

Statement of Reasons;

*To avoid the low railway bridges between the A644 at Mirfield and Lower Hopton, it is often necessary for drivers of tall HGVs to travel via Upper Hopton to reach industrial premises in Lower Hopton. Whilst not ideal, it is necessary as the bridge headrooms cannot be increased. However, Satellite Navigation (Satnav) systems often guide HGV drivers on the B6118 Bog Green Lane to Upper Hopton via the Paul Lane / Helme Lane / Wood Lane / North Gate route (rather than the Hollin Hall Lane route). Drivers then attempt the restrictive left turn from North Gate into Hopton Lane, and damage the wall / roof of house no. 67 Hopton Lane.*

*After liaison with HERE Technology (a company supplying information to Satnav companies), it has been found that imposing a weight limit on the Helme Lane – North Gate route would cause a Satnav system to direct a HGV driver onto the preferred Hollin Hall Lane route. Consideration has therefore been given to imposing a weight limit on the entirety of the Paul Lane – North Gate route, but HGVs approaching from the south on the B6118 may then be directed via Hollin Hall Lane and North Gate to reach the dairy on Wood Lane. The left turn into North Gate is particularly difficult if residents' cars are parked by their homes. The drainage company on Wood Lane is not of concern, as they do not receive visits from external hauliers.*

*Following consultation with proprietors of the dairy and the drainage company on Wood Lane, and a further trial by HERE Technologies, it is proposed to impose a weight limit from a point immediately east of the dairy farm, through to the North Gate / Hopton Lane junction. Notably, it is the movement of HGVs from Colne Bridge to Lower Hopton that is the most problematic, and HERE have demonstrated that such vehicles will be directed via Hollin Hall Lane if the restriction is introduced.*