

Annex D:

Irwin Avenue Speed Management Scheme Feedback from consultation

WARD MEMBERS

Councillor R Webb:

Could you confirm whether there is a budget earmarked for this work or not?
I am broadly in favour of any measures that reduce traffic flow through side streets, but I think we would have to take this back to residents to get a final view.
It is a shame that wider improvements to the Dodsworth Ave/ Heworth Green junction aren't being considered as this is a major cause of the problems.

Officer response:

The project will need to be reported to Executive Member decision session in due course for a decision on the way forward.
With regards funding, delivery of this project is currently aimed for 2025/26.
However, there is a wider review of the capital programme being undertaken and no details of the proposed programme have been released yet. Consultation with residents will be undertaken once feedback/comments from members has been received. Residents will be afforded the chance to comment on the proposals.
The Dodsworth Avenue/Heworth Green TSAR scheme is being progressed by another team.

STATUTORY CONSULTEES

Head of Network, First Bus:

We have no objections to this scheme.

Royal Mail:

Having looked at the proposals for Irwin Avenue SMS I cannot see any major impact caused to our day-to-day activity. The road itself is served by a high-capacity trolley duty (no vehicle for this duty) the only times it would impact our operation is for large parcels delivery down this street and we just have to make minor amendments to our route on occasion.

York Civic Trust:

I am supportive of the proposal to make the western arm of Irwin Avenue one way westbound, as the simplest solution to traffic using the road to avoid delays at the Dodsworth Avenue/Heworth Green junction.

I had a couple of comments on the detail of your email. Firstly, I note that the petition was in 2021; I assume that the problem still persists. Secondly, it is the 85%ile speed which is relevant here; the mean speed can readily disguise problems of misuse.

More generally, the underlying problem is the misuse of Dodsworth Avenue itself. This is a residential road and should ideally not be being used for through traffic. York Civic Trust identified it in discussions on the Council's Local Transport

Strategy in 2023 as a potential quick win for demonstrating that the Council wishes to rebalance movement and place.

We very much hope that schemes like this will be included in the Movement and Place Plan, which was promised in the July 2024 Local Transport Strategy, as is supposed to be completed before the end of 2025.

Officer response:

The problem does still persist.

The 85th percentile speeds have been considered and are only a concern for eastbound traffic. Recordings show the 85th percentile eastbound as 26mph, which exceeds the ACPO enforcement speed.

Any improvements to the Dodsworth Avenue/Heworth Green junction are outside the scope of this project. Dodsworth Avenue is a distributor road linking Huntington Road to Heworth Green and is a key traffic route. Recorded traffic flows (taken over a 12-hour period) showed a total of over 2280 vehicles travelling towards Heworth Green along Dodsworth Avenue, with the majority being cars.

York Cycle Campaign:

York Cycle Campaign generally supports the proposed design. We especially appreciate the installation of the contraflow cycle lane, and we support the reduction in kerb radius to prioritise pedestrian and cyclist safety over vehicle speed through turns. We encourage more uses of these design features in other projects.

We seek more clarity on the interaction between parking and the Irwin Ave cycle lane:

- a) Will on-street parking be allowed on the south side of Irwin Ave (the side opposite the cycle lane)? If so, the width of the street suggests that moving vehicles would have to utilise the contraflow cycle lane to drive around parked vehicles.
- b) Cycle lanes are commonly used as parking spaces for vehicles loading and unloading. This is a particular hindrance to cyclist safety in contraflow lanes where cyclists are pushed into oncoming traffic. Can the plan address how it will deter parking in the cycle lane? In low traffic streets like Irwin Ave, double-yellow lines adjacent to the cycle lane and designated loading spots on the opposite side of the street could discourage parking in the cycle lane with minimal cost overhead.

Lastly, some of the signs in the PDF map contain text which is too blurry to read. We have not been able to evaluate how they influence the design.

Officer response:

Irwin Avenue is currently 4.9m wide. The proposed advisory cycle is to be 1.6m wide, leaving 3.3m for the one-way traffic flow.

Each of the properties on Irwin Avenue and Malton Avenue have off-street parking available. Both roads lie within the R55 Resident permit holders parking zone (Mon-Fri 9am – 5pm) so parking is controlled. On-street parking does occur but appears to be limited.

A parked vehicle on the southern side is likely to cause a passing vehicle to overrun into the cycle lane. This is permitted. The risk of this occurring concurrent to a cyclist using the cycle lane is likely to be very low and is an acceptable risk.

As the cycle lane is advisory, parking is generally allowed. Vehicles can park in the lane unless prohibited by signage or parking restrictions. Motorists should avoid parking in advisory cycle lanes if it is not necessary, as they are designated areas for cyclists. The permit zone manages parking on the Avenues to permit holders only, but loading and unloading is still permitted. There are no proposals to introduce waiting restrictions due to the presence of the permit zone.

RESIDENTS

Resident #1

If the traffic flow is made one way westward onto Dodsworth avenue, then that would mean that the traffic holdup on Dodsworth avenue would be made worse because we the residents would have to join the queue on Dodsworth Avenue. it is already very long at times. This is not the answer to the problem.

What is needed is residents only on Irwin Avenue then traffic lights on Dodsworth junction with Heworth Green. This will help the flow and stop the need for people to come down Irwin Avenue.

If someone who lives in Irwin Avenue is going home along Dodsworth Avenue and would then have to wait at the junction on Dodsworth Avenue to get on Heworth Green and block the road which is already blocked. That is the reason people's use Irwin Avenue because they have to wait for a long time to get onto Heworth Green. It would be chaos. Please make Irwin Avenue access only then put traffic lights on the junction Dodsworth avenue /Heworth green. That is the best way to sort out this problem.

Officer response:

The petition requested measures which prevented traffic using Irwin Avenue as an alternative route to Dodsworth Avenue. The average daily traffic flow on Irwin Avenue (eastbound from Dodsworth Avenue) is 267 vehicles. During the AM peak (7:00-09:00am), the weekday average flow is 8 vehicles and PM peak (4:00-6:00pm) 79 vehicles.

Any improvements to the Dodsworth Avenue/Heworth Green junction are outside the scope of this project. Dodsworth Avenue is a distributor road linking Huntington Road to Heworth Green and is a key traffic route. Recorded traffic flows (taken over a 12-hour period) showed a total of over 2870 vehicles travelling towards Heworth Green along Dodsworth Avenue.

