

# IPV & Incursion Working Group Report – December 2025

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# IPV & Incursion Working Group Report

## Guidance

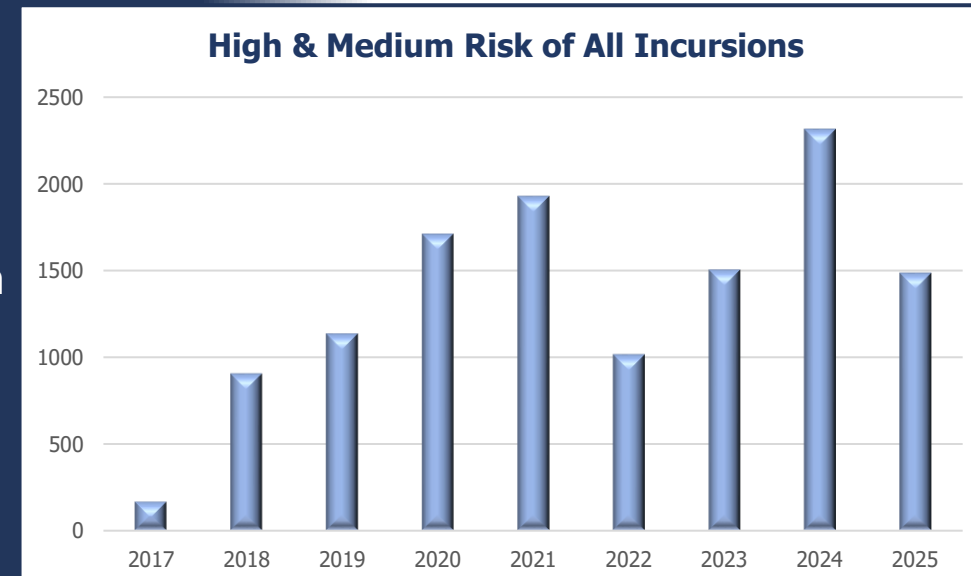
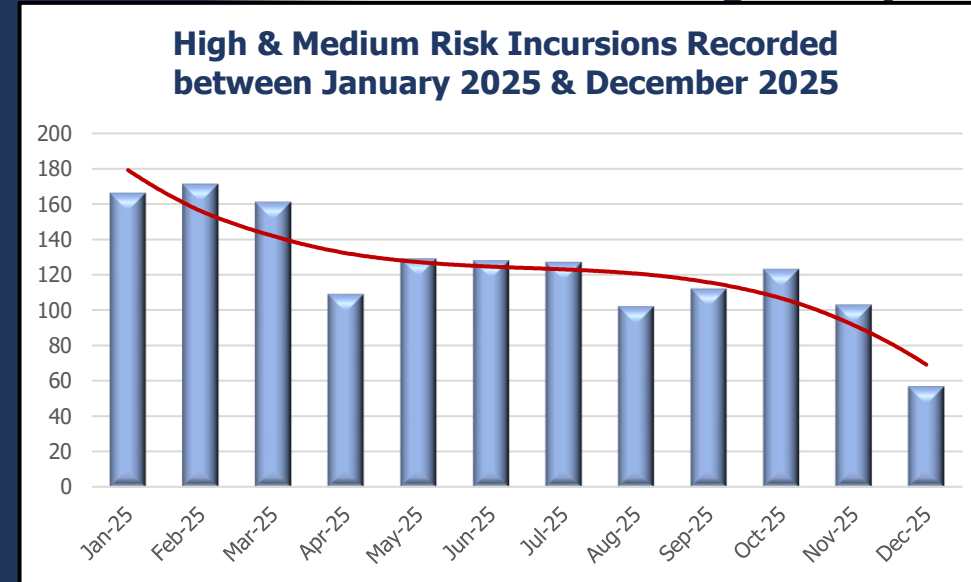
This presentation / PDF contains embedded links which are underlined. By selecting these, you will be able to access the section selected. To return, select the back button. Alternatively, by selecting the next page or scrolling down, you will be able to view the full report.

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

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

# Executive Summary – Overview

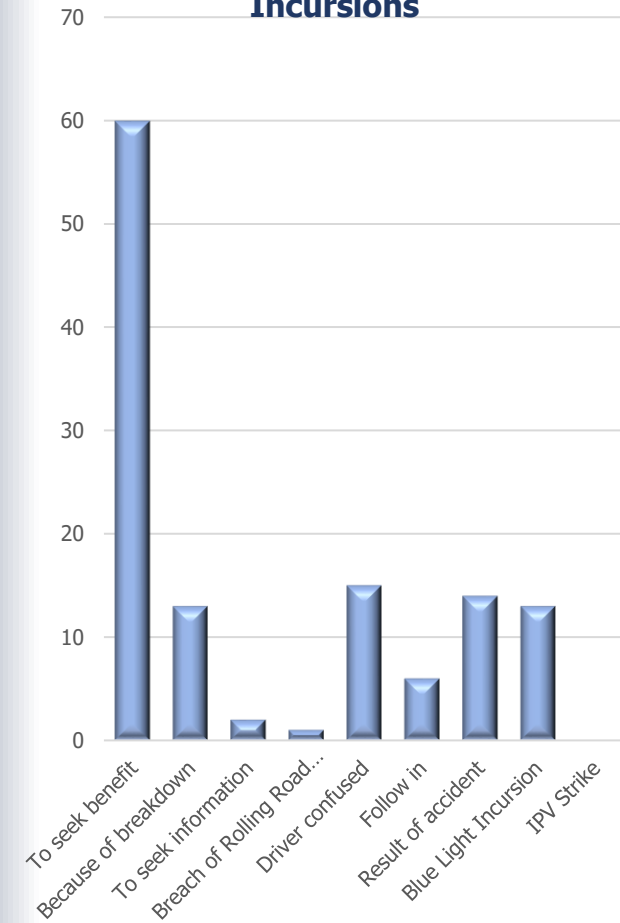
- In **December 2025** a total of **76** incursions were reported of which **57** were high and medium risk incursions.
- **10** Incursions were recorded by Major Projects with **63** by the Operations Directorate and **3** incursions by others.
- Technology utilisation (such as Intellicone usage) is around **56%** per night, an increase of **3%** from the previous month.
- Numbers of medium and high-risk incursions have **fallen** from the previous month.
- Incursion data was introduced on AirsWeb in 2017. Risk rating were fully developed on HART in Jan 2022. Blue Light incursions have been recorded since Feb 2022.
- Analysis of all incursions since 2017 indicates:
  - Number of incursions is not correlated to the amount of money spent on the SRN however there is some correlation to traffic volumes.
  - All incursion types are not equal and not reported in equal numbers.



# Executive Summary – In Month

- In **December 2025**, there were no recorded injuries to Customers from the data recorded on HART from vehicle incursions into roadworks.
- Across the SRN there were **57** medium and high-risk incursions recorded, with **38** being 'Seeking Benefit' type incursions; equating to **67%** of high & medium incursions reported.
- During the month there were **6** Blue light incursions with **2** IPV strikes being reported.
- Including breakdown and Low Risk incursions, **19** incursions were recorded. Of which, **14** were breakdowns.
- Across the Midlands Region - multiple unauthorised vehicle incursions and one pedestrian entry were recorded, including breaches of full closures and red-light violations. Several traffic incidents occurred, notably a three-vehicle collision under lane closure and an IPV strike, though no workforce injuries were reported.

December 2025 – All Incursions



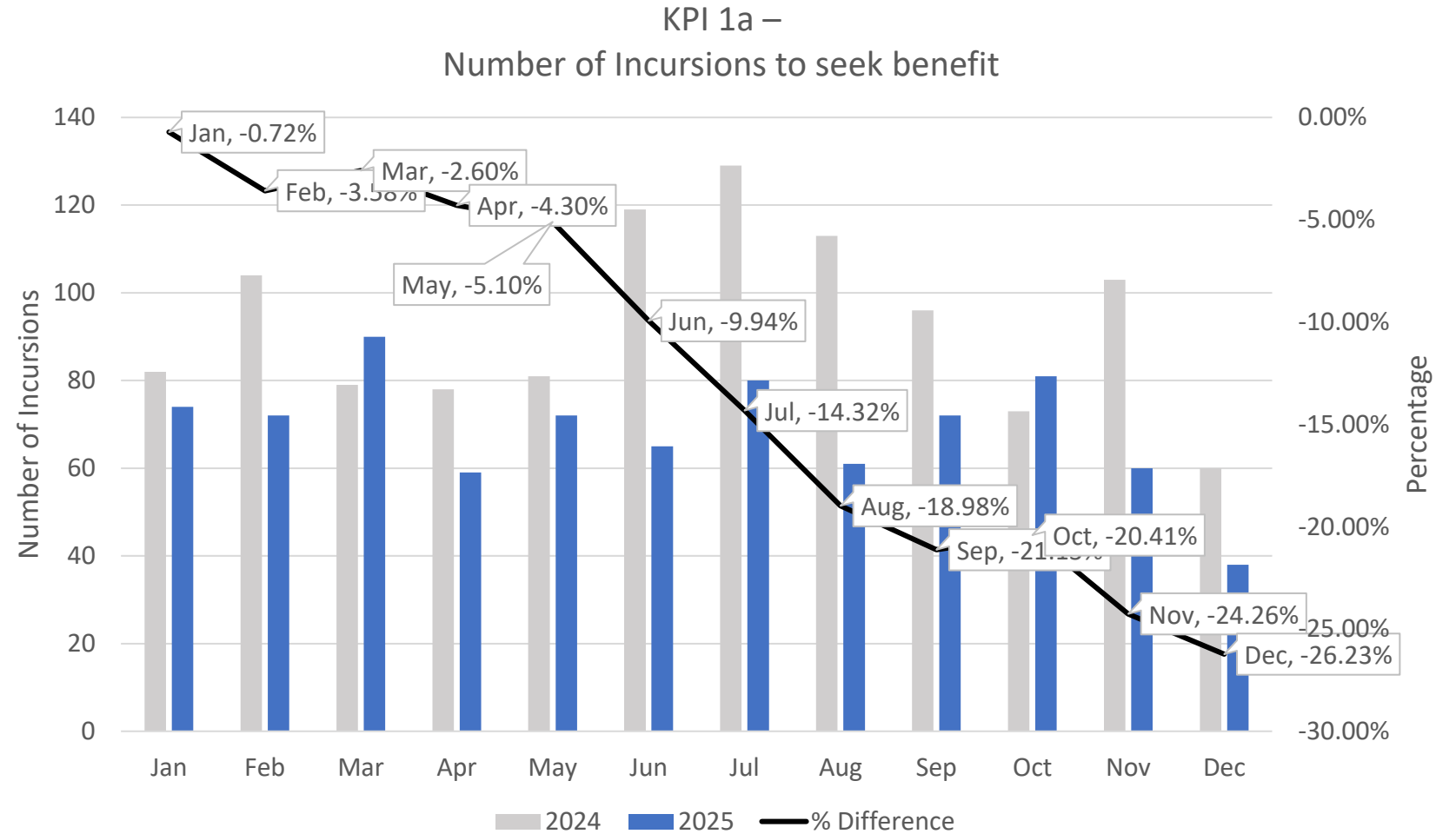
# IPV & Incursion Working Group Report

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

## Progress

As of December 2025, the data shows a 26% decrease in such incursions compared to December 2024.

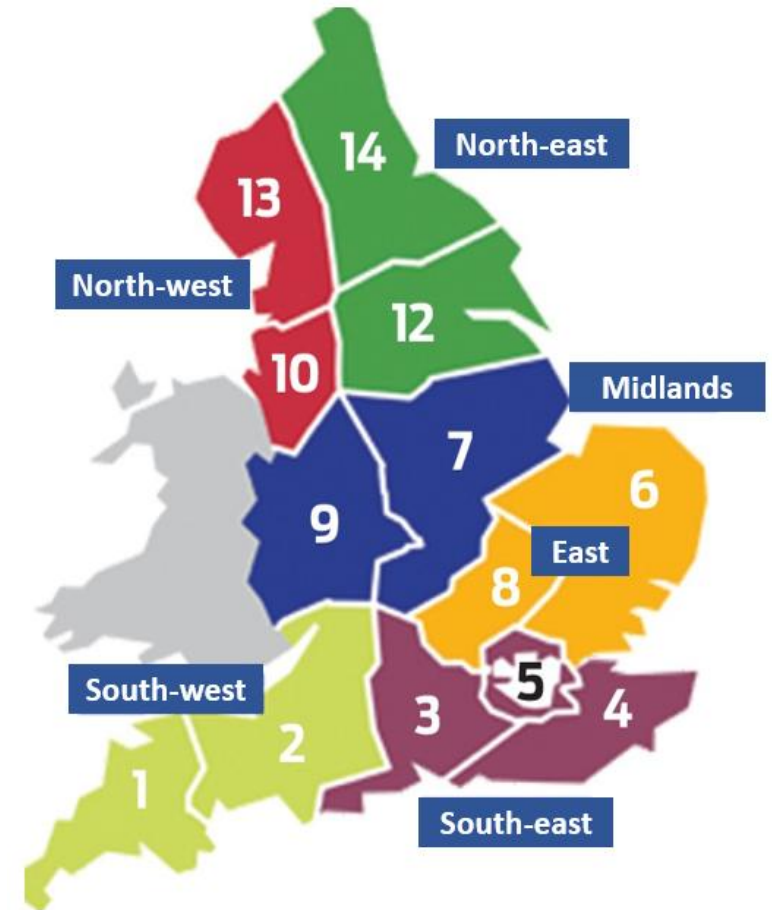
*Although this represents encouraging progress, it is important to note that the reduction coincides with a lower workload incl the delivery of the NEAR project. Emphasising should be given to the ongoing need for focused efforts and interventions to achieve the targeted reduction.*



# Executive Summary

## End of Executive Summary

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



# Incursions Report (All) - Summary

| All Incursions                                                  |    |
|-----------------------------------------------------------------|----|
| <a href="#">Number of Incursions recorded in December 2025</a>  | 76 |
| <a href="#">IPV Strike's recorded in December 2025</a>          | 2  |
| <a href="#">Blue Light Incursions recorded in December 2025</a> | 6  |

| Heatmaps                                                 |
|----------------------------------------------------------|
| <a href="#">Blue Light Incursions (in month) / (all)</a> |
| <a href="#">IPV (in month) / IPV (all)</a>               |
| <a href="#">Incursions (in month) / (all)</a>            |

Top incursions categories for December 2025:

1. **Incursion; Intentional - To seek benefit [38]; equating to 50% of all incursions**
2. **Incursions; Intentional - Blue Light Incursion [6]; equating to 8% of all incursions**
3. **Incursion; Unintentional - Result of accident [5]; equating to 7% of all incursions**
4. Incursion; Unintentional - Follow in [4]; equating to 5% of all incursions
5. Incursion; Intentional - Breach of Rolling Road Block (TOS) [3]; equating to 4% of all incursions
6. Incursion; Unintentional - Driver confused [3]; equating to 4% of all incursions
7. IPV Strike [2]; equating to 3% of all incursions
8. Incursion; Intentional – To seek information [1]; equating to 1% of all incursions

Note - Incursion; Intentional – Because of breakdown [14]; equating to 18% of all incursions

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

| South East Region |    |
|-------------------|----|
| Major Projects    | 2  |
| Operations        | 27 |
| Total             | 29 |

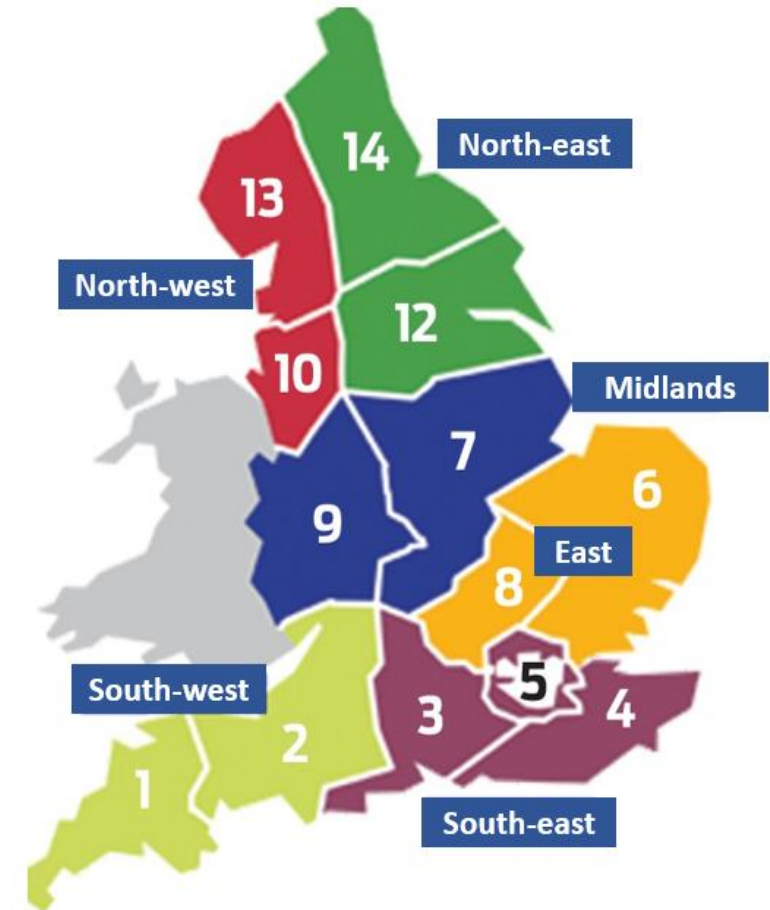
| Midlands Region |    |
|-----------------|----|
| Major Projects  | 2  |
| Operations      | 15 |
| Total           | 17 |

| East Region    |    |
|----------------|----|
| Major Projects | 6  |
| Operations     | 6  |
| Total          | 12 |

| Yorkshire & North East Region |   |
|-------------------------------|---|
| Major Projects                | 0 |
| Operations                    | 7 |
| Total                         | 7 |

| North West Region |   |
|-------------------|---|
| Major Projects    | 0 |
| Operations        | 5 |
| Total             | 5 |

| South West Region |   |
|-------------------|---|
| Major Projects    | 0 |
| Operations        | 1 |
| Total             | 1 |

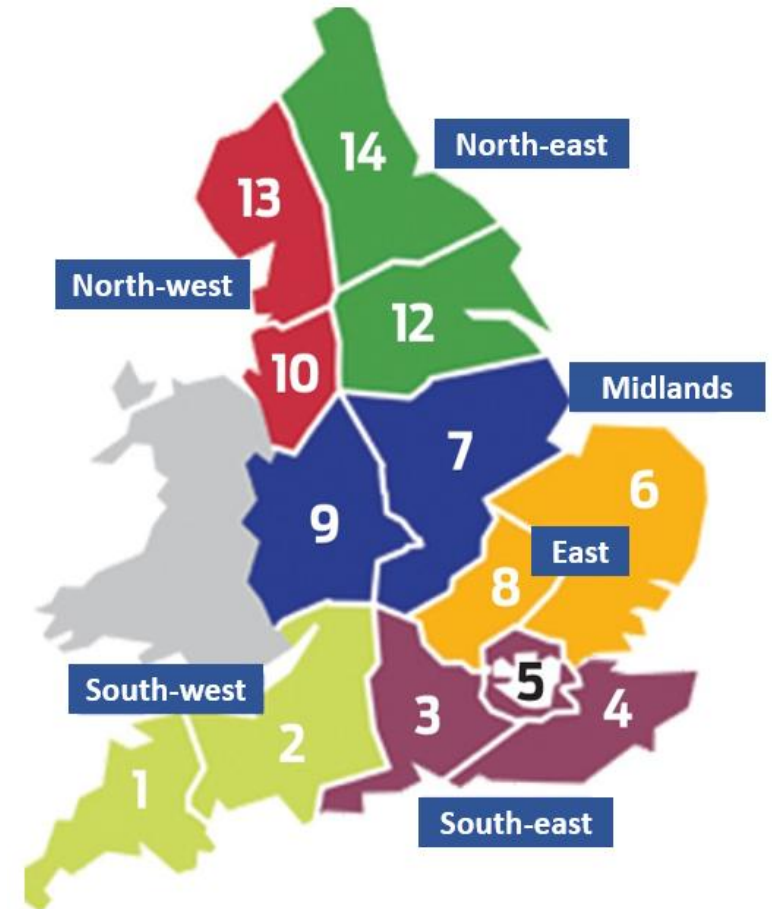


# Incursions Report (All) - Summary (by region and directorate)

## End of High level Summary

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Select next page for Headline Figures & Charts



# Incursions Report (In Month) - Headline

**76** Incursions were recorded for December 2025

| Kind of Event                                               | Directorate    |            |                    |                     | Grand Total |
|-------------------------------------------------------------|----------------|------------|--------------------|---------------------|-------------|
|                                                             | Major Projects | Operations | Outstations & ROCs | NH Offices & Depots |             |
| Incursion; Intentional - To seek benefit                    | 4              | 33         | 1                  |                     | 38          |
| Incursion; Intentional - Because of breakdown               | 3              | 11         |                    |                     | 14          |
| Incursion; Intentional - To seek information                | 1              |            |                    |                     | 1           |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) |                | 2          | 1                  |                     | 3           |
| Incursion; Unintentional - Driver confused                  |                | 3          |                    |                     | 3           |
| Incursion; Unintentional - Follow in                        | 1              | 3          |                    |                     | 4           |
| Incursion; Unintentional - Result of accident               |                | 5          |                    |                     | 5           |
| Incursions; Intentional - Blue Light Incursion              | 1              | 4          | 1                  |                     | 6           |
| IPV Strike                                                  |                | 2          |                    |                     | 2           |
| Grand Total                                                 | 10             | 63         | 3                  | 0                   | 76          |

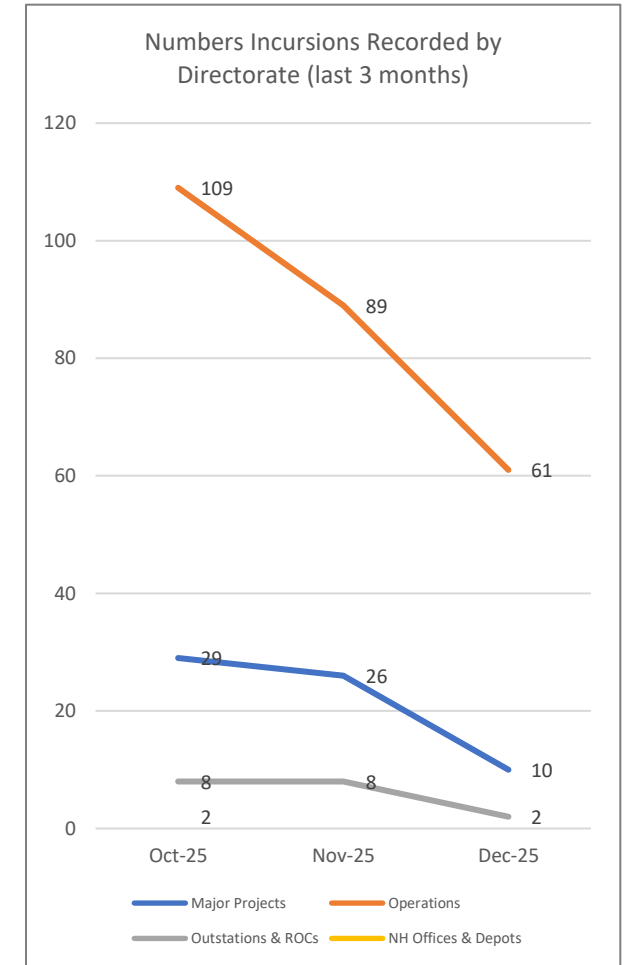
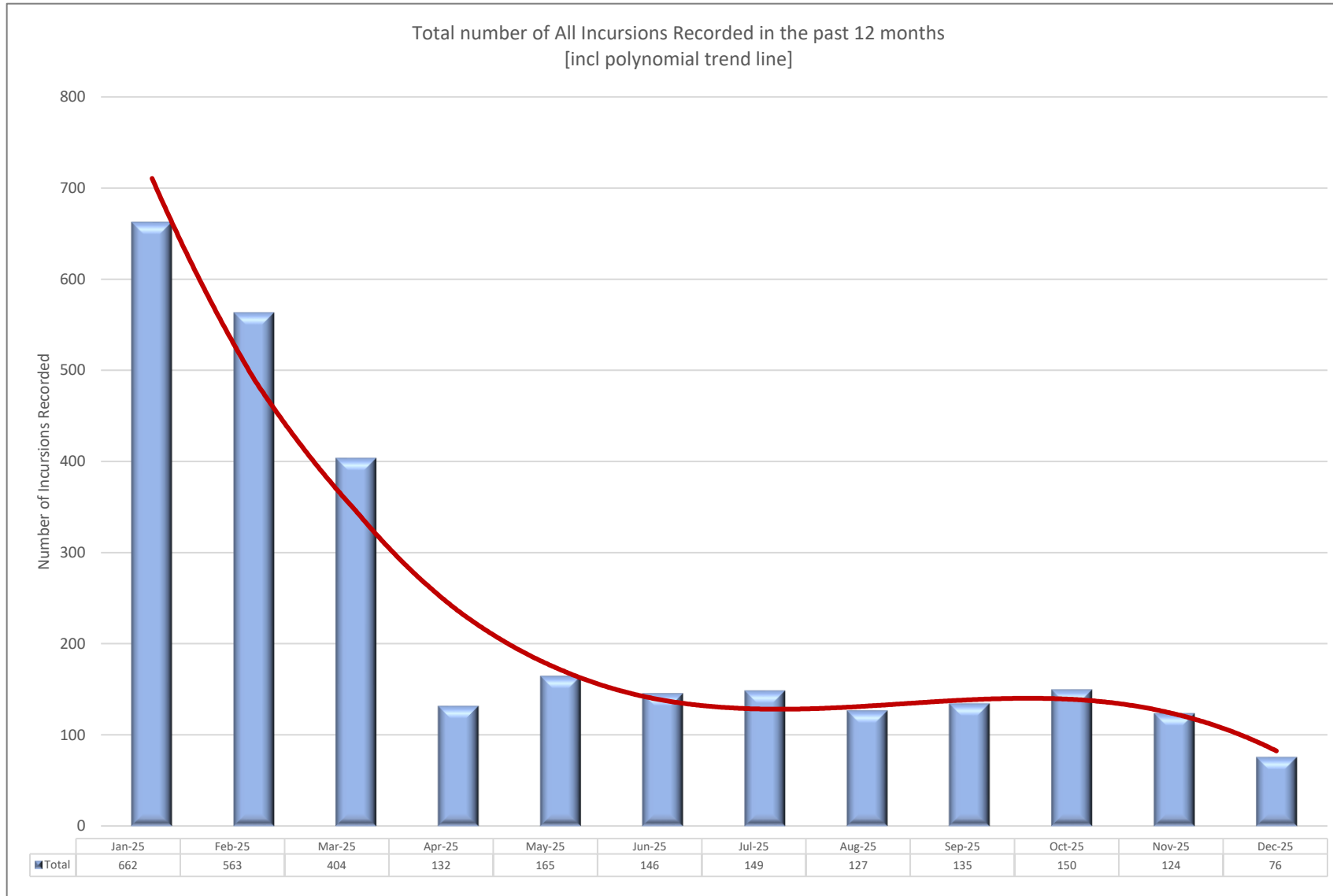
# Incursions Report (All) - Headline

To date, the total number of incursions recorded since October 2017 is **23981**

| Kind of Event                                               | Directorate    |             |                    |                     |              |
|-------------------------------------------------------------|----------------|-------------|--------------------|---------------------|--------------|
|                                                             | Major Projects | Operations  | Outstations & ROCs | NH Offices & Depots | Grand Total  |
| Incursion; Intentional - To seek benefit                    | 1410           | 3339        | 704                | 80                  | 5533         |
| Incursion; Intentional – Because of breakdown               | 8897           | 672         | 150                | 3                   | 9722         |
| Incursion; Intentional – To seek information                | 109            | 139         | 33                 | 5                   | 286          |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) | 5              | 29          | 893                | 8                   | 935          |
| Incursion; Unintentional - Driver confused                  | 1315           | 1128        | 314                | 43                  | 2800         |
| Incursion; Unintentional - Follow in                        | 228            | 371         | 20                 | 6                   | 625          |
| Incursion; Unintentional - Result of accident               | 813            | 409         | 78                 | 5                   | 1305         |
| Incursions; Intentional - Blue Light Incursion              | 114            | 190         | 5                  | 2                   | 311          |
| IPV Strike                                                  | 25             | 90          | 13                 | 0                   | 128          |
| Incursion to seek information or benefit                    | 233            | 1085        | 174                | 18                  | 1510         |
| Incursion unintentional - confused or follow in             | 181            | 429         | 210                | 6                   | 826          |
| <b>Grand Total</b>                                          | <b>13330</b>   | <b>7881</b> | <b>2594</b>        | <b>176</b>          | <b>23981</b> |

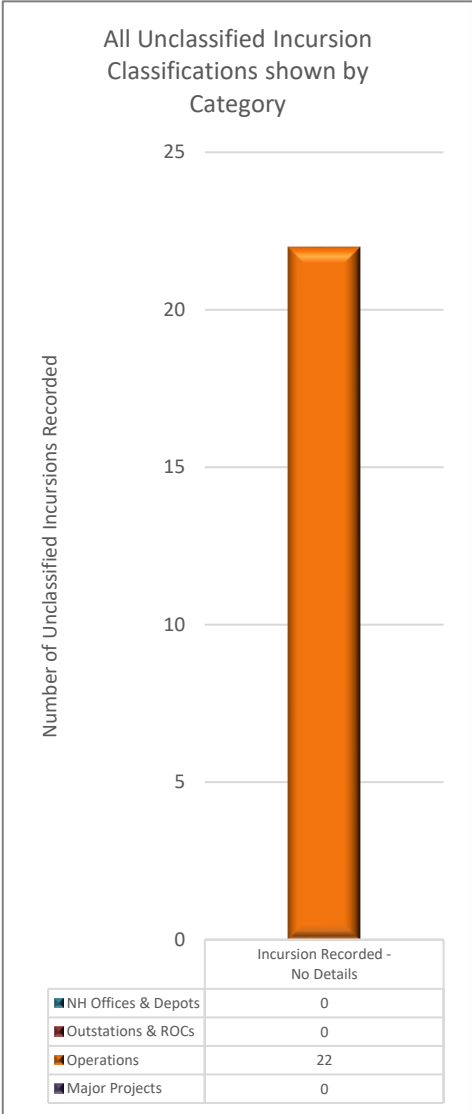
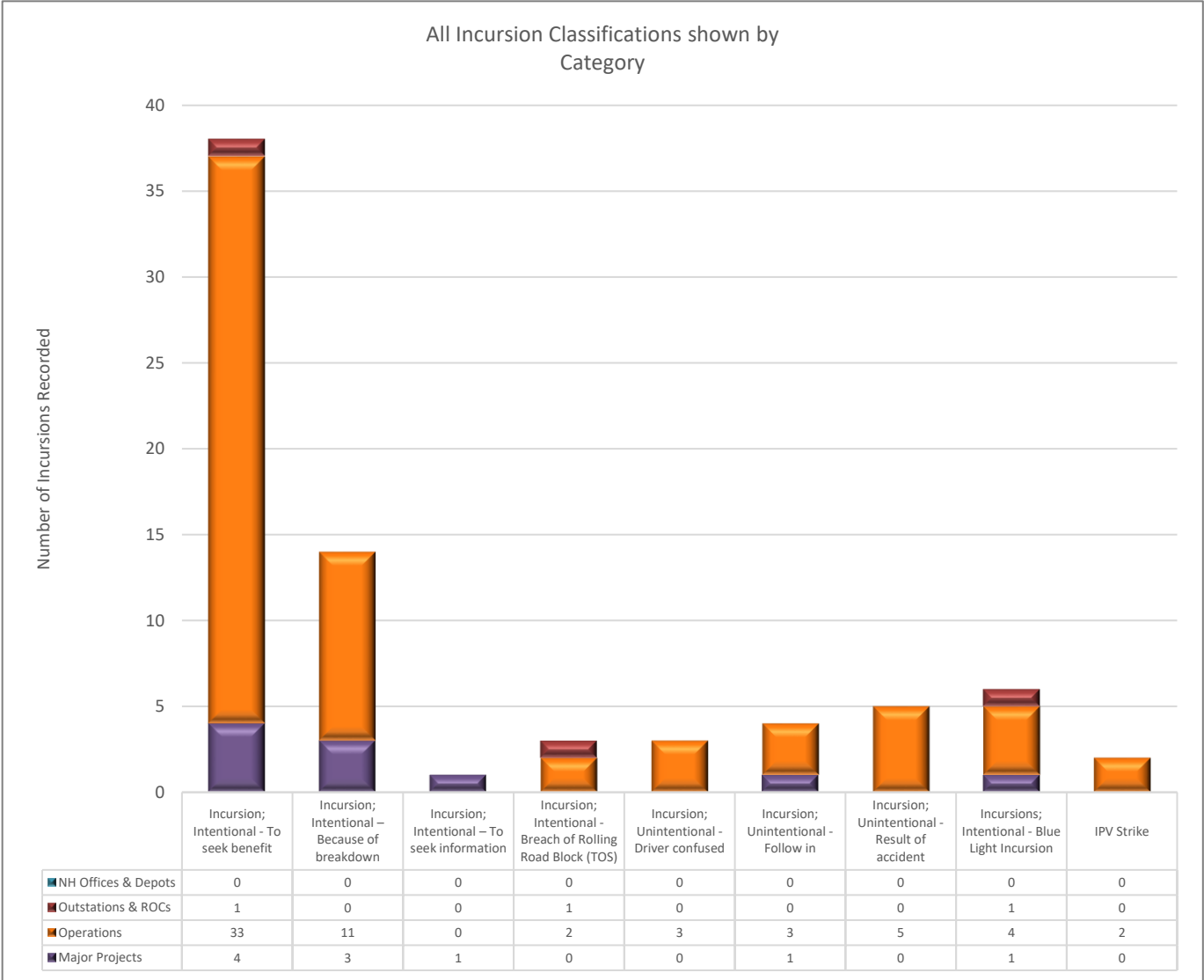
| Kind of Event                     | By Year (Jan – Dec) |               |               |               |              |               |               |
|-----------------------------------|---------------------|---------------|---------------|---------------|--------------|---------------|---------------|
|                                   | Previous Years      | 2020          | 2021          | 2022          | 2023         | 2024          | 2025          |
| Number of All Incursions recorded | 4717                | 2313 (+12.6%) | 3937 (+70.2%) | 1808 (-54.1%) | 2149 (18.9%) | 6226 (189.7%) | 2833 (-54.5%) |

# Incursions Report – All Incursions





# Incursions Report - All Incursions during December 2025



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

1. **Incursion; Intentional - To seek benefit [38]; equating to 50% of all incursions**
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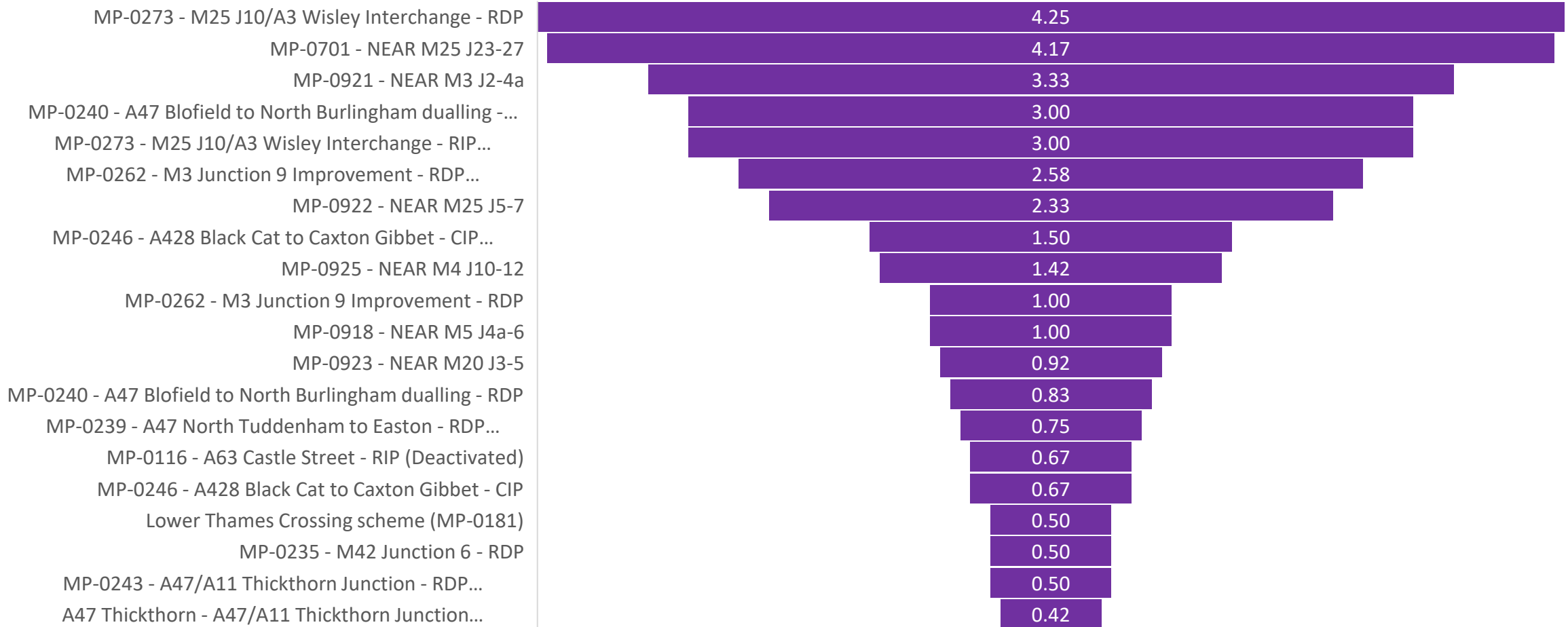
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# Incursions Report for Major Projects

