

Kings Hill & West Malling

Sections 1-32 (March 2020); sections 33-41 (October 2021)

Section No.	Location	Sub Division	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
1	The Street, Mereworth		Road (Two-way movements) + footways	4.5m + 2m footways	N	Route subject to 30mph speed limit throughout. On-street parking, particularly on the northern side of the road and occasionally on the footway, which restricts usable width for non-motorised users. Lightly trafficked, low-speed route subject to 7.5 tonne weight restriction.	Medium	Signposted route	20mph speed limit to further facilitate on-carriageway cycling? LTN measures?
2	Butchers Lane (The Street to Kent Street)		Road (Two-way movements)	4.1m	N	Route subject to 30mph speed limit throughout. Carriageway well maintained but relatively narrow and enclosed by adjacent hedgerows. Some on-street parking near Willow Wells, which restricts vehicle movements to one-way. Limited forward visibility in places and no footways. Lightly trafficked route.	Medium	Signposted route	Enhanced signage and maintenance of hedgerows to maximise carriageway space and forward visibility.
3	Butchers Lane (Kent Street to Beech Road)		Road (One-way movements)	Various	N	Route subject to 30mph speed limit throughout and residential in character. Poor visibility at junction with Kent Street. Carriageway in reasonable condition and lightly trafficked but narrow (principally one-way vehicle movements) with no footways.	Medium	Signposted route	Enhanced signage (particularly at junction with Kent Street) and maintenance of hedgerows to maximise carriageway space and visibility.
4	Beech Road (Butchers Lane to A228)		Road (One-way movements)	3.4m	N	Route subject to national speed limit (60mph) throughout, albeit traffic speeds significantly lower in practice. Poor surface condition and significant vegetation encroachment, which exacerbates the narrow carriageway width (principally one-way vehicle movements). No footways or street lighting, albeit lightly trafficked.	Medium	Signposted route	Enhanced signage and surface/hedgerow maintenance to maximise carriageway space and forward visibility.
5	Kent Street		Road (One-way movements)	3.7m	N	Currently no link between Kent Street and Lapins Lane. Poor surface condition on Kent Street and restricted visibility at its junction with the A228, which presents a hazardous environment for non-motorised users due to the speed and volume of traffic present.	Medium	Signposted route	S.106-funded enhancements to the A228 / Kent Street junction currently being considered by KCC. Potential to provide link between Kent Street and Lapins Lane, subject to land ownership/negotiation. Enhanced signage and surface maintenance required on Kent Street itself.
6A	Gibson Drive (Kings Hill Avenue to A228)	South	Shared footway/cycleway to Gibson Building access. Cycle path to A228 roundabout.	2m + 7.2m woodchip verge (SF) 2m (CP)	Y	Some minor maintenance issues. Wide verge alongside narrow shared use route.	High	Shared use route (as existing)	Surface maintenance. Widen existing provision to 3.0m, subject to arboricultural considerations and street furniture.
	Gibson Drive (Kings Hill Avenue to A228)	North	Shared footway/cycleway.	2m + 7.2m roadside verge	Y	Some minor maintenance issues. Wide verge alongside narrow shared use route.	High	Shared use route (as existing)	Surface maintenance. Widen existing provision to 3.0m, subject to arboricultural considerations and street furniture.
	A228 (Gibson Drive to Spitfire Road)	East	Pedestrian footway	1.8m	Y	Footway in relatively good condition, linking to Puffin crossing to the western footway.	Low	N/A	No scope for widening to provide shared use facility due to third-party land constraints.