Any traffic removed from Irwin Avenue will have to use Dodsworth. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues.

The average volume of westbound traffic on Irwin Avenue is recorded as 79 vehicles/day, with an average PM peak of 14 vehicles over 2-hour period.

There are no current proposals to signalise the junction of Dodsworth Avenue / Heworth Green.

Introduction of a prohibition of access for motor vehicles (except for access) was considered at feasibility stage. In theory, this should address the issues being experienced by residents, however it is known that this type of prohibition is often abused by motorists and without enforcement, the concerns are not going to be addressed.

If it is complied with, and vehicles (other than those permitted) do not enter Irwin Avenue or Malton Avenue, then the issues of increased traffic on Dodsworth Avenue would still occur.

Resident #2:

I don't see this as necessary, in fact it will be equally disruptive to smooth traffic flow.

We experienced exactly this limitation during the construction of the waterworks last year and it was very difficult, funnelling traffic round onto Heworth Green and back in on Malton Avenue.

The extra traffic is frankly for about an hour on some afternoons, less so Friday as traffic is generally less.

I'd not bother with the scheme.

Officer response:

The petition requested measures which prevented traffic using Irwin Avenue as an alternative route to Dodsworth Avenue.

The resident's comments are noted.

Resident #3:

This is the **best thing that could possibly happen** to our two lovely roads. It's a brilliant solution, and hopefully will deter all the maniacs who use Irwin Avenue as a rat run from 4pm to 6pm.

We live at XXXXX, opposite a lovely family with a 4-year-old, plus a pet cat and dog in the vicinity, and our hearts are in our mouths every single evening that one of them will be mown down by white vans, taxis, Ubers, and boy racers in BMW's doing way more than 30 mph!

We support this wholeheartedly, and even the inconvenience of having to go round Heworth Green and back into Malton Ave will be worthwhile to stop this blight on our cul-de-sacs. Whoever came up with this deserves a medal.....

Just as an addition to my comments on the Irwin/ Malton Ave changes, we've spoken to people at the bottom of the cul de sac in Irwin Ave. Quite a few are going to oppose the changes apparently, but it's only fair to say that the reason is that they are not affected by the 2-hour rat runs as we are in Malton and Irwin top end. This should be taken into account at the meeting, as well as the OAP and student demographic in the lower end, whose car use is minimal and the inconvenience slight.

Officer response:

Each of the properties on Irwin and Malton Avenue have been afforded an equal opportunity to comment on the proposals. All responses are carefully considered.

Resident #4:

Reference your letter dated 4th April 2025 I find the contents a bit confusing.

Having lived here since November 2019 and witnessed multiple speeding vehicles on a weekly basis am fully supportive of preventative measures being implemented.

However, I have no knowledge of any consultancy around this during our time here and wondered how we have missed this?

Personally I would like the road blocking off but can see your dilemma with the extra traffic on an already busy Dodsworth Road. However surely if you make it one way westwards this will cause the same problem as traffic cannot leave Dodsworth anyway?

I am of course in favour of this but would equally like traffic calming in the form of 'sleeping policeman'.

Reference the parking it seems madness that the residents would have voted for the current system when surely a better approach would have been to issue one 'any vehicle' resident permit to each household? I understand this doesn't generate any revenue for you but feel it would be the best for the road.

Can I ask that I be included in any communications around matters that affect my road going forward?

I will wait for a response from you prior to submitting my preferences.

Officer response:

Residents submitted the petition via Councillor Douglas in late 2021. If this resident was living in the Avenue at the time, they would be aware of the issues and the petition requests. The resident has been given the same information about the proposal as all residents.

The concerns about traffic volumes, and queues on Dodsworth are documented above, as are officer responses.

A review of the resident permit scheme is not within the scope of this scheme. It is presumed that the permit scheme was introduced to restrict parking to residents only – its removal would open the Avenues up to commuter parking etc.

Traffic calming was not considered in detail, as the advice from members at the early stage of the project was that residents did not want calming measures. The proposed one-way would address the main areas of concern regarding speeding.

Resident #5:

I have lived here at XXXXX since 2009 and I am familiar with the traffic conditions in the street. From my point of view the proposal is totally unnecessary and I have never experienced difficulty either getting out of my drive in the car or walking across the road.

It is an unwarranted expenditure and I do not support this proposal.

Officer response:

The resident's comments are noted.

Resident #6:

In response to your invitation to comment on the above scheme, I wish to register my strong opposition to it.

This proposal would cause further congestion on Dodsworth Avenue which is significant in early morning and evening times. Occasionally I have seen cars exceeding the 20 mile speed limit but these are few and far between.

The current traffic regulations are working well and I see no reason to change them.

Officer response:

The impact on Dodsworth Avenue traffic and queuing are reported above.

The speeds recorded on Irwin Avenue show that mean speeds were showing good compliance of the signed limit. Most abuse occurs in an eastbound direction, with 22% of vehicles above the enforcement speed. The 85th percentile speed is only above the ACPO enforcement speed. Introduction of the one-way westwards would address this.

Resident #7:

I am writing to formally object to the proposed one-way restriction on Irwin Avenue as outlined in your recent letter regarding the Speed Management Scheme. While I acknowledge concerns regarding traffic speed and volume, I believe that the proposed measures will negatively impact local residents and the wider road network in several ways.

Key Objections:

a) Stockton Lane Roundabout Must Be Prioritised First

Your own assessment identifies the Stockton Lane roundabout as an "accident cluster site currently under review for improvement." Given that this location has a proven record of accidents, it is imperative that resources and attention are directed there before making any changes to Irwin Avenue, which has no recorded injury accidents. Addressing a known high-risk site should take precedence over implementing restrictive measures in an area where accident data does not justify such action.

b) The Best Long-Term Solution Is Allowing Left Turns from Dodsworth Avenue and Malton Avenue.

The simplest and most effective way to manage traffic in our area would be to convert the junctions from Dodsworth Avenue and Malton Avenue onto Heworth Green to left only turns. This would improve the overall traffic flow and significantly reduce the incentive for drivers to divert through Irwin Avenue and Malton Avenue.

However, as you have acknowledged, this cannot be done until the Stockton Lane roundabout is properly upgraded, as additional traffic being forced through that junction could make an already dangerous situation worse.

