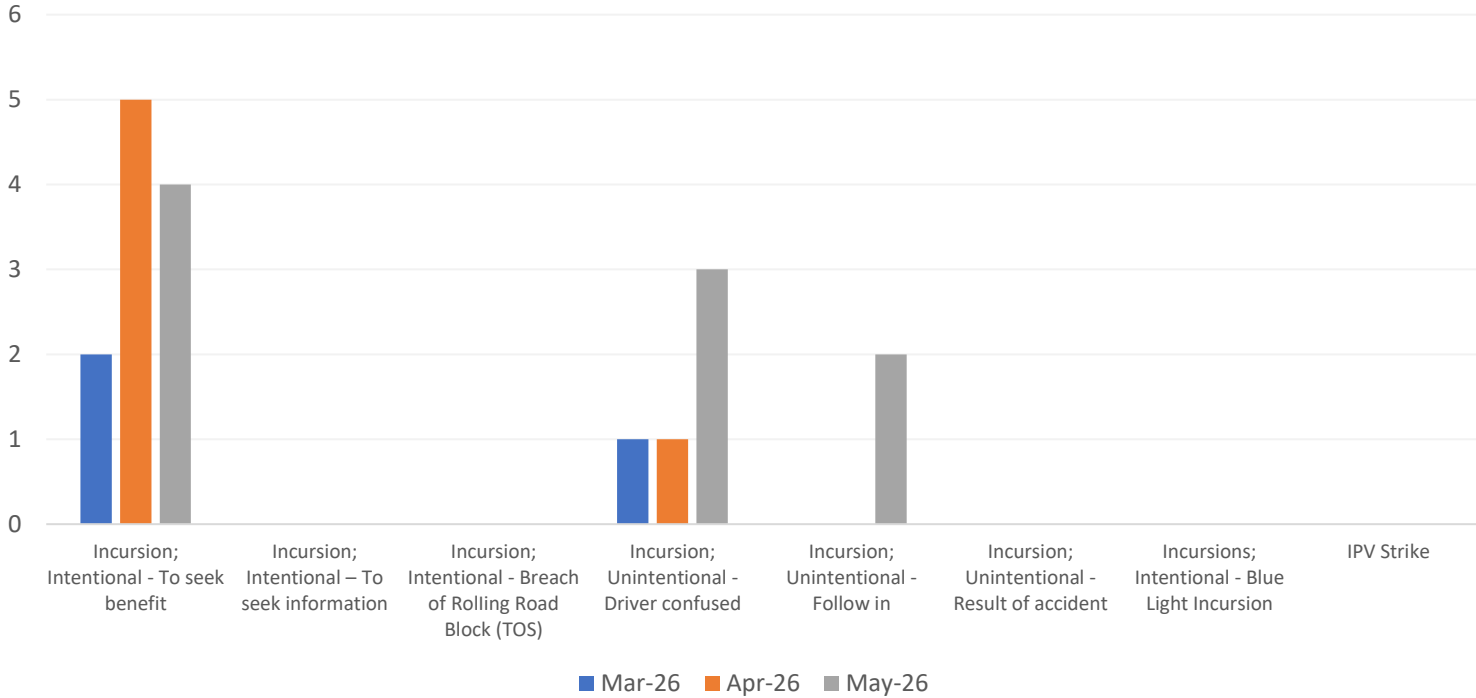
Project Risk Rating



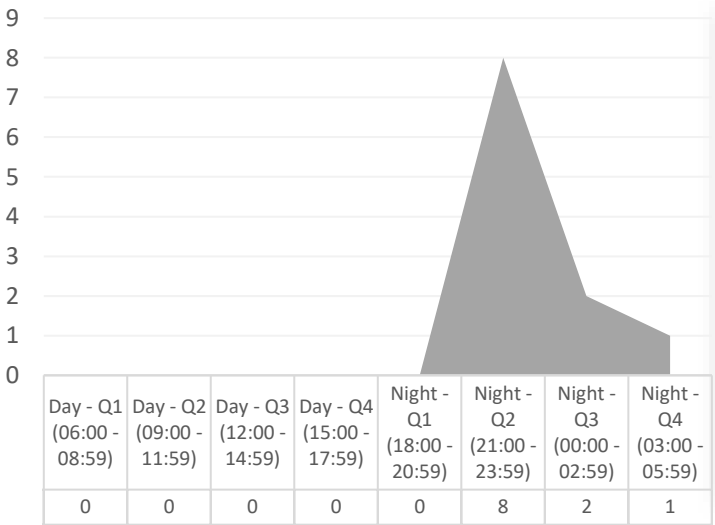
Incursion rate per length of TM (Unknown)

