

Recommendation Status Report: Fatal accident at Stratford London Underground station

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Fatal accident at Stratford London Underground station
Report Number	01/2025
Date of Incident	26/12/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2025/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of a person being struck by a London Underground train in circumstances where they have fallen, slipped, tripped or have otherwise inadvertently come to be on the track adjacent to a platform.</p> <p>Considering the circumstances of the accidents discussed in this report at Stratford, Clapham South and High Barnet stations, and the accident which took place at London Waterloo (RAIB report 05/2021), London Underground Limited should identify the effectiveness of its current risk controls and evaluate possible measures to further reduce the risk of a passenger being struck by a train where they have inadvertently entered the track adjacent to a platform. This review should specifically include considering the use of technology that can detect if a passenger is in a dangerous position and intervene or warn as is necessary to stop an approaching or departing train. Following this review, London Underground Limited should determine what improved or further risk reduction measures may be required to ensure that risks of passengers being struck by trains in these circumstances are reduced (paragraphs 126a, 126b and 128b).</p>	
01/2025/02	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of train operators losing attention and awareness while operating trains in automatic train operation mode.</p> <p>London Underground Ltd should review the environmental, organisational and job factors related to operating trains in automatic train operation mode to understand how underload may affect train operators. This review should specifically consider the effect that underload may have on</p>	

Recommendation Status Report



			train operators of trains travelling between stations and then arriving at or passing through platforms, and should build upon any work already being undertaken in response to recommendation 4 of RAIB’s report into the trap and drag accidents at Archway and Chalk Farm stations (RAIB report 06/2024) (paragraphs 126c to 128a).	
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