Instead of making Irwin Avenue one-way, the council should focus on fixing the Stockton Lane roundabout first, then implementing the left-turn solution.

c) Increased Traffic on Adjacent Roads

Redirecting traffic away from Irwin Avenue will inevitably lead to increased congestion on nearby roads, particularly Dodsworth Avenue and Heworth Green. These roads are already experiencing high traffic volumes, and this scheme may exacerbate queuing and delays.

d) The Groves Low Traffic Neighbourhood Scheme Is the Root Cause of This Issue

Your letter acknowledges that the increase in traffic on Dodsworth Avenue and the subsequent knock-on effect on Irwin and Malton Avenue is a direct result of the Groves Low Traffic Neighbourhood Scheme. Rather than implementing additional restrictions in our area, the more effective solution would be to reverse or amend the Groves scheme, allowing traffic to flow more evenly rather than displacing it onto surrounding residential streets.

Introducing a one-way restriction on Irwin Avenue does not address the root cause of the problem; it simply pushes the issue elsewhere, worsening traffic and congestion for local residents.

e) Lack of Consideration for Alternative Solutions

The proposal dismisses the implementation of traffic calming measures, despite evidence suggesting their effectiveness in reducing speed without restricting access. Measures such as speed bumps, chicanes, or additional signage should be explored before resorting to road restrictions.

f) Potential for Increased Speeds

One-way streets can sometimes encourage faster driving, as drivers perceive them as clear and uninterrupted routes. This could lead to unintended consequences, making the road even less safe for pedestrians and cyclists.

g) Lack of Evidence of Safety Issues

According to the study referenced in your letter, there were no recorded injury accidents on Irwin Avenue during the study period. While safety concerns should

always be taken seriously, the absence of accident data suggests that drastic measures such as a one-way restriction may not be necessary.

h) Suggested Alternative Measures:

Prioritise the Stockton Lane roundabout improvements as it is a known high-risk accident location.

Reverse or amend the Groves Low Traffic Neighbourhood Scheme to prevent unnecessary displacement of traffic onto surrounding residential roads.

Traffic calming measures such as speed bumps, raised crossings, or chicanes to naturally slow down vehicles without limiting access.

Improved enforcement of existing speed limits through signage and occasional police presence.

Resident consultation to ensure the concerns of the local community are fully considered before proceeding with restrictive measures.

In conclusion, while I fully support initiatives to improve road safety, I strongly believe that the proposed changes will create more problems than they solve. I urge the council to reconsider this proposal and instead focus efforts on addressing proven accident hotspots such as the Stockton Lane roundabout, as well as reversing the Groves scheme, which has been identified as a major contributor to increased traffic in our area.

Officer response:

- a) The roundabout at the junction of Heworth Green/Malton Road/Stockton Lane/Heworth Road is an accident cluster site location and a scheme is currently being progressed to address the main road safety issues experienced at the junction.

Maintenance work is planned for summer 2025 to resurface the junction and the length of Heworth green up to the Malton Avenue junction. Interim measures will be put into place at the roundabout at the time, in an attempt to manage the road safety concerns in advance of the main scheme.

- b) According to traffic flow data for Dodsworth Avenue, a total of 2870 vehicles travel along Dodsworth towards Heworth Green over a 12-hour period. 80% of these were recorded as turning left towards the roundabout.

The suggestion to convert the exits for Dodsworth Avenue and Malton Avenue left-turn only onto Heworth Green was considered and dismissed due the fact that the roundabout is an accident cluster site and enabling this restriction would send more traffic to the roundabout, potentially exacerbating the road safety issues there.

- c) The volumes of traffic diverting along Irwin Avenue are relatively low. As discussed above, any traffic removed from Irwin Avenue will have to use Dodsworth. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues.

- d) There are no proposals to reverse or amend the Groves LTNB project.

- e) Evidence has shown that the only concern about speeding on Irwin Avenue relates to eastbound traffic during the PM peak. This would be addressed by the proposed one-way restriction. Information from Councillors at the commencement of the study identified that residents did not want traffic calming. Monitoring, including a speed survey, would be undertaken following introduction of the proposed scheme to assess the success of the measures. If speeding is found to be still occurring, then additional steps may be required to manage the issue. The feasibility study did consider various alternative options.
- f) It is recognised that speeding could increase for westbound traffic if the route is made one-way. As mentioned above, traffic calming was not considered as the proposed solution addresses the current speeding issues. Monitoring will take place upon completion.
- g) Irwin and Malton Avenue do not have a recent history of injury incidents. Damage-only or near miss records are not available. Residents have raised concerns about road safety and at least one has referenced a number of accidents (without providing evidence).

Enforcement of speeding offences is undertaken by North Yorkshire Police.

This scheme was initiated following submission of a petition, on behalf of residents of Irwin and Malton Avenue, therefore the community were involved in defining the areas of concern.

Resident #8:

I've received the letter proposing to make Irwin Avenue one-way. I'm absolutely thrilled and would like this to happen as soon as possible.

The speeding traffic on an evening is scary for children and cats.

I understand this will cause some inconvenience to residents, but I believe the value and safety benefits outweigh this.

Officer response:

Comments noted.

Resident #9:

I have reviewed the plan for Irwin Avenue and think the proposal looks very good. Ideally the resident parking restrictions being lifted also would be my preferred option, as this would assist with slowing the traffic even more.

Thank you for taking the time to look at this and once implemented will enhance the environment for the residents.

Officer response:

Comments noted.

A review of the residents' parking is not part of the remit of this scheme. However, retention the parking restriction will serve to manage parking on the two streets and prevent commuter parking by others. Parking has been shown to "manage" vehicle speeds whereas removal of on-street parking opens up the route and encourages increased speeds.

Resident #10:

I am broadly in favour of a speed management scheme because Irwin Ave has been increasingly used as a short cut by traffic trying to avoid the Heworth Green-Dodsworth Ave junction. I have two concerns with the proposed scheme however. Firstly, when leaving my home at number XX Irwin Ave, I turn right and turn down Malton Ave to reach Heworth Green. I do this to avoid the frequently congested and dangerous junction where Dodsworth Ave meets Heworth Green. I would not be able to do this under the proposed scheme. Secondly, I am unsure if residents would be able to continue parking their cars on the side of Irwin Ave where the proposed cycle route is intended. As we campaigned for permit parking I would be unhappy to lose this.