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6B	A228 (Gibson Drive to Spitfire Road)	West	Shared footway/cycleway	2m + varying verge	Y	Existing shared use route between the roundabout and Puffin crossing, which then ends abruptly and requires on-carriageway cycling thereafter.	High	Shared use route	Widen existing pedestrian link between the Puffin crossing and Mosquito Road to provide a continuous cycle link to this low-speed, residential environment where on-carriageway cycling is appropriate. Enhance pedestrian/cycle crossing of the A228 at the Gibson Drive roundabout.
7A	Discovery Drive (Fortune Way to Forest Way)	South	Shared footway/cycleway	2m + 2m grass verge	Y	Narrow splitter island for pedestrians and cyclists on the western arm of the Discovery Drive / Fortune Way roundabout. Shared use route continues to the west, with some trees/hedges and street furniture in close proximity. Shared facility terminates at Elstar Place.	High	Shared use route	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture, and extend to Forest Way roundabout.
	Discovery Drive (Fortune Way to Forest Way)	North	Pedestrian footway	2m + 2m grass verge	Y	Good surface condition and steady gradient throughout.	High	Shared use route	Widen existing provision to 3.0m, subject to relocation of street furniture, to enable shared use.
7B	Forest Way (Gibson Drive to Discovery Drive)	East	Shared footway/cycleway (northern half of route length only).	2m + 2m grass verge	Y	Good surface condition and steady gradient throughout but too narrow for shared use.	High	Shared use route	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture, and extend to Discovery Drive roundabout.
	Forest Way (Gibson Drive to Discovery Drive)	West	Shared footway/cycleway	2m + 4-9m grass verge	Y	Good surface condition and steady gradient throughout but too narrow for shared use.	High	Shared use route	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture.
8	Discovery Drive (Fortune Way to Boverde Avenue)	South	No provision between Fortune Way and Rougemont (west), footway only to Rougemont (east), shared use to Boverde Avenue.	2m + 2.5m verge (SF)	Y	Good surface condition where provision exists but too narrow for shared use. Levels may preclude an extension to the west.	High	Shared use route (partial)	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture. Investigate potential to extend provision to the west. If this is not feasible, provide crossing facility to the northern route.
	Discovery Drive (Fortune Way to Boverde Avenue)	North	Shared footway/cycleway	2m + 2m grass verge	Y	Good surface condition and steady gradient throughout but too narrow for shared use.	High	Shared use route (partial) and footway	Widen existing provision to 3.0m where feasible; however third-party land and landscape features may preclude this in certain locations.
9A	Discovery Drive (Beacon Avenue to Victory Drive)		Pedestrian footway (both sides)	2m + 2m grass verge	Y	Tree lined verges on both sides of the footways. Parked cars on-street along the length of Discovery Drive, with raised traffic calming feature at Victory Drive.	High	Shared use route (partial)	Widen existing provision to 3.0m on at least one side of the road, subject to arboricultural considerations and relocation of street furniture.
9B	Discovery Drive (Victory Drive to Boverde Avenue)		Pedestrian footways to McArthur Drive, where shared footway/cycleway commences.	2m + 2m grass verge	Y	Street lighting and trees close to footways, which may preclude consistent widening to facilitate shared use. Heavy on-street parking. Raised traffic calming features.	High	Shared use route (partial)	Widen existing provision to 3.0m where possible on at least one side of the road, subject to arboricultural considerations and relocation of street furniture.
10A	Park Drive (Tower View to Beacon Avenue)	South	Pedestrian footway	2m + 2m grass verge	Y	Recently implemented footway as part of Kings Hill Phase 3 development.	High	Shared use route	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture.
	Park Drive (Tower View to Beacon Avenue)	North	On-carriageway cycle lane*		Y	Steep gradient towards residential development. No visible cycle lane marked on the carriageway at present.	High	On-carriageway mandatory cycle lane.	Install mandatory cycle lane markings and signage.

