Raising the Bar - Managing Temporary Traffic Management Incursions

**Minimum requirements:**

* Evidence from the TTM design process that incursions have been considered
* Airlocks are used, where possible, to prevent unauthorised access by vehicles
* Drivers are informed about the works, potential delays and diversions
* Service providers have instigated driver educational initiatives in the local area to raise awareness of the risks to road users and workers within road works
* A maintenance regime for the incursion prevention methods is in place:
	+ Sites are checked and maintained regularly
	+ Signs are clean, visible, legible and ballasted
	+ Cones are clean and in good condition; warning lights are clean and working
	+ Damage to TTM or obstructions of the carriageway are cleared quickly
	+ All incursion prevention provision measures are in place, tested and are working

**Exemplar Items**

* Clearly documented evidence that the four step approach to preventing incursions is being fully implemented (pages 5-6 of RtBno):
	+ Assess: evidence from the TTM design process that all potential routes by which incursions could occur have been identified, their likelihood assessed and those high-risk routes requiring mitigation identified
	+ Address: evidence that mitigations to prevent incursions have been specifically selected and designed to block all identified high-risk incursion routes, with the intent to eliminate, reduce, isolate or control incursion risk
	+ Implement: evidence that the incursion mitigations designed to block the incursion routes have been correctly implemented on site and/or in the area affected by the road works
	+ Monitor: evidence that the effectiveness of the incursion mitigations is being monitored, any additional incursion risks are acknowledged and mitigations are being changed, improved or strengthened as appropriate