My preferred option would be to lay effective speed bumps on Irwin Ave, which would keep Irwin Ave open as an alternative route to avoid congestion at the Heworth Green junction, while making it more likely drivers will keep to the 20mph limit.

Officer response:

The one-way would mean that this resident would need to exit onto Dodsworth Avenue. The impact of joining the more heavily trafficked route is discussed above.

The ability to park within the cycle lane is also discussed above. The resident parking is not to be amended in any way, but no on-street parking availability will be lost. All properties have off-street parking.

Residents had stipulated to Councillors that they did not want traffic calming. Such measures are not required under the current proposal.

Resident #11:

The suggestion is that making Irwin Avenue one way from this point will make it safer for the residents, safer than what? I have lived here for over 50 years and to my knowledge there has never been an accident here. When Rowntree's factory was working at its busiest Irwin Avenue was used as a short cut by both cars and cyclists several times a day, no problems then. By closing Irwin Avenue to traffic turning from Dodsworth Avenue will be causing more danger, it will put pedestrians at risk like myself, as it will cause a backup in traffic and pedestrians unable to get across Dodsworth Avenue safely, especially if you have mobility problems.

Heworth Green is already getting busier every day with the build up of traffic to Monks Cross and on a match day at Vangard it is almost impossible to get out of Dodsworth Avenue, so we residents of Irwin Avenue would have this to look forward to if we were travelling down Dodsworth and not able to just turn into Irwin if it is closed at this end and putting extra time on our journey home.

Who are these residents who feel unsafe when there is at least a 1m grass verge between the path and the road? I cycle down Irwin Avenue almost every day and would not feel safe in a contra flow cycle lane, leave things alone. As we are constantly told there is no spare money and there is a black hole on spending I feel that this is not the time to be wasting money on a project that is not needed and will only worsen the traffic situation for us.

Officer response:

Residents raised concerns about road safety on Irwin Avenue due to pedestrians caused by speeding traffic. Irwin and Malton Avenue do not have a recent history of injury incidents. Damage-only or near miss records are not available. Residents have raised concerns about road safety and these concerns have been reiterated in some of the consultation responses.

The impact of prohibiting access into Irwin Avenue from Dodsworth will serve to increase traffic volumes by less than 1 vehicle/minute at peak times. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues. The average volume of westbound traffic on Irwin Avenue is recorded as 79 vehicles/day, with an average PM peak of 14 vehicles over 2-hour period.

The reduction in kerb radius and modifications to the crossing at the Dodsworth Avenue end of Irwin Avenue will prioritise pedestrian and cyclist safety.

Heworth Green is recognised as a key route and there are a number of projects being developed along the route, mainly to address road safety concerns. No proposals are being promoted to modify the Dodsworth Avenue junction although there is a scheme to upgrade the existing pedestrian crossing facilities at the junction on Heworth Green.

Resident #12:

I think making Irwin a no through road from Dodsworth Avenue is a good idea, although it will then back Traffic up trying to access Heworth green. I would strongly suggest lights or making it a left turn only onto Heworth Green.

I would also suggest a left turn only from Malton Avenue onto Heworth Green

I also believe a Pedestrian crossing/Zebra crossing and a 20mph speed is needed at or around the junction Malton/Heworth Green outside 81 Heworth Green as the speed of the traffic in both directions is fast. Whilst its school hours its very scary watching parents negotiate with small children across this main road whilst traffic is allowed to travel at 30 mph.

I would also appreciate the yellow lines been reinstated / repainted the outside my drive which is on Malton Ave, I have emailed several times and had no response.

Officer response:

The request to convert the Dodsworth Avenue and Malton Avenue junctions to left turn only is discussed above and has been dismissed on road safety grounds.

There is a proposal to convert the pedestrian crossing on Heworth Green at the Malton Avenue junction to a zebra crossing. This scheme is designed and to be funded from S106 contributions from the Gas Works site – funding is not yet available for the implementation of the new crossing.

The refresh of the road markings has been referred to the Highway Maintenance team, who are to implement a road resurfacing scheme on Heworth Green in Summer 2025.

Resident #13:

I would not like the proposed one-way system to be implemented for the following reasons:

The scheme will make the traffic in Irwin Avenue lighter but heavier in Malton Avenue as all the traffic from Heworth Green will have to pass down Malton Avenue.

The scheme will also make turning out of Dodsworth Avenue even busier and traffic will probably back up affecting air quality.

I have lived here for 40+ years and the road is quieter even at pm peak times than in previous years. The odd motorist can speed but I don't feel there is any added danger for residents.

I don't see why motorists shouldn't use Irwin Avenue and Malton Avenue as an alternative route to avoid the Dodsworth Avenue junction.

Instead of implementing this scheme we don't need, I would like the money spent filling in potholes in our area. I have stopped cycling into York as the Monkbridge roundabout has very deep grooves/potholes in the tarmac which is very dangerous for cyclists.

Officer response:

There are no changes proposed at the junction of Heworth Green/Dodsworth Avenue so there is no reason why all Heworth Green traffic will have to pass down Malton Avenue. Traffic accessing Irwin Avenue will only be able to do so from Heworth Green so there will be a moderate redistribution of traffic movements within the estate.

A "Keep Clear" marking could be provided at the exit of Irwin Avenue onto Dodsworth to ensure that queuing traffic does not prevent exit for right turners out of Irwin Avenue.

The request to "block" Irwin Avenue to prevent rat-running came for residents. As it is a public highway/thoroughfare, motorists do currently have the right to use the route, but this is seen as a concern by some of the residents. Hence the petition to prevent this.

The maintenance programme addresses road condition. There is a planned scheme to resurface part of Heworth Green and the roundabout, due on site in July 2025. This will provide much needed improvements to the main road.

Resident #14:

I don't feel that making the road one-way westwards is necessary. This would cause more of a bottle neck at the Dodsworth Avenue junction with Heworth Green.

Volume of traffic coming from Foss Way I think, has decreased whilst volume of traffic along Heworth Green will probably increase with the new Gas Works development and the housing developments on New Lane, Huntington making turning right out of Dodsworth Avenue onto Heworth Green slower and possibly more hazardous. Backing up along Dodsworth Avenue would also cause problems with traffic manoeuvring around parked cars.