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

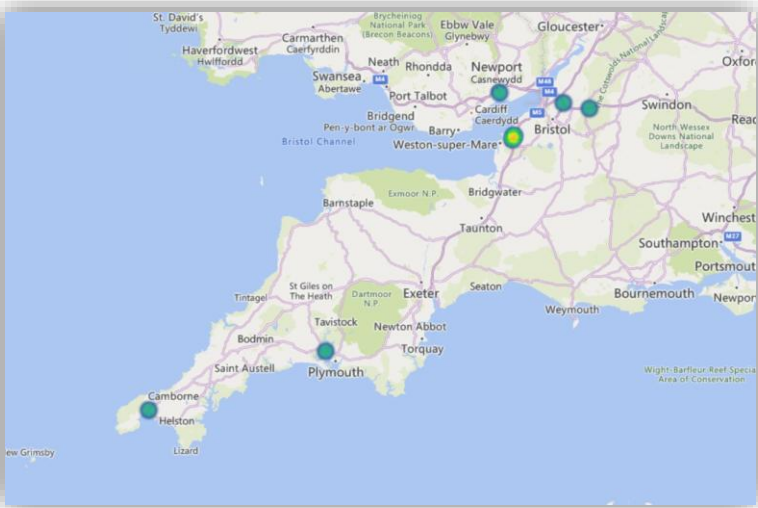
Area 1 & 2



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

Multiple vehicle incursions occurred where members of the public entered closures via works accesses, slip roads, or by following authorised vehicles. Most were intercepted at airlocks or within site and safely escorted out.

Traffic Incidents *[Sentiment: Neutral]*

No significant traffic collisions were reported during this period. Observations focused on unsafe vehicle behaviour within live carriageways and closures, including inappropriate stopping and manoeuvres near works access points.

Broken Down Vehicles *[Sentiment: Neutral]*

A heavy goods vehicle with a mechanical issue stopped within a closure and remained in situ while recovery arrangements were made. The situation was monitored, and the vehicle was safely removed without further disruption.

Traffic Management Responses *[Sentiment: Positive]*

Traffic management teams responded promptly, identifying incursions early, communicating effectively, and escorting vehicles out safely. Airlock controls and monitoring processes were generally applied, though some unauthorised access still occurred.

Overall *[Sentiment: Negative]*

The period saw repeated unauthorised access into closures, largely linked to vehicles following works traffic or misunderstanding access points. While responses were effective, preventative controls and clarity at entry points require strengthening.

Recommendations

Project team should review their approach and where required strengthen access control measures at entry points, improve physical deterrents at airlocks, and enhance signage clarity to prevent vehicles following works traffic. Increased workforce vigilance and consistent enforcement of access protocols should also be considered to reduce repeat incursions and improve overall site safety.

Incursions Report

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

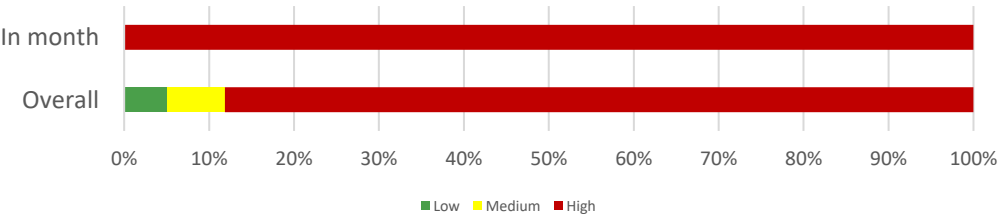
A total of 1 incursions have been recorded; with a incursions, with a 50% decrease in 'Seeking Benefit' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

