# TfL faces backlash over refusal to install pedestrian crossing on hazardous Mawney Road



Transport for London (TfL) continues to show its stubborn refusal to prioritise genuine safety measures in Havering, as local councillors voice their frustration over the agency’s decision not to install a proper pedestrian crossing on Mawney Road in Romford—a notorious accident hotspot. Conservative councillors David Taylor and Keith Prince have condemned TfL’s negligence, highlighting that pedestrians are left vulnerable, forced to navigate between lanes on an island with no designated crossing. Despite the clear dangers—vehicles speeding up to 50 mph—they argue TfL’s complacency risks catastrophic consequences, even if no incidents have been officially recorded yet.

Cllr Taylor emphasised grassroots concerns, citing repeated near misses and the recklessness of vehicles emerging from the A12. He pointedly remarked that TfL’s failure to act amounts to a dangerous gamble with public safety. Cllr Prince didn’t hold back, accusing TfL of “gaslighting” residents with false assurances while continuing to ignore the obvious hazards. He criticised the transport authority’s complacency as “irresponsible,” demanding that Mayor Sadiq Khan and TfL abandon their bureaucratic dithering and implement necessary safety measures before tragedy strikes.

A TfL spokesperson’s response—positioned as a token gesture—claimed safety is a priority, referencing their Vision Zero pledge to eradicate deaths and serious injuries. Yet, they revealed the predictable reality: limited resources mean they must focus on high-collision areas, leaving dangerous spots like Mawney Road on the back burner. They claimed they are “looking carefully” at the situation, but the reality is that the safety of local residents continues to be sacrificed on the altar of political inertia and misallocated priorities.

Havering Council, however, remains proactive—showing more sensible leadership in the face of TfL’s foot-dragging. A recent feasibility study uncovered that up to 1,100 vehicles per hour dash along Mawney Road at relentless speeds, with 16 recorded injury accidents over recent years—including one serious incident and multiple involving pedestrians. The council’s proposed solution: a zebra crossing with tactile paving and illuminated Belisha beacons near Marks Road, a sensible safety feature that could make a real difference. Yet, this is still subject to public consultation until 15 November 2024, risking further delays in implementing vital safety measures.

The dangerous environment is compounded by obstructive trees and poor visibility in wet and dark conditions, further endangering pedestrians. The build-up of hazards underscores the urgent need for infrastructure improvements and speed reductions—measures that TfL stubbornly persistently dismiss despite rising community concern. Local media echo these frustrations, highlighting the frequency of accidents and the pressing necessity for action.

Meanwhile, the community remains divided. Some Conservative voices defend the current cycle lane, claiming it’s “safe,” despite community concerns about its adequacy. This division reflects broader challenges in designing roads that meet diverse needs—an issue exacerbated by TfL’s dogged refusal to adopt meaningful, comprehensive safety measures as tensions rise between residents, local authorities, and the transport bureaucracy.

Overall, Mawney Road stands as a stark symbol of the broader failure of TfL and the London government to address core safety issues. With traffic volumes increasing and accidents mounting, the pressure is mounting for the authorities to stop dithering and start delivering real protection for pedestrians—before a tragedy forces a painful wake-up call. Instead of wasting time on empty promises, TfL must urgently prioritize the safety of vulnerable road users in Havering, lest their continued inaction lead to avoidable loss and suffering.

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.yellowad.co.uk/tfl-accused-of-being-irresponsible-for-leaving-busy-romford-road-without-safe-crossing/?utm_source=rss&utm_medium=rss&utm_campaign=tfl-accused-of-being-irresponsible-for-leaving-busy-romford-road-without-safe-crossing> - Please view link - unable to able to access data
2. <https://consultation.havering.gov.uk/highways/mawney-road-collisions-reduction-scheme/> - Havering Council is seeking public feedback on a proposed safety improvement scheme for Mawney Road, Romford. The plan includes installing a zebra crossing with tactile paving and illuminated Belisha beacon posts. A feasibility study revealed that up to 1,100 vehicles per hour use Mawney Road, with speeds regularly reaching 50 mph. Additionally, 16 personal injury accidents were recorded along the stretch between A12 Eastern Avenue West and St Edwards Way, including one serious injury and three involving pedestrians. The consultation period runs until 15 November 2024.
3. <https://www.romfordrecorder.co.uk/news/24675858.mawney-road-romford-zebra-crossing-plan-combat-speeding/> - Havering Council has proposed a new zebra crossing on Mawney Road, Romford, to enhance pedestrian safety. The plan includes tactile paving and illuminated Belisha beacon posts. A council study found that drivers on Mawney Road regularly reach speeds up to 50 mph, with up to 1,100 vehicles per hour using the road. The study also identified 16 personal injury accidents along the stretch between A12 Eastern Avenue West and St Edwards Way, including one serious injury and three involving pedestrians. A public consultation on the proposals opened on 25 October 2024 and runs until 15 November 2024.
4. <https://publicnoticeportal.uk/notice/traffic-and-roads/671f7250d9adcb3214cb03fa> - A public notice from the London Borough of Havering announces the proposal to install a new zebra crossing on Mawney Road by Marks Road, Romford, to improve pedestrian safety. The notice includes details of the proposed crossing's location and invites public comments and objections by 15 November 2024. The plans and the council's statement of reasons for the proposed measures are available for public inspection on the council's website.
5. <https://thehaveringdaily.co.uk/2025/05/30/which-are-haverings-most-dangerous-junctions/> - An article from The Havering Daily reviews data to identify the most hazardous junctions in Havering. Mawney Road, between A12 Eastern Avenue West and St Edwards Way, is highlighted as a dangerous stretch due to 16 personal injury accidents recorded over a five-year period. The incidents included one serious injury, three involving pedestrians, four in wet conditions, and five during hours of darkness. The article emphasizes the need for safety improvements in these areas.
6. <https://road.cc/content/news/councillor-encourages-cyclists-be-brave-12m-path-301217> - A London Conservative councillor from the London Borough of Havering has described the 1.2-metre wide cycle lane on Mawney Road as 'safe' and 'easy to cycle', encouraging cyclists to be 'brave'. Despite concerns from local cyclists about the lane's safety, the councillor maintains that it is safe and regularly used. The article discusses the differing perspectives on the cycle lane's safety and usability.
7. <https://www.romfordrecorder.co.uk/news/21543321.calls-major-work-gallows-corner-accident-hotspot/> - Calls for a major overhaul at Gallows Corner, a notorious accident hotspot in Romford, have been reignited following three crashes in two days. The roundabout, which links the A12, A127, Main Road, Straight Road, and Colchester Road, has been subject to numerous campaigns for improved safety. Residents have expressed concerns about the junction's safety, with some avoiding it due to frequent accidents. The article highlights the ongoing safety issues and the need for significant improvements at Gallows Corner.