Keeping the road two way will keep traffic flowing as I think most cars cutting through probably turn right onto Heworth Green from Malton Avenue.

Since the street has been resident's only parking, weekdays, has vastly improved the area and the volume of traffic has decreased.

I feel the money could be better spent on other areas, i.e. potholes!

Officer response:

As discussed above, the number of vehicles diverting onto Irwin Avenue are relatively low and would not cause a significant impact on queuing. There are currently no proposals to consider improvements to the Dodsworth Avenue junction.

It is recognised that other projects and future development may impact on traffic activity along the Heworth Green corridor and further assessment of the potential impact needs to be undertaken. Some key projects are being developed at Monkgate Roundabout and Stockton Lane Roundabout, as well as the pedestrian crossing scheme at the Dodsworth Avenue junction.

As mentioned, there is a planned maintenance scheme due to resurface parts of Heworth Green and the roundabout.

Resident #15:

I'm a resident of Irwin Avenue with young children, and we've lived here for three years. I wanted to share my thoughts on the proposed traffic changes.

In my experience, Irwin Avenue is a quiet and safe street. Speeding traffic hasn't been a concern for us, and I don't believe there's a significant issue that warrants this level of intervention.

My main concern is that the proposed changes may actually worsen traffic, particularly along Dodsworth Avenue towards Heworth Green Road. Forcing residents to access Irwin Avenue via Malton Avenue feels unnecessarily disruptive and would add to congestion on Dodsworth, which is already a busy cut-through.

It seems like the proposals are targeting a symptom rather than addressing the root cause—namely, the traffic build-up when trying to turn right from Dodsworth onto Heworth Green. A particularly frightening example: my husband and son were nearly hit at the pedestrian crossing (while the green man was on) by a driver who ran a red light, likely out of frustration with the junction. While that behaviour is clearly unacceptable, it underlines the pressure drivers feel at that point.

To me, the real solution lies in improving traffic management at that junction—perhaps through proper traffic lights—to ease the flow and reduce driver stress, making it safer for both pedestrians and motorists. That may in turn lessen drivers feeling the need to go down Irwin (but I really haven't noticed a lot of traffic!).

Regarding noise and pollution, I'm not convinced these proposals will help. We already live very close to Heworth Green, a major road, and traffic noise and air

pollution are part of the area regardless. Diverting cars onto surrounding streets won't remove the problem—it may just shift or worsen it elsewhere.

I also can't help but question whether some of the concerns behind this proposal are influenced by a desire to cut off certain streets that may be perceived as from a different social background. From what I've seen, the data doesn't suggest Irwin Avenue is notably bad.

Overall, I believe the proposed changes risk increasing congestion, road rage, and daily inconvenience for residents like us—without truly tackling the underlying problems. Do you have any modelling or data on the potential impact on the wider road network? At the moment, the plans feel quite isolated in scope and don't appear to take into account the knock-on effects for the broader area.

Officer response:

As mentioned above, traffic volumes diverting onto Irwin Avenue are relatively low, and if forced to remain on Dodsworth Avenue will not significantly add to the delays and queuing being experienced. There will be some inconvenience for residents having to use Dodsworth but this is a consequence of “blocking” off Irwin Avenue as requested by the petition.

It is recognised that it is difficult to perform a right turn exit from Dodsworth onto Heworth green but there are currently no plans to signalise the junction. In practice, signalising the junction may allow a more managed exit onto Heworth Green but would result in potentially increased queuing frequency due to the phasing of the signals. This may in turn exacerbate the amount of use of Irwin Avenue as a means of avoiding queues.

A proposal to introduce signals would need to be assessed alongside those projects at Monkgate and Stockton Lane roundabouts.

Resident #16:

I am writing as a resident of Irwin Avenue to formally express my objection to the Proposed One Way Restriction on Irwin Avenue.

While I understand that traffic management is very important for the safety and functionality of our roads. I do not believe that this change is necessary or appropriate for Irwin Avenue. A one way system will impact negatively on the residents and surrounding roads.

Irwin Avenue has already the burden of being a residents only parking street which causes inconvenience to many of its residents. To have the added measures imposed would disrupt the current balance without delivering clear benefits. Moreover, the residents whom originally put forward this proposal no longer live in the Avenue.

I respectfully ask that the Council reconsider this proposal.

Thank you for taking the time to consider my views. I would appreciate being kept informed about any decision or consultation related to the matter.

Officer response:

Comments as above.

Resident #17:

I would like to offer my support for the preferred option i.e. one way system. As you have stated, it would clearly improve safety for residents as well as reduce noise and air pollution to more acceptable levels.

Officer response:

Comments noted.

Resident #18:

I was wondering if you can please give me a call ref the proposal for works on Malton and Irwin Avenue. It has come to my attention that traffic lights are to be erected at the end of Dodsworth Avenue. Obviously, this will have a big impact on Malton and Irwin Avenue proposed works. No mention of the traffic lights was given in the letter sent to all residents ref Malton and Irwin Avenue works SM02/22 and I was wondering why.

My view and I imagine a lot of other people in the area regarding the proposed works would be completely different if traffic lights are to be erected.
An early reply to this email would be very much appreciated.

Officer response:

The resident has been advised that traffic signals are not being proposed at the Dodsworth Avenue / Heworth Green junction.

Resident #19:

Thank you for the opportunity to tell you there is no problem with traffic in Irwin Avenue. The problem is with a few fussy mouthy residents who should done their research before they bought a house in Irwin Avenue. The petition in 2021 was not done on behalf of all of us, I sent the canvasser away having strongly disapproved of what they were campaigning for and I know of at least one resident who was not consulted. I question whether any resident truthfully said they felt unsafe and the petition is the production of its delusional creator.

There is no speeding traffic, in fact there is hardly any traffic. I drive from my house at least once a day and it is rare I encounter another vehicle, I defy anyone to go over the speed limit by turning into Malton Avenue from Heworth Green and travelling to the junction of Irwin Avenue. The cul de sac end of Irwin Avenue is unusual in that people walk on the road, I saw recently a mother and pram walking down the middle of the road, hardly York's version of Brands Hatch! I suspect the moaners belong in the lower part of Irwin Avenue only. Is it the council's responsibility to spend money to change the status quo just to correct their ill-judged decisions and to pander to their utter selfness?