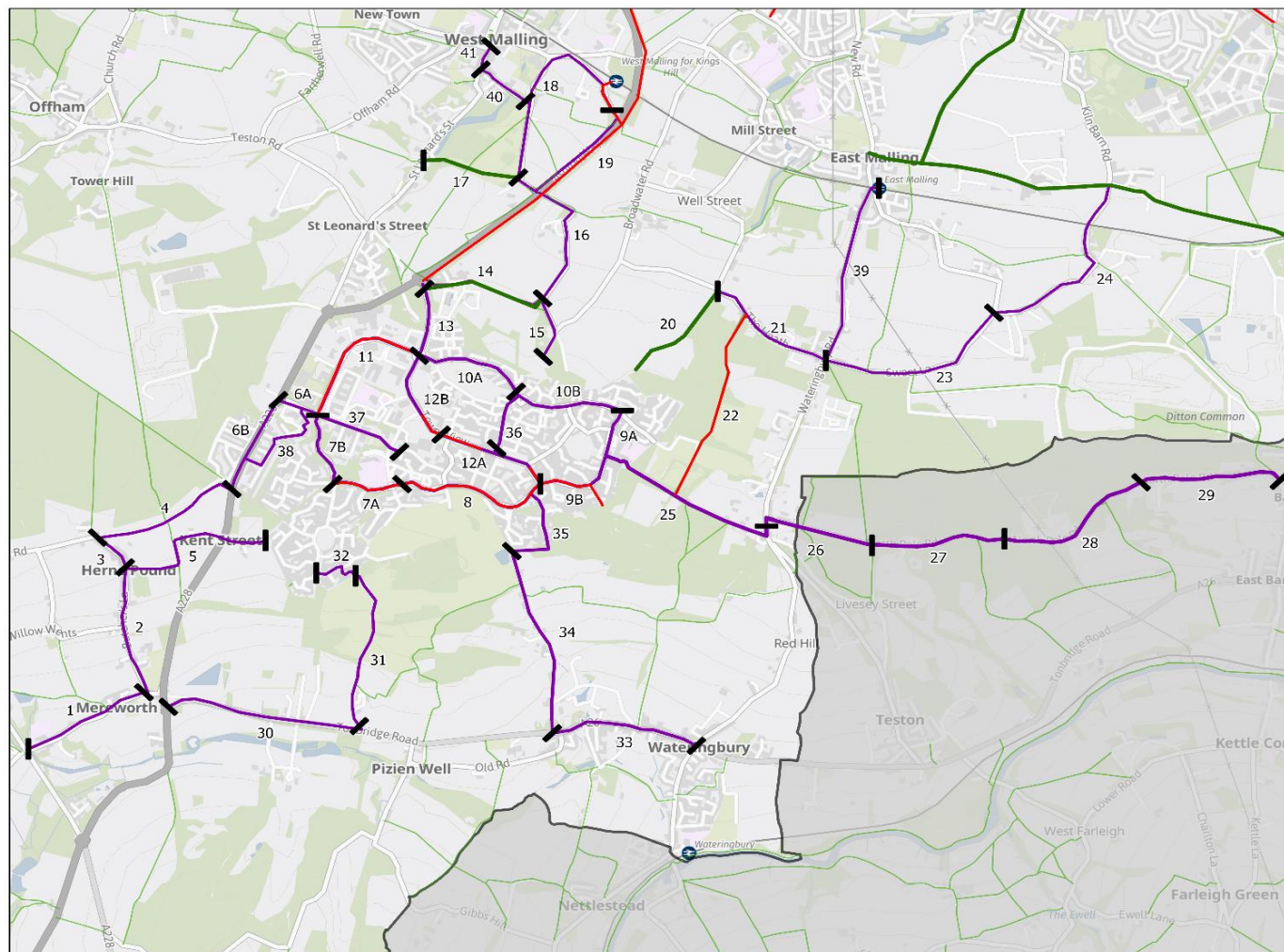
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10B	Beacon Avenue (Park Drive to Discovery Drive)		Shared footway/cycleway	2m + 2.8m grass verge	Y	Heavy on-street parking. Bound by residential frontages. Street furniture and utilities adjacent to paths, which are too narrow for shared use.	High	Shared use route	Widen existing provision to 3.0m on at least one side of the road, subject to arboricultural considerations, relocation of street furniture and utilities.
11	Kings Hill Avenue (Tower View to Gibson Drive)		On-carriageway cycle lanes	1.3m	Y	Well-maintained carriageway with no sunken or damaged utility covers. Good visibility available to/from side roads. Pedestrian footways along both sides, set back from the road by grassed verges. Mandatory cycle lanes on both carriageways.	High	On-carriageway mandatory cycle lanes and/or shared use routes.	Widen on-carriageway cycle lanes to at least 1.5m. Investigate potential to provide a shared use route on at least one side of the road, subject to arboricultural considerations and relocation of street furniture.
12A	Tower View (Fortune Way to Bovarde Avenue)		On-carriageway cycle lanes and shared footway/cycleways	2m + 2m grass verge (SF) 1.5m cycle lane	Y	Well-maintained carriageway with no sunken or damaged utility covers. Good visibility available to/from side roads. Shared use routes along both sides, set back from the road by grassed verges. Mandatory cycle lanes on both carriageways.	High	On-carriageway mandatory cycle lanes and shared use routes.	Widen existing shared use provision to 3.0m on at least one side of the road, subject to arboricultural considerations and relocation of street furniture.
12B	Tower View (Kings Hill Avenue to Fortune Way)	North	On-carriageway cycle lanes and shared footway/cycleways	2m + 2m grass verge, 1.3m cycle lane	Y	As per Route 12A.	High	On-carriageway mandatory cycle lane and shared use route.	As per Route 12A.