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

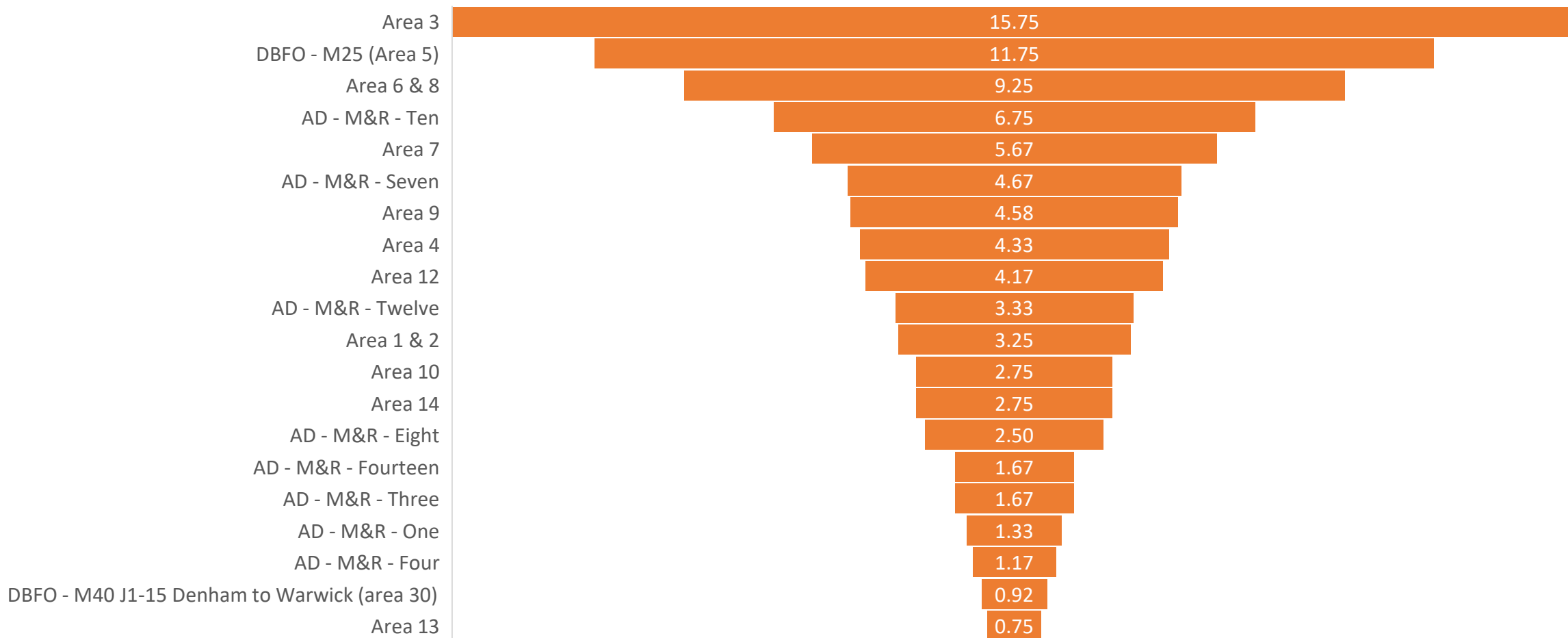


- Excluding incursions as a result of breakdown
- Duplicate scheme names are as a result of the change from Airsweb to HART



# Incursions Report for Operations Directorate

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



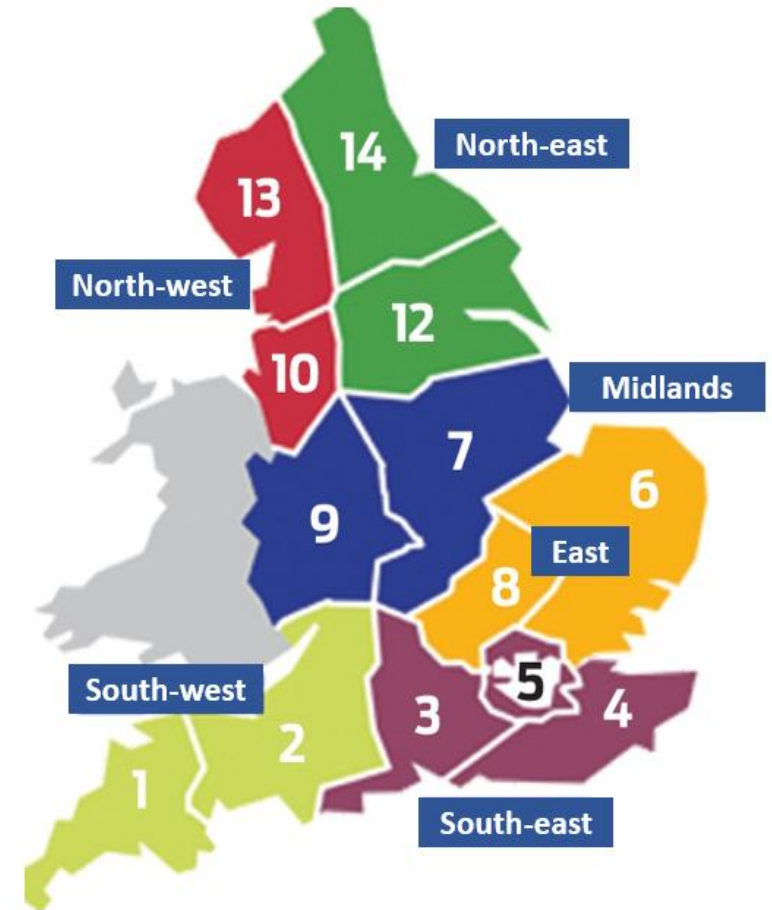
\* Excluding incursions as a result of breakdown

# Incursions Report

## End of Headline & Charts

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Select next page for Blue Light Incursions Report and Heat Maps





# Blue Light Incursions Report - Headline

**311** Blue Light Incursions have been recorded since February 2022 with **6** being recorded in December 2025 (Edited Record)

| Record ID | Date       | Time     | Directorate    | Region                  | Programme                   | Site / Project                                              | Type of Closure         | Type of TTM                     | Location                     | Specific Location | Details of actual job being done | Describe the facts of what happened                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Immediate Actions Taken                                       |
|-----------|------------|----------|----------------|-------------------------|-----------------------------|-------------------------------------------------------------|-------------------------|---------------------------------|------------------------------|-------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| 173170    | 04/12/2025 | 10:45:00 | Major Projects | East - Major Projects   | East - Enhancements         | A47 Thickthorn - A47/A11 Thickthorn Junction (Enhancements) | Lane Closure - Mainline | Relaxation works – Lane closure | Traffic management enclosure | Not populated     | TSCO patrolling area             | I was parked in Station lane Hethersett closure, when the police vehicle drove past me in the coned area, and continued through the lane closure, inside of the temporary concrete barriers. The vehicle then had to stop as work vehicles were parked, However very quickly the tipper lorries moved recognising blue lights behind them. The vehicle then passed the workers and exited through the designated works exit. I did follow the vehicle and try to speak to the driver but could not. The vehicle had blues on but no siren. The traffic on the A11 was light. | Reported to police via email                                  |
| 173355    | 11/12/2025 | 15:48:00 | Operations     | South East - Operations | South East - Asset Delivery | AD - M&R - Four                                             | Not populated           | Not populated                   | Not populated                | Not populated     | Tree felling works               | 2 vehicles entered the closure to allow an Ambulance on blue lights to pass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | works were stopped until the cars re entered the carriageway. |



# Blue Light Incursions Report - Headline

**311** Blue Light Incursions have been recorded since February 2022 with **6** being recorded in December 2025 (Edited Record)

| Record ID | Date       | Time     | Directorate | Region     | Programme                   | Site / Project | Type of Closure | Type of TTM   | Location                                                         | Specific Location  | Details of actual job being done                                  | Describe the facts of what happened                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Immediate Actions Taken                                                                    |
|-----------|------------|----------|-------------|------------|-----------------------------|----------------|-----------------|---------------|------------------------------------------------------------------|--------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 173475    | 16/12/2025 | 22:39:00 | Operations  | South East | South East - Area Contracts | Area 3         | Not populated   | Not populated | Within works area / safety zone (adjacent to a Live carriageway) | M27 J5 - 7 MP/20/2 | Blue light incursion inside task area in proximity to work areas. | <p>A lanes 1 and 2 were installed on the East bound carriageway.</p> <p>Three Police cars with blue lights and sirens entered the closure believed to be at access 19/5. The cars were estimated to be driving at approximately 70 - 80mph toward the outfall 5 works.</p> <p>When they arrived at marker post MP 20/2 they pulled through the cones at speed to undertake traffic.</p> <p>Morgan Sindall Supervisor Stuart Malloch phoned Hampshire Police Constabulary (Incident No. 23471612).</p> <p>The National Highways Supervisor reported this to the ROC (Log number 39781612).</p> | <p>Reported to the Hampshire Police (23471612).</p> <p>Reported to the ROC (39781612).</p> |



# Blue Light Incursions Report - Headline

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| Record ID | Date       | Time     | Directorate | Region     | Programme                   | Site / Project      | Type of Closure | Type of TTM   | Location      | Specific Location | Details of actual job being done | Describe the facts of what happened                                                                                           | Immediate Actions Taken                                              |
|-----------|------------|----------|-------------|------------|-----------------------------|---------------------|-----------------|---------------|---------------|-------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| 173531    | 18/12/2025 | 18:30:00 | Operations  | South East | South East - Asset Delivery | AD - M&R - Four     | Not populated   | Not populated | Not populated | Not populated     | Cyclical Works                   | Whilst on site on A27 Bognor closure, 1 ambulance and 2 police cars at different times came very quickly through the closure. | Not Populated                                                        |
| 173677    | 16/12/2025 | 01:45:00 | Operations  | South East | South East - DBFO           | DBFO - M25 (Area 5) | Not populated   | Not populated | Not populated | Not populated     | Maintenance                      | Ambulance accessed closure and requested to enter slip road due to emergency.                                                 | Called TMF who escorted the ambulance out of the TM through the slip |

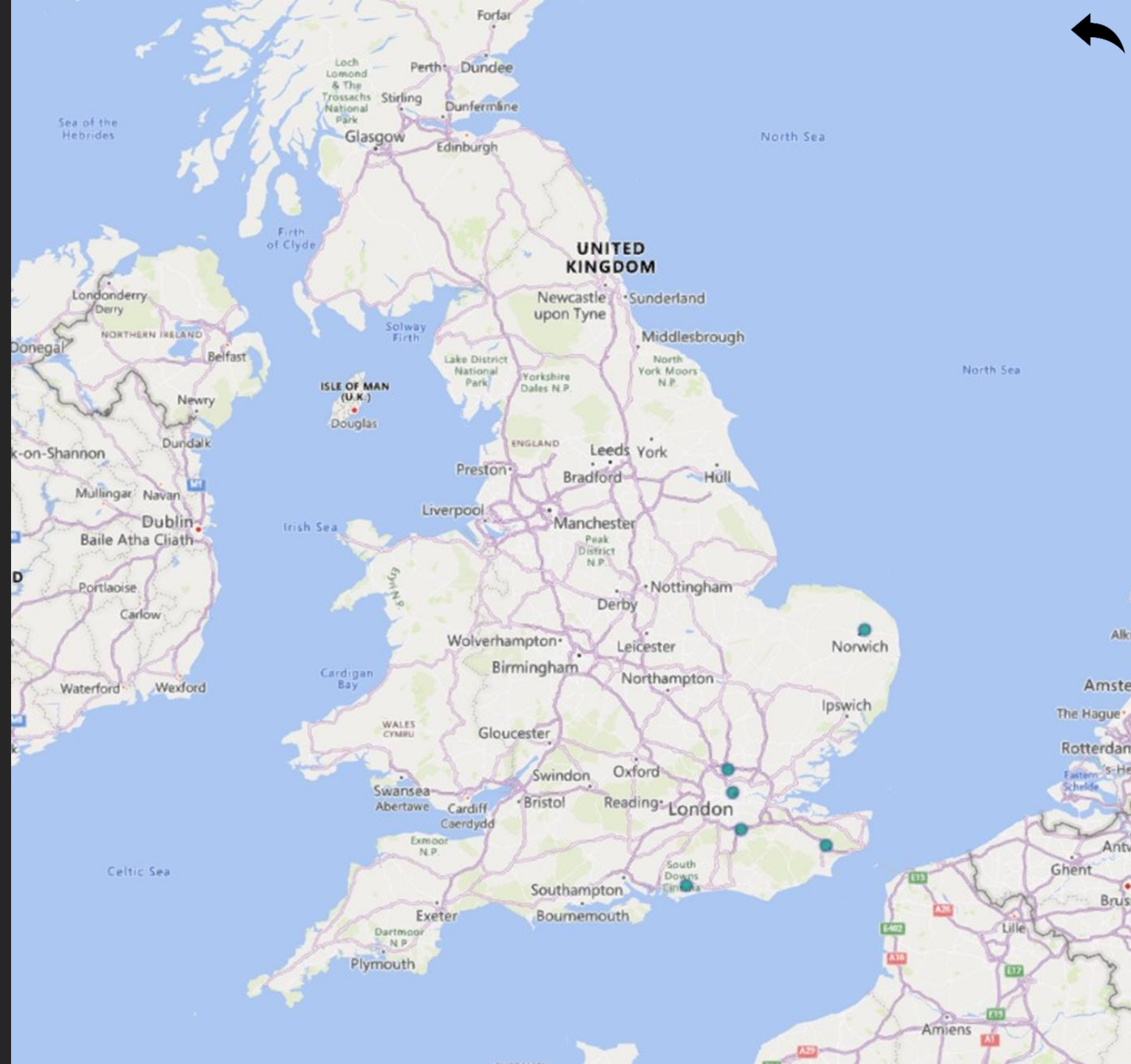


# Blue Light Incursions Report - Headline

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| Record ID | Date       | Time     | Directorate        | Region                    | Programme          | Site / Project         | Type of Closure         | Type of TTM                        | Location      | Specific Location               | Details of actual job being done                                                                                               | Describe the facts of what happened                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Immediate Actions Taken                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------|------------|----------|--------------------|---------------------------|--------------------|------------------------|-------------------------|------------------------------------|---------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 173640    | 28/12/2025 | 15:06:00 | Outstations & ROCs | East - Outstations & ROCs | East - Outstations | South Mimms Outstation | Lane Closure - Mainline | Rolling Roadblock (by Police / TO) | Carriageway B | M25 24 to 23<br>134/8/B/M<br>25 | Recovering Live Lane (LL) 1 Emergency Traffic Management (ETM) following Recovery of Live Lane (LL) Broken Down Vehicle (BDV). | During the recovery of a Live Lane Broken Down Vehicle a Rolling Road Block was implemented. I became aware of approaching blue lights and alerted the potential presence of an emergency vehicle. At the time, the Airwaves network was heavily congested, which delayed effective communication. A Metropolitan Police Toyota Corolla Verso, travelling on blue lights, had passed directly through the established RRB and in to the sterile working area at full acceleration and at an estimated speed in excess of 100mph.<br><br>The vehicle failed to stop at the Rolling Road Block or to communicate. | Refer to HART for full details.<br><br>In summary a telephone conversation with a Metropolitan Police Service Inspector from the South Roads Policing Team (email correspondence attached). During this conversation, the circumstances were outlined, and the Inspector requested that the footage be shared in order to identify the driver and address the matter internally. It was explained that the footage would first be subject to internal review to determine, where possible, the registration mark of the police vehicle involved.<br><br>Information shared. |

# Heatmap of Blue Light Incursions (BLI) recorded during December 2025



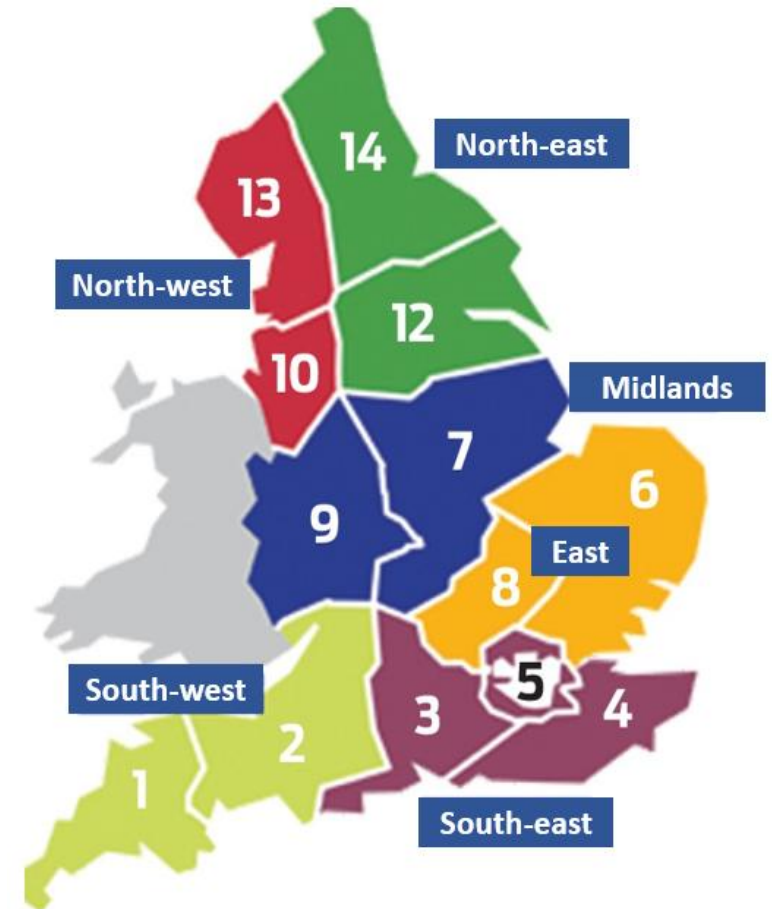


# Incursions Report

## End of Blue Light Incursions Report and Heatmaps

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Select next page for IPV Strike Report and Heatmaps



# IPV Strike Report - Headline

**128** IPV strikes have been recorded since December 2019 with **2** being recorded in December 2025 (Edited Record)

| Record ID | Date       | Time     | Directorate | Region                | Programme       | Site / Project                   | Type of Closure          | Type of TTM                                         | Location      | Specific Location | Details of actual job being done            | Describe the facts of what happened                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Immediate Actions Taken                                            |
|-----------|------------|----------|-------------|-----------------------|-----------------|----------------------------------|--------------------------|-----------------------------------------------------|---------------|-------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 173259    | 08/12/2025 | 19:30:00 | Operations  | Midlands - Operations | Midlands - DBFO | DBFO - A50 / A564 Stoke to Derby | Lane Closure - Slip Road | Relaxation works – Slip link side road lane closure | Carriageway A | Not populated     | Installation of lane 1 closure on slip road | A taxi collided with the crash cushion of an Incident Prevention Vehicle (IPV) in Lane 1, where the IPV was protecting the installation of advance warning signs for a slip road lane closure. Both vehicles were damaged, but thankfully, neither the taxi driver nor the IPV driver were injured. Police and Traffic Officers responded to the scene. The taxi driver was breathalysed, and the test returned a negative result. After the car was recovered, the site was cleared by traffic officers and the BB Response Team, and the lane was reopened. The IPV crew returned to the BB Office, where they underwent drug and alcohol tests, all of which also returned negative results. | Police, RCC called - incident escalated and investigation started. |

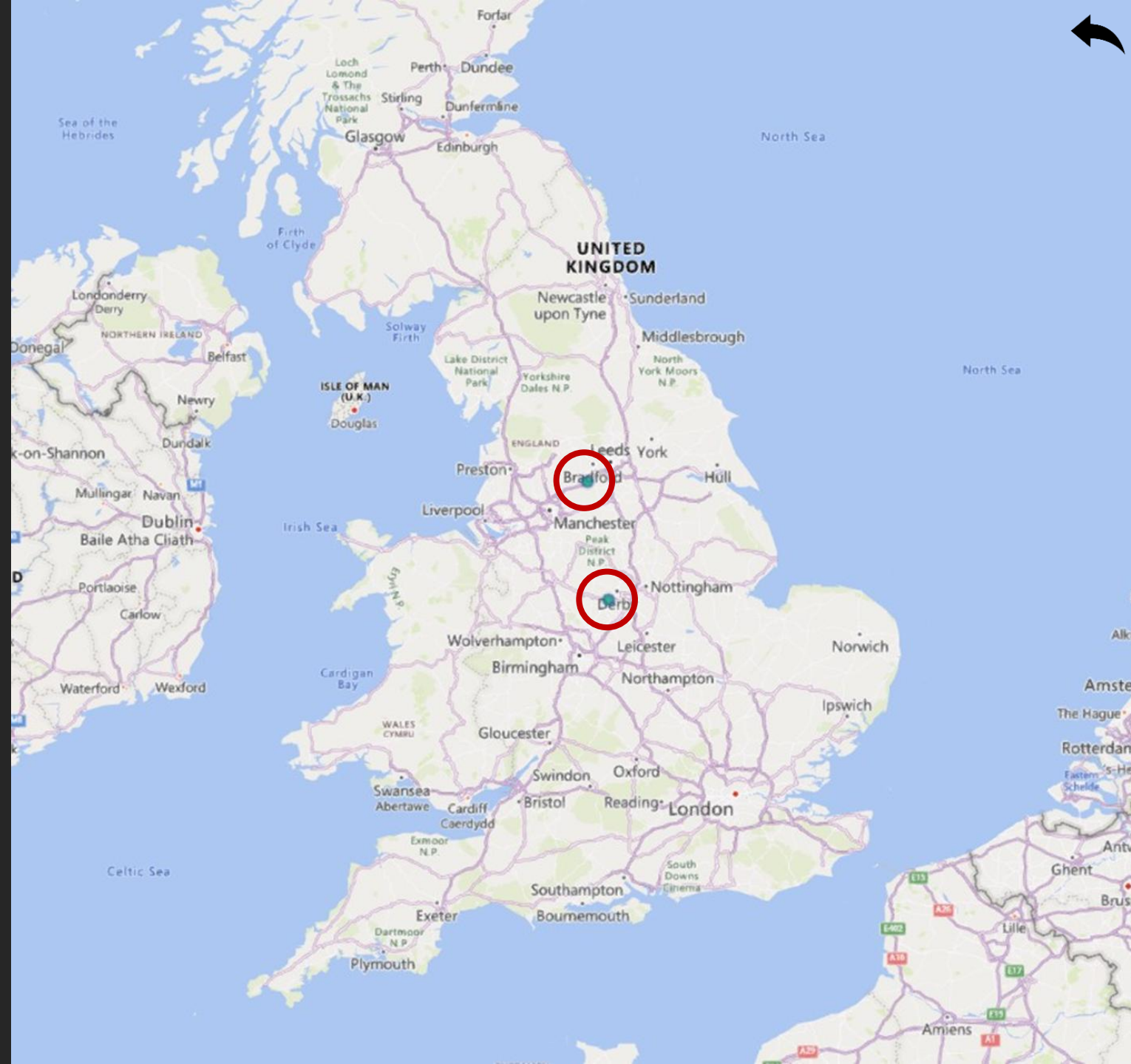


# IPV Strike Report - Headline

**128** IPV strikes have been recorded since December 2019 with **2** being recorded in December 2025 (Edited Record)

| Record ID | Date       | Time     | Directorate | Region                 | Programme                               | Site / Project | Type of Closure | Type of TTM   | Location      | Specific Location | Details of actual job being done | Describe the facts of what happened                                                                                                                                                                                                                | Immediate Actions Taken                                                                                                                                                                                                                                                                                   |
|-----------|------------|----------|-------------|------------------------|-----------------------------------------|----------------|-----------------|---------------|---------------|-------------------|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 173325    | 09/12/2025 | 23:30:00 | Operations  | Yorkshire & North East | Yorkshire & North East - Area Contracts | Area 12        | Not populated   | Not populated | Not populated | Not populated     | M62 J24 Culverts                 | RTC inside Eastbound Narrow Lanes Closure. Vehicle had hit the TVRS crash cushion from Lane1 & then spun into lane3 ended up facing the wrong way. The crash cushion suffered minimal movement & damage to some cells but majority remained intact | ROC Log 9/12 4853 Police attended.<br>Reported to Area12 supervisor D Butterson & contracts supervisor G Ayers Incident to be reported to Asset management by G Ayers liaised with J Texeira & recommended that until integrity of crash cushion reinstated works inside the closure are to be suspended. |

# Heatmap of IPV Strikes recorded during December 2025



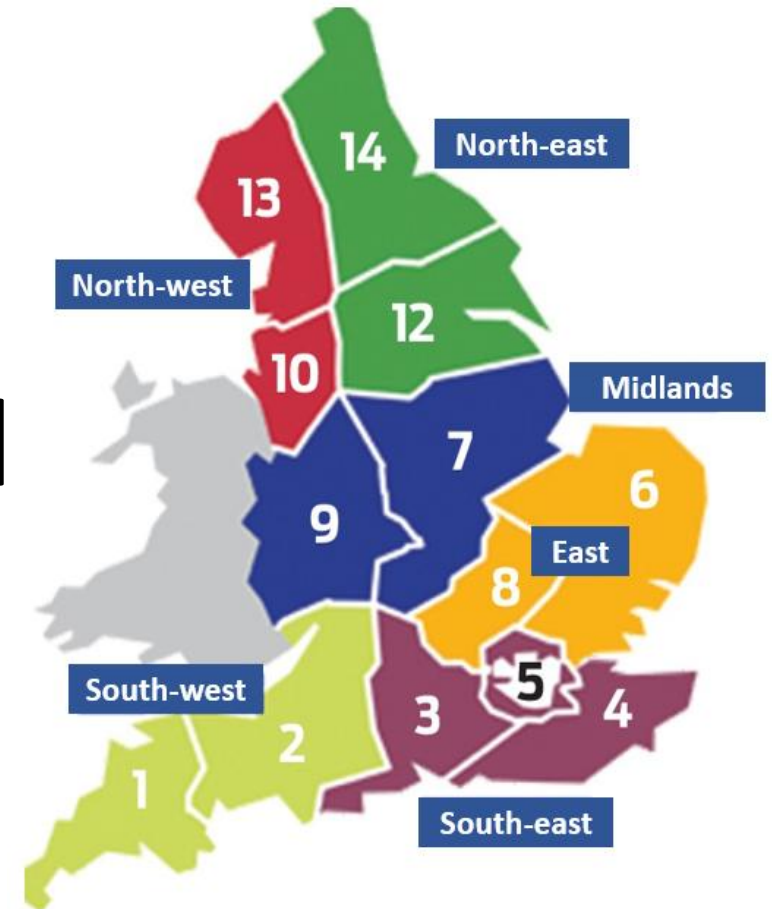


# Incursions Report

## End of IPV Strike Report and Heatmaps

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Select next page for Regional Risk

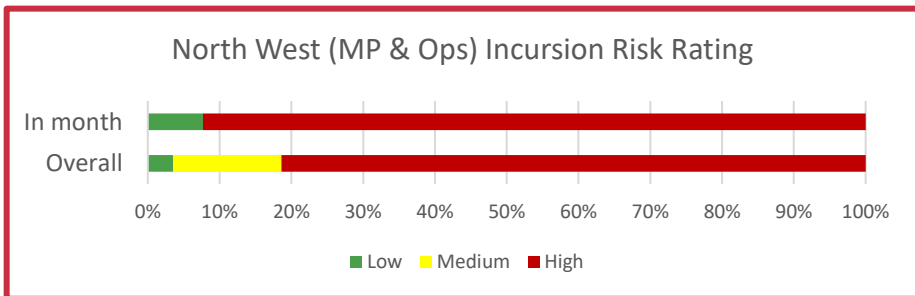
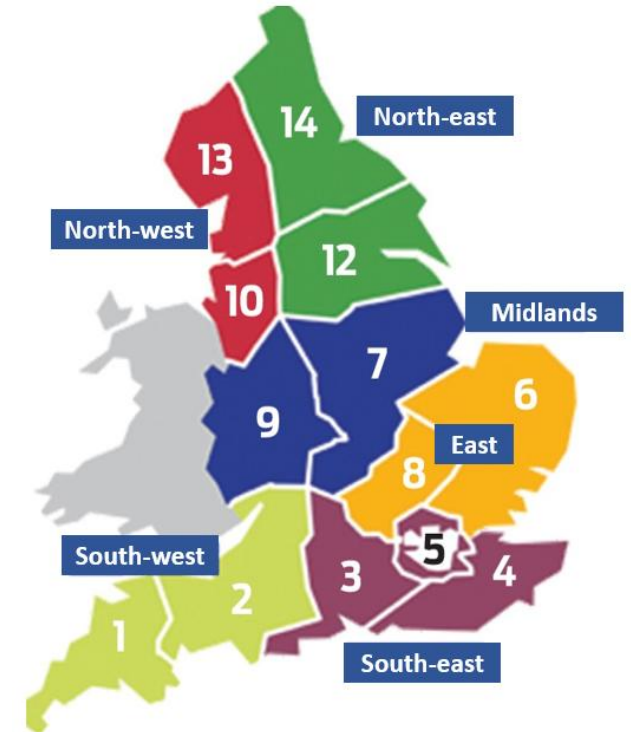


# Incursions Report – North West Region

## North West Region

| Kind of Event                                               | Overall        |               | In Month       |             |
|-------------------------------------------------------------|----------------|---------------|----------------|-------------|
|                                                             | Major Projects | Operations    | Major Projects | Operations  |
| Incursion; Intentional - To seek benefit                    | 247 [13.88%]   | 438 [46.11%]  |                | 3 [60.00%]  |
| Incursion; Intentional – Because of breakdown               | 1181 [66.39%]  | 104 [10.95%]  |                | 1 [20.00%]  |
| Incursion; Intentional – To seek information                | 42 [2.36%]     | 22 [2.32%]    |                |             |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) | 1 [0.06%]      | 6 [0.63%]     |                |             |
| Incursion; Unintentional - Driver confused                  | 179 [10.06%]   | 224 [23.58%]  |                |             |
| Incursion; Unintentional - Follow in                        | 52 [2.92%]     | 75 [7.89%]    |                | 1 [20.00%]  |
| Incursion; Unintentional - Result of accident               | 70 [3.93%]     | 51 [5.37%]    |                |             |
| Incursions; Intentional - Blue Light Incursion              | 6 [0.34%]      | 24 [2.53%]    |                |             |
| IPV Strike                                                  | 1 [0.06%]      | 6 [0.63%]     |                |             |
| Grand Total                                                 | 1779 [100.00%] | 950 [100.00%] |                | 5 [100.00%] |

| Technology Utilisation | Oct 25                   |                                     |    | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %  | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 10                | 736                      | 66                                  | 9% | 605                      | 48                                  | 8%  | 326                      | 23                                  | 7%  |
| Area 13                | 21                       | 1                                   | 5% | 39                       | 6                                   | 15% | 30                       | 8                                   | 27% |



# Incursions Report – North West Region

## Vehicle/Pedestrian Incursions [*Sentiment: Neutral*]

Two taxis entered the closure but exited immediately upon realising the error.

## Traffic Incidents [*Sentiment: Negative*]

A drunk driver struck a taper and attempted to flee; the driver was arrested on site.

## Broken Down Vehicles [*Sentiment: Neutral*]

One vehicle broke down and entered the closure; another had a blown tyre and was recovered within 20 minutes.

## Traffic Management Responses [*Sentiment: Positive*]

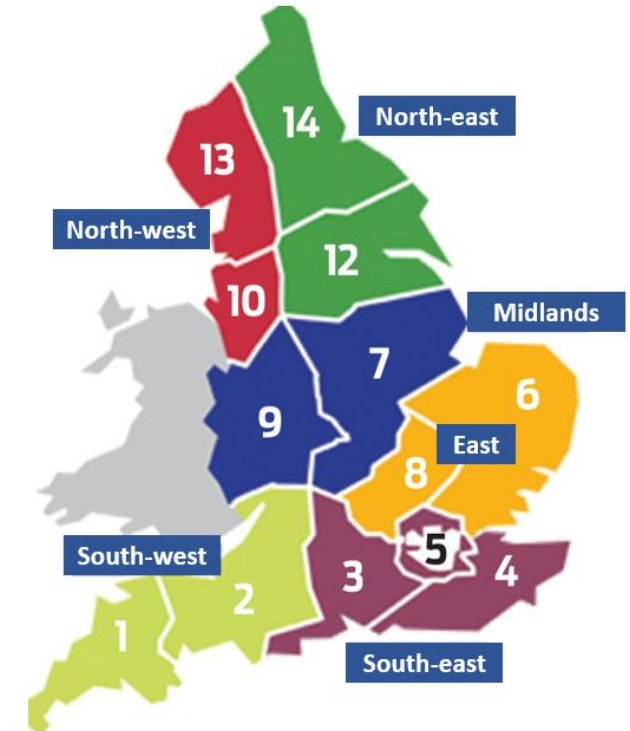
TMF promptly informed about the drunk driver incident; recovery was coordinated quickly for the broken-down vehicle.

## Overall [*Sentiment: Neutral*]

Multiple incursions and one serious traffic incident occurred; responses were timely but highlight risk areas.

## Recommendations

Review and improve signage and barriers at closure points, enhance driver awareness campaigns, and review access control to prevent unauthorised entry.



# Incursions Report

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

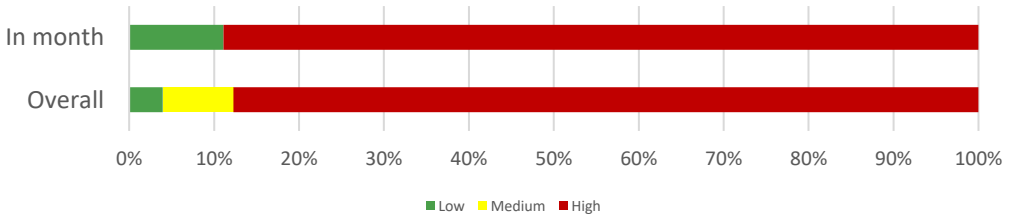
A total of 3 incursions have been recorded; with a no change from the previous month in Follow in' type incursions, 82% decrease in 'Seeking Benefit' type incursions

[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)

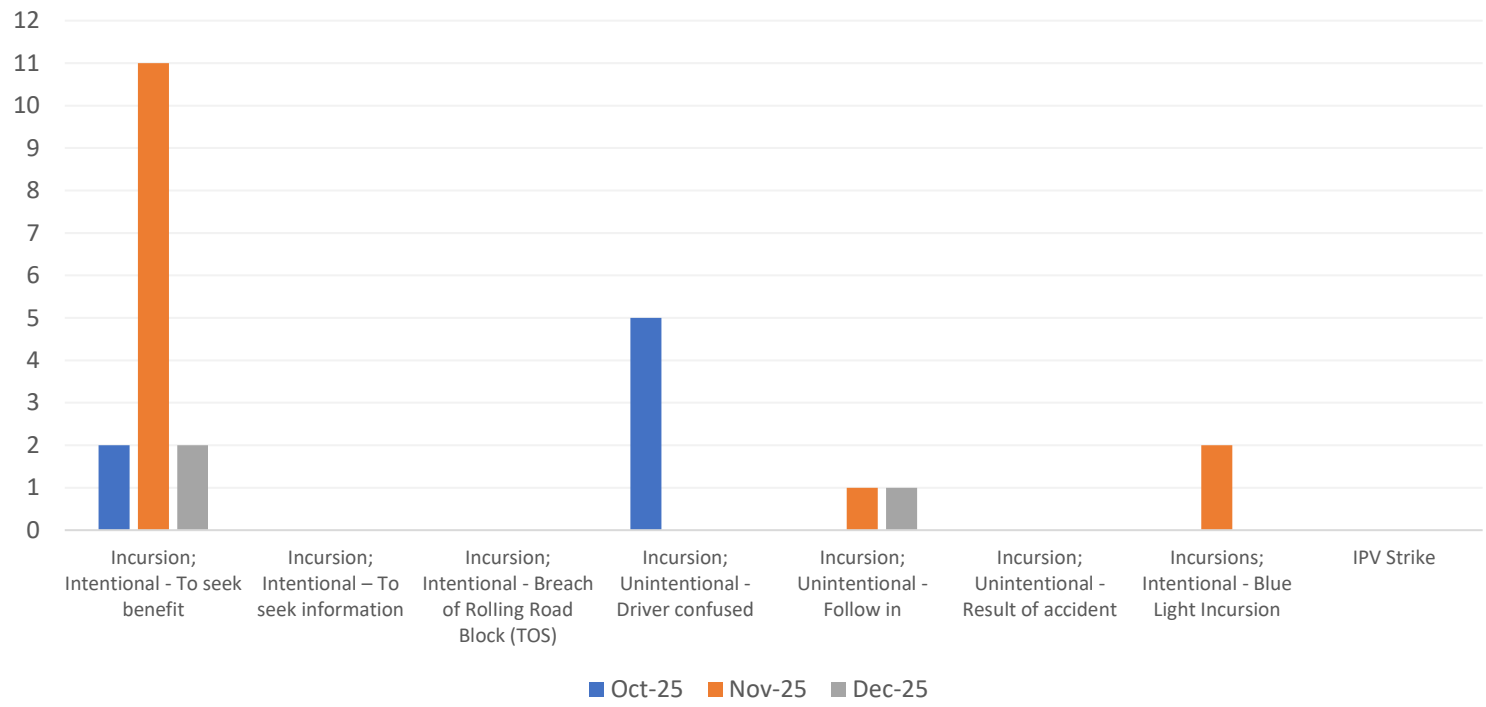
## Project Risk Rating



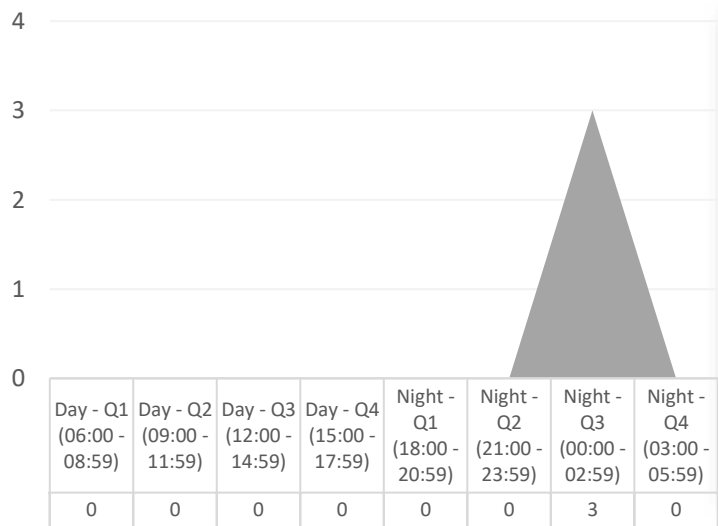
## Incursion rate per length of TM (Unknown)

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

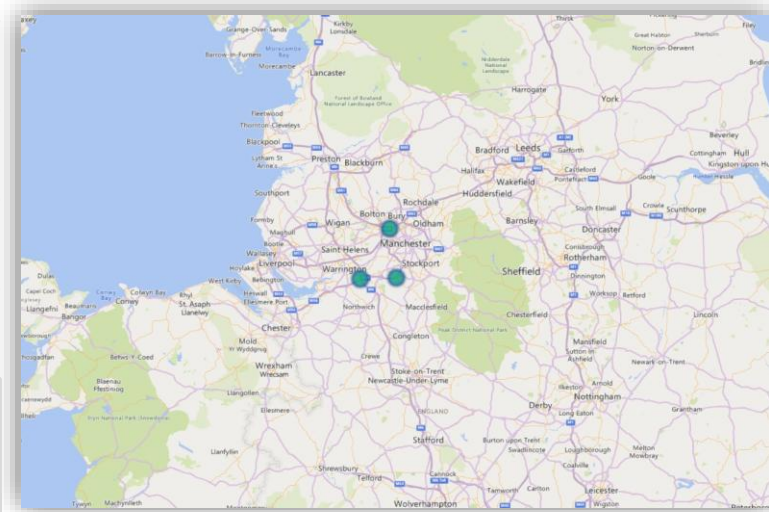
## AD - M&R - Ten



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: North West

Project: AD - M&R - Ten



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Two taxis entered the closure in error, recognised the work area and promptly exited. Another vehicle followed an IPV through works access, travelling inside the closure for about 200 yards before leaving.