I think it is the junction of Dodsworth Avenue and Heworth Green which needs addressing, not a small amount of vehicles using Irwin Avenue to avoid it at peak times. There is danger for pedestrians crossing Dodsworth Avenue because of the volume of traffic and it's farcical to suggest there is any danger for pedestrians in Irwin or Malton Avenue. I think it would sensible to remove the small strip of grass in Malton Avenue and make the pathway wider. Money could be saved by the grass not needing to be cut.

By making Irwin Avenue one way westward would mean every one of the 71 Irwin Avenue households would be forced onto the Dodsworth Avenue/Heworth Green junction when coming from Rowntree factory direction, causing additional problems on Heworth Green. Thank heaven you discarded the idea of a NO right turn from Malton Avenue, though with the increase in traffic which will be caused by the housebuilding in the lower part of Heworth Green, we might have little option but to use the Stockton Lane roundabout.

As for the cycle lane, I am sure they are a good idea to separate them from traffic, but I question if it would necessary in Irwin Avenue, I don't see many cyclists in Irwin or Dodsworth Avenue because they use the much safer route on the old railway track.

It will all come down to money, I am sure that finances are wanted more urgently elsewhere, so please listen to commonsense and please, please, please leave everything in Irwin Avenue as it is. May I suggest that all is needed is a signpost which says "access only, no through road". As a resident for 56 years I love where I live as it is. I was here when few people had cars and then in 1980s, when almost everyone left work at the same time, there were queues of cars going home via Malton Avenue and dozens of cyclists, all accident free, and we were definitely more tolerant!

Officer response:

The proposal to prevent vehicles from Dodsworth Avenue using Irwin Avenue as an alternative route is in response to residents' request via petition. As only approximately 45% of the households signed the petition, it is acknowledged that this is not necessarily a true or complete representation of what residents want. The consultation has offered a proposal for residents to consider, and the response has been mixed, again with no overall consensus view.

As mentioned above, signalisation of the Dodsworth Avenue/Heworth Green junction is not being considered and is not part of the scope of this scheme. Any proposal to introduce signals would need to be assessed alongside those projects at Monkgate and Stockton Lane roundabouts and in consideration of any future development.

Resident #20:

We have read through the details in the above proposal and would like to make the following points in response.

We are disappointed that the scheme does not include a left turn only at the junction with Dodsworth Avenue and Heworth Green. The main reason long queues develop on Dodsworth Avenue is the difficulty of turning right against the heavy traffic eastwards along Heworth Green. Was signalling for this junction considered?

Ironically, there was no issue with speeding along Irwin Avenue before it was made parking for residents only because the parked cars made it impossible to do so (For this reason, my wife and I opposed the scheme at the time) The speeding which now occurs is, like everywhere, down to a few selfish, inconsiderate drivers.

Perhaps more could be done to deal with them rather than applying restrictions to everyone. We suspect that the proposed changes will simply reverse the direction in which those few individuals exceed the speed limit. It will still be a cut-through to avoid a queue entering Dodsworth Avenue but in the opposite direction. For us and those others living close to the junction with Dodsworth Avenue, having to join a queue of traffic to go via Heworth Green to Malton Avenue and then back into Irwin Avenue would be an irritating waste of time.

We are quite concerned that there will be an increased number of vehicles needing to turn right from the Stockton Lane roundabout into Malton Avenue which will cause hold-ups and congestion on the roundabout because it will only be a single lane, compared with the division into two lanes as you approach the right turn into Dodsworth Avenue. The scheme does not include any mitigation for this.

A cycle lane is a complete waste of money. Cyclists on Dodsworth Avenue, Heworth Green and Irwin Avenue consistently use the footpaths and grass verges, taking the shortest possible route and there is no way they would use a formal cycle lane. As people who regularly walk into town, we are constantly having to step aside for cyclists in spite of there being cycle lanes along Heworth Green.

Having given careful consideration to your proposals and discussed it with neighbours, we would prefer things to stay as they are and redirect scarce funds to spending which has a greater return for all road and pavement users, such as fixing the hopeless drainage at the Dodsworth Avenue end of Irwin Avenue, levelling up paving which is a trip hazard and repairing the potholes on Irwin Avenue and Heworth Green.

Officer response:

As mentioned above, signalisation of the Dodsworth Avenue junction is not being considered. The impact of the proposal on queue lengths is also discussed above.

There will always be positive and negative consequences of a scheme such as this, where access restrictions are imposed. As mentioned, the proposal is being offered in response to a request from residents to prevent the use of Irwin as an alternative route.

The cycle lane offers cyclists a safer alternative to using Dodsworth Avenue.

A separate scheme is being developed for the Stockton Lane roundabout junction, as well as the Monkgate Roundabout junction. The impact of these schemes will need to be more widely assessed.

A maintenance scheme is scheduled to be undertaken in July 2025 to resurface Heworth Green and the Stockton Lane roundabout.

Resident # 21:

We live on Irwin Avenue and received the letter about the scheme. We moved here in 2022 and were unaware of the petition linked to speeding traffic.

We have young children, and while most drivers seem responsible we have witnessed many speeding vehicles which we find concerning as our children walk or ride their bikes to school down Irwin Avenue (requiring us to cross both Irwin Avenue and Malton Avenue).

We fully support the proposal to make Irwin Avenue one-way Westwards from its junction with Malton Avenue.

Officer response:

Comments noted.

Resident #22:

I write to give objections to the proposed east bound closure of Irwin Avenue.

As your survey revealed, traffic volumes are generally low on Irwin Avenue, with an increase during the pm peak.

1. I firmly disagree that residents feel unsafe.

As a regular dog walker I have never felt unsafe. The footpaths and grass verges along Irwin Avenue are wider than the average Avenue and certainly wider than Dodsworth. The footfall along Irwin is minimal.

2. Noise/air pollution. With wider road and verges pollution is minimal along Irwin. Forcing traffic to stay on the already congested Dodsworth Avenue will surely increase pollution levels as more cars will be stationary for longer.

3. Dodsworth Avenue exit onto Heworth Green is problematic, particularly at peak times. The current cut through Irwin is by no means a 'rat run' and does have the benefit of easing traffic onto Heworth Green over 2 junctions, Dodsworth and Malton Avenues.

4. Traffic volumes are generally low throughout the day and weekends. However this proposed scheme will inconvenience over 80 households along Irwin and Malton Avenues 24/7

5. I have noted a general increase in delivery vehicles throughout the day, mainly accessing via Dodsworth Avenue. These will have to be re routed along Malton Avenue which will increase noise and air pollution for those living along Malton Avenue.