	Tower View (Kings Hill Avenue to Fortune Way)	South	Shared footway/cycleway.	2m + 1.5m verge	Y	Previous on-carriageway cycle lane has been removed; however the associated markings remain visible. Off-carriageway infrastructure too narrow for shared use.	High	On-carriageway mandatory cycle lane and shared use route.	As per Route 12A.
13	Tower View (A228 to Kings Hill Avenue)	East	Pedestrian footway	1.5m + 2.7m verge (at narrowest)	Y	Relatively narrow footway provision. Some trees and street furniture in close proximity to footway.	High	Shared use route	Widen existing provision to 3.0m, subject to arboricultural considerations and relocation of street furniture, to enable shared use. This is an important link to the shared route via Ashton Way to West Malling Railway Station and is considered a priority for enhancement.
	Tower View (A228 to Kings Hill Avenue)	West	Shared use route for first c.60m, with no provision beyond.	2m + 2m grass verge	Y	Short footway link with narrow, uncontrolled crossing via the central boulevard to the eastern side of the road.	Medium	Shared use route (partial)	Widen existing footway to 3.0m, subject to relocation of street furniture, to enable shared use. Provide widened or Toucan crossing to the eastern side of the road.
14	PRoW MR144 (Footpath)		PRoW MR144 (Footpath)	2m - 4m unsurfaced route through fields	N	Gated access from Tower View to an open field. Formal demarcation of footpath limited. Route continues between orchard and tree line. Much of the route is understood to fall within the proposed Broadwater Farm allocation, with the remainder within Kings Hill Areas 5.2 and 5.3.	Medium to High	Shared use route	Subject re-designation of the PRoW to provide for shared use, then much of the route could be upgraded as part of the Broadwater Farm and Kings Hill Areas 5.2 and 5.3 developments.
15	Lavenders Road (south)		Road (One-way movements)	3.5m	N	Relatively well-maintained tarmac surface. Width permits one-way vehicle movements, albeit informal passing places are present. Leads to private land to the south, with no access to Kings Hill.	Low	N/A	Isolated route not on a current or future desire line, with no potential for meaningful enhancement.