Project Risk Rating



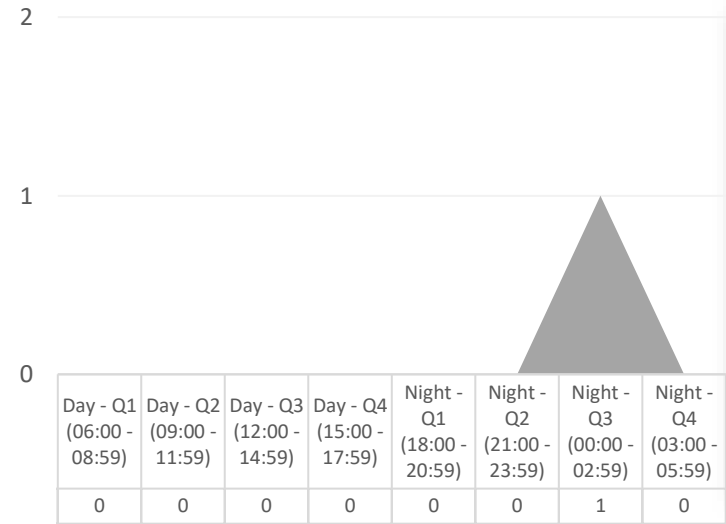
Incursion rate per length of TM (Unknown)

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

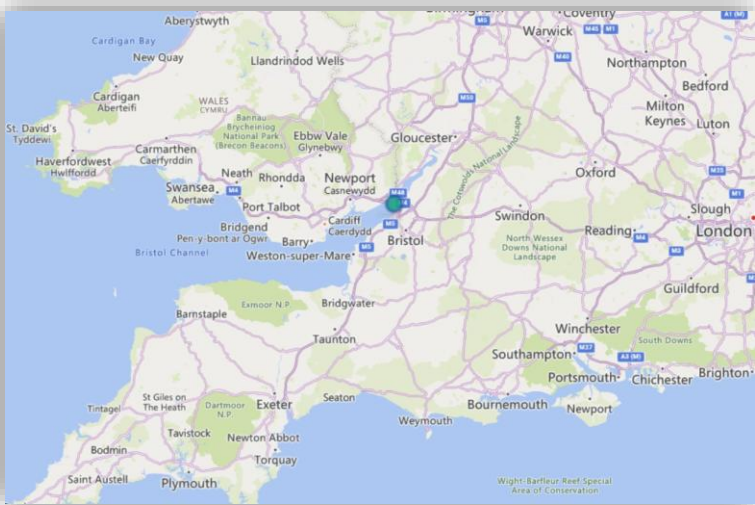
AD – SBIM - One



Time Profile of Incursions recorded



Heatmap



Incursions Report

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



Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A vehicle entered the eastbound closure at high speed, creating a significant vehicle incursion risk for the workforce and live works area. No pedestrian incursions were reported during this period.

Traffic Incidents *[Sentiment: Neutral]*

No traffic incidents were reported during this period beyond the unauthorised vehicle entering the closure. No collision, damage or injury to the workforce or members of the public was mentioned.

Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

Traffic Management Responses *[Sentiment: Positive]*

The incursion was reported immediately and a Close Call is understood to have been submitted in line with safety procedures. This indicates that the reporting process was followed appropriately.

Overall *[Sentiment: Neutral]*

The main issue during this period was a high-speed vehicle entering the closure. While no injury or wider incident was reported, the event presented a serious safety risk.

Recommendations

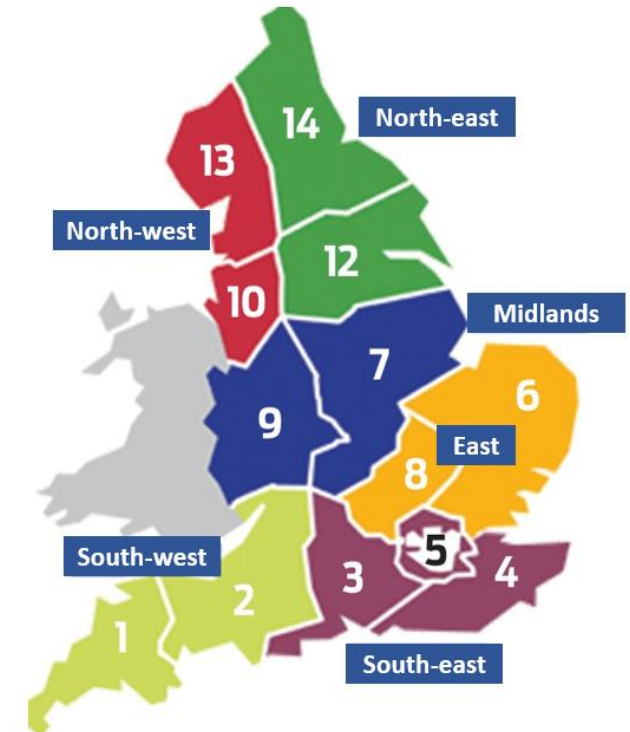
Project team should review their approach and where required strengthen closure protection, surveillance and driver awareness measures to reduce the risk of vehicle incursions and ensure prompt escalation of any similar events.

