



16 September 2025

HM Senior Coroner Andrew Walker
North London Coroner's Service
Barnet Coroner's Court
29 Wood Street
London
EN5 4BE

[REDACTED]
Chief Operating Officer

Transport for London
Palestra
1 97 Blackfriars Road
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[REDACTED]

Dear Sir

Inquest touching the death of Robert Gray English

I write on behalf of Transport for London (TfL) regarding the Senior Coroner's Regulation 28 Prevention of Future Deaths (PFD) report dated 25 July 2025 following the inquest touching the death of Robert Gray English.

I would like to take this opportunity to repeat, on behalf of TfL, our sincere condolences to the family and friends of Mr English for their tragic loss.

Prevention of Future Deaths (PFD) report

After the inquest, the Senior Coroner sent a PFD report to TfL raising the following matter of concern:

'The provision to protect a trespasser at night are the same as those during the day. The ability to locate a person close to or on the railway lines at night is made more difficult by the absence of suitable lights on the track or the train. In this case Mr English was not seen and run over by the train that has been asked to look for a person on the line.'

I am grateful to the Senior Coroner for raising these concerns and we set out below TfL's response.

TfL's approach to track searches on the Underground network

TfL has well established rules for undertaking track searches when there are reports of persons on or about the track. However, we recognise, through recent events, including the death of Mr English, learning opportunities to further enhance safety on our network by updating our operational rules, associated training and the equipment used during such incidents.

On 12 May 2025, we updated our operational rules related to track searches. Our rules now require our teams to physically search the track environment where there is any doubt about the identity of an object on or around the track environment.

We are also in the process of changing our Rule Book to remove existing references to a train undertaking a track search operating at 'slow speed'. Under our new operational rules, train operators will be given very specific instructions, requiring them to operate 'at a speed of no more than 10mph, or the closest speed value available on lines with automatic train operation'. This will better manage the speed at which trains travel through the affected area. The Rules will be formally updated and briefed to our train operators by the end of October 2025.

These two rule changes acting together strengthen our track searching arrangements in contexts where there is either a report of an obstruction or a report of a person on or around the track environment.

You highlighted the need for more suitable lighting for locating a trespasser at night. We are actively assessing options for new equipment to provide additional lighting.

We have started testing a prototype lighting rig which allows a new type of torch to be mounted inside the train operator's cab. This torch has an adjustable output of up to 100,000 lumen, providing enhanced lighting of track in open-air night-time conditions.

We will continue to test this prototype over the next few months to fully assess its capability, risk assess it for use on the operational railway and identify any improvements required. We will conclude this test by December 2025.

Should this lighting rig be successful, and following appropriate internal assurance, we would roll this out in 2026 across the LU network (for the open-air sections of track).

Effective communications

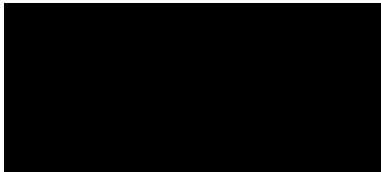
As part of our investigation into Mr English's death, we recognise the opportunity to make communication between our operational staff and police more robust. As a result, we have established a review group comprising of representation from TfL Compliance, Policing, Operations and Security, the TfL Rail Control Centre, the Metropolitan Police Service and the British Transport Police. The purpose of this Group is to review the operational procedures for deploying the police on or near to rail tracks. We will finalise a real time pursuit policy, including communications arrangements, between the three control centres by the end of September 2025 with plans to communicate the revised procedures to those affected by the end of October 2025. To support this, the need for additional rail safety training for Metropolitan Police officers will also be reviewed with a conclusion to be reached by the end of October 2025.

Conclusion

I would like to offer again my heartfelt sympathy and condolences to Mr English's family and friends. We are determined as an organisation to learn lessons from this tragic incident.

I hope this response is helpful and welcome. Please contact me if I can be of any further assistance.

Yours sincerely,

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Chief Operating Officer

cc: , TfL Commissioner