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16	Lavenders Road (central)		Road (One-way movements)	3.5m	N	Relatively well-maintained tarmac surface. Width permits one-way vehicle movements for much of the route. Enclosed by hedgerows and third-party boundaries. Restricted forward and side-road visibility in places, which present further hazards, albeit traffic volumes and speeds are low.	Medium to Low	N/A	There is considered to be limited potential for the meaningful enhancement of this route, albeit it could potentially form part of the non-motorised user network for Broadwater Farm for some user groups.
17	PRoW MR142 (Footpath) (Lavenders Road to St Leonards Street)		PRoW MR142 (Footpath)	2m - 4.5m	N	This section of Lavenders Road is generally wider and benefits from better forward visibility than the southern and central sections. The PRoW is accessible via a gated access from Lavenders Road, which opens into a grassed field. Further gated access on entry to the car parking area for the Country Park. From here, the route bounds the car park but is narrow, overgrown and unsurfaced. There is a shared use connection available to the	Medium	Bridleway?	Re-designate PRoW for shared use and enhance surfacing and signage, subject to third-party land negotiations and ecological considerations. Potential to re-route via the Country Park access road, which is surfaced and generally lightly trafficked.
18	Lavenders Road (north)		Road (One-way movements)	3.9m	N	This section of Lavenders Road is narrow and enclosed, with limited passing places for vehicles, albeit forward visibility is relatively good and traffic volumes and speeds are low. A footway commences in the vicinity of Swan Street, measuring approximately 1.2m in width.	Medium	Signposted route	Enhance signage and maintenance of surface/verges. Consider incorporating within the West Malling 20mph speed limit.
	Swan Street / Station Approach		Road (Two-way movements)	4.5 - 5.5m	Y	Swan Street is provided with a 1.2 to 1.8m wide footway on the northern side of the road. The carriageway is capable of supporting two-way vehicle movements and is subject to street lighting and a 30mph speed limit, which reduces to 20mph to the west on approach to West Malling Town Centre. Station Approach is partially unadopted and maintained by Network Rail. It has a carriageway width of 5.5m and a footway width of 1.8m on the eastern side. It is subject to a 30mph speed limit and street lighting.	High	Signposted route and shared use route (Station Approach only)	Extension of 20mph speed limit. Liaise with Network Rail around potential for widening of existing footway to provide for shared use on Station Approach.
19	A228 Ashton Way		Road (Two-way movements)	3.0m shared use route	Y	Existing, high-standard shared use route provided on the eastern side of the road.	High	N/A	Maintain existing provision.
20	PRoW MR114 (Footpath)		PRoW MR114 (Footpath)	2.5m - 6.3m	N	Unsurfaced footpath. Tree roots present throughout, which present a trip hazard. Currently terminates on entry to an apple orchard; however it is understood to bound the proposed Broadwater Farm allocation.	Medium to High	Bridleway?	Re-designate PRoW for shared use and enhance surfacing and signage, subject to third-party land negotiations and ecological and arboricultural considerations. This route has the potential to form part of the non-motorised user network for the Broadwater Farm development, providing a connection to East Malling and the A20 corridor.
21	The Heath (Pikey Lane to Sweets Lane)		Road (Two-way movements down to one-way)	4.3m	N	Subject to the national speed limit (60mph) throughout. Relatively narrow but lightly trafficked route, with informal passing places available. Generally good surface condition; however some localised degradation.	Medium	Signposted route	Enhance signage and maintenance of surface/verges. Consider potential for reduced speed limit.