Incursions Report – South West Region

End of regional report

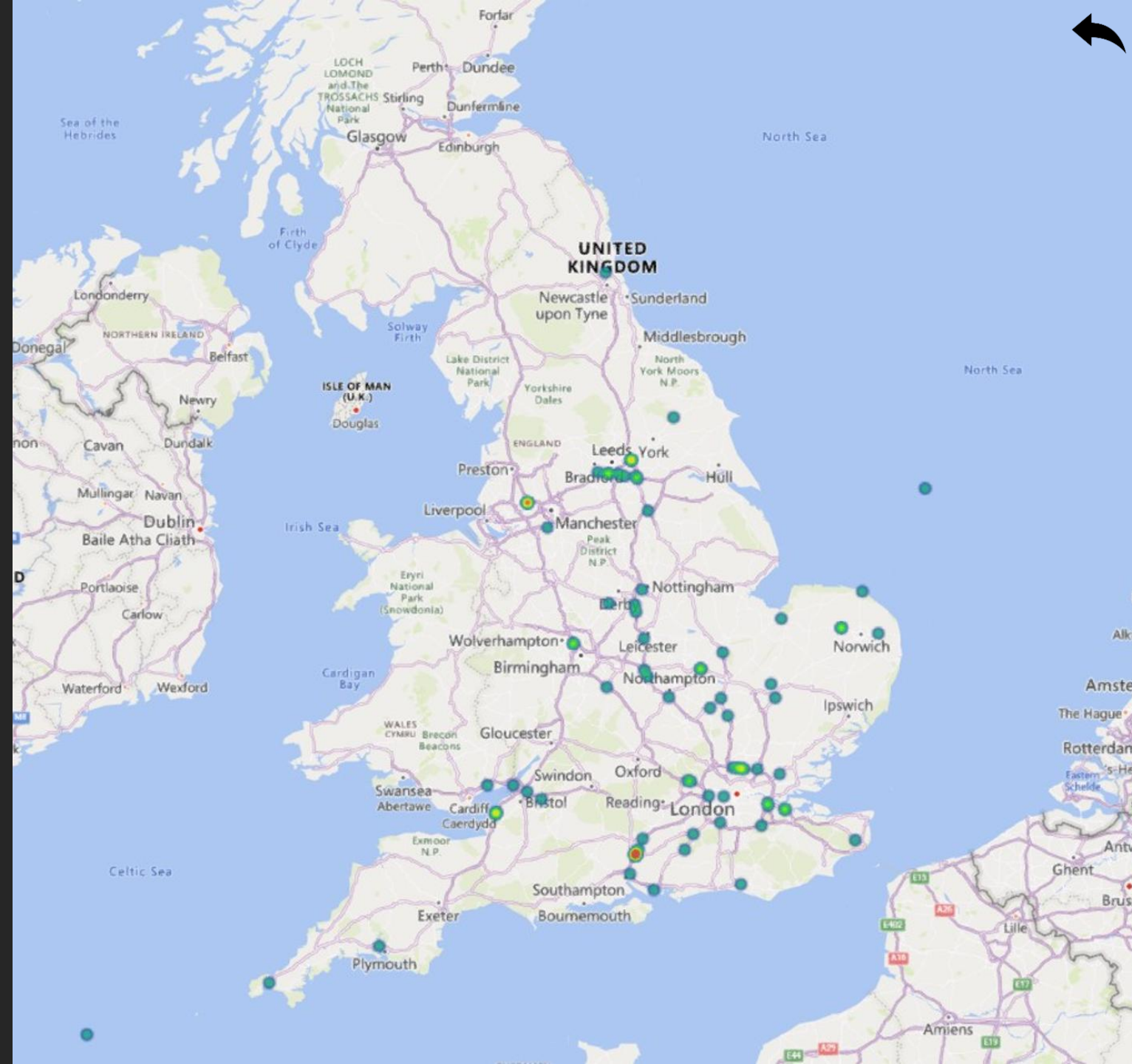
[Back to [Summary](#) page]

Select next page for Heatmaps



Heatmap of Incursions recorded in May 2026

“93% of all incursions were recorded with coordinates”



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