## Traffic Incidents [*Sentiment: Positive*]

No incidents were reported during this period. Traffic flow outside the closure remained stable, with no secondary impacts recorded on adjacent routes or junctions.

## Broken Down Vehicles [*Sentiment: Neutral*]

A vehicle experienced a breakdown and pulled into the closure for safety. It remained within the protected area until the situation was managed, avoiding obstruction of live traffic.

## Traffic Management Responses [*Sentiment: Positive*]

Teams monitored the closure, instructed intruding vehicles to exit, and maintained barrier integrity. Signage and IPV movements were assessed, with access points checked to prevent repeat entries.

## Overall [*Sentiment: Neutral*]

Minor incursions and one breakdown occurred within the closure, resolved quickly without wider network effects. Controls functioned but entry discipline requires strengthening around works access and driver awareness.

## Recommendations

Project team should review their approach and where required enhance signage, access gate control, and IPV escort protocols; consider additional marshals, clearer lane delineation, and briefings for taxi operators to deter mistaken entry.

# Incursions Report

Directorate: Operations

Region: North West

Project: Area 10

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

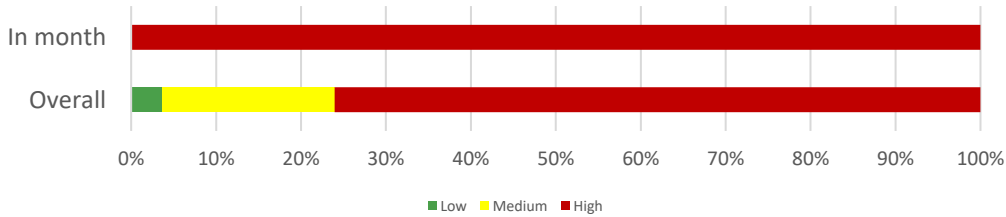
[1 - Incursions resulting from breakdowns were recorded]

- 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

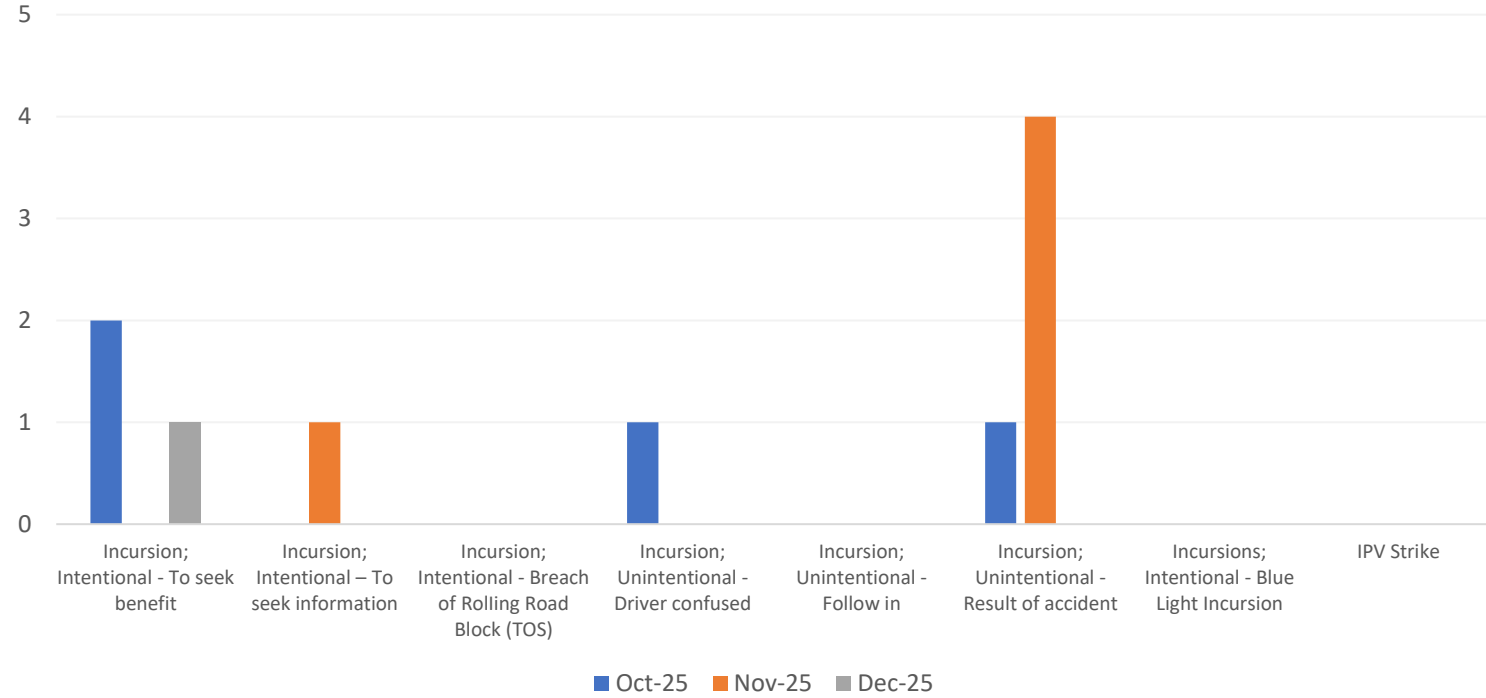


## Incursion rate per length of TM (Unknown)

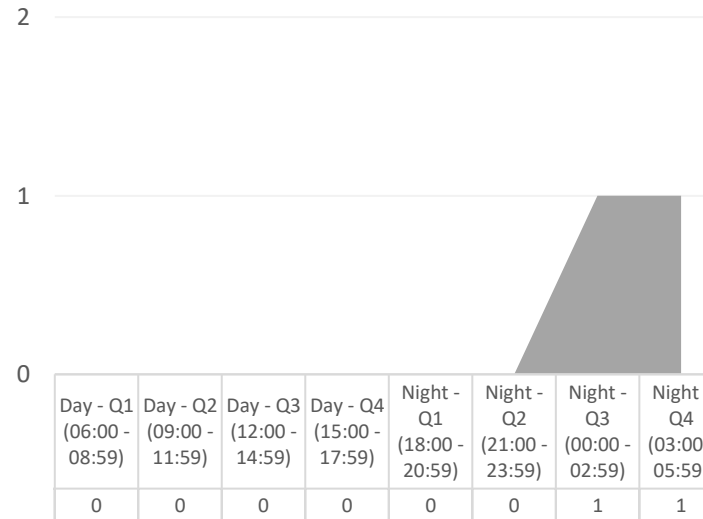
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

## Area 10



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: North West

Project: Area 10



## Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

A vehicle entered the works due to a blown tyre, causing an incursion. The vehicle was recovered promptly. The event was reported to ROC for HART attendance. No pedestrians involved.

## Traffic Incidents [*Sentiment: Negative*]

Traffic management reported a drink-driving incident: a driver struck a taper and attempted to flee. Police arrested the driver on scene. No photographs available as the incident had been cleared.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

ROC was notified for HART attendance; recovery and policing actions restored safety, cleared debris, and secured the work zone. Communications were maintained, and the taper strike and incursion were promptly addressed.

## Overall [*Sentiment: Neutral*]

The period included a serious traffic incident and a vehicle incursion linked to a blown tyre. Both were resolved quickly with assistance and arrest, with no impacts or pedestrian issues reported.

## Recommendations

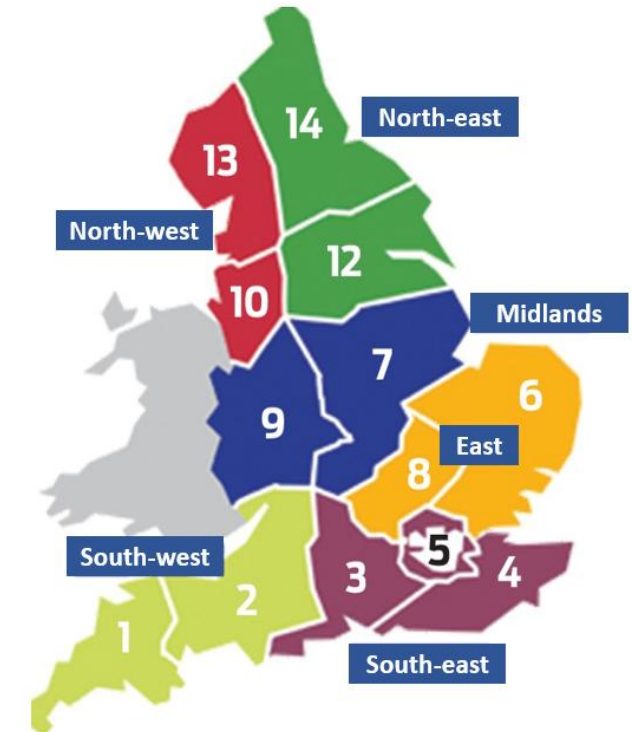
Project team should review their approach and where required strengthen taper protection, evidence capture, and ROC/HART liaison; improve signage, driver awareness, and contingency for tyre failures, ensuring communications and safe recovery.

# Incursions Report – North West Region

## End of regional report

[Back to [Summary](#) page]

Select next page for North East Region and Project Reports

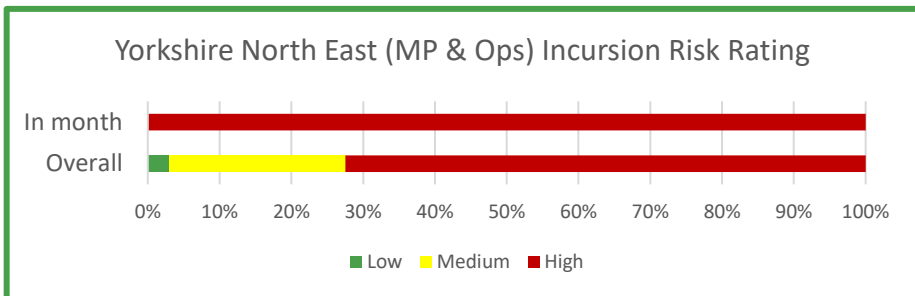
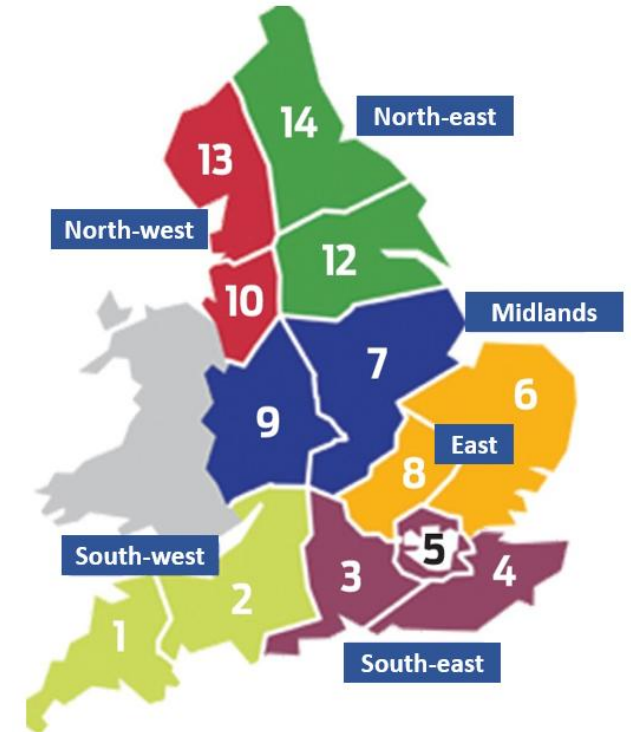


# Incursions Report – Yorkshire & North East Region

## Yorkshire & North East Region

| Kind of Event                                               | Overall        |               | In Month       |            |
|-------------------------------------------------------------|----------------|---------------|----------------|------------|
|                                                             | Major Projects | Operations    | Major Projects | Operations |
| Incursion; Intentional - To seek benefit                    | 204 [16.59%]   | 249 [49.40%]  |                | 5 [71.43%] |
| Incursion; Intentional – Because of breakdown               | 457 [37.15%]   | 35 [6.94%]    |                |            |
| Incursion; Intentional – To seek information                | 18 [1.46%]     | 11 [2.18%]    |                |            |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) |                | 4 [0.79%]     |                |            |
| Incursion; Unintentional - Driver confused                  | 397 [32.28%]   | 91 [18.06%]   |                |            |
| Incursion; Unintentional - Follow in                        | 56 [4.55%]     | 31 [6.15%]    |                |            |
| Incursion; Unintentional - Result of accident               | 82 [6.67%]     | 51 [10.12%]   | 1 [14.29%]     |            |
| Incursions; Intentional - Blue Light Incursion              | 16 [1.30%]     | 24 [4.76%]    |                |            |
| IPV Strike                                                  |                | 8 [1.59%]     |                | 1 [14.29%] |
| Grand Total                                                 | 1230 [100.00%] | 504 [100.00%] | 7 [100.00%]    |            |

| Technology Utilisation | Oct 25                   |                                     |     | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 12                | 651                      | 267                                 | 41% | 650                      | 228                                 | 35% | 522                      | 298                                 | 57% |
| Area 14                | 308                      | 246                                 | 80% | 319                      | 239                                 | 75% | 224                      | 168                                 | 75% |



# Incursions Report – Yorkshire & North East Region

## Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Several unauthorised vehicle entries occurred, including an Uber driving wrong way on a closed carriageway and a VW T-ROC entering a closure.

## Traffic Incidents [*Sentiment: Negative*]

Multiple RTCs reported: BMW crashed after epileptic fit, collisions in narrow lane closures, and speeding car hitting a van causing damage.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

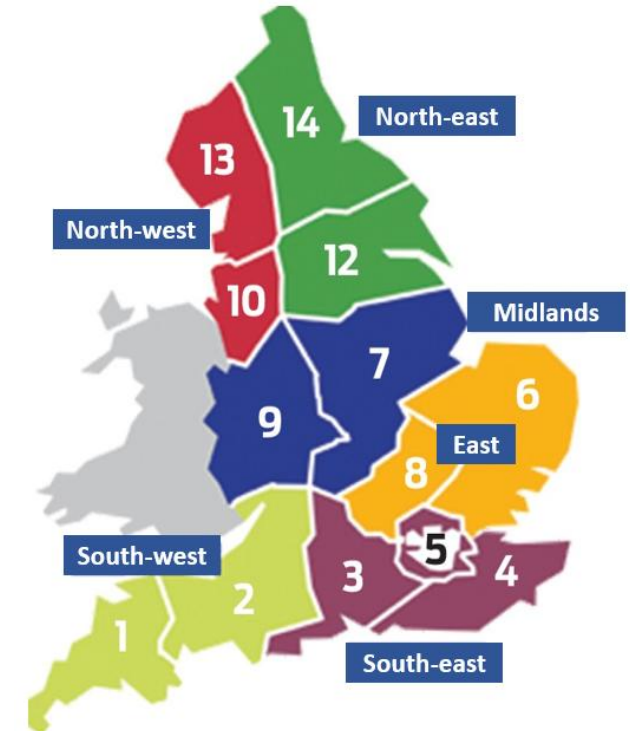
TM teams responded promptly, securing closures and addressing hazards caused by incursions and collisions to maintain safety.

## Overall [*Sentiment: Negative*]

The period saw high-risk incidents involving unauthorised access and severe collisions, highlighting safety vulnerabilities in closures.

## Recommendations

Project teams should review and where required enhance physical barriers, improve signage visibility, and deploy additional enforcement or monitoring to deter incursions and reduce collision risks.



# 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

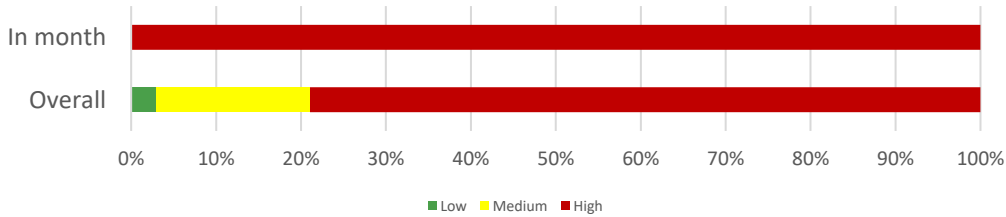
[0 - Incursions resulting from breakdowns were recorded]

- 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

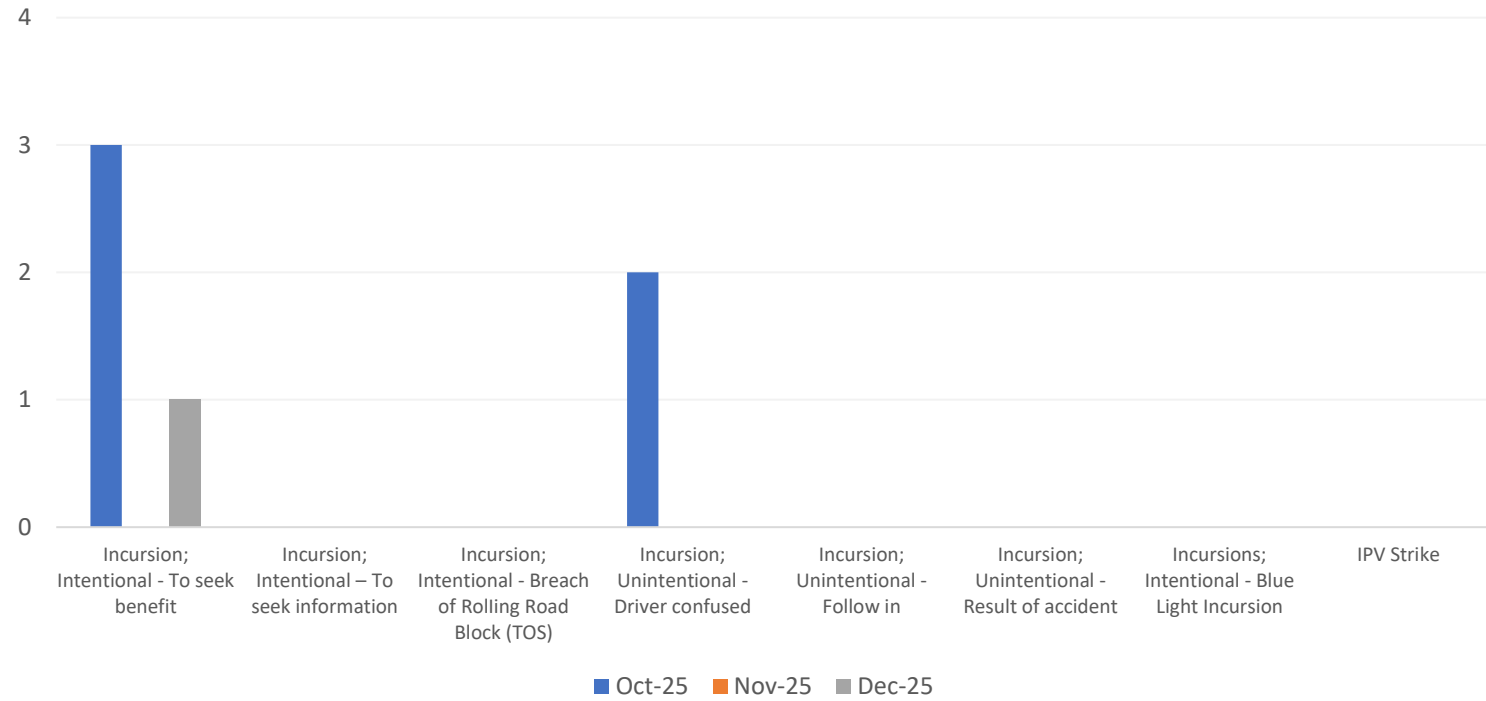


## Incursion rate per length of TM (Unknown)

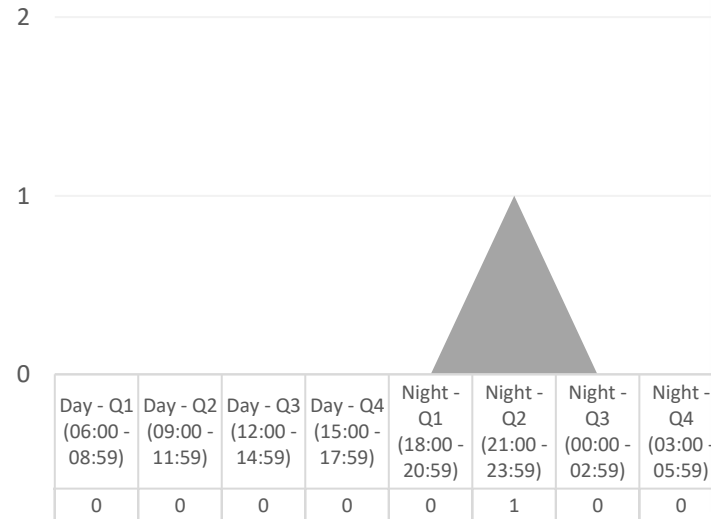
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

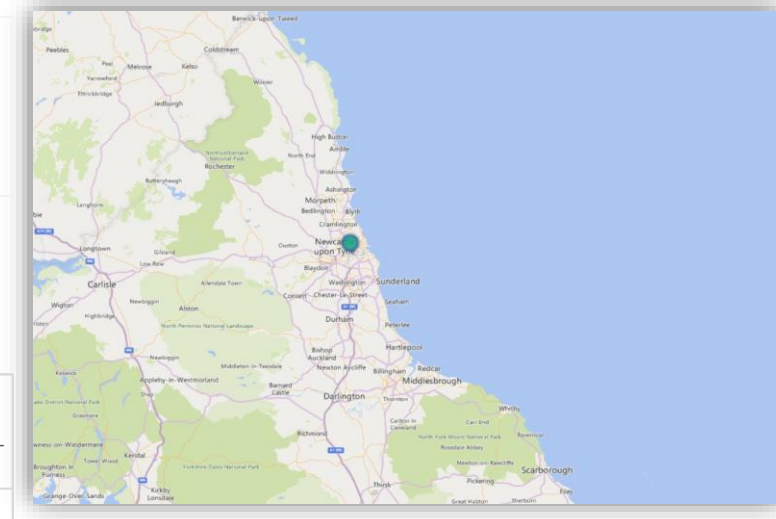
## AD - M&R - Fourteen



## 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 entered the Holystone northbound entry slip and drove into a lane 2 closure, constituting an unauthorised incursion. The vehicle left the carriageway and struck trees within the closed work zone.

## Traffic Incidents [*Sentiment: Negative*]

While entering the closure, the vehicle lost control, spun across the slip, and collided with roadside trees. Impact occurred inside the traffic management boundary, causing damage and obstruction requiring recovery and safety inspection.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

Traffic management maintained the lane 2 closure, initiated emergency response, requested recovery, and checked signage. Debris was removed, hazards secured, speeds monitored, and additional cones and warning boards installed to reinforce segregation and prevent further incursions.

## Overall [*Sentiment: Negative*]

The event involved unauthorised entry and loss of control within an active closure, creating significant safety risks and disruption. Existing controls functioned but need strengthening to deter public access and enhance driver awareness near slip-road approaches.

## Recommendations

Project team should review their approach and where required enhance closure visibility, approach signing, and barrier spacing; introduce proactive patrols, dynamic message signs, and speed management; brief the workforce and stakeholders; and audit slip-road risk controls.

# Incursions Report

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

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

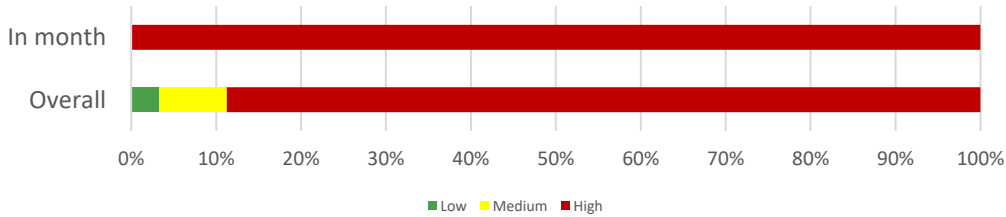
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

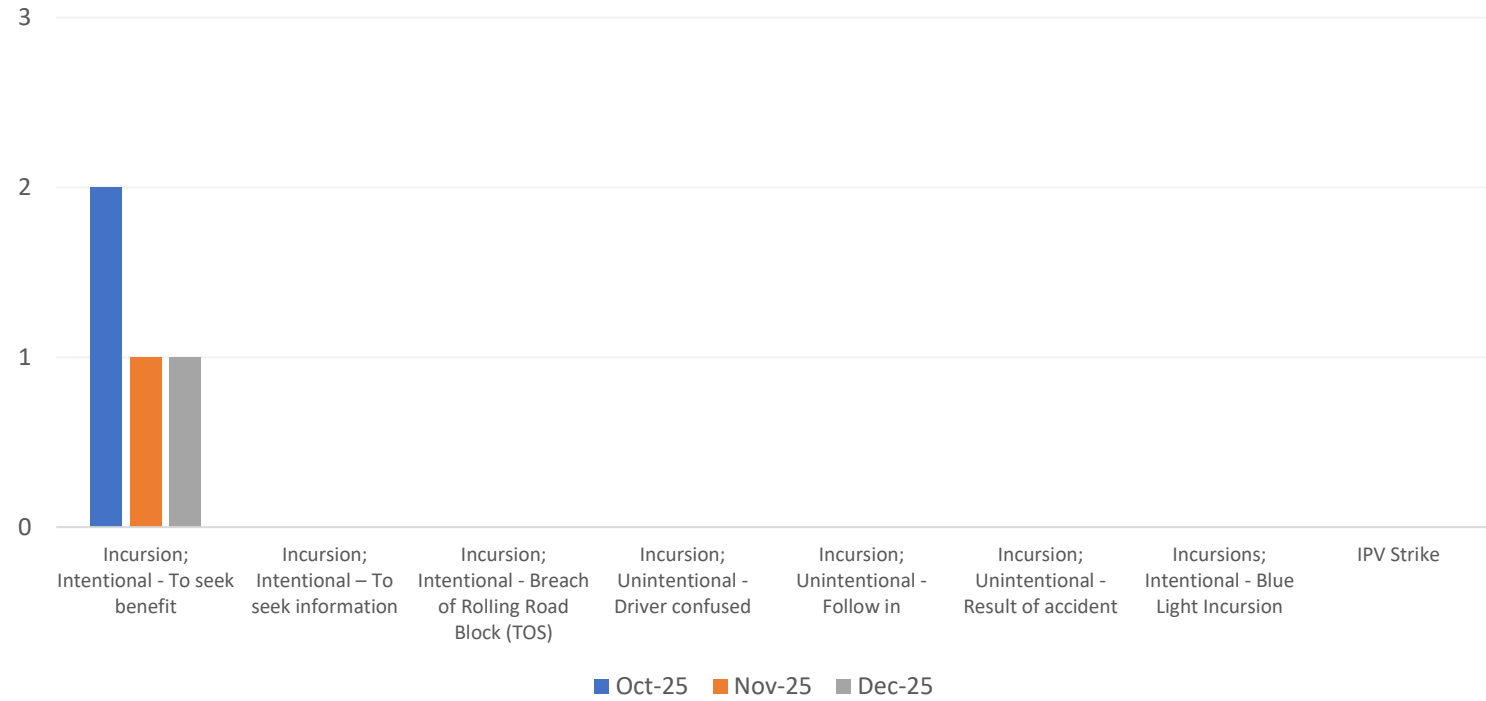


## Incursion rate per length of TM (Unknown)

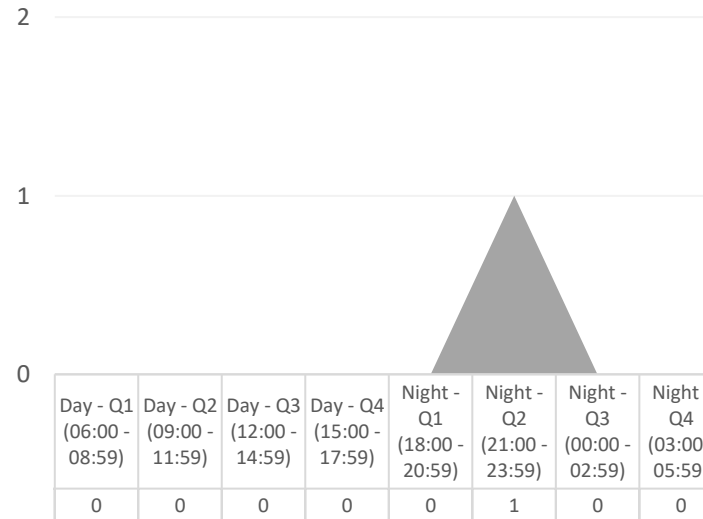
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

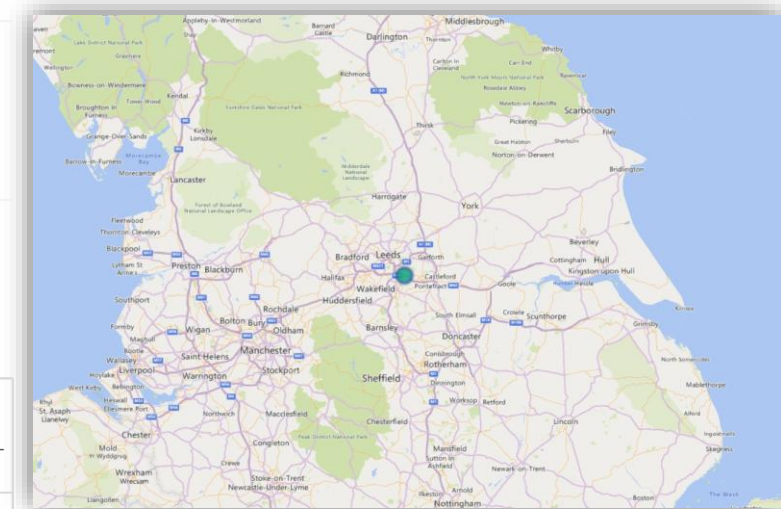
AD - M&R - Twelve



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - M&R - Twelve



## Vehicle / Pedestrian Incursions *[Sentiment: Negative]*

A member of the public drove through cone lines into east roundabout closure during set-up, refused to join the motorway and became distressed. Crew intervened, safeguarded area and redirected driver.

## 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]*

Team paused set-up, engaged with driver, maintained cone integrity and prevented access to live lanes. Provided reassurance and guidance, arranged safe exit route, resumed works once the closure was secure.

## Overall *[Sentiment: Neutral]*

Closure set-up on the roundabout experienced an incursion without escalation. Safety was maintained and works resumed. Highlights public confusion at closures and need for clearer guidance before motorway access points.

## Recommendations

Project team should review their approach and where required strengthen signage, station marshals at entry points, reinforce cones, brief crews on engagement protocols, and adopt support plan for hesitant motorists.

# Incursions Report

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

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

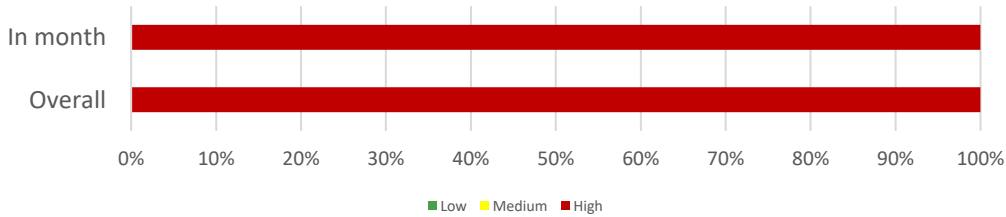
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

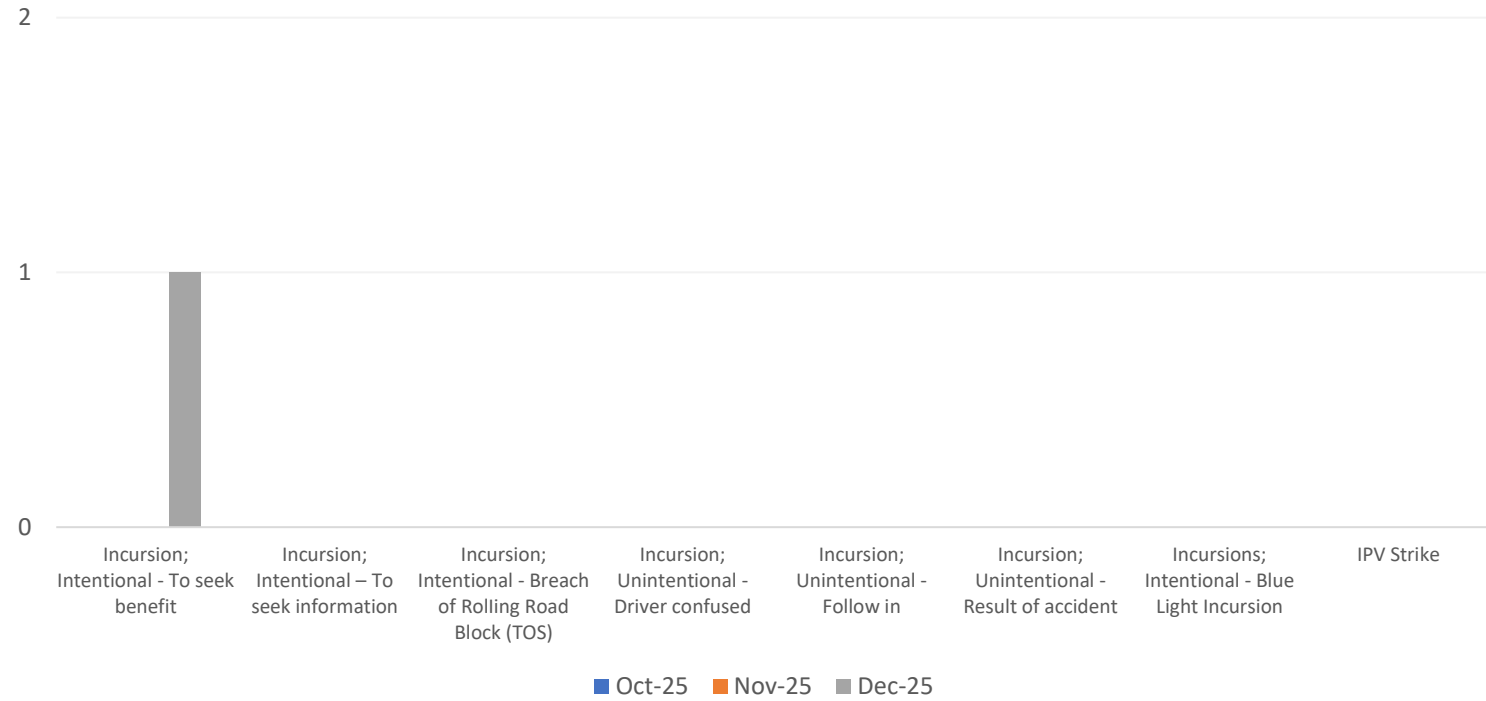


## Incursion rate per length of TM (Unknown)

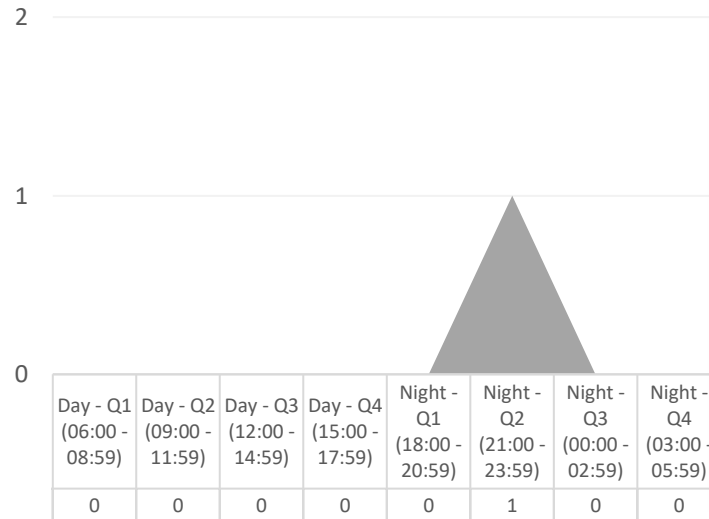
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

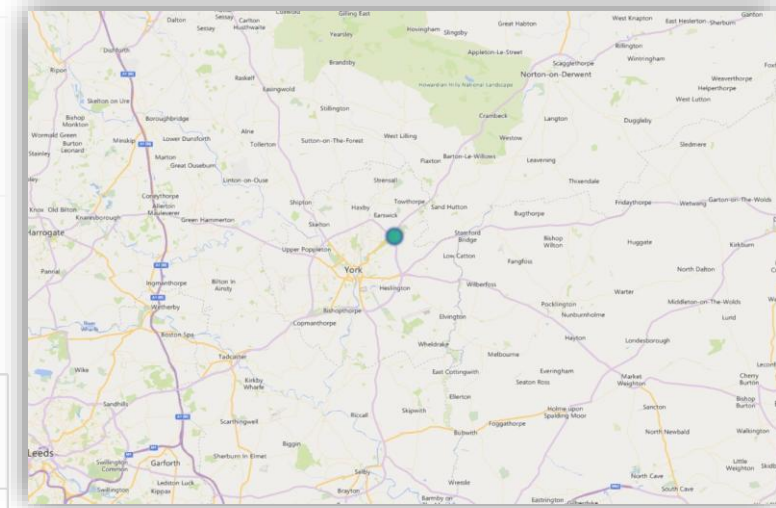
## AD - Construction - Twelve



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: AD - Construction - Twelve



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A private hire vehicle entered the closed westbound carriageway and travelled the wrong way, heading east within the work zone. This was an unauthorised incursion presenting significant risk to workforce safety and adjacent traffic.