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22	PRoW MR115 (Bridleway)		PRoW MR115 (Bridleway)	Between 2.6m and 4.4m	N	From The Heath, the route is informal and unsurfaced for approximately half its length, with some areas of vegetation encroachment and protruding tree roots. To the south, more formal surfacing is present, including sections of tarmac and compacted stone. At the southern end of the route, large boulders are present which restrict access.	Medium to High	Shared use route	Enhance signage, surfacing and vegetation maintenance, subject to ecological and arboricultural considerations.
23	Sweets Lane		Road (Two-way down to one-way)	4.5m to 3.2m	N	Route subject to national speed limit (60mph) throughout, albeit traffic speeds significantly lower in practice. Poor surface condition and vegetation encroachment, which exacerbates the narrow carriageway width and restricts forward visibility.	Medium to Low	Signposted route	Limited potential for meaningful enhancement.
24	Easterfields / Kiln Barn Road		Road (One-way movements)	3.2m	N		Medium to Low	Signposted route	Maintain surface and hedgerows and consider potential for reduced speed limit.
25A	Teston Road		Tarmac track	1.3m (up to 6m including scrub)	N	Route passes through Warren Woods Nature Reserve. No lighting or natural surveillance, which limits its use during the hours of darkness. It is nevertheless a well-used existing pedestrian and cycle route, principally for leisure purposes. Concrete blocks present to prevent vehicular access.	Medium to High	Signposted route	Widen to permit shared use and enhance signage, surfacing and vegetation maintenance, subject to ecological and arboricultural considerations and third-party land negotiations. Consider potential for low-level lighting to enhance security and designation as Bridleway or Restricted Byway.
25B	Teston Road		Road (Two-way movements)	4.8m	N	Well-maintained, no-through road which is very lightly trafficked and has good forward visibility. No lighting and limited natural surveillance but nonetheless well-used by pedestrians and cyclists, principally for leisure purposes.	High	Signposted route	Enhance signage.
26	North Pole Road		Road (One-way movements)	3.5m	N	Route subject to national speed limit (60mph) throughout, albeit traffic speeds significantly lower in practice. Poor surface condition in places some restrictions to forward visibility. Provides direct, lightly trafficked route between Kings Hill and Maidstone.	High	Signposted route / Filtered permeability	Enhance signage, surfacing and vegetation maintenance, subject to ecological and arboricultural considerations. Consider potential for filtered permeability, particularly to the west where limited vehicular access to properties is required.
27	North Pole Road		Road (One-way movements)	3.5m	N		High	Signposted route / Filtered permeability	
28	North Pole Road		Road (One-way movements)	3.5m	N		High	Signposted route / Filtered permeability	
29	North Pole Road		Road (One-way movements)	3.5m	N		High	Signposted route / Filtered permeability	
30	A26 Tonbridge Road (Malling Road to Danns Lane)	South	Shared footway/cycleway for approximately 140m to the east of the roundabout.	3.5m	N	Limited length of shared use provision, which terminates at an informal crossing to the northern side, where only a footway continues eastwards. Highway verge present to the east but this narrows towards Wateringbury.	Low	Shared use route	Maintain existing provision.
	A26 Tonbridge Road (Malling Road to Danns Lane)	North	Footway	2m	N	Heavily trafficked road. Degradation of footway and no verge present, which precludes shared use.	Low	N/A	There is considered to be no potential for the meaningful enhancement of this route.
31	Danns Lane		Private surfaced track	2.8m	N	Narrow track permitting one-way vehicle movements. Unmaintained at the north end, with no access to Kings Hill Golf Course.	Low	N/A	There is considered to be no potential for the meaningful enhancement of this route. A route via Bancroft Lane and Canon Lane may have greater potential to link Kings Hill with the A26/Wateringbury.