Malton Avenue as also a significantly narrower road with narrow verges. What about your concerns for pedestrian safety?

6. Dodsworth Avenue exit is often congested throughout the day. At peak times the queues reach back as far as Pottery Lane and sometimes beyond. Preventing access along Irwin will only add to this congestion and resulting air pollution. Have you consulted those properties along Dodsworth Avenue and Beverley Gardens? These households are going to be significantly inconvenienced by a closure to Irwin?

Personally, I wouldn't want stationary traffic outside my home for any longer than necessary.

Finally, your letter has sparked some neighbourly chat and I have yet to speak to anyone who is actually in favour of this scheme.

Officer response:

The comments are noted, and officer comments are as above. As mentioned, the proposal is being offered in response to concerns from residents about the issues mentioned in the resident's response. Factual information on traffic flows, speeds and accident history are discussed in the report and evidenced in the appendices.

It is recognised that the views of the petitioners only represent those of 45% of the households. The consultation is showing that not all residents support the view that there are road safety or nuisance issues present.

It is also recognised that the proposal will have positive and negative impacts on residents and this is considered in the report.

Resident #23 (the same comments were separately raised by both occupants):

I write to object to the proposed SM02/22 Irwin Avenue Speed Management Scheme.

The proposal was prompted by a petition presented by Heworth councillor Claire Douglas to Full Council in late 2021 which concluded that "the most favoured solution is to block Irwin Avenue as a through road from Dodsworth Avenue". The planning notification states that councillors reported that residents preferred not to have traffic calming. As one of the residents polled by councillors, I do not remember the suggestion of making the affected length of Irwin Avenue one-way and certainly not whether this change is preferred over "access only" or traffic calming options. The sole concern expressed was the danger of speeding traffic, and the only guaranteed solution for reducing speed would be traffic calming so it is hard to accept the validity of any objection to this. Traffic calming has the additional benefit of also slowing westbound traffic, which could speed up knowing it to be now one-way and also increase in volume at times when there is a backlog of cars queuing to turn right from Heworth Green onto Dodsworth Avenue (ironically with a potential for drivers to use Malton/Irwin Avenue as a rat run in the opposite direction).

The proposed scheme bears little relation to the preferred solution proposed by the petition raised by councillors, since it suggests a one-way system for the western part of Irwin Avenue rather than simply "to block Irwin Avenue as a through road from Dodsworth Avenue". The proposal would force drivers leaving the western section of Irwin Avenue to always exit from Dodsworth Avenue, adding to the frequent congestion (already noted by councillors to have increased recently) at the Dodsworth Avenue/Heworth Green junction. Traffic already in the Dodsworth Avenue queue may be reluctant to give way to Irwin Avenue traffic - resulting in new, long delays to exit Irwin Avenue, frayed tempers, and pollution from standing traffic. And drivers to any part of Irwin and Malton Avenue travelling on Dodsworth Avenue from the north would no longer be able to avoid queuing to join Heworth

Green and then turn into Malton Avenue, increasing delays and congestion on an already very busy road.

It should also be noted that the views of residents who are only marginally affected by the change (i.e. 54 households in Irwin Avenue east of Malton Avenue, and Malton Avenue) may be unfairly merged with 28 households in the section of Irwin Avenue adversely affected by the proposed one-way change.

It should also be considered that removing travel options (by changing to one-way) reduces the resilience of the road network to cope with adverse events (e.g. accidents, roadworks).

As a regular cyclist there are many improvements that I would like to see in York, but adding a cycle lane in Irwin Avenue is not one of them. I have never had or observed any issues cycling in this road, even before any proposed changes, and the addition of a cycle lane does not add anything for cyclists since this is a good cycle route already.

If action is deemed necessary, then alternative options such as those below are much preferred:

1. "Access only" from Dodsworth Avenue into Irwin Avenue
2. Traffic calming/speed bumps
3. Speed camera (signs/physical camera)

These alternatives have the following advantages:

1. More effective (e.g. can reduce speeding in both directions)
2. Minimal impact on emergency vehicles
3. Minimal negative impact on residents of Irwin Avenue west of Malton Avenue and residents in Dodsworth Avenue
4. Better traffic flow/reduced impact on non-resident traffic
5. Maintained network resilience.

Officer response:

The option to make Irwin Avenue one-way was arrived at during the review of the requests and existing conditions, and consideration of potential options at feasibility stage.

This proposal serves the same outcome as the "blocking off" option in that it removes the Dodsworth Avenue traffic from Irwin Avenue, as desired. The main difference is that it still allows exit onto Dodsworth whereas blocking off (point closure) would prevent this and force all vehicles accessing Irwin and Malton Avenue to use the Heworth Green/Malton Avenue access, which would have its own specific concerns and issues.

All of the residents should have an equal say in what is provided, hence each of the properties on the estate were offered the opportunity to comment on the proposals.

Access-only restrictions are more likely to be abused compared to a "No entry" restriction and is therefore less likely to be self-enforcing.

It was made clear from the outset that traffic calming measures would not be supported by residents so this option has not been considered in any detail. Speed surveys have indicated that mean speeds are within the signed limit, and 85th percentilespeeds are only a concern eastbound, and the proposed scheme would address that by removing the eastern flow of traffic.

Speed cameras are operated by North Yorkshire Police and reserved for sites with poor speed limit compliance coupled with an accident history. Irwin Avenue and Malton Avenue do not meet the criteria for a speed camera.

Resident #24:

I am writing to oppose the suggested speed management scheme on Irwin Avenue. This is a residential area, but so, largely, are Dodsworth Avenue and Heworth Green. Traffic is minimal and, given the 20 mile an hour speed regulations and the findings of the recent feasibility study, average car speeds are relatively low (i.e. compared to the normal 30 miles an hour on most roads). I do not perceive there being any particular dangers of road crossing than on a normal road (if anything I would suggest they are less).