## Traffic Incidents [*Sentiment: Positive*]

No collisions, injuries, near misses or damage were reported arising from the incursion. General traffic remained segregated from the closure, and there were no secondary incidents attributable to this event.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

The report does not detail immediate actions taken. Incident requires escalation and verification of closure integrity, signage placement and visibility, and access control effectiveness to prevent repeat incursions and protect personnel within the work area.

## Overall [*Sentiment: Negative*]

One significant safety breach occurred: an unauthorised vehicle travelled the wrong way within a closed carriageway. No casualties reported, yet the event exposes weaknesses in driver compliance and the robustness of temporary traffic management.

## Recommendations

Project team should review their approach and where required enhance closure robustness: add conspicuous 'Road Closed/No Entry' signage, strengthen physical barriers, deploy lookouts or cameras, refine access points, and brief ride-hail operators and local drivers.

# Incursions Report

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

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

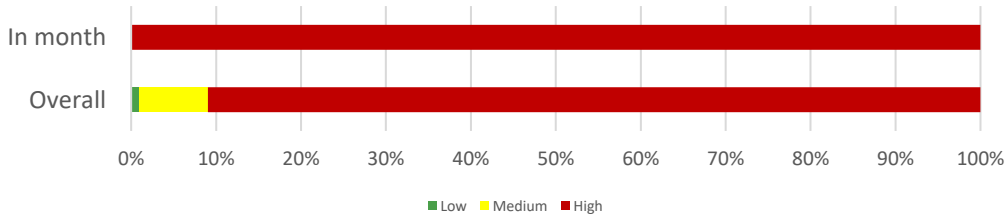
[0 - Incursions resulting from breakdowns were recorded]

- 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

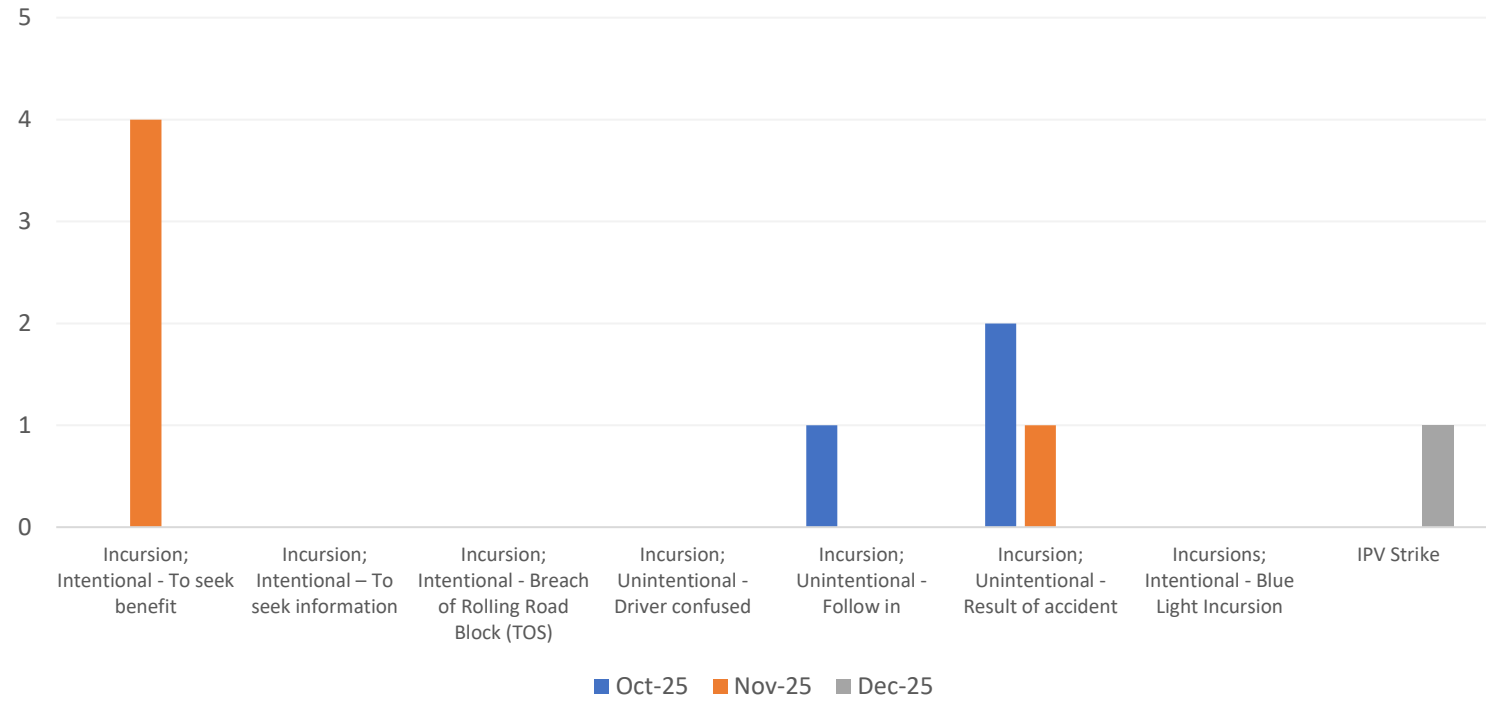


## Incursion rate per length of TM (Unknown)

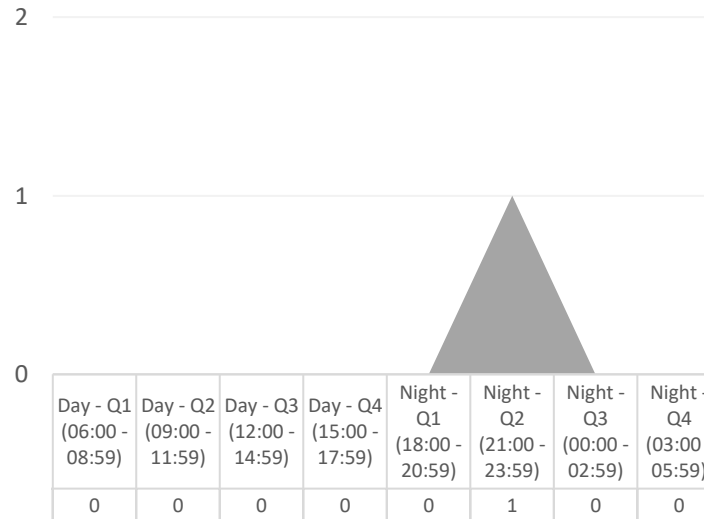
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

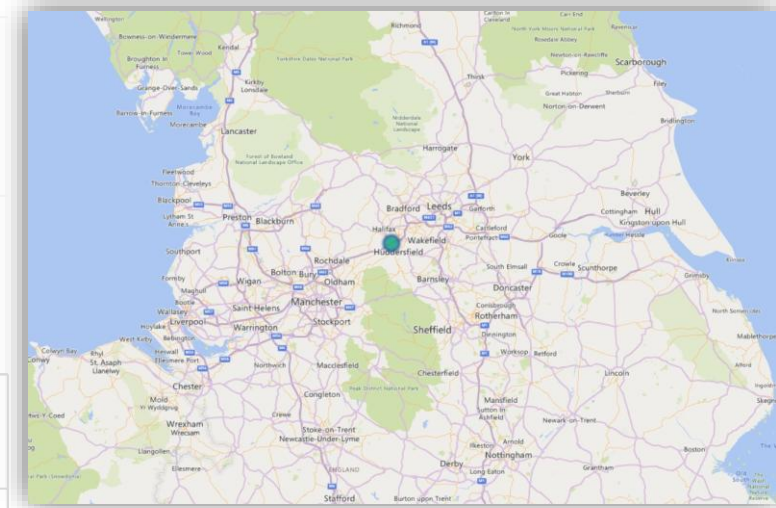
## Area 12



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 12



## Vehicle / Pedestrian Incursions *[Sentiment: Positive]*

None observed within the works. Barriers and delineation appear to have prevented unauthorised access to live traffic or site areas. No workforce or public exposure reported during the period.

## Traffic Incidents *[Sentiment: Neutral]*

Single-vehicle RTC occurred inside eastbound narrow lanes. Impacted the TVRS crash cushion from lane one, spun to lane three, ended facing the wrong direction. Cushion displaced minimally; limited cell damage noted.

## Broken Down Vehicles *[Sentiment: Positive]*

No incidents were reported during this period.

## Traffic Management Responses *[Sentiment: Positive]*

TVRS performed as designed, absorbing impact and restricting movement within the closure. Majority of cells remained intact; minimal displacement recorded. Site requires inspection and minor repairs to restore full protection and verify alignment.

## Overall *[Sentiment: Neutral]*

RTC within the works; no reports of pedestrian incursions or breakdowns. Protective systems limited consequences, preventing escalation beyond the closure. Damage appears localised and manageable with targeted maintenance.

## Recommendations

Project team should review their approach and where required adjust narrow-lane geometry, TVRS positioning and conspicuity.

# Incursions Report

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

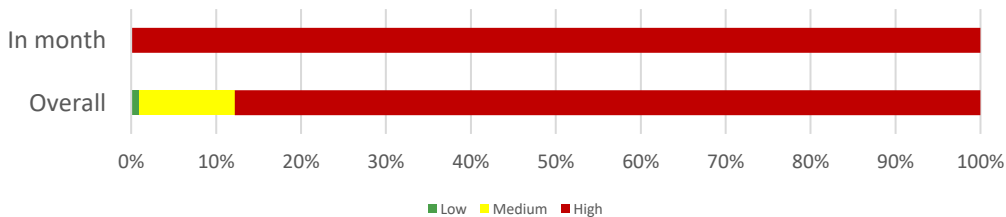
"A total of 2 incursions have been recorded; with a no change from the previous month in Result of accident' type incursions, incursions, with a 67% decrease in 'Seeking Benefit' type incursions

[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

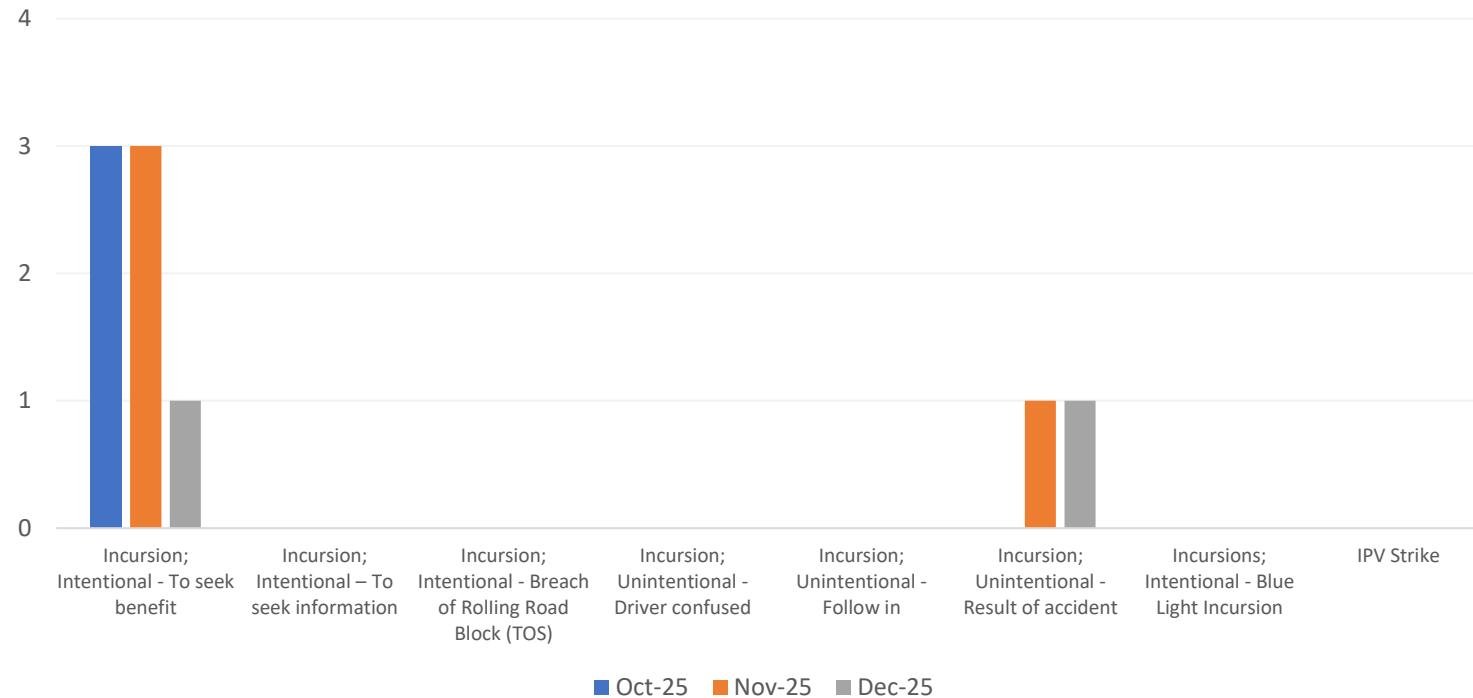


## Incursion rate per length of TM (Unknown)

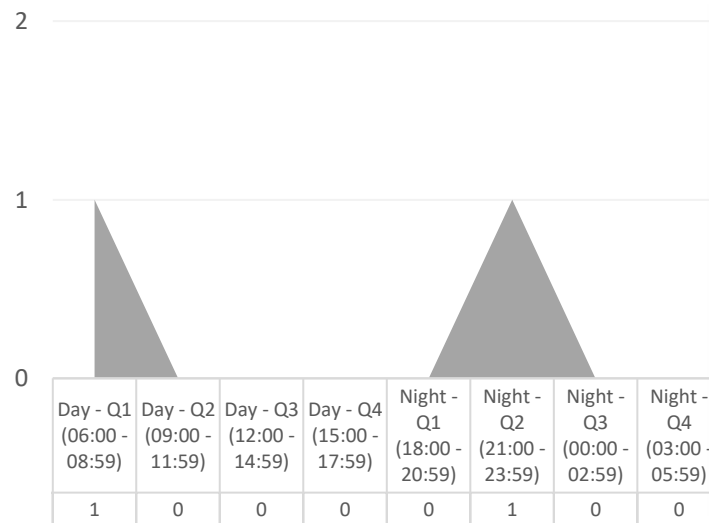
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

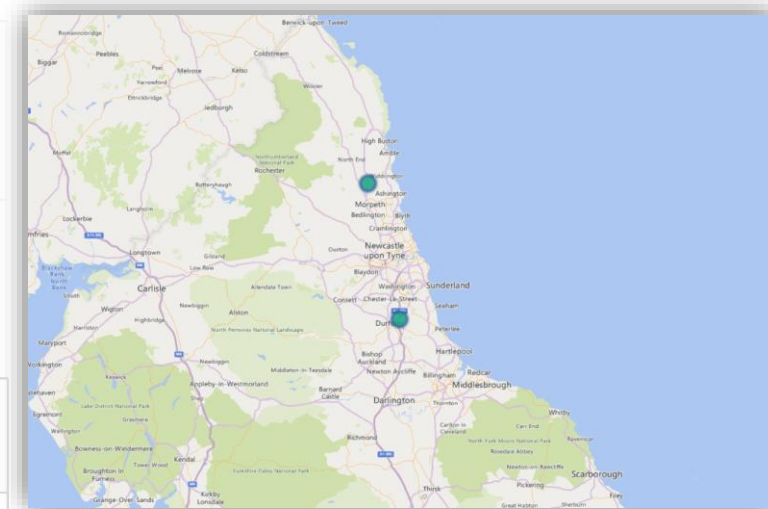
## Area 14



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Yorkshire & North East

Project: Area 14



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A southbound van entered the closure at high speed, struck cones, lamps and diversion signage, narrowly missing a worker resetting signs, then executed a U-turn and left the area. Significant near-miss and asset damage.

## Traffic Incidents [*Sentiment: Negative*]

A speeding car collided with the rear of a van within the southbound lane closure, spun, and came to rest facing the wrong way. The van impacted verge street furniture, destroying a strategic diversion sign.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

Lane closure remained in place. Damaged cones, lamps and diversion signage were reinstated, debris cleared, and verge assets scheduled for inspection. Incident details recorded and escalated to supervisors for potential enforcement liaison and further controls.

## Overall [*Sentiment: Negative*]

Multiple safety breaches occurred within the closure, including collision, spin-out, damage to street furniture, and a serious near-miss with a worker. Risk to workforce and road users was high; urgent preventative actions required.

## Recommendations

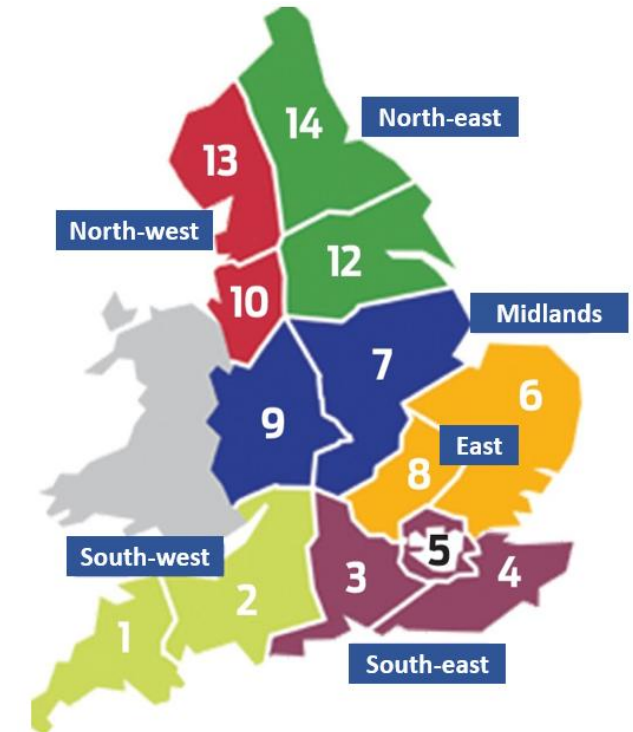
Project team should review their approach and where required introduce stronger physical barriers, speed compliance measures, enhanced advance warning, CCTV, driver reporting, worker safe zones, rapid asset replacement plans, and coordination with enforcement partners.

# Incursions Report – North East Region

## End of regional report

[Back to [Summary](#) page]

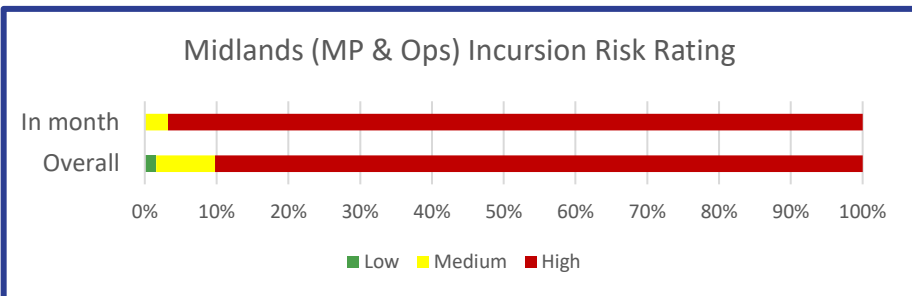
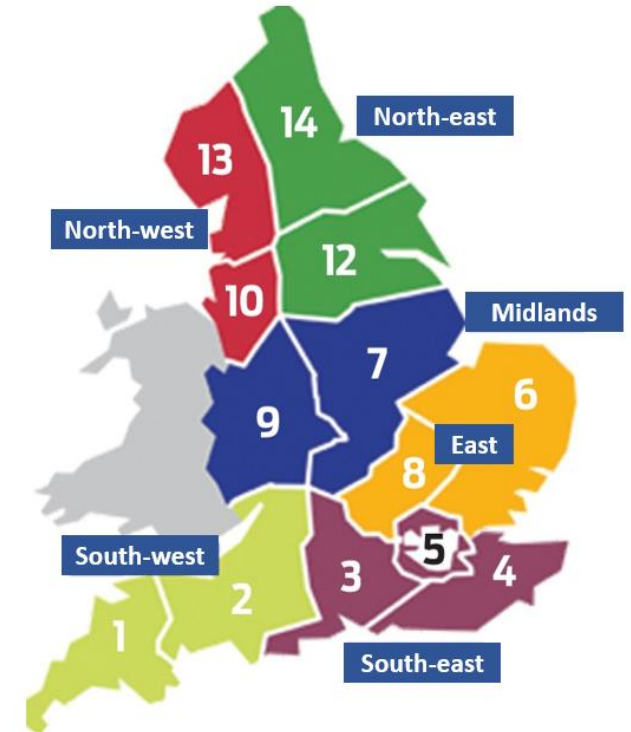
Select next page for Midlands Region and Project Reports



# Incursions Report – Midlands Region

| Midlands Region                                             |                |                |                |              |  |
|-------------------------------------------------------------|----------------|----------------|----------------|--------------|--|
| Kind of Event                                               | Overall        |                | In Month       |              |  |
|                                                             | Major Projects | Operations     | Major Projects | Operations   |  |
| Incursion; Intentional - To seek benefit                    | 137 [4.59%]    | 693 [61.71%]   | 2 [100.00%]    | 10 [66.67%]  |  |
| Incursion; Intentional – Because of breakdown               | 2502 [83.85%]  | 58 [5.16%]     |                | 1 [6.67%]    |  |
| Incursion; Intentional – To seek information                | 13 [0.44%]     | 41 [3.65%]     |                |              |  |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) | 1 [0.03%]      | 8 [0.71%]      |                |              |  |
| Incursion; Unintentional - Driver confused                  | 121 [4.05%]    | 184 [16.38%]   |                | 1 [6.67%]    |  |
| Incursion; Unintentional - Follow in                        | 26 [0.87%]     | 36 [3.21%]     |                |              |  |
| Incursion; Unintentional - Result of accident               | 163 [5.46%]    | 63 [5.61%]     |                | 2 [13.33%]   |  |
| Incursions; Intentional - Blue Light Incursion              | 17 [0.57%]     | 24 [2.14%]     |                |              |  |
| IPV Strike                                                  | 4 [0.13%]      | 16 [1.42%]     |                | 1 [6.67%]    |  |
| Grand Total                                                 | 2984 [100.00%] | 1123 [100.00%] | 2 [100.00%]    | 15 [100.00%] |  |

| Technology Utilisation | Oct 25                   |                                     |     | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 7                 | 349                      | 164                                 | 47% | 308                      | 148                                 | 48% | 274                      | 148                                 | 54% |
| Area 9                 | 442                      | 177                                 | 40% | 370                      | 204                                 | 55% | 242                      | 123                                 | 51% |



# Incursions Report – Midlands Region

## Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised vehicle entries occurred, including breaches of full closures and red-light violations. One pedestrian incursion reported on M5 Jct9.

## Traffic Incidents [*Sentiment: Negative*]

Several collisions reported, including a three-vehicle crash under lane closure and an IPV strike. No injuries to workforce noted.

## Broken Down Vehicles [*Sentiment: Neutral*]

One vehicle ran out of fuel within a closure, requiring recovery. No further breakdowns reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

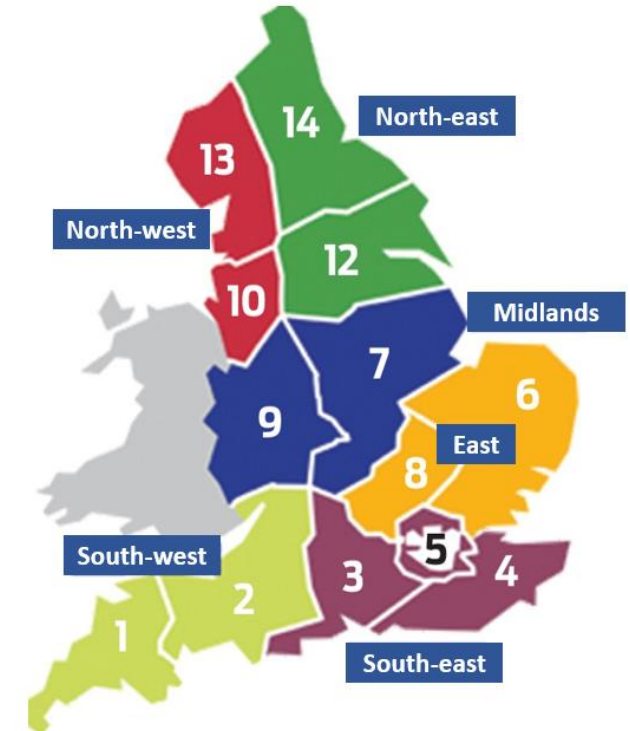
Emergency services attended major incidents promptly; police enforced closures and supported recovery. TM crews maintained safety and escalated issues effectively.

## Overall [*Sentiment: Negative*]

High number of incursions and collisions indicate significant safety risks despite effective TM response and no workforce injuries.

## Recommendations

Regional teams should enhance physical barriers, improve signage clarity, and deploy additional enforcement measures to deter unauthorised access and red-light breaches.



# Incursions Report

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

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

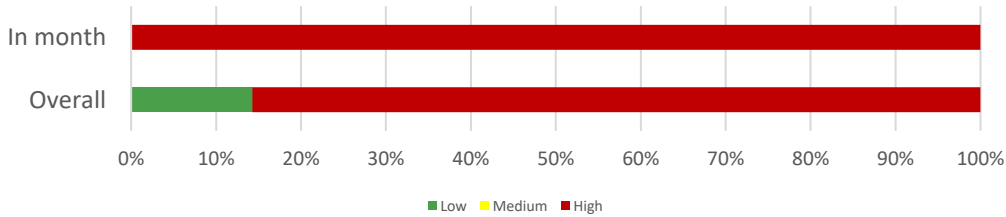
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

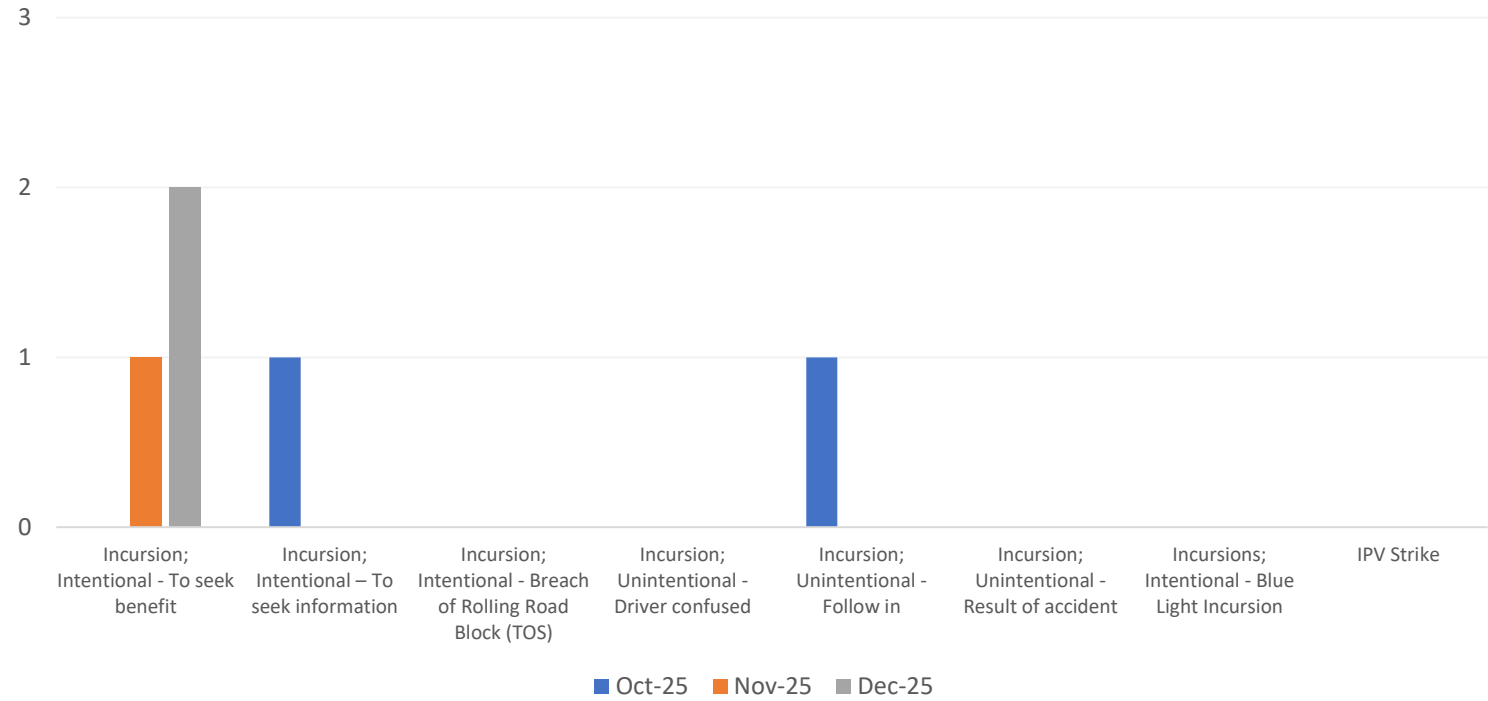


## Incursion rate per length of TM (Unknown)

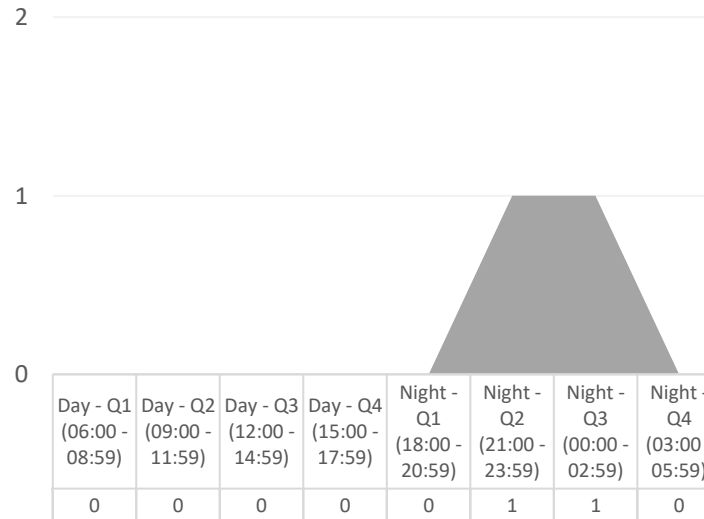
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

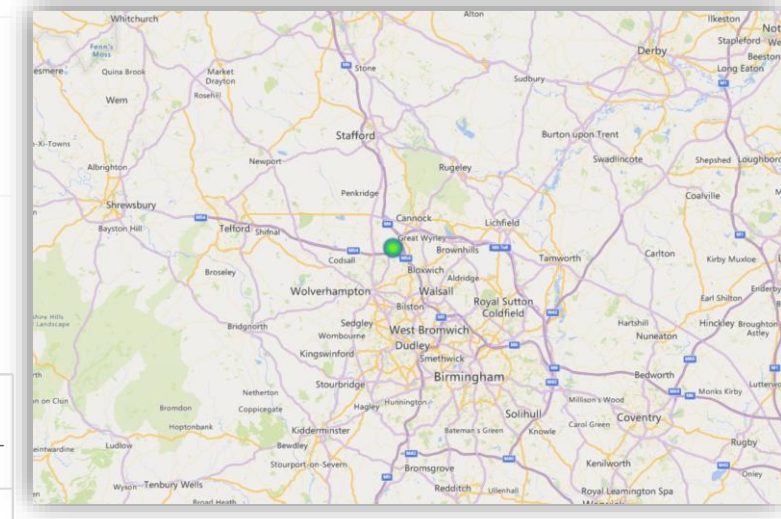
MP-0120 M54 – M6 / M6 Toll - RDP



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Major Projects

Region: Midlands

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



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle contravened the red signal, entering the temporary traffic management zone. Oncoming traffic required space; one vehicle briefly moved into the works area. No contact, injury, or threat to operatives.

## Traffic Incidents [*Sentiment: Negative*]

Signal violation created near conflict between opposing vehicles under temporary control. One vehicle yielded by entering managed area, allowing other to pass. Resolved promptly with no collision, damage, or escalation.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

Operatives facilitated safe flow by clearing temporary traffic management to create space for oncoming traffic. The encroaching vehicle moved out promptly. Controls remained intact; no harm, damage, or disruption recorded.

## Overall [*Sentiment: Neutral*]

A single signal violation led to brief incursion into managed area. Traffic was maintained, and the situation de-escalated without injury or damage. Temporary controls functioned, but driver compliance remains a concern.

## Recommendations

Project team should review their approach and where required strengthen signal compliance: clearer signage, advance warning, light phasing, additional marshals, periodic enforcement, and driver awareness to deter incursions and safeguard operatives.