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32	N/A		None	N/A	N	Third party land across Kings Hill Golf Course, which cannot be accessed from Kings Hill and is unlikely to be acceptable for use by pedestrians or cyclists in the absence of an existing Right of Way.	Low	N/A	There is considered to be no potential for the meaningful enhancement of this route.
33	A26 Tonbridge Road (Canon Lane to Red Hill)		Road (two-way movements) plus footway on northern side	6.5m carriageway	Y	Busy district distributor road with limited footway and some-on-street parking. Traffic levels are too high for on-carriageway cycling	Low	None proposed	None proposed
34	Canon Lane		Road (one-way movement) plus short length of footway at southern end	3m carriageway	N	30mph dead-end country lane; rising quite steeply in sections	High	On-carriageway	None required
35	Canon Lane (north) to Hollandbury Park		Woodland path/permissive bridleway with a loose stone surface	Width = 3m+	N	Pleasant woodland path, some minor ponding in places and horse gate to negotiate	High	Permissive bridleway	Existing permissive route is suitable
36	Baxter Way + Pedestrian Link		Residential road with footways on both side and footpath link from Baxter Way to Orchard Way	2m footpath link	Y	Possible desire line for pedestrians/cyclists from proposed Broadwater Farm area; Baxter Way is quiet residential street and footpath link has good forward visibility and open on one side for most of its length.	High	On-carriageway/off-carriageway shared use path	Signage to indicate shared cycle use
37	Gibson Drive Connection		Footpath connection from shopping parade past memorial to Gibson Drive with two-way movement and footways either side and priority pinch point	2m footway connection adjacent to car park, 3m+ footpath link to memorial. Carriageway width varies 5.1m to 5.8m		The footpath link from Gibson Drive to the shops is wide and open with good visibility. Gibson Drive is suitable for on-carriageway cycling and links into the shared footway cycle route along Kings Hill Avenue and Forest Way for connections to TMBC offices	High	On-carriageway/off-carriageway shared use path	None required
38	Lancaster Way/Meteor Road/Typhoon Road		Quiet residential street with footpath link into TMBC offices car park	1.5m wide access point into car park		There is a pedestrian route marked alongside the access road to the car park that connects through a chicane barrier and along a short (15m) ramped path to a gated entrance 1.5m wide onto Lancaster Way. There is a sign on the gate stating that cyclists must dismount. Cyclists using the car park would need to follow the one-way system.	Medium	Footpath link	Remove the guardrailing (one-side) and chicane to the footpath to remove the width restriction and install suitable tactile paving to warn of vehicle movement in the car park.
	A228 Malling Road		Road (two-way movements) with footway and island crossing near junction with Typhoon Road	9.6m wide carriageway; 40mph		There is sufficient width to widen the footway on Malling Road to allow cyclists to cross at the island crossing and follow the footpath into Mosquito Road. The heavy levels of traffic along the A228, particularly in the peak, will result in a delay for uncontrolled crossing movements.	High	Short section of shared footway between Typhoon Road and island crossing	Dropped kerb to footway to allow cyclists to join shared use section.
39	Wateringbury Road/Chapel Street		Road (two-way movements) 20/40mph plus footway on one side	5.5m wide carriageway; footway 1m wide		Busy road between Wateringbury and East Malling with limited carriageway width and a narrow footway; considered too busy for on-carriageway cycling	Low	None proposed	None proposed
40	Water Lane		Road (two-way movements) 20/30mph plus intermittent footway on eastern side	Single-lane width road 3.1m	N	Narrow village lane with stone walling both sides for much of its length that encourages low vehicle speeds	High	On-carriageway cycle route	None required
41	High Street		Market place 20mph with on-street 90 degree parking, bus stops and footways both sides	12-13m	Y	Busy market place to local town with lots of kerbside activity and pedestrians crossing uncontrolled which promote low speeds	High	On-carriageway cycle route	None required

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26a	Teston Road/Red Hill/Barming Road Junction		Road (two-way movements); 40mph	5.5m	N	Cyclists need to follow Red Hill, which is a busy country road connecting Wateringbury and East Malling, for 100m. There is no footway along this length and little room to widen due to hedging and fencing to private properties. The approach on Red Hill to the junction with Teston Road from the south is on a long downhill bend that limits visibility and encourages higher speeds so this 100m stretch is not considered suitable for cyclists. The alternative is for cyclists to cross straight over to Livesey Street and use bridleway KM333 to link to North Pole Road but this route is in too poor a conditions for cycling and has limited visibility when crossing over Red Hill to Teston Road.	Medium	Shared footway on the western side of Red Hill between Teston Road and North Pole Road	Purchase of a strip of land and realignment of the hedge to allow the length of shared footway to be built



Key

- Local Cycle Routes
- Assessed PROW
- Assessed Links
- Kent PROW
- Local Authority Districts

TITLE

Kings Hill - Route Audits

CLIENT
Tonbridge and Malling BC

PROJECT
TMBC LCWIP

SCALE AT A3 1:22,000 DATE **Aug 2025** JOB NO. **32126** DRWG NO. **G-02**



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