I would also argue that rather than cars 'cutting through' Irwin Avenue they are using a perfectly legitimate route to get from A to B. Largely within the current speed limits. This is not a private road and to treat it as such is unfair and inequitable to our neighbouring areas. I wonder whether the council would actually consider this proposal if it were not for the fact Irwin Avenue is predominantly owner-occupied. To impose the suggested changes would merely increase the traffic (and traffic queues) on Heworth green (particularly near the roundabout) and at the junction to Dodsworth Avenue. Traffic queues are increasingly a concern as they increase pollution levels which is not desirable for anyone. So, I would suggest Irwin Avenue is fortunate to have a 20 mile an hour speed limit in place (which is considered acceptable for school area zones - which Irwin Avenue is not) and the current system remains in place. If you have any further queries please don't hesitate to contact me.

Officer response:

Average vehicle speeds on Irwin Avenue have been proven to be compliant with the signed limit, with the exception being the 85th percentile speed eastwards, which exceeds the threshold for enforcement.

It is correct to say that vehicles have a legitimate right to use Irwin Avenue as it is a public highway. However, this project was originally driven by residents having the view that the use of the route by non-residential traffic was a nuisance and road safety concern, and the council have responded to the request to address the concerns.

The comments about queuing and traffic volumes have been addressed above.

Resident #25:

As a resident who regularly enters the avenue from Dodsworth I would find it extremely inconvenient to travel via Heworth green. Since receipt of your letter I have noted the peak time traffic along Irwin, and found it to be insignificant. I think this is due to the difficulty in exiting from Malton Avenue as traffic is flowing quite fast along Heworth Green, approaching the roundabout.

I accept that some vehicles cut through Irwin but this does have the benefit of reducing queuing traffic along Dodsworth, which I might add, is getting worse with traffic backing up past Pottery Lane.

Please record my objections to the proposal.

Officer response:

The comments about traffic volumes and queueing are discussed above.

Resident #26:

I personally think it is a crazy idea and a complete waste of money especially at this time when the money could be spent on much better essential services ie Road maintenance. As a regular cyclist I no longer cycle as the roads are far too dangerous.

Which is such a shame.

I have lived in Malton Avenue for over 40 years and I can honestly say the road is the quietest it has ever been regarding traffic. There is a slight increase in traffic on an evening. But it is a road and is there to be used. Too many roads in York have been either closed or made one way to the detriment of the road user. People who live in the area were aware of the situation when they bought their property.

The proposals, if put in place, will have a big impact on the people living in Malton Avenue as I believe more traffic will be passing than there is now as the whole of Irwin avenue will be passing every time they go out in their cars. I also think traffic will travel faster than normal knowing the street is one way. If Irwin Avenue is made one way the poor people at the Dodsworth road junction will suffer more traffic hold ups and a lot more pollution in that area. As far as I'm aware there has never been any accidents in the area so I don't see a problem at all. It seems very strange to me that anyone living in Irwin Avenue would actually want this to happen. Especially if you live at either end of the road. If something has to be done to appease these people then I would propose blocking the end of Irwin at the junction with Malton Avenue. The people in Irwin would then have the same scenario leaving their properties but come back in the same end. Malton Avenue would leave and return the same via Malton Avenue. Problem solved but off course another blocked off road. Great for the residents but not great for anyone wanting to avoid the Dodsworth road junction.

I ask that you please do not implement this scheme.

Thank you for your time with this matter and I hope the right conclusion will be found.

Officer response:

As mentioned above, the scheme is in response to a request via petition from residents to address concerns they have about speeds and road safety. Through consultation, it is apparent that these views were not a consensus opinion, with several residents now objecting to / opposing the proposals.

Leaving Irwin Avenue as is does allow some relief to the Dodsworth Avenue queuing issues. As there are no current proposals to modify the Dodsworth Avenue junction with Heworth Green, there is an argument to leave Irwin Avenue as two-way with access for all vehicles.

Comments on the Dodsworth Avenue junction concerns are discussed above.

Resident #27:

We write in relation to the speed management proposal as noted above.

Having been a resident of Malton Avenue for 20+ years we have experienced the significant increase in traffic, noise and air pollution as well as the speed travelled by vehicles along both Irwin and Malton Avenue.

Several accidents have been noted over the years, all caused by speeding vehicles using the route as a cut through and travelling at speeds well over the noted speed limit.

We agree with the view of other residents that it can feel unsafe to walk along the footpaths at peak times due to the build-up of traffic and the speed at which some vehicles travel.

We welcome the proposal but our preference would be to close off the entrance from Dodsworth Avenue to Irwin Avenue completely as there is a concern that Malton Avenue then becomes the cut through from Heworth Green to short cut the route to join Dodsworth Avenue.

If this is not an option we'd encourage a review of traffic volumes travelling from Heworth Green along Malton Avenue/Irwin Avenue after the new route is in place to see if concerns are valid.

Officer response:

The comments of support are noted.

Accident records were reviewed for the 3-year period leading up to the feasibility study. There are no casualty accident reports for Irwin Avenue/Malton Avenue between 01/01/2017 and 31/07/2022. The resident claims that there have been several accidents noted over the years – it is presumed that if this is the case, they were damage only incidents.

A full closure on Irwin Avenue presents its own issues and was viewed by officers to be more impactful to residents.

Resident #28:

Sincere thanks for your letter related to the proposed one-way restriction to Irwin Avenue in Heworth, blocking the road to cars from the Dodsworth avenue end. My family and I live at number XX, fairly close to the Dodsworth Avenue end.

As your letter suggests, particularly at peak times, the road is frequently used as a cut through by drivers, often at significant speed. Despite the paths being set back, we have experienced more 'close calls' than I care to remember, most often when our children were younger. Being at the end of the road means that the cars taking the corner at speed are harder to see coming. Similarly, cycling around that corner, especially when turning right is very risky because the corner is often taken quickly, so we tend to walk our bikes over.

Having no entry to cars at the end of the street would make the road feel much more pleasant in terms of noise but most importantly feel and be far safer, especially for the youngest and oldest residents. I wholeheartedly support the proposal and would be thrilled to see it actioned as soon as possible.

Officer response:

The comments of support are noted.

Resident #29:

I am a resident of Irwin Avenue and whilst supportive of some actions to prevent the street being a cut through, I am concerned about the potential impact of the change to Dodsworth Avenue.

What impact assessment has been completed on that street as a result?

Unfortunately, I think the impact it may have on that road far out way the benefit that would be received on Irwin Avenue.

The traffic and parking on Dodsworth Avenue is a huge pain point.

Officer response:

The impact on queuing on Dodsworth Avenue is discussed above.