# Incursions Report

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

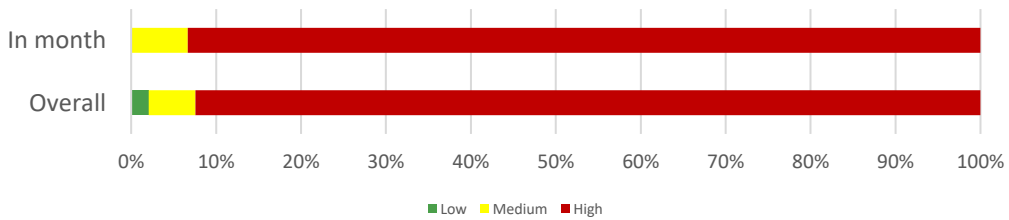
A total of 8 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, no change from the previous month in Result of accident type incursions, incursions, with a 50% decrease in 'Driver confused' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

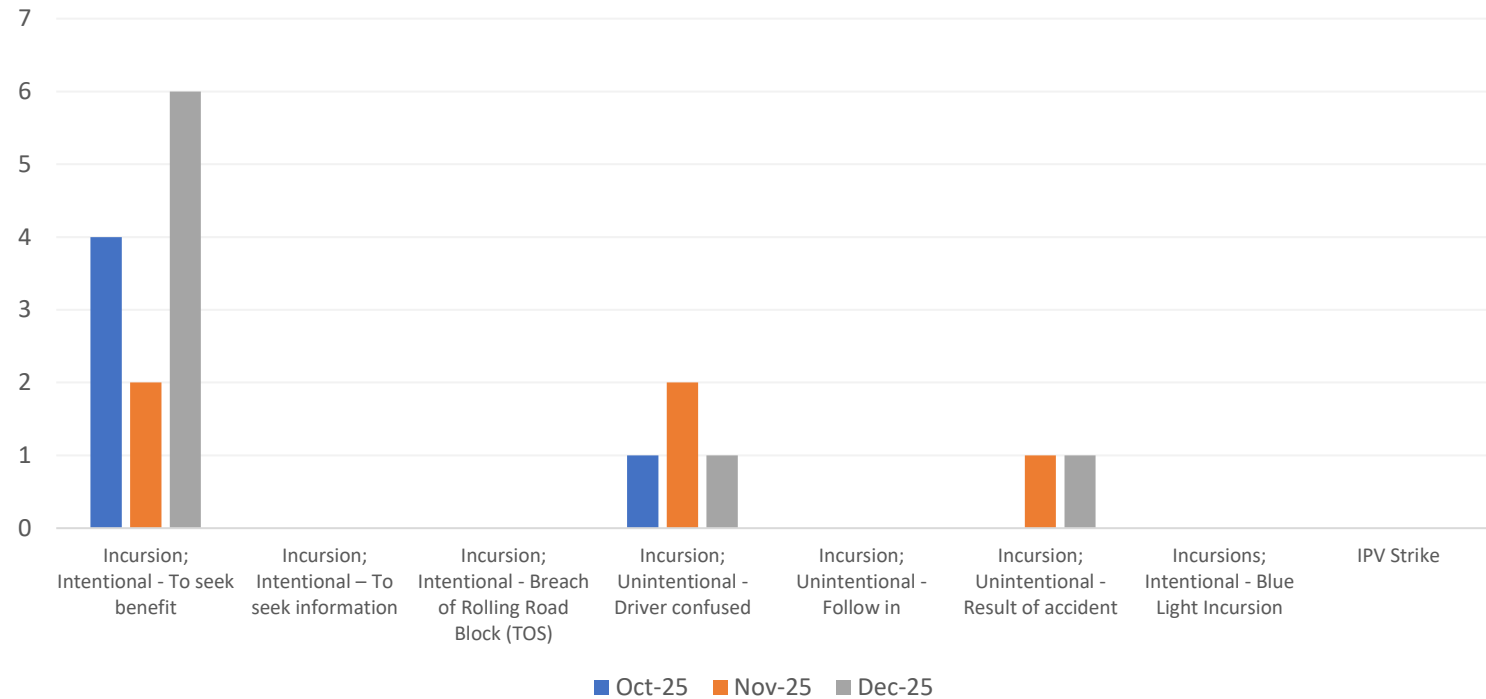
## Project Risk Rating



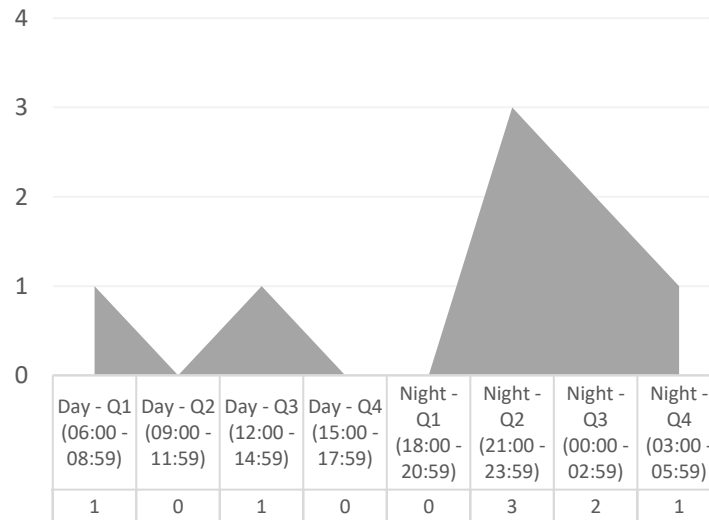
## Incursion rate per length of TM (Unknown)

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

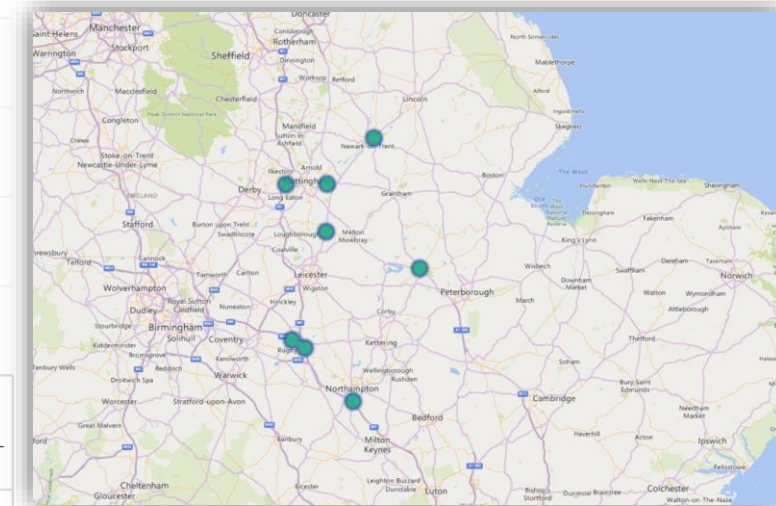
## AD - M&R - Seven



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Midlands

Project: AD - M&R - Seven



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple incursions occurred: vehicles breached closures by moving barriers, entered via splitter islands and works access points, ran a 12D signal red, and an unescorted heavy vehicle refused diversions, creating safety hazards.

## Traffic Incidents [*Sentiment: Negative*]

One collision occurred with offending vehicle leaving scene. A wrong-way entry headed toward oncoming traffic. A distressed driver and a secondary close call involved reported pain, prompting ambulance contact and escalation.

## Broken Down Vehicles [*Sentiment: Neutral*]

A damaged vehicle entered a full closure to reach safety. Another vehicle came to rest on a grass verge, later recovered. No long-term blockages reported, though temporary stoppages occurred under supervision.

## Traffic Management Responses [*Sentiment: Neutral*]

Responses included HATO attendance, emergency services contacted, subcontractors and supervisor notified, and Level 2 escalation. Operatives maintained first-aid readiness, supported recovery, and managed police-led closures, addressing repeated closure breaches and near-misses.

## Overall [*Sentiment: Negative*]

Overall, multiple closure breaches, a hit-and-run, wrong-way driving, and medical concerns occurred. No confirmed injuries, yet incident frequency and severity indicate elevated risk requiring sustained enforcement, vigilant operatives, and strengthened controls.

## Recommendations

Project team should review their approach and where required enhance barriers and gates; mandate escorts for heavy vehicles; improve enforcement coordination, cameras and signage; tighten access control; strengthen briefings and incident reporting.

# Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7

A total of 4 incursions have been recorded; with a no change from the previous month in Result of accident' type incursions, incursions, with a 63% decrease in 'Seeking Benefit' type incursions

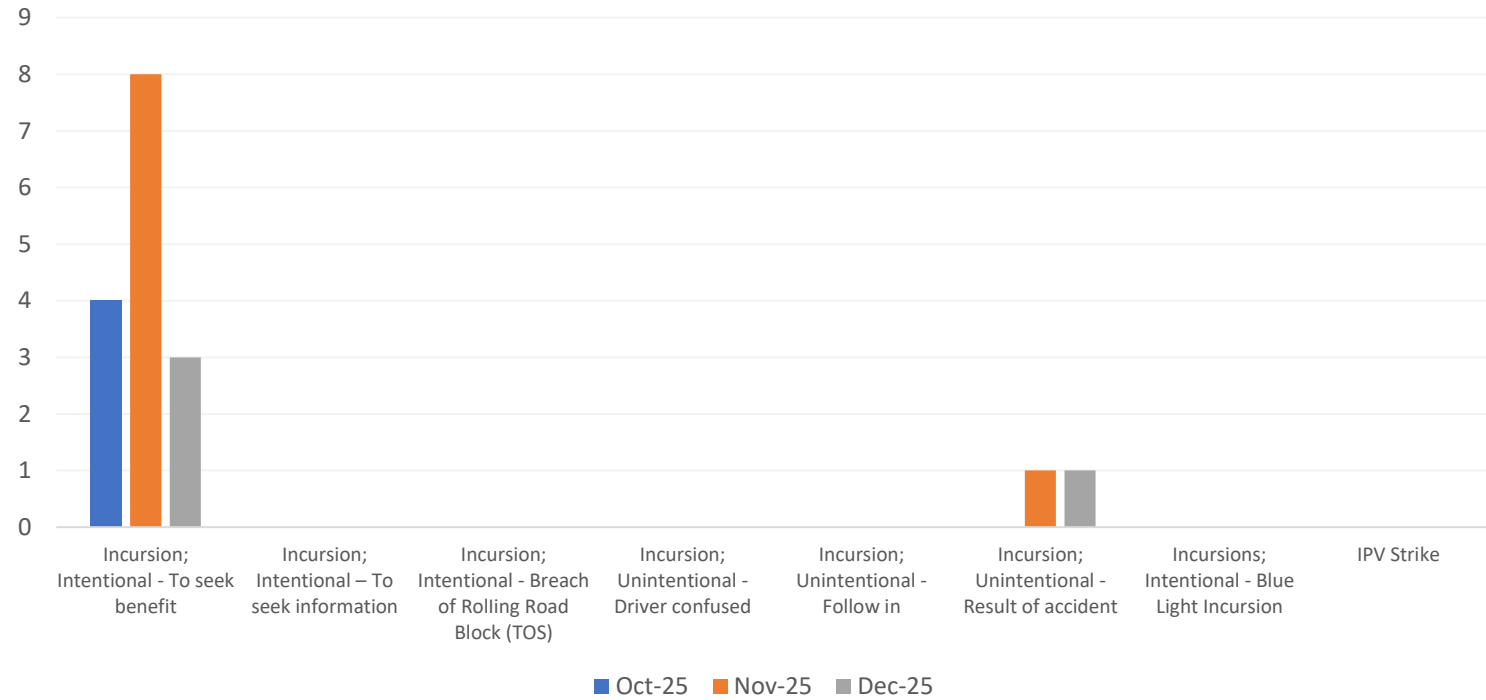
[0 - Incursions resulting from breakdowns were recorded]

- 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

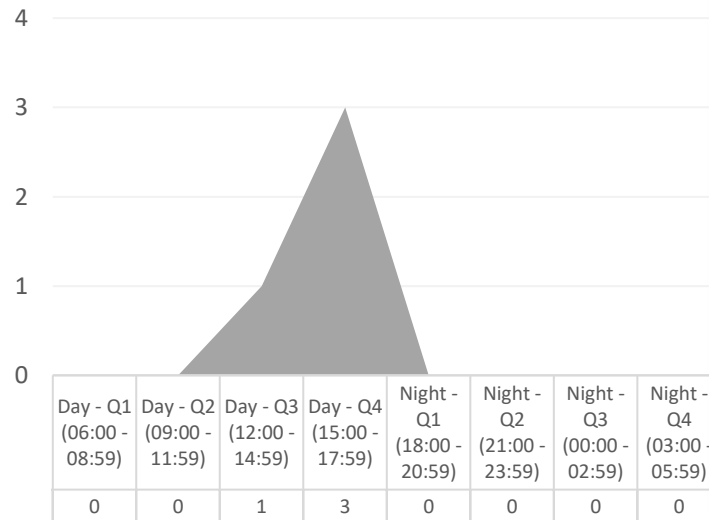
Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

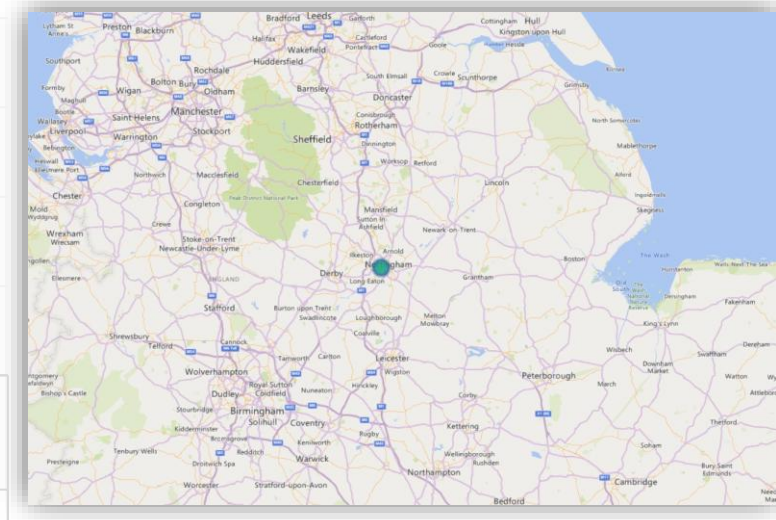
Area 7



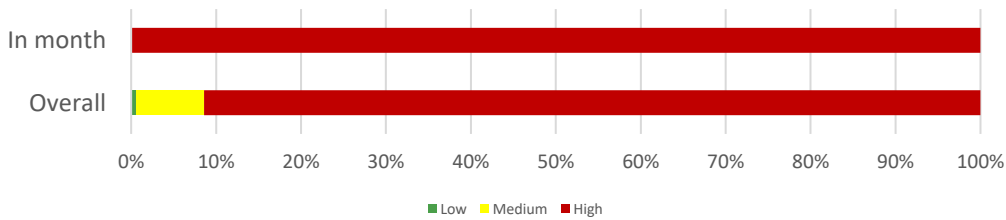
Time Profile of Incursions recorded



Heatmap



Project Risk Rating



Incursion rate per length of TM (Unknown)

Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

# Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 7



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

An unauthorised motorist entered a full closure at speed and drove through the works. A gate operative attempted to stop the vehicle and notified supervisors. No workforce impact reported; controls were bypassed.

## Traffic Incidents [*Sentiment: Negative*]

Three vehicles collided adjacent to southbound traffic signals within a single-lane closure facilitating compound access works. Emergency services attended; police closed the road. No injuries or damage to construction staff, plant or assets.

## Broken Down Vehicles [*Sentiment: Neutral*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

Lane closure managed by traffic signals with permits in place. TM teams engaged police and emergency services following the collision. After the unauthorised entry, supervisors were informed and workforce safety confirmed; site controls require strengthening.

## Overall [*Sentiment: Negative*]

Two significant events occurred: a collision within a managed lane closure and an unauthorised vehicle entering a full closure at speed. Construction personnel and equipment were unaffected. Further control measures and communication improvements are necessary.

## Recommendations

Project team should review their approach and where required enhance hard closures, gate protocols and signage; introduce CCTV, additional barriers and enforcement; improve radio escalation to supervisors; refresh workforce briefings; coordinate with police for deterrence.

# Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9

A total of 1 incursions have been recorded; with a 80% decrease in 'Seeking Benefit' type incursions

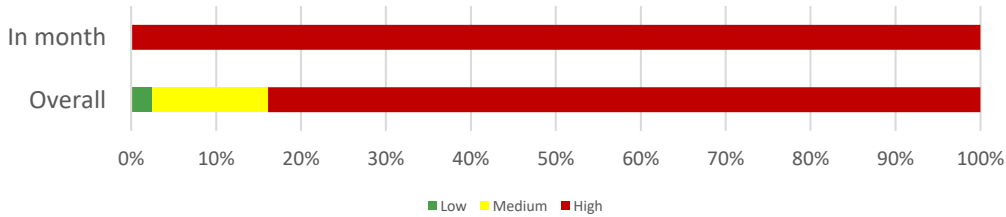
[1 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

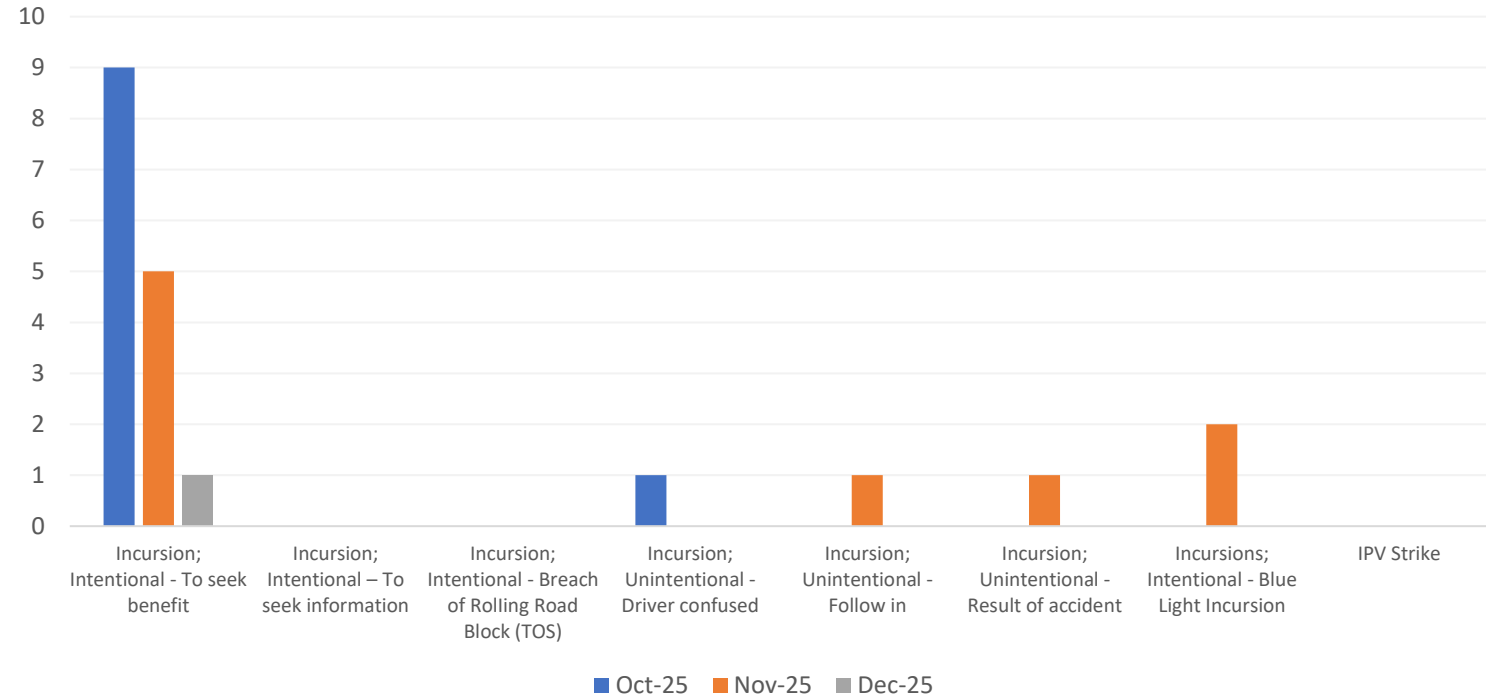


## Incursion rate per length of TM (Unknown)

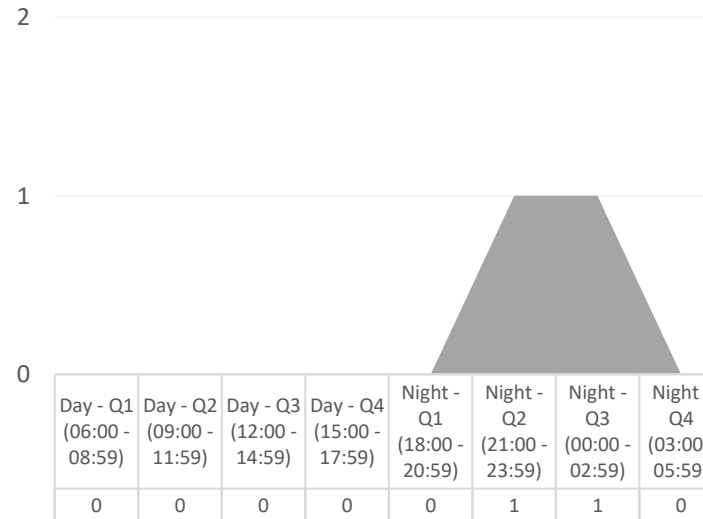
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

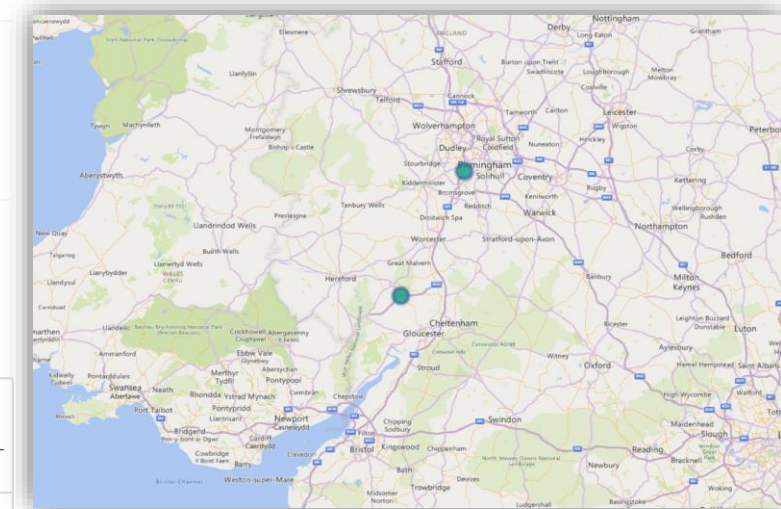
## Area 9



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Midlands

Project: Area 9



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Two incursions: a customer vehicle entered works after running out of fuel; a pedestrian walked the off-slip towards the mainline. Both were intercepted, advised, and redirected safely back towards the roundabout.

## 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*]

Camera was activated; the pedestrian was stopped and checked. Safety guidance was given, police assistance prepared. The individuals turned back towards the roundabout, away from the mainline, and the closure remained secure.

## Overall [*Sentiment: Neutral*]

Operations remained stable. Two incursions were managed without further impact, and no traffic incidents or additional breakdowns were identified. Proactive intervention mitigated risk, maintained closure integrity, and kept motorists and staff safe.

## Recommendations

Project team should review their approach and where required bolster closure delineation, refresh messaging, add fuel-support signage, brief staff on distressed pedestrians, define police-call thresholds, and confirm breakdown contingency for works.

# Incursions Report

Directorate: Operations

Region: Midlands

Project: DBFO – A50 / A564 Stoke to Derby

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

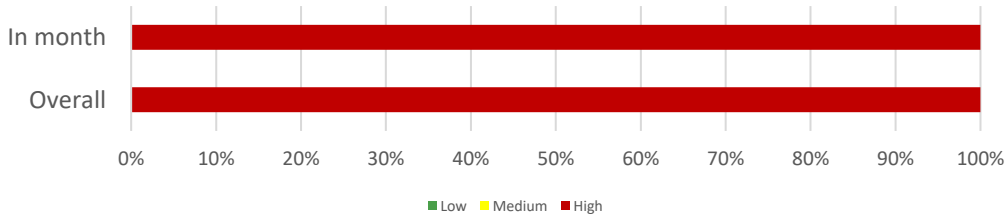
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

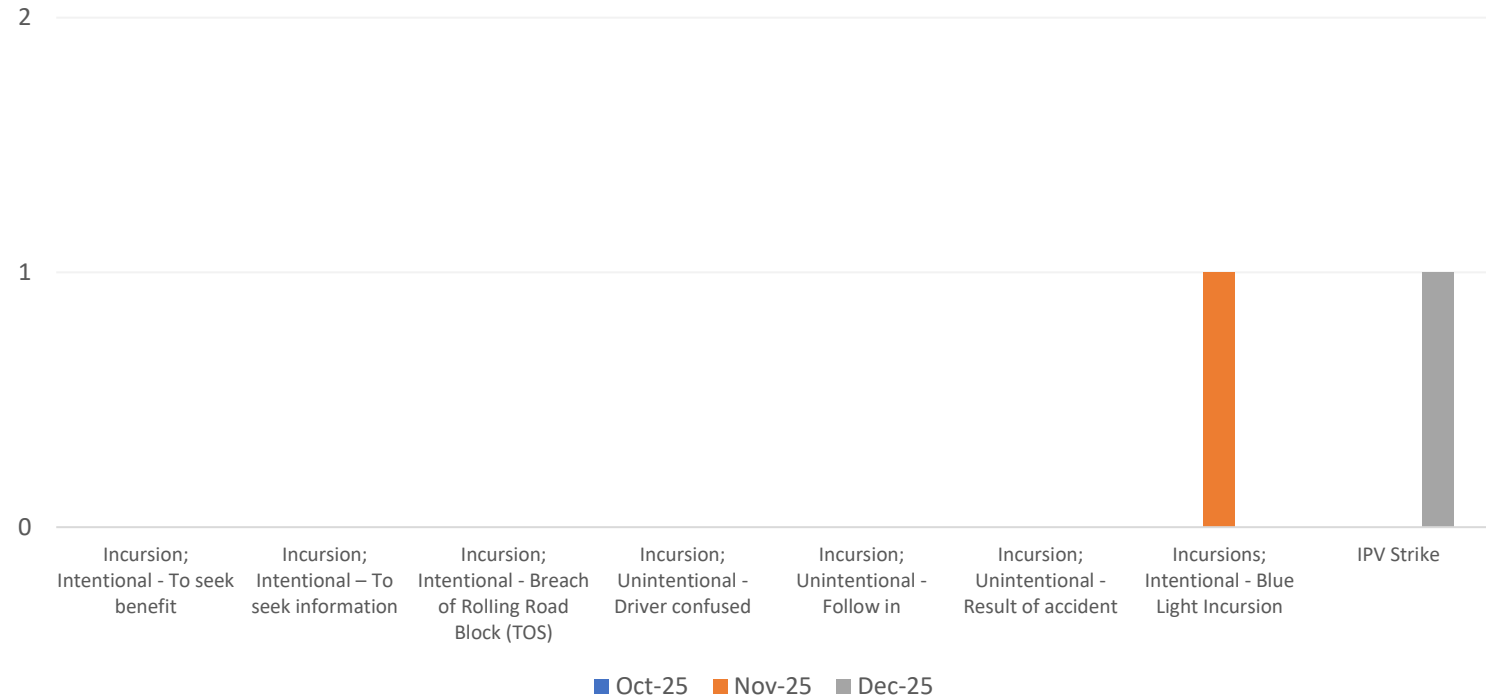


## Incursion rate per length of TM (Unknown)

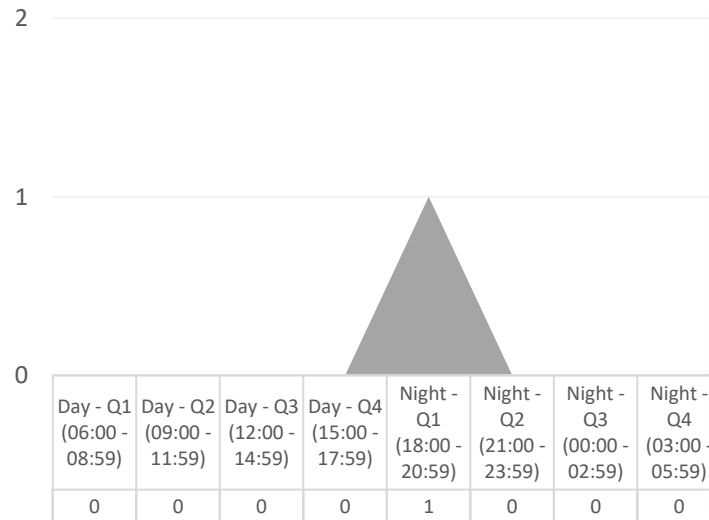
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

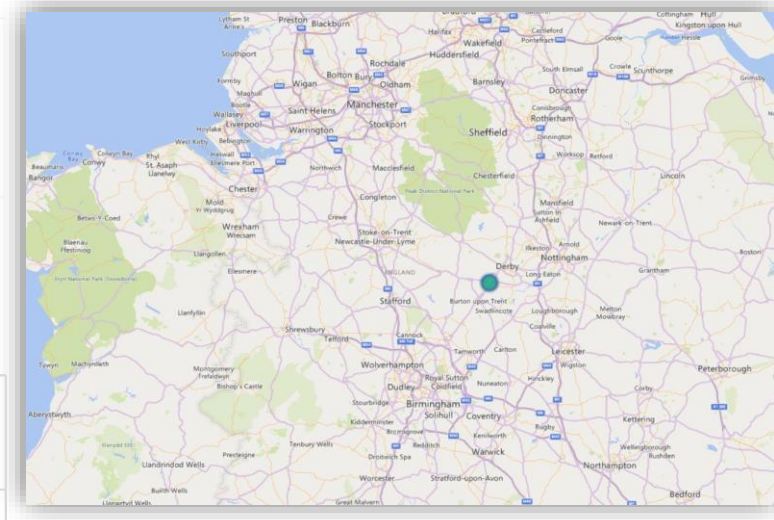
## DBFO – A50 / A564 Stoke to Derby



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: Midlands

Project: DBFO – A50 / A564 Stoke to Derby



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A vehicle in Lane 1 failed to move to Lane 2 and struck the IPV crash cushion protecting warning boards. No pedestrian incursions. No injuries, though significant damage occurred to the taxi and IPV.

## Traffic Incidents [*Sentiment: Negative*]

Collision with the IPV occurred in Lane 1 during advance warning board installation. Police and Traffic Officers attended; driver breathalysed negative. Taxi recovered, site cleared by response teams, and the lane reopened promptly.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

IPV correctly deployed with crash cushion, protecting works. Officers managed the scene, recovery arranged, lane reopened. Crew wellbeing checked and D+A testing undertaken, both negative, demonstrating effective procedures and compliance with safety requirements.

## Overall [*Sentiment: Neutral*]

Safety controls prevented injuries despite a significant collision. Response was coordinated and swift, with recovery and reopening achieved efficiently. Welfare support and D+A testing were completed; however, the event indicates residual risk from inattentive drivers.

## Recommendations

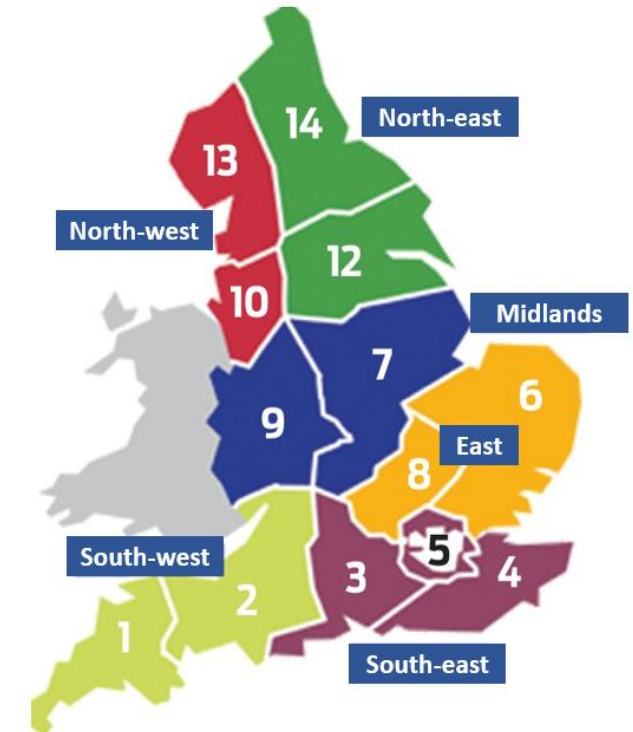
Project team should review their approach and where required enhance conspicuity of IPV and signage, extend lead-in warnings and tapers, reinforce lane-change messaging, strengthen lookout/monitoring, and refine incident reporting and welfare follow-up.

# Incursions Report – Midlands Region

## End of regional report

[Back to [Summary](#) page]

Select next page for East Region and Project Reports

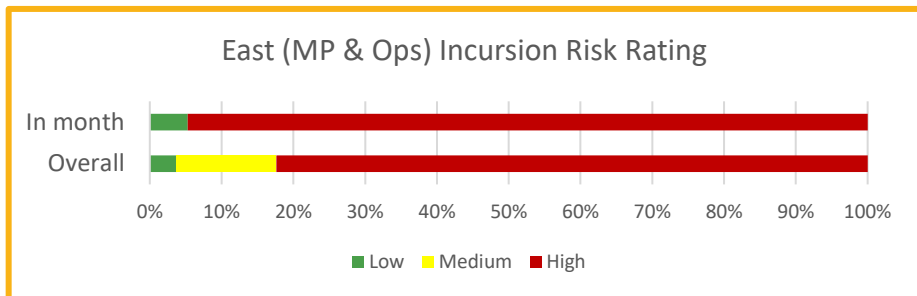
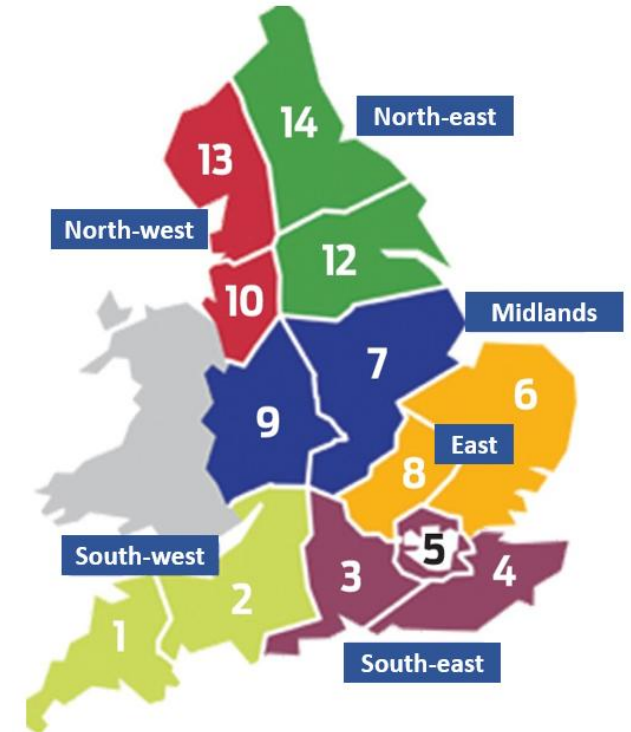


# Incursions Report – East Region

## East Region

| Kind of Event                                               | Overall        |               | In Month       |             |
|-------------------------------------------------------------|----------------|---------------|----------------|-------------|
|                                                             | Major Projects | Operations    | Major Projects | Operations  |
| Incursion; Intentional - To seek benefit                    | 236 [14.80%]   | 453 [46.85%]  | 2 [33.33%]     | 5 [83.33%]  |
| Incursion; Intentional – Because of breakdown               | 951 [59.62%]   | 79 [8.17%]    | 1 [16.67%]     |             |
| Incursion; Intentional – To seek information                | 78 [4.89%]     | 13 [1.34%]    | 1 [16.67%]     |             |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) | 3 [0.19%]      | 1 [0.10%]     |                |             |
| Incursion; Unintentional - Driver confused                  | 152 [9.53%]    | 234 [24.20%]  |                |             |
| Incursion; Unintentional - Follow in                        | 63 [3.95%]     | 51 [5.27%]    | 1 [16.67%]     |             |
| Incursion; Unintentional - Result of accident               | 68 [4.26%]     | 73 [7.55%]    |                | 1 [16.67%]  |
| Incursions; Intentional - Blue Light Incursion              | 28 [1.76%]     | 30 [3.10%]    | 1 [16.67%]     |             |
| IPV Strike                                                  | 16 [1.00%]     | 33 [3.41%]    |                |             |
| Grand Total                                                 | 1595 [100.00%] | 967 [100.00%] | 6 [100.00%]    | 6 [100.00%] |

| Technology Utilisation | Oct 25                   |                                     |     | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 6                 | 280                      | 207                                 | 74% | 215                      | 157                                 | 73% | 156                      | 126                                 | 81% |
| Area 8                 | 219                      | 99                                  | 45% | 137                      | 58                                  | 42% | 82                       | 47                                  | 57% |



# Incursions Report – East Region

## Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Two vehicles entered the works via a grass verge and weaved around workers before exiting. Additional unauthorised entries occurred at RVP7a and A47 closure.

## Traffic Incidents [*Sentiment: Negative*]

Two collisions reported: one involving an IPV and multiple vehicles on M11, and another rear-end incident near MP 282/2. No injuries.

## Broken Down Vehicles [*Sentiment: Neutral*]

A Red Ford broke down and entered Lane 2 closure at Easton. Recovery was arranged and completed without further disruption.

## Traffic Management Responses [*Sentiment: Positive*]

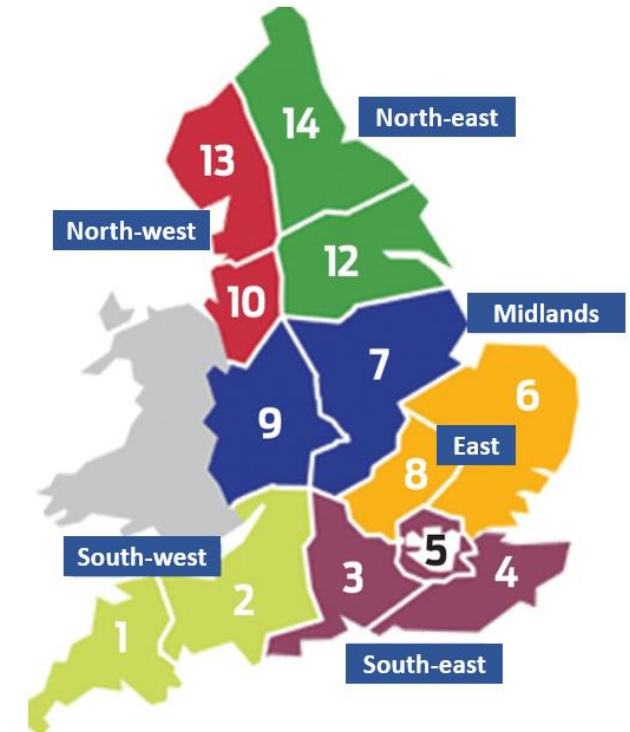
TM crews assisted recovery, escorted unauthorised vehicles out, and cancelled works following M11 accident. Quick response ensured minimal impact on safety.

## Overall [*Sentiment: Neutral*]

Multiple incursions and two accidents highlight ongoing safety risks. TM responses were effective, but preventative measures need strengthening.

