

# Report 02/2026: Fatal accident at Ickenham London Underground station

5.3.2026 - | Her Majesty's Revenue and Customs

**RAIB has today released its report into a fatal accident at Ickenham London Underground station, 28 March 2025.**

## Summary

At around 22:30 on 28 March 2025, a passenger fell from the platform onto the track at Ickenham London Underground station. Unable to get to a position of safety, the passenger lay on the track undiscovered for around 2 minutes before being struck by an arriving train, which then stopped normally in the platform.

Following the stop, the train's brakes automatically applied as it left the station due to part of a safety system on the train coming into contact with the passenger. Subsequent investigations into the cause of this brake application led to the discovery of the passenger, around 14 metres from where they had fallen onto the track. The passenger was fatally injured.

RAIB's investigation concluded that the passenger lost their balance on the platform, causing them to fall onto the track. Staff on duty at the station were unaware that the passenger had entered the station in a vulnerable state, or that the passenger was on the track after they fell. This meant that there was no intervention that prevented trains entering and departing from the platform.

CCTV evidence suggests that the passenger was aware that a train was approaching and that they were probably attempting to move towards the platform face and out of the path of the train. However, the under-platform recess was occupied by communication cables and this meant that there was insufficient space to accommodate the passenger and to allow a train to pass without contacting them.

The train operator also did not see the passenger on the track. This may have been because they were focused on stopping their train at the correct location and monitoring the platform-train interface. The contrast between the brightly lit platform and dark track bed and the passenger's dark clothing may also have impacted the train operator's ability to see the passenger.

RAIB identified two underlying factors. The first, a probable underlying factor, is that London Underground's standards relating to under-platform recesses were not being complied with and were not consistent with each other. The second, a possible underlying factor, was that London Underground had not completed platform-specific risk assessments for most platforms on its network or identified the safety benefit of some measures intended to mitigate the risk of people falling from platforms and subsequently being struck by trains.

## Recommendations

RAIB has made three recommendations, all addressed to London Underground. The first recommends that London Underground review its standards relating to under-platform recesses to ensure that they are effective and consistent. The second recommends site-specific risk assessments for all station platforms and the implementation of appropriate risk controls. The final recommendation relates to providing operational staff with the necessary guidance and training to safeguard people under the influence of alcohol on the London Underground network.

Two learning points have been identified. The first is how a thorough track check can be effective in preventing further train movements when a person has fallen onto the track, as was the case in this accident. The second highlights the importance of following company policy with regards to routine drug and alcohol testing following serious accidents.

### **Notes to editors**

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

**Newsdate: 5 March 2026**

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