## Recommendations

Regional teams should review and where required enhance signage, enforce closure points, and deploy additional monitoring to deter incursions and improve compliance.



# Incursions Report

Directorate: Major Projects

Region: East

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

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

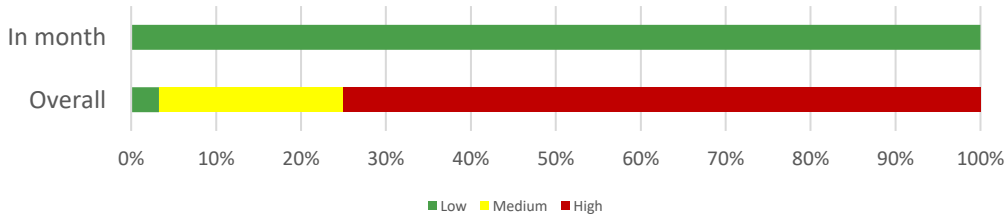
[1 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

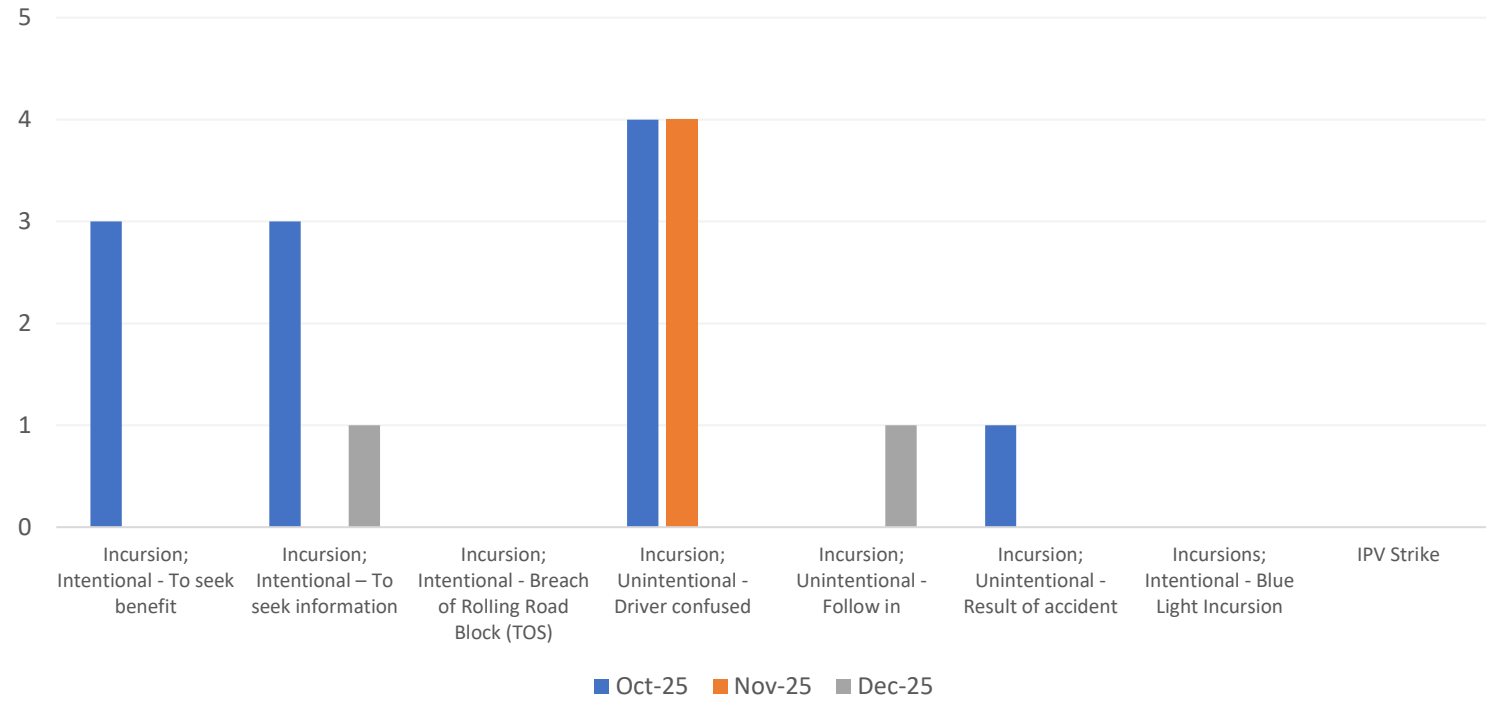


## Incursion rate per length of TM (Unknown)

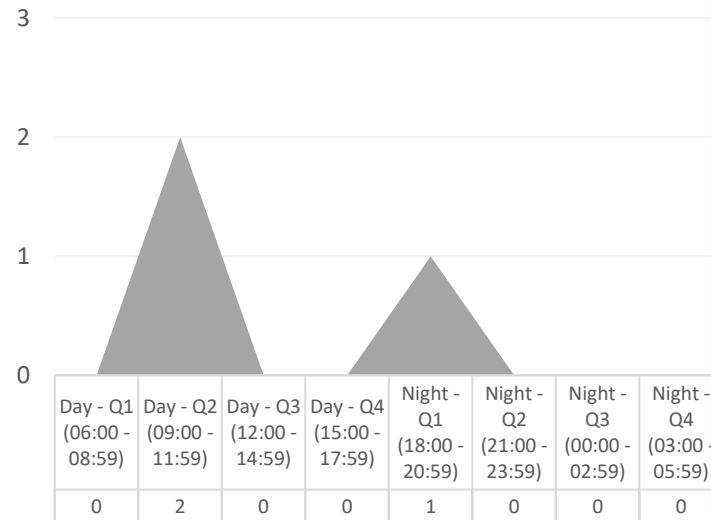
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

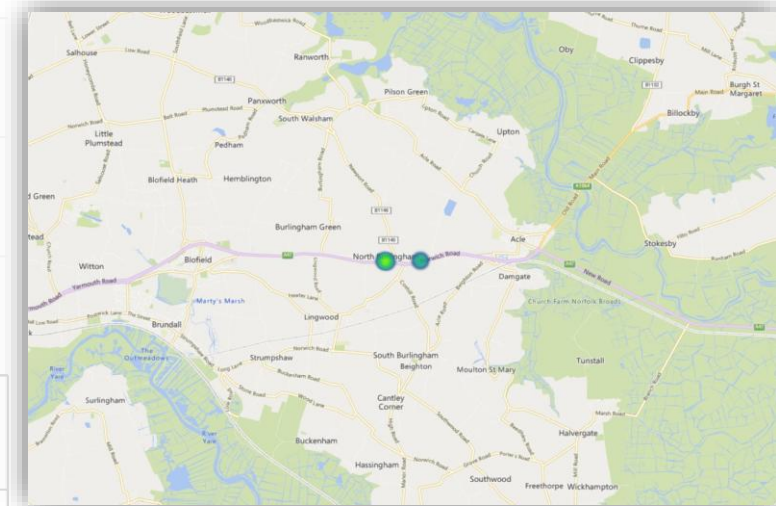
## MP-0240 – A47 Blofield to North Burlington Dualling



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Major Projects

Region: East

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



## Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

Two unauthorised entries occurred: one by a contractor vehicle and another by a member of the public. Both were managed without incident or harm.

## Traffic Incidents [*Sentiment: Neutral*]

A minor collision occurred when a vehicle braked suddenly to avoid wildlife, causing a rear-end impact. No injuries, debris, or traffic management damage reported.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

Site marshals and TSS acted promptly, ensuring safe removal of unauthorised vehicles and managing collision recovery effectively. No disruption to traffic flow occurred.

## Overall [*Sentiment: Positive*]

Incidents were handled efficiently with minimal impact on operations. Safety protocols were followed, and no significant delays or hazards were recorded.

## Recommendations

Project team should review their approach and where required improve signage visibility and access control measures to prevent unauthorised entry. Consider wildlife hazard awareness for drivers near closure zones.

# Incursions Report

Directorate: Major Projects

Region: East

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

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

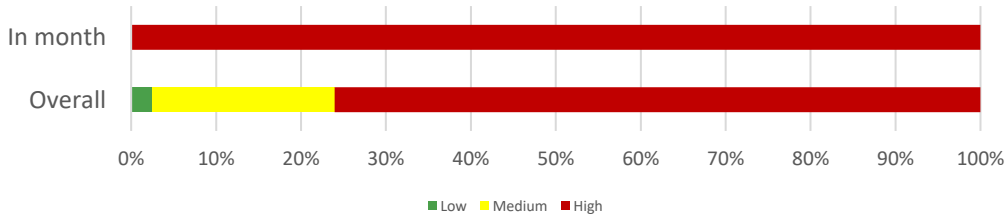
[0 - Incursions resulting from breakdowns were recorded]

- 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

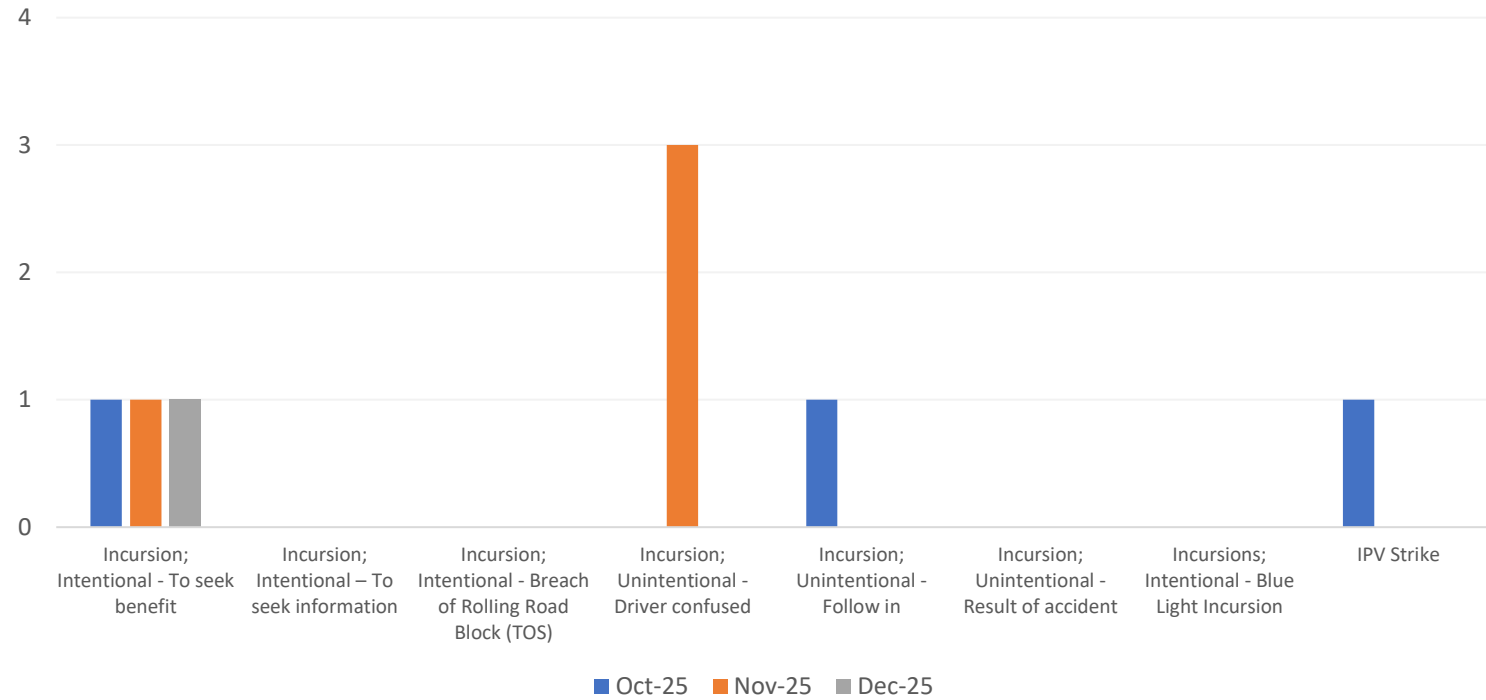


## Incursion rate per length of TM (Unknown)

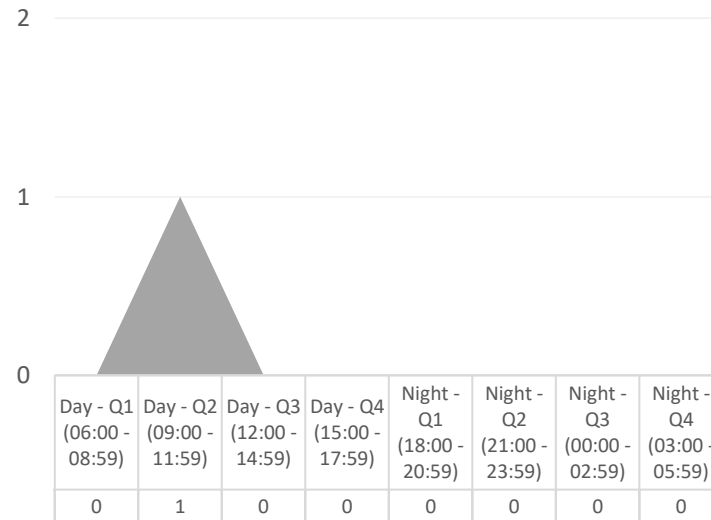
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

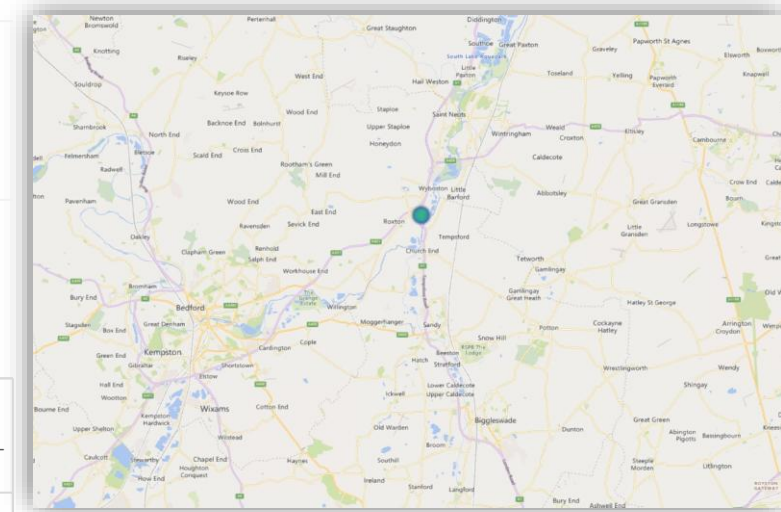
## MP-0246 – A428 Black Cat to Caxton Gibbet – CIP



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Major Projects

Region: East

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



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A person was observed with a telescope and tripod near water on the bund within the compound car park. This activity was unusual but posed no immediate safety risk.

## 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*]

A white van was noted parked outside designated spaces in the car park. No intervention was required as it did not obstruct traffic flow.

## Overall [*Sentiment: Positive*]

Minor irregularities were observed, but no significant safety or traffic issues occurred. The site remained operational without disruption.

## Recommendations

Project team should review their approach and where required improve monitoring of non-standard activities and parking compliance. Consider clearer signage and periodic checks to maintain safety and operational standards.

# Incursions Report

Directorate: Major Projects

Region: East

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

A total of 1 incursions have been recorded; with a 80% decrease in 'Blue Light' type incursions

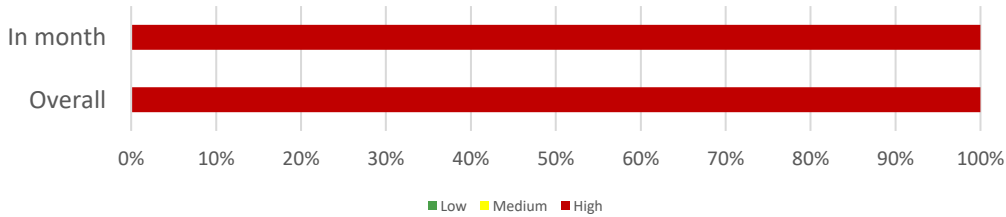
[0 - Incursions resulting from breakdowns were recorded]

- 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

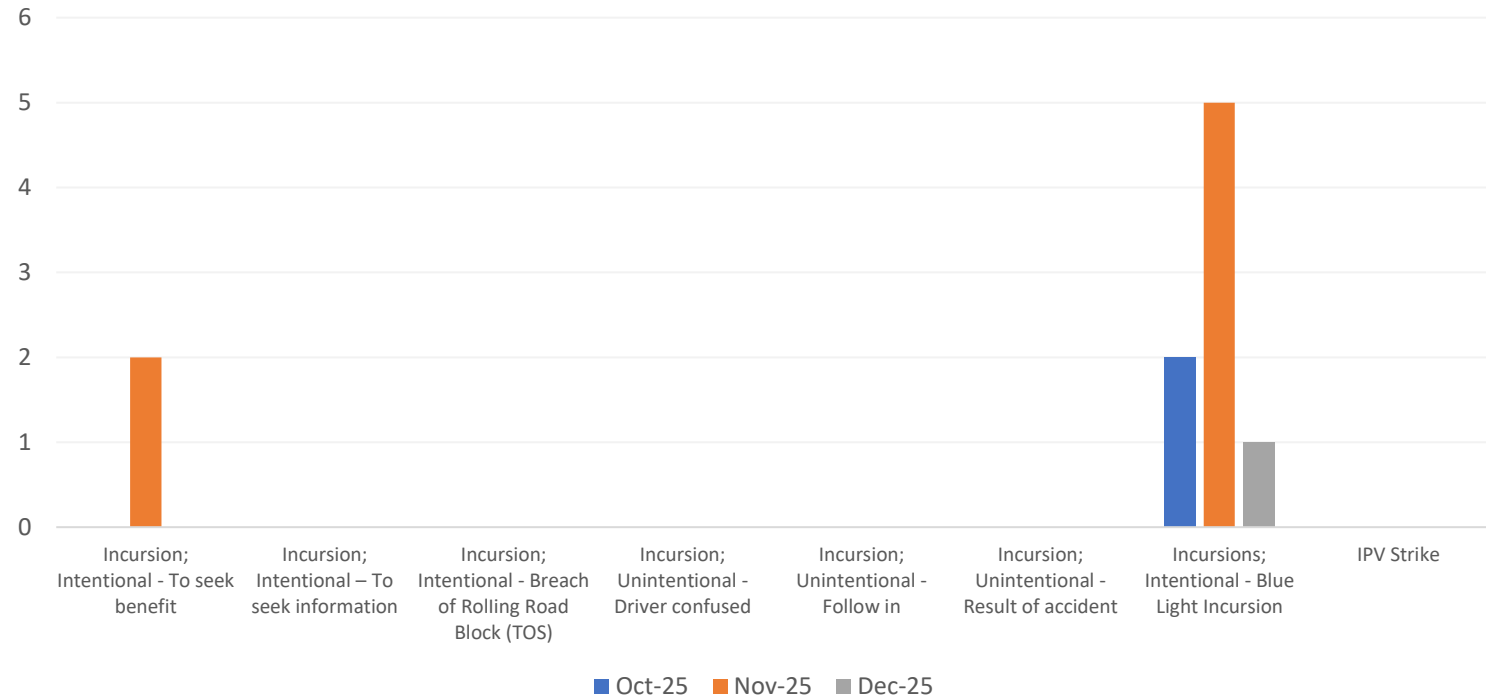


## Incursion rate per length of TM (Unknown)

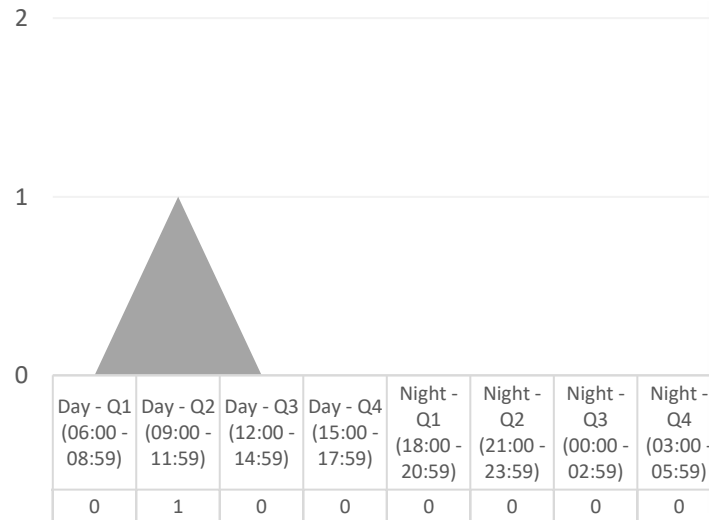
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

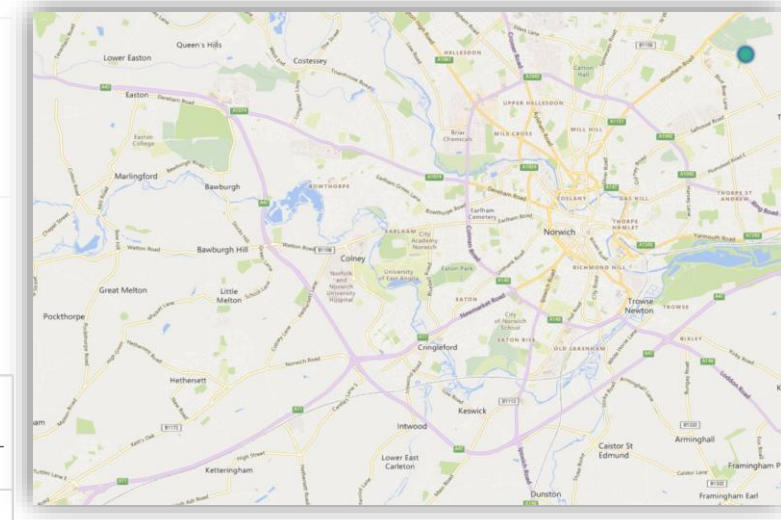
## MP-0243 – A47/A11 Thickthorn Junction – RDP



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Major Projects

Region: East

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



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

An emergency vehicle entered the coned works area, driving inside temporary concrete barriers. It briefly stopped behind parked plant, then passed workers and exited via the designated works access. Blue lights were on; no siren.

## Traffic Incidents [*Sentiment: Positive*]

No collisions, injuries, or near misses occurred within the closure. Traffic on the adjacent carriageway was light, and drivers yielded appropriately to the emergency vehicle once recognised.

## Broken Down Vehicles [*Sentiment: Positive*]

No broken-down vehicles were observed within or near the works. Stationary plant and lorries were operational, repositioned promptly to facilitate the vehicle's passage, and did not impede traffic flow.

## Traffic Management Responses [*Sentiment: Neutral*]

The site team quickly created a safe corridor by moving tipper lorries, guiding the vehicle to exit via the works access. Attempted engagement with the driver was unsuccessful; absence of siren reduced clarity.

## Overall [*Sentiment: Neutral*]

One vehicle incursion by emergency services occurred without collision or injury. Traffic impacts were minimal and control maintained, yet unsignalled entry into the closure presents a persistent safety risk requiring procedural review.

## Recommendations

Project team should review their approach and where required formalise blue-light access protocols, pre-agreed routes, signage, barrier management, driver communication, and escalation. Conduct a joint briefing with police and reinforce worker situational awareness.

# Incursions Report

Directorate: Major Projects

Region: East

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

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

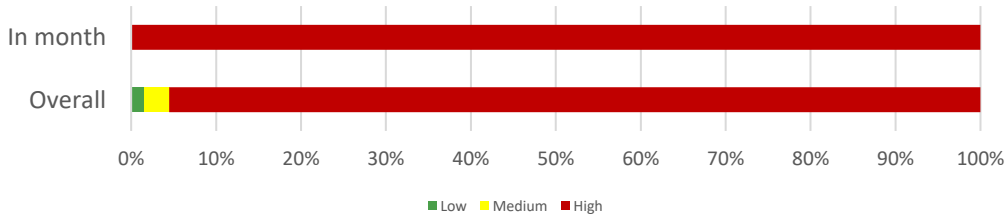
[0 - Incursions resulting from breakdowns were recorded]

- 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

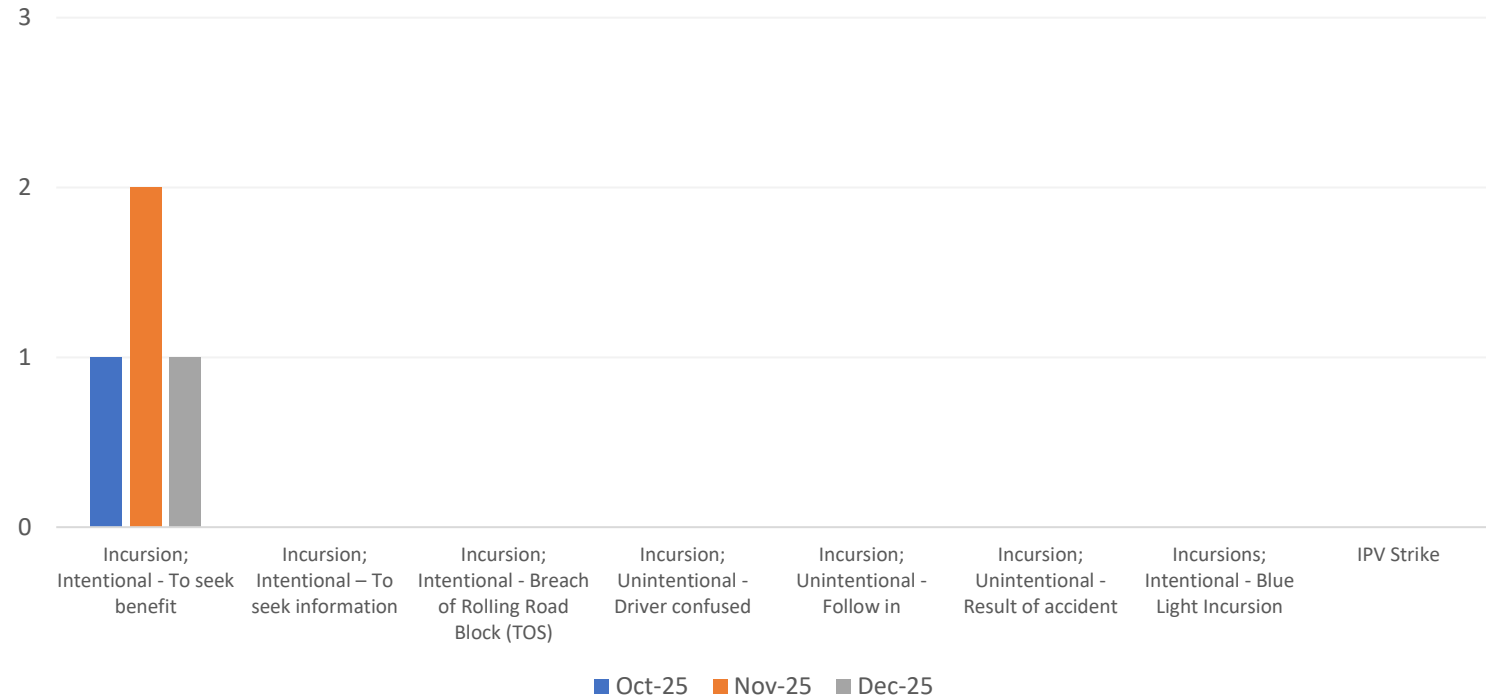


## Incursion rate per length of TM (Unknown)

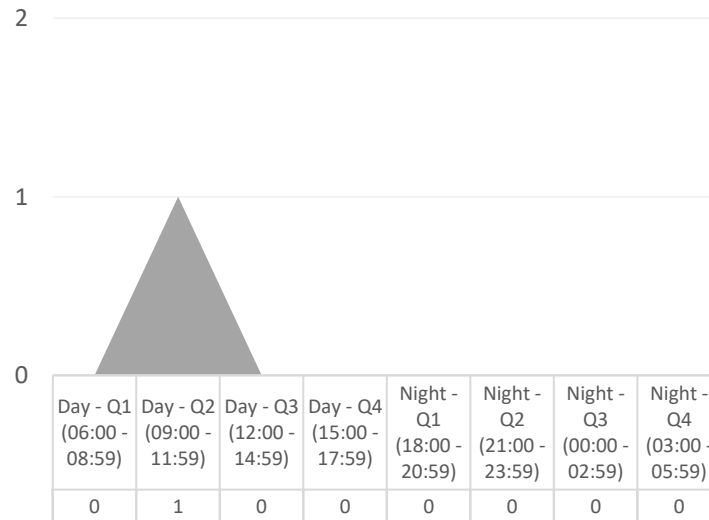
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

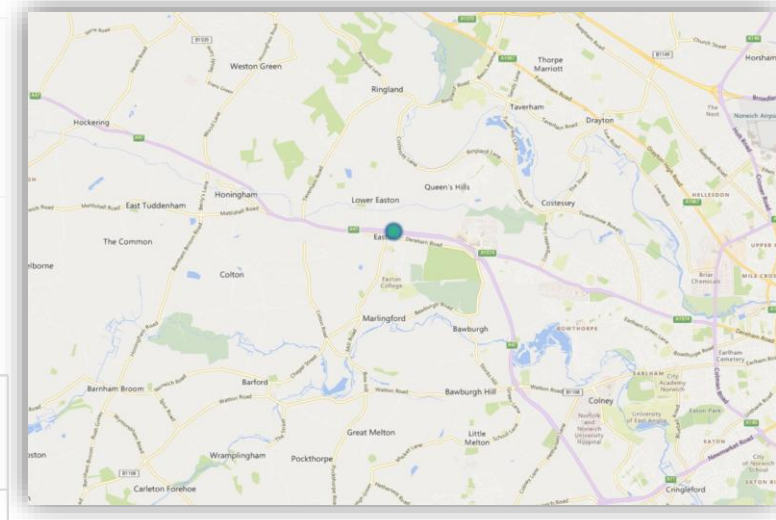
## MP-0239 - A47 North Tuddenham to Easton - RDP



## 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]*

One vehicle entered the Lane 2 works area after breaking down, crossing the cones to stop within the closure. No pedestrian incursions observed. Staff controlled the scene and maintained a safe perimeter throughout.

## Traffic Incidents *[Sentiment: Neutral]*

No incidents were reported during this period. Traffic operated under the existing arrangements with only routine slowing through the works. Monitoring indicated stable flows and no safety-critical events during the period.

## Broken Down Vehicles *[Sentiment: Neutral]*

A single eastbound vehicle suffered mechanical failure and came to rest inside the Lane 2 closure. The driver arranged private recovery. The vehicle was removed without complication or hazard to the workforce.

## Traffic Management Responses *[Sentiment: Positive]*

TM and TSS engaged the driver, safeguarded the closure, and coordinated access for the recovery operator. Cones and signage were maintained, with safe space preserved and no requirement for extra restrictions or diversions.

## Overall *[Sentiment: Positive]*

Operations remained safe and controlled despite one breakdown-related incursion. The coordinated response prevented escalation or delay. No injuries, damage, or significant disruption were recorded, and the integrity of the traffic management was maintained throughout.

## Recommendations

Project team should review their approach and where required enhance breakdown procedures: strengthen signage, pre-agree recovery access routes, refresh briefings, and consider longer tapers or blockers to deter unintended entry into closures.

# Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8

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

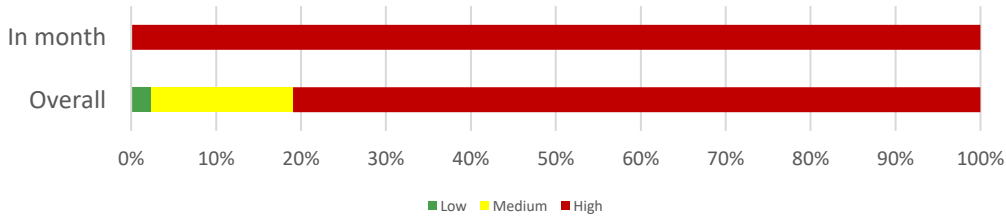
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

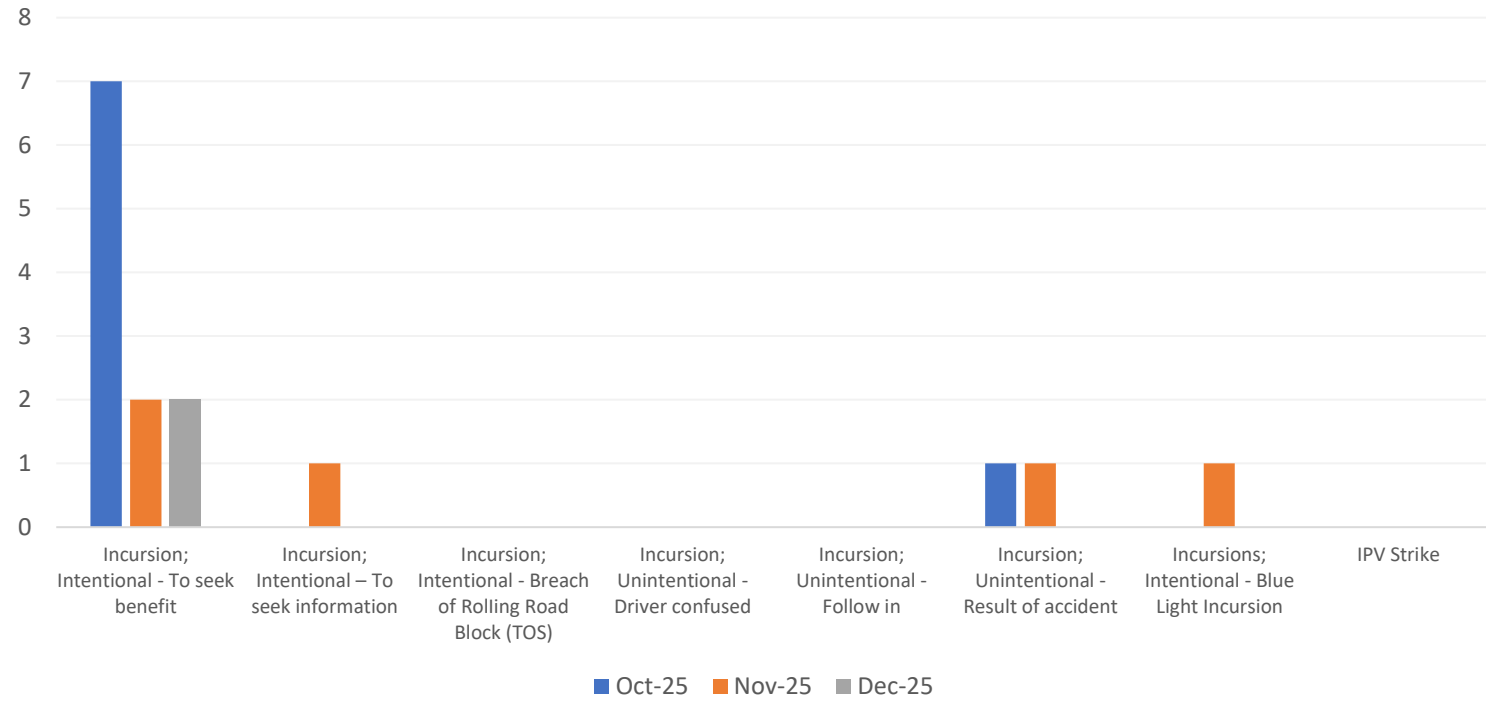


## Incursion rate per length of TM (Unknown)

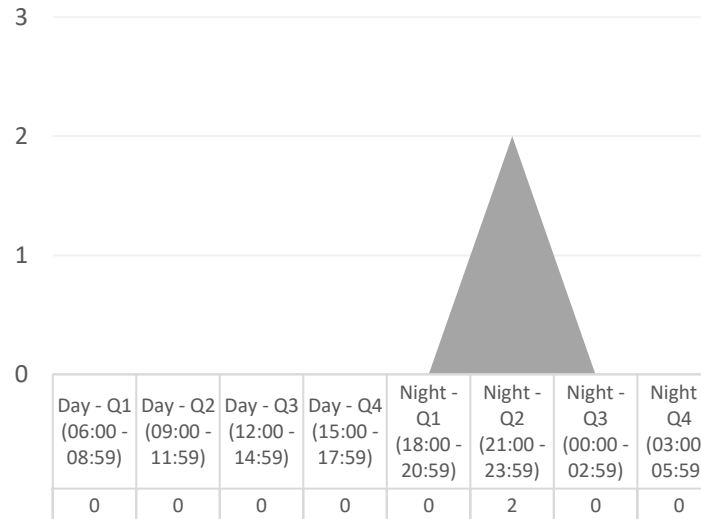
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

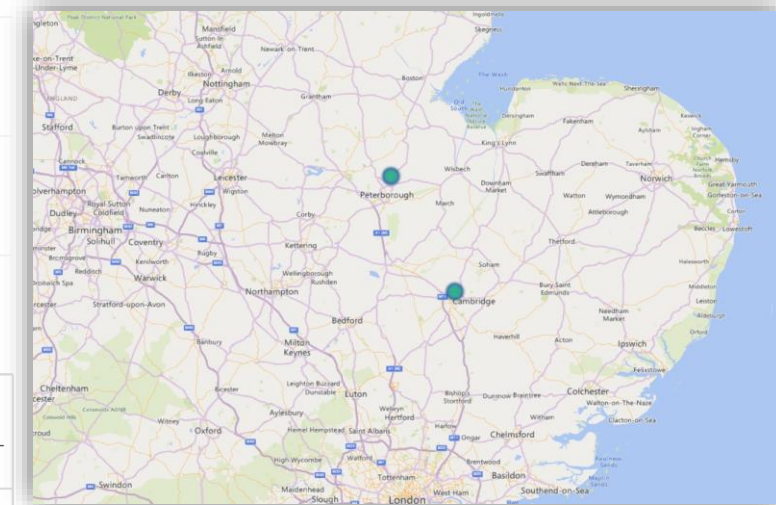
## Area 6 & 8



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: East

Project: Area 6 & 8



## Vehicle / Pedestrian Incursions *[Negative]*

Two vehicles entered the works via a grass verge, weaving around the workforce before exiting. Another vehicle moved cones and a barrier, breached both closure points, and drove through to the roundabout without stopping.

## 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: Negative]*

Gateman engaged from within his vehicle as a vehicle breached the closure, but the driver continued through. Workforce maintained separation, and site recorded incidents for escalation and review; no injuries reported.

## Overall *[Sentiment: Negative]*

Multiple deliberate breaches created significant risk to the workforce despite temporary traffic management. No injuries occurred, but controls were circumvented, indicating the need for stronger physical barriers and enforcement to protect staff and road users.

## Recommendations

Project team should review their approach and where required deploy hard physical blocks at access points, enhance signage and lighting, position additional marshals, capture evidence via CCTV/body-cams, brief workforce on safe retreat, and coordinate police enforcement.

# Incursions Report

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

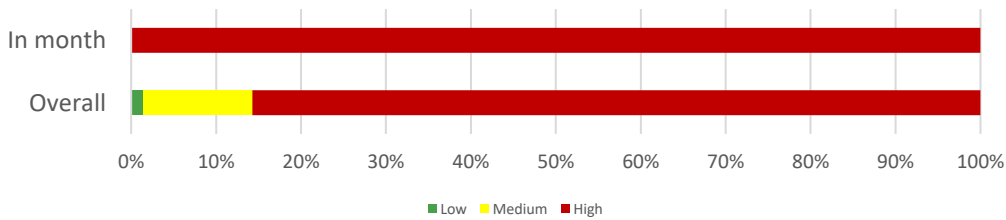
A total of 4 incursions have been recorded; with a 200% increase in 'Seeking Benefit' type incursions, 100% increase in 'Result of accident' type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

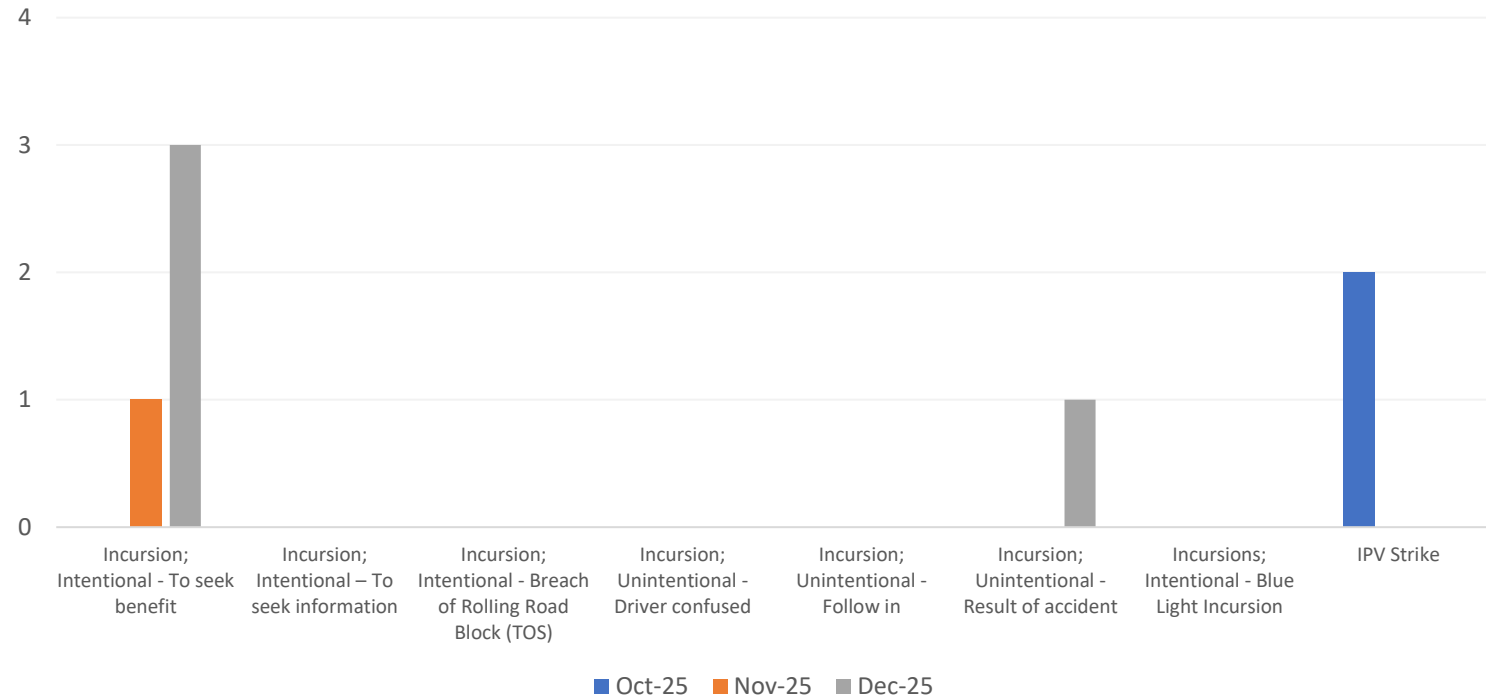
## Project Risk Rating



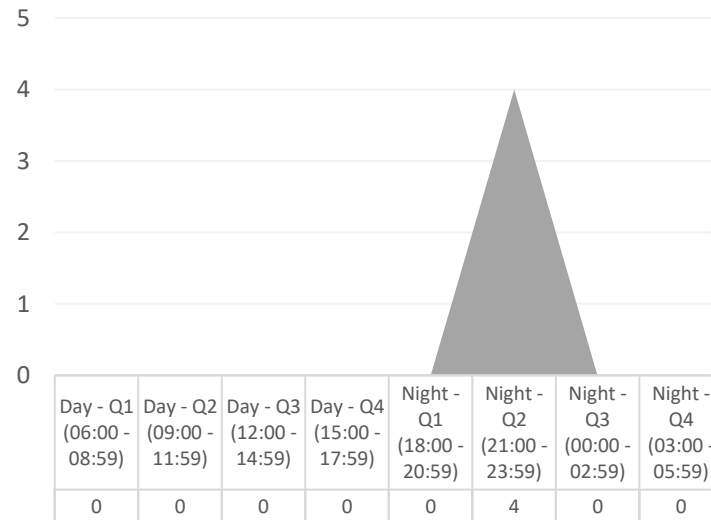
## Incursion rate per length of TM (Unknown)

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

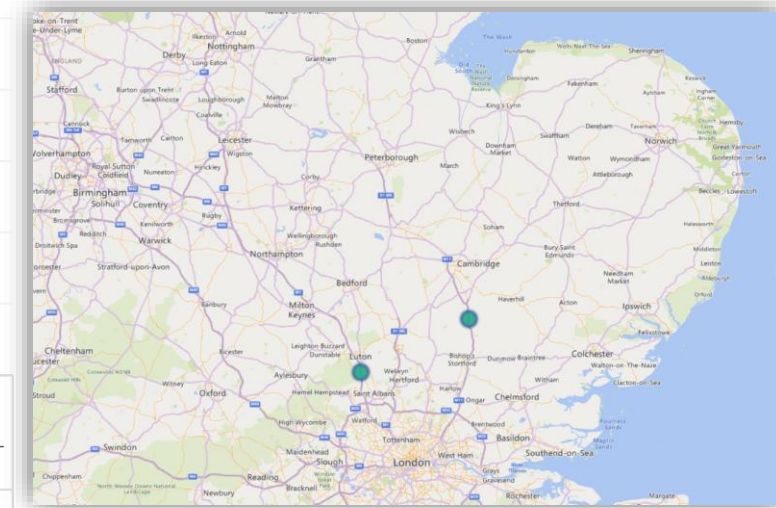
## AD – M&R - Eight



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: East

Project: AD – M&R - Eight



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple cars entered a lane two closure to bypass traffic on the main line, ignoring management. Vehicles left immediately, unidentified. Behaviour increased risk to verge workers and site equipment.

## Traffic Incidents [*Sentiment: Negative*]

An impact protection vehicle in a lane two closure was struck, the striking vehicle then hit another, which contacted the verge barrier. No injuries; multiple vehicles damaged; planned works cancelled.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

Lane two closure installed for safety during barrier repairs. Following collision, works were cancelled and site made safe. Elsewhere, closure with safety lane operated at entry slip to manage flows.

## Overall [*Sentiment: Negative*]

Safety closures were compromised by a collision and separate incursions. Despite no injuries, damage occurred and works halted. Events highlight risk exposure and need for stronger compliance and deterrence measures.

## Recommendations

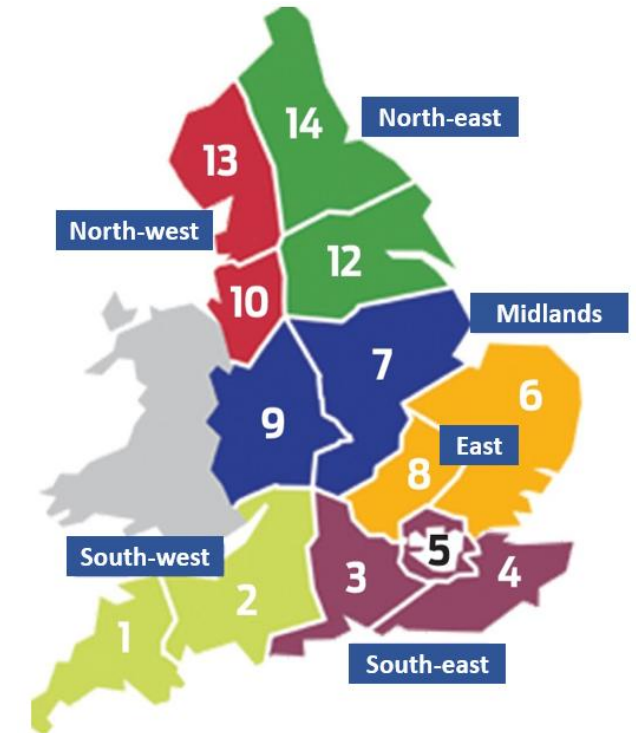
Project team should review their approach and where required strengthen closure compliance: enhance signing and coning, deploy surveillance, brief crews, coordinate enforcement, utilise variable message signs, and consider physical barriers.

# Incursions Report – East Region

## End of regional report

[Back to [Summary](#) page]

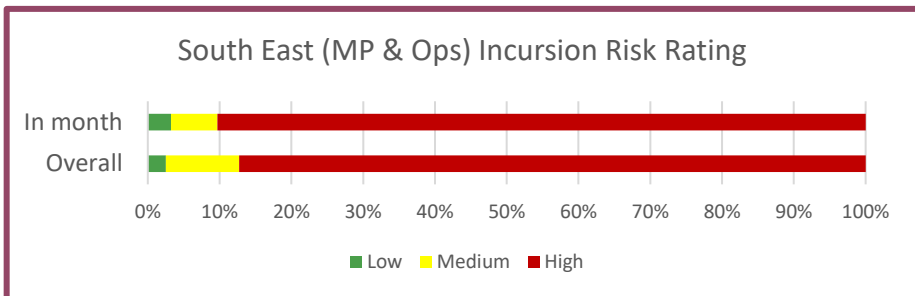
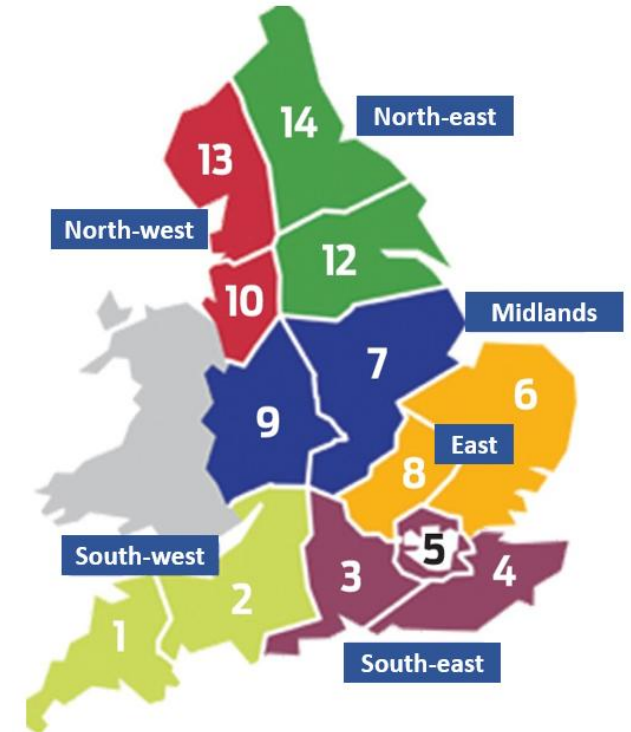
Select next page for South East Region and Project Reports



# Incursions Report – South East Region

| South East Region                                           |                |                |                |              |  |
|-------------------------------------------------------------|----------------|----------------|----------------|--------------|--|
| Kind of Event                                               | Overall        |                | In Month       |              |  |
|                                                             | Major Projects | Operations     | Major Projects | Operations   |  |
| Incursion; Intentional - To seek benefit                    | 600 [11.56%]   | 1373 [58.70%]  |                | 9 [31.03%]   |  |
| Incursion; Intentional – Because of breakdown               | 3529 [67.97%]  | 242 [10.35%]   | 2 [100.00%]    | 9 [31.03%]   |  |
| Incursion; Intentional – To seek information                | 53 [1.02%]     | 67 [2.86%]     |                |              |  |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) |                | 3 [0.13%]      |                | 2 [6.90%]    |  |
| Incursion; Unintentional - Driver confused                  | 470 [9.05%]    | 320 [13.68%]   |                | 2 [6.90%]    |  |
| Incursion; Unintentional - Follow in                        | 98 [1.89%]     | 170 [7.27%]    |                | 2 [6.90%]    |  |
| Incursion; Unintentional - Result of accident               | 395 [7.61%]    | 74 [3.16%]     |                | 1 [3.45%]    |  |
| Incursions; Intentional - Blue Light Incursion              | 45 [0.87%]     | 74 [3.16%]     |                | 4 [13.79%]   |  |
| IPV Strike                                                  | 2 [0.04%]      | 16 [0.68%]     |                |              |  |
| Grand Total                                                 | 5192 [100.00%] | 2339 [100.00%] | 2 [100.00%]    | 29 [100.00%] |  |

| Technology Utilisation | Oct 25                   |                                     |     | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 3                 | 283                      | 224                                 | 79% | 258                      | 217                                 | 84% | 163                      | 130                                 | 80% |
| Area 4                 | 324                      | 185                                 | 57% | 220                      | 150                                 | 68% | 198                      | 111                                 | 56% |
| Area 5                 | 339                      | 278                                 | 82% | 415                      | 365                                 | 88% | 252                      | 189                                 | 75% |



# Incursions Report – South East Region

## Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicles, including police cars and ambulances, entered closures for emergencies. Several unauthorised incursions occurred, posing safety risks.

## Traffic Incidents [*Sentiment: Negative*]

Incidents included high-speed police entry and a vehicle striking a TM operative's hand during taper installation. No major injuries reported.

## Broken Down Vehicles [*Sentiment: Neutral*]

Several vehicles with punctures or mechanical issues entered closures. Recovery was dispatched promptly, and some vehicles were escorted to safe areas.

## Traffic Management Responses [*Sentiment: Positive*]

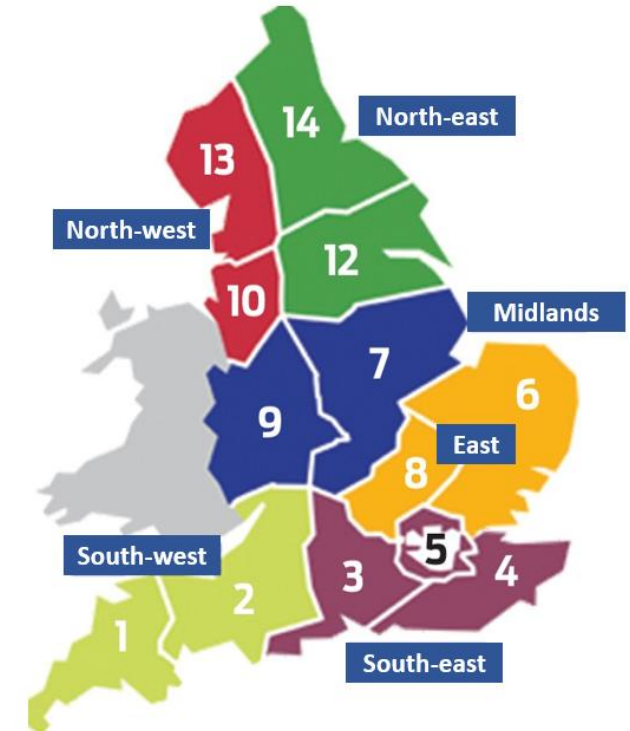
TM teams acted swiftly, reporting incidents to police and ROC, escorting vehicles safely, and maintaining site integrity despite repeated incursions.

## Overall [*Sentiment: Neutral*]

Frequent incursions and breakdowns disrupted operations, but effective TM responses mitigated risks and ensured safety throughout the period.

## Recommendations

Regional teams should review and where required enhance access control, improve signage, and deploy additional monitoring to prevent unauthorised entry and ensure operative safety.



# Incursions Report

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

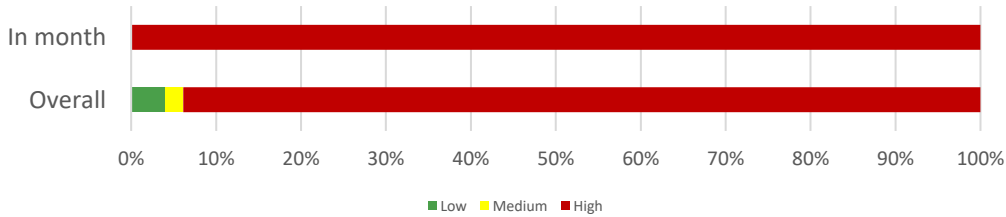
A total of 1 incursions have been recorded; with a no change from the previous month in Seeking Benefit' type incursions

[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)

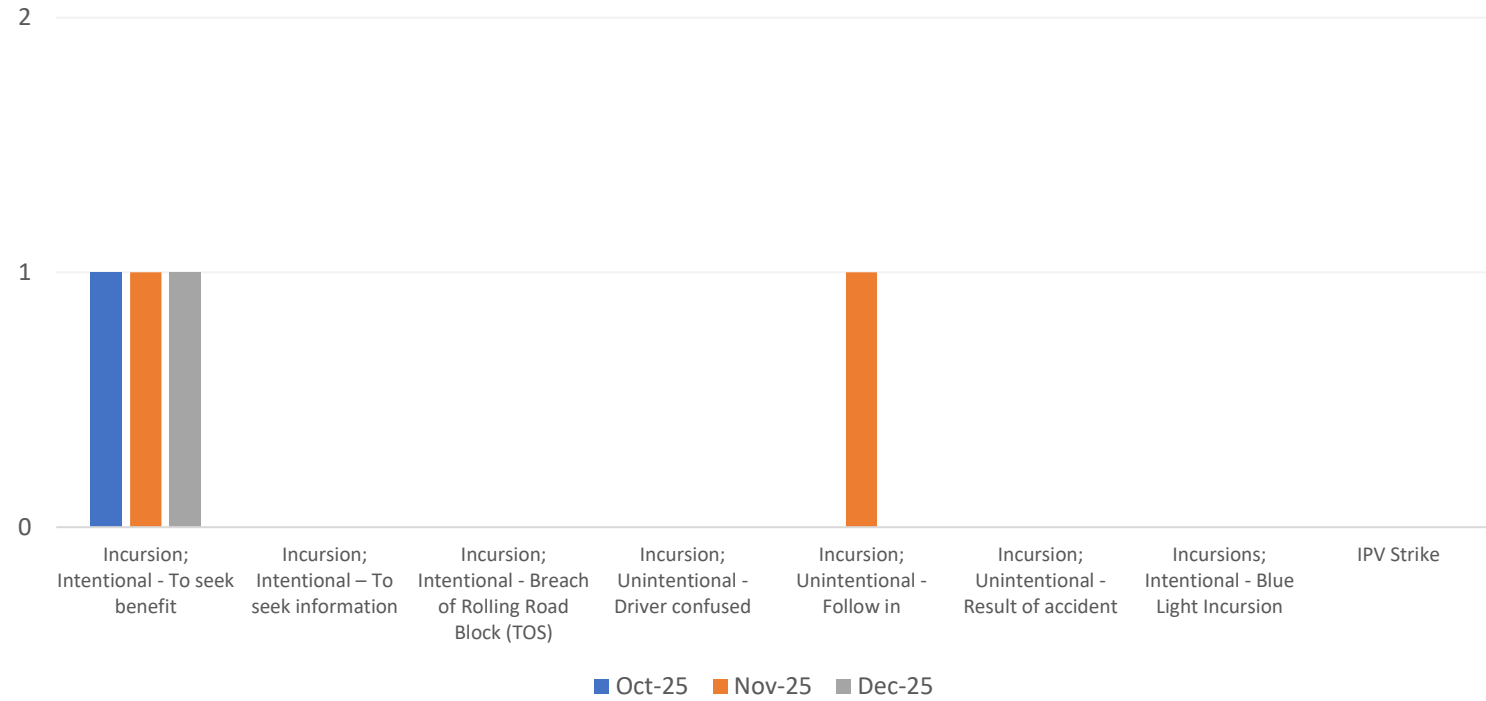
## Project Risk Rating



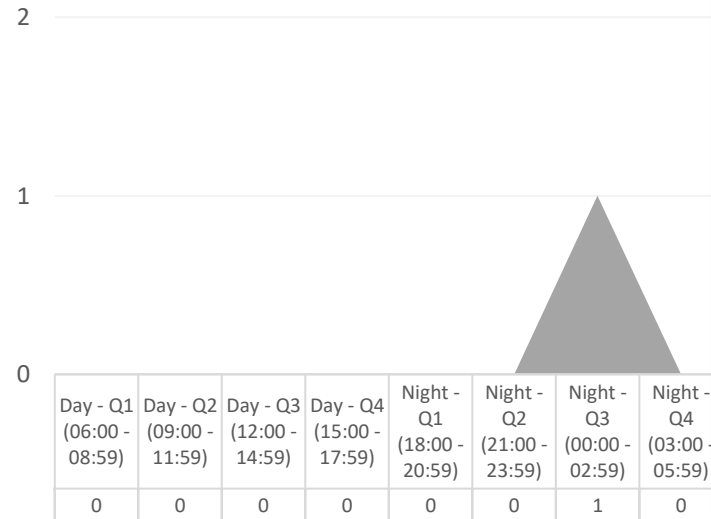
## Incursion rate per length of TM (Unknown)

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

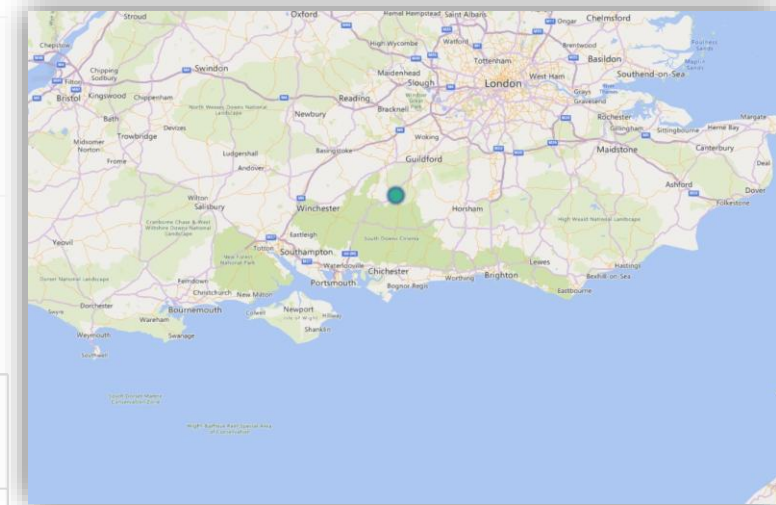
## AD – M&R - Three



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Three



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Unauthorised members of the public removed traffic management on the Hazel Grove entry slip during the Hindhead Tunnel contraflow. Some drivers used the hard shoulder to travel wrong way, creating severe incursion risks.

## Traffic Incidents [*Sentiment: Negative*]

Multiple wrong-way manoeuvres were observed on the entry slip as motorists sought to exit. No collisions reported, however near-miss potential remains high due to compromised controls and confused driver behaviour.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Neutral*]

The NCC captured, retained and logged video and photographic evidence of interference and wrong-way movements on the entry slip. Evidence supports follow-up actions by relevant parties and informs adjustments to protect the contraflow arrangement.

## Overall [*Sentiment: Negative*]

Public tampering with traffic management at the entry slip resulted in dangerous wrong-way driving during the contraflow. Evidence has been secured. Immediate risk remains elevated despite no collision reports, requiring prompt mitigation and communication.

## Recommendations

Project team should review their approach and where required strengthen barriers and fixings, deploy physical deterrents, enhance signing and taper lengths, add CCTV and patrols, coordinate enforcement, and communicate clearly to deter tampering and wrong-way attempts.

# Incursions Report

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

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

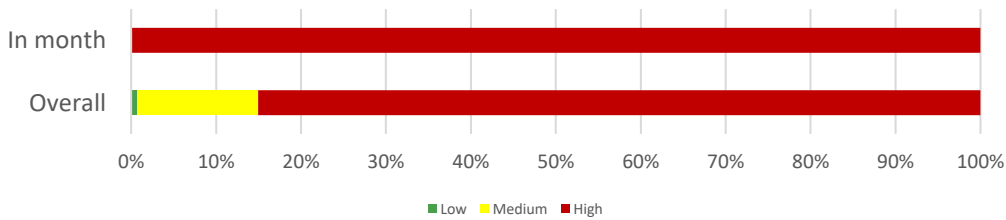
[0 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

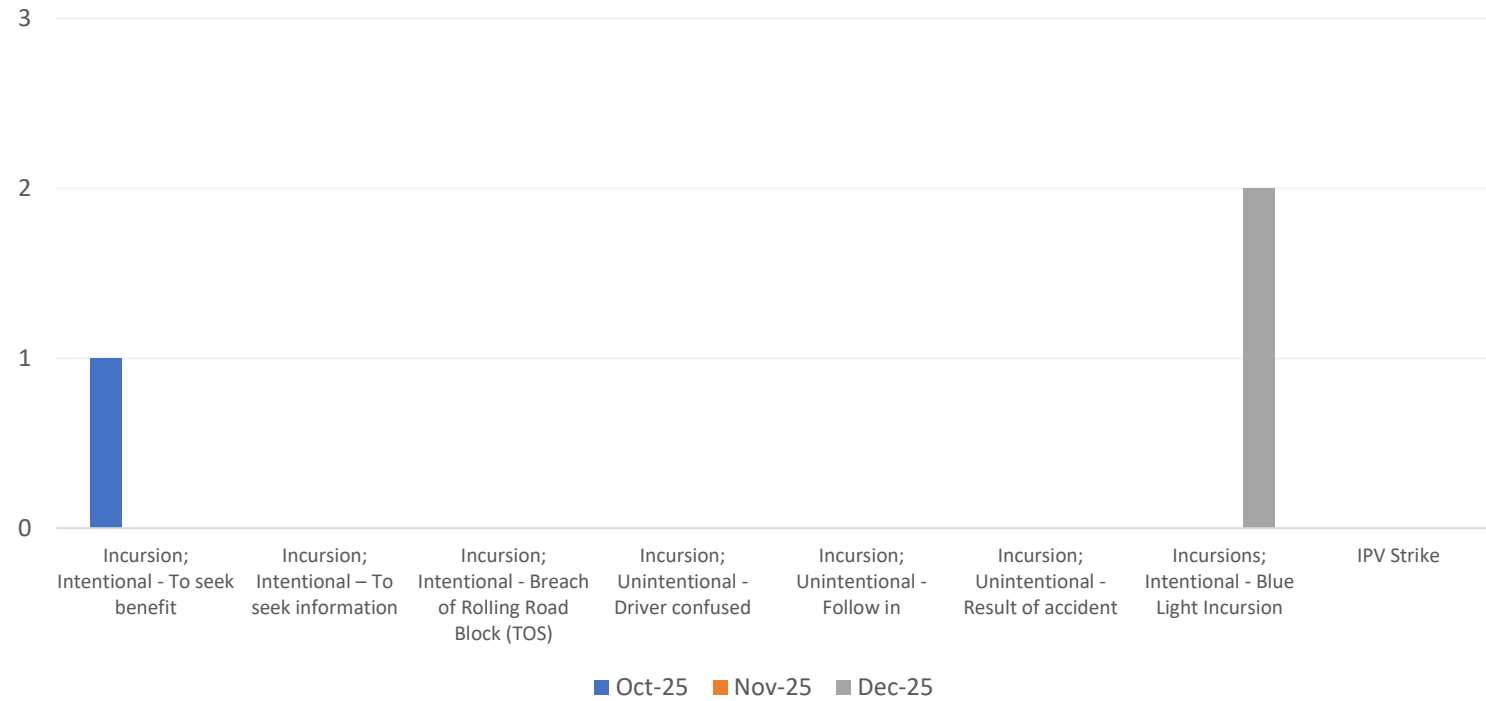


## Incursion rate per length of TM (Unknown)

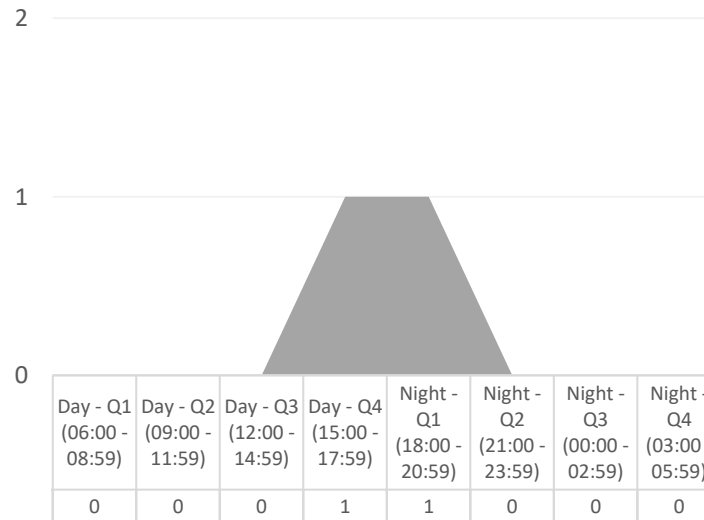
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

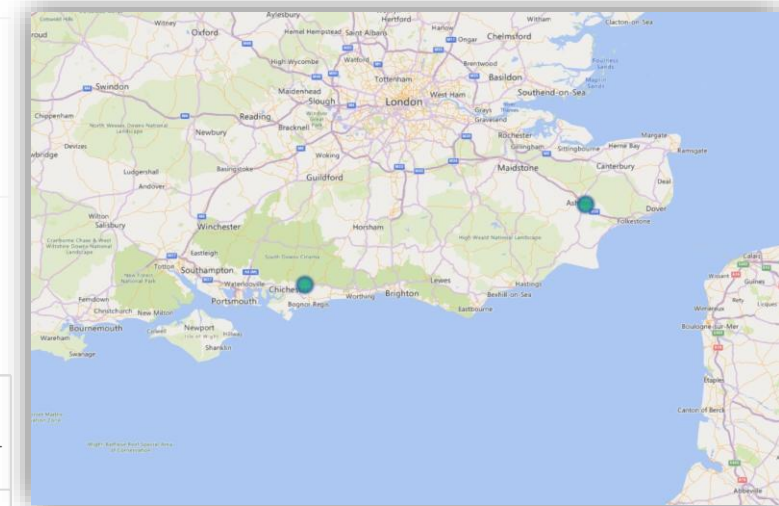
## AD – M&R - Four



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: South East

Project: AD – M&R - Four



## Vehicle / Pedestrian Incursions [*Sentiment: Neutral*]

Two vehicles briefly entered the closure to facilitate an ambulance on blue lights. Emergency services traversed the closure rapidly and safely. No pedestrian incursions observed. Control was retained by the traffic team throughout.

## Traffic Incidents [*Sentiment: Positive*]

No collisions, near-misses, or safety-critical events reported within the closure. Emergency movements were orderly and supported by marshals. Traffic outside the closure remained calm with minimal disruption noted.

## Broken Down Vehicles [*Sentiment: Positive*]

No broken-down vehicles observed within or approaching the closure. All plant and works vehicles operated without mechanical issues. Breakdown risk considered low during the period. No recovery requests required.

## Traffic Management Responses [*Sentiment: Positive*]

Team facilitated swift passage for ambulance and police through the closure, pausing works and holding traffic as needed. Communication was clear, cones adjusted promptly, and safety maintained throughout the manoeuvres.

## Overall [*Sentiment: Positive*]

The closure operated effectively with brief, controlled incursions linked to emergency response. No traffic incidents or breakdowns occurred. Operational control remained strong, with minimal impact on road users and site activities.

## Recommendations

Project team should review their approach and where required refine emergency access protocols, deploy marshals, enhance signage at closure points, pre-brief crews, test radio communication, and confirm cone layouts enabling safe emergency passage.

# Incursions Report

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

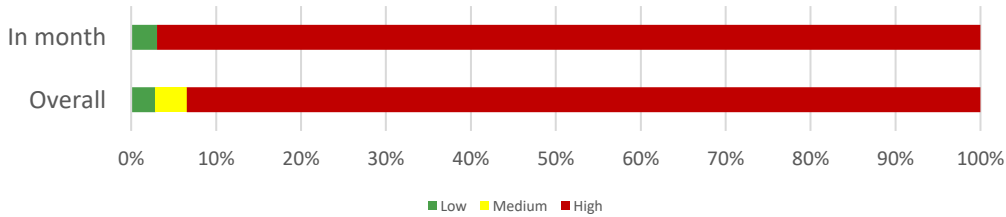
A total of 9 incursions have been recorded; with a 200% increase in 'Breach of Rolling Road Block (TOS)' type incursions, 100% increase in 'Blue Light' type incursions, 25% increase in 'Seeking Benefit' type incursions, 100% increase in 'Follow in' and type incursions

[0 - Incursions resulting from breakdowns were recorded]

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

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

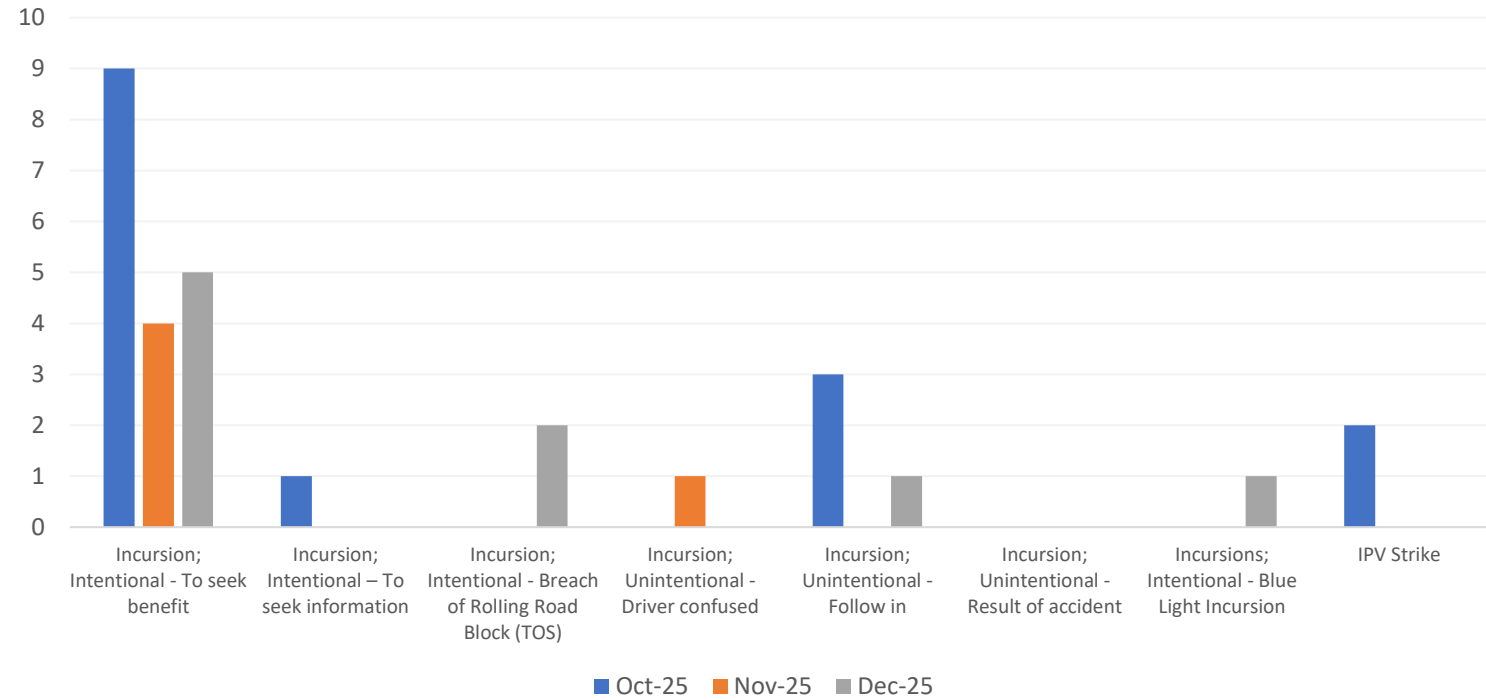
## Project Risk Rating



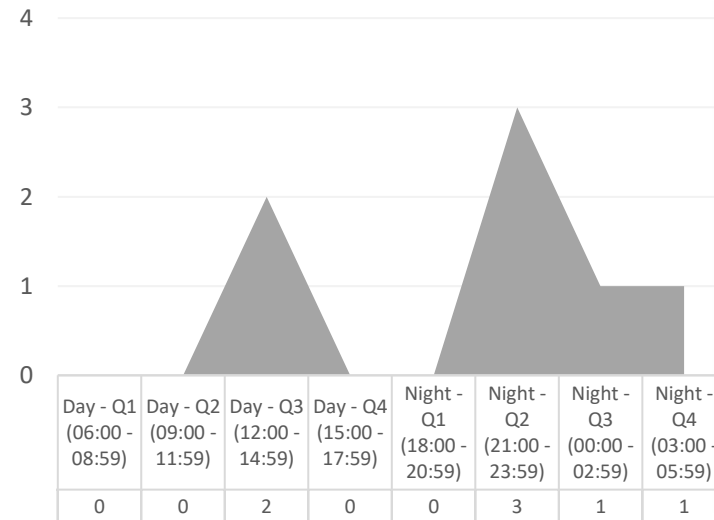
## Incursion rate per length of TM (Unknown)

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

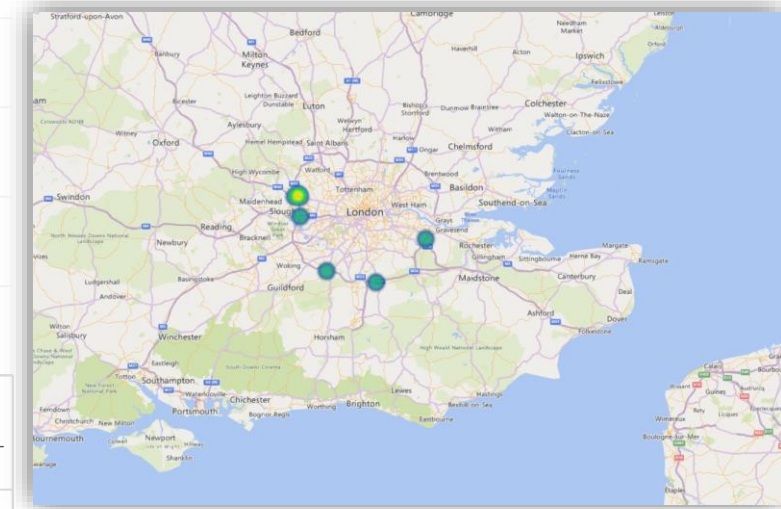
## DBFO – M25 (Area 5)



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: South East

Project: DBFO - M25 (Area 5)



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple unauthorised entries into closures and work areas occurred, including a vehicle striking an operative's hand, cars following crews, breaches of rolling roadblocks, and five encroachments at ring management. Driver behaviour created repeated near-misses.

## Traffic Incidents [*Sentiment: Negative*]

Serious near-misses recorded: two cars raced up an entry slip missing staff, and a high-speed vehicle played 'chicken' with an ISU. A member of the public exhibited aggressive, possibly intoxicated behaviour towards crews.

## Broken Down Vehicles [*Sentiment: Positive*]

No incidents were reported during this period.

## Traffic Management Responses [*Sentiment: Positive*]

Ambulance access was facilitated through the closure. Operatives signalled drivers, held safer positions, and coordinated Rolling Roadblocks with National Highways officers. Advice supported crews facing aggression. Closures were removed methodically once conditions permitted.

## Overall [*Sentiment: Negative*]

Overall, repeated incursions and risky driver behaviour created a challenging environment with several near-misses and minor injury. Coordination with emergency services worked, but public compliance with closures remained poor, increasing exposure for operatives.

## Recommendations

Project team should review their approach and where required strengthen barriers, extend tapers, add marshals/IPVs, improve lighting and VMS signage, escalate breaches to police, refresh RAMS, provide conflict-management training, and tighten near-miss reporting.

# Incursions Report

Directorate: Operations

Region: South East

Project: Area 3

A total of 8 incursions have been recorded; with a 200% increase in 'Driver confused' type incursions, 100% increase in 'Result of accident' type incursions, no change from the previous month in Blue Light' type incursions, 67% decrease in 'Follow in' type incursions, incursions, with a 40% decrease in 'Seeking Benefit' type incursions

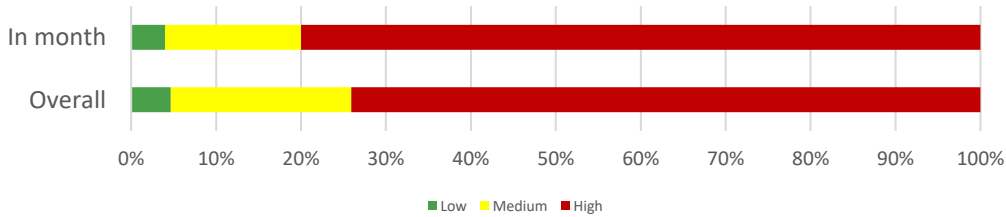
[9 - Incursions resulting from breakdowns were recorded]

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

Type of Roadworks: Full & Lane Closures (Mainline & Slip)

Type of TTM: Not Populated / Relaxed works (Lane & slip & links closures)

## Project Risk Rating

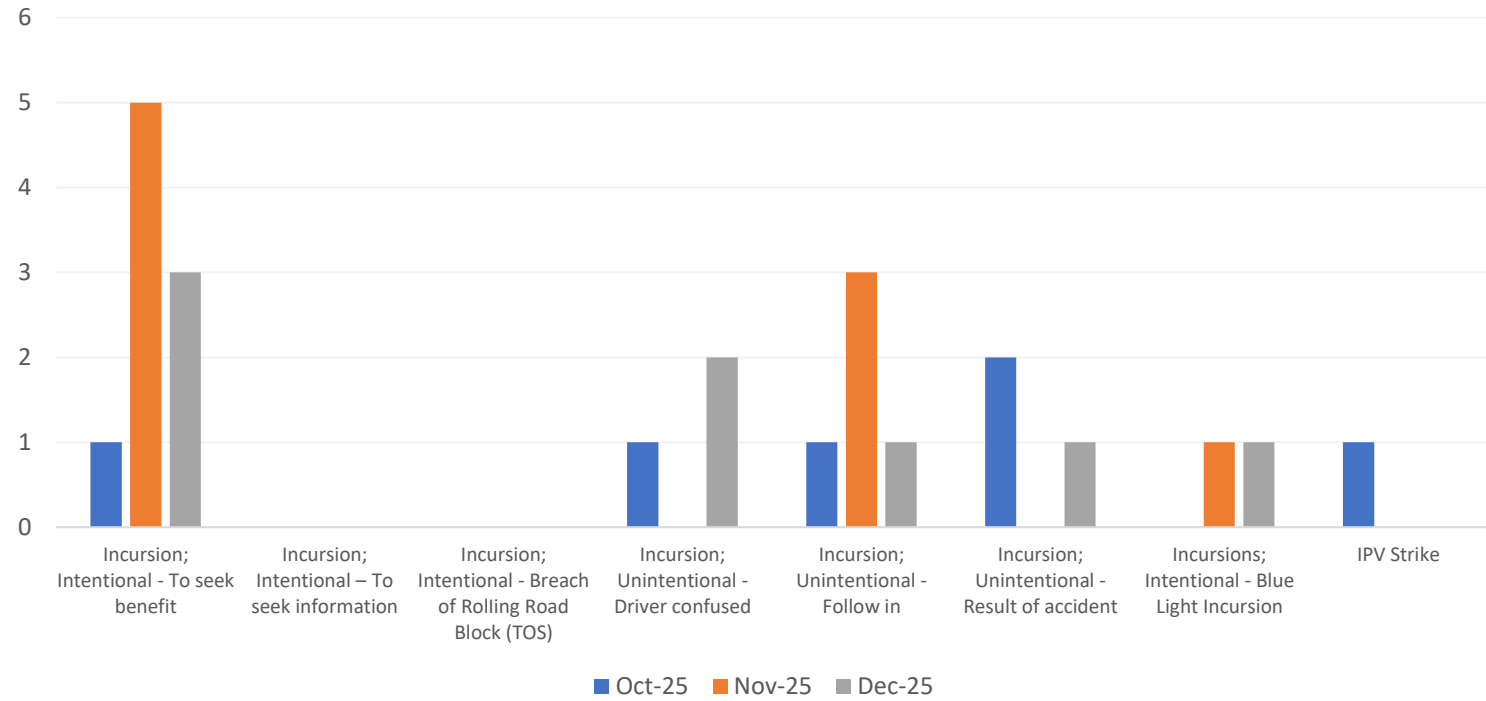


## Incursion rate per length of TM (Unknown)

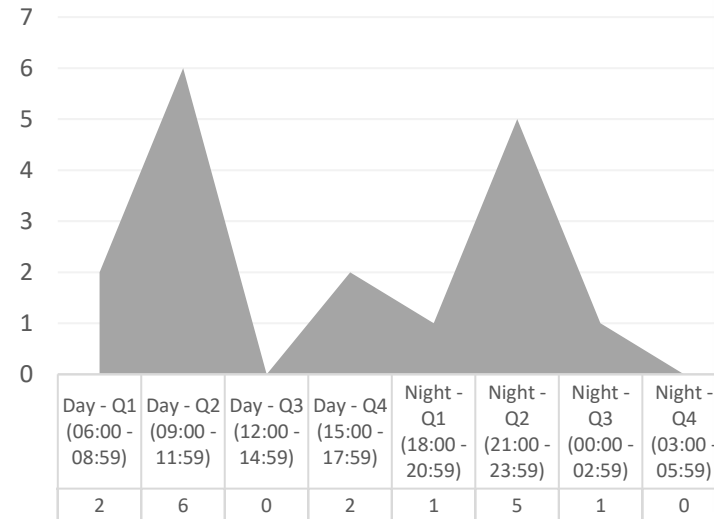
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

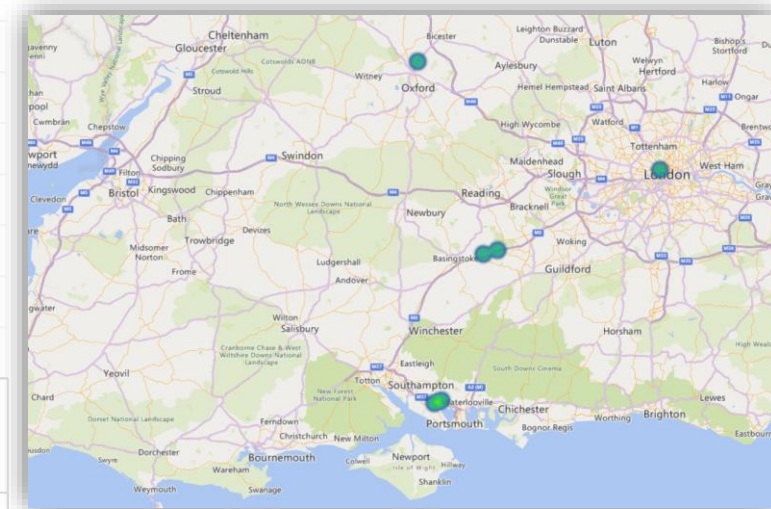
## Area 3



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: South East

Project: Area 3



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

Multiple vehicle incursions entered lane closures and work areas, including police vehicles through cones and drivers pulling in from live lanes. Incursions were intercepted or escorted out safely, with minimal damage.

## Traffic Incidents [*Sentiment: Negative*]

A car entered Lane 1, crossing the verge to exit a roundabout. Additional issues included a bus contacting a cone and a driver unwell within works. No injuries reported, though risks increased.

## Broken Down Vehicles [*Sentiment: Neutral*]

Numerous broken-down vehicles entered closures due to punctures or mechanical issues. Recovery was dispatched promptly; some vehicles changed tyres inside the closure and were escorted out or into lay-bys. Disruption was contained.

## Traffic Management Responses [*Sentiment: Positive*]

TM teams reported incursions to police, checked closures and barriers, moved occupants to welfare, deployed recovery, and escorted vehicles and tyre fitters out via work exits. Controls were proactive and largely effective.

## Overall [*Sentiment: Neutral*]

The period saw frequent incursions and breakdown-related entries into closures. While controls prevented harm and maintained safety, the volume indicates persistent perimeter control and driver awareness issues that need attention.

## Recommendations

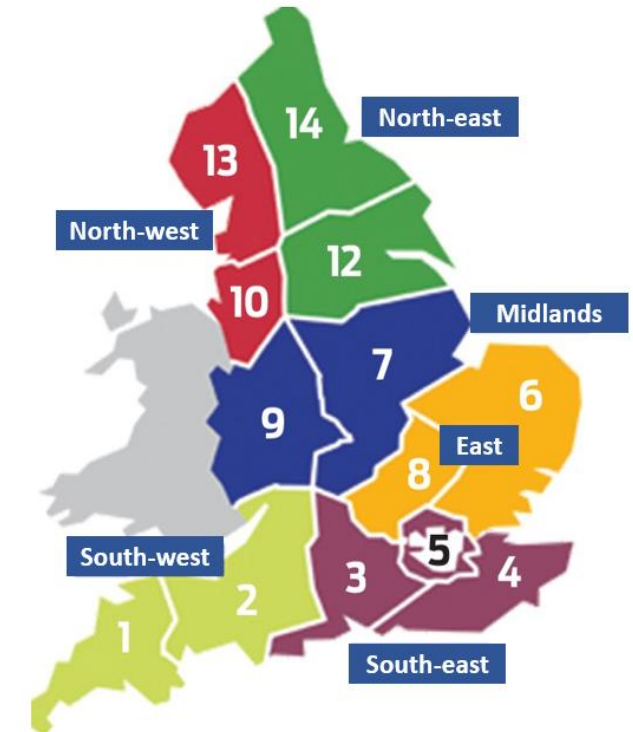
Project team should review their approach and where required improve closure conspicuity, access control and police liaison; refine driver messaging; tighten buffers and cone lines; stage recovery resources, spotters and CCTV.

# Incursions Report – South East Region

## End of regional report

[Back to [Summary](#) page]

Select next page for South West Region and Project Reports

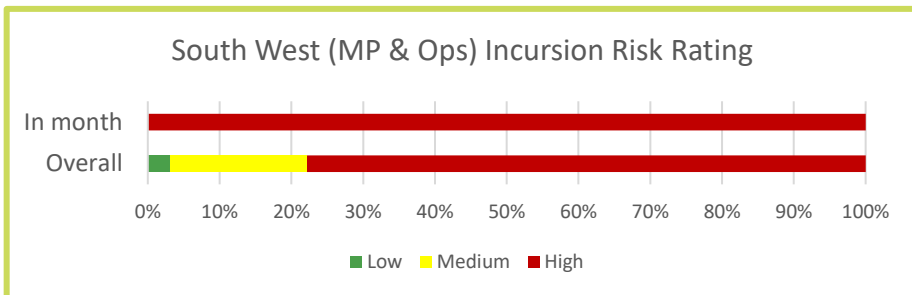
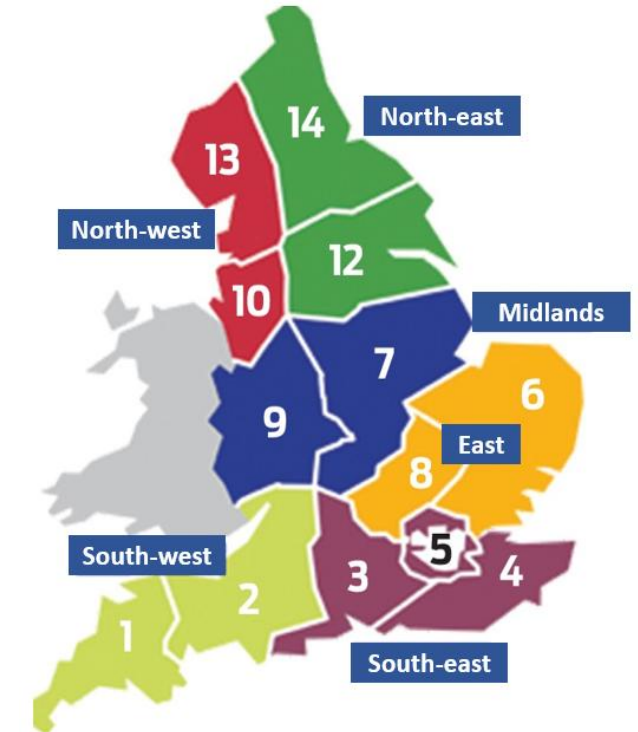


# Incursions Report – South West Region

## South West Region

| Kind of Event                                               | Overall        |               | In Month       |             |
|-------------------------------------------------------------|----------------|---------------|----------------|-------------|
|                                                             | Major Projects | Operations    | Major Projects | Operations  |
| Incursion; Intentional - To seek benefit                    | 10 [23.26%]    | 122 [44.04%]  |                | 1 [100.00%] |
| Incursion; Intentional – Because of breakdown               | 3 [6.98%]      | 25 [9.03%]    |                |             |
| Incursion; Intentional – To seek information                |                | 4 [1.44%]     |                |             |
| Incursion; Intentional - Breach of Rolling Road Block (TOS) |                |               |                |             |
| Incursion; Unintentional - Driver confused                  | 21 [48.84%]    | 68 [24.55%]   |                |             |
| Incursion; Unintentional - Follow in                        | 7 [16.28%]     | 17 [6.14%]    |                |             |
| Incursion; Unintentional - Result of accident               | 1 [2.33%]      | 19 [6.86%]    |                |             |
| Incursions; Intentional - Blue Light Incursion              | 1 [2.33%]      | 14 [5.05%]    |                |             |
| IPV Strike                                                  |                | 8 [2.89%]     |                |             |
| Grand Total                                                 | 43 [100.00%]   | 277 [100.00%] |                | 1 [100.00%] |

| Technology Utilisation | Oct 25                   |                                     |     | Nov 25                   |                                     |     | Dec 25                   |                                     |     |
|------------------------|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|--------------------------|-------------------------------------|-----|
|                        | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   | Total Number of Closures | Number of closures using Technology | %   |
| Area 1                 | 143                      | 119                                 | 83% | 103                      | 91                                  | 88% | 70                       | 60                                  | 86% |
| Area 2                 | 191                      | 82                                  | 43% | 213                      | 136                                 | 64% | 143                      | 64                                  | 45% |



# Incursions Report – South West Region

## Vehicle/Pedestrian Incursions [*Sentiment: Negative*]

At approximately 09:45, a member of the public exited via the works access and entered the slip road.

## 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*]

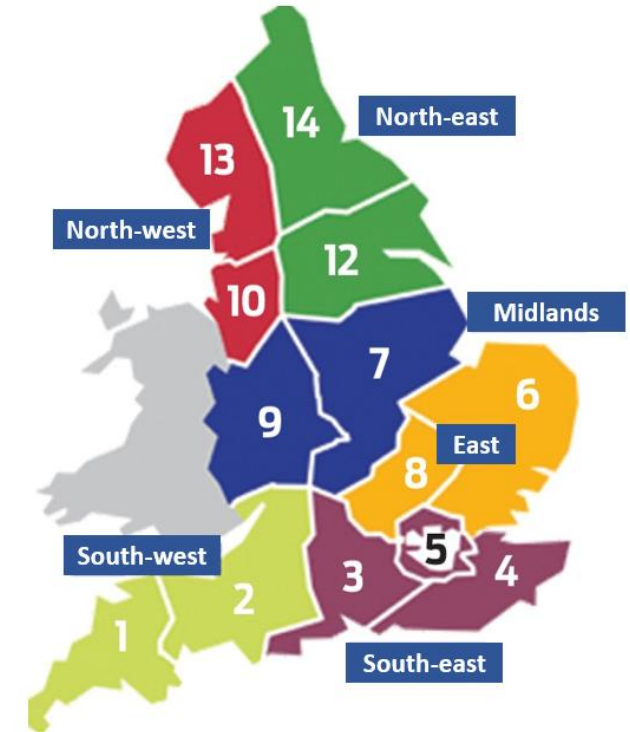
Traffic management teams monitored the situation and ensured no further risk to site operations or road users.

## Overall [*Sentiment: Neutral*]

One vehicle incursion occurred; otherwise, operations remained stable with no additional safety or traffic concerns.

## Recommendations

Regional teams should review and where required improve signage and physical barriers to prevent unauthorised access via works exits.



# Incursions Report

Directorate: Operations

Region: South West

Project: Area 1 & 2

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

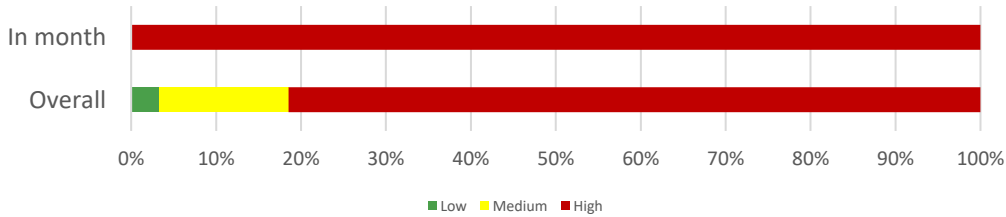
[0 - Incursions resulting from breakdowns were recorded]

- 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

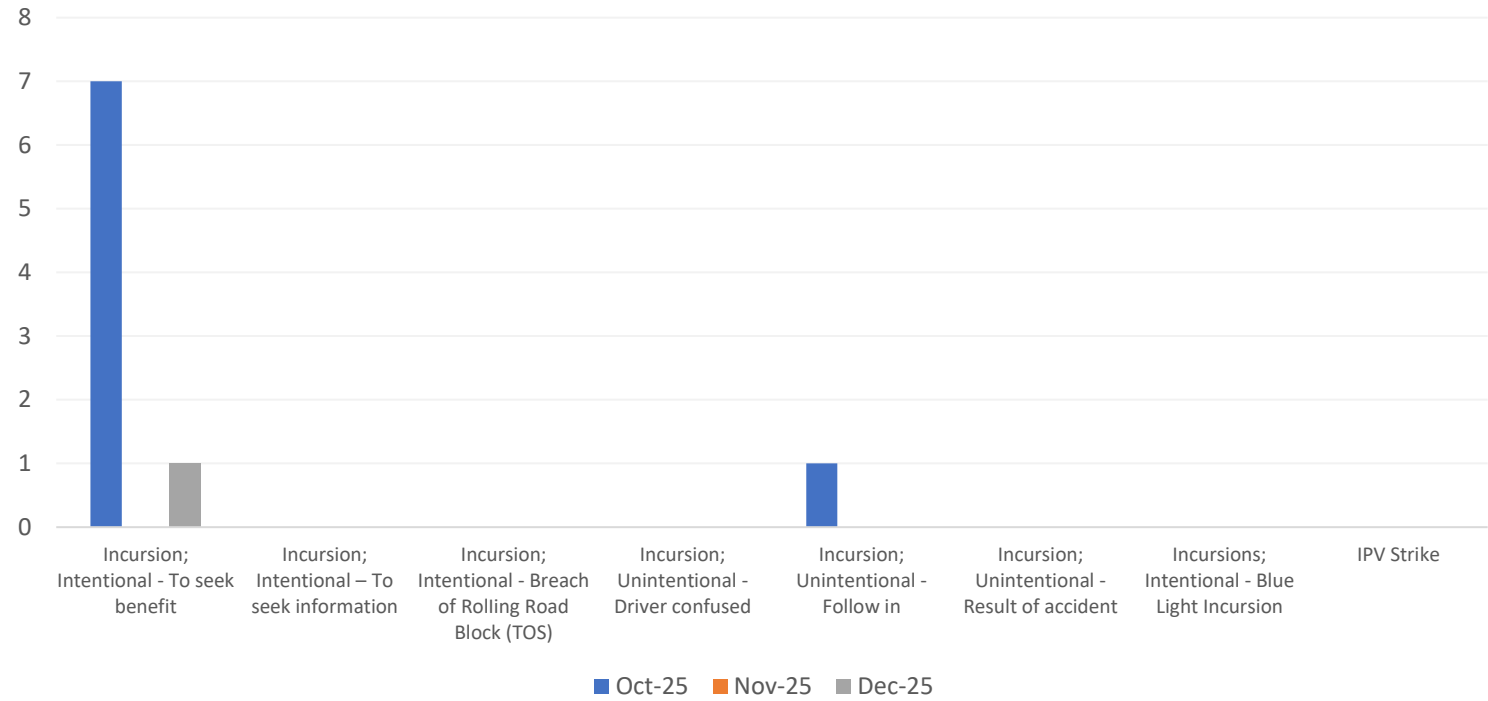


## Incursion rate per length of TM (Unknown)

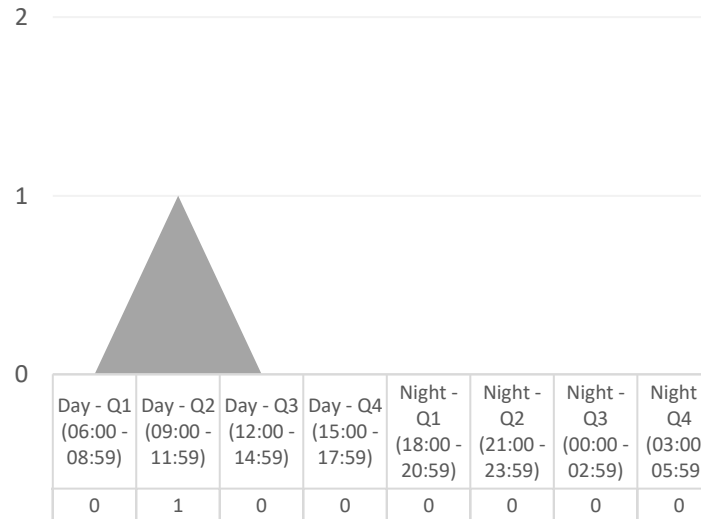
Project Incursion Rate: Length of TM data not available

Breakdown Rate: Length of TM data not available

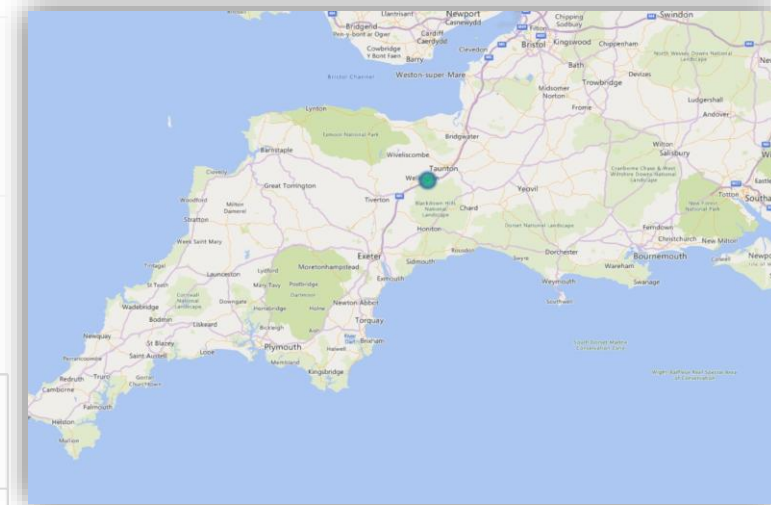
## Area 1 & 2



## Time Profile of Incursions recorded



## Heatmap



# Incursions Report

Directorate: Operations

Region: South West

Project: Area 1 & 2



## Vehicle / Pedestrian Incursions [*Sentiment: Negative*]

A member of the public exited the motorway via the works exit and drove onto the slip road, creating potential conflict with site operations; see attached drawing for location details.

## 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 teams were alerted, access points and signage reviewed, and the works exit secured. The situation was contained with no escalation reported; see attached drawing confirming the exit location.

## Overall [*Sentiment: Neutral*]

Operations remained stable aside from a single vehicle incursion at the works exit. No traffic or breakdown issues observed. Risk awareness and access controls require reinforcement to prevent repeat occurrences.

## Recommendations

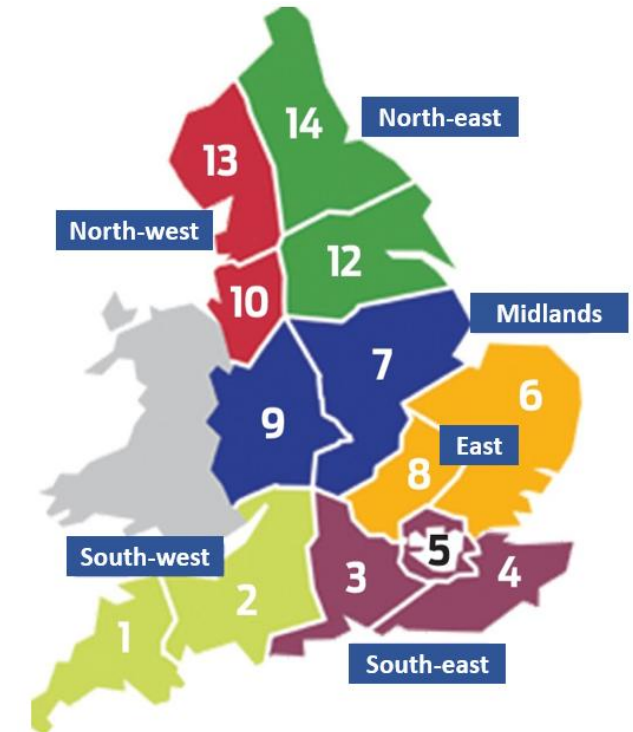
Project team should review their approach and where required enhance signage clarity, gate/marshal the works exit, strengthen barriers, deploy CCTV, and brief operatives to reduce access confusion and unwanted movements.

# Incursions Report – South West Region

End of regional report

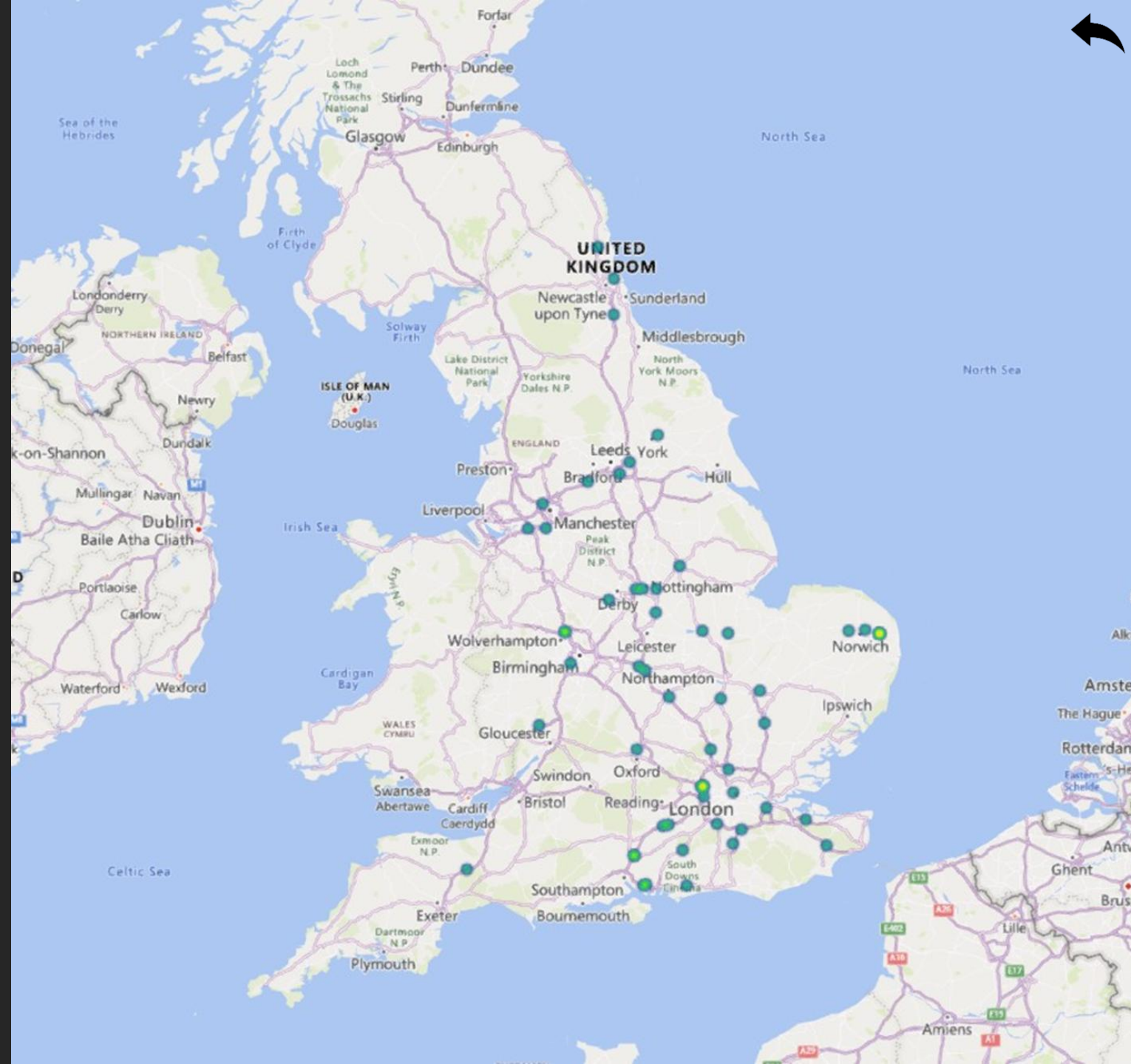
[Back to [Summary](#) page]

Select next page for Heatmaps

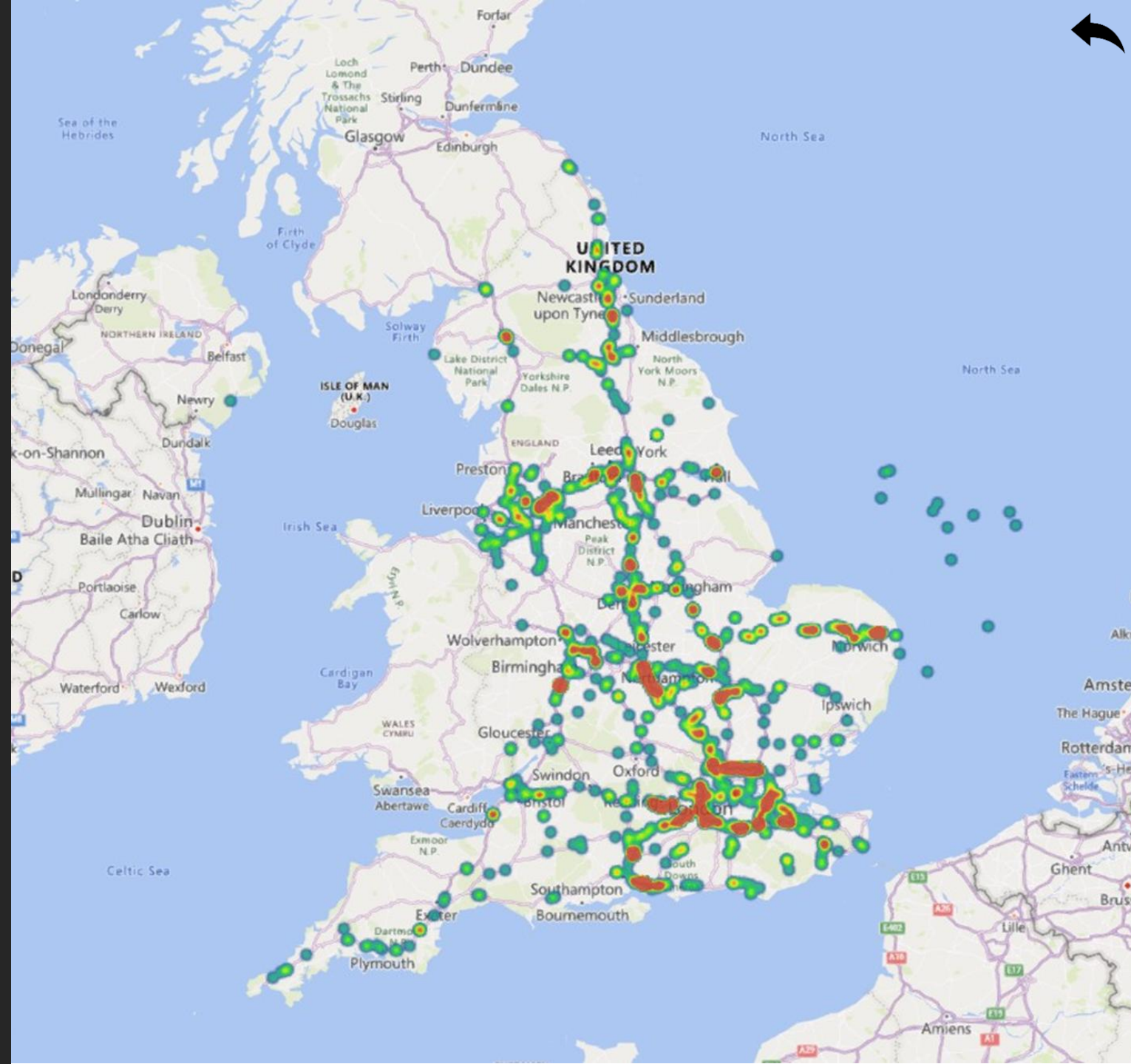


# Heatmap of Incursions recorded in December 2025

“100% of all incursions were recorded with coordinates”



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



# Incursions Report

## End of